Agenda **Regular Meeting of the Planning Commission**
February 5, 2026 at 6:00 PM
Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Planning Commission Meeting

AMENDED

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

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

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

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 +1 360 209 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 +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)
Webinar ID: 853 0991 5775
Written Comment: Members of the public may submit public comments by 5 p.m. on the Monday before the meeting via https://santafenm.gov/land-use/current-planning/public-comment. Comments will then be published after this deadline. The agenda and packet for the meeting will be posted at https://santafenm.portal.civicclerk.com/

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approval of Agenda
5. Approval of Consent Agenda
6. Approval of Minutes

a. December 18, 2025

7. Approval of Findings/Conclusions

8. Consent

   a. **Case #2026-11807. 7261 Airport Road Development Plan Time Extension.** Orion-West, LLC, Agent, MBR 7261 Airport Road LLC, Applicant (Buyer), Request Development Plan approval to construct 261,000 square feet of new construction for a 221-unit multi-family apartment complex. The project is a 7.96-acre lot zoned C-2 (General Commercial) within the Airport Road Overlay and River and Trails Archaeological Review District. (Claudia Kath, Case Manager, cmkath@santafenm.gov).

9. Old Business

10. New Business

   a. **Case #2025-11386. 214 Camino de los Marquez**. JenkinsGavin, Agent, for Santa Fe Opera, Owner and Applicant ("Applicant"), requests approval of a Development Plan for up to 83 multifamily residential units. The property is located with the Suburban Archaeological and River and Trails Archaeological Review Districts and consists of +/- 2.5-acre, zoned R-29 (Residential). (Nathan Lindquist, Case Manager, jlindquist@santafenm.gov).

   b. **Case #2025-11380. 1000, 1101, and 1103 Cerrillos Road Development Plan**. JenkinsGavin, Inc., Agent, for Titan Land Development, on Behalf of Gilliam Land Trust, owner and applicant ("Applicant"), requests approval of a Development Plan, for a 79,491 square foot, four-story,150-room AC Marriott hotel. The subject properties comprise 3.40 +/- acres and are located within the Suburban Archaeological Review District and Cerrillos Road Highway Corridor (Zone 1) and zoned C-2 (General Commercial) (Claudia Kath, Case Manager, cmkath@santafenm.gov).

11. Staff Communications

   a. Affordable Housing Presentation – Faviola Chavez

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
December 18, 2025, AT 6:00 PM

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

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. APPROVAL OF AGENDA

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

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

For:
Commissioner Barber
Commissioner McReynolds
Commissioner Rieland
Vice Chair Smith
Chair Clow
Commissioner Embry
Commissioner Kapin

Abstain: None

5. APPROVAL OF CONSENT AGENDA

No action was taken.

6. APPROVAL OF MINUTES OF DECEMBER 4, 2025 MEETING

The motion was made by Commissioner Barber, and seconded by Commissioner Kapin, to approve the minutes from the December 4, 2025 meeting.

For:
Commissioner Barber
Commissioner McReynolds
Commissioner Rieland
Vice Chair Smith
Chair Clow
Commissioner Embry
Commissioner Kapin

Against: None

7. APPROVAL OF FINDINGS/CONCLUSIONS

a. Case #2025-11526. Tierra Contenta Final Subdivision Plat.

The motion was made by Commissioner Kapin, and seconded by Commissioner Reiland, to approve the Findings/Conclusions of the Tierra Contenta Final Subdivision Plat.

For:
Commissioner Barber
Commissioner McReynolds
Commissioner Rieland
Vice Chair Smith
Chair Clow
Commissioner Embry
Commissioner Kapin

Against: None

8. CONSENT
No action was taken.

9. OLD BUSINESS
No action was taken.

10. NEW BUSINESS
No action was taken.

11. STAFF COMMUNICATIONS

a. Study Session with the Technical Working Group ("TWG") for the General Plan Update ("Santa Fe Forward") on Scenario Planning Phase

12. MATTERS FROM THE COMMISSION

13. ADJOURN

The study session of the Planning Commission adjourned at 8:01 PM.

_____ _____

Liaison Chair Janet Clow

Submitted by:

_____

City of Santa Fe, New Mexico

memo

DATE: February 5, 2026

TO: Planning Commission (Consent Agenda)

VIA: Land Use Director, Heather Lamboy AICP, HLL
Maggie Moore, Assistant Land Use Director MM
Daniel A Esquibel, Planner Manager

FROM: Claudia Kath, Senior Planner, Current Planning Division

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Case #2026-11807. 7261 Airport Road Development Plan Time Extension. Orion-West, LLC, Agent, MBR 7261 Airport Road LLC, Applicant (Buyer), Request Development Plan approval to construct 261,000 square feet of new construction for a 221-unit multi-family apartment complex. The project is a 7.96-acre lot zoned C-2 (General Commercial) within the Airport Road Overlay and River and Trails Archaeological Review District.

I. RECOMMENDATION

The Land Use Director has **APPROVED** the applicant's request for a second one-year time extension. This approval is being reported to the Planning Commission in accordance with SFCC Section 14-3.19(C).

II. APPLICATION OVERVIEW

The 7261 Airport Road Development Plan approval consists of 221 dwelling units constructed on a 7.96-acre lot. The Agent states that the extension is necessary to allow the owner sufficient time to evaluate the impacts of the August 2025 ruling against the City of Rio Rancho in favor of the Pueblo of Sandia. That ruling may impede water rights transfers currently under review by the New Mexico Office of the State Engineer (OSE) for diversions located south of Sandia Pueblo. The Applicant's identified water rights originate from such a diversion. The case has been appealed, and a decision is pending. Construction is anticipated to begin in the third quarter of 2026, subject to the timing and outcome of the appeal. (See Attachment C). This constitutes the second of two time extension requests permitted under SFCC Section 14-3.19(C).

The following provides a timeline of the history of the 7261 Airport Road Project development approvals:

- August 4, 2022 – Development Plan Approval by the Planning Commission – expiring

August 4, 2025

- September 12, 2024 – 1st Time Extension Request submitted by Applicant
- November 21, 2024 – Approval of 1st Time Extension Request by Planning Commission – expiring August 23, 2026
- January 9, 2026 – 2nd Time Extension Request submitted by Applicant

As stated in the approval criteria, the administrative extension may not approve revisions to the development or amendments to the conditions of approval. If any amendment, or change to the conditions of approval were requested, those requests would need to be considered by the Planning Commission through the full public hearing process, including the requirement of an Early Neighborhood Notification (ENN) meeting.

III. APPROVAL CRITERIA

Section 14-3.19(C) SFCC 1987 **Time Extensions**

(2) Administrative Extensions

(a) The land use director may approve two consecutive extensions to the time limits for an approved development, each not to exceed one year. Approval shall be based on review of the findings and conditions of approval of the original final action and a finding by the land use director that no substantive changes have occurred to the regulations or policies that apply to the development or to the circumstances affecting the site and its vicinity. The administrative extension shall not approve revisions to the development or amendments to the conditions of approval, and no early neighborhood notification is required.

(b) Administration time extensions approved by the land use director, pursuant to this Subsection 14-3.19(C)(2), for development approvals that were granted by the planning commission or the governing body, are subject to review by the planning commission. The land use director shall identify the action taken and place it on a consent agenda for the planning commission. The land use director shall provide the planning commission with the applicant's written application and the land use director's written proposal. The planning commission may accept, reject or modify the proposal.

IV. ATTACHMENTS:

ATTACHMENT A: Findings of Fact Conditions of Law – August 18, 2022

ATTACHMENT B: Planning Commission Minutes - November 21, 2024

ATTACHMENT C: Applicant Time Extension Request Letter – January 9, 2026

ATTACHMENT D: Final Development Plan drawings

City of Santa Fe, New Mexico

Attachment A

Findings of Fact and Conclusions of Law

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

Case #2021-5393

7261 Airport Road Development Plan
Applicant's Name – MBR 7261 Airport Road LLC
Agent's Name – Orion-West LLC.

THIS MATTER came before the Planning Commission (Commission) for hearing on August 4, 2022, upon the Application (Application) of Orion-West LLC., agent for MBR 7261 Airport Road LLC (Applicant).

The Applicant seeks the Commission's approval of a Development Plan to construct 261,000 square feet of new construction for a 221-unit multi-family apartment complex (Project). The project is a 7.96-acre lot zoned C-2 (General Commercial) within the Airport Road Overlay and River and Trails Archaeological Review District (Property).

After conducting a public hearing and having heard from staff and all interested persons, the Commission hereby FINDS, as follows:

FINDINGS OF FACT

1. Under the Santa Fe City Code (SFCC) 1987 Section 14-3.8(B)(3)(a), a development plan is required for proposed development with a *"gross floor area of thirty thousand square feet or more and is located within any zoning district of the city."*
2. SFCC 1987 Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 § 14-3.I(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. A pre-application conference was held on February 10, 2021, in accordance with SFCC 1987 Section 14-3.I(E)(1).
4. Pursuant to SFCC 1987 Section 14-3.1(H), notice of the ENN meeting was properly given.
5. The Applicant conducted a virtual ENN meeting on May 4, 2022. The meeting was well attended by the public.
6. SFCC 1987 Section 14-3.8(C)(1) requires applicants for development plan approval to submit certain plans and other documentation that show compliance with applicable provisions of the Code (Submittal Requirements).
7. City Land Use Department staff reviewed the Application and related materials and information submitted by the Applicant for conformity with applicable Code requirements and provided the Commission with a written report of its findings (Staff Report).
8. Staff recommended that the Commission approve the Development Plan, subject to certain conditions of approval and technical corrections set forth in the Staff Report and attached exhibits.
9. The information contained in the Staff Report and exhibits is sufficient to establish that the Submittal Requirements have been met.

10. SFCC 1987 Section 14-3.8 establishes certain procedures for development plan approval including, without limitation, a public hearing by the Commission and a decision based on the criteria set out in SFCC 1987 Section 14-3.8(D).
11. 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.
12. 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 a development plan may be approved.
13. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(a), the Commission finds that it is empowered to approve the development plan under SFCC 1987 Sections 14-2.3(C)(1) and 14-3.8(B)(4).
14. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(b), the Commission finds that approving the development plan for the Project, subject to the conditions and technical corrections in the staff report, will not adversely affect the public interest.
15. Pursuant to SFCC 1987 Section 14-3.8(D)(1)(c), the Commission finds that the use and any associated buildings are compatible with and adaptable to buildings, structures, and uses of the abutting property and other properties in the vicinity of the Project. The size and scale of the existing buildings are compatible with surrounding properties. The Development is a compatible infill project located close to schools, parks, transit stops, major roadways, and commercial outlets for goods and services. The mix of architecture in the area and proposed building architecture is a range of Pueblo/territorial/contemporary vernacular with similar attributes found throughout the area.
16. Under SFCC 1987 Section 14-3.8(D)(2), the Commission is authorized to specify conditions of approval for a development plan that are necessary to accomplish the proper development of the area and to implement the policies of the general plan.
17. The Commission finds that the conditions and technical corrections set out in the Staff Report and exhibits are well founded and are necessary to accomplish the proper development of the area and to implement the policies of the general plan.
18. Under SFCC 1987 Section 14-3.8(A), approving the proposed Development Plan furthers the purpose and intent of providing plans for development, ensuring compliance with Chapter 14, and facilitating the documentation of future compliance with the approved plans.

CONCLUSIONS OF LAW

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

1. The Commission has the authority under Chapter 14 of the SFCC to review and approve the Applicant's proposed Development Plan subject to conditions.
2. The Applicant has complied with the Submittal Requirements.
3. The Applicant is able to comply with the Conditions.
4. The development plan should be approved subject to the conditions recommended by staff because all applicable code requirements and criteria for development plan approval have been met.

WHEREFORE, IT IS ORDERED ON THE 18TH DAY OF AUGUST, 2022 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 — 8/22/22
Janet Clow — Date
Chairwoman

FILED:

Kristine Bustos-Mihelcic XIV — 08/23/22
Kristine Bustos-Mihelcic — Date
City Clerk

APPROVED AS TO FORM:

Patricia Feghali — 8/19/22
Patricia Feghali — Date
Assistant City Attorney

City of Santa Fe, New Mexico

Attachment B

Planning Commission Minutes - November 21, 2024

City of Santa Fe

MINUTES

REGULAR MEETING OF THE PLANNING COMMISSION NOVEMBER 21, 2024 AT 6:00

A. ROLL CALL

Members Present:
Chair Janet Clow
Vice Chair Jessica Eaton Lawrence
Member Gurushabad Mirando
Member Peter Smith
Member Thomas (TJ) Rieland

Not Present:
Member Sasha McGhee

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA

MOTION: Member Lawrence moved, seconded by Member Rieland, to approve the agenda as presented.

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

For:
Vice Chair Jessica Eaton Lawrence Yes
Member Gurushabad Mirando Yes
Member Peter Smith Yes
Member Thomas (TJ) Rieland Yes

Against: None

Abstain: None

D. APPROVAL OF MINUTES:

1. October 3, 2024

MOTION: **Vice Chair Moved to amend the agenda moving Staff Communications** Motion to approve the change to the agenda Lawarence /Reiland

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

For:
Chair Janet Clow Choose an item.
Vice Chair Jessica Eaton Lawrence Yes
Member Gurushabad Mirando Yes
Member Peter Smith Yes
Member Thomas (TJ) Rieland Yes

Against: Choose an item.

Not present: Member Sasha McGhee

2. October 17, 2024

MOTION: **Vice Chair Jessica Eaton Lawrence Motioned, seconded by Member Thomas (TJ) Rieland, to approve the change to the agenda requested by staff to move item I "Staff Communication" to follow approval of the minutes.**

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

For:
Chair Janet Clow
Vice Chair Jessica Eaton Lawrence Yes
Member Gurushabad Mirando Yes
Member Peter Smith Yes
Member Thomas (TJ) Rieland Yes

Against: None

Not present: Member Sasha McGhee

E. APPROVAL OF FINDINGS/CONCLUSIONS

F. CONSENT

1. Case #2024-9306. 7261 Airport Road Development Plan Time Extension per Section 14-3.19(C) SFCC 1987. Orion-West LLC., Agent, MBR 7261 Airport Road LLC, Applicant (Buyer), request a time extension for Development Plan approved by the Planning Commission on August 4, 2022, to construct 261,000 square feet of new construction for a 221-unit multi-family apartment complex. The project is a 7.96-acre lot zoned C-2 (General Commercial) within the Airport Road Overlay and River and Trails Archaeological Review District. (Carly Venditti, Case Manager)

MOTION: **Vice Chair Jessica Eaton Lawrence Motioned, seconded by Member Thomas (TJ) Rieland, to approve the Consent Agenda.**

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

For: Chair Janet Clow
Vice Chair Jessica Eaton Lawrence Yes
Member Gurushabad Mirando Yes
Member Peter Smith Yes
Member Thomas (TJ) Rieland Yes

Against: None

Abstain: None

G. OLD BUSINESS

H. NEW BUSINESS

1. **Case #2024-8550. Fiesta Hyundai Dealership Development Plan. Lloyd & Associates, Agent, for 2015 Cerrillos, road Properties LLC, Applicant, requests Development Plan approval to construct approximately 25,541 square feet of new construction for an automotive dealership on 6.131± acres. The site is zoned C-2 (General Commercial) and is located at 4994 Governor Miles Road. (Dan Esquibel, Case Manager) (TO BE POSTPONED TO DECEMBER 5, 2024)**

2. **Case #2024-9304. Fiesta Hyundai Dealership Development Plan. Lloyd & Associates, Agent, for 2015 Cerrillos, road Properties LLC, Applicant, requests Development Plan approval to construct approximately 20,894 square feet of new construction for an automotive dealership on 5.860± acres. The site is zoned C-2 (General Commercial) and is located at 4994 Governor Miles Road. (Dan Esquibel, Case Manager) (TO BE POSTPONED TO DECEMBER 5, 2024)**

3. **Case #2023-7752. 4000 and 4200 Beckner Road Preliminary Serial Subdivision Plat. Orion West LLC, Agent, for Santa Fe Las Soleras Medical Development LLC, Las Soleras Center LLC, and Las Soleras Village LLC, Owners, requests approval to subdivide Lots 18A (29.82 acres) and 18B (18.01 acres) of the Las Soleras Master Plan to create a total of six lots. The property is zoned C-2 (General Commercial) and is located within the Suburban Archaeological Review District. (Janice Biletnikoff, Case Manager)**

MOTION: **Vice Chair Jessica Eaton Lawrence motioned, seconded by Member Thomas (TJ) Rieland, to approve case 2023-7752, 4000 and 4200 Beckner Road Preliminary Serial Subdivision Plat subject to conditions of approval and technical corrections recommended by Staff, including the additional following condition *"Dedication of internal subdivision roads be addressed during Final Plat."***

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

For: Chair Janet Clow
Vice Chair Jessica Eaton Lawrence Yes
Member Gurushabad Mirando Yes
Member Peter Smith Yes
Member Thomas (TJ) Rieland Yes

Against: None

Abstain: None

I. STAFF COMMUNICATIONS

Daniel Alverado provided a status update of Chapter 14

Janice Biletnikoff provided a status update or the General Plan

J. MATTERS FROM THE COMMISSION

K. ADJOURNMENT

_____ _____

Liaison Chair

City of Santa Fe, New Mexico

Attachment C

Applicant's 2nd Time Extension Request Letter - January 9, 2026

ORION West LLC
Development | Land Use | Planning | Project Management
PO Box 5744, Santa Fe, NM 87502-5744

January 9, 2026

Heather Lamboy, Director
Land Use Department
City of Santa Fe
200 Lincoln Ave.
Santa Fe, NM 87501

Re: 7261 Airport Road Development Plan, Case #2022-5393
Time Extension Request

Director Lamboy:

This letter is submitted on behalf of Casa Verde SLX LLC in request for a time extension of the 7261 Airport Road Development Plan approval in accordance with SFCC 14-3.19 (C). A Development Plan for 221-Multi-family apartment complex on 7.96-acre lot was approved by the Planning Commission on August 4, 2022, and the Findings of Fact and Conclusions of Law were adopted on August 18, 2022. An initial time extension of one year was granted on October 7, 2024. This extension request would extend the development plan expiration date from August 23, 2026, to August 23, 2027. The original Staff Report, Findings of Fact and first extension approval are included for reference.

The time extension is requested to allow the owner adequate time to evaluate the impact of the August 2025 ruling against the City of Rio Rancho in favor of the Pueblo of Sandia, thereby impeding water rights transfers in process with the OSE from diversions south of Sandia Pueblo. The applicant's identified water rights are from such a diversion. The case has been appealed with decision pending. The Development Plan has been recorded, and construction is anticipated to begin by the third quarter of 2026 pending the timing and outcome of the previously mentioned appeal. In support of this request, the following documents are submitted:

- Staff Report
- Findings of Fact and Conclusions of Law
- Deed
- Recorded Development Plan (Lot of Record)
- First Extension approval letter

Thank you for your consideration. Please contact me at 469-245-6450 (or ginger.guthrey@orion-west.com) with any questions or requests for additional Information.

Respectfully,

Ginger Guthrey
Project Planning & Coordination Specialist

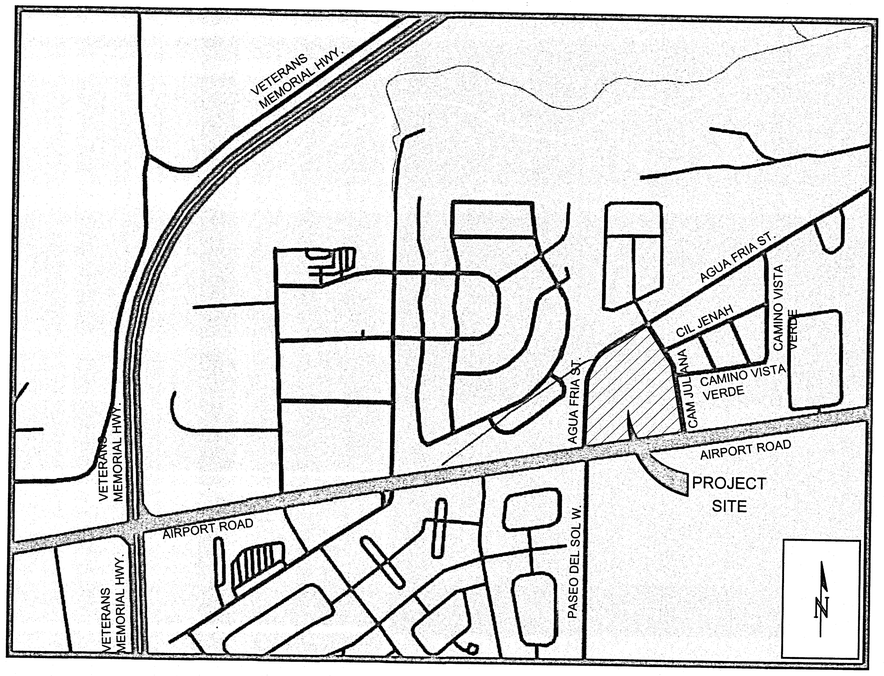
City of Santa Fe, New Mexico

Attachment D

Recorded Development Plan Drawings

913 26

DEVELOPMENT PLAN-SITE PLAN
CASA VERDE MULTIFAMILY APARTMENT PROJECT
7261 AIRPORT ROAD, SANTA FE, NM 87507
CASE# 2022-5393



VICINITY MAP

Notes:

1. Development Construction Plan drawings such as: Elevations, Lighting, Civil, Engineering Plan ..., are filed in the Map Room with the City of Santa Fe File #_____.

2. CITY OF SANTA FE DRAINAGE:
   a. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS

   b. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

3. No variances are approved for this Development Plan. The City code and applicable Chapters shall govern and apply to this Development Plan in its entirety.

#	CONDITION OF APPROVAL - ADMINISTRATIVE	DEPARTMENT	COMPLETED BY:
1	Contractor shall ensure ADA compliance for construction of required ADA accessible features and appurtenances, as detailed in, and as required, in addition to the approved construction permit documents. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, MUTCD, DOJ, and NM State Statute and Code such as the New Mexico Accessible Parking Checklist, latest published version.	ADA Review (Staff: Kody Keelin)	Prior to construction permit application

#	TECHNICAL CORRECTIONS OF APPROVAL	DEPARTMENT	COMPLETED BY:
1	Provide landscape and irrigation at Airport Road Median. Guidelines for design of medians and planting strips may be found in Resolution 2010-66. Landscape irrigation standards may be	Land Use Technical Review Division (Landscape Review)	Prior to permit review
2	Provide a professional landscape irrigation design with details of backflow preventer in a Hotbox with GFI and Heat Tape, master valve, controller, electric drip valve, valve box assembly, end flush cap, and emitter placement. Following COSF code in 14-8.4 (E) (4) and Landscape Irrigation Design Standards City of Santa Fe.		
3	Provide a list of zones with type of irrigation, i.e. Drip, Bubbler, and Popup etc. In addition, provide the plant materials irrigated, i.e. Tree, Shrub, Native Seeding, etc.		
4	14-8.4(E)(4)(H) irrigation systems shall be zoned by levels of water use. For the most efficient water use, plants with similar water use requirements shall be grouped together. Separate zones are required for permanent and temporary irrigation lines. Drought tolerant tree Desert Willow and Drought tolerant shrubs Texas Sotol and Creeping Mahonia shall be isolated on to a native shrub and tree zones that can be turned off at the controller after a three year acclamation period. Native plant irrigation zones shall be maintained for future use in drought conditions where supplemental watering is required.		
5	Separate meters shall be required for irrigation for commercial customers unless the total landscaped area on the lot is less than 1000 square feet.		
6	Irrigation lines shall not cross City of Santa Fe water mains.		
7	No stop & waste valves or automatic drain valves (King Drains) permitted per COSF Irrigation Design		
8	All disturbed areas due to construction and not part of the landscape plan shall be revegetated and irrigated. Grass seed mix shall be Dryland Blend Native Grass Mixture from Plants of the Southwest or equal. Seed rate shall be 2 lbs. per 1,000 sf.		
9	Photo metrics do not meet Code requirements. See Article 14-8.9 and revise for compliance. Outdoor lighting must not illuminate over property line.		
10	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)	Community Health and Safety Fire Prevention/Life Safety	At the time of any new construction or remodel.
11	Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4)		
12	Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads.		
13	Shall have water supply that meets fire flow requirements as per IFC (Appendix B)		
14	Shall comply with Section D102.1 Access and Loading (75,000 lbs).		
15	Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4)		
16	Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.		
17	Shall comply with Section D106 Multiple-Family Residential Developments.		
18	D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.		
19	Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		
20	Provie site specific detail for each curb ramp within the public right away. Uniformity with the curb ramps is encouraged.	ADA Review (Staff: Kody Keelin)	Prior to construction permit application
21	Include Engineer's Stormwater Infrastucture Certification on plat.	Terrain Management Review (Staff: Dee	Prior to recordation or construction plan approval

CITY APPROVALS

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING ON August 4, 2022

CASE # 2022 - 5393

PLANNING COMMISSION CHAIRPERSON — DATE 6/6/24

PLANNING COMMISSION SECRETARY — DATE 6/10/24

RENEWED BY THE CITY OF SANTA

CITY MANAGER — DATE 6/10/24

CITY ENGINEER FOR LAND USE — DATE 6/4/24

AFFIDAVIT

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

Peter Stickney Casa Verde SLX, LLC

OWNER'S PRINTED NAME

OWNER'S SIGNATURE

THE FOREGOING WAS SWORN, ACKNOWLEDGED, AND SUBSCRIBED BEFORE ME BY Peter Stickney THIS 29 DAY OF May 2024.

NOTARY PUBLIC — MY COMMISSION EXPIRES 06-13-2027

ANDREW GENTILE Notary Public, State of Texas Comm. Expires 06-13-2027 Notary ID 134409358

MODIFICATIONS

SITE PLAN MODIFICATIONS ARE SUBJECT TO APPROVAL BY THE CITY OF SANTA FE AS PART OF THE BUILDING PERMIT PROCESS.

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)

I hereby certify that this instrument 2036064 was filed for record on the 20 day of June 2024 A.D. at 10:35 o'clock AM, and was duly recorded in book 913, page (s) 26 of the records of Santa Fe County.

Witness my Hand and Seal of office
Katharine E. Clark
County Clerk, Santa Fe County, N.M.

COUNTY CLERK KATHARINE E. CLARK SANTA FE COUNTY NEW MEXICO

IAN M. N. ANDERSON NEW MEXICO 26441 LICENSED PROFESSIONAL ENGINEER 5/14/24

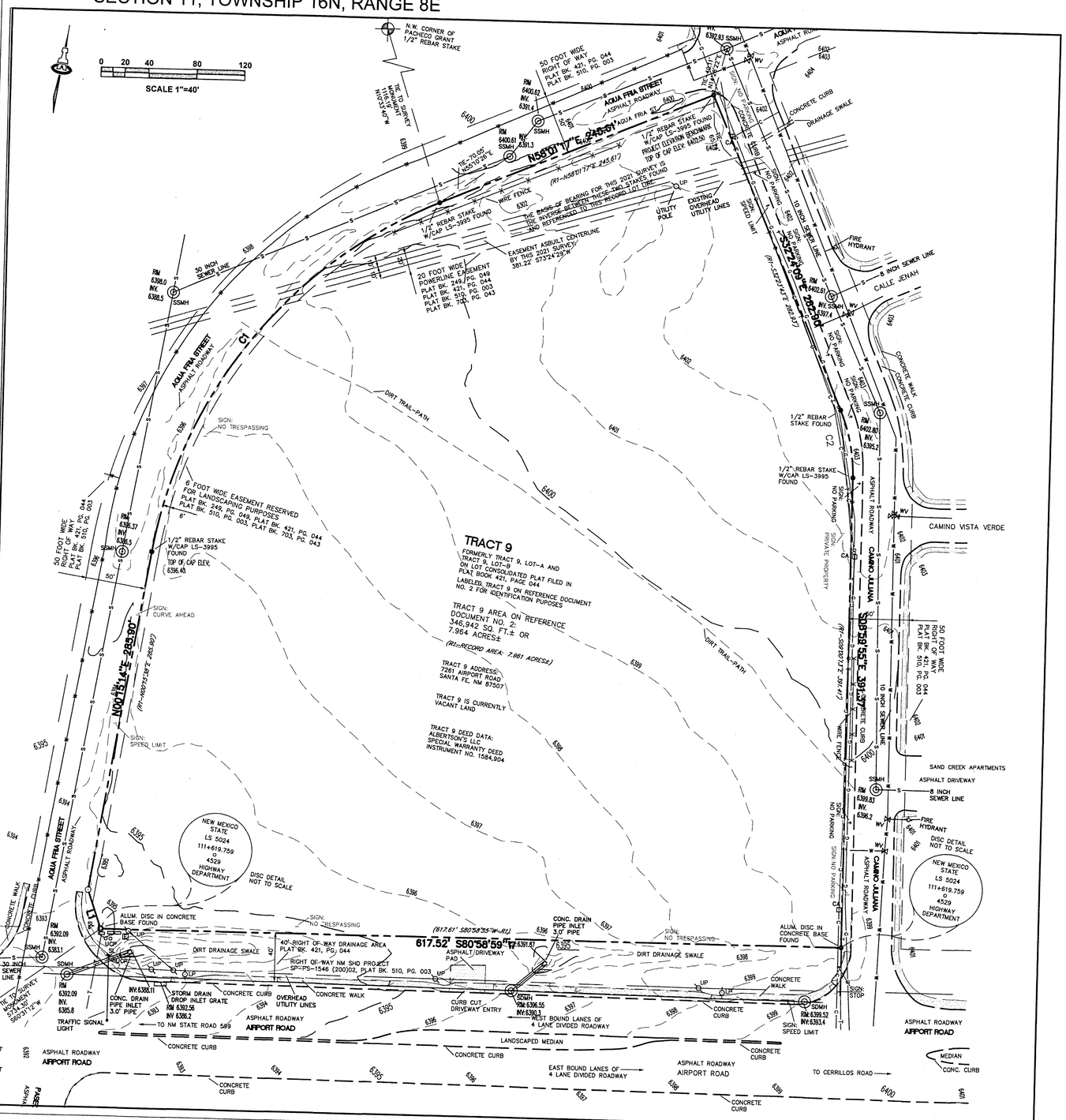
JURISDICTION: CITY OF SANTA FE
PROJECT: CASA VERDE APARTMENTS
DRAWING TYPE: EXISTING CONDITIONS
DRAWING DATE: 4-30-2024

SHEET 1 of 3

DEVELOPMENT PLAN-SITE PLAN
CASA VERDE MULTIFAMILY APARTMENT PROJECT
7261 AIRPORT ROAD, SANTA FE, NM 87507
CASE #2022-5393

CITY OF SANTA FE JURISDICTION
SECTION 11, TOWNSHIP 16N, RANGE 8E

EXISTING CONDITIONS



PROPERTY INFORMATION

ZONING:	C-2
OVERLAYS:	Highway Corridor Protection District Airport Road Overlay
HISTORICAL STATUS:	N/A
LOT(S) SIZE:	7.961 ACRES
EXISTING STRUCTURE SQ.FT.:	NONE
EXISTING UTILITIES:	NONE
FLOOD ZONE:	ZONE X
EXISTING IMPROVEMENTS:	N/A Vacant Land

LEGAL LOT INFORMATION

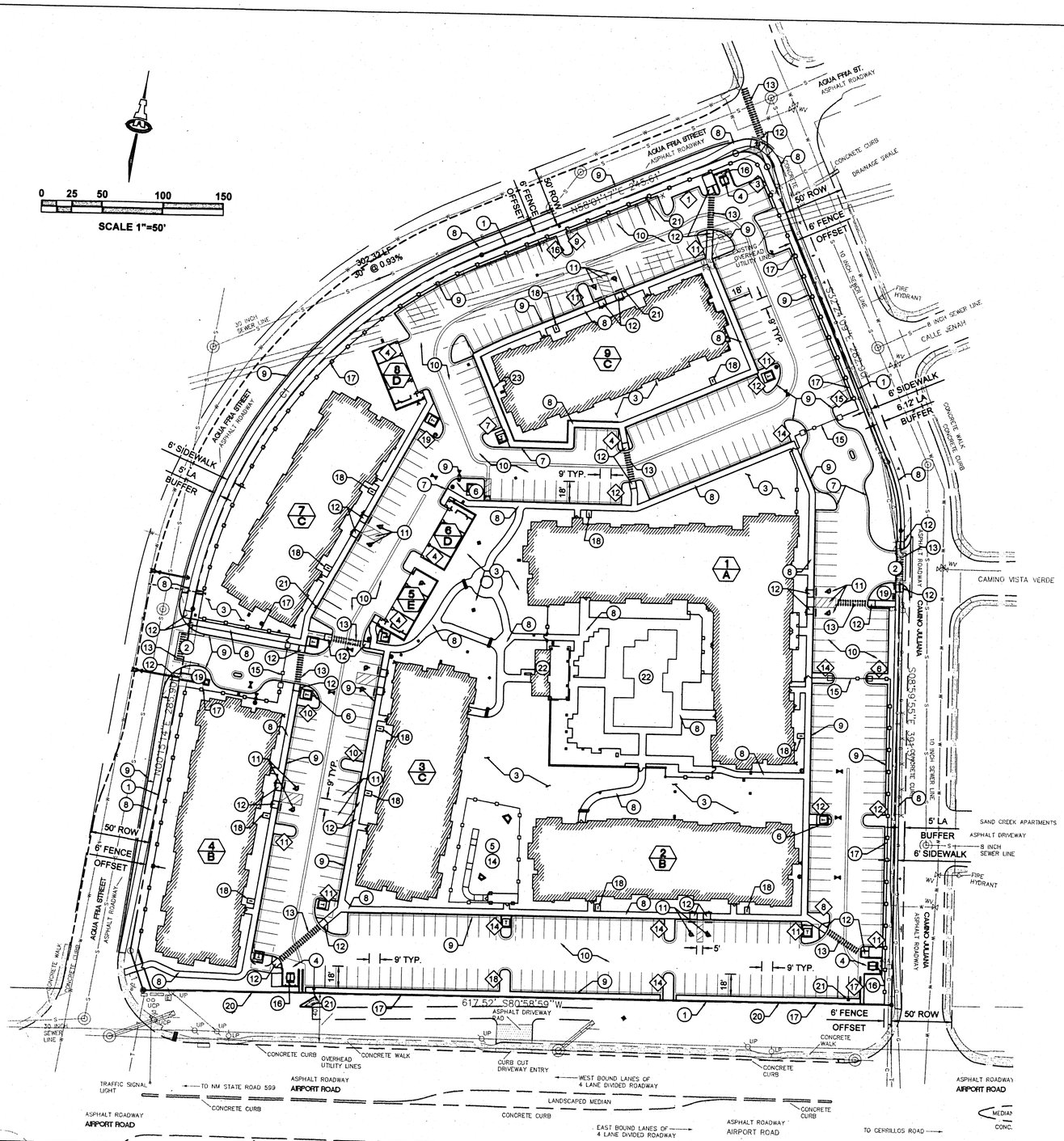
TRACT 9 AREA
ON REFERENCE DOCUMENT NO 2,
PLAT BOOK 421, PAGE 044

IAN W. N. ANDERSON
NEW MEXICO
26441
LICENSED PROFESSIONAL ENGINEER
6/14/24

JURISDICTION: CITY OF SANTA FE
PROJECT: CASA VERDE APARTMENTS
DRAWING TYPE: EXISTING CONDITIONS
DRAWING DATE: 4-30-2024

SHEET 2 of 3

913 28



LEGEND

- ADA SPACE
- BIKE RACK
- PEDESTRIAN CROSS WALK
- PARKING ROW COUNT
- 1 / A — BLDG NUMBER / BLDG TYPE

OPEN SPACE

Residential: Tract 9 — Lot Area: 7.964 ac. / 346,942 SF

Required Open Space = 250 SF per Unit:
250 SF * 221 Units = 55,250 SF

Provided Open Space = 132,161 SF (37.5%)

Required Common Open Space = 50% of Open Space Provided:
50% * 132,161 = 66,080.50 SF

Provided Common Open Space = 76,490 SF

PARKING DATA

PARKING CALCULATIONS:

Required:
- 118 Units < 800 SF @ 1.25 spaces/unit = 148
- 65 Units 800-1,200 SF @ 1.50 spaces/unit = 98
- 38 Units > 1,200 SF @ 2.0 spaces/unit = 76

Total =322 spaces

ADA Required (per NMBC Table 1106):
For 300-500 Total Parking spaces
-Min. 12 ADA parking spaces required
-Min. 2 of the ADA spaces being ADA Van Accessible

Parking Provided:
- Surface Standard Parking spaces = 328
- Surface ADA spaces = 12 (5 ADA van)
- Electric Vehicle spaces = 9
- Electric Vehicle ADA Spaces = 1
- Garage spaces = 11
- Garage ADA spaces = 1

Total =350 spaces

BICYCLE PARKING: (Per SFCC Table 14-8.6-3)
Required Bike Parking: 24 / Provided Bike Parking: 24

BUILDING INFORMATION

GROSS FLOOR AREAS:
- Apartments (Net Leasable): 200,458 SF
- Clubhouse: 7,421 SF
- Pool Cabana: 1,185 SF
- Total: 209,064 SF

GROSS GARAGE AREAS:
- Garages: 3,119 SF

GROSS PATIO AREAS:
- Ground Floor Patios: 5,877 SF

BUILDING HEIGHT:
- Max. Allowable Height: 45'

Proposed Building Height:
- Building A (Club): 40'-3"
- Building B: 38'-6"
- Building C: 38'-6"
- Building D: 27'-5"
- Building E: 28'-5"
- Pool Cabana: 14'-0"

BUILDING SETBACKS:
- Required: Street= 7'-0", Side= 5'-0", Rear= 15'-0"
- Provided: Street= 15' (NORTH), Side= 15' (WEST), Rear= 15' (SOUTH)

SITE DATA

ZONING:
C-2

LEGAL DESCRIPTION:
Tract 9

SITE AREA:
7.961 Acres 346,942 SF

DENSITY:
Maximum Allowable: Per Plan Maximum
Provided: 221 Dwelling Units
27.76 dwellings per acre

LOT COVERAGE:
Maximum allowed: 60.0% / 208,165 SF
Provided: 26.6% / 92,449 SF

GUNNISON'S PRAIRIE DOG NOTE

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

GENERAL NOTES

A. SOLID WASTE COLLECTION WILL BE PROVIDED BY SF SOLID WASTE COLLECTION.
B. EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCC.
C. THE SITE SHALL COMPLY WITH INTERNATIONAL FIRE CODE (IFC) 2015.
D. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
E. THE SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIRE FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT TO MEET IFC REQUIREMENTS.
F. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A GRADE NO GREATER THAN 10%.
G. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 LBS.
H. THE PROJECT IS SERVED BY A PRIVATE SANITARY SEWER COLLECTION SYSTEM.
I. EV CHARGING STATIONS ARE SHOWN FOR REFERENCE. FINAL EV CHARGING STATION LOCATION AND PLACEMENT WILL BE DETERMINED UNDER FINAL CONSTRUCTION DRAWINGS AND PER MANUFACTURER RECOMMENDATION.

KEYED NOTES

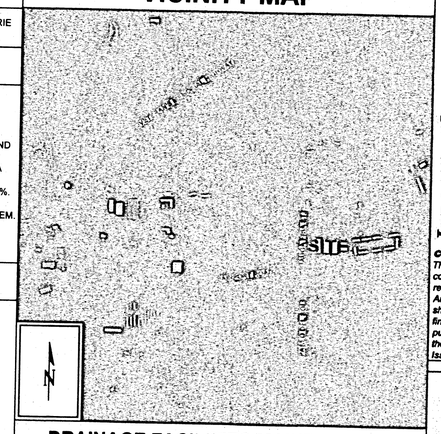
1. PROPERTY LINE
2. VEHICLE ENTRANCE
3. OPEN SPACE
4. CONCRETE PAVING
5. DRAINAGE POND
6. FIRE HYDRANT
7. FIRE LANE
8. CONCRETE WALK
9. CONCRETE CURB & GUTTER
10. ASPHALT PAVEMENT
11. ADA COMPLIANT PARKING SPACES WITH ADA COMPLIANT ACCESS AISLE
12. ADA COMPLIANT RAMP
13. ADA CROSSWALK / ACCESSIBLE ROUTE
14. DOG PARK
15. CONTROLLED ACCESS GATE W/ KNOX BOX
16. REFUSE ENCLOSURE
17. PERIMETER FENCE/WALL
18. BICYCLE RACK
19. MONUMENT SIGN
20. WALL SIGN & ADDRESS
21. EV CHARGING STATION W/ EV PARKING
22. POOL / POOL CABANA BUILDING
23. SITE WALL

913 28

UNIT DATA

UNIT NAME	UNIT TYPE:	UNIT AREA (SF):	UNIT COUNT:	TOTAL AREA (SF):
A1	1 BD / 1 BA	641	36	23,076
A2	1 BD / 1 BA	722	35	25,270
A2 PRT 01	1 BD / 1 BA	733	22	16,126
A3	1 BD / 1 BA	787	17	13,379
A3 PRT 01	1 BD / 1 BA	793	6	4,758
A4	1 BD / 1 BA	882	2	1,764
A5	1 BD / 1 BA	798	1	798
A6	1 BD / 1 BA	1,112	2	2,224
A6 PRT 01	1 BD / 1 BA	1,156	1	1,156
B1	2 BD / 2 BA	943	18	16,974
B1 PRT 01	2 BD / 2 BA	981	1	981
B1 PRT 02	2 BD / 2 BA	1,001	6	6,006
B2	2 BD / 2 BA	1,064	26	27,664
B2 PRT 01	2 BD / 2 BA	1,118	9	10,062
C1	3 BD / 3 BA	1,273	33	42,009
C1 PRT 01	3 BD / 3 BA	1,312	3	3,936
C2	3 BD / 3 BA	1,425	3	4,275
	TOTALS:		221	200,458

VICINITY MAP



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 EASEMENT. INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE: ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES. WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEER'S RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORM WATER IN THE DRAINAGE STRUCTURE(S).
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6-INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
D. INSPECT FOR SOIL EROSION AT ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

DRAINAGE FACILITIES DESIGN NOTE

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

PUBLIC DRAINAGE POND FACILITIES NOTE

PROPERTY OWNER TO BE RESPONSIBLE FOR THE LANDSCAPING AND MAINTENANCE OF THE WIDENED PUBLIC POND WITHIN THE 40-FT RIGHT OF WAY DRAINAGE AREA SOUTH OF THE PROJECT SITE.

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 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.

SEE SHEET CG-101 FOR FULL DUST CONTROL NOTES.

MODIFICATIONS

SITE PLAN MODIFICATIONS ARE SUBJECT TO APPROVAL BY THE CITY OF SANTA FE AS PART OF THE BUILDING PERMIT PROCESS.

Isaacson & Arfman, Inc.
Civil Engineering Consultants
128 Monroe Street NE

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IAN M. N. ANDERSON NEW MEXICO 23441 PROFESSIONAL ENGINEER 5/14/24

Date:

CASA VERDE
7261 Airport Road
Santa Fe, New Mexico

No	Description	Date

ISSUE: DEVELOPMENT PLAN
PROJECT NUMBER: IA 24/8
FILE: 24/8 DP-101.dwg
DRAWN BY: DC
CHECKED BY: IMNA
DATE: 5-14-2024

SHEET TITLE
DEVELOPMENT PLAN

SHEET NUMBER
DP-101
SHEET 3 of 3

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CITY OF SANTA FE
PLANNING & LAND USE

Planning and Land Use Department
Planning Commission Staff Report

Case Number	#2025-11386
Hearing Date	February 5, 2025
Agent	Jenkins Gavin
Applicant	Santa Fe Opera
Request	Development Plan
Location	214 Camino de los Marquez
Case Manager	Nathan Lindquist
Zoning	R-29 (Residential)
Overlay	Suburban & River/Trails Archeological Review Districts
ENN Meeting	September 29, 2025
Proposal	The Applicant requests approval of a development plan for up to 83 dwelling units on a 2.5-acre parcel.

Site Map

<u>Case #2025-11386.</u> 214 Camino de los Marquez. JenkinsGavin, Agent, for Santa Fe Opera, Owner and Applicant ("Applicant"), requests approval of a Development Plan for up to 83 multifamily residential units. The property is located with the Suburban Archaeological and River and Trails Archaeological Review Districts and consists of +/- 2.5-acre, zoned R-29 (Residential). (Nathan Lindquist, Case Manager, njlindquist@santafenm.gov).

I. RECOMMENDATION:

Staff recommends the Planning Commission **APPROVE** Case #20225-11386, "*214 Camino de los Marquez Development Plan,*" subject to the Conditions of Approval and Technical Corrections outlined in Attachment A of this report.

One motion will be required for this case:

- **APPROVE** or **DENY** Case #2025-11386, "*214 Camino de los Marquez Development Plan,*" subject to the Conditions of Approval and Technical Corrections outlined in Attachment A of Staff's report.

II. EXECUTIVE SUMMARY

The subject property is located at 214 Camino de los Marquez, between Don Diego Avenue and Galisteo Street. The Property currently includes 50-units of multifamily housing in four buildings (Axton Apartments) owned by Santa Fe Opera that provides seasonal housing for their technical apprentices, and during the off-season, seasonal leases for renters or other workers. The Project involves the demolition of all four existing two-story buildings and associated carports. The proposed development will have two three-story buildings with 83 multifamily units on the same site to house additional seasonal technical apprentices for Santa Fe Opera. This property is 2.5 acres and zoned R-29. The applicant applied for and was approved a rezoning in May 2025 from R-21 to R-29.

This Project was submitted prior to January 1, 2026, and is being reviewed under the previous version of the Land Development Code.

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*."

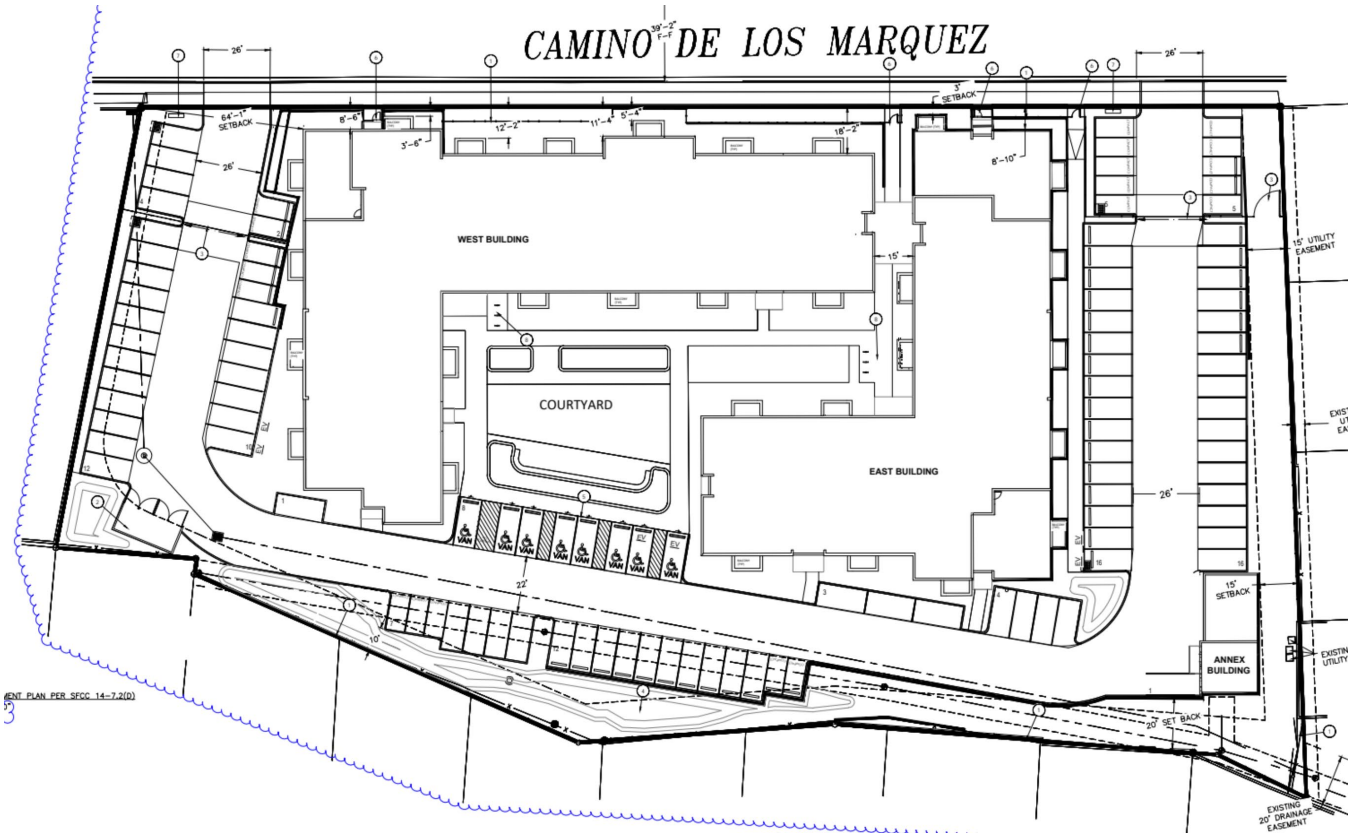
Staff's analysis finds that the Applicant has addressed the necessary findings per Subsection 14-3.8(D) "*Approval Criteria*" and recommends **APPROVAL** subject to conditions identified in Attachment A "*Conditions of Approval & Technical Corrections*."

III. PROJECT ANALYSIS OF DEVELOPMENT PLAN

A. Project Description

The proposed development ("Project") includes two (2) buildings composed of eighty-three (83) residential units, including seventy (70) two-bedroom apartments and thirteen (13) one-bedroom apartments. Common open space is proposed as internal courtyards. Parking is provided along the west, south and east portions of the site. The project also features streetscape, landscaping, and drainage improvements.

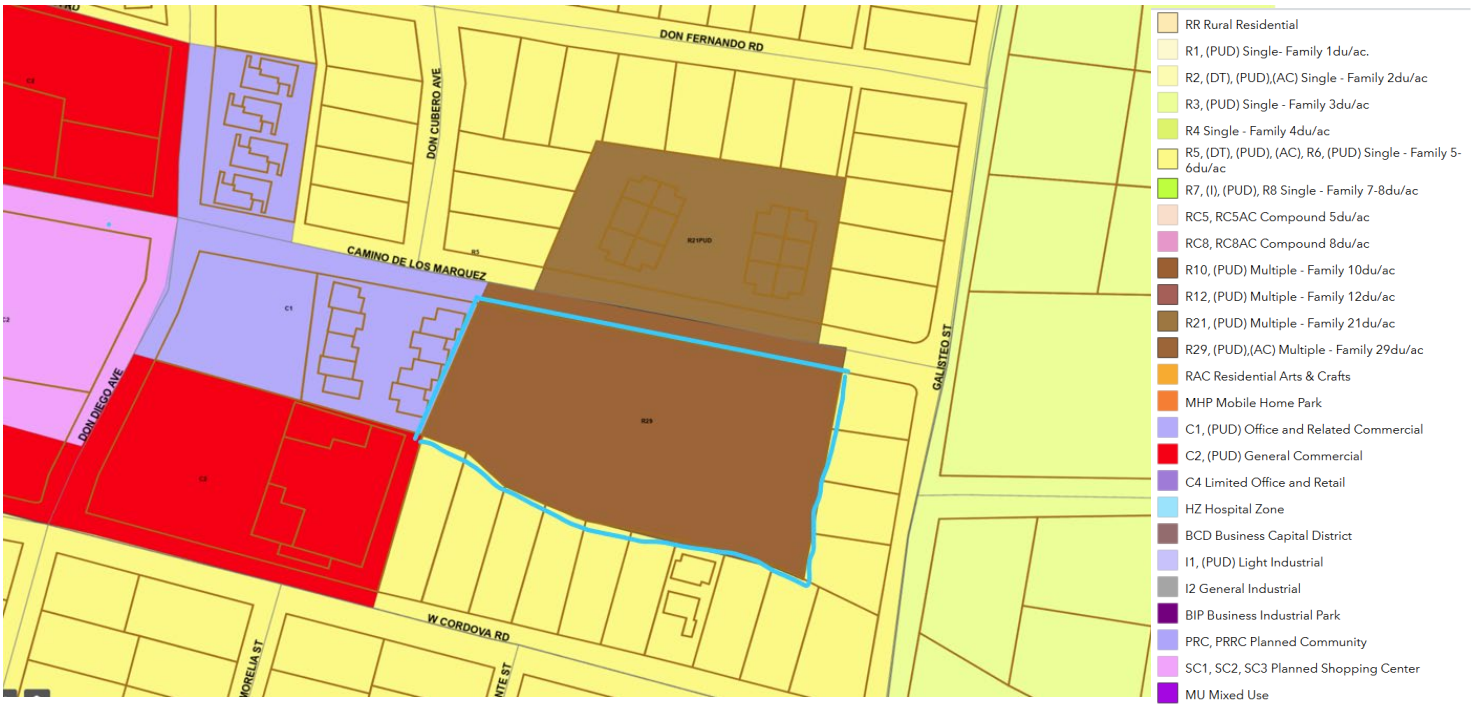
Figure 1: Site Plan of proposed new Santa Fe Opera housing at 214 Camino de los Marquez



B. Zoning

The existing zoning for the neighborhood surrounding 214 Camino de los Marquez is shown in Figure 2. The property is zoned R-29 (Residential, 29 dwelling units per acre). In May 2025 the property was approved by the Governing Body to be rezoned from R-21 PUD to R-29. Surrounding properties are zoned R-3 (Residential, 3 dwelling units per acre), R-5 (Residential, 5 dwelling units per acre), R-21 PUD (Planned Urban Development, 21 units per acre) C-1 (Commercial Office), and C-2 (General Commercial).

Figure 2: Surrounding zoning



C. Existing Conditions and Surrounding Land Use

The existing use of the property is a 50-unit apartment complex with detached carports. Surrounding uses include two-story condominium projects as well as single-family residential uses. To the west are a number of commercial service and shopping uses in the Cordova Road area.

Figure 3: Existing 50-unit apartment complex and surrounding land uses

D. General Plan Future Land Use

The future land use zoning map illustrates "High Density Residential - 12-29 dwellings per acre" for the property. The surrounding properties are a mix of community commercial, office, institutional, and lower density residential designations.

Figure 4: Future Land Use Map

E. Zoning Standards

The Project is in compliance with the R-29 zoning standards as shown in Table 1 below.

Table 1: Zoning Standards

Requirement	R-29	Proposed
Height	36' Maximum	36' feet. Note that a 4' parapet above 36' feet is allowed by code.
Lot Coverage	40% Maximum	33%
Open Space	250 square feet per unit is required. Multiplied by 83 units, 20,750 sq ft of open space is required.	27,800 sq ft
Building Setbacks *(Note: Development Plan setbacks are flexible, see Section F below)*	Street: 7 feet Side: 15 feet Rear: 20 feet	Street: 3 feet Side: 64 feet Rear: 55 feet
Density:	Maximum 29 dwelling units per acre, with an additional 15% density bonus for meeting Santa Fe Homes Program requirement.	2.5 acres x 29 units per acre= 72.53 units + 15% SFHP density bonus = 83 units.

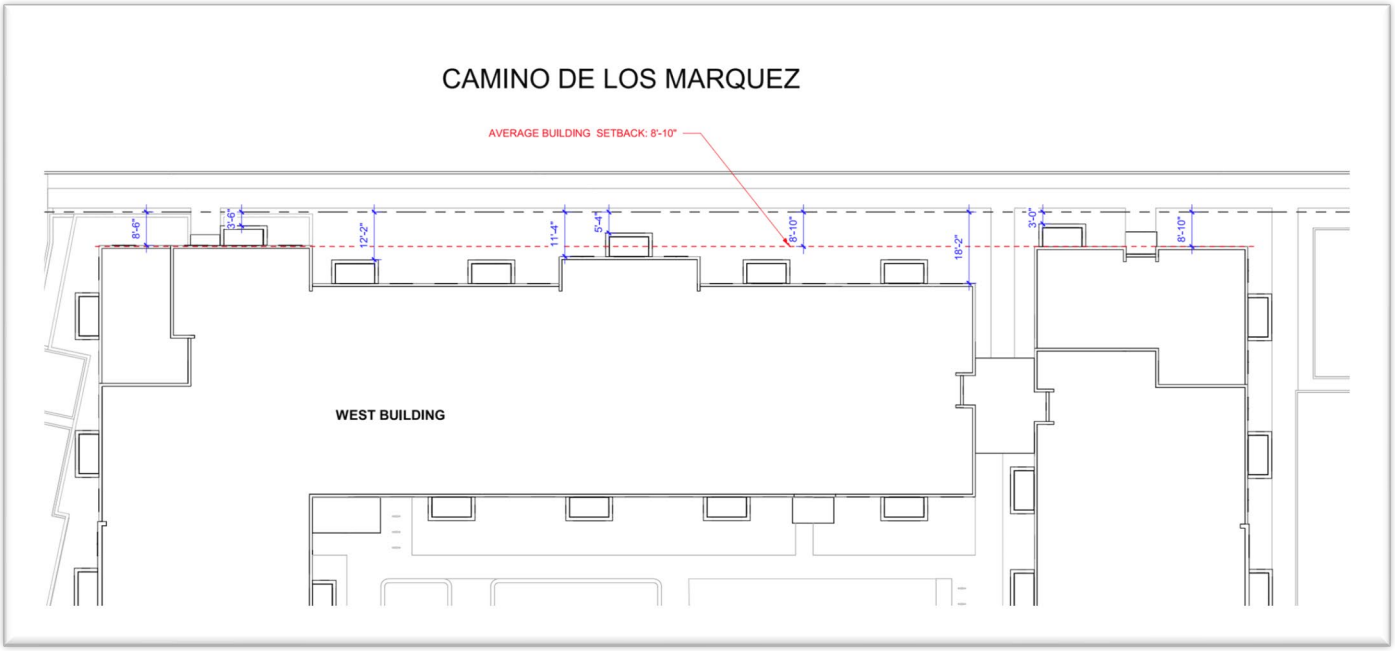
The applicant has proposed paying a fee-in-lieu of providing affordable units on site.

F. Street Setbacks

The standard "street setback" in a R-29 zoning district is 7 feet. However, SFCC 14-7.2(d)(1) allows lesser setbacks to be approved via a Development Plan. If the Planning Commission approves a lesser setback, the code states that "the required yards shall be based upon their relationship to the overall development and their relationship to surrounding properties".

The applicant's request is to allow a setback of 3 feet from Camino de los Marquez for a small portion of the new buildings, as shown in Figure 5 below. Overall, the proposed buildings would have an average street setback of 8 feet-10 inches as shown in Figure 5; therefore, the average setback is greater than the 7 feet required by code. The bumpouts of the buildings with a 3-foot stepbacks benefit the overall project by breaking up the massing of the building and providing private balconies/porches for residents. By moving the buildings closer to the street, the project creates a walkable streetscape and preserves greater distance from neighbors at the rear yard of the project. The streetscape is improved by the replacement of the existing parking lot that fronts Camino de los Marquez.

Figure 5: Street setbacks along the north façade of the project facing Camino De los Marquez



G. Architecture

The applicant achieves 230 architectural points for the project, exceeding the required 180 points. The project includes balconies, porches, and building stepbacks on all publicly facing sides of the building (see projections identified on Figure 7 below), as well as an internal courtyard for resident use. At the east and west corners of the buildings, the third story includes a stepback to two stories (see "stepbacks" identified on Figure 7 below). These architectural elements provide breaks in the massing that are compatible with the neighborhood.

As illustrated in the elevations, the grade drops seven (7) feet from the eastern property line to the western property line. As a result, the height of the buildings on the eastern portion of the site is 29 feet which is comparable to and compatible with the single-family residences that front Galisteo St. Additionally, the proposed eastern building will be approximately 80 feet from the eastern property line due to the access drive and parking. Trees will be located along the eastern and southern edges of the property as a buffer to adjacent residential properties.

All buildings have a stucco finish and flat roof design. The Applicant proposes that the exterior stucco be painted "Tierra, Parex" with metal elements "Aged Bronze". The Project includes 6' wrought iron fencing along the perimeter. The site will be enclosed with wrought iron vehicular and pedestrian gates.

Figure 7: Building projections and stepbacks

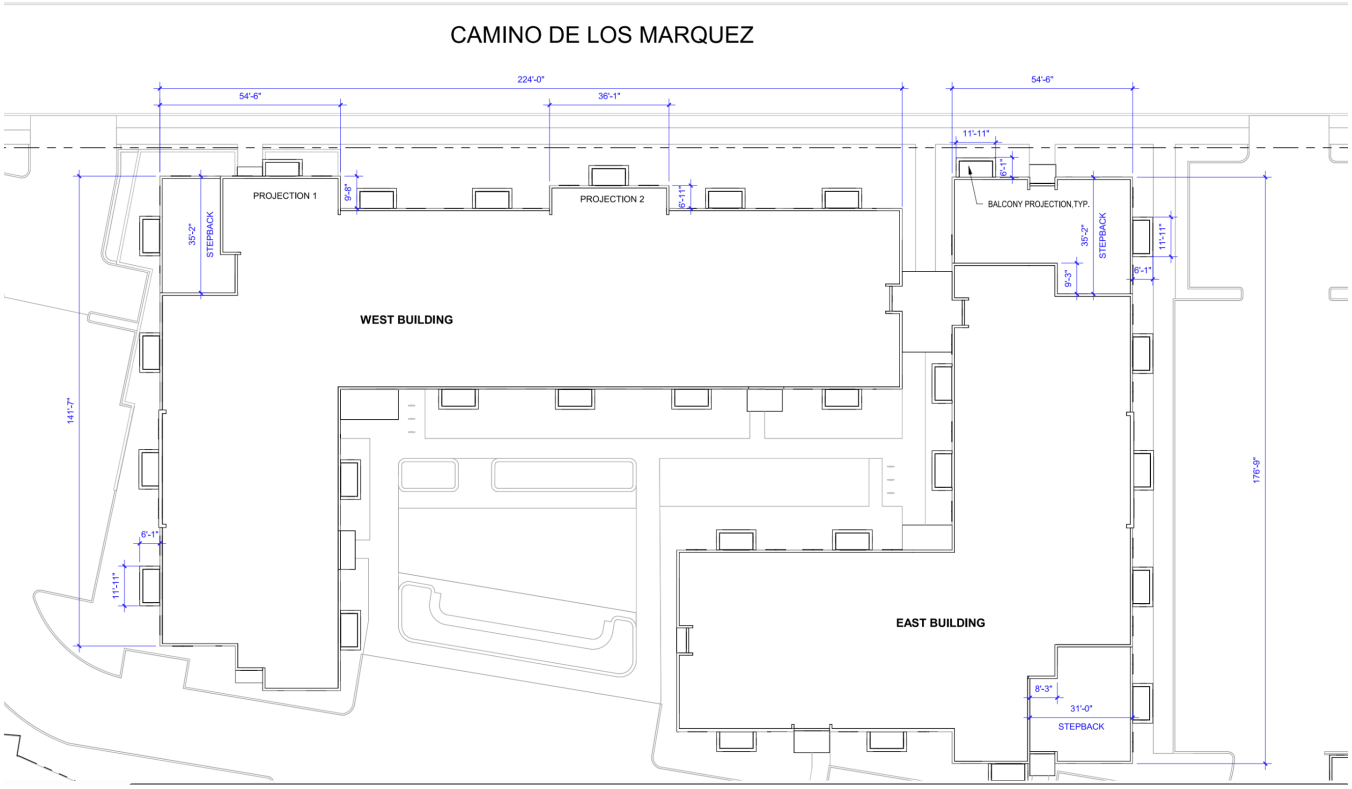


Figure 8: Building Elevations (note that the images include both the East and West Buildings)

West Elevation (partially visible from Camino De los Marquez):

East Elevation (partially visible from Camino De los Marquez):

North Elevation (facing Camino De los Marquez):

South Elevation (facing rear of the property):

H. Access and Traffic

The Project includes two driveway access points onto Camino de los Marquez. A Traffic Impact Analysis (TIA) for this Project evaluated transportation conditions before and after the proposed development. The study was prepared in accordance with the requirements of the City of Santa Fe (CoSF) Public Works Department and the traffic study scoping meeting held on August 12, 2025. The study determined that additional traffic from the project would not negatively impact adjacent intersections, and that all analyzed intersections continue to operate at acceptable levels of service. Only minor off-site improvements which includes sidewalk improvements and driveway aprons accommodating sight-triangles were recommended by the

study. Conditions of Approval and Technical Review comments can be found in Attachment A.

A 5-ft sidewalk will be constructed along the property's frontage on Camino De los Marquez, which will improve the existing 3- to 4-foot sidewalk currently on site. Because proposed parking will be located to the side and rear of the buildings, there will be no parking on the street frontage (other than parallel parking) and fewer driveways. The reduction in driveways reduces potential pedestrian/vehicle conflicts. The property is also served by Santa Fe Trails Bus Routes 4 and 6, with bus stops on Don Diego Ave. and Galisteo St. It is a 15-minute bus ride to the Santa Fe Place Mall, which serves as a transport hub to routes 1, 2, 4, 5, 6, 21, 22, and 26. The Development Review Team has identified Conditions of Approval and Technical Corrections the applicant must meet, found in Attachment A.

I. Parking

The Land Development Code requires 104 parking spaces for the project, including 8 ADA spaces with 2 van accessible spaces. The applicant has provided 106 parking spaces including 8 ADA Spaces (2 Van Accessible). Twelve bicycle parking spaces on outdoor racks will be provided, meeting the requirements of code.

The Land Use Technical Review Division has reviewed the development plan for parking compliance with the Americans with Disabilities Act (ADA). Conditions of Approval and Technical Review comments can be found in Attachment A.

J. Grading and Drainage/Terrain Management

The redevelopment project meets the standards of the Land Development Code for grading, drainage, and terrain management. The Development Review Team has identified Conditions of Approval and Technical Corrections the applicant must meet, found in Attachment A.

K. Signage

A freestanding monument sign that identifies the name of the project is proposed.

L. Utilities

The property is currently served by a 6-inch waterline via Camino de los Marquez which runs along the length of the property. The projected annual water budget for the additional 26 units to be constructed is 5.03 Acre Feet per Year (AFY).

The property is currently served by a sewer line in Camino de los Marquez which extends approximately 55 feet along the northwest boundary of the property and then continues west to approximately 79 feet, terminating at a manhole at Don Cubero Avenue. The City Wastewater Division previously determined that both the sewer line, which was constructed in the 1930s, and manhole are outdated and compromised. As required by the Wastewater Division, the Applicant has submitted an approved financial guaranty to reconstruct the sewer line and manhole prior to the permitting of any demolition or development of the property.

The Development Review Team has identified Conditions of Approval and Technical Corrections the applicant must meet, found in Attachment A.

M. Archaeology

The Project is split between the Suburban Archaeological Review District and the Rivers and Trails Archaeological Review District. As the latter is more restrictive, per City code, its regulations apply to the project. The project has received clearance from the Archaeological Review Board.

N. Affordable Housing

The proposed density depicted in the development plans includes a 15% density bonus available for projects complying with the Santa Fe Homes Program (SFHP) via a fee-in-lieu application (SFCC 14-8.11). The 15% density bonus increases the number of units allowed from 72 units (2.5 acres x 29 units/acre = 72.53 units) to 83 units.

O. Landscaping

A tree survey was conducted to assess all significant trees on the property and all efforts will be made to preserve healthy existing trees, particularly those as having potential to remain in the proposed interior courtyard and communal open space along with five significant Green Ash trees along Camino de los Marquez (see Figure 10 and 11). Additional required vegetation will include a combination of deciduous and evergreen trees, shrubs, and ornamental and native grasses. Street trees will be replanted along Camino de los Marquez if necessary. Plant selections focus on drought-tolerant, native species that are viable in urban/semi-urban settings.

The Development Review Team has identified Conditions of Approval and Technical Corrections the applicant must meet, found in Attachment A. Additional landscaping is required along the east, west, and southern property lines to best buffer the subject property to adjacent residential properties.

Figure 10: Landscaping Plan

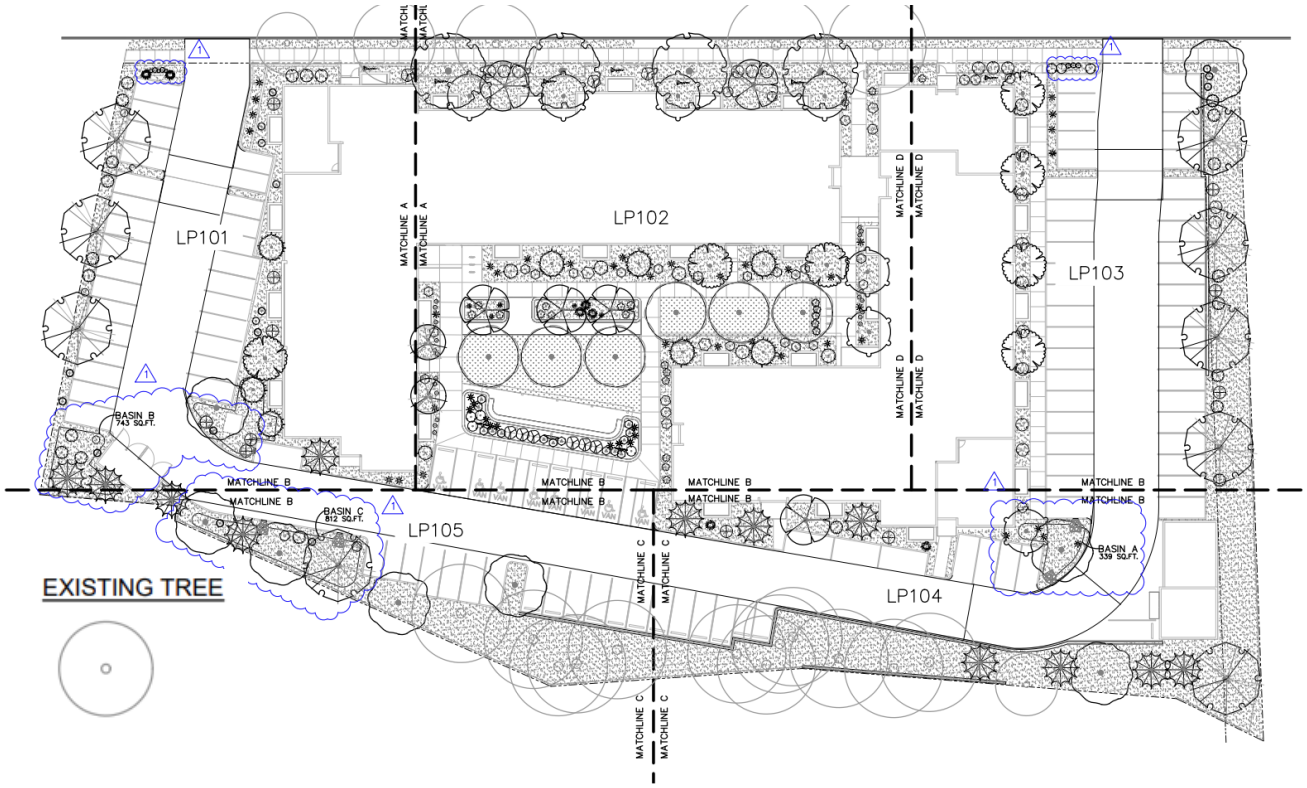
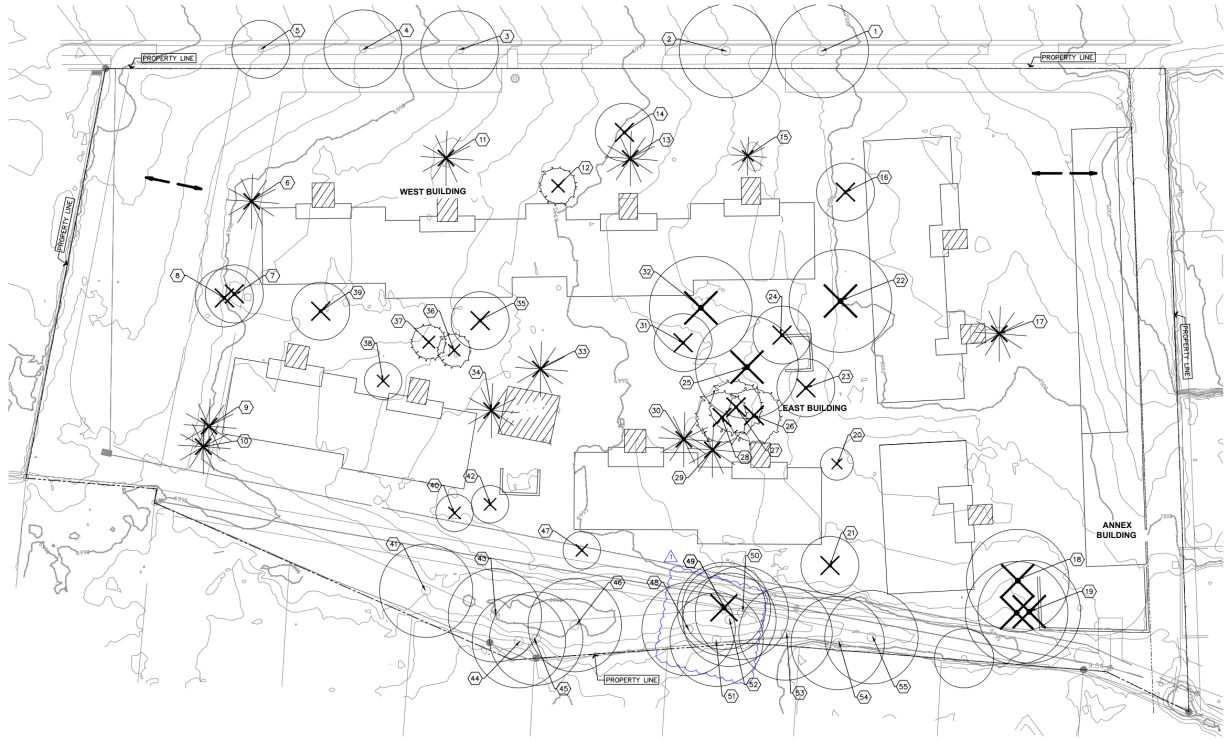
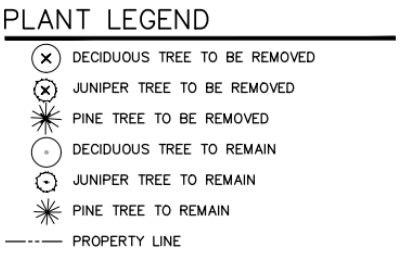


Figure 11: Tree Preservation Plan. Note that many trees are anticipated to be saved.



A1 OVERALL TREE PRESERVATION PLAN
SCALE: 1"=20'-0"



IV. APPROVAL CRITERIA

Development Plan Approval: SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. Prior to approving a Development Plan, the Planning Commission must make certain findings based off the approval criteria, or impose Conditions of Approval to ensure compliance with Chapter 14 and other applicable rules and regulations. The Criteria for approval of Development Plans are detailed below:	
Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No) **YES**
Applicant Response: *SFCC §14- 2.3 (C)(1) states, "…the planning commission shall review and approve or disapprove various specific development plans, requests, and subdivision plats. When specifically authorized by Chapter 14, the decision of the planning commission is final, subject to any appeal right provided in this chapter."*	
Staff Response: Santa Fe City Code (SFCC) Subsection 14-2.3(C)(1) authorizes the Planning Commission to review and approve or disapprove development plans.	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**
Applicant Response: *The Project does not adversely affect public interest but serves the public interest through the construction of essential updated housing with an increase in units from 50 to 83. These units also benefit Santa Fe residents in the Opera off-season by providing 6-month leases in a desired location for traveling professionals and others needing lodging of this term. The location is within walking distance of public transportation and several amenities such as retail services, pharmacies, restaurants, and places of employment. The public interest is further served through investment in redevelopment of the 43-year-old project, providing much needed upgrades and beautification.*	
Staff Response: The term "Public Interest" is not specifically defined in Chapter 14; however, the Governing Body has implemented the General Plan as stated in Subsection Section 14-1.3 (General Purposes). The resulting ordinances establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest from within the municipality. Staff reviewed the development plan application in accordance with these ordinances and has found that the development	

plan will not adversely affect the public interest as detailed in Staff's report.

Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	**Criterion Met:** (Yes/No) **YES**
Applicant Response: *The subject property is located near the St. Francis and Cordova Road corridor and in the Don Diego Neighborhood, which is a diverse mixed-use area comprising a variety of residential, commercial, and institutional uses, including multi-family and single-family development, churches, restaurants, and retail. The proposed residential use and scale of the Project are compatible with land uses in the vicinity; and the addition of quality multi-family housing aligns with the General Plan's policies regarding infill development, mixed-use, and a mix of housing types in all neighborhoods. The pueblostyle vernacular aligns with both the neighborhood and with respect to materiality and color scheme as shown in the elevations.*	
Staff Response: The proposed multi-unit residential development meets the architectural points required in SFCC 14-8.7(1), blends in color and design with neighboring properties, and complies with the massing, density, and height standards of the R-29 zoning district. The design also includes features like porches and patios to further break up large massing. The proposed buildings will be set back from adjacent properties to help mitigate the impact of height.	

Approval of Increase in Maximum Height - Staff Recommendation for Approval: YES

SFCC 14-7.2(E)(1) states, "A height up to thirty-six (36) feet in R-21 and R-29 districts may be approved provided that the request is part of a development plan or special use permit requiring approval by a land use board or the governing body. In evaluating the proposed height, the following factors shall be considered:"

Factor (a): if the future land use designation shown on the general plan is high density residential;

Applicant Response:

The site is designated High Density Residential (12-29 dwelling units per acre) on the Future Land Use Map along with the property to the north of Camino de los Marquez.

Staff Response:

The High-Density Residential designation of this property on the Future Land Use Map fulfills Factor(a).

Factor (b): the need for the increased height; however, financial gain or loss shall not be the sole determining factor;

Applicant Response: *the height increase allows for more housing units with a varied unit mix.*

Staff Response:

A height of 36 feet allows the property to provide housing for more of Santa Fe's workforce and seasonal residents, meeting the goals of the General Plan.

Factor (c): if the height is needed to make the proposed development more affordable, what level of affordability will be provided and how that affordability will be guaranteed long term;

Applicant Response: *N/A*

Staff Response: This factor is not applicable to the project, because there are no affordable units in the project.

Factor (d): heights of existing buildings in the vicinity;

Applicant Response:

Buildings in the subject property neighborhood are typically one and two story. As described in the 2024 rezoning analysis, Urban Form/Higher Densities - Growth Management Methods 4.1: "In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows. This approach does not necessarily require greater building height but rather greater massing on specifically identified infill sites within the Urban Area." The rezoning approved in 2025 supports the General Plan's emphasis on higher densities and a compact urban form by increasing the allowable density on the property. This higher density is essential for maximizing land use efficiency in an urban setting, reducing urban sprawl, and supporting walkability and transit-oriented development. By promoting higher-density residential development, the development and its preceding rezoning align with the city's vision of creating a more sustainable urban environment.

Staff Response: The project's height of three stories (36') is greater than neighboring properties which are one or two stories. However, as noted in the applicant's response, the General Plan encourages higher densities. The project is also sensitive to neighboring properties by stepping back to two stories at the corners. The site has been designed so that driveways and parking will separate the buildings from adjacent residential structures, which helps to mitigate the overall impact of height.
Factor (e): impacts of the increased height upon the neighborhood and the community so that the increased height does not significantly interfere with the enjoyment of other land in the vicinity and is consistent with the spirit of Chapter 14 and in the general public's interest.
Applicant Response: *The building is 36 feet in height but includes 2-story stepped down corners at the northwest and northeast frontages as well as the southeast corner, to help integrate into the neighborhood and maximize privacy to the extent possible with adjacent 1 and 2 story single family homes and condominiums. The additional two to four feet consists of parapet to screen rooftop equipment.*
Staff Response: The project has large setbacks on the sides of the property that directly border residential properties: including an 85-foot setback on the east side, a 64-foot setback on the west side, and a 55-foot setback on the south side. This limits the amount that the project's density has on other properties. For example, if compared with the construction of a hypothetical two-story building with the minimum allowed setbacks (15 to 20 feet), this three-story building with much larger setbacks can be considered not to impact the neighbors to a greater extent than a project meeting the base standard of the district would.
Approval of Increase in Maximum Density – Staff Recommendation for Approval: YES SFCC 14-7.2(F)(1) states, "Residential density up to twelve dwelling units per acre in an R-12 district; up to twenty-one dwelling units per acre in an R-21 district; and up to twenty-nine dwelling units per acre in an R-29 district may be approved provided that the proposed density is part of a development plan or special use permit requiring approval by a land use board or the governing body. The following factors shall be considered:"
Factor (a): if the future land use designation shown on the general plan is high density residential;
Applicant Response: *The site is designated High Density Residential (12-29 dwelling units per acre) on the Future Land Use Map. In addition, in the General Plan, the site is designated as an Infill Area.*
Staff Response: The High Density Residential designation on the Future Land Use Map fulfills Factor (a).
Factor (b): the need for the increased height; however, financial gain or loss shall not be the sole determining factor;
Applicant Response: *The increase in density allows for the development of more housing. At 11 dwellings per acre along with the SFHP density bonus, the maximum density will be 33 dwelling units per acre.*

Staff Response: The increase in density allows the project to meet the needs of more of Santa Fe's workforce and seasonal residents.
Factor (c): densities of existing developments in the vicinity;
Applicant response: *The proposed density of 33 dwellings per acre for the subject property is compatible with the surrounding area includes a variety of residential densities, ranging from single family (R-3 & R-5) to multi-family (R-21/PUD and C-1 & 2 Commercial Districts).*
Staff Response: The surrounding area includes a variety of multifamily developments, commercial developments, and single-family uses. The proposed multifamily development of 33 dwelling units per acre is compatible with the mix of densities in the neighborhood.
Factor (d): impacts of the increased density on the neighborhood and the community so that the increased density does not significantly interfere with the enjoyment of other land in the vicinity and is consistent with the spirit of Chapter 14 and in the general public's interest.
Applicant Response: *The Project's current density is 20 units per acre, and the proposed density is 33 units per acre, resulting in an increase of 13 units per acre. As detailed throughout this report, the increased density includes an enhanced redesign of the property that is sensitive to the surrounding neighborhood, including generous side and rear yard setbacks, particularly where adjacent to single family residences, 2-story stepped-down corners, and side yard landscape buffering.*
Staff Response: The project's density is compatible with the neighborhood and does not interfere with the enjoyment of other properties, particularly because the project has large setbacks on the sides of the property that directly border residential properties: including an 85-foot setback on the east side, a 64-foot setback on the west side, and a 55-foot setback on the south side. This limits the amount that the project's density has on other properties. For example, if compared with the construction of a hypothetical two-story building with the minimum allowed setbacks (15 to 20 feet), this three-story building with much larger setbacks can be considered to have a lower impact on the adjacent neighbors to a greater extent than a project meeting the base standard of the district would.

V. EARLY NEIGHBORHOOD NOTIFICATION

The applicant conducted an Early Neighborhood Notification Meeting on September 29, 2025. City staff, consultants, and members of the public were in attendance. The applicant presented a slide show that featured conceptual project plans and other relevant information. Some neighbors attending the ENN made comments in favor of the Project, and others made comments to express concern over the three-story height and the private balconies for the apartments. During the May 2025 rezoning public hearing at Planning Commission, neighbors also expressed concerns over the height of the building.

VI. EXPIRATION

Per SFCC Section 14-3.19(B)(4) "Approval of a final development plan, or any development plan for which

no preliminary development plan was required, shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to SFCC 14-3.19(B)(6).” If the plan is approved, the expiration date will be March 12, 2029.

VII. ATTACHMENTS

ATTACHMENT A: Conditions of Approval and Technical Corrections
ATTACHMENT B: Development Review Team (DRT) Comment Forms
ATTACHMENT C: Maps and Photos
ATTACHMENT D: Early Neighborhood Notification (ENN) Packet
ATTACHMENT E: Applicant Materials

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

Title	Name	Initials
Department Director	Heather Lamboy, AICP	HLL
Assistant Department Director	Maggie Moore	*MM*
Planner Manager	Daniel A Esquibel	*DAE*
Planner Senior	Nathan Lindquist	NJL

City of Santa Fe, New Mexico

Attachment A
Conditions of Approval and Technical Corrections

Conditions of Approval and Technical Corrections

CONDITIONS OF APPROVAL	DEPARTMENT/ DIVISION	TO BE COMPLETED
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.	Land Use / Engineering	Prior to Construction
It appears there is a median drop inlet in the southwest corner of the property, but it is not labelled on the civil site plan. Label what is existing and what is new on civil site plan.	Land Use / Engineering	Prior to Plan approval
Include additional information on pond details and elevations throughout the open space at the south side of the property. It is not clear where pond boundaries are, how water is flowing and how the pond will hold water.	Land Use / Engineering	Prior to Plan approval
Reference stand pipe detail on Storm Drain Plan.	Land Use / Engineering	Prior to Plan approval
Include dust control note on pg. 3 of DRT memo.	Land Use / Engineering	Prior to Plan approval
Additional landscaping should be added to the east, west, and southern property lines to provide a substantial buffer to adjacent single-family residences.	Land Use/Current Planning	Prior to Building Permit
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.	Land Use / Engineering	Prior to Recordation
Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval.	Fire	Prior to Building Permit Approval
Even if it sounds repetitive be clear state PRIVATE X" SEWER LINE, PUBLIC X" SEWER LINE	Public Utilities / Wastewater	Prior to Plan approval
An approved Agreement to Construct and Dedicate (ACD) will be required for new fire and domestic water services	Public Utilities / Water	Prior to Building Permit Approval
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.	Public Utilities / Water	Prior to Public Hearing
Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Public Utilities / Water	At the time of development

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.	Public Utilities / Water Resources	Prior to Final Development Plan Approval.
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.	Public Utilities / Water Resources	Prior to final approval of ACD.
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	Public Utilities / Water Resources	Prior to Final Development Plan Approval
Bike Parking – at time of Building Permit the applicant must provide details that demonstrate the bike racks meet all design requirements in the code.	Land Use / Current Planning	Prior to Construction
TECHNICAL CORRECTIONS	**DEPARTMENT/ DIVISION**	**TO BE COMPLETED**
Include notes (attached to DRT Memo pages 2-4)	Land Use / Engineering	Prior to Plan Approval
Provide landscape requirements for all stormwater basins.	Land Use / Landscape, Irrigation, & Outdoor Lighting	Prior to Recordation
Provide Street Tree calculations as required by code 14-8.4(G).	Land Use / Landscape, Irrigation, & Outdoor Lighting	Prior to Recordation
Provide additional landscape screening at the northeast corner of the property. Parking lot screening is required. This location is within the island at the northeast corner of the parking lot near the retaining wall. Not at the at the Utility Easement but within the parking area. The island currently has no landscaping, a railroad tie border with 4-inch river rock within it and is visible from Camino De Los Marquez.	Land Use / Landscape, Irrigation, & Outdoor Lighting	Prior to Recordation
There looks to be a monument sign at the northeast corner of the property. Landscape requirements are needed per code 14-8.10-SIGNS (c) An area equal to the sign area shall be landscaped at the base of the sign . Landscaping shall be with five-gallon shrubs with a minimum mature height of thirty (30) inches with one shrub planted	Land Use / Landscape, Irrigation, & Outdoor Lighting	Prior to Recordation

for every ten (10) square feet.		
Use fixed arc nozzles whenever possible (i.e., 90°, 120°, 180°, 240°, 270°, and 360°); only use adjustable arc nozzles when odd arcs are required and use special pattern nozzles with considerable caution. Where operating pressure is over 40 psi, use pressure-compensating screens/devices to reduce radius as needed or to control high pressure on systems. Where slopes and elevation changes are a factor, use pressure-compensating, screens/devices to control pressure variation. Select nozzles with the closest practical radius to the design spacing; do not allow for adjustment of more than 20 percent reduction in radius to prevent distortion of the spray.	Land Use / Landscape, Irrigation, & Outdoor Lighting	Prior to Recordation
Main line gate valve and backflow prevention assembly as shown on sheet LI103 cannot be installed within the planter strip between the back of curb and sidewalk per City Street Department codes. Relocation onto the private property is required.	Land Use / Landscape, Irrigation, & Outdoor Lighting	Prior to Recordation
Photometrics do not meet Code requirements. See Article 14-8.9 and revise for compliance. Multiple footcandle points above city maximums.	Land Use / Landscape, Irrigation, & Outdoor Lighting	Prior to Recordation
Any re-grading of site over existing water mains shall maintain a minimum of 4 feet of cover and not exceed 5 feet of cover. Depth of existing main to be adjusted to maintain a minimum of 4 feet of cover and not exceed 5 feet of cover if site grading impacts these depth requirements.	Public Utilities/Water	At the time of development
An approved Water Plan will be required for all new public water infrastructure and fire services.	Public Utilities/Water	Prior to Building Permit Approval
The parcel is located at a pressure zone boundary. It is the preference of CoSFW to utilize the lower pressure main located in Camino de los Marquez as the parcel fronts this street. It is understood that this may not prove sufficient, depending on the fire sprinkler design. In this case, a dead-end main extension from the high-pressure zone in Galisteo St. may be possible, but utilizing connections from two different pressure zones should be avoided.	Public Utilities / Water	Prior to Building Permit Approval
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.	Public Utilities/ Water Resources	Prior to Final Development Plan Approval

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.	Public Utilities/ Water Resources	Prior to Final Approval of ACD
The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:	Public Utilities/ Water Resources	Prior to Final Development Plan Approval
Water rights proposed to be transferred to the city's water system for designation to a development shall be tendered to the city not later than sixty (60) days after the final approval of the final subdivision plat by the planning and land use department, the planning commission or the governing body.	Public Utilities/ Water Resources	Prior to Building Permit Approval
When a proposed new structure or use replaces an existing structure or use, the development water budget for the proposed new structure or use may be reduced by an amount equal to the average annual consumption in the twenty-four months that the highest water use was active during the preceding ten years or by the amount of water previously offset if the previously offset amount is higher. Consumption shall be determined through city utility billing system records	Public Utilities/ Water Resources	Prior to Building Permit Approval

City of Santa Fe, New Mexico

Attachment B

Development Review Team comment forms

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

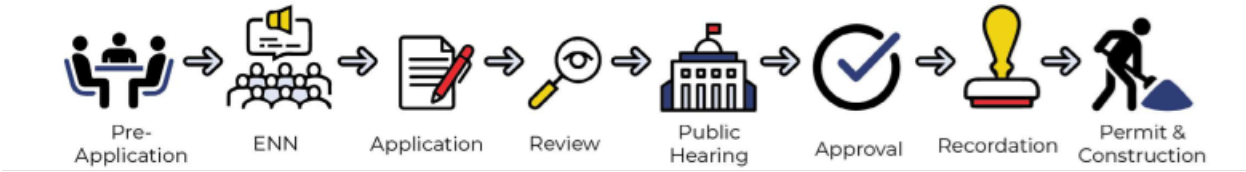
Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). 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: 11/3/2025

DRT Member: Teddy Padilla

Dept/Div: Land Use/Technical Review

Case No.: 2025-11386

Case Planner: Nathan Lindquist

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. 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. 2.	Recordation	
3.		
4.		
5.		
6.		
7.		

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

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

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

1. [list any additional items]
2.

Form Updated: April 2024

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 11/10/25

DRT Member: Dee Beingessner

Dept/Div: Land Use Engineering

Case No.: Case #2025-11386 Santa Fe Opera Apprentice Housing Development Plan

Case Planner: Nathan Lindquist, 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. It appears there is a median drop inlet in the southwest corner of the property, but it is not labelled on the civil site plan. Label what is existing and what is new on civil site plan.	Prior to Plan approval	
2. Include additional information on pond details and elevations throughout the open space at the south side of the property. It is not clear where pond boundaries are, how water is flowing and how the pond will hold water.		
3. Reference stand pipe detail on Storm Drain Plan.		
4. Include dust control note on following pages.		
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):

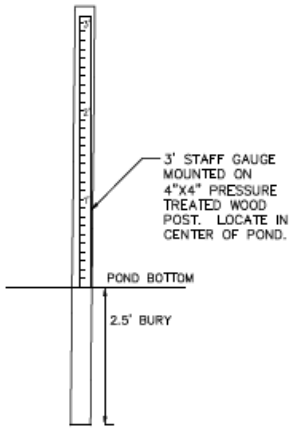
- Wet suppression: apply water to disturbed soil surfaces, backfill materials, screenings, and other dust generating operations as necessary and appropriate considering current weather conditions, and prevent water used for dust control from entering any public right-of-way, storm water drainage facility, 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 for
Planning Commission

Date: November 03, 2025

DRT Member: Fire Marshal Geronimo Griego

Dept/Div: Fire Marshal's Office

Case No.: 2025-11386 Santa Fe Opera Apprentice Housing Development Plan

Planner: Nathan Linquist, Senior Land-Use Planner

DRT Review Schedule – 9-12+ weeks*

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

Timing of Conditions of Approval + Technical Corrections

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

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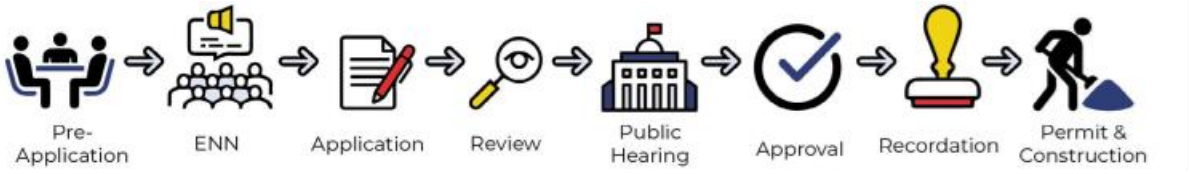
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of development* -

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 (IFC) and adopted city ordinances upon building permit approval.	*Prior to Building Permit Approval.*	

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

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

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

1.

Explanation of Conditions or Corrections (if needed):

1. Shall comply with the most currently adopted fire code at the time of building permit approval to include adopted city ordinances for access and fire flow requirements.

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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

Timing of Conditions of Approval + Technical Corrections

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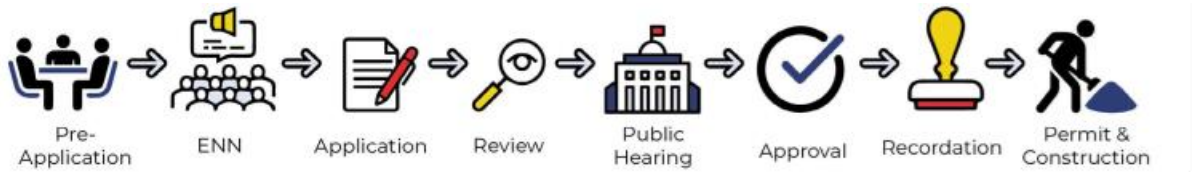
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: 11/07/2025

DRT Member: Sergio Sandoval

Dept/Div: Public Utilities

Case No.:#2025-11386 Santa Fe Opera Apprentice Housing Development Plan

Case Planner: LINDQUIST, NATHAN J.

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 # #2025-11386 Santa Fe Opera Apprentice Housing Development Plan

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Please Correct Plan set, sewer layout is very misleading, is the sewer going to be public or private. Please correct. Even if it sounds repetitive be clear state PRIVATE X" SEWER LINE, PUBLIC X" SEWER LINE	Approval	
2.		
3.		
4.		
5.		
6.		

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

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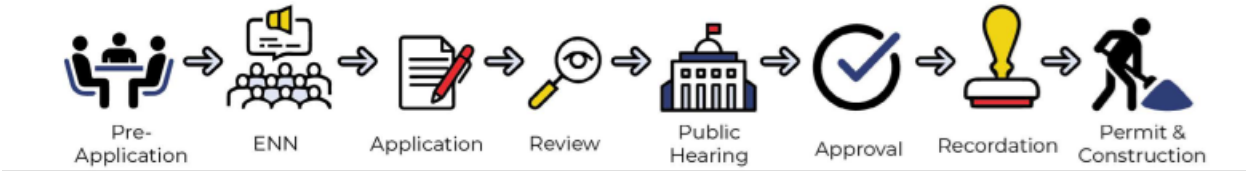
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

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: 11/10/2025

DRT Member: Clinton Peterson

Dept/Div: Public Utilities / Water Division

Case No.: 2025-11386

Case Planner: Nathan Lindquist

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 # 2025-11386

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.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. Note for applicant (see below)	n/a	
2.		
3.		
4.		

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

The parcel is located at a pressure zone boundary. It is the preference of CoSFW to utilize the lower-pressure main located in Camino de los Marquez as the parcel fronts this street. It is understood that this may not prove sufficient, depending on the fire sprinkler design. In this case, a dead-end main extension from the high-pressure zone in Galisteo St. may be possible, but utilizing connections from two different pressure zones should be avoided.

Development Review Team (DRT)
Comment Form

Date: November 26, 2025

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

Dept/Div: Public Works Department – Traffic Engineering

Case No.: 2025-11386 Santa Fe Opera Apprentice Housing Development Plan

Case Planner: Nathan Lindquist, Senior Land Use 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. See attached memo from Wilson & Company dated November 26, 2025	Prior to recordation	
2.		
3.		
4.		

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

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

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

Explanation of Conditions or Corrections:

Traffic impacts to roadway (assumed public) will be minimal. Estimated additional peak hour trips using ITE Trip generation LUC 210 (single family detached housing) is 1 additional peak hour trip.

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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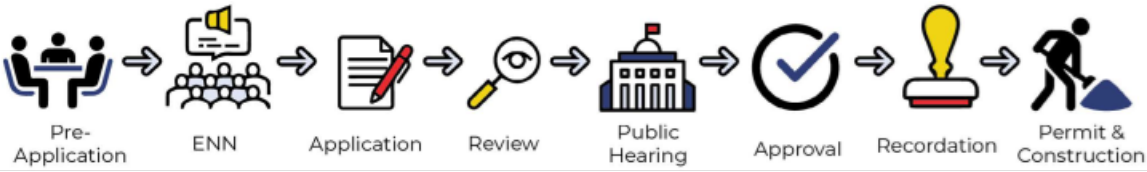
Development Review Process Flow Chart



*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: November 14, 2025

DRT Member: Levi Newell

Dept/Div: Public Utilities/Water Division – Water Resources

Case No.: **2025-11386 Santa Fe Opera Apprentice Housing Development Plan**

Case Planner: Nathan Lindquist

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. 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 Final Development Plan Approval.	
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 final approval of ACD.	
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	Prior to Final Development Plan Approval.	

Technical Corrections:	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.

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

1. Water rights proposed to be transferred to the city's water system for designation to a development shall be tendered to the city not later than sixty (60) days after the final approval of the final subdivision plat by the planning and land use department, the planning commission or the governing body.
2. When a proposed new structure or use replaces an existing structure or use, the development water budget for the proposed new structure or use may be reduced by an amount equal to the

average annual consumption in the twenty-four months that the highest water use was active during the preceding ten years or by the amount of water previously offset if the previously offset amount is higher. Consumption shall be determined through city utility billing system records

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Planning and Land Use comments on Opera Housing – Nathan Lindquist

Initial Development Review

November 4, 2025

1. Sheet C004: please add the following to clarify the street yard setback:
    - Remove roof extensions from drawing. Those are allowed per code to extend into setbacks.
    - Identify the shapes that are "lined boxes" near the front property line, are they porches/balconies? Do they extend to the ground or are they elevated?
    - Identify the setback on more points of the building. Consider providing an "average" setback in addition to identifying the smallest setback.
    - Provide an answer to the criteria in 14-7.2(d)(1) that allows an applicant to "request" smaller setbacks through a Development Plan: "the required yards shall be based upon their relationship to the overall development and their relationship to surrounding properties".

2. Bike Parking – at time of Building Permit the applicant must provide details that demonstrate the bike racks meet all design requirements in the code.

3. The applicant's DP Report has an incorrect calculation of the number of parking spaces in that section of the report. Amount adds up to only 100, but total says 106. My count is that you do have 106 spaces, so you just need to fix the math in the report.

4. Architectural points:
    - For "Building Form – Masing" demonstrate how the massing calculations were done for stepbacks and projections to take advantage of those points. The north façade pretty clearly meets the standard to receive the points. The east and west facades need more clarity that they meet it. How far out do the balconies project and what % of the façade do they constitute, along with other stepbacks to two stories? The elevation sheets have calculated "total stucco area" and "total opening area" but its not clear how that is defined or what it is measuring?

5. Height – parapets receive an allowance of an extra 4’ per the code - please confirm that height of parapet is not greater than 4’ above the top of roof deck.

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: 11/26/2025

Re: Santa Fe Opera Apprentice Housing Development TIA Review

Wilson and Company has reviewed the DRAFT TIA dated October 14, 2025 for then Santa Fe Opera Apprentice Housing Development prepared by Tierra West and have the following comments. Please let me know if you have any questions or require further information.

REPORT COMMENTS

- Executive Summary page iii include ITE Code Number 220 in the Trip Generation Table as well as the description.
- Page 4 first paragraph is Phil Gallegos not Phil Ward.
- Pages 10 and 11 need to provide crash data as per the provided table with all pertinent data. Only partial data from the provided table is included.
- Page 12 shall add paragraph discussing what mitigations may be implemented to reduce rear end collisions even though crash rate is low. What is the low crash rate based on? The National Highway Traffic Safety Administration (NHTSA) provides national crash rate statistics. Example: The national fatality rate in 2020 was 1.34 fatalities per 100 million vehicle miles traveled (Source: Https://cdan.nhtsa.gov/tsftables/national%20statistrics.pdf). The crash rate should be compared to established data to definitively state that it is a low crash rate for each section of roadway.

$$R = \frac{C * 100{,}000{,}000}{n * 365 * l * v}$$

Where:

R=Roadway Crash Rate per 100-Million Vehicle Miles (MVM)

C= Total Crashes in a n-year period

n = Year Period of Study (Minimum of 3 years, suggested 5 years)

l = Length of Roadway in Miles

v =Total Entering Volume of Vehicles per Day

- Page 13 Need to provide crash data as per the provided table with all pertinent data. Percent crashes are missing as well.
- Page 16 Also include ITE Code 220 along with the description in Trip Generation Table

- Page 30 the 95th percentile queue for the WB Cordova Rd. Right turn is significantly higher in the PM peak hour for the build and no build conditions. Possible mitigation measures should be discussed to alleviate this queue for the COSF although the development does not significantly affect it. There is no existing lane geometry indicating available storage for this movement. On page 31 it states that the existing auxiliary lanes will accommodate these queues. How are these queues accommodated? Can signal timing be adjusted? Existing lane geometry shall be shown on tables 10 and 11 and discussed on page 31.
- Page 43 Recommendations shall include possible mitigation measures to alleviate rear end collisions for the COSF.
- Page 43 first bullet need to expand on this sentence. What does to the extent possible mean? Need to be more specific.

Sincerely,

Philip A Gallegos, PE
Senior Transportation Engineer

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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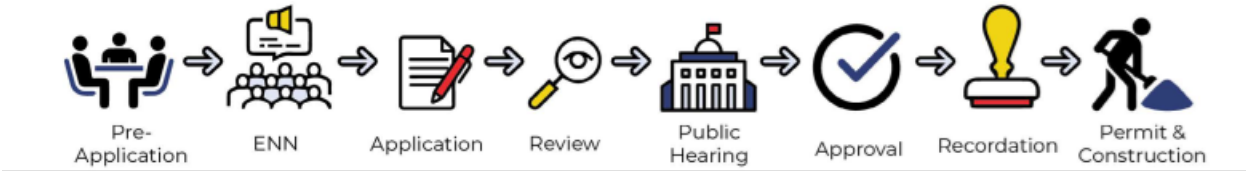
Development Review Process Flow Chart



*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: November 4, 2025

DRT Member: Lawrence Rivera

Dept/Div: Landscape, Irrigation, & Outdoor Lighting

Case No.: #2025-11386 Santa Fe Opera Apprentice Housing Development Plan

Case Planner: Nathan Lindquist, njlindquist@santafenm.gov, Senior Land Use Planner (505) 469-1138

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 landscape requirements for all stormwater basins.	Prior to Recordation	
2. Provide Street Tree calculations as required by code 14-8.4(G).	Prior to Recordation	
3. Provide additional landscape screening at the northeast corner of the property. Parking lot screening is required.	Prior to Recordation	
4. There looks to be a monument sign at the northeast corner of the property. Landscape requirements are needed per code 14-8.10-SIGNS (c) An area equal to the sign area shall be landscaped at the base of the sign . Landscaping shall be with five-gallon shrubs with a minimum mature height of thirty (30) inches with one shrub planted for every ten (10) square feet.	Prior to Recordation	
5. Use fixed arc nozzles whenever possible (i.e., 90°, 120°, 180°, 240°, 270°, and 360°); only use adjustable arc nozzles when odd arcs are required and use special pattern nozzles with considerable caution. Where operating pressure is over 40 psi, use pressure-compensating screens/devices to reduce radius as needed or to control high pressure on systems. Where slopes and elevation changes are a factor, use pressure-compensating, screens/devices to control pressure variation.	Prior to Recordation	

Form Updated: April 2024

Select nozzles with the closest practical radius to the design spacing; do not allow for adjustment of more than 20 percent reduction in radius to prevent distortion of the spray.		
6. Main line gate valve and backflow prevention assembly as shown on sheet LI103 cannot be installed within the planter strip between the back of curb and sidewalk per City Street Department codes. Relocation onto the private property is required.	Prior to Recordation	
7. Photometrics do not meet Code requirements. See Article 14-8.9 and revise for compliance. Multiple footcandle points above city maximums.	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)

City of Santa Fe, New Mexico

Exhibit C

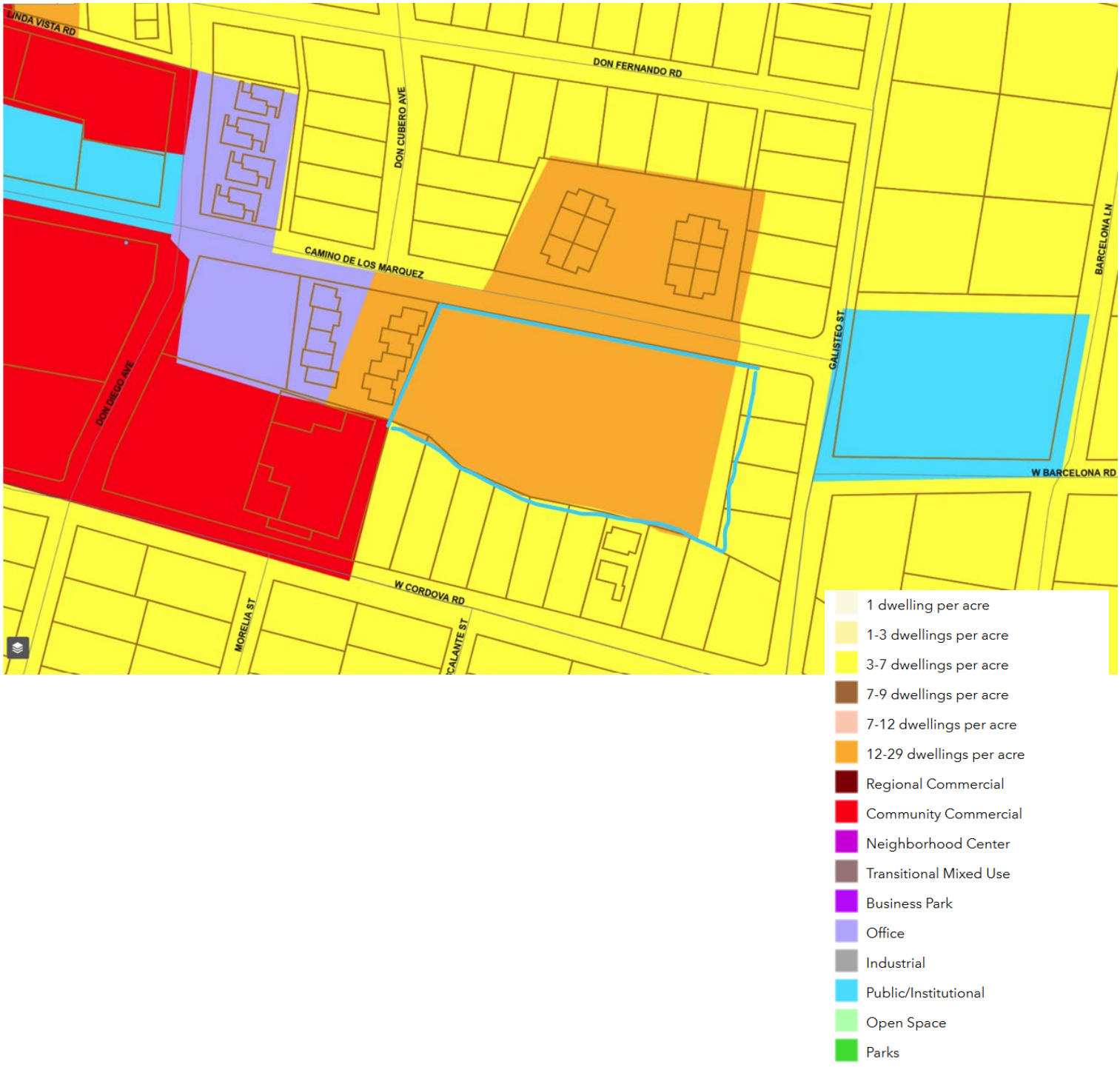
Maps and Photos

1. Aerial Map
2. Future Land Use Map
3. Zoning Map
4. Site Photos

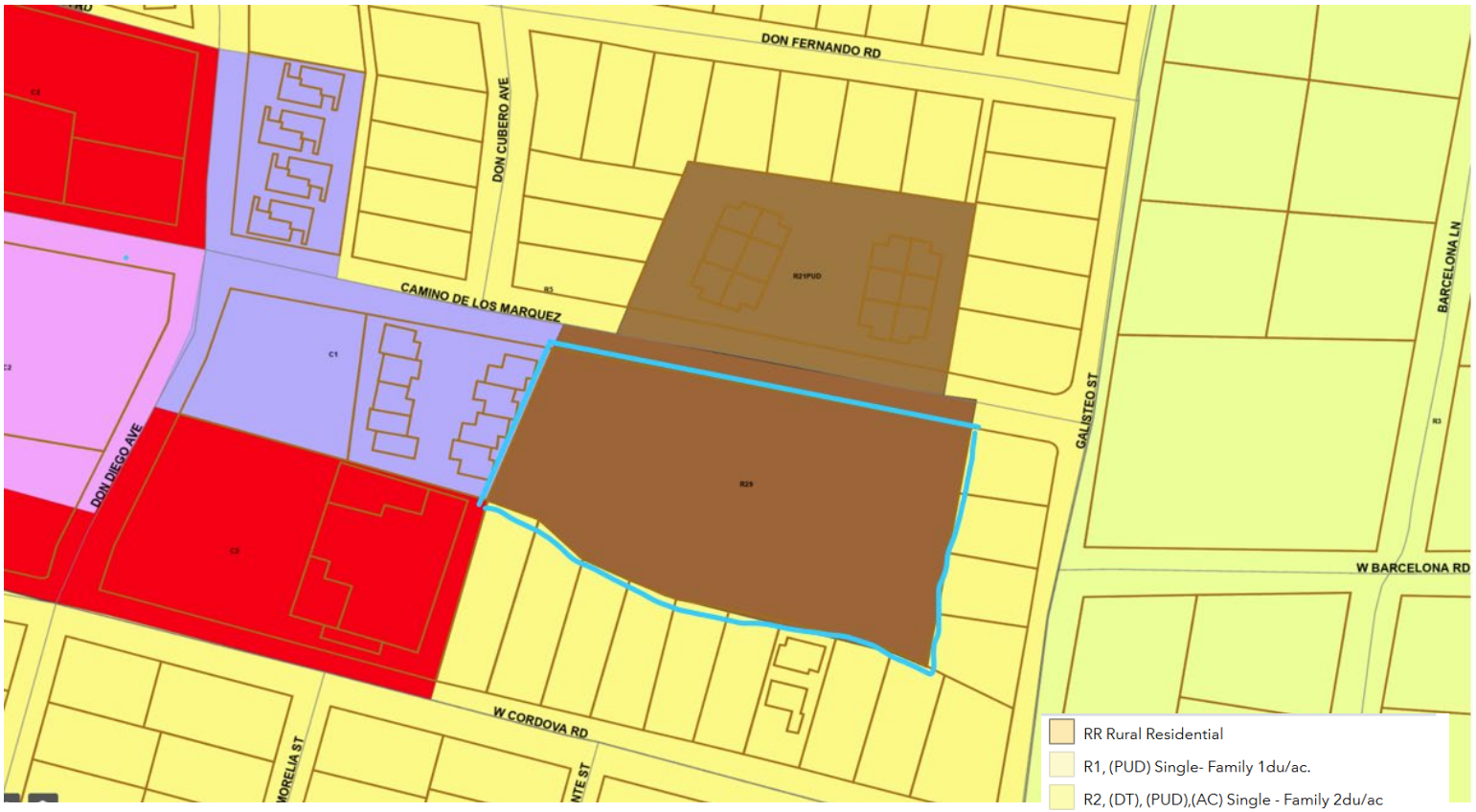
1. Aerial Map

DON FERNANDO RD
DON CUBERO AVE
CAMINO DE LOS MARQUEZ
GALISTEO ST
DON DIEGO AVE
W CORDOVA RD
MORELIA ST

2. Future Land Use Map



3. Zoning Map



- RR Rural Residential
- R1, (PUD) Single- Family 1du/ac.
- R2, (DT), (PUD),(AC) Single - Family 2du/ac
- R3, (PUD) Single - Family 3du/ac
- R4 Single - Family 4du/ac
- R5, (DT), (PUD), (AC), R6, (PUD) Single - Family 5-6du/ac
- R7, (I), (PUD), R8 Single - Family 7-8du/ac
- RC5, RC5AC Compound 5du/ac
- RC8, RC8AC Compound 8du/ac
- R10, (PUD) Multiple - Family 10du/ac
- R12, (PUD) Multiple - Family 12du/ac
- R21, (PUD) Multiple - Family 21du/ac
- R29, (PUD),(AC) Multiple - Family 29du/ac
- RAC Residential Arts & Crafts
- MHP Mobile Home Park
- C1, (PUD) Office and Related Commercial
- C2, (PUD) General Commercial
- C4 Limited Office and Retail
- HZ Hospital Zone
- BCD Business Capital District
- I1, (PUD) Light Industrial
- I2 General Industrial
- BIP Business Industrial Park
- PRC, PRRC Planned Community
- SC1, SC2, SC3 Planned Shopping Center
- MU Mixed Use

D. Site Photos

Looking south into the site from Camino de Marquez, with a view of the parking lot, existing structures, and existing trees.

Looking west along Camino De Marquez on the north side of the property.

Looking east on Camino de Marquez at the public sidewalk and the existing covered parking.

City of Santa Fe, New Mexico

Attachment D

Early Neighborhood Notification Packet

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

SANTA FE OPERA – 214 CAMINO DE LOS MARQUEZ
AXTON APARTMENTS DEVELOPMENT PLAN
EARLY NEIGHBORHOOD NOTIFICATION MEETING NOTES

Date: September 29, 2025
Time: 5:30 – 7:00
Location: Virtual Meeting held via Zoom
Attendees: City and Land Use Department Representative (Nathan Lindquist)
JenkinsGavin, Inc (Jennifer Jenkins, Colleen Gavin, Margaret Ambrosino)
Santa Fe Opera Staff (Robert Meya, Heather Kemp, Christopher Hufnagel)
Approximately twenty-three neighborhood residents and members of the general public were in attendance.

This ENN meeting addressed the Development Plan to construct a new apartment community at 214 Camino de los Marquez. A presentation was given by Jennifer Jenkins of JenkinsGavin, Inc. regarding upcoming Development Plan application to the City of Santa Fe. 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**
What will be the use of the building? How does it increase/affect housing for Santa Fe? What is the plan for the off season? Will these be short-term rentals in the off-season?	The short-term leases offered in the off season are 6-month duration, can be used by traveling professionals or other members of the general public.
When is the development planned to commence?	Groundbreaking is planned for September 2026 and is expected to last 18 months, with completion in April 2028
Currently there is a serious parking problem with the existing conditions. How will parking be addressed?	The development is required to have 104 parking spaces and is providing 106 new spaces by city code regulations and access will be improved with only two access points. The existing 3rd access point in the middle north side of the property will be permanently closed.
Why no underground parking?	Underground is cost-prohibitive for this project. Surface parking is proposed, and the site planning has been improved by moving parking around the drive aisles on the east, west, and south ends of the property, which also maximizes the building fronting and massing on Camino de los Marquez, where parking has been eliminated.
Stormwater flows are a serious problem for this property, particularly with flows impacting the condominiums to the	Most of the stormwater will be collected and conveyed via the south drainage easement.

west/southwest units. How will peak flows be managed and redirected?	
Noise is a concern, particularly in the late evenings when apprentices return, but could be a problem day and night. In the outdoor open space/shared space will people be rehearsing or singing outside?	Noise will be proactively managed and monitored by the Santa Fe Opera Property Management both inside of and outside of the buildings, and all noise nuisance will be dealt with by Property Management. Residents will be expected to be mindful when utilizing the balconies and shared open space at late hours. Sound attenuation practice rooms (enclosed rooms) are being explored by the SFO.
There is a trash/Solid Waste issue during opera season and consequent rodent problem; how will Solid Waste be improved?	New recycling and trash receptacles for the required units will be provided, and trash pickup frequency will be closely coordinated between the SFO Apartment Management and the City's Solid Waste Division Department.
Camino de los Marquez has some degree of traffic issues, accidents as it is a non-delineated roadway.	Improvements to the roadway are needed and are the responsibility of the City.
One member was concerned about the "3-fold" increase or 3 times as many people residing on the property. What is the actual increase in units? What is the configuration of units?	There will be an increase of 33 units from the existing 50-unit complex to be demolished and reconstructed for a total of 83 units. The majority will be 2 bedroom/2 bath units and there will be 10-12 units as 1 bedroom / 1 bath.
Is the 3rd floor required to be set back or stepped back 10 feet at balcony?	No; setbacks are firm and uniform across the site as established by this Development Plan; no portion of the 3rd floor will be stepped back.
The building is too tall and with it comes lighting issues; will the buildings have dark sky compliant lighting, and will perimeter lighting be cast onto neighboring properties? Requesting the least blue color light possible in favor of warmer mor natural-looking light.	Lighting is necessary for safety and will be fully compliant with the Development Code. The development is required to have "0" footcandles at the property line.
Is there a public meeting for planning commission?	Yes, it will be posted online and will be held in person and online.
How will they house the opera tenants (apprentices) during construction? Where will it be?	The apprentices will be in alternative housing for one summer season as construction is planned to start in September 2026.
How will significant trees be treated and assessed? Is there any landscaping planned abutting the western edge of the property after the parking, with 2-3" caliper deciduous trees?	The SFO is conducting a tree survey of the entire property which will document the location, species, and general health assessment of all significant trees as per the City's Land Development Code. It is in the interest of the SFO to retain as many significant trees as is feasible on the site. A western boundary planting strip is being assessed for feasibility as to shrub, tree, or combination.
There are no affordable units and in lieu of, a fee is to be paid. Currently the fee is too	

low	
No bike sheds	Bike racks are proposed but are not shown at the scale of the conceptual development plan for purpose of the ENN meeting
It would be better if there were solar panels on top of covered parking as there is some existing covered parking.	While the SFO is exploring solar panels on the main housing buildings, there will not be covered carports with the new development plan on which solar could be placed.

Concerns

- Increase Traffic
- Drainage issues
- Three stories
- Rodents from increased waste generation during opera season and pickup frequency
- Three stories
- Paying the fee in lieu does not help with affordable housing
- Increased traffic
- Lighting
- The effect on drainage
- Concept design
- Site plan not showing bike parking

Comments

- Thanked the architect for stepping down the corners of the buildings to 2-story
- Housing is needed for younger demographic
- location of the project is great for young people
- Creates housing *

Recommendations

- Bicycle shelters
- Underground parking
- Change in City policy to not allow a fee in lieu
- Renovation of current site

EARLY NEIGHBORHOOD NOTIFICATION MEETING

Request for Staff Attendance

Project Information

Project Name: Santa Fe Opera Apartments Apprentice Housing Project

Address: 214 Camino de los Marquez, Santa Fe, NM 87505 Parcel Size: 2.501 acres

Zoning: R-29 Future Land Use: High-Density Residential

Preapplication Conference Date: August 28, 2025

Detailed Project Description: Redevelopment of an existing 50-unit multifamily apartment community to an 83-unit multifamily apartment community.

Property Owner Information

Name: Santa Fe Opera

Address: P.O. Box 2408, Santa Fe, NM 87504-2408

Phone: _____ E-mail Address: _____

Applicant/Agent Information (if different from owner):

Name: JenkinsGavin, Inc.

Address: 130 Grant Avenue, Suite 101, Santa Fe, NM 87505

Phone: 505-820-7444 E-mail Address: colleen@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:	September 29, 2025	
TIME:	**5:30 p.m.**	
LOCATION:		

June 11, 2024

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

RE: 214 Camino de Los Marquez, Santa Fe

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 submitted to the City of Santa Fe.

Thank you.

Sincerely,

Robert K. Meya, General Director
Santa Fe Opera

6/11/24
Date

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

The foregoing instrument was acknowledged before me this 11th day of June, 2024 by Robert K. Meya

Notary Public

My Commission Expires 9-28-2025

STATE OF NEW MEXICO
NOTARY PUBLIC
PAULA J. HUNTER
COMMISSION # 1102850
EXPIRES SEPTEMBER 28, 2025

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)*

PROJECT SUMMARY: The 2.5-acre subject property is located at 214 Camino de los Marquez, which was rezoned in early 2025 to R-29 (29 dwellings per acre). It is currently developed with the 50-unit Axton Apartments. The applicant is proposing to demolish the existing structures to redevelop the property as a new 83-unit multi-family community.

Two buildings are proposed with two and three-story elements within the 36-foot height limit, and will reflect the adobe colors, style and pueblo architectural vernacular of the surrounding neighborhood. Unlike the original structures, the new apartments will relate to the street frontage to be more in line with adjacent properties on Camino de los Marquez. Ingress and egress will be via two driveways on the west and east sides of the site respectively. Landscaping is proposed for the perimeter of the property, with buffers varying in width from 10 to 15 feet, to help screen/buffer parking from adjacent properties to the the west, east and south. In addition, a landscaped courtyard is provided for the enjoyment of residents. All site lighting will be shielded and downlit to prevent light trespass onto adjacent residential properties.

The surrounding neighborhood comprises a diverse mix of uses, including multi-family, single-family residential, commercial, office, and shopping center uses that are readily accessible via car or a short walk, as well as a city park south of Cordova Road. The proposed project is compatible with the existing use of the property and the surrounding land use pattern.

(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 site slopes gently from east to west. There are no active arroyos on the property, but there is a drainage easement along the southern property boundary. All terrain management regulations will be met to ensure there are no erosive conditions. Landscaped open space and outdoor areas will be provided for the residents as described in Criterion A. Significant trees will be preserved where feasible or replaced in accordance with City Code requirements.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN *For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.*

The property is located in both the Suburban and River & Trails Archaeological Districts. A cultural resources survey will be submitted to the Archaeological Review Committee for approval and issuance of a clearance permit prior to commencing construction activities.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN *For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.*

The subject property's General Plan Future Land Use designation is High Density Residential, which is also the designation for the neighboring properties to the north and west. Indicative of the diverse, mixed-use nature of the neighborhood, other surrounding Future Land Use designations include Community Commercial, Office, Institutional, and Low Density Residential. The proposed residential development fulfills the themes of the General Plan to promote infill as well as a compact urban form, promoting a mix of housing types and uses in all neighborhoods, as well as maintaining and respecting Santa Fe's unique personality, sense of place, and character.

(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.*

The project design will include pedestrian connections to the existing sidewalk along Camino de los Marquez. The walkability of the neighborhood along with the site's proximity to public transit provides convenient access to employment, services, and retail. No negative impact on access to services is anticipated.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE *For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.*

The creation of new housing supply is critical to economic development in Santa Fe by providing more housing opportunities for the employment base. In addition, the project will create jobs in construction and related industries.

(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 project will comply with the Santa Fe Homes Program through payment of a fee to the Affordable Housing Trust Fund.

(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 be served by City water and sewer, as well as existing emergency services. A financial guaranty has been provided to remedy existing deficiencies in a segment of sewer line and manhole in Camino de los Marquez.

The property is served by Route 6 of the Santa Fe Trails bus system with a bus stop around the corner on Galisteo Street, as well as Route 4 service on Don Diego Avenue to the west. The area is served by several public schools and a school impact form was already submitted with the rezoning.

(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.*

In accordance with City requirements, water offsets will be provided to address the increased water demand. The project will comply with the City's regulations governing landscaping and water conservation.

(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 project improves the opportunities for community integration and balance by incorporating linkages among neighborhoods, as well as access to employment and services within walking distance to the proposed development.

(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.*

As an infill site, the proposed project promotes a compact urban form. Furthermore, the site is easily accessible to commercial services and employment.

ADDITIONAL COMMENTS (Optional)

122035

44

REVISED FINAL DEVELOPMENT PLAN

CAMINO DE LOS MARQUEZ APARTMENTS

(FORMERLY C.H.S. APARTMENTS)

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT "SIRES, 81", A GENERAL PARTNERSHIP, HAS CAUSED TO BE DEVELOPED THE LANDS SHOWN ON THIS PLAT LYING SITUATE AND BEING WITHIN THE CITY 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 OWNER AND PROPRIETOR DO HEREBY GRANT EASEMENTS FOR UTILITIES AS HEREON SHOWN.

"SIRES, 81", A GENERAL PARTNERSHIP

M. Eugene Miller

M. EUGENE MILLER, GENERAL PARTNER.

ATTEST BY NOTARY PUBLIC: Helen Trujillo NOTARY — 10-25-82 DATE — 3-27-86 COMM. EXPIRES

AFFIDAVIT

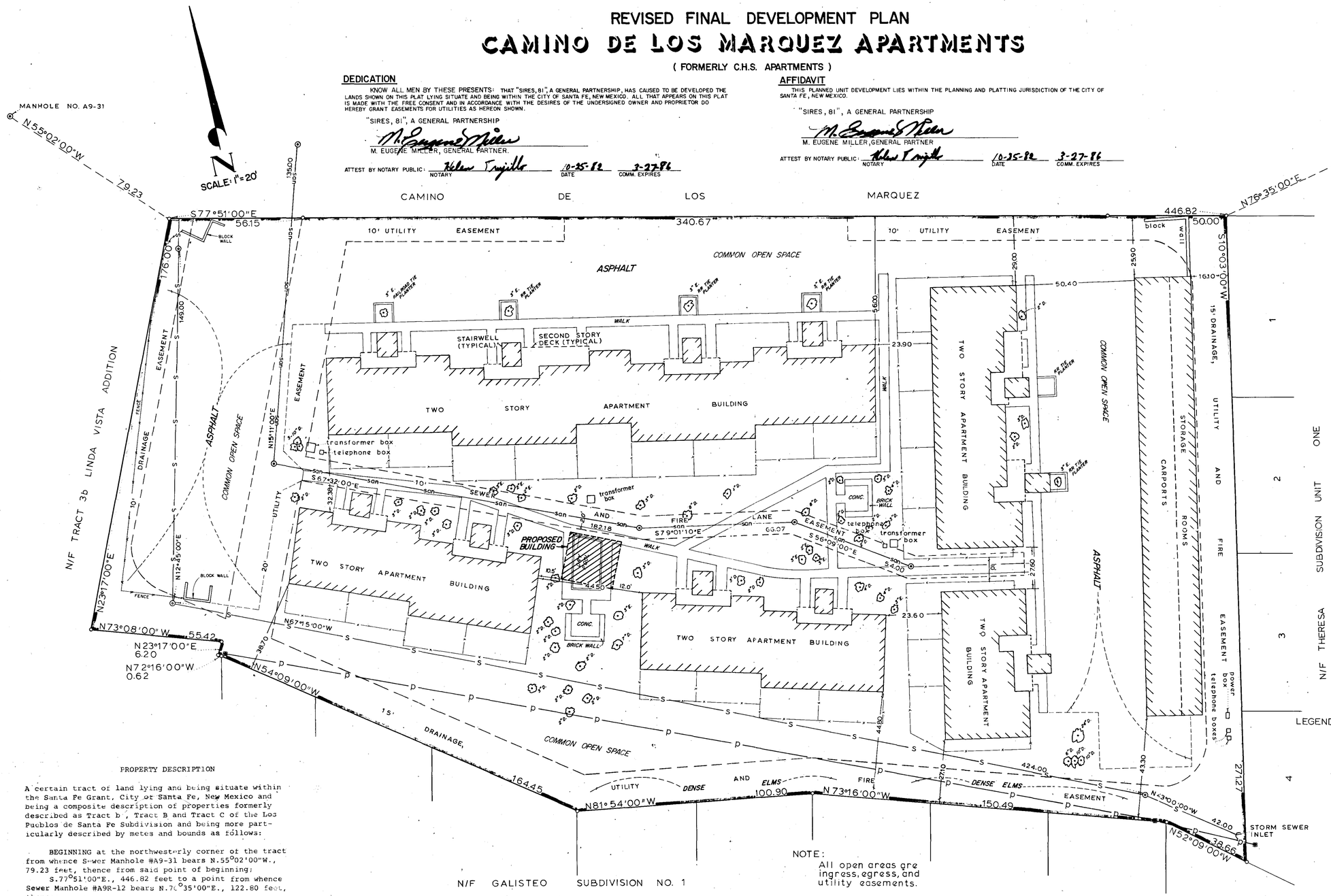
THIS PLANNED UNIT DEVELOPMENT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

"SIRES, 81", A GENERAL PARTNERSHIP

M. Eugene Miller

M. EUGENE MILLER, GENERAL PARTNER

ATTEST BY NOTARY PUBLIC: Helen Trujillo NOTARY — 10-25-82 DATE — 3-27-86 COMM. EXPIRES



NOTE:
All open areas are ingress, egress, and utility easements.

APPROVALS

CITY OF SANTA FE

CITY ENGINEER — 11-17-82 DATE

CITY PLANNER — 11-17-82 DATE

APPROVED BY THE CITY PLANNING COMMISSION AT ITS MEETING OF 11/4/82 DATE

CHAIRMAN

SECRETARY

COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO) 505971
I hereby certify that this instrument was filed for record on the 17th day of Nov A.D., 19 82 at 9:21 o'clock A m., and was duly recorded in book 122 page 035 of the records of Santa Fe County.
Witness my Hand and Seal of Office
CAROLINA R. LEATHERMAN
County Clerk, Santa Fe County, N.M.
Margaret Lebow
Deputy

PROPERTY DESCRIPTION

A certain tract of land lying and being situate within the Santa Fe Grant, City of Santa Fe, New Mexico and being a composite description of properties formerly described as Tract b, Tract B and Tract C of the Los Pueblos de Santa Fe Subdivision and being more particularly described by metes and bounds as follows:

BEGINNING at the northwesterly corner of the tract from whence Sewer Manhole #A9-31 bears N.55°02'00"W., 79.23 feet, thence from said point of beginning:

S.77°51'00"E., 446.82 feet to a point from whence Sewer Manhole #A9R-12 bears N.76°35'00"E., 122.80 feet, thence;

S.10°03'00"W., 271.27 feet to a point, thence;
N.52°09'00"W., 38.66 feet to a point, thence;
N.73°16'00"W., 150.49 feet to a point, thence;
N.81°54'00"W., 100.90 feet to a point, thence;
N.54°09'00"W., 164.45 feet to a point, thence;
N.72°16'00"W., 0.62 feet to a point, thence;
N.23°17'00"E., 6.20 feet to a point, thence;
N.73°08'00"W., 55.42 feet to a point, thence;
N.23°17'00"E., 176.00 feet to the point and place of beginning.

Containing 2.505 Acres, more or less.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY ON WHICH IT IS BASED WAS MADE BY ME OR UNDER MY PERSONAL DIRECTION AND CONTROL DURING THE MONTH OF OCTOBER, 1982 AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Richard E. Smith

RICHARD E. SMITH
NM PLS#5837

LEGEND:

Bearings based on plat of survey by John West, NMPE&LS 676, on August 8, 1974 and titled "Survey Plat for Lands of Frances Sauer-essig".

- ■ power pole
- ⊙ storm sewer manhole
- ⊙ sanitary sewer manhole

E. INDICATES EVERGREEN TREE.
D. INDICATES DECIDUOUS TREE.

Smith & Williamson Surveying Service 1210 Luisa Suite 5 Santa Fe New Mexico 87501			CAMINO DE LOS MARQUEZ APARTMENTS SANTA FE, NEW MEXICO			
DRAWN	DATE	CHECKED	SCALE	PROJECT NO.	COUNTY	SHEET NO.
DM	OCT. 1, 1982	RES	1"= 20'	1641	SANTA FE	1 of 1

BRUNING 44122 2586

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

EARLY NEIGHBORHOOD NOTIFICATION MEETING NOTICE

September 14, 2025

RE: 214 Camino de los Marquez Development Plan

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss an upcoming application to the City of Santa Fe for a Development Plan to raze the existing 50-unit Axton Apartments and redevelop the property as a new 83-unit multi-family community. The ±2.5-acre property, located at 214 Camino de los Marquez, is zoned R-29 (Residential, 29 dwellings per acre). Please refer to the attached Vicinity Map, Conceptual 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, this is to inform you that a meeting is scheduled for **September 29, 2025 at 5:30 p.m.**

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

Join Zoom Meeting:
Join Zoom Meeting
https://us02web.zoom.us/j/89690010556?pwd=a3abuJ0n9iAtSaXnEWHOW502j1bRkI.1

Meeting ID: 896 9001 0556 | Passcode: 338299

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 City Clerk's Office (955-6520) 5 days prior to the meeting date.

Sincerely,

Jennifer Jenkins

SFO Apprentice Housing
SCHEMATIC SITE PLAN

2025-08-28

0' 15' 30' 60'
SCALE 1" = 30'-0"

SMPC Architects © 2025

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NE | Suite #800 | Albuquerque, NM 87102
505.255.8668 | www.smpcarchitects.com

300-foot Buffer: 214 Camino de los Marquez

City of Santa Fe, Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS |

NAME	ADDRESS	CITY	STATE	ZIP
PETERSON, STEVEN A & JULIA	1000 CORDOVA PL PMB 920	SANTA FE	NM	87505-1725
MOSS, BRUCE WINTER	P O BOX 177	SANTA FE	NM	87504
KLONIS, ANGELIKI & EVANGELOS	1110 DON CUBERO ST	SANTA FE	NM	87501
MARQUEZ COMPOUND LLC	300 GARCIA ST	SANTA FE	NM	87501
FLORES, EUGENIA L & J RALPH HEHR	1623 S AVENUE 0	PORTALES	NM	88130-7042
RAMBO, ANN MARIE REMLEY	1025 S COLLEGE AVE APT 510	GREENCASTLE	IN	46135-1952
PLACITAS DON DIEGO CONDOS	DON DIEGO AVE	SANTA FE	NM	87501
FERRARA, PETER	1106 DON CUBERO AVE	SANTA FE	NM	87505-1619
333 WEST CORDOVA LLC	333 W CORDOVA RD STE #100	SANTA FE	NM	87505-1852
BIRMINGHAM, SARA & SIMONE WARD	300 CAMINO DE LOS MARQUEZ APT 4	SANTA FE	NM	87505-1848
MARTINEZ, MARCOS D & ERIKA TROSETH	320 DON FERNANDO RD	SANTA FE	NM	87501
333 WEST CORDOVA COMMERCIAL	333 W CORDOVA RD STE 200	SANTA FE	NM	87505-1852
WHITEHEAD, FRANCES Y & JAMES W ELNISKI	310 W CORDOVA RD	SANTA FE	NM	87505-1810
PREROVSKY, HORST J, ET AL	300 CAMINO DE LOS MARQUEZ #8	SANTA FE	NM	87505-1848
GROVER, JOHN E & JOEL F BENNET TRUSTEES	1000 CORDOVA PL #814	SANTA FE	NM	87505
GUADALUPE CREDIT UNION	3721 ACADEMY RD	SANTA FE	NM	87507
KLONIS, ANGELIKI TRUST	1108 DON CUBERO AVE	SANTA FE	NM	87505-1621
SWEESTER, EDWARD & SUZANNE QUILLEN	5020 CREOSOTE RUN	LAS CRUCES	NM	88011
SONE DURHAM LLC	5204 TAHOE DR	DURHAM	NC	27713-7903
SALAZAR, JUDY & JAMES L	808 CALLE DAVID	SANTA FE	NM	87506-6016
CHABIN, MICHAEL S & EILEEN D FRIEL	300 CAMINO DE LOS MARQUEZ UNIT B2	SANTA FE	NM	87505-1847
BELITSKY, ALAN & CARLOS RAMIREZ	84 E CALLE PRIMOROSA	TUCSON	AZ	85716-4936
VIALPANDO, CELIA	201 W CORDOVA RD	SANTA FE	NM	87505-1807
333 WEST CORDOVA COMMERCIAL	333 W CORDOVA RD	SANTA FE	NM	87504
WYSS, MELODI	1045 E DON DIEGO AVE	SANTA FE	NM	87505-1662
333 WEST CORDOVA COMMERCIAL	333 W CORDOVA RD STE 200	SANTA FE	NM	87505-1852
LEUNG, ALLAN F & TERESA M MOORE	13 CALIMO CIR	SANTA FE	NM	87505-8917
BURNS, MARTHA MARY TRUST	300 CAMINO DE LOS MARQUEZ UNIT D1	SANTA FE	NM	87505-1847
BIRBILIS-RAULSTON REVOCABLE TRUST	1000 CORDOVA PL #191	SANTA FE	NM	87505-1725
LEWIS, BRIAN	215 CAMINO DE LOS MARQUEZ UNIT 9	SANTA FE	NM	87505-1840
MOSLEY, BROOKE N TILLER	1118 GALISTEO ST	SANTA FE	NM	87505-8860
THOMPSON, DAVID & LESLIE PEARLMAN	325 WEST CORDOVA RD	SANTA FE	NM	87505

COOPER, CHRISTOHER H & JENNY GABRIELLE	224 E BUENA VISTA ST	SANTA FE	NM	87505-2622
CARLSON, TAUSHA	803 CEDAR PARK DR	AUSTIN	TX	8746-4517
LONARDONI, DIEGO	207 CAMINO DE LOS MARQUEZ UNIT 7	SANTA FE	NM	87505-1861
MARTINEZ, STEVE M (AKA ESTEBAN M MARTINEZ)	207 CAMINO DE LOS MARQUEZ #6	SANTA FE	NM	87505
LUX BUILT	1109 DON CUBERO AVE	SANTA FE	NM	87505
PAISANO, ALENA M & JANICE S	203 W CORDOVA RD	SANTA FE	NM	87505-1857
BAILEY, PAMELA	619 CORTEZ ST	SANTA FE	NM	87505-1011
CITY OF SANTA FE	PO BOX 909	SANTA FE	NM	87501
MILLER, DARRYL	1202 GALISTEO ST	SANTA FE	NM	87505-0630
BALL, DAVID A & GWEN E	311 S COMMERCE ST	NATCHEZ	MS	39120-3503
FREEMAN, SAADIAH E	30 N GOULD ST # 52513	SHERIDAN	WY	82801-6317
LEE, GERALD L & ANGELA M	106 W BARCELONA RD	SANTA FE	NM	87505-0672
RIFFEL, DANIEL G	1204 GALISTEO PKWY	SANTA FE	NM	87505-4123
O'TOOLE, LESLIE	215 CAMINO DE LOS MARQUEZ APT 5	SANTA FE	NM	87505-1840
WILL, CHRISTOPHER A & JESSICA E SALAMON	1204 GALISTEO ST	SANTA FE	NM	87505-0630
HAYES, DANIEL & SUZANNE A SCHUYLER	207 CAMINO DE LOS MARQUEZ # 2	SANTA FE	NM	87505-1861
TICHENOR, CHARLES		6 SANTA FE	NM	87501
MADRID, ANA MARIA	215 CAMINO DE LOS MARQUEZ #8	SANTA FE	NM	87505
OSGOOD, THOMAS H & DOROTHY HULL OSGOOD TRUST	302 DON FERNANDO RD	SANTA FE	NM	87505-1629
MORRISON, JOHN D	304 DON FERNANDO RD	SANTA FE	NM	87504
MOSS, ERIC S	45 BENDER WAY	POUND RIDGE	NY	10576-1802
215 MARQUEZ LLC	215 CAMINO DE LOS MARQUEZ UNIT 1	SANTA FE	NM	87505-1840
MCCRAY, JEAN A	1000 CORDOVA PL #580	SANTA FE	NM	87505-1725
PARK, NANCY A	369 MONTEZUMA 102	SANTA FE	NM	87501
BERTRAM, ALICIA	207 CAMINO DE LOS MARQUEZ UNIT 4	SANTA FE	NM	87505
NOVAK, ROBERT T & KARAN THORWALDSEN	1114 GALISTEO ST	SANTA FE	NM	87505-8860
THE UNITARIAN CHURCH OF SANTA FE INC	107 BARCELONA RD	SANTA FE	NM	87505-0673
ARLEQUE, KATHLEEN M & CHRISTOPHER BOTKIN	48 PLEASANT ST	ANDOVER	MA	01810-4221
THE CYNTHIA MARIE CATANACH INTER REVOC	207 CAMINO DE LOS MARQUEZ # 8	SANTA FE	NM	87505
LOS PUEBLOS DE SANTA FE ASSOC	215 CAMINO DE LOS MARQUEZ # 7	SANTA FE	NM	87501
MCCRAY, JEAN A & PHYLLIS H SUBIN	1000 CORDOVA PL #580	SANTA FE	NM	87505-1725
OYEN, DIANE A	1112 GALISTEO ST	SANTA FE	NM	87505-8860
PRIME, JUDITH A	306 DON FERNANDO RD	SANTA FE	NM	87505

MCCRAY, JAMES B & MOGIE R & JEAN	1000 CORDOVA PL #580	SANTA FE	NM	87505
CHURCH OF CHRIST	PO BOX 4273	SANTA FE	NM	87501
SALAZAR, JUDY A & JAMES L	808 CALLE DAVID	SANTA FE	NM	87506-6016
HUFF, CYNTHIA A	533 JUANITA ST	SANTA FE	NM	87501-3715
REED, HOPE & STEVEN E COUNSELL	321 W CORDOVA RD	SANTA FE	NM	87501
CASA SERENA ASSOC	207 W CORDOVA RD	SANTA FE	NM	87505-1807
DUNING, BECKY S	2 FRANKLIN TOWN BLVD APT 807	PHILADELPHIA	PA	19103-1223
MATHEWS, ROBERTA M	319 W CORDOVA RD	SANTA FE	NM	87505
THE SANTA FE OPERA	PO BOX 2408	SANTA FE	NM	87504-2408
THE NANCY E ARCHULETA MANAGEMENT TRUST	160 MISTEE DR SE	BROWNBORO	AL	87504-2408
FULLMER, ROSEANA	22166 MONTEREY PL	LEONARDTOWN	MD	20650-2818
ROMERO, RHONDA R	1202 BARCELONA LN	SANTA FE	NM	87505
UMBRAGE, RICHARD P & RAMONA A	207 CAMINO DE LOS MARQUEZ #10	SANTA FE	NM	87501
ECKINGER, SHERYL	12811 WEDD	OVERLAND PARK	KS	66213
HELLAND, RUBY	207-A CORDOVA RD	SANTA FE	NM	87505
LOGAN, DAVID	1200 BARTON CREEK BLVD APT 47	AUSTIN	TX	78735-1621
BARTON, JOHN W & PAMELA M	1203 GALISTEO ST	SANTA FE	NM	87505-0629
WILSON, LAURA E	1464 S ST FRANCIS DR	SANTA FE	NM	87505-0629
GALLEGOS, CHRIS & ELAINE	213 W CORDOVA RD	SANTA FE	NM	87501
KITCHENS, ELIZABETH LIVING TRUST	2625 S DEARBORN ST	SALT LAKE CITY	UT	84106-3513
COOK, MARTHA JOHNSON	316 DON FERNANDO RD	SANTA FE	NM	87505-1629
ALTON, JOAN CATHERINE TRUST	826 COLUMBIA ST	SANTA FE	NM	87505-3965
SANCHEZ, BENNY E & AURORA	310 DON FERNANDO RD	SANTA FE	NM	87505
MACHA LLC	333 W CORDOVA RD STE 250	SANTA FE	NM	87505-1850
LOWE, CONSTANCE A	1200 ESCALANTE	SANTA FE	NM	87505-0630
PADILLA, RAYMOND O & JACQUELINE A	1206 GALISTEO ST	SANTA FE	NM	87501
OLINGER, DEBRA S REVOCABLE TRUST	2182 S TOLEDO AVE	PALM SPRINGS	CA	92264-9526
PEASE, ELIZABETH S & SAMUEL TEMKIN	207B WEST CORDOVA	SANTA FE	NM	87505
GRIES, JESSE P & KARLA S HELLAND	205 A W CORDOVA RD	SANTA FE	NM	87505
NICK WADDELL	208 CAMINO DE LOS MARQUEZ #100	SANTA FE	NM	87505
REGINA RESS	208 CAMINO DE LOS MARQUEZ #103	SANTA FE	NM	87505
JULIE NAIDICH	208 CAMINO DE LOS MARQUEZ #105	SANTA FE	NM	87505
SHIRLEY PISCANE	369 MONTEZUMA 351	SANTA FE	NM	87501

PEG MAISH AND CAROLINE GOLDTHORPE	208 CAMINO DE LOS MARQUEZ #115	SANTA FE	NM	87505
NORM AND SUE LA LIBERTE	P.O.BOX 2668	SANTA FE	NM	87505
BARBARA GORDON	208 CAMINO DE LOS MARQUEZ #119	SANTA FE	NM	87505
CAROL ANGLIN	208 CAMINO DE LOS MARQUEZ #120	SANTA FE	NM	87505
JAKE SHEEHAN AND LOUISE LEARD	208 CAMINO DE LOS MARQUEZ #124	SANTA FE	NM	87505
JOANNA DEWEY	208 CAMINO DE LOS MARQUEZ #200	SANTA FE	NM	87505

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: _214 Camino de los Marquez _____
2. Location of Property: _214 Camino de los Marquez_____
3. Owner/Agent Name: _Santa Fe Opera/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) Single Family (attached) Townhome/ Apartment Multi-Family Commercial	83 (50 Existing)	TBD

5. Elementary School Zone for Proposed Development: Wood Gormley Elementary
6. Middle School Zone for Proposed Development: Milagro Middle School
7. High School Zone for Proposed Development: Santa Fe High
8. Build out Rates (Year/s; #/yr): Q2 2027, 83 units

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

City of Santa Fe, New Mexico

PUBLIC MEETING NOTICE

Development Plan application for a new 83-unit multi-family community. The 2.5-acre property is zoned R-29 (Residential, 29 dwellings/acre).

Type of project

214 Camino de los Marquez

Project Location

Early Neighborhood Notification	5:30 pm	09/29/2025
Type of Meeting	**Time**	**Date**

Virtual at: https://santafenm.portal.civicclerk.com/

Meeting Location

JenkinsGavin, Inc.

Applicant / Agent

For information call 505-820-7444

Phone #

Refer to Case 214 Camino de los Marquez Apartments

Required to be posted and visible from a public street from (9/12/25) **to** (9/29/25)

POST 15 DAYS PRIOR TO HEARING

Clear Form

VICINITY MAP
214 Camino de los Marquez

COUNTY CLERK
REBECCA BUSTAMANTE
SANTA FE COUNTY, NEW MEXICO

COUNTY OF SANTA FE 1141 | 55 282
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 2 day of Jan A.D. 20 01 at 10 22 o'clock A m and was duly recorded in book 1844 page 193 of the records of Santa Fe County
194 Witness my Hand and Seal of Office
Rebecca Bustamante
County Clerk, Santa Fe, New Mexico
Deputy

WARRANTY DEED

1844193

SIRES-81, a Foreign Limited Partnership, for consideration paid, grant (s) to The Santa Fe Opera, a New Mexico non-profit corporation, whose address is

P. O. Box 2408

Santa Fe, NM 87504-2408

the following described real estate in Santa Fe County, New Mexico:

A certain tract of land lying and being situate within the Santa Fe Grant, within the City of Santa Fe, New Mexico and being formerly described as Tracts b, B & C of the Los Pueblos de Santa Fe Subdivision and being more particularly described by metes and bounds as follows:

Beginning at the northeasterly corner of the Tract marked by a #4 rebar found on the southerly R.O.W. of Camino de Los Marquez, from whence the City of Santa Fe Sanitary Sewer Manhole #A9R-12 bears N. 76°31'28" E., 122.74 feet; thence from said point of beginning leaving said R.O.W., S. 10°04'09" W., 271.27 feet to the southeast corner of this tract marked by a S. & W. capped rebar set; thence, N. 52°17'21" W., 38.66 feet to a no. 4 rebar found; thence, N. 73°15'25" W., 150.24 feet to S. & W. capped rebar set; to a calculated point; thence N. 81°53'24" W., 100.74 feet to S. & W. capped rebar set; to a calculated point; thence, N. 54°08'24" W., 164.18 feet to a 1/2" iron pipe found; thence, N. 72°19'55" W., 0.62 feet to a calculated point; thence, N. 23°13'07" E., 6.19 feet to S. & W. capped rebar found; thence, N. 73°11'53" W., 55.34 feet to the southwest corner of this tract marked by a no. 4 rebar found; thence, N. 23°08'12" E., 176.06 feet to the northwest corner of this tract marked by an "X" cut in concrete on the southerly R.O.W. of Camino de Los Marquez; thence along said R.O.W., S. 77°51'00" E., 446.63 feet to the point and place of beginning. All as shown and delineated on plat of survey entitled "Camino de Los Marquez Apartments City of Santa Fe, New Mexico", prepared by Richard E. Smith, NMPS No. 5837, dated December 21, 2000, as Document No. 1141 24 in Plat Book 464 Page 006 in the records of Santa Fe County, New Mexico.

SUBJECT TO: Reservations, restrictions and easements of record.

with warranty covenants.

WITNESS my hand and seal this 23 day of January, 2001.

SIRES-81 1844194
A Foreign limited partnership
By MEM Investment Property, Inc.
A Washington corporation
As General Partner

by M. Eugene Miller
President/Secretary

And

by M. Eugene Miller
as Managing General Partner

ACKNOWLEDGEMENT

STATE OF ~~NEW MEXICO~~ Washington)
) ss.
COUNTY OF ~~SANTA FE~~ King)

This instrument was acknowledged before me on this 03 day of January, 2001, by M Eugene Miller, President and Secretary on behalf of MEM Investment Property, Inc., a Washington corporation, as general partner of SIRES-81, a Foreign limited partnership, on behalf of said limited partnership; and M. Eugene Miller, as Managing General Partner of SIRES-81, a Foreign limited partnership, on behalf of said limited partnership.

My commission expires: 11-16-02 Notary Public

(Seal)

HERNAN VIVAS
Commission Expires
NOTARY
PUBLIC
NOV. 16, 2002
STATE OF WASHINGTON

Notification Poster Location

214 Camino de los Marquez

City of Santa Fe, New Mexico

Attachment E

Applicant Materials

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

October 13, 2025/Revised October 16, 2025

Nathan Lindquist, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Santa Fe Opera Apprentice Housing – Development Plan Application
214 Camino de los Marquez, Santa Fe

Dear Nathan:

This letter is respectfully submitted on behalf of the Santa Fe Opera ('SFO') in application for a Development Plan to redevelop the current 50-unit Axton Apartments property as a new 83-unit Apprentice Housing development (the 'Project'). The 2.50-acre subject property is located at 214 Camino de los Marquez and is zoned R-29 (Residential, 29 dwelling units/acre). This application is submitted for consideration by the Planning Commission on January 8, 2026.

Project Background & Summary

In 1971 the subject property was rezoned to RM-1 PUD, and in 1982 a Revised Development Plan for a 50-unit apartment community was recorded, which substantially represents the current site conditions and development. Santa Fe Opera acquired the property, named the Axton Apartments, in 2001 to provide seasonal housing for their technical apprentices. Since the purchase, the multi-family complex has fulfilled a crucial role in accommodating seasonal technical apprentices and visiting staff, but as SFO's educational programming has expanded, their housing needs have grown accordingly. SFO now seeks to house their technical and voice apprentices at the subject property along with providing 6-month rentals to the public during the off-season. In light of the current housing shortage in Santa Fe, the proposed development will alleviate ongoing challenges the Opera encounters in securing this essential housing.

In May of this year, a rezone of the property was approved by City Council from R-21 to R-29, initiating the process for the Opera to redevelop the property and increase the unit count from 50 to 83 units. This Development Plan application represents the next step in that process for review by the City Land Use Department and Planning Commission.

Project Description

The redevelopment project involves the demolition of five existing buildings and a carport structure. Two new buildings comprising 83 units, plus an annex maintenance building, will be constructed. The project includes a new landscaped courtyard with seating areas to provide outdoor gathering space for residents, along with perimeter and parking lot landscaping. The

architectural style of the new buildings aligns with the Pueblo Revival vernacular, which harmonizes with the neighborhood character with respect to materiality and color scheme. There are two access drives on Camino de los Marquez that establish a two-way loop road through the site with associated parking. A vehicular gate will be installed at each driveway, and three pedestrian gates provide connectivity to the sidewalk along Camino de los Marquez.

The proposed unit mix includes 2 Bedroom/2 Bath and 1 Bedroom/1 Bath units, as follows:

Project Unit Mix			
Unit Type	**Description**	**Size**	**Quantity**
A	2 Bedroom/2 Bath	787 sf	68
A – Accessible	2 Bedroom/2 Bath	787 sf	2
B	1 Bedroom/1 Bath	567 sf	7
B – Accessible	1 Bedroom/1 Bath	567 sf	1
C	1 Bedroom/1 Bath	550 sf	4
C – Accessible	1 Bedroom/1 Bath	550 sf	1
		Total Unit Count	**83**

The proposed Apprentice Housing project square footage breakdown per building is as follows:

East Building	38,000 sf
West Building	50,280 sf
Annex Building	2,208 sf
	90,488 sf

Zoning Compliance

The Project complies with the relevant R-29 zoning standards as outlined below.

Permissible Use. Per Table 14-6.1-1‘Dwelling Units – Multiple’ are permissible in the R-29 zoning district.

Lot Coverage. Per Table 14-7.2-1, the maximum permissible lot coverage is 40% or 43,460 square feet. The proposed lot coverage is 33.3% (36,282 square feet).

Open Space. Per Table 14-7.2-1 ‘Multiple Family – Dwellings’ require 250 square feet of open space per dwelling unit. With 83 units proposed within the two residential buildings, 20,750 square feet of open space is required, and the Project provides 27,800 square feet of open space.

Building Setbacks. Setbacks are established by the Development Plan as permitted in SFCC 14-7.2(D), summarized below.

- Street: 3 feet
- Side: 15 feet
- Rear: 20 feet

Height. The maximum permissible building height is 36 feet with a Development Plan, and the proposed height is 36 feet. The evaluation criteria for the proposed height per SFCC 14-7.2(E) are addressed below.

Density: Maximum 29 dwelling units per acre with a Development Plan. The proposed density is 83 units, calculated as follows: 2.5 acres x 29 = 72.53 units + 15% SFHP density bonus = 83 units. Evaluation criteria for the proposed density per SFCC 14-7.2(F) are addressed below.

Parking

Vehicular parking will be provided as required per SFCC Table 14-8.6-1 with ADA parking requirements addressed per NMBC 1106.1.

Required:

83 units (less than 800 sf) at 1.25 per dwelling unit	104 Spaces*
*Inclusive of 8 ADA spaces with 2 van accessible	

Provided:

Standard spaces	78 Spaces*
ADA Spaces (2 Van Accessible)	8 Spaces
Compact spaces	20 Spaces
	106 Spaces Provided

Per SFCC Table 14-8.6-3, 12 bicycle parking spaces will be provided.

Access & Traffic

As summarized in the attached Traffic Impact Analysis (TIA), the purpose of the study is to evaluate transportation conditions before and after the proposed development, assess the development's impact on the adjacent transportation system, and recommend mitigation measures as needed. The study examines two scenarios—NO BUILD and BUILD—for both the 2028 implementation year and the 2038 horizon year. The study was prepared in accordance with the requirements of the City of Santa Fe (CoSF) Public Works Department and the traffic study scoping meeting held on August 12, 2025.

The site is developed with an existing 50-unit apartment complex. The proposed redevelopment of the property as an 83-unit community will add 33 units. The site will be accessed via two existing unsignalized driveways, as follows: Driveway "A," a full-access driveway on the south side of Camino de los Marquez, approximately 420 feet east of Don Diego Ave. (centerline to centerline); and Driveway "B," a full-access driveway on the south side of Camino de los Marquez, approximately 785 feet east of Don Diego Ave. (centerline to centerline). An existing third driveway between A and B will be abandoned with this development. All analyzed

intersections continue to operate at excellent levels of service in the Build condition as summarized in the chart below:

Executive Summary Results Table

Intersection No. / Name	Intersection Operation	Case Evaluation	Existing Year (2025) Conditions		Implementation Year (2027) Conditions		Horizon Year (2037) Conditions	
			AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)	AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)	AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)
1 Camino de los Marquez / Galisteo St.	Unsignalized	*No Build (Exist. Geo.)*	B - 11.7	B - 11.4	B - 11.8	B - 11.5	B - 12.3	B - 12.0
		Build (Pro. Geo.)	-	-	B - 11.9	B - 11.6	B - 12.4	B - 12.1
2 Cordova Rd. / Galisteo St.	Signalized	*No Build (Exist. Geo.)*	B - 11.2	B - 13.8	B - 11.4	B - 14.1	B - 12.6	B - 16.7
		Build (Pro. Geo.)	-	-	B - 11.4	B - 14.2	B - 12.6	B - 16.8
3 Cordova Rd. / Don Diego Ave.	Signalized	*No Build (Exist. Geo.)*	A - 9.4	B - 15.6	A - 9.5	B - 16.3	B - 10.3	C - 20.8
		Build (Pro. Geo.)	-	-	A - 9.8	B - 16.7	B - 10.6	C - 21.4
4 Camino de los Marquez / Don Diego Ave.	Unsignalized	*No Build (Exist. Geo.)*	A - 8.8	C - 15.3	A - 8.8	C - 15.9	A - 9.2	C - 19.8
		Build (Pro. Geo.)	-	-	A - 8.9	C - 16.6	A - 9.3	C - 20.9
5 Camino de los Marquez / Don Cubero Ave.	Unsignalized	*No Build (Exist. Geo.)*	A - 8.7	A - 8.6	A - 8.7	A - 8.6	A - 8.7	A - 8.7
		Build (Pro. Geo.)	-	-	A - 8.8	A - 8.7	A - 8.8	A - 8.7
6 Camino de los Marquez / Driveway "A"	Unsignalized	*No Build (Exist. Geo.)*	A - 7.2	A - 8.5	A - 7.2	A - 8.5	A - 7.2	A - 8.5
		Build (Pro. Geo.)	-	-	A - 8.8	A - 8.7	A - 8.8	A - 8.7
7 Camino de los Marquez / Driveway "B"	Unsignalized	*No Build (Exist. Geo.)*	A - 7.2	A - 7.2	A - 7.2	A - 7.2	A - 7.2	A - 7.2
		Build (Pro. Geo.)	-	-	A - 8.7	A - 8.6	A - 8.7	A - 8.6
8 Camino de los Marquez / Driveway "C"	Unsignalized	*No Build (Exist. Geo.)*	A - 8.6	A - 7.2	-	-	-	-
		Build (Pro. Geo.)	-	-	-	-	-	-

NOTE: Driveway "C" is proposed to be closed.

Transportation

With respect to multi-modal opportunities, the property is served by Santa Fe Trails Bus Routes 4 and 6, with bus stops on Don Diego Ave. and Galisteo St. It is a 15-minute bus ride to the Santa Fe Place Mall, which serves as a transport hub to routes 1, 2, 4, 5, 6, 21, 22, and 26. The property is centrally located and walkable to retail services, restaurants, parks, and employment.

Terrain Management

Currently, the site is improved with an older multi-family complex used to house Santa Fe Opera apprentices. Stormwater from nearby streets and homes flows through the property, following a 15-foot drainage easement along the south side. That water, along with runoff from the site itself, is carried through an underground 48-inch storm drainpipe that runs along the south and west sides before draining into the city's storm drain system in Camino de los Marquez.

The redevelopment project will replace the existing complex with new housing for a larger number of Santa Fe Opera employees. To improve drainage and reduce runoff, the new design will use pervious (water-absorbing) pavement in parking areas and taller buildings with a smaller footprint.

Stormwater will continue to follow the same general path, but most of the flow will now be directed south into a new storm pond area before entering the existing storm drain system. This design will reduce the amount of water flowing toward the condominiums on the west side from 7.77 cubic feet per second (cfs) to 1.85 cfs, helping to minimize existing drainage issues. In

addition, a stormwater quality basin with a sump will be included to capture pollutants and improve water quality before the runoff leaves the site.

Water

The property is currently served by a 6-inch waterline via Camino de los Marquez which runs along the length of the property. The projected annual water budget for the additional 26 units to be constructed is 5.03 Acre Feet per Year (AFY). Please refer to the attached Water Budget for further details.

Sewer

The property is currently served by a sewer line in Camino de los Marquez which extends approximately 55 feet along the northwest boundary of the property and then continues west to approximately 79 feet, terminating at a manhole at Don Cubero Avenue. The City Wastewater Division previously determined that both the sewer line and manhole are outdated and compromised. As a condition of the preceding 2025 rezoning approval and as required by the Wastewater Division, the Applicant has submitted an approved financial guaranty to repair the sewer line and manhole prior to the permitting of any demolition or development of the property.

Fire Protection and Emergency Access

All buildings will be equipped with automatic fire suppression, and the drive aisle is 26 feet wide in accordance with IFC requirements. In addition, the property is served by two (2) fire hydrants. One is located to the west of the property on the south side of Camino de los Marquez at Don Cubero Avenue; the second is located on the east side of Galisteo at the end of Camino de los Marquez.

Landscaping

Landscaping is provided in accordance with SFCC 14-8.4 and SFCC §14-5.5(C)(7), A tree survey was conducted to assess all significant trees on the property and all efforts will be made to preserve the existing trees, particularly those as having potential to remain in the proposed interior courtyard and communal open space along with five significant Green Ash trees along Camino de los Marquez . Additional required vegetation will include a combination of deciduous and evergreen trees, shrubs, and ornamental and native grasses. Street trees will be replanted along Camino de los Marquez if deemed necessary. Plant selections focus on drought-tolerant, native species that are viable in urban/semi-urban settings. A diverse combination of native and introduced plant species will provide biodiversity and resilience to climate shifts. Please refer to the attached Landscape Plans for further details.

Site Access and Security

Full fencing around site with sliding vehicular gates at the west and east entries is proposed. Material will be a 6-foot wrought iron fence with two cantilevered sliding gates at both entrances.

Open Space

In accordance with SFCC §14-7.5, the requisite open space in the R-29 district is 250 square feet per unit.

> Required:
> Common Open Space and/or Private Open Space: 250 SF * 83 Units = 20,750 SF
>
> Provided: 26,261 SF

Lighting

All lighting shall be shielded, concealed and directed down to focus the light at the parking lot for adequate lighting levels for public safety and navigation, in compliance with SFCC §14-8.9 and to comply with the zero-foot candles requirement along residential property lines and in compliance with Table 14-8.9-2 Average Maintained Horizontal Footcandles at Grade. No building mounted lighting is proposed. Freestanding parking lot pole-mounted lights and building-mounted entry lights shall be shielded and downward directed as shown in the photometric plan included in the plan set.

Solid Waste

Signage

A project identification freestanding monument sign is proposed in accordance with SFCC §14-8.10 as depicted on the Development Plan.

Noise Ordinance

The Project shall comply with all applicable provisions of SFCC §10-2 Noise Ordinance, in particular SFCC §10-2.5, to not exceed 55 dBA from 7:00 a.m, to 9:00 p.m. or 50 dBA from 9:00 p.m. to 7:00 a.m.as required by the R-29 Residential Zone District.

Development Plan Approval Criteria
In accordance with §14-3.8(D)(1), the Development Plan approval criteria are addressed below:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the application

> SFCC §14-2.3 (C)(1) states, *" the planning commission shall review and approve or disapprove various specific development plans, requests and subdivision plats. When specifically authorized by Chapter 14, the decision of the planning commission is final, subject to any appeal right provided in this chapter."*

(b) that approving the development plan will not adversely affect the public interest

The Project does not adversely affect public interest but serves the public interest through the construction of essential updated housing with an increase in units from 50 to 83. These units also benefit Santa Fe residents in the Opera off-season by providing 6-month leases in a desired location for traveling professionals and others needing lodging of this term. The location is within walking distance of public transportation and several amenities such as retail services, pharmacies, restaurants, and places of employment. The public interest is further served through investment in redevelopment of the 43-year-old project, providing much needed upgrades and beautification.

(c) that the use and any associated buildings are compatible with and adaptable to buildings , structures and uses of the abutting property and other properties in the vicinity of the premises under consideration

The subject property is located near the St. Francis and Cordova Road corridor and in the Don Diego Neighborhood, which is a diverse mixed-use area comprising a variety of residential, commercial, and institutional uses, including multi-family and single-family development, churches, restaurants, and retail. The proposed residential use and scale of the Project are compatible with land uses in the vicinity; and the addition of quality multi-family housing aligns with the General Plan's policies regarding infill development, mixed-use, and a mix of housing types in all neighborhoods. The pueblo-style vernacular aligns with both the neighborhood and with respect to materiality and color scheme as shown in the elevations.

Increase in Maximum Height

SFCC 14-7.2(E)(1) states, *"A height up to thirty-six (36) feet in R-21 and R-29 districts may be approved provided that the request is part of a development plan or special use permit requiring approval by a land use board or the governing body ."* The evaluation criteria are addressed below:

(a) if the future land use designation shown on the general plan is high density residential;

The site is designated High Density Residential (12-29 dwelling units per acre) on the Future Land Use Map along with the property to the north of Camino de los Marquez.

(b) the need for the increased height; however, financial gain or loss shall not be the sole determining factor;

The height increase allows for more housing units with a varied unit mix.

(c) if the height is needed to make the proposed development more affordable, what level of affordability will be provided and how that affordability will be guaranteed long term;

N/A

(d) heights of existing buildings in the vicinity; and

Buildings in the subject property neighborhood are typically one and two story. As described in the 2024 rezoning analysis, *Urban Form/Higher Densities - Growth Management Methods 4.1:*
"In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows. This approach does not necessarily require greater building height but rather greater massing on specifically identified infill sites within the Urban Area."
The rezoning approved in 2025 supports the General Plan's emphasis on higher densities and a compact urban form by increasing the allowable density on the property. This higher density is essential for maximizing land use efficiency in an urban setting, reducing urban sprawl, and supporting walkability and transit-oriented development. By promoting higher-density residential development, the development and its preceding rezoning align with the city's vision of creating a more sustainable urban environment.

(e) impacts of the increased height upon the neighborhood and the community so that the increased height does not significantly interfere with the enjoyment of other land in the vicinity and is consistent with the spirit of Chapter 14 and in the general public's interest.

The building is 36 feet in height but includes 2-story stepped down corners at the northwest and northeast frontages as well as the southeast corner, to help integrate into the neighborhood and maximize privacy to the extent possible with adjacent 1 and 2 story single family homes and condominiums. The additional two to four feet consists of parapet to screen rooftop equipment.

Increase in Maximum Density

SFCC 14-7.2(F)(1) states, "*Residential density up to twelve dwelling units per acre in an R-12 district; up to twenty-one dwelling units per acre in an R-21 district; and up to twenty-nine dwelling units per acre in an R-29 district may be approved provided that the proposed density is part of a development plan or special use permit requiring approval by a land use board or the governing body ."* The evaluation criteria are addressed below:

(a) if the future land use designation shown on the general plan is high density residential;

The site is designated High Density Residential (12-29 dwelling units per acre) on the Future Land Use Map. In addition, in the General Plan, the site is designated as an Infill Area.

(b) the need for the increased height; however, financial gain or loss shall not be the sole determining factor;

The increase in density allows for the development of more housing. At 11 dwellings per acre along with the SFHP density bonus, the maximum density will be 33 dwelling units per acre.

(b) if the density is needed to make the proposed development more affordable, what level of affordability will be provided and how that affordability will be guaranteed long term;

Compliance with the Santa Fe Homes Program is reflected in the payment of a fee-in-lieu of providing affordable units. The fee is paid to the Affordable Housing Trust Fund, which enables the Applicant to obtain a density bonus of 15 percent.

(c) densities of existing developments in the vicinity; and

The proposed density of 33 dwellings per acre for the subject property is compatible with the surrounding area includes a variety of residential densities, ranging from single family (R-3 & R-5) to multi-family (R-21/PUD and C-1 & 2 Commercial Districts).

(d) *impacts of the increased density on the neighborhood and the community so that the increased density does not significantly interfere with the enjoyment of other land in the vicinity and is consistent with the spirit of Chapter 14 and in the general public's interest*.

The Project's current density is 20 units per acre, and the proposed density is 33 units per acre, resulting in an increase of 13 units per acre. As detailed throughout this report, the increased density includes an enhanced redesign of the property that is sensitive to the surrounding neighborhood, including generous side and rear yard setbacks, particularly where adjacent to single family residences, 2-story stepped-down corners, and side yard landscape buffering.

Santa Fe Homes Program

The Project will provide 100% market-rate units. However, as specified in SFCC §26-1.33(2), the SFHP allows for an alternate means of compliance for rental projects, whereby an applicant may seek permission from the governing body to comply with the program via payment of a fee in lieu of constructing 15 percent of the total units as affordable. See Attachment #13 for the draft fee in lieu document.

Archaeology

The property is located in both the Suburban Archaeological Review District and the River & Trails District. An Archaeological Review Board hearing is forthcoming with a subsequent report on monitoring and findings as required.

Early Neighborhood Notification

An Early Neighborhood Notification Meeting was held on September 29, 2025. City staff, consultants, and members of the public were in attendance. The applicant presented a slide show that featured conceptual project plans and other relevant information. The question-and-answer session covered various topics that are summarized in the attached meeting notes.

In support of this request, the following documentation is submitted herewith for your reference:

1. Development Plan Application Report
2. Development Plan Application
3. Agent Authorization Letter
4. Warranty Deed
5. Legal Lot of Record Plat
6. Early Neighborhood Notification Packet and Meeting Notes
7. Water Utility Service Application
8. Sewer Utility Service Application
9. Preliminary Water Budget
10. Water Offset Program Evaluation Request
11. Initial Traffic Assessment
12. Architectural Points Checklist
13. Santa Fe Homes Program Draft Proposal
14. Traffic Impact Analysis
15. Development Plan Set - Recorded Documents
16. Infrastructure Plan Set

The Development Review Fees are calculated as follows:

Development Plan (Construction Valuation $28 million)	$20,000.00

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

Thank you for your consideration.

Sincerely,

JENKINSGAVIN, INC.

Colleen Gavin, Principal

October 14, 2025

Leroy Nicholas Pacheco, P.E.
Santa Fe, NM

RE: Draft Traffic Impact Study – Santa Fe Opera Apprentice Housing

Dear Leroy Pacheco:

Transmitted herewith is the DRAFT Traffic Impact Analysis for the proposed additional units for Santa Fe Opera Apprentice Housing for your review and approval. The proposed development is located at 214 Camino De Los Marquez.

If you have any questions or need additional information regarding this matter, please do not hesitate to contact me.

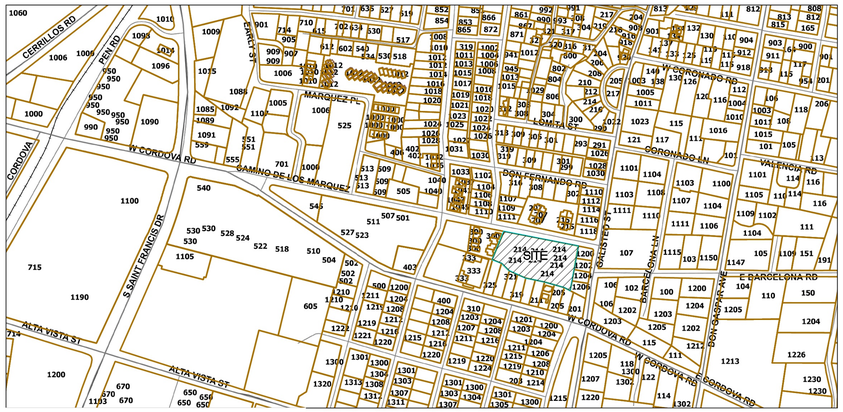
Sincerely,

Ronald R. Bohannan, P.E.

cc: Phil Gallegos, Wilson & Co.
Colleen C. Gavin, JenkinsGavin
Jennifer Jenkins, JenkinsGavin

JN: 2025065
RRB/JL/TB

SANTA FE OPERA APPRENTICE HOUSING
DEVELOPMENT PLAN
214 CAMINO DE LOS MARQUEZ, SANTA FE, NM
CASE # _____



VICINITY MAP:
NOT TO SCALE

SHEET LIST	
C-001	COVER SHEET
C-002	EXISTING CONDITIONS
C-003	BOUNDARY AND TOPOGRAPHICAL SURVEY
C-004	DEVELOPMENT PLAN
C-005	CONDITIONS OF APPROVAL

NOTES:

1. NO VARIANCES ARE APPROVED FOR THIS DEVELOPMENT PLAN. THE CITY CODE AND APPLICATION CHAPTERS SHALL GOVERN AND APPLYTO THIS DEVELOPMENT PLAN IN ITS ENTIRETY.

2. CITY OF SANTA FE DRAINAGE:
   a. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

   b. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

CITY APPROVALS

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING ON _____ _____

CASE #_____

_____ _____
PLANNING COMMISSION CHAIRPERSON DATE

_____ _____
PLANNING COMMISSION SECRETARY DATE

RENEWED BY THE CITY OF SANTA

_____ _____
CITY PLANNER DATE

_____ _____
CITY ENGINEER FOR LAND USE DATE

AFFIDAVIT

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

_____
OWNER'S PRINTED NAME

_____
OWNER'S SIGNATURE

THE FOREGOING WAS SWORN, ACKNOWLEDGED, AND SUBSCRIBED BEFORE ME BY_____, THIS _____ DAY OF _____, 20_____.

_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

MODIFICATIONS

SITE PLAN MODIFICATIONS ARE SUBJECT TO APPROVAL BY THE CITY OF SANTA FE AS PART OF THE BUILDING PERMIT PROCESS.

NOTARIZED STORMWATER AGREEMENT

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

_____
OWNERS PRINTED NAME

_____
OWNERS SIGNATURE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS __ DAY OF _____, 20_____

_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

OWNER/DEVELOPER:

THE SANTA FE OPERA
301 OPERA DRIVE
SANTA FE, NM 87506-2823
505.986.5900

SURVEYOR (ALTA/TOPO):

RICK CHATROOP
110 WAGON TRAIL RD
CERRILLOS, NM 87010
505.470.0037

PLANNER:

JENKINSGAVIN
130 GRANT AVE SUITE 101
SANTA FE, NM 87501
505.820.7444
JENKINSGAVIN.COM

CIVIL ENGINEER:

TIERRA WEST,LLC
5571 MIDWAY PARK PL, NE
ALBUQUERQUE, NM
505.858.3100
TIERRAWESTLLC.COM

ARCHITECT:

SMPC ARCHITECTS
219 CENTRAL AVE NW SUITE 800
ALBUQUERQUE, NM 87102
505.255.8688
SMPCARCH.COM

LANDSCAPE:

PLAND COLLABORATIVE
600 1ST ST NW, SUITE 100
ALBUQUERQUE, NM 87102
505.268.2266
PLANDCOLLAB.COM

ELECTRICAL ENGINEER:

QA ENGINEERING
1409 ORTIZ DR SE
ALBUQUERQUE, NM 87108
505.338.7092
QAENGINEERING.COM

COUNTY OF SANTA FE }
STATE OF NEW MEXICO } SS

I HEREBY CERTIFY THAT THIS INSTRUMENT#_____
WAS FILED FOR RECORD ON THIS _____ DAY OF _____ A.D. 202_ , AT_____ O'CLOCK_____M., AND WAS DULY RECORDED IN BOOK_____, PAGE_____OF THE RECORDS OF SANTA FE COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE
_____
COUNTY CLERK, SANTA FE COUNTY, NM

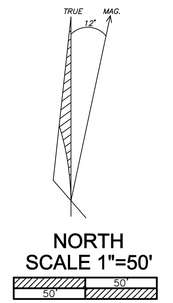
_____
DEPUTY

ENGINEER'S SEAL
RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

RONALD R. BOHANNAN
P.E. #7868

JURISDICTION: CITY OF SANTA FE
PROJECT NAME:SANTA FE OPERA APPRENTICE HOUSING
DRAWING TYPE: COVER SHEET
DRAWING DATE: 09/29/2025

C-001



EXISITING CONDITIONS PLAN

OF

CAMINO DE LOS MARQUEZ
AXTON APARTMENTS

UPC# 1-054-098-018-184,
214 CAMINO DE LOS MARQUEZ

LYING WITHIN PROJECTED SECTION 25, T17N, R9E, NMPM, SANTA FE CO., NM.

RICK CHATROOP

PROFESSIONAL LAND SURVEYOR

NEW MEXICO REGISTRATION NO. 11011

(505) 470-0037 *110 WAGON TRAIL RD.* *CERRILLOS, NM. 87010*

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: THE SANTA FE OPERA

LOCATION: LYING WITHIN PROJECTED SECTION 25, T17N, R9E, NMPM, SANTA FE CO., NM.

C-002

PLAT & DOCUMENT REFERENCES

DOCUMENTS USED TO DETERMINE PROPERTY BOUNDARY AND EXISTING ROWs

#1 "PLAT OF SURVEY PREPARED FOR CAMINO DE LOS MARQUEZ APARTMENTS"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 464 PAGE 006. RECORD DATA SHOWN IN ( ) SEE NOTE#3.

#2 "PLAT OF THERESA SUBDIVISION UNIT 1"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 11, PAGE 34.

#3 "PLAT OF THE GALISTEO SUBDIVISION NUMBER ONE"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 2, PAGE 257.

#4 "REVISED FINAL DEVELOPMENT PLAN FOR CAMINO DE LOS MARQUEZ APARTMENTS"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 122 PAGE 035(44). SEE NOTE#3.

#5 "CONDOMINIUM SURVEY FOR CASA SERENA, A CONDOMINIUM"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 638, PAGE 002.

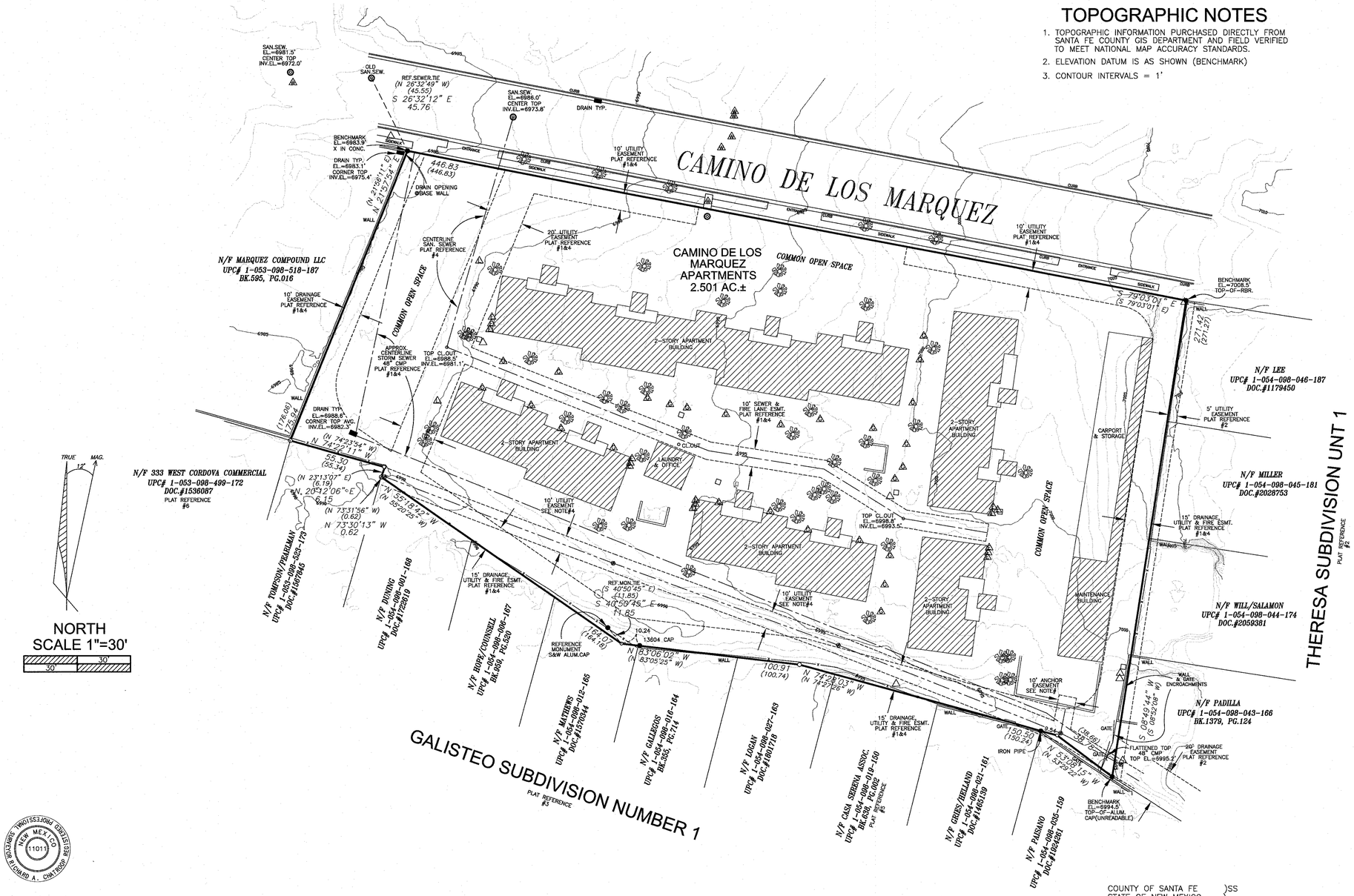
#6 "CONDOMINIUM SURVEY PLAT PREPARED FOR 333 WEST CORDOVA ROAD CONDOMINIUM"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 688, PAGES 004-005.

SANTA FE COUNTY PUBLIC NOTICE

THE SANTA FE COUNTY LAND USE ADMINISTRATOR HAS NOT REVIEWED THIS PLAT OF SURVEY BEFORE ITS FILING IN THE OFFICE OF THE COUNTY CLERK. THIS PLAT IS NOT BEING FILED FOR THE PURPOSE OF CREATING A SUBDIVISION OR NEW LOTS, ALTERING THE BOUNDARIES OF ANY EXISTING LOTS OR FOR THE PURPOSE OF "DEVELOPMENT" AS DEFINED IN THE SANTA FE COUNTY SUSTAINABLE LAND DEVELOPMENT CODE, THIS STATEMENT DOES NOT IN ANY WAY REPRESENT OFFICAL COUNTY APPROVAL OF THIS PLAT.

TOPOGRAPHIC NOTES

1. TOPOGRAPHIC INFORMATION PURCHASED DIRECTLY FROM SANTA FE COUNTY GIS DEPARTMENT AND FIELD VERIFIED TO MEET NATIONAL MAP ACCURACY STANDARDS.
2. ELEVATION DATUM IS AS SHOWN (BENCHMARK)
3. CONTOUR INTERVALS = 1'



TRUE MAG. 12°

NORTH
SCALE 1"=30'
30 30

LEGEND AND NOTES

- DENOTES TRANSFORMER/UTILITY BOX
- DENOTES SANITARY SEWER MANHOLE
- DENOTES ELEC. MTR.
- DENOTES TEL RISER OR AS NOTED
- DENOTES WATER VALVE OR MTR.
- DENOTES LAMP
- DENOTES GAS MTR. OR SERVICE
- DENOTES SIGNIFICANT TREES
- DENOTES CALCULATED POINT
- DENOTES POINT FOUND (AS NOTED)
- DENOTES POINT SET THIS SURVEY
- DENOTES CLEANOUT
- DENOTES EDGE OF EASEMENT
- DENOTES UTILITY POLE W/LINES & GUY WIRES
- DENOTES WOOD/CHAIN LINK FENCING

1. BASIS OF BEARING IS FROM GSP OBSERVATION WGS84 LOCALIZED TO POINTS FOUND LOT OF RECORD IS FROM "PLAT OF SURVEY PREPARED FOR CAMINO DE LOS MARQUEZ APARTMENTS" RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 464 PAGE 006. RECORD DATA SHOWN IN ( ). BEARINGS SHOWN HAVE BEEN ROTATED TO MATCH SANTA FE COUNTY GIS TOPOGRAPHIC BASISI AND SITE FEATURES, RECORD DATA SHOWN IN ( ) IS ROTATED ALSO.
2. THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.
3. EASEMENT INFORMATION INDICATED HAS BEEN CREATED FROM SCALING AND ALIGNING PLAT REFERENCES 1&4 WHEN RECORD DATA LACKS PROPER TIES TO SURVEY BOUNDARY POINTS OR INFORMATION SHOWN DOES NOT MATCH GRAPHIC DEPICTIONS OR MISSING DATA.
4. DOCUMENT REFERENCING A 10' STRIP OF LAND (EASEMENT) TO THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO. & PUBLIC SERVICE COMPANY OF NEW MEXICO DATED 5/12/59 AND RECORDED AT THE SANTA FE COUNTY, NEW MEXICO CLERKS OFFICE IN BOOK , PAGE ,
5. ALL OPEN SPACE AREAS ARE INGRESS, EGRESS & UTILITY EASEMENTS AS NOTED ON FINAL DEVELOPMENT PLAN PLAT REFERENCE #4.
6. ONLY MAIN INTERIOR IMPROVEMENTS (BUILDINGS) ARE SHOWN THIS PLAT FOR SITE REFERENCE DUE TO FUTURE SITE RECONSTRUCTION.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE NOTES HEREON ARE AN ACCURATE DELINEATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON JULY 28TH, 2025, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN NEW MEXICO.

RICHARD A. CHATROOP N.M.P.L.S. #11011

NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR RICHARD A. CHATROOP 11011

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the _____ day of _____ A.D. 20_____, at _____ o'clock _____ m. and was duly recorded in book _____ page _____ of the records of Santa Fe County.
Witness my Hand and Seal of Office
Katharine E. Clark
County Clerk, Santa Fe County,N.M.

_____ Deputy

TOPOGRAPHIC PLAN & BOUNDARY SURVEY

OF

CAMINO DE LOS MARQUEZ AXTON APARTMENTS

UPC# 1-054-098-018-184,
214 CAMINO DE LOS MARQUEZ

LYING WITHIN PROJECTED SECTION 25, T17N, R9E, NMPM, SANTA FE CO., NM.

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

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: THE SANTA FE OPERA

LOCATION: LYING WITHIN PROJECTED SECTION 25, T17N, R9E, NMPM, SANTA FE CO., NM.

DRAINAGE FACILITIES MAINTENANCE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT. INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE: ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES. WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEERS' 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 STORMWATER 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 AND 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.

DRAINAGE FACILITIES DESIGN NOTE

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

GENERAL NOTES

A. SOLID WASTE COLLECTION WILL BE PROVIDED BY SF SOLID WASTE COLLECTION.
B. EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCC. (WALL PACKS SHALL BE SHIELDED)
C. THE SITE SHALL COMPLY WITH INTERNATIONAL FIRE CODE (IFC) 2015.
D. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
E. THIS SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIRE FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT TO MEET IFC REQUIREMENTS.
F. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A GRADE NO GREATER THAN 10%.
G. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 POUNDS.
H. THE PROJECT IS SERVED BY A PUBLIC SANITARY SEWER COLLECTION SYSTEM SERVED BY CITY OF SANTA FE WASTEWATER.

DUST CONTROL

ALL ON-SITE SOIL DISTRIBUTING CONSTRUCTION ACTIVITY 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 EARTH MOVING AND DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS. A PLAN, OR STORMWATER PREVENTION PLAN (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 SERVICE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SEE SHEET CG-101 FOR FULL DUST CONTROL NOTES.

GUNNISON'S PRAIRIE DOG NOTE

THIS PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8. 12).

SITE DATA

ZONING	R-29
SITE AREA	108,900 SF (2.50 ACRES)
ADDRESS	214 CAMINO DE LOS MARQUEZ

DENSITY
MAXIMUM DWELLING UNITS 83 UNITS
(29 DU'S PER ACRE X 2.501 ACRES = 72.53 DU'S + SFHP 15% DENSITY BONUS = 83 UNITS)
PROPOSED DWELLING UNITS 83 UNITS

BUILDING HEIGHT TO ROOF DECK

MAXIMUM ALLOWED	36'-0" FT
MAXIMUM PROVIDED	36'-0" FT

MINIMUM SETBACKS TO BUILDING AS ESTABLISHED BY THIS DEVELOPMENT PLAN PER SFCC 14-7.2(D)

STREET	3 FT
SIDE	15 FT
REAR	20 FT

LOT COVERAGE

LOT COVERAGE ALLOWED	43,560 SF (40% MAXIMUM)
LOT COVERAGE PROVIDED	36,282 SF (33% PROVIDED)

OPEN SPACE

OPEN SPACE REQUIRED	20,750 SF (83 DU X 250 SF)
OPEN SPACE PROVIDED	27,800 SF

PARKING REQUIRED
TOTAL PARKING REQUIRED = 104 SPACES
(83 UNITS <800 SF X 1.25 SPACES/UNIT = 104 SPACES)

PARKING PROVIDED*

STANDARD PARKING	86 SPACES
COMPACT PARKING	20 SPACES
TOTAL PARKING	106 SPACES

*STANDARD PARKING SPACES ARE 8.5' X 19'
*COMPACT PARKING SPACES ARE 7.5' X 15'

ADA PARKING PER NMBC TABLE 1106.1

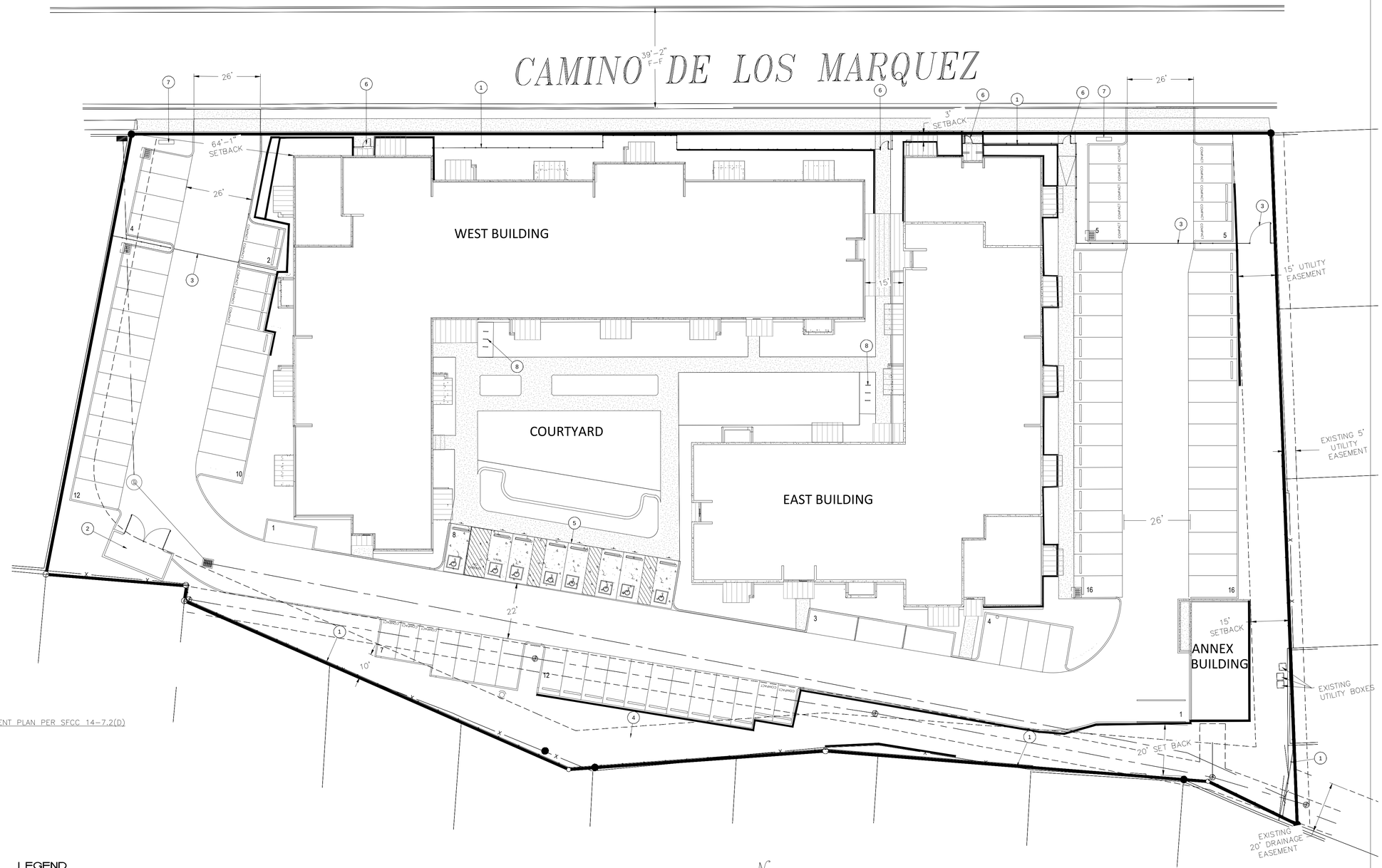
ACCESSIBLE PARKING REQUIRED	8 SPACES (2 VAN)
ACCESSIBLE PARKING PROVIDED	8 SPACES (2 VAN)

BIKE PARKING REQUIRED

PER SFCC TABLE 14-8.6-3 =	12 SPACES
TOTAL BIKE PARKING PROVIDED =	12 SPACES

MONUMENT SIGN:

1. FUTURE MONUMENT AND ALL OTHER SIGNAGE SHALL COMPLY WITH THE CITY OF SANTA FE SIGN ORDINANCE 14-8-10 AND PERMITTED SEPARATELY.
2. FINAL LOCATION TO BE DETERMINED AT PERMIT.



LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EASEMENT
- CENTERLINE
- BUILDING
- PROPOSED SIDEWALK
- PERIMETER SECURITY FENCE
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING SIDEWALK

KEYED NOTES

1. PERIMETER SECURITY FENCE
2. DUMPSTER PAD AND ENCLOSURE
3. VEHICULAR GATE
4. PONDING AREA
5. ADA PARKING
6. PEDESTRIAN GATE
7. MONUMENT SIGN
8. BICYCLE PARKING

N

GRAPHIC SCALE

20 10 0 10 20

SCALE: 1"=20

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

DEVELOPMENT PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: AS
DATE: 09/29/2025
DRAWING
SHEET #: C-004
JOB #: 2025065

SANTA FE OPERA APPRENTICE HOUSING
CONDITIONS OF APPROVAL
214 CAMINO DE LOS MARQUEZ, SANTA FE, NM
CASE # _____

ENGINEER'S SEAL

RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

RONALD R. BOHANNAN
P.E. #7868

JURISDICTION: CITY OF SANTA FE
PROJECT NAME:SANTA FE OPERA APPRENTICE HOUSING
DRAWING TYPE: CONDITIONS OF APPROVAL
DRAWING DATE: 09/29/2025

C-005

SANTA FE OPERA APPRENTICE HOUSING
INFRASTRUCTURE PLANS
214 CAMINO DE LOS MARQUEZ, SANTA FE, NM
CASE # _____

OWNER/DEVELOPER:

THE SANTA FE OPERA
301 OPERA DRIVE
SANTA FE, NM 87506-2823
505.986.5900

SURVEYOR (ALTA/TOPO):

RICK CHATROOP
110 WAGON TRAIL RD
CERRILLOS, NM 87010
505.470.0037

PLANNER:

JENKINSGAVIN
130 GRANT AVE SUITE 101
SANTA FE, NM 87501
505.820.7444
JENKINSGAVIN.COM

CIVIL ENGINEER:

TIERRA WEST,LLC
5571 MIDWAY PARK PL, NE
ALBUQUERQUE, NM
505.858.3100
TIERRAWESTLLC.COM

ARCHITECT:

SMPC ARCHITECTS
219 CENTRAL AVE NW SUITE 800
ALBUQUERQUE, NM 87102
505.255.8688
SMPCARCH.COM

LANDSCAPE:

PLAND COLLABORATIVE
600 1ST ST NW, SUITE 100
ALBUQUERQUE, NM 87102
505.268.2266
PLANDCOLLAB.COM

ELECTRICAL ENGINEER:

QA ENGINEERING
1409 ORTIZ DR SE
ALBUQUERQUE, NM 87108
505.338.7092
QAENGINEERING.COM

SHEET LIST

SHEET #	SHEET NAME		SHEET #	SHEET NAME
SHEET 1	COVER SHEET		LI100	OVERALL IRRIGATION PLAN
SHEET 2	LEGAL LOT OF RECORD		L1101	IRRIGATION PLAN
SHEET 3	BOUNDARY SURVEY		LI102	IRRIGATION PLAN
			LI103	IRRIGATION PLAN
AS1	DEMOLITION PLAN		LI104	IRRIGATION PLAN
AS2	SITE PLAN		LI105	IRRIGATION PLAN
AS3	OPEN SPACE PLAN		LI200	IRRIGATION TABLES
AS4	SITE DETAILS		L1501	IRRIGATION DETAILS
AS5	SITE DETAILS		LI502	IRRIGATION DETAILS
			LP100	OVERALL PLANTING PLAN
SP-1	CIVIL SITE PLAN		LP101	PLANTING PLAN
ESC-1	EROSION AND SEDIMENT CONTROL PLAN		LP102	PLANTING PLAN
ESC-2	EROSION AND SEDIMENT CONTROL NOTES/DETAILS		LP103	PLANTING PLAN
SA-1	SLOPE ANALYSIS EXHIBIT		LP104	PLANTING PLAN
GR-0	DRAINAGE BASIN PLAN - FOR INFORMATION ONLY		LP105	PLANTING PLAN
GR-1	GRADING AND DRAINAGE PLAN		LP501	PLANTING DETAILS
SD-1	STORM DRAIN PLAN			
MU-1	UTILITY PLAN- PRIVATE ONSITE		SL1	SITE LIGHTING PHOTOMETRIC PLAN
WP-1	WATER PLAN		SL2	SITE LIGHTING CUTSHEETS
FO-1	FIRE ONE PLAN			
N-1	GENERAL CONSTRUCTION NOTES		A1	OVERALL FLOOR PLAN -LEVEL 1
N-2	GENERAL CONSTRUCTION NOTES		A2	OVERALL FLOOR PLAN -LEVEL 2
DET-1	SITE CIVIL DETAILS		A3	OVERALL FLOOR PLAN -LEVEL 3
DET-2	SITE CIVIL DETAILS		A4	FLOOR PLAN WEST -LEVEL 1
DET-3	SITE CIVIL DETAILS		A5	FLOOR PLAN WEST -LEVEL 2
DET-4	SITE CIVIL DETAILS		A6	FLOOR PLAN WEST -LEVEL 3
DET-5	WATER UTILITY DETAILS		A7	FLOOR PLAN EAST -LEVEL 1
DET-6	SANITARY SEWER DETAILS		A8	FLOOR PLAN EAST -LEVEL 2
			A9	FLOOR PLAN EAST -LEVEL 3
LD100	TREE PRESERVATION PLAN		A10	OVERALL EXTERIOR ELEVATIONS
LD200	TREE PRESERVATION PLAN		A11	NORTH EXTERIOR ELEVATIONS
LS100	LANDSCAPE SITE PLAN		A12	WEST EXTERIOR ELEVATIONS
LS401	LANDSCAPE COURTYARD ENLARGEMENT		A13	SOUTH EXTERIOR ELEVATIONS
LS501	LANDSCAPE DETAILS		A14	ANNEX BUILDING
LS502	LANDSCAPE DETAILS		A15	TYPICAL DETAILS

ENGINEER'S STATEMENT

I, RONALD BOHANNAN, NEW MEXICO REGISTERED PROFESSIONAL ENGINEER NO. 7868, DO HEREBY STATE THAT I HAVE PERSONALLY MADE AN ON-SITE FIELD INSPECTION OF THE SUBJECT PROPERTY, AND HAVE FOUND THAT NO RECENT GRADING, FILLING, OR CUTTING, HAD TAKEN PLACE ON SAID SITE PRIOR TO THE PREPARATION OF THE TOPOGRAPHY SURVEY SHOWN ON THE PLAN HEREON.

SIGNATURE DATE

ENGINEER'S SEAL

RONALD R. BOHANNAN
P.E. #7868

JURISDICTION: CITY OF SANTA FE
PROJECT NAME:SANTA FE OPERA APPRENTICE HOUSING
DRAWING TYPE: COVER SHEET
DRAWING DATE: 09/29/2025

SHEET 1

122035

(44)

REVISED FINAL DEVELOPMENT PLAN

CAMINO DE LOS MARQUEZ APARTMENTS

(FORMERLY C.H.S. APARTMENTS)

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT "SIRES, 81", A GENERAL PARTNERSHIP, HAS CAUSED TO BE DEVELOPED THE LANDS SHOWN ON THIS PLAT LYING SITUATE AND BEING WITHIN THE CITY 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 OWNER AND PROPRIETOR DO HEREBY GRANT EASEMENTS FOR UTILITIES AS HEREON SHOWN.

"SIRES, 81", A GENERAL PARTNERSHIP

M. Eugene Miller

M. EUGENE MILLER, GENERAL PARTNER.

ATTEST BY NOTARY PUBLIC: Helen Trujillo NOTARY — 10-25-82 DATE — 3-27-86 COMM. EXPIRES

AFFIDAVIT

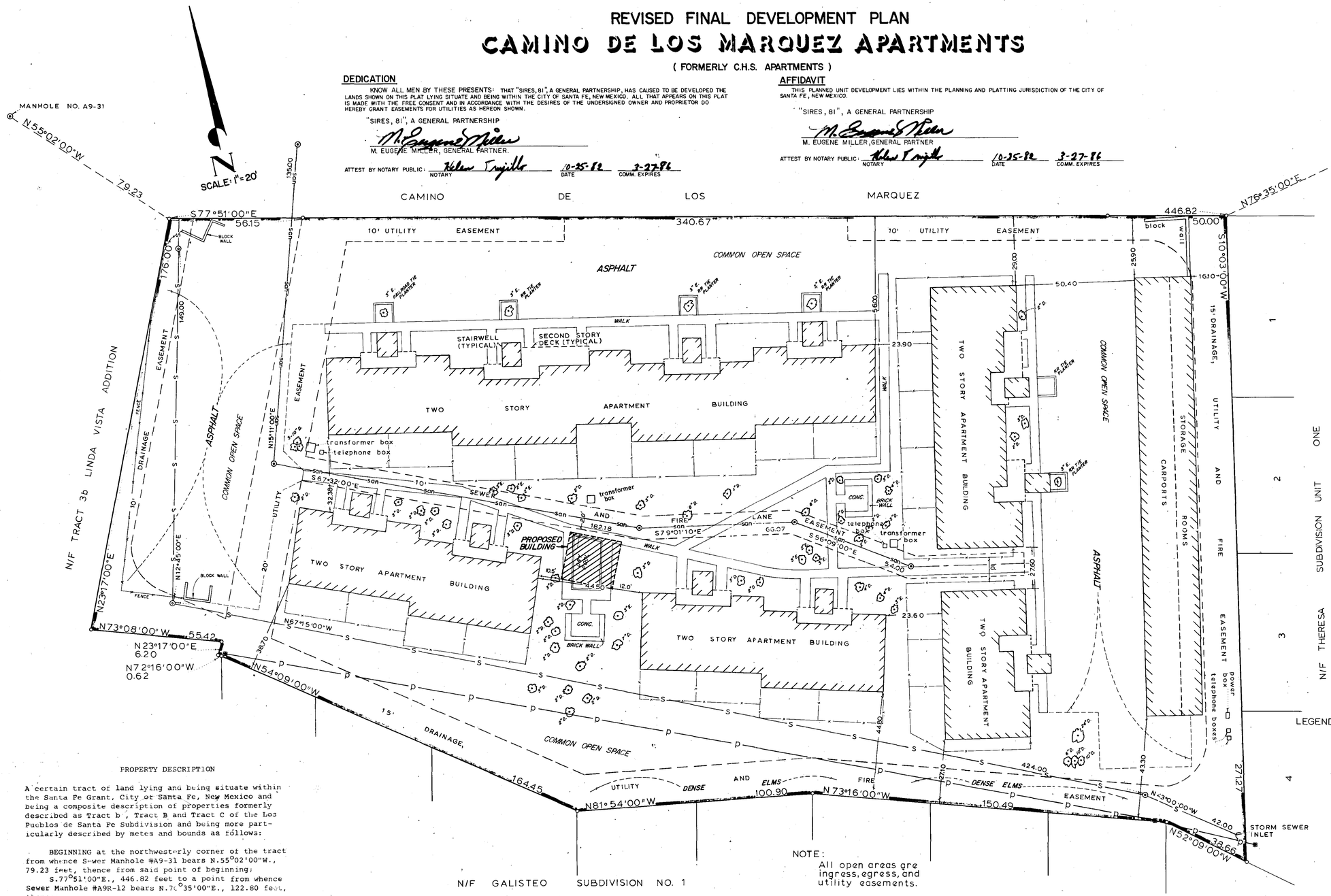
THIS PLANNED UNIT DEVELOPMENT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

"SIRES, 81", A GENERAL PARTNERSHIP

M. Eugene Miller

M. EUGENE MILLER, GENERAL PARTNER

ATTEST BY NOTARY PUBLIC: Helen Trujillo NOTARY — 10-25-82 DATE — 3-27-86 COMM. EXPIRES



APPROVALS

CITY OF SANTA FE

Herbert Hunt — CITY ENGINEER — 11-17-82 DATE

M. D. Moreno — CITY PLANNER — 11-17-82 DATE

APPROVED BY THE CITY PLANNING COMMISSION AT ITS MEETING OF 11/4/82 DATE

Roman Mora — CHAIRMAN

Ernest A. Romero — SECRETARY

COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO) 505971

I hereby certify that this instrument was filed for record on the 17th day of Nov A.D., 19 82 at 9:21 o'clock A m., and was duly recorded in book 122 page 035 of the records of Santa Fe County.

Witness my Hand and Seal of Office
CAROLINA R. LEATHERMAN
County Clerk, Santa Fe County, N.M.

Margaret Lebow
Deputy

LEGEND:

Bearings based on plat of survey by John West, NMPE & LS 676, on August 8, 1974 and titled "Survey Plat for Lands of Frances Sauer-essig".

- ■ power pole
- ⊙ storm sewer manhole
- ⊙ sanitary sewer manhole

E. INDICATES EVERGREEN TREE.

D. INDICATES DECIDUOUS TREE.

NOTE:
All open areas are ingress, egress, and utility easements.

PROPERTY DESCRIPTION

A certain tract of land lying and being situate within the Santa Fe Grant, City of Santa Fe, New Mexico and being a composite description of properties formerly described as Tract b, Tract B and Tract C of the Los Pueblos de Santa Fe Subdivision and being more particularly described by metes and bounds as follows:

BEGINNING at the northwesterly corner of the tract from whence Sewer Manhole #A9-31 bears N.55°02'00"W., 79.23 feet, thence from said point of beginning:

S.77°51'00"E., 446.82 feet to a point from whence Sewer Manhole #A9R-12 bears N.76°35'00"E., 122.80 feet, thence;

S.10°03'00"W., 271.27 feet to a point, thence;
N.52°09'00"W., 38.66 feet to a point, thence;
N.73°16'00"W., 150.49 feet to a point, thence;
N.81°54'00"W., 100.90 feet to a point, thence;
N.54°09'00"W., 164.45 feet to a point, thence;
N.72°16'00"W., 0.62 feet to a point, thence;
N.23°17'00"E., 6.20 feet to a point, thence;
N.73°08'00"W., 55.42 feet to a point, thence;
N.23°17'00"E., 176.00 feet to the point and place of beginning.

Containing 2.505 Acres, more or less.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY ON WHICH IT IS BASED WAS MADE BY ME OR UNDER MY PERSONAL DIRECTION AND CONTROL DURING THE MONTH OF OCTOBER, 1982 AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Richard E. Smith

RICHARD E. SMITH
NM PLS#5837

Smith & Williamson Surveying Service 1210 Luisa Suite 5 Santa Fe New Mexico 87501			CAMINO DE LOS MARQUEZ APARTMENTS SANTA FE, NEW MEXICO				
DRAWN	DATE	CHECKED	SCALE	PROJECT NO.	COUNTY	SHEET NO.	
DM	OCT. 1, 1982	RES	1"= 20'	1641	SANTA FE	1 of 1	

BRUNING 44122 2586

PLAT & DOCUMENT REFERENCES

DOCUMENTS USED TO DETERMINE PROPERTY BOUNDARY AND EXISTING ROWs

#1 "PLAT OF SURVEY PREPARED FOR CAMINO DE LOS MARQUEZ APARTMENTS"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 464 PAGE 006. RECORD DATA SHOWN IN ( ) SEE NOTE#3.

#2 "PLAT OF THERESA SUBDIVISION UNIT 1"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 11, PAGE 34.

#3 "PLAT OF THE GALISTEO SUBDIVISION NUMBER ONE"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 2, PAGE 257.

#4 "REVISED FINAL DEVELOPMENT PLAN FOR CAMINO DE LOS MARQUEZ APARTMENTS"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 122 PAGE 035(44). SEE NOTE#3.

#5 "CONDOMINIUM SURVEY FOR CASA SERENA, A CONDOMINIUM"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 638, PAGE 002.

#6 "CONDOMINIUM SURVEY PLAT PREPARED FOR 333 WEST CORDOVA ROAD CONDOMINIUM"
RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 688, PAGES 004-005.

SANTA FE COUNTY PUBLIC NOTICE

THE SANTA FE COUNTY LAND USE ADMINISTRATOR HAS NOT REVIEWED THIS PLAT OF SURVEY BEFORE ITS FILING IN THE OFFICE OF THE COUNTY CLERK. THIS PLAT IS NOT BEING FILED FOR THE PURPOSE OF CREATING A SUBDIVISION OR NEW LOTS, ALTERING THE BOUNDARIES OF ANY EXISTING LOTS OR FOR THE PURPOSE OF "DEVELOPMENT" AS DEFINED IN THE SANTA FE COUNTY SUSTAINABLE LAND DEVELOPMENT CODE, THIS STATEMENT DOES NOT IN ANY WAY REPRESENT OFFICAL COUNTY APPROVAL OF THIS PLAT.

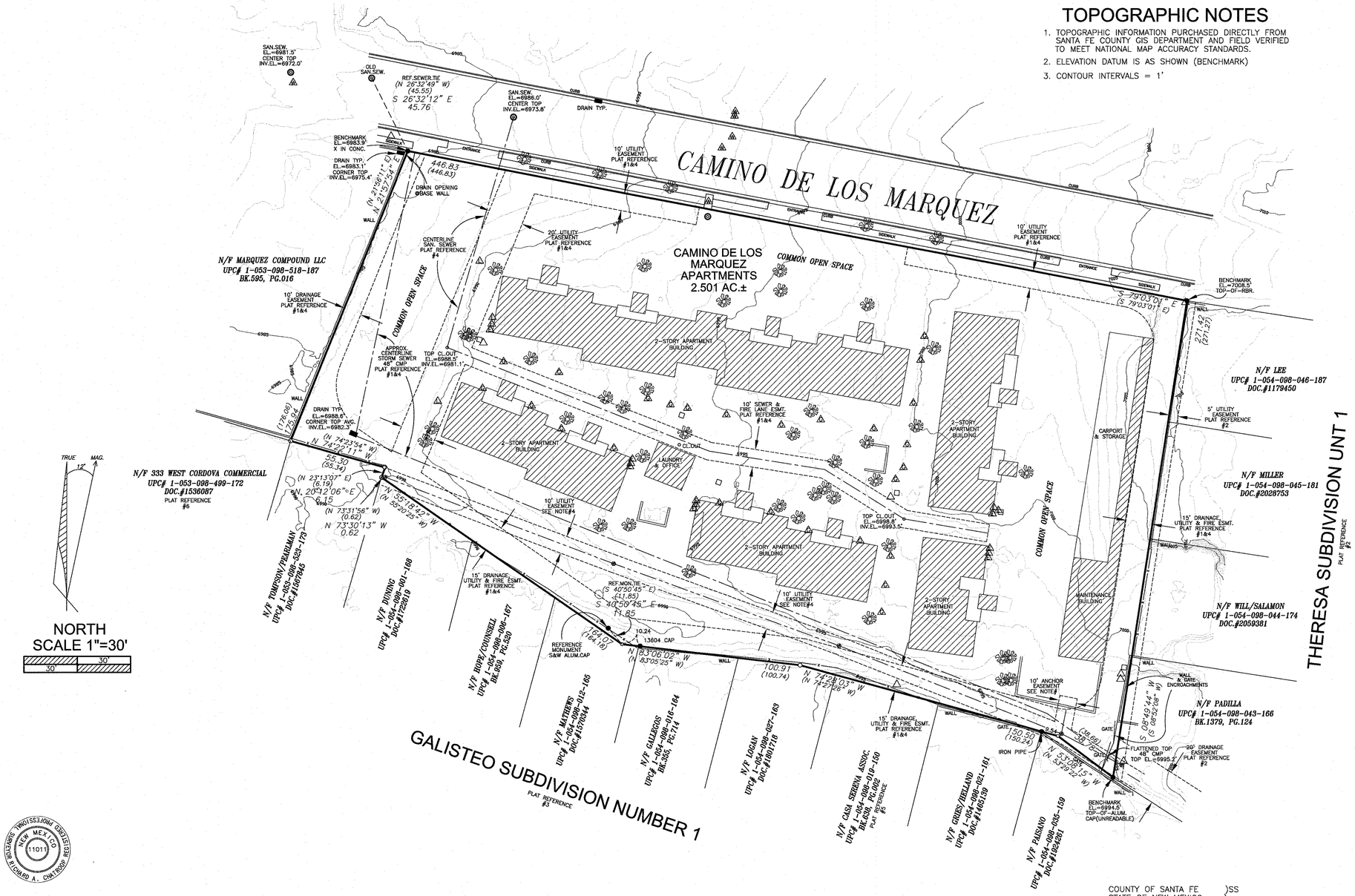
TOPOGRAPHIC NOTES

1. TOPOGRAPHIC INFORMATION PURCHASED DIRECTLY FROM SANTA FE COUNTY GIS DEPARTMENT AND FIELD VERIFIED TO MEET NATIONAL MAP ACCURACY STANDARDS.
2. ELEVATION DATUM IS AS SHOWN (BENCHMARK)
3. CONTOUR INTERVALS = 1'

LEGEND AND NOTES

- DENOTES TRANSFORMER/UTILITY BOX
- DENOTES SANITARY SEWER MANHOLE
- DENOTES ELEC. MTR.
- DENOTES TEL RISER OR AS NOTED
- DENOTES WATER VALVE OR MTR.
- DENOTES LAMP
- DENOTES GAS MTR. OR SERVICE
- DENOTES SIGNIFICANT TREES
- DENOTES CALCULATED POINT
- DENOTES POINT FOUND (AS NOTED)
- DENOTES POINT SET THIS SURVEY
- DENOTES CLEANOUT
- DENOTES EDGE OF EASEMENT
- DENOTES UTILITY POLE W/LINES & GUY WIRES
- DENOTES WOOD/CHAIN LINK FENCING

1. BASIS OF BEARING IS FROM GSP OBSERVATION WGS84 LOCALIZED TO POINTS FOUND
   LOT OF RECORD IS FROM
   "PLAT OF SURVEY PREPARED FOR CAMINO DE LOS MARQUEZ APARTMENTS"
   RECORDED IN THE OFFICE OF THE COUNTY CLERK, SANTA FE COUNTY, NEW MEXICO IN PLAT BOOK 464 PAGE 006. RECORD DATA SHOWN IN ( ).
   BEARINGS SHOWN HAVE BEEN ROTATED TO MATCH SANTA FE COUNTY GIS TOPOGRAPHIC BASISI AND SITE FEATURES, RECORD DATA SHOWN IN ( ) IS ROTATED ALSO.
2. THIS PLAT IS SUBJECT TO ANY EASEMENTS, RESTRICTIONS AND COVENANTS OF RECORD.
3. EASEMENT INFORMATION INDICATED HAS BEEN CREATED FROM SCALING AND ALIGNING PLAT REFERENCES 1&4 WHEN RECORD DATA LACKS PROPER TIES TO SURVEY BOUNDARY POINTS OR INFORMATION SHOWN DOES NOT MATCH GRAPHIC DEPICTIONS OR MISSING DATA.
4. DOCUMENT REFERENCING A 10' STRIP OF LAND (EASEMENT) TO THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH CO. & PUBLIC SERVICE COMPANY OF NEW MEXICO DATED 5/12/59 AND RECORDED AT THE SANTA FE COUNTY, NEW MEXICO CLERKS OFFICE IN BOOK , PAGE ,
5. ALL OPEN SPACE AREAS ARE INGRESS, EGRESS & UTILITY EASEMENTS AS NOTED ON FINAL DEVELOPMENT PLAN PLAT REFERENCE #4.
6. ONLY MAIN INTERIOR IMPROVEMENTS (BUILDINGS) ARE SHOWN THIS PLAT FOR SITE REFERENCE DUE TO FUTURE SITE RECONSTRUCTION.



SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE NOTES HEREON ARE AN ACCURATE DELINEATION OF A FIELD SURVEY COMPLETED BY ME OR UNDER MY DIRECTION ON JULY 28TH, 2025, AND ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND MEET THE STANDARDS FOR PROFESSIONAL LAND SURVEYORS PRACTICING IN NEW MEXICO.

RICHARD A. CHATROOP N.M.P.L.S. #11011

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the _____ day of _____ A.D. 20____, at _____ o'clock _____ m. and was duly recorded in book _____ page _____ of the records of Santa Fe County.
Witness my Hand and Seal of Office
Katharine E. Clark
County Clerk, Santa Fe County,N.M.

_____ Deputy

TOPOGRAPHIC PLAN & BOUNDARY SURVEY

OF

CAMINO DE LOS MARQUEZ AXTON APARTMENTS

UPC# 1-054-098-018-184,
214 CAMINO DE LOS MARQUEZ

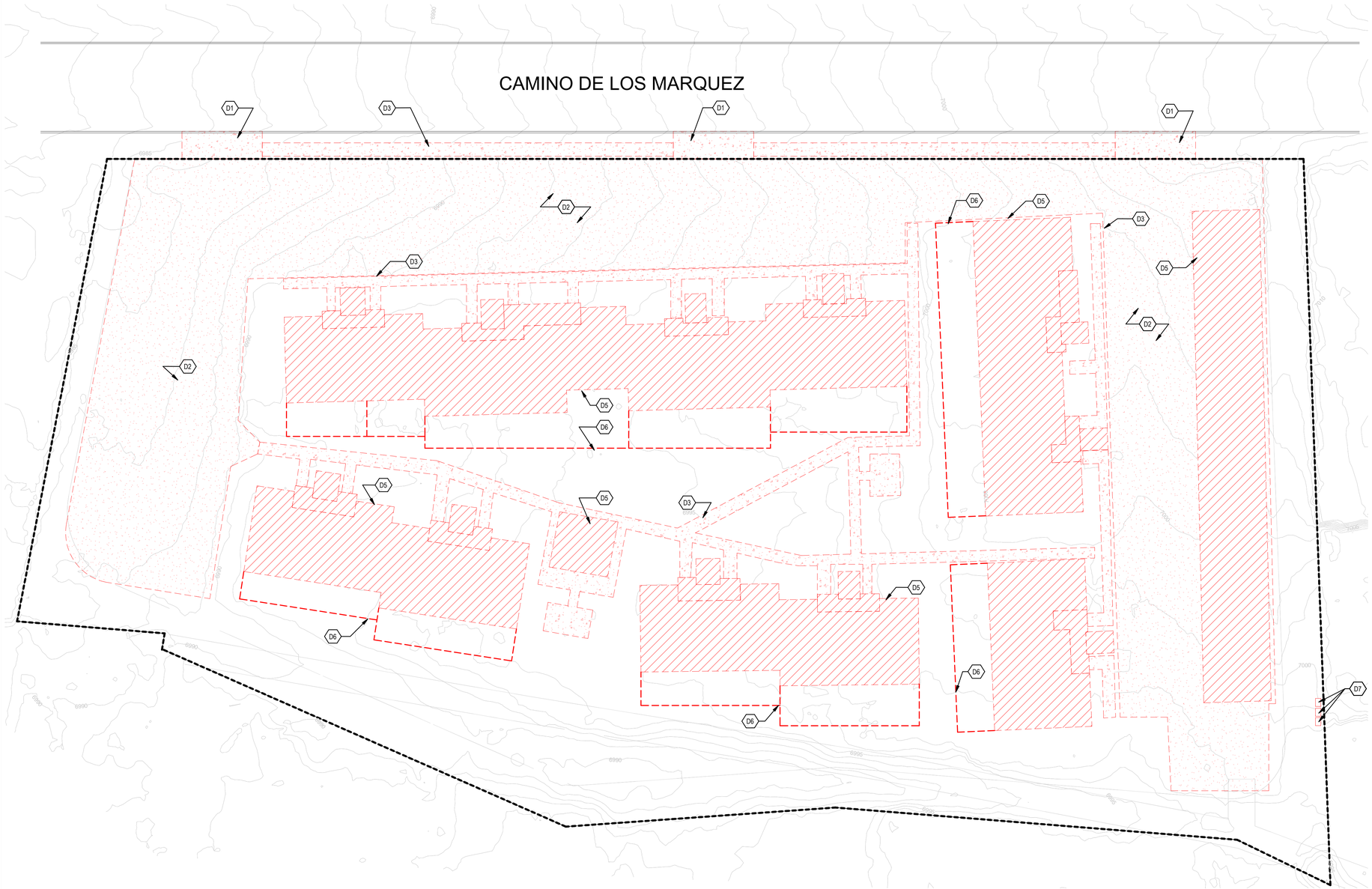
LYING WITHIN PROJECTED SECTION 25, T17N, R9E, NMPM, SANTA FE CO., NM.

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

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: THE SANTA FE OPERA

LOCATION: LYING WITHIN PROJECTED SECTION 25, T17N, R9E, NMPM, SANTA FE CO., NM.



A1 DEMOLITION PLAN

1" = 20'-0"

GENERAL NOTES SITE DEMOLTION

1. IF THIS SHEET IS NOT 24" X 36" THEN IT IS A REDUCED SIZE PLOT. USE GRAPHIC SCALE ACCORDINGLY.
2. REFER TO CIVIL FOR EXISTING SITE SURVEY, UTILITIES, GRADING & DRAINAGE PLANS, PAVING, CURBS AND GUTTER DETAILS.
3. REFER TO LANDSCAPE FOR PLANTING, IRRIGATION, AND EXISTING TREE PRESERVATION PLANS AND DETAILS.
4. REMOVE ALL EXISTING SITE UTILITIES IN ENTIRETY AND CAP LINES AT PROPERTY LINE, UNLESS OTHERWISE NOTED.

SHEET KEYNOTES

D1	REMOVE EXISTING CURB CUTS
D2	REMOVE EXISTING ASPHALT
D3	REMOVE EXISTING CONCRETE SIDEWALK
D5	REMOVE EXISTING STRUCTURE
D6	REMOVE EXISTING FENCING AND/OR YARDWALL
D7	EXISTING SITE UTILITIES TO REMAIN

DEMOLITION MATERIALS LEGEND

- EXISTING ASPHALT PAVING TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING STRUCTURE TO BE REMOVED
- PROJECT BOUNDARY

0' 10' 20' 40'

SCALE 1" = 20'-0"

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

STATE OF NEW MEXICO
KIRSTEN KALA MAYER
NO. 6583
2025.10.14 14:39:13
REGISTERED ARCHITECT

DEVELOPMENT PLAN

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	2025-10-14
PROJECT #:	25014
DRAWN BY:	AA
CHECKED BY:	KM

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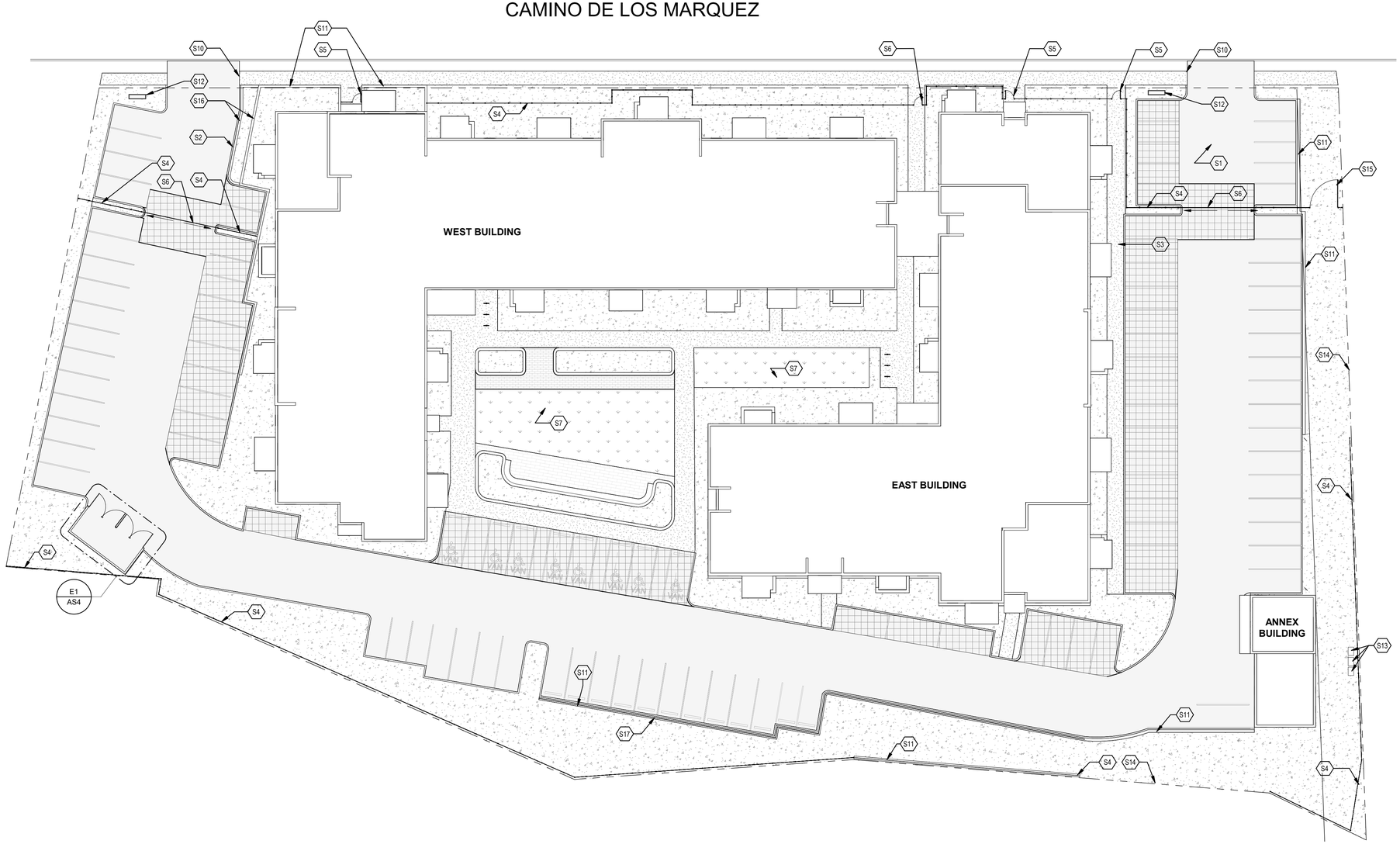
SHEET TITLE

DEMOLITION PLAN

AS1



A1 **SITE PLAN**
1" = 20'-0"

GENERAL NOTES SITE

1. IF THIS SHEET IS NOT 24" X 36" THEN IT IS A REDUCED SIZE PLOT. USE GRAPHIC SCALE ACCORDINGLY.
2. REFER TO CIVIL FOR EXISTING SITE SURVEY, UTILITIES, GRADING & DRAINAGE PLANS, PAVING, CURBS AND GUTTER DETAILS, FIRE ACCESS AND EASEMENTS.
3. REFER TO LANDSCAPE FOR PLANTING, IRRIGATION, AND EXISTING TREE PRESERVATION PLANS AND DETAILS

SHEET KEYNOTES

S1	ASPHALT PAVING
S2	CURB AND GUTTER
S3	CONCRETE SIDEWALK
S4	6' TALL WROUGHT IRON FENCING, SEE DETAIL J1/AS4
S5	6' TALL WROUGHT IRON GATE, SEE DETAIL J6/AS4
S6	6' TALL WROUGHT IRON VEHICULAR GATE
S7	LANDSCAPE TURF, SEE LANDSCAPE DRAWINGS
S10	RELOCATED CURB CUTS
S11	RETAINING WALL, SEE CIVIL DRAWINGS
S12	MONUMENT SIGN, SEE DETAIL F5/AS5
S13	EXISTING UTILITIES TO REMAIN
S14	EXISTING WALL TO BE STUCCOED
S15	10' WIDE VEHICULAR GATE
S16	CMU RETAINING WALL STEPPED PLANTER, SEE DETAIL A10/AS4
S17	GUARD RAIL, AS REQUIRED BY CODE

UNIT COUNT

Project Totals			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	68
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	2
UNIT B	1 BEDROOM/1 BATH	567 SF	7
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	1
UNIT C	1 BEDROOM/1 BATH	550 SF	4
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	1
Total			**83**

East Building			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	27
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	1
UNIT B	1 BEDROOM/1 BATH	567 SF	5
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	0
UNIT C	1 BEDROOM/1 BATH	550 SF	2
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	1
East Building Total			**36**

West Building			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	41
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	1
UNIT B	1 BEDROOM/1 BATH	567 SF	2
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	1
UNIT C	1 BEDROOM/1 BATH	550 SF	2
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	0
West Building Total			**47**

SITE MATERIALS LEGEND

- ASPHALT PAVING
- CONCRETE
- BRICK PAVERS
- GRAVEL MULCH, PLANTING AREA, REFER TO LANDSCAPE
- PERMEABLE PAVING
- TURF, REFER TO LANDSCAPE
- PROJECT BOUNDARY

0' 10' 20' 40'
SCALE 1" = 20'-0"

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

STATE OF NEW MEXICO
KINGI KALA MAYER
NO. 6583
2025.10.14 15:06:59
REGISTERED ARCHITECT

DEVELOPMENT PLAN

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	2025-10-14
PROJECT #:	25014
DRAWN BY:	DA
CHECKED BY:	KM

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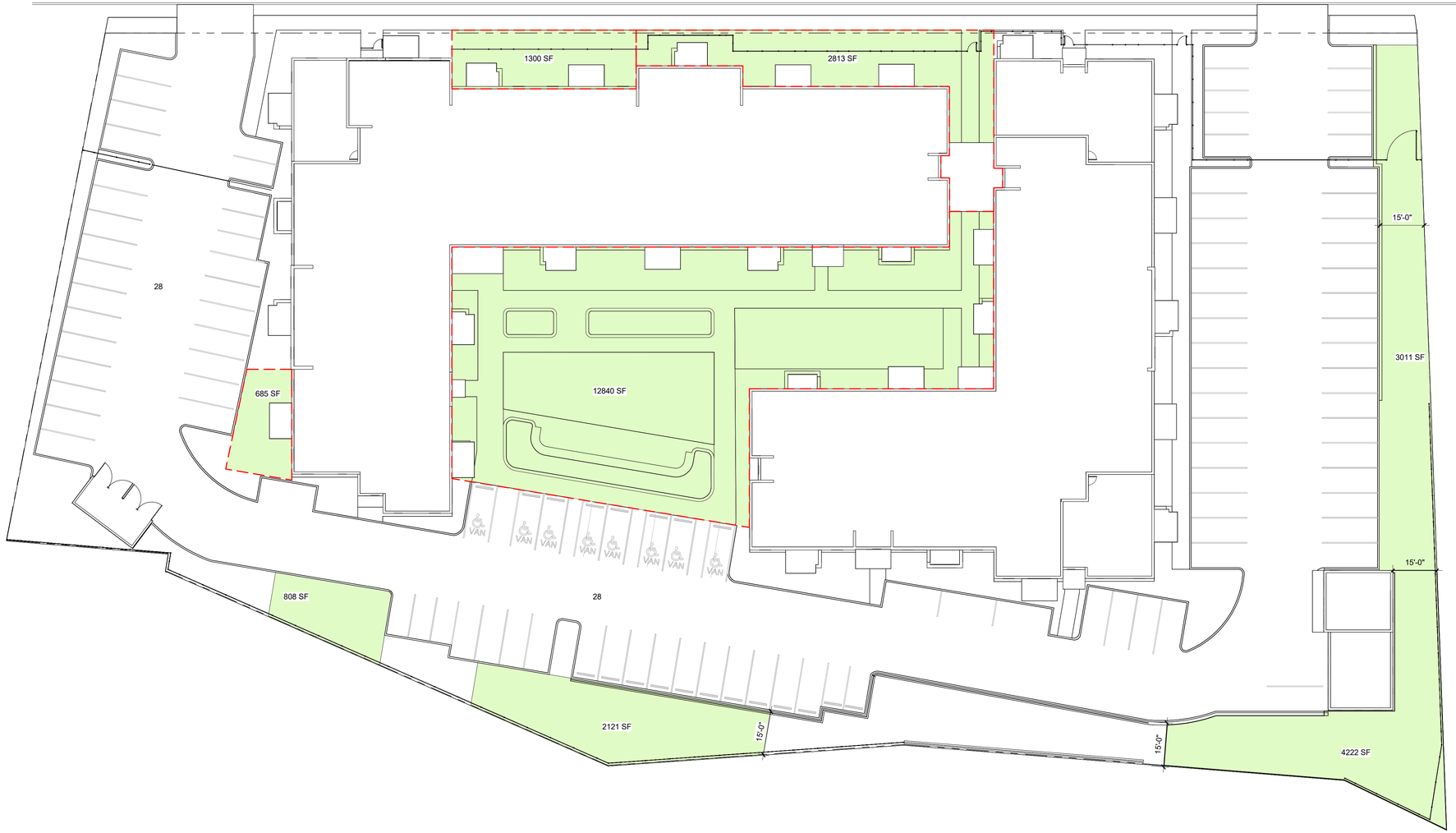
SHEET TITLE

SITE PLAN

AS2

CAMINO DE LOS MARQUEZ



OPEN SPACE LEGEND

OPEN SPACE

USABLE OPEN SPACE

REQUIRED OPEN SPACE: 250 SF PER UNIT
83 UNITS X 250 SF = 20,750 SF
PROVIDED OPEN SPACE: 27,800 SF
USABLE OPEN SPACE: 17,638 SF (63% OF PROVIDED OPEN SPACE)

A1 **SITE PLAN OPEN SPACE STUDY**
1" = 20'-0"

0' 10' 20' 40'
SCALE 1" = 20'-0"

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

STATE OF NEW MEXICO
KIRSTKALA MEYER
NO. 6583
2025.10.14 14:39:13
REGISTERED ARCHITECT

DEVELOPMENT PLAN

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	2025-10-14
PROJECT #:	25014
DRAWN BY:	AA
CHECKED BY:	KM

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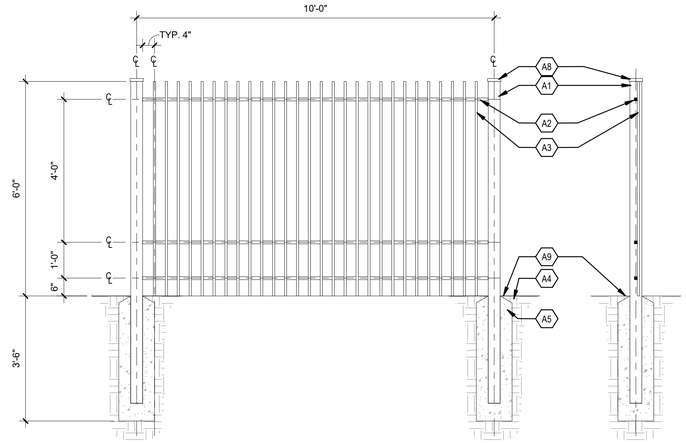
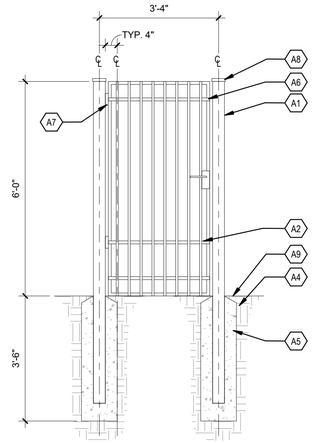
SHEET TITLE

OPEN SPACE PLAN

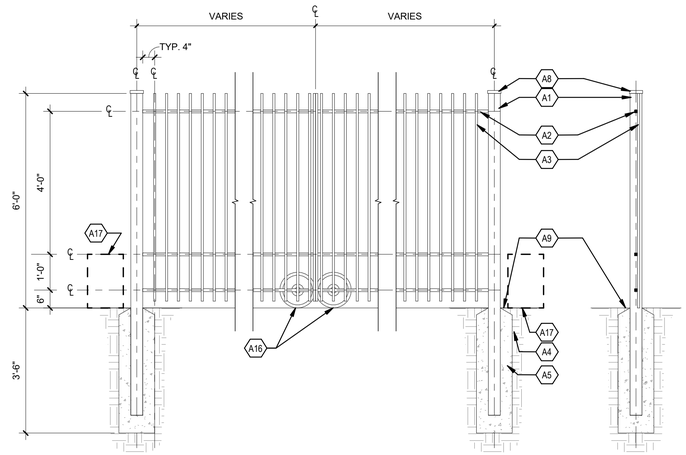
AS3



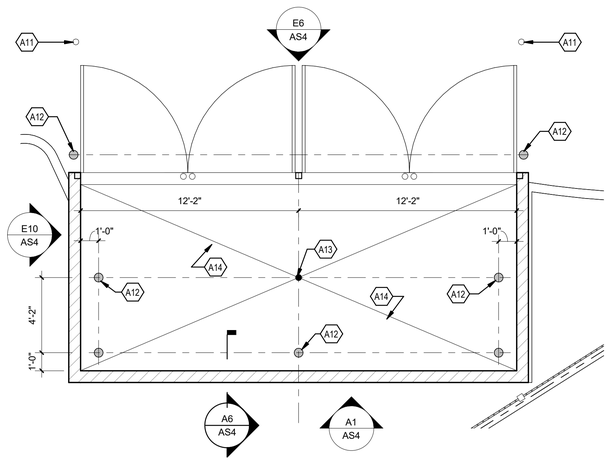
J1 6' HT WROUGHT IRON FENCE
1/2" = 1'-0"



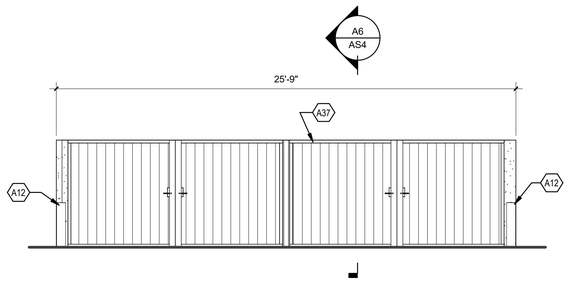
J6 6' HT WROUGHT IRON GATE
1/2" = 1'-0"



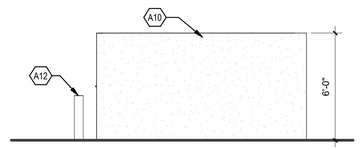
J10 6' HT WROUGHT IRON VEHICULAR GATE
1/2" = 1'-0"



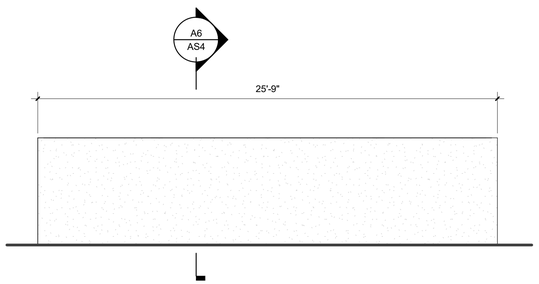
E1 ENLARGED PLAN @ REFUSE ENCLOSURE
1/4" = 1'-0"



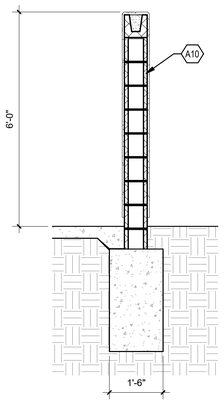
E6 REFUSE NORTH ELEVATION
1/4" = 1'-0"



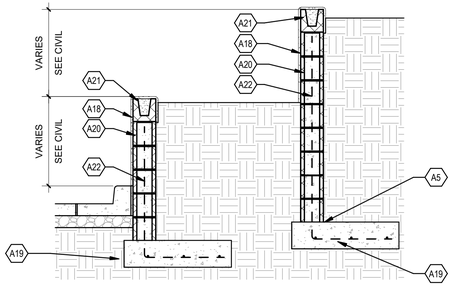
E10 REFUSE EAST/WEST ELEVATION
1/4" = 1'-0"



A1 REFUSE SOUTH ELEVATION
1/4" = 1'-0"



A6 WALL SECTION-ENCLOSURE
1/2" = 1'-0"



A10 WALL SECTION @ STEPPED PLANTER
1/2" = 1'-0"

SHEET KEYNOTES

A1	4" X 4" WROUGHT IRON STEEL POST
A2	1" X 1" WROUGHT IRON RAIL
A3	3/4" X 3/4" WROUGHT IRON FENCE PICKET
A4	COMPACTED SUBGRADE
A5	3000 PSI CONCRETE FOOTING
A6	WROUGHT IRON GATE FRAME
A7	GATE BARREL HINGE
A8	POST TOP CAPS
A9	FINISH GRADE
A10	EXTERIOR 8" CMU WALL WITH BOND BEAM IN TOP COURSE AND STUCCO FINISH. SEE DETAIL F1/AS5
A11	PIN HOLE IN PAVEMENT FOR GATE CANEBOLT
A12	6" DIA. X 42" HIGH STEEL BOLLARDS, FILLED WITH CONCRETE
A13	4" DIA. STORM DRAIN
A14	SLOPE IS TO BE NO GREATER THAN 1/8" PER FOOT
A16	VEHICULAR GATE WHEEL
A17	VEHICULAR GATE MOTOR
A18	8" CMU WALL WITH STUCCO FINISH, SEE DETAIL F1/AS5.
A19	#3 REBAR @ 12" O.C.
A20	8" X 8" X 16" STANDARD CMU. GROUT ALL CELLS SOLID.
A21	CONTINUOUS BOND BEAM CMU. REINFORCE WITH TWO (2) #4 REBAR CONTINUOUS. GROUT ALL CELLS.
A22	#4 REBAR VERTICAL @ 48" O.C.
A37	STEEL FRAME GATE W/ DARK BRONZE METAL PANELS

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Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

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NO	DATE	DESCRIPTION

DATE:	2025-10-14
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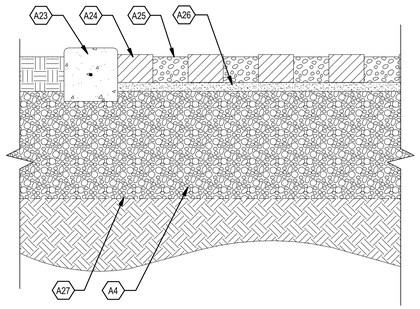
SHEET TITLE

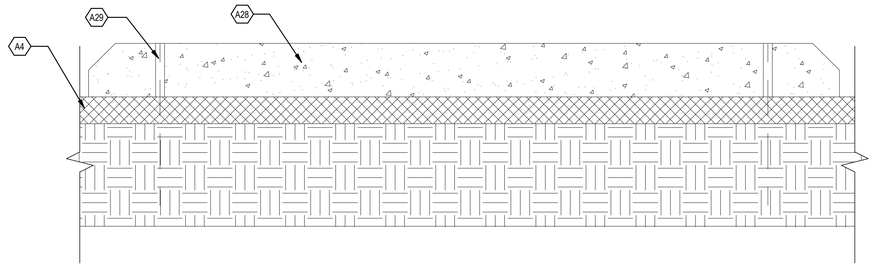
SITE DETAILS

AS4



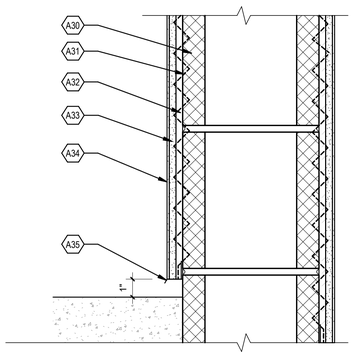
J1 PERMEABLE PAVERS DETAIL

1 1/2" = 1'-0"



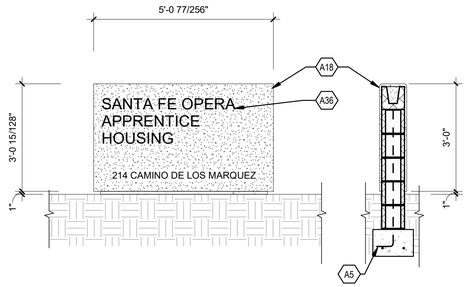
J5 DETAIL - PARKING BUMPER

1 1/2" = 1'-0"



F1 STUCCO OVER CMU BLOCK

3" = 1'-0"



F5 CONCEPTUAL MONUMENT SIGN DETAIL

1/2" = 1'-0"

SHEET KEYNOTES

A4	COMPACTED SUBGRADE
A5	3000 PSI CONCRETE FOOTING
A18	8" CMU WALL WITH STUCCO FINISH, SEE DETAIL F1/AS5.
A23	6" CONCRETE MOW CURB
A24	TURFSTONE
A25	GRAVEL
A26	1" BEDDING LAYER
A27	GEOTEXTILE SEPARATION FABRIC ON ENTIRE BOTTOM AND SIDES OF AGGREGATE BASE
A28	PRECAST CONCRETE PARKING BUMPER
A29	#5 REBAR - 2 REQUIRED PER PARKING BUMPER
A30	CMU BLOCK WALL, SEE PLAN
A31	METAL SELF-FURRED LATH
A32	3/8" STUCCO SCRATCH COAT
A33	3/8" STUCCO BROWN COAT
A34	1/8" STUCCO FINISH COAT
A35	PREFINISHED CONTINUOUS ALUMINUM WALL FLASHING
A36	SIGNAGE, MAX OF 10 SQFT

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SHEET TITLE

SITE DETAILS

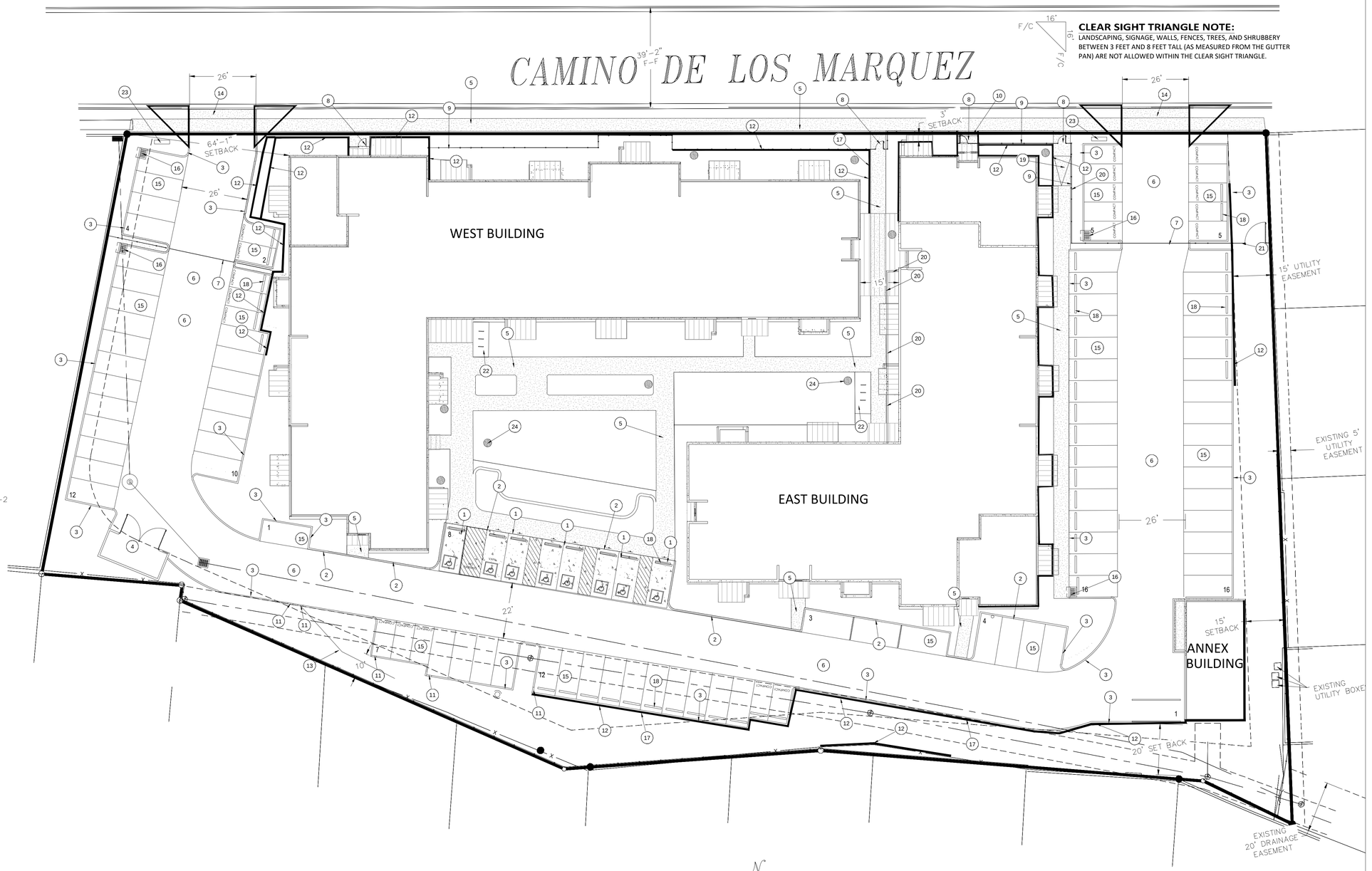
AS5

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EASEMENT
- CENTERLINE
- BUILDING
- PROPOSED SIDEWALK
- PERIMETER SECURITY FENCE
- RETAINING WALL
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING SIDEWALK
- EXISTING TREE
- STORM DRAIN MANHOLE
- STORM DRAIN INLET
- STORM DRAIN INLET
- CURB DRAIN INLET

KEYED NOTES

1. ACCESSIBLE PARKING W/SIGN PER ADA STANDARDS (1.0% MIN – 2.0% MAX SLOPE) SEE DETAIL SHEET DET–1
2. ZERO CURB (TYP) SEE DETAIL SHEET DET–1
3. 6" CURB AND GUTTER (TYP) SEE DETAIL SHEET DET–1
4. DUMPSTER W/RECYCLING SEE DETAIL SHEET DET–3
5. NEW CONCRETE SIDEWALK, WIDTH VARIES (TYP.) SEE DETAIL SHEET DET–2
6. NEW ASPHALT PAVING SEE DETAIL SHEET DET–1
7. GATED VEHICULAR ACCESS
8. GATED PEDESTRIAN ACCESS
9. PERIMETER FENCING
10. 1 CONCRETE STEPS SEE DETAIL SHEET DET–4
11. CURB CUT SEE DETAIL SHEETS DET–1
12. RETAINING WALL SEE DETAIL SHEET DET–3, ALSO SEE GRADING PLAN FOR HEIGHTS
13. ROCK SWALE, SEE DETAIL SHEETS DET–4.
14. TYPE 2 DRIVEWAY APRON SEE DETAIL SHEET DET–2
15. DRIVABLE PAVERS IN PARKING AREAS SEE DETAIL SHEET DET–1
16. CURB INLET REFER SHEET SD–1 AND DETAIL SHEET DET–4
17. INSTALL GUARD RAIL ON TOP OF RETAINING WALL
18. WHEEL STOPS (TYP) SEE DETAIL SHEET DET–1
19. PEDESTRIAN ACCESSIBLE RAMP WITH HANDRAILS SEE DETAIL SHEET DET–1
20. HEADER CURB SEE DETAIL SHEET DET–1
21. VEHICULAR SWING GATE
22. BICYCLE PARKING
23. MONUMENT SIGNS
24. STORM DRAIN INLETS (TYP) REFER STORM DRAIN PLAN



CLEAR SIGHT TRIANGLE NOTE:
LANDSCAPING, SIGNAGE, WALLS, FENCES, TREES, AND SHRUBBERY BETWEEN 3 FEET AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) ARE NOT ALLOWED WITHIN THE CLEAR SIGHT TRIANGLE.

N

GRAPHIC SCALE

20 10 0 10 20

SCALE: 1"=20

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

CIVIL SITE PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858–3100
www.tierrawestllc.com

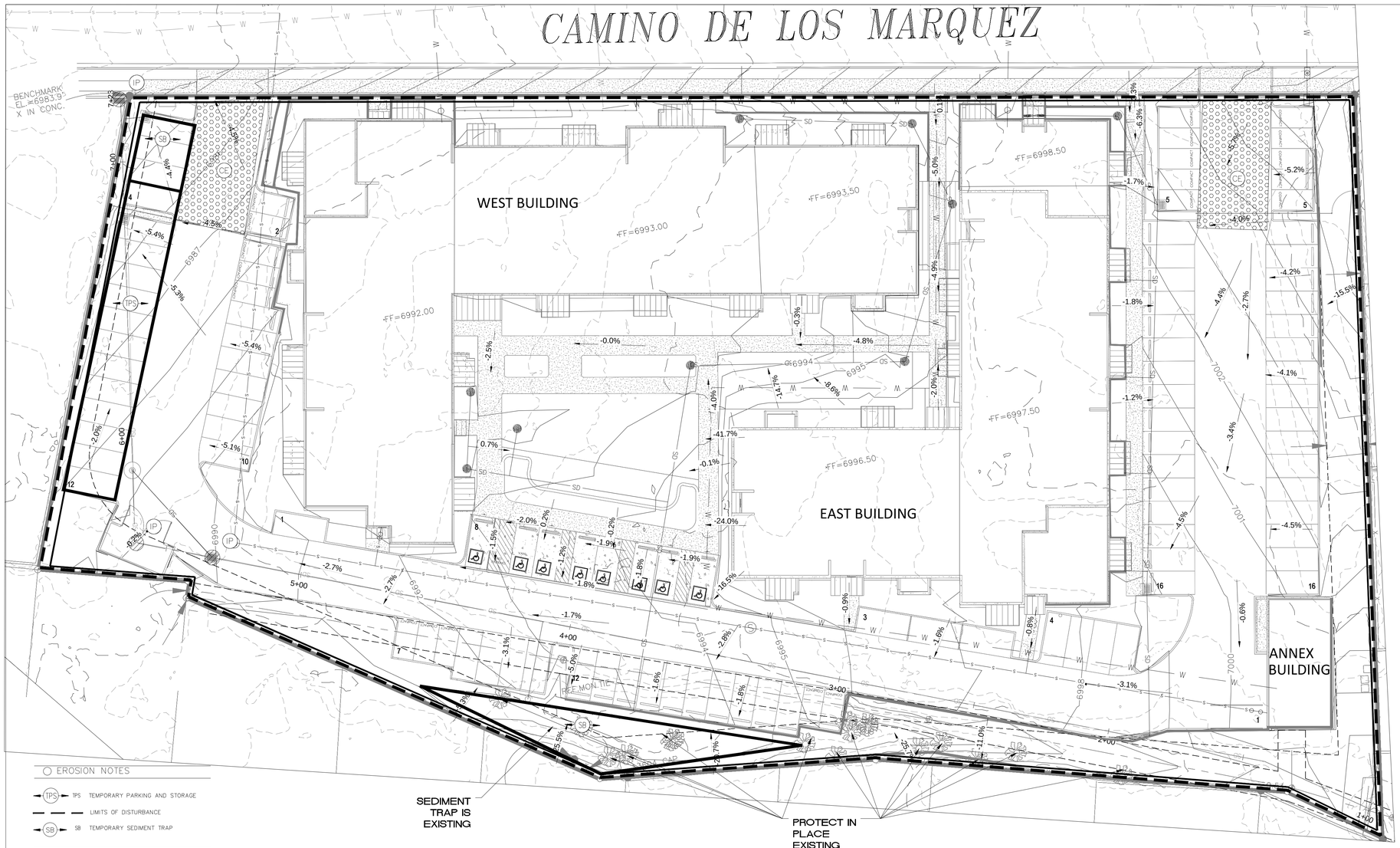
DRAWN BY: AS

DATE: 09/29/2025

DRAWING

SHEET #: SP-1

JOB #: 2025065



NATURE AND EXTENT OF CONSTRUCTION ACTIVITIES:

NATURE OF CONSTRUCTION ACTIVITIES: DEMOLITION OD EXISTING STRUCTURES, MASS ROUGH GRADING OF THE SITE, INSTALLATION OF UTILITIES (WATER AND SANITARY SEWER) AND PAVING OF INTERNAL DRIVE AISLES, PARKING AND SIDEWALKS, BUILDING CONSTRUCTION AND LANDSCAPING AND OFFSITE IMPROVEMENTS.

PROPERTY SIZE: 2.501 ACRES

DISTURBED AREA SIZE: 2.501 ACRES

MAXIMUM DISTURBED AREA SIZE: 2.501 ACRES

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

SEQUENCE OF CONSTRUCTION:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES
2. POST PUBLIC NOTICE PER DETAILS
3. INSTALL DOWN GRADIENT PERIMETER CONTROLS
4. THE ENTIRE SITE WILL BE GRADED TO DRAIN TO THE PROPOSED PONDS AT ALL TIMES DURING CONSTRUCTION. INSTALL SEDIMENT BASINS PRIOR TO CLEARING REST OF THE SITE.
5. NOTIFY SWPPP COMPLIANCE INSPECTOR OF COMPLETION OF ABOVE.
6. BEGIN SOIL DISTURBING ACTIVITIES
7. PROVIDE TEMPORARY STABILIZATION OF DISTURBED AREAS OR STOCKPILES
8. INSTALL UNDERGROUND UTILITIES
9. START CONSTRUCTION OF MEDICAL OFFICE BUILDING
10. FINISH GRADING THE SITE
11. PAVE COMMON ACCESS DRIVE AISLES AND SIDEWALKS
12. INSTALL LANDSCAPING ON SITE.

GROUND COVER (PRE-CONSTRUCTION)

THE UNDISTURBED AND PRE-CONSTRUCTION GROUND COVER CONSISTS OF COMPACTED SOIL WITH AN EXISTING MULTI-FAMILY COMPLEX, TREES, AND SHRUBS WITH DISTURBANCES TO GRADING.

SWPPP PURPOSE

THE PURPOSE OF THIS SWPPP IS TO APPLY SWPPP CONTROLS THAT ARE REQUIRED DURING DEVELOPMENT OF SITE AND PUBLIC RIGHT OF WAYS.

GRAPHIC SCALE

20 10 0 10 20

SCALE: 1"=20'

EROSION NOTES

- TPS — TEMPORARY PARKING AND STORAGE
- LIMITS OF DISTURBANCE
- SB — TEMPORARY SEDIMENT TRAP

EROSION DETAILS

- CE — TEMPORARY STONE CONSTRUCTION EXIT
- SF — TEMPORARY SILT FENCE
- SS — SWPPP SIGN
- SF — SILT FENCE
- CE — CONSTRUCTION EXIT
- IP — INLET PROTECTION

STORMWATER TEAM MEMBERS

BMP INSTALLATION, MAINTENANCE AND CORRECTIVE ACTIONS

PHONE _____
EMAIL _____

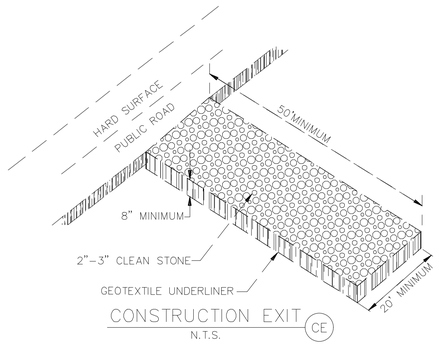
INSPECTIONS NAME
PHONE _____
EMAIL _____

LIST OF OPERATORS

OPERATOR 1 NAME _____
PHONE _____
EMAIL _____

OPERATOR 2 NAME _____
PHONE _____
EMAIL _____

OPERATOR 3 NAME _____
PHONE _____
EMAIL _____



CONSTRUCTION EXIT (CE)
N.T.S.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

RONALD R. BOHANNAN
P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

EROSION AND SEDIMENT CONTROL PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: AS
DATE: 09/29/2025
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SHEET #: ESC-1
JOB #: 2025065

GENERAL EROSION NOTES:

A. THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THE SWPPP BOOK, THE 2022 GENERAL CONSTRUCTION PERMIT, THIS DRAWING ("TEMPORARY EROSION CONTROL AND SEDIMENTATION PLAN"), STANDARD DETAILS ("TEMPORARY EROSION CONTROL AND SEDIMENTATION DETAILS"), EPA NOTICE OF INTENT PERMIT AND ALL SUBSEQUENT REPORTS, CORRECTIVE ACTIONS AND EROSION CONTROL RELATED DOCUMENTS.

B. ALL OPERATORS AS DESIGNATED, CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH SITE ACTIVITIES RELATED TO STORM WATER POLLUTION PREVENTION SHALL REVIEW A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP), THE 2017 CONSTRUCTION GENERAL PERMIT, THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES), THE CLEAN WATER ACT OF 1972 AND BECOME FAMILIAR WITH THEIR CONTENTS.

C. THE OPERATOR IN CONTROL OF DAILY SITE ACTIVITIES SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS THAT MAY OCCUR AT NO ADDITIONAL COST TO PROJECT OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.

D. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO ALL FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. OPERATOR WITH CONTROL OF DAILY SITE ACTIVITIES SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY, LOCAL JURISDICTIONAL AUTHORITY OR SWPPP COMPLIANCE INSPECTOR.

E. THE TEMPORARY EROSION CONTROL AND SEDIMENTATION PLAN IS A WORKING DOCUMENT AND IS REQUIRED TO BE UPDATED WITHIN 24 HOURS OF ANY CHANGES WHEN BMP'S ARE REPAIRED, RELOCATED OR REMOVED BY NOTING ON THE PLAN THE AREAS AND DATES OF THE REPAIRS, RELOCATIONS OR REMOVALS. AN ACTIVE COPY OF THE PLAN SHALL BE POSTED IN THE JOB SITE TRAILER ONSITE AND MUST BE MAINTAINED CURRENT AT ALL TIMES.

F. CONTRACTOR SHALL MINIMIZE CLEARING AND EARTH DISTURBANCE TO THE MAXIMUM ACREAGE AS REQUIRED BY THE EPA CONSTRUCTION GENERAL PERMIT.

G. CONTRACTOR SHALL DENOTE ON THIS PLAN, THE LOCATION OF TEMPORARY PARKING, STORAGE, PORTABLE SANITARY FACILITIES, OFFICE TRAILERS, AND ALL SUPPORT AREAS. RELOCATIONS OF EACH SHALL ALSO BE DOCUMENTED AS THEY OCCUR.

H. ALL WASH OUT WATER USED FOR CONCRETE, MASONRY, PAINT AND OTHER MATERIALS SHALL HAVE ADEQUATE SIGNAGE WITH PROPER CONTAINMENT AND DISPOSED OF PROPERLY WHEN CAPACITY REACHES 50% OR PER VENDOR RECOMMENDATIONS. VENDORS AND TRADESMEN SHALL BE INFORMED OF THE REQUIREMENTS TO USE THE WASH OUT.

I. A SPILL KIT SHALL BE READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS. A DISCHARGE OF ANY MATERIAL IN A QUANTITY THAT MAY WITHIN REASONABLE PROBABILITY CAUSE, INJURE OR BE DETRIMENTAL TO HUMAN HEALTH, ANIMAL OR PLANT LIFE, OR PROPERTY; OR INTERFERE WITH THE PUBLIC WELFARE MUST BE REPORTED TO THE NEW MEXICO ENVIRONMENTAL DEPARTMENT HOTLINE AT (505) 827-9329 FOR EMERGENCIES OR FOR NON EMERGENCIES AT (866)-428-6535. IF UNSURE IF THE SPILL IS OF A SIGNIFICANT QUANTITY, THE SPILL SHOULD BE REPORTED TO THE HOTLINE AND INFORMATION PROVIDED WITH DETAILS OF THE SPILL FOR FURTHER ACTIONS.

J. DUST DURING CONSTRUCTION OPERATIONS SHALL BE FREQUENTLY CONTROLLED BY WATER SUPPRESSION METHODS ONLY, EARTH DISTURBING OPERATIONS SHALL CEASE IF HIGH WINDS ABOVE 35 MPH ARE PRESENT. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS IS STRICTLY PROHIBITED. OTHER CHEMICALS USED FOR DUST SUPPRESSION MUST BE APPROVED BY THE EPA PRIOR TO THEIR USE.

K. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED, COVERED, LEAK PROOF CONTAINERS. CONTAINERS SHALL BE DISPOSED OF PROPERLY WHEN CAPACITY IS REACHED. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER.

L. ALL STORM WATER POLLUTION PREVENTION MEASURES AND CONTROLS PRESENTED ON THIS PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED PER THE SEQUENCE OF CONSTRUCTION AS NOTED.

M. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS BEEN TEMPORARILY SUSPENDED FOR 14 DAYS, SHALL HAVE TEMPORARILY STABILIZATION IN PLACE NO LATER THAN 14 DAYS FROM THE LAST DATE OF CONSTRUCTION ACTIVITY OCCURRING THESE AREAS.

N. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL HAVE PERMANENT CONTROLS IN PLACE NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.

O. IF THE ACTION OF VEHICLES OR EQUIPMENTS TRAVELING OVER THE CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD FROM LEAVING THE SITE. THEN THE LENGTH OF THE EXIT SHOULD BE EXTENDED TO PROVIDE ADDITIONAL TIRE ROTATIONS, LARGER ROCK MAY BE USED TO CREATE A SUFFICIENT JARRING MOTION OR INSTALL A TIRE WASH OFF WITH A SEDIMENT TRAP BEFORE LEAVING THE SITE.

P. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

Q. THE OPERATOR IN CHARGE OF THE DAILY SITES ACTIVITIES WILL BE RESPONSIBLE FOR REMOVING SEDIMENT OR SOILS ACCUMULATING MORE THAN 50% OF THE DESIGN CAPACITY IN DETENTION PONDS, SILT FENCING OR OTHER SIMILAR EROSION CONTROLS.

R. ON-SITE & OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES, AS REQUIRED PER THE CONSTRUCTION GENERAL PERMIT. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE ESC PLAN AND PERMITTED IN ACCORDANCE WITH LOCAL AUTHORITIES HAVING JURISDICTIONAL CONTROL.

S. SLOPES SHALL BE LEFT WITH CROSS SLOPE GRADING PATTERN AND IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION RILLS. EXCESSIVE SLOPES MAY REQUIRE ADDITIONAL INDUSTRY STANDARD CONTROLS TO PREVENT EROSION.

T. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE OPERATOR IN CONTROL OF THE SITE'S DAILY ACTIVITIES SHALL BE RESPONSIBLE FOR ADJUSTING AND MAINTAINING ALL EROSION CONTROL TO PREVENT EROSION.

U. ALL DISTURBED AREAS SHALL BE SUPPRESSED BY WATER AND ALL CONTROLS LEFT IN GOOD WORKING CONDITION AT THE END OF EACH WORKING DAY, THIS INCLUDES REPLACEMENT OF SILT FENCING AND/OR OTHER SURFACE CONTROLS, TRACK OUT SWEPT CLEAN, BACKFILL OF OPEN TRENCHES AND ANY OTHER EROSION CONTROLS.

ESC PLAN STANDARD NOTES:

1. ALL EROSION AND SEDIMENT CONTROL (ESC WORK) ON THESE PLANS, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON SHALL BE PERMITTED, CONSTRUCTED, INSPECTED, AND MAINTAINED IN ACCORDANCE WITH:
   a. THE CITY ORDINANCE,
   b. THE EPA'S 2022 CONSTRUCTION GENERAL PERMIT (CGP), AND
2. ALL BMP'S MUST BE INSTALLED PRIOR TO BEGINNING ANY EARTH MOVING ACTIVITIES EXCEPT AS SPECIFIED HEREON IN THE PHASING PLAN. CONSTRUCTION OF EARTHEN BMPS'S SUCH AS SEDIMENT TRAPS, SEDIMENT BASINS, AND DIVERSION BERMS SHALL BE COMPLETED AND INSPECTED PRIOR TO ANY OTHER CONSTRUCTION OR EARTHWORK. SELF-INSPECTION IS REQUIRED AFTER INSTALLATION OF THE BMP'S AND PRIOR TO BEGINNING CONSTRUCTION.
3. SELF-INSPECTIONS – AT A MINIMUM A ROUTINE COMPLIANCE SELF-INSPECTION IS REQUIRED TO REVIEW THE PROJECT FOR COMPLIANCE WITH THE CONSTRUCTION GENERAL PERMIT ONCE EVERY 14 DAYS AND AFTER ANY PRECIPITATION EVENT OF ½ INCH OR GREATER UNTIL THE SITE CONSTRUCTION HAS BEEN COMPLETED AND THE SITE DETERMINED AS STABILIZED BY THE CITY. REPORTS OF THESE INSPECTIONS SHALL BE KEPT BY THE PERSON OR ENTITY AUTHORIZED O DIRECT THE CONSTRUCTION ACTIVITIES ON THE SITE AND MADE AVAILABLE UPON REQUEST.
4. CORRECTIVE ACTION REPORTS MUST BE KEPT BY THE PERSON OR ENTITY AUTHORIZED TO DIRECT THE CONSTRUCTION ACTIVITIES ON THE SITE AND MADE AVAILABLE UPON REQUEST.
5. STABILIZATION REPORTS MUST BE KEPT BY THE PERSON OR ENTITY AUTHORIZED TO DIRECT THE CONSTRUCTION ACTIVITIES ON THE SITE AND MADE AVAILABLE UPON REQUEST. REPORTS SHOULD INCLUDE RECORDS OF WEED REMOVAL PER CITY ORDINANCE (9-8-1), STERILIZATION, SOIL TEST RESULTS AND RECOMMENDATION, MATERIALS AND MANUFACTURER'S SPECIFICATIONS FOR APPLICATION RATES, ESTIMATED FUNCTIONAL LONGEVITY, METHODS OF APPLICATION, INSPECTION AND MAINTENANCE. THE REDUCED SELF-INSPECTION SCHEDULE IN CGP 4.4.1 APPLIES TO STABILIZED AREA AND ANY DAMAGED OR WORN STABILIZATION MUST BE IDENTIFIED IN THE REPORTS ALONG WITH WEED PROBLEMS. CORRECTIVE ACTIONS FOR STABILIZATION SHALL BE DOCUMENTED IN A STABILIZATION REPORT INCLUDING ACTUAL RATES AND DATES OF STABILIZATION, AND THE MATERIALS AND MANUFACTURER'S SPECIFICATIONS USED.
6. BMP'S SHALL BE INSPECTED AND MAINTAINED UNTIL ALL DISTURBED AREAS ARE STABILIZED IN ACCORDANCE WITH THE FINAL STABILIZATION CRITERIA (CGP 2.2.14.b). GENERALLY, ALL DISTURBED AREAS, OTHER THAN STRUCTURES AND IMPERVIOUS SURFACES, MUST HAVE UNIFORM PERENNIAL VEGETATION THAT PROVIDES 70 PERCENT OR MORE OF THE COVER PROVIDED BY NATIVE VEGETATION OR SEED THE DISTURBED AREA AND PROVIDE NON-VEGETATIVE MULCH THAT PROVIDES COVER AT LEAST THREE YEARS WITHOUT ACTIVE MAINTENANCE. FINAL STABILIZATION MUST BE APPROVED BY THE CITY OF SANTA FE PRIOR TO REMOVAL OF BMP'S AND DISCONTINUATION OF INSPECTIONS.

BMP MAINTENANCE:

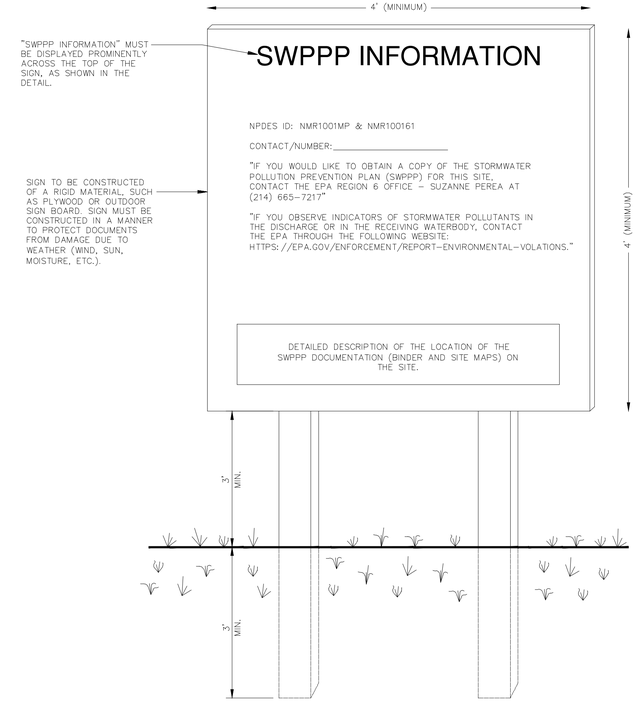
ALL MEASURES STATED IN THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR UNTIL FINAL STABILIZATION OF THE SITE IS ACHIEVED. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSPECTED AT THE END OF THE WORKDAY BY A QUALIFIED MEMBER OF THE SWPPP COMPLIANCE TEAM.

THE OPERATOR WITH CONTROL OF THE SITES DAILY ACTIVITIES IS RESPONSIBLE TO MAINTAIN, CLEAN AND REPAIR EROSION CONTROLS IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED, IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION. SEDIMENT SHALL BE REMOVED TO INSURE PROPER FLOWS. INLET PROTECTION TYPES MAY NEED TO BE MODIFIED DURING THE CONSTRUCTION PROGRESS.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND OF VEGETATION IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RE-SEEDED AS NEEDED.
3. SILT FENCES, WADDLES OR OTHER CONTROLS SHALL BE REPLACED OR REPAIRED TO PROPER FUNCTIONING CONDITION, IF DAMAGED. SEDIMENT AND SOIL SHALL BE REMOVED WHEN REACHES ONE-HALF THE HEIGHT OF THE CONTROL.
4. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC OR PRIVATE ROADWAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING, EXTENDING OR OTHER MODIFICATIONS TO THE CONSTRUCTION EXITS AS CONDITIONS DEMAND. SITE TRAFFIC SHOULD BE LIMITED TO THE CONTROLLED EXITS ONLY.
5. SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
6. REFERENCE THE SWPPP BOOK FOR ALL EROSION CONTROL MAINTENANCE PROCEDURES AND FREQUENCIES. CONSULT THE SWPPP PREPARER WITH ANY QUESTIONS REGARDING THIS SWPPP AND ITS REQUIREMENTS.

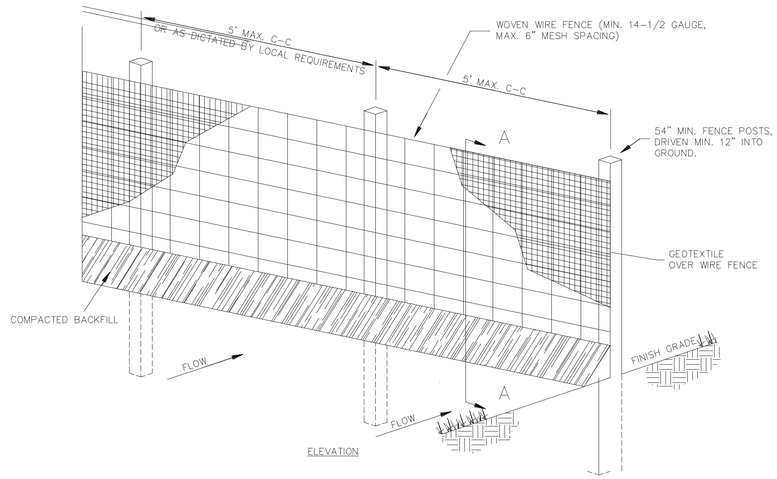
EROSION CONTROL NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A TOPSOIL DISTURBANCE PERMIT FROM THE LOCAL JURISDICTIONAL AUTHORITY PRIOR TO BEGINNING WORK.
2. THE OPERATOR WITH CONTROL OF THE DAILY SITES ACTIVITIES IS RESPONSIBLE FOR MAINTAINING RUN-OFF AND RUN ON OF SITE DURING CONSTRUCTION.
3. THE OPERATOR WITH CONTROL OF THE DAILY SITES ACTIVITIES IS RESPONSIBLE FOR CLEANING ALL SEDIMENT THAT GETS INTO EXISTING RIGHT-OF-WAY. REPAIR OF DAMAGED FACILITIES AND CLEANUP OF SEDIMENT ACCUMULATIONS ON ADJACENT PROPERTIES AND IN PUBLIC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.
4. ALL EXPOSED EARTH SURFACES MUST HAVE APPROPRIATE CONTROLS TO PROTECT FROM WIND AND WATER EROSION DURING ALL PHASES OF THE PROJECT.
5. STOCKPILES INACTIVE FOR 14 DAYS ARE REQUIRED TO HAVE TEMPORARY STABILIZATION OR APPROPRIATE COVER TO CONTROL WIND AND WATER EROSION.
6. THE OPERATOR WITH CONTROL OF THE DAILY SITES ACTIVITIES IS REQUIRED TO MAINTAIN ALL SITE BMP'S IN GOOD CONDITION FOR THE DURATION OF THE PROJECT UNTIL A NOTICE OF TERMINATION IS ACCEPTED BY THE EPA.
7. IF SITE EARTH DISTURBANCES EXCEED 5 ACRES AT ANY ONE TIME, TEMPORARY AND/OR PERMANENT STABILIZATION MUST BE COMPLETED WITHIN 7 DAYS WHEN AREA BECOMES INACTIVE OR EARTH DISTURBING ACTIVITIES ARE COMPLETE. SITE EARTH DISTURBANCES OF LESS THAN 5 ACRES, HAVE 14 DAYS TO PROVIDE TEMPORARY OR PERMANENT STABILIZATION WHEN AREA BECOMES INACTIVE OR EARTH DISTURBING ACTIVITIES ARE COMPLETE.

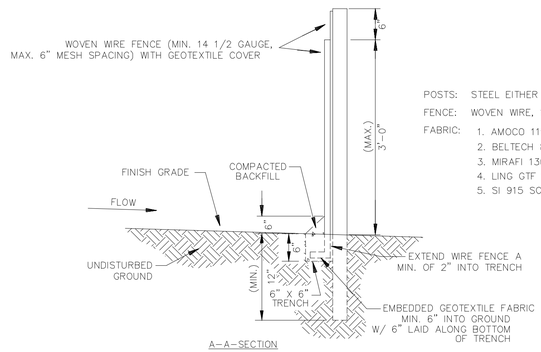


NOTES:
1) THE SWPPP INFORMATION SIGN MUST BE LOCATED NEAR THE CONSTRUCTION EXIT OF THE SITE, SUCH THAT IT IS ACCESSIBLE AND VIEWABLE BY THE GENERAL PUBLIC, BUT NOT OBSTRUCTING VIEWS AS TO CAUSE A SAFETY HAZARD.
2) ALL POSTED DOCUMENTS MUST BE MAINTAINED IN A CLEARLY READABLE CONDITION AT ALL TIMES THROUGHOUT CONSTRUCTION AND UNTIL THE NOTICE-OF-TERMINATION (NOT) IS FILED FOR THE PERMIT.
3) CONTRACTOR SHALL POST OTHER STORM WATER AND/OR EROSION AND SEDIMENT CONTROL RELATED PERMITS ON THE SIGN AS REQUIRED BY THE GOVERNING AGENCY.
4) SIGN SHALL BE LOCATED OUTSIDE OF PUBLIC RIGHT-OF-WAY AND EASEMENTS UNLESS APPROVED BY THE GOVERNING AGENCY.
5) CONTRACTOR IS RESPONSIBLE FOR ENSURING STABILITY OF THE SWPPP INFORMATION SIGN.

SWPPP INFORMATION SIGN (SS)
N.T.S.



ELEVATION



A-A-SECTION

POSTS: STEEL EITHER T OR U TYPE.
FENCE: WOVEN WIRE, 14-1/2 GA. 6" MAX. MESH OPENING
FABRIC:
1. AMOCO 1198
2. BELTECH 810
3. MIRAFI 130X
4. LING GTF 190
5. SI 915 SC

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES.
2. GEOTEXTILE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF GEOTEXTILE ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.
5. ALL SILT FENCE SHALL INCLUDE WIRE SUPPORT UNLESS INDICATED OTHERWISE

SEDIMENTATION/SILT FENCE WITH WIRE SUPPORT (SF)
N.T.S.

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

EROSION AND SEDIMENT CONTROL NOTES/DETAILS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

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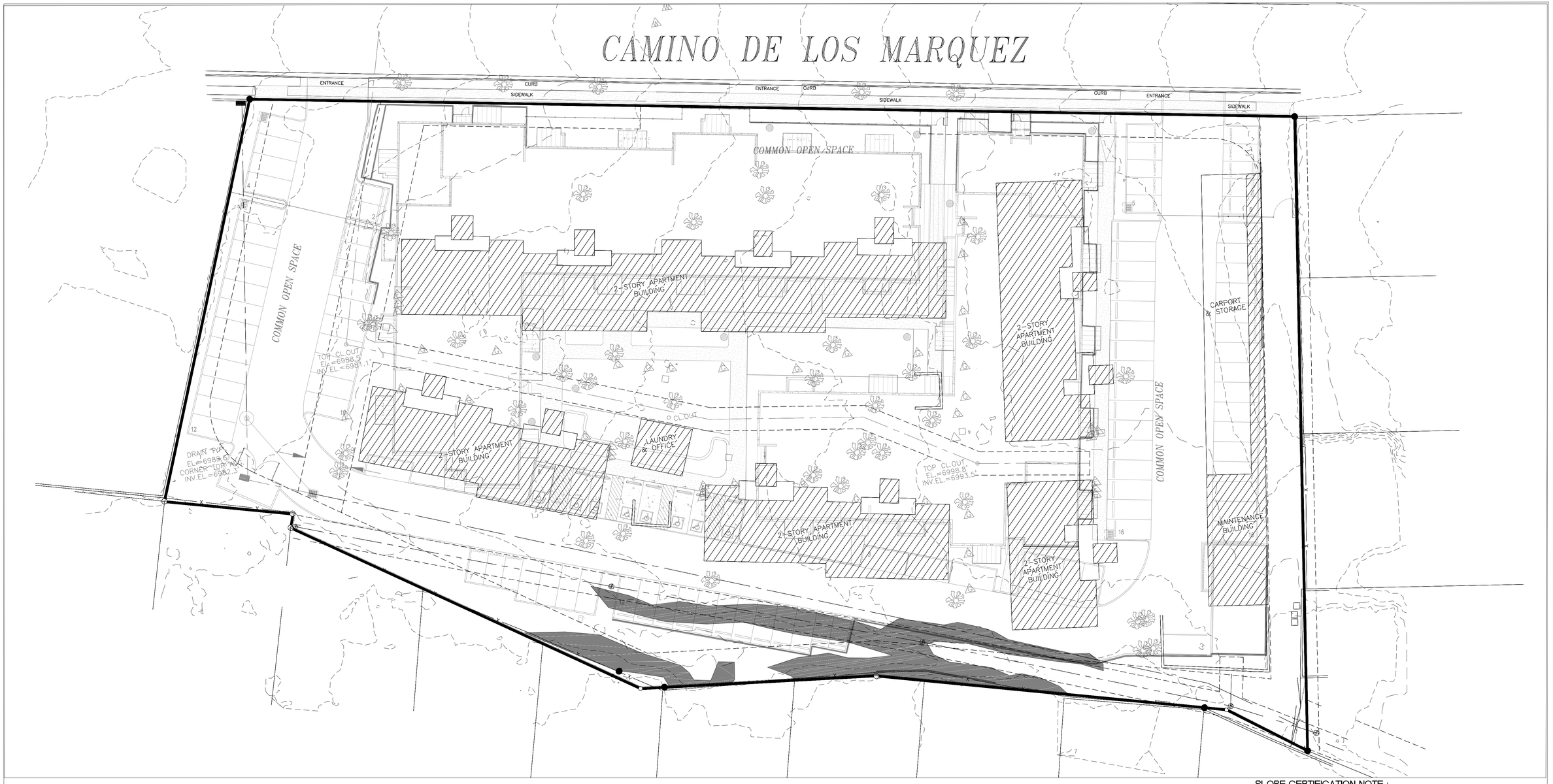
DATE: 09/29/2025
DRAWING
SHEET #: ESC-2
JOB #: 2025065



SLOPE TABLE

ID	MIN	MAX	COLOR
1	0%	20%	
2	30%	+	

GRAPHIC SCALE

20 10 0 10 20

SCALE: 1"=20'

SLOPE CERTIFICATION NOTE :

ALL SLOPES IDENTIFIED AS GREATER THAN 30% ARE NON-NATURAL/MANMADE DUE TO PREVIOUS DISTURBANCES OF THE PROPERTY

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
09/30/2025
RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

SLOPE EXHIBIT

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

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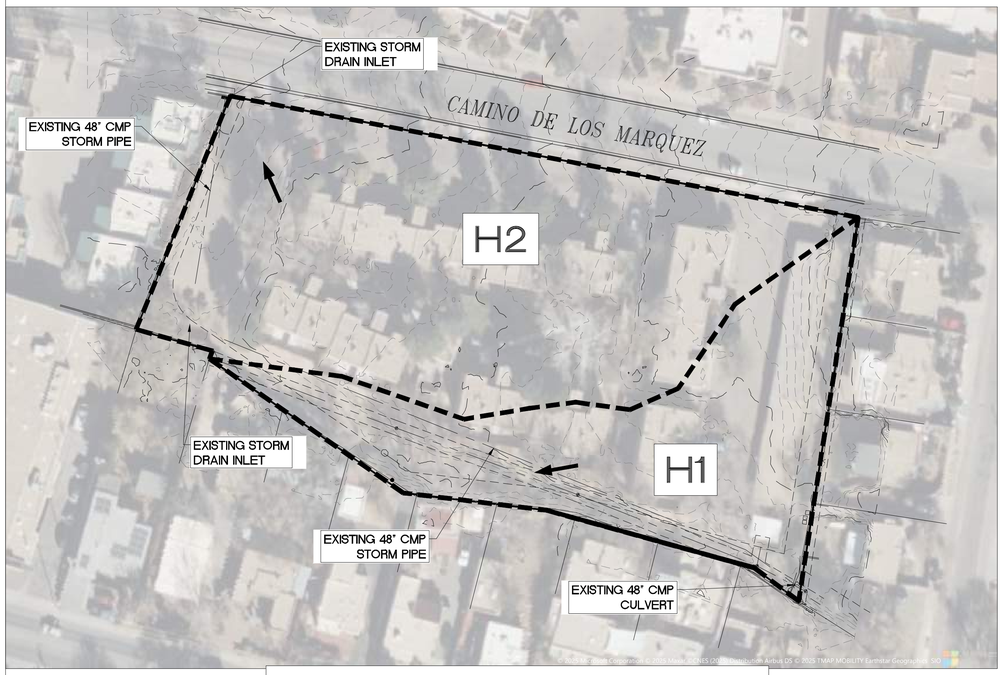
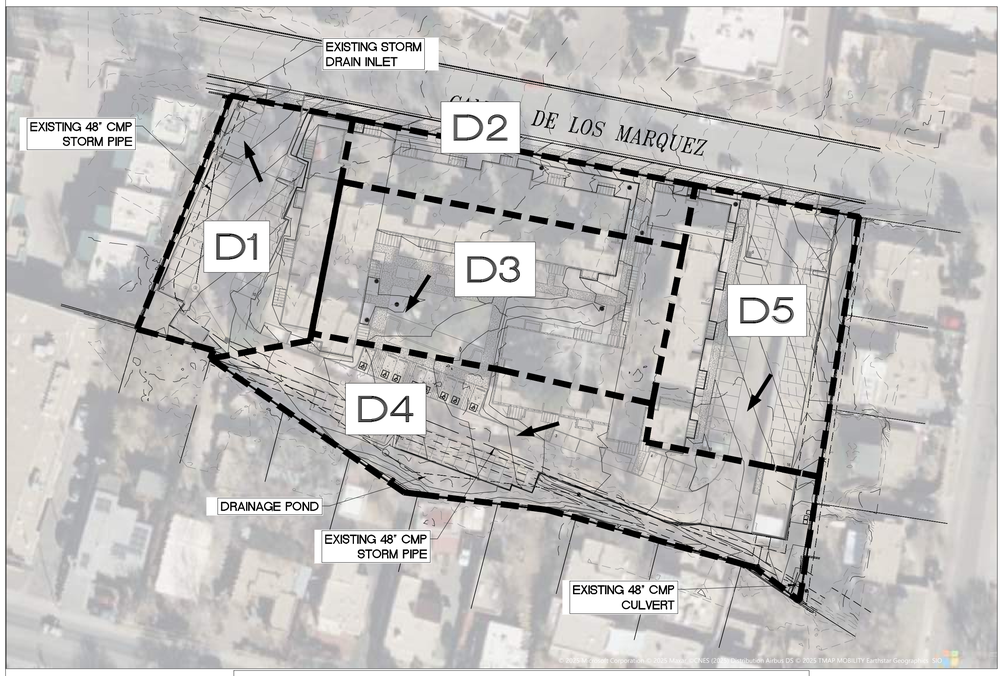


HISTORIC CONDITIONS



DEVELOPED CONDITIONS

HISTORIC CONDITIONS

THE PROJECT SITE IS LOCATED AT 214 CAMINO DE LOS MARQUEZ IN SANTA FE, NEW MEXICO. THE SITE IS BORDERED BY CAMINO DE LOS MARQUEZ TO THE NORTH, SINGLE-FAMILY HOMES TO THE EAST, CONDOMINIUMS TO THE WEST, AND SINGLE-FAMILY HOMES TO THE SOUTH, WHERE A 15-FOOT-WIDE DRAINAGE EASEMENT IS LOCATED.

OFFSITE STORMWATER FROM THE EAST, INCLUDING RUNOFF FROM A PORTION OF GALISTEO STREET AND SEVERAL SINGLE-FAMILY RESIDENCES LOCATED EAST AND SOUTH OF THE SITE, DRAINS THROUGH THE PROPERTY. THIS OFFSITE FLOW IS CONVEYED THROUGH THE SOUTHERN DRAINAGE EASEMENT BEFORE BEING ROUTED TOWARD AN EXISTING 48-INCH CORRUGATED METAL PIPE (CMP) STORM DRAIN SYSTEM LOCATED ALONG THE SOUTH AND WEST SIDES OF THE PROJECT SITE.

THE 48-INCH CMP STORM DRAIN CONVEYS THE COMBINED ONSITE AND OFFSITE FLOWS NORTHWARD THROUGH THE SITE AND ULTIMATELY DISCHARGES INTO THE EXISTING STORM DRAIN SYSTEM WITHIN CAMINO DE LOS MARQUEZ.

THE PROPERTY CURRENTLY CONTAINS AN EXISTING MULTI-FAMILY COMPLEX THAT SERVES AS HOUSING FOR SANTA FE OPERA SEASONAL EMPLOYEES. AS SHOWN IN THE HISTORIC CONDITIONS BASIN MAP, A PORTION OF THE SITE DRAINS TOWARD AN EXISTING STORM DRAIN INLET LOCATED AT THE SOUTHWEST CORNER OF THE PROPERTY, WHILE ANOTHER PORTION DRAINS TOWARD A SECOND STORM DRAIN INLET LOCATED JUST BEYOND THE NORTHWESTERN PROPERTY CORNER. RUNOFF COLLECTED BY THESE INLETS IS CONVEYED INTO THE 48-INCH CMP STORM DRAIN RUNNING THROUGH THE SITE.

THE SITE IS NOT LOCATED IN A 100YR FLOOD ZONE PER FEMA FIRM MAP

DEVELOPED CONDITIONS

THE PROPOSED PROJECT CONSISTS OF REMOVING THE EXISTING MULTIFAMILY COMPLEX AND REDEVELOPING THE SITE TO ACCOMMODATE A LARGER NUMBER OF SANTA FE OPERA EMPLOYEES. THE REDEVELOPMENT WILL INCORPORATE DESIGN MEASURES INTENDED TO REDUCE THE OVERALL IMPERVIOUS AREA, INCLUDING THE USE OF PERVIOUS PAVEMENT SURFACES IN PARKING AREAS AND THE CONSTRUCTION OF MULTI-LEVEL BUILDINGS TO MINIMIZE THE BUILDING FOOTPRINT.

THE PROPOSED DRAINAGE CONCEPT IS DESIGNED TO GENERALLY FOLLOW THE EXISTING DRAINAGE PATTERNS, WHILE IMPROVING OVERALL SITE HYDROLOGY. UNDER DEVELOPED CONDITIONS, THE MAJORITY OF THE ONSITE STORMWATER RUNOFF WILL BE DIRECTED SOUTHWARD TOWARD A PROPOSED STORM DRAIN POND AREA LOCATED WITHIN THE EXISTING SOUTHERN DRAINAGE EASEMENT. FROM THIS POND AREA, STORMWATER WILL BE ROUTED INTO THE EXISTING 48-INCH CMP STORM DRAIN SYSTEM THAT CONVEYS FLOW ALONG THE SOUTH AND WEST SIDES OF THE SITE.

AS PART OF THE DRAINAGE IMPROVEMENTS, THE VOLUME OF STORMWATER ROUTED TOWARD THE NORTHWEST CORNER OF THE PROPERTY WILL BE SIGNIFICANTLY REDUCED, THEREBY MITIGATING EXISTING DRAINAGE ISSUES THAT HAVE BEEN OBSERVED IN THAT AREA UNDER CURRENT CONDITIONS.

FIRM MAP: 35049C0412E

LEGAL DESCRIPTION

T17N R 9E S25 THE AXTON APARTMENTS FKA: CAMINO DE LOS MARQUEZ APT

HYDROLOGY CALCULATION TABLES

Historic Conditions

Basin ID	Tract	Area (sf)	Area (acres)	Area (sq miles)	Treatment A %	Treatment A (acres)	Treatment B %	Treatment B (acres)	Treatment C %	Treatment C (acres)	Treatment D %	Treatment D (acres)	100-Year, 6-Hour Run-Off (in)	Volume (ac-ft)	Flow cfs
H1		39,330	0.90	0.00141	0%	0.000	0%	0.000	45%	0.406	55%	0.497	1.840	0.139	4.13
H2		69,632	1.60	0.00250	0%	0.000	0%	0.000	25%	0.400	75%	1.199	2.070	0.279	7.77
Total		**108,962**	**2.50**	**0.00391**		**0.000**		**0.000**		**0.806**		**1.695**		**0.418**	**11.900**

Proposed Conditions

Basin ID	Tract	Area (sf)	Area (acres)	Area (sq miles)	Treatment A %	Treatment A (acres)	Treatment B %	Treatment B (acres)	Treatment C %	Treatment C (acres)	Treatment D %	Treatment D (acres)	100-Year, 6-Hour Run-Off (in)	Volume (ac-ft)	Flow cfs
D1		17,840	0.41	0.00064	0%	0.000	0%	0.000	51%	0.209	49%	0.201	1.770	0.061	1.85
D2		10,853	0.25	0.00039	0%	0.000	0%	0.000	28%	0.070	72%	0.179	2.030	0.042	1.36
D3		26,439	0.61	0.00095	0%	0.000	0%	0.000	32%	0.194	68%	0.413	1.990	0.101	3.01
D4		31,839	0.73	0.00114	0%	0.000	0%	0.000	55%	0.402	45%	0.329	1.730	0.105	3.03
D5		21,991	0.50	0.00079	0%	0.000	0%	0.000	50%	0.252	50%	0.252	1.790	0.075	2.29
Total		**108,962**	**2.50**	**0.00391**		**0.000**		**0.000**		**1.127**		**1.374**		**0.385**	**11.540**

POND VOLUME CALCULATIONS			
ELEVATION (ft)	AREA (sf)	VOLUME (cf)	CUMULATIVE VOLUME (cf)
5990	0	0	0
5991	1396	698	698
5991.5	3036	1108	1806

POND STORAGE				
ACTUAL ELEV.	H (FT)	VOLUME (CF)	Q (CFS)	VOLUME (AC-FT)
5990	0.00	0	0.00	0.0000
5991	0.00	698	0.00	0.0160
5991.5	0.50	1806	10.70	0.0415

ORIFICE Equation		
Q =	CA(2gH)^(1/2)	
C =	0.6	
DIA (FT)	2	
A(FT^2) =	3.1416	
H (Ft) =		Elevation Head
Q (CFS)=		Flow Rate

N

GRAPHIC SCALE

50 25 0 25 50

SCALE: 1"=50'

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

DRAINAGE BASIN PLAN FOR INFORMATION ONLY

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

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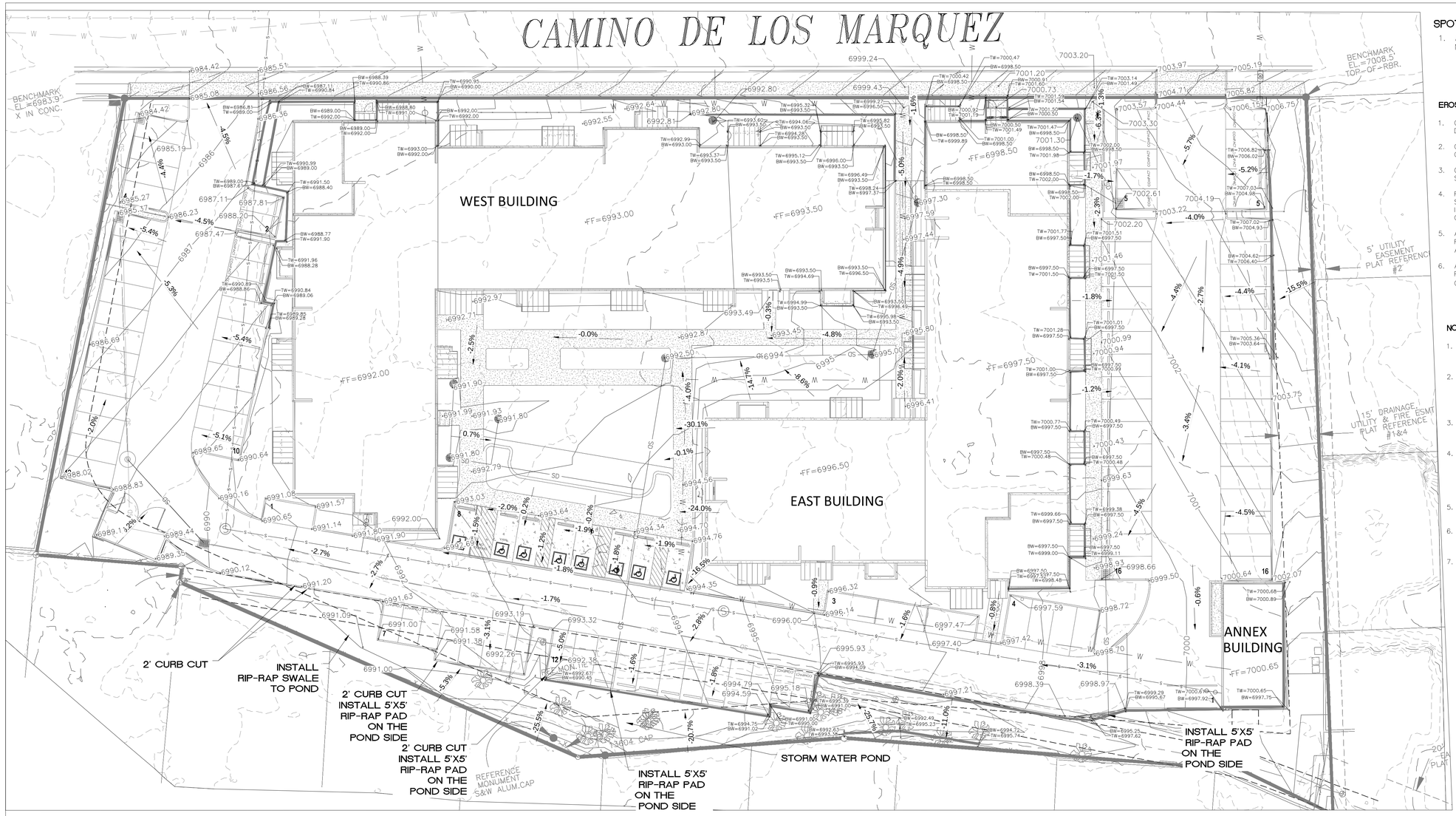
DATE: 09/29/2025

DRAWING: 2025065_BASINS

SHEET #: **GR-0**

JOB #: 2025065



SPOT ELEVATION NOTES

1. ALL ELEVATIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED

EROSION CONTROL NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A TOPSOIL DISTURBANCE PERMIT PRIOR TO BEGINNING WORK.
2. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RUN-OFF ON SITE DURING CONSTRUCTION.
3. CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL SEDIMENT THAT GETS INTO EXISTING RIGHT-OF-WAY.
4. REPAIR OF DAMAGED FACILITIES AND CLEANUP OF SEDIMENT ACCUMULATIONS ON ADJACENT PROPERTIES AND IN PUBLIC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.
5. ALL EXPOSED EARTH SURFACES MUST BE PROTECTED FROM WIND AND WATER EROSION PRIOR TO FINAL (CITY) ACCEPTANCE OF ANY PROJECT.
6. ALL SLOPES NOT STABILIZED AT THE END OF THE PROJECT SHALL BE STABILIZED IN ACCORDANCE WITH THE CITY OF RIO RANCHO SPECS OR ¾" GRAVEL

NOTICE TO CONTRACTORS

1. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.
2. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED, EXCEPT AS OTHERWISE STATED OR PROVIDED HERON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF RIO RANCHO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
3. TWO WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE, 765-1234, FOR LOCATION OF EXISTING UTILITIES.
4. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL CONNECTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
5. BACKFILL COMPACTION SHALL BE ACCORDING TO TRAFFIC/STREET USE.
6. MAINTENANCE OF THESE FACILITIES SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY SERVED.
7. WORK ON ARTERIAL STREETS SHALL BE PERFORMED ON A 24-HOUR BASIS.

GRAPHIC SCALE

20 10 0 10 20

SCALE: 1"=20'

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- EASEMENT
- CENTERLINE
- RIGHT-OF-WAY
- BUILDING
- PROPOSED SIDEWALK
- EXISTING CURB & GUTTER
- WATER BLOCK
- LANDSCAPING
- EXISTING INDEX CONTOUR
- EXISTING CONTOUR
- PROPOSED INDEX CONTOUR
- PROPOSED CONTOUR

SPOT ELEVATION NOTE:

ALL SPOT ELEVATIONS ARE FLOW LINE UNLESS OTHERWISE NOTED.

FF = FINISH FLOOR ELEVATION
TW = FINISH GRADE NEAR TOP WALL
BW = FINISHED GRADE NEAR BOTTOM OF WALL
FL = FLOW LINE ELEVATION
TC = TOP OF CURB ELEVATION
TS = TOP OF SIDEWALK

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

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

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GRADING AND DRAINAGE PLAN

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SHEET #: GR-1
JOB #: 2025065

CAMINO DE LOS MARQUEZ

EXISTING DROP INLET
RIM=6983.10
INV=6975.40

NEW 2'X2' CURB INLET
WITH 3' SUMP
RIM=6984.42
INV=6977.14

CONENCT NEW 18"
HDPE TO EXISTING
48" CMP
INV = 6977.0

NEW 2'X2' CURB INLET
ON TOP OF EXISTING
48" CMP
TOP OF CMP=6981.62

EXISTING 48"
CMP STORM
PIPE

NEW 6' DIA STORM
DRAIN MANHOLE ON
TOP OF 48" CMP
RIM=6988.77
INV=6981.20

EXISTING DROP
INLET
TO BE REMOVED

NEW 3'X3' STORM
DRAIN INLET WITH 6'
DIA BASIN ON TOP OF
48" CMP
RIM=6989.65
INV=6982.85

CONNECT 18" HDPE TO
EXISTING 48" CMP
INV=6987.0

18" HDPE STORM PIPE

NEW 24" STORM DRAIN
STAND PIPE
RIM=6991.0
INV=6987.42

NEW 12" INLET
RIM=6991.90
INV=6990.89

8" PVC PIPE

NEW 12" INLET
RIM=6991.80
INV=6990.75

NEW 12" INLET
RIM=6991.80
INV=6990.75

12" HDPE INVERT =
6990.38

8" PVC PIPE

12" HDPE
PIPE

TOP OF EXISTING 48"
CMP PIPE =6989.97
12" HDPE STORM PIPE
INV ELEV=6990.28

EXISTING 48"
CMP STORM
PIPE

12" HDPE PIPE
FLUSH WITH WALL
INV=6990

NEW 9' INLET
RIM = 6992.8
INV=6991.8

4" PVC PIPE

NEW 12" INLET
RIM = 6997.30
INV=6991.64

NEW TRENCH
DRAIN
RIM = 700.50
INV=6997.3

8" PVC PIPE

NEW 12" INLET
RIM = 7001.30
INV=6997.14

12" PVC PIPE

4" PVC PIPE

12" PVC PIPE

4" PVC
DRAIN

NEW 12" INLET
RIM = 6997.30
INV=6991.32

NEW 2'X2' CURB INLET
RIM=7002.61
INV=6996.97

NEW 12" INLET
RIM = 6992.50
INV=6990.63

12" PVC PIPE

12" PVC PIPE
INV=6991.09

4" PVC
DRAIN

NEW 12" INLET
RIM = 6995.0
INV=6991.02

4" PVC
DRAIN

4" PVC
DRAIN

4" PVC
DRAIN

NEW 2'X2' CURB INLET
RIM=6998.66
INV=6996.27

18" HDPE
PIPE

EXISTING 48"
CMP STORM
PIPE-
CLEAN
SEDIMENT

18" HDPE PIPE
FLUSH WITH WALL
INV=6996

INV=6996.93

18" HDPE
PIPE

INV=6996.65

INV=6996.58

INV=6996.40

5' UTILITY
EASEMENT
PLAT REFERENCE
#2

15' DRAINAGE
UTILITY & FIRE ESMT
PLAT REFERENCE
#1&4

BENCHMARK
EL.=6983.9'
X IN CONC.

BENCHMARK
EL.=7008.5'
TOP OF RBR.

OLD
SAN.SEW.

REF.SEWER.TIE

SAN.SEW.
EL.=6986.0'
CENTER TOP
INV.EL.=6973.8'

DRAIN TYP.

REF MON. TIE

REFERENCE
MONUMENT
S&W ALUM.CAP

1360A CAP

6992.00
6993.00
6993.50
6997.50
6996.50
6998.50
7000.65

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING WATERLINE
- EXISTING SAS
- EXISTING STORM
- SANITARY SEWER LINE MAIN
- WATERLINE MAIN
- PROPOSED STORM
- PROPOSED HYDRANT
- NEW SAS MANHOLE

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

N

GRAPHIC SCALE

20 10 0 10 20

SCALE: 1"=20'

ENGINEER'S SEAL

RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

RONALD R. BOHANNAN
P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

STORM DRAIN PLAN

DRAWN BY
AS

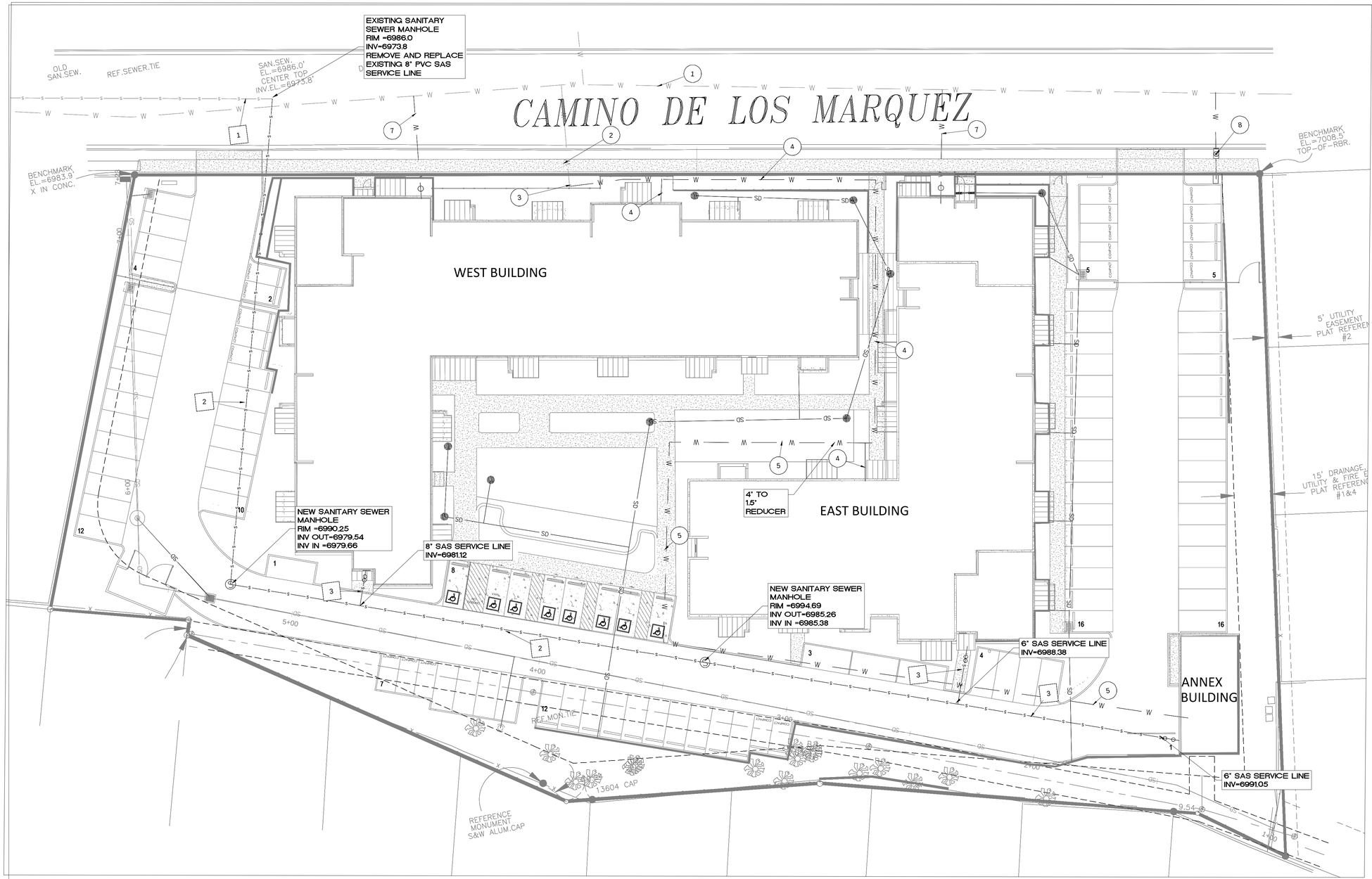
DATE
09/29/2025

DRAWING

SHEET #
SD-1

JOB #
2025065

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com



LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING WATERLINE
- EXISTING SAS
- EXISTING STORM
- SANITARY SEWER LINE MAIN
- WATERLINE MAIN
- PROPOSED STORM
- PROPOSED HYDRANT
- NEW SAS MANHOLE

WATER KEYED NOTES

1. EXISTING 6" CI WATERLINE MAIN
2. EXISTING 4" WATER METER TO BE MAINTAINED
3. EXISTING BACKFLOW PREVENTOR TO BE REMOVED AND RE-INSTALLED
4. 4" DOMESTIC WATERLINE
5. 1.5" DOMESTIC WATER LINE
6. NOT USED
7. NEW 6" FIRE LINE TO BUILDING FROM WATER MAIN
8. NEW 1.5" IRRIGATION METER, INSTALL WITH BACKFLOW PREVENTOR

SEWER KEYED NOTES

1. EXISTING 8" CONCRETE SEWER MAIN
2. NEW 8" PVC SEWER LINE
3. NEW 6" PVC SEWER LINE

GENERAL SANITARY SEWER NOTES:

1. ALL 4-INCH PIPE SHALL HAVE A MINIMUM SLOPE OF 2%, ALL 6-INCH LINE SHALL HAVE A MINIMUM SLOPE OF 1%, AND ALL 8-INCH PIPE SHALL HAVE A 0.4% MINIMUM SLOPE WHEN CONNECTED TO MANHOLES.
2. ALL PRIVATE SEWER LINE MANHOLES SHAVE HAVE LIDS THAT ARE LABELED PRIVATE SEWER OR SANITARY SEWER.
3. ALL 10-INCH SEWER LINE MANHOLES SHALL HAVE CITY OF SANTA FE MANHOLE COVERS.
4. ALL NEW 10-INCH SEWER LINES SHALL BE SDR 26 PVC.
5. ALL 4-INCH OR 6-INCH TYPICAL SEWER SERVICE CONNECTION SHALL BE SCH 40 PVC SHOWN IN SHEET DET-4.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

N

GRAPHIC SCALE

20 10 0 10 20

SCALE: 1"=20'

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

UTILITY PLAN-
PRIVATE ONSITE

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

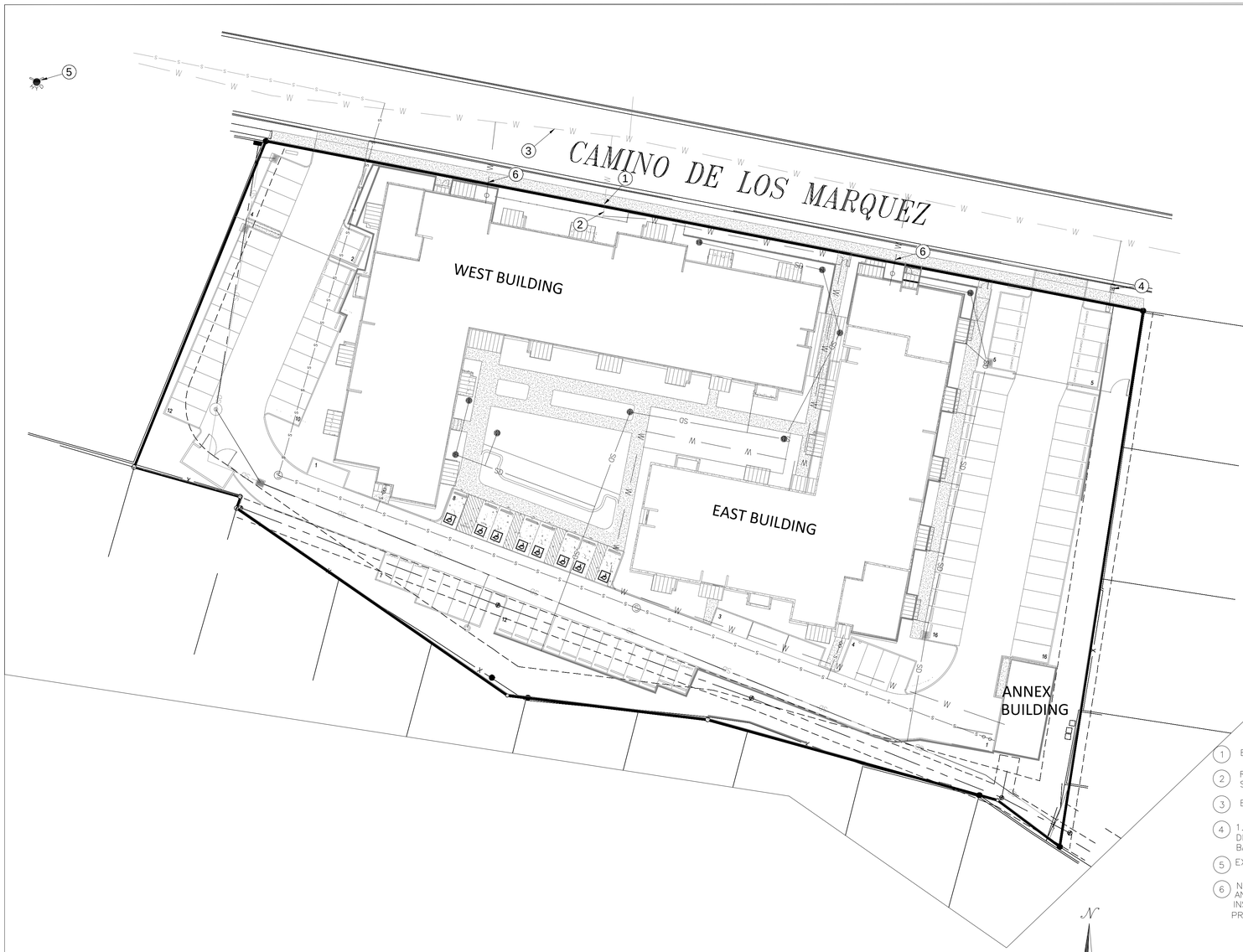
DRAWN BY: AS

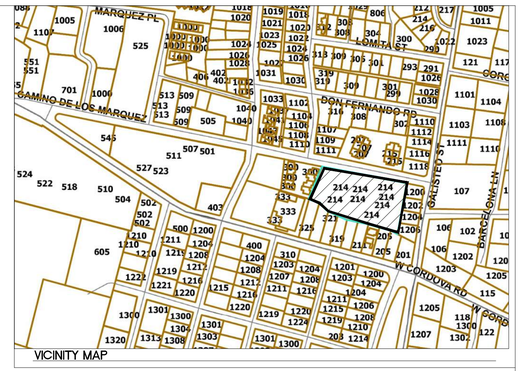
DATE: 09/29/2025

DRAWING

SHEET #: MU-1

JOB #: 2025065





KEYED NOTES

1. EXISTING METER VAULT
2. REDUCED PRESSURE BACKFLOW PREVENTER IN HOT BOX. SEE DETAIL SHEET 2.
3. EXISTING 6" CI WATER MAIN (PUBLIC)
4. 1.5" IRRIGATION METER/SERVICE PER CoSFWD DETAIL 04, INSTALL WITH REDUCED PRESSURE BACK FLOW PREVENTER
5. EXISTING FIRE HYDRANT
6. NEW 6" PVC FIRE LINE AND 6" GATE VALVE. PER CoSFWD DETAIL 07 INSTALL WITH REDUCED PRESSURE BACKFLOW PREVENTER IN HOT BOX. SEE DETAIL SHEET 2

GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.

LEGEND

- CURB & GUTTER
- PROPOSED BOUNDARY LINE
- EXISTING EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- SCREEN WALL
- RETAINING WALL
- STRIPING
- EXISTING WATERLINE
- EXISTING SAS
- EXISTING STORM
- SANITARY SEWER LINE MAIN
- WATERLINE MAIN
- PROPOSED STORM
- PROPOSED HYDRANT
- NEW SAS MANHOLE
- EXISTING FIRE HYDRANT

GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT-OF-WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS-BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS-BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING-TO-FITTING MEASUREMENTS, SERVICE-TO-SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY-OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.

NOTE:
PIPE JOINTS SHALL BE MECHANICALLY RESTRAINED PER UPDATED COSF WATER DIVISION DETAIL 10A. SEE COSF WATER DIVISION STANDARD DETAIL 10B FOR DIAGRAMMATIC REPRESENTATION OF JOINT RESTRAINT LENGTHS. SEE SHEET 5 FOR 16" RESTRAIN TABLES

UTILITY CONTACT INFORMATION

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES–WATER DIVISION
GARY MARTINEZ (505) 670–0480

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES–WASTE WATER DIVISION
LUKE GRAY (505) 955–4646

NEW MEXICO GAS COMPANY
STEVE LARRANGA (505) 412–2904

DOMESTIC & IRRIGATION SERVICE TABLE PHASE 1 AND PHASE 2

SERVICE ADDRESS	STREET NAME	SERVICE SIZE & TYPE (DS OR IR)	METER SIZE
214	CAMINO DE LOS MARQUEZ	4" DS (EXISTING)	4"
214	CAMINO DE LOS MARQUEZ	1.5" IR	1.5"

FIRE DESIGN TABLE

SERVICE SIZE	REQ'D FLOW* GPM	RESIDUAL PRESSURE PSI	BUILDING(S) SERVED
6"	1500	–	MULTIFAMILY BUILDINGS

A FIRE SERVICE IS DEDICATED FOR AUTOMATIC FIRE SPRINKLER SYSTEMS. ALL FIRE SERVICES MUST BE EQUIPPED WITH A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER WITH DETECTOR ASSEMBLY (RPDA). THE BACKFLOW PREVENTER MUST BE LOCATED WITHIN 30' OF THE CONNECTION TO THE WATER MAIN. BACKFLOW PREVENTERS MUST BE LISTED AS APPROVED BY THE UNIVERSITY OF SOUTHERN CALIFORNIA FOUNDATION FOR CROSS CONNECTION CONTROL AND HYDRAULIC RESEARCH

IT IS THE PROPERTY OWNER'S RESPONSIBILITY TO INSTALL, MAINTAIN AND INSPECT PRIVATE FIRE HYDRANTS AND PRIVATE FIRE MAINS IN ACCORDANCE WITH RESPONDING FIRE AGENCY'S ADOPTED FIRE CODE, NFPA 24 AND 25 AND ADDITIONAL POLICIES ISSUED BY THE RESPONDING FIRE AGENCY

*PEAK FLOW IN GALLONS PER MINUTE

*RESIDUAL PRESSURE IN POUNDS PER SQUARE INCH AT THE LISTED FIRE FLOW AT THE POINT OF CONNECTION TO MAIN

RECORD DRAWING

THIS RECORD DRAWING HAS BEEN COMPLETED ON A COPY OF THE SEALED ENGINEERING DRAWING FOR THIS PROJECT. THE INFORMATION SHOWN HEREON IS BELIEVED TO BE ACCURATE BASED ON LIMITED FIELD OBSERVATION DURING CONSTRUCTION, AS WELL AS DATA FURNISHED BY THE INSTALLER

ENGINEER _____ PE _____ DATE _____

RECORD MAPPING

	INITIALS	DATE
AS BUILT		
VALVE MAPS		
GIS		
INSPECTOR		

2025065–WATER–PLAN

SANTA FE OPERA APPRENTICE HOUSING
WATER PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858–3100
www.tierrawestllc.com

09/18/25

PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE _____
DATE _____

APPROVED

CITY OF SANTA FE WATER DIVISION DATE

SANTA FE FIRE DEPARTMENT DATE

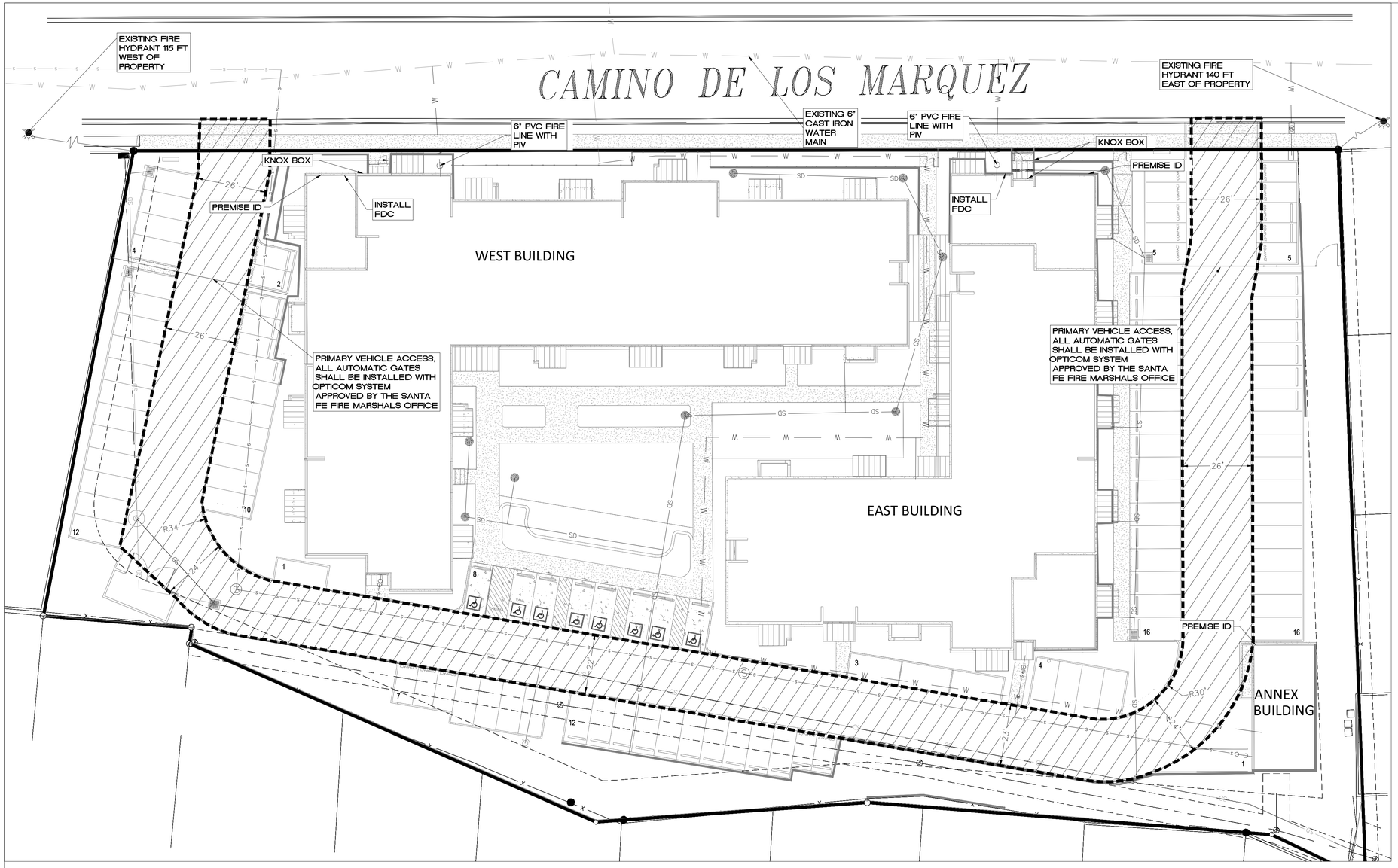
INSPECTOR
DATE: _____

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
013/014	T17N,R9E,S25	

2023

17

WP-1



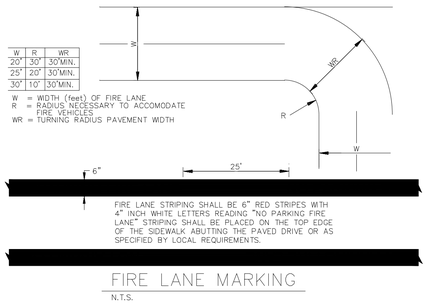
LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- FIRE ACCESS
- NO PARKING FIRE LANE LINE
- EXISTING FIRE HYDRANT
- PROPOSED HYDRANT

WEST MULTI-FAMILY BUILDING:
Sprinkled
Building Footprint = 50,280 SF
3 Story High Building
Max Height 36'
Construction Type = V-B
Fire Flow per table B105.1(2) IFC-2021 = 6,000 GPM - With Sprinkler System
Minimum Fire-Flow per table B105.2
= 25% of the value in table B105.1(2)= 1,500 GPM

EAST MULTI-FAMILY BUILDING:
Sprinkled
Building Footprint = 38,000 SF
3 Story High Building
Max Height 36'
Construction Type = V-B
Fire Flow per table B105.1(2) IFC-2021 = 5,250 GPM - With Sprinkler System
Minimum Fire-Flow per table B105.2
= 25% of the value in table B105.1(2)= 1,500 GPM

ANNEX/OFFICE BUILDING:
Not Sprinkled
Building Footprint = 2,300 SF
2 Story High Building
Max Height 28'
Construction Type = V-B
Minimum Fire Flow per table B105.1(2) IFC-2021 = 1,500 GPM -



W	R	WR
20'	30'	30'MIN.
25'	20'	30'MIN.
30'	10'	30'MIN.

FIRE LANE MARKING
N.T.S.

NOTES

1. ON SITE FIRE LANE ROAD SHALL BE MARKED ON BOTH SIDES, AS DIRECTED BY FIRE MARSHALL.
2. FIRE APPARATUS ACCESS ROADS SHALL NOT EXCEED 10 PERCENT IN GRADE AND SHALL HAVE AN ALL WEATHER DRIVING SURFACE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS WEIGHING AT LEAST 75000 LBS.
3. KEY BOX (KNOX BOX) SHALL BE MOUNTED BETWEEN 4 AND 6 FEET ABOVE GRADE AND SHALL BE ILLUMINATED.

CAUTION

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ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

FIRE ONE PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY AS
DATE 09/29/2025
DRAWING
SHEET # FO-1
JOB # 2025065

GENERAL NOTES

1. ALL WORK DETAILED ON THESE PLANS, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF SANTA FE STANDARD DRAWINGS AND SPECIFICATIONS LATEST EDITION, AND WILL BE REFERRED TO HEREIN AS "STANDARD SPECIFICATIONS"

2. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, ORDINANCES, RULES, AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.

3. CONTRACTOR SHALL ASSUME THE SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE OWNER AND ENGINEER FROM ANY AND ALL LIABILITY REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

4. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.

5. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER (OR PROJECT MANAGER) NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE CITY MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE CITY ENGINEER AND SHALL NOTIFY THE CITY SURVEYOR AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. ONLY THE CITY SHALL REPLACE SURVEY MONUMENTS. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATIONS OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED.

6. EXISTING UTILITY LINE LOCATIONS ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND LINES MAY EXIST WHERE NONE ARE SHOWN. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR SHALL CONTACT NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES. CONTRACTOR SHALL THEN EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL PERTINENT EXISTING UTILITIES AND/OR OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY. CONTRACTOR SHALL THEN COORDINATE RELOCATION OF UTILITY LINES WITH UTILITY COMPANIES AS REQUIRED. ANY DAMAGE CAUSED BY FAILURE TO LOCATE, IDENTIFY, AND PRESERVE ANY EXISTING UTILITIES IS THE FULL RESPONSIBILITY OF THE CONTRACTOR.

7. CONTRACTOR SHALL ASSIST THE ENGINEER/INSPECTOR IN THE RECORDING OF DATA ON ALL UTILITY LINES AND ACCESSORIES AS REQUIRED BY THE CITY OF SANTA FE FOR THE PREPARATION OF "AS BUILT" DRAWINGS. CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED.

8. CONTRACTOR SHALL ASSUME FINANCIAL RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVEMENT, PAVEMENT MARKINGS, SIGNAGE, CURB AND GUTTER, HANDICAP RAMPS, AND SIDEWALK DURING CONSTRUCTION APART FROM THOSE SECTIONS INDICATED ON THE PLANS, AND SHALL REPAIR OR REPLACE, PER THE STANDARD SPECIFICATIONS, ANY SUCH DAMAGE.

9. CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY AND ALL GRAFFITI FROM EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.

10. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AND MAINTAIN ALL CONSTRUCTION SIGNING UNTIL THE PROJECT HAS BEEN ACCEPTED BY THE CITY AND OTHER JURISDICTIONAL AUTHORITIES WHERE APPLICABLE.

11. CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PROPERTY AND/OR PROJECT LIMITS SHOWN. ANY DAMAGE TO ADJACENT PROPERTIES RESULTING FROM THE CONSTRUCTION PROCESS IS THE RESPONSIBILITY OF THE CONTRACTOR, INCLUDING ANY SUCH COSTS INCURRED.

12. REMOVALS SHALL BE DISPOSED OF OFF-SITE AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

WATER AND SEWER

1. ALL WORK REGARDING PUBLIC WATER AND PUBLIC SANITARY SEWER INFRASTRUCTURE DETAILED ON THESE PLANS TO BE PERFORMED UNDER THIS CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED HERON, BE CONSTRUCTED IN ACCORDANCE WITH APWA'S NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION 1987 EDITION INCLUDING LATEST PUBLISHED AMENDMENTS.

2. ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING. EXISTING VALVES AND MANHOLES SHALL NOT BE BURIED OR PAVED OVER BUT RIMS SHALL BE ADJUSTED TO MATCH NEW GRADE PER CITY OF SANTA FE STANDARD DRAWINGS.

3. NON-RESIDENTIAL USERS SHALL COORDINATE WITH THE CITY PRETREATMENT ENGINEER TO ENSURE THE PROPER IMPROVEMENTS ARE IN PLACE FOR THE DEVELOPMENT FOR DISCHARGE INTO THE PUBLIC SANITARY SEWER COLLECTION SYSTEM.

4. NON-RESIDENTIAL USERS SHALL COORDINATE WITH THE CITY WATER DEPARTMENT TO ENSURE THE PROPER IMPROVEMENTS ARE IN PLACE FOR THE TO ENSURE PROPER BACKFLOW CONTAINMENT IS IN PLACE FOR THE WATER SYSTEM.

5. MANHOLE RIMS, FIRE HYDRANT ELEVATIONS, AND FLANGE ELEVATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY AND ADJUST TO FINAL PAVEMENT OR SURFACE GRADES.

6. THE CONTRACTOR SHALL COORDINATE WITH THE CITY WATER DEPARTMENT SEVEN (7) DAYS IN ADVANCE OF PERFORMING WORK THAT WILL AFFECT THE PUBLIC WATER OR SANITARY SEWER INFRASTRUCTURE. WORK REQUIRING SHUTOFF OF FACILITIES DESIGNATED AS MASTER PLAN FACILITIES MUST BE COORDINATED WITH THE CITY WATER DEPARTMENT 14 DAYS IN ADVANCE OF PERFORMING SUCH WORK.

7. PROPOSED WATERLINE MATERIALS SHALL BE PVC PIPE MEETING AWWA C-900: DR18 REQUIREMENTS (6" – 12") OR DUCTILE IRON PIPE MEETING AWWA C-150 REQUIREMENTS (6" – 48"),

8. ALL WATERLINE FITTINGS, VALVES, BENDS, TEES, CROSSES AND APPURTENANCES SHALL HAVE RESTRAINED JOINTS UNLESS OTHERWISE NOTED ON THE PLANS. THE JOINT RESTRAINT REQUIREMENTS SHOULD BE DELINEATED WITHIN A JOINT RESTRAINT TABLE.

9. ALL SANITARY SEWER LINE STATIONING REFERS TO SANITARY SEWER CENTERLINE STATIONING, EXCEPT WHEN PROFILED WITHIN A PROPOSED OR EXISTING STREET, WHERE STREET STATIONING SHALL GOVERN.

10. ALL PROPOSED SANITARY SEWER SLOPES SHALL BE VERIFIED DURING CONSTRUCTION TO MEET THE APPROVED DESIGN. AS-BUILT SLOPES SHALL BE RECORDED FOR EACH LINE SEGMENT.

11. ALL FINAL BACKFILL FOR TRENCHES SHALL BE COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY PER ASTM D-1557 AND AS DIRECTED BY STANDARD SPECIFICATIONS SECTION 701.14.2 AND STANDARD DRAWING NUMBER 2465.

12. ELECTRONIC MARKER SPHERES (EMS) WILL BE PLACED ACCORDING TO CITY SPECIFICATIONS. THE CONTRACTOR SHALL INSTALL A 4" X 4" X5' POST AND EMS AT THE END OF EACH SANITARY SEWER SERVICE.

13. TRACER WIRE SHALL BE INCLUDED FOR ALL PUBLIC WATER AND SEWER MAINS AND FOR WATER SERVICES IN ACCORDANCE WITH CITY DETAILS.

14. CONTRACTOR SHALL PROVIDE THE PROPOSED HYDRO TESTING PLANS TO THE CITY INSPECTORS FOR APPROVAL PRIOR TO BEGINNING TESTING OPERATIONS.

15. AT UTILITY CROSSINGS, WHERE LESS THAN 18" OF VERTICAL SEPARATION FROM STORM DRAIN PIPING OR STRUCTURES IS PROPOSED, LEAN FILL CONSTRUCTION SHALL BE USED TO PROTECT THE WATER OR SEWER LINE. LEAN FILL SHALL EXTEND A PERPENDICULAR DISTANCE OF 5 FEET ON EACH SIDE OF THE STORM PIPE OR STRUCTURE.

16. ALL WATER AND SANITARY SEWER INFRASTRUCTURE SHALL BE CONSTRUCTED UTILIZING MATERIALS LISTED IN THE APPROVED PRODUCTS LIST AND BE CONSTRUCTED PER THE MOST CURRENT CITY STANDARD DETAILS AND SPECIFICATIONS. MATERIAL SUBMITTALS SHALL BE PROVIDED PRIOR TO CONSTRUCTION FOR ENGINEER TO REVIEW PRIOR TO THE START OF CONSTRUCTION.

17. THE CONTRACTOR SHALL RECORD THE MATERIALS UTILIZED FOR WATER SERVICE CONNECTIONS INCLUDING THE PUBLIC SERVICE LINE AND THE PRIVATE SERVICE LINE. THE MATERIALS USED FOR CONSTRUCTION SHALL BE NOTED ON THE PLANS.

TRANSPORTATION

1. ANY STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH THERMO-PLASTIC REFLECTORIZED PAVEMENT MARKING BY CONTRACTOR TO THE SAME LOCATION AS EXISTING OR AS INDICATED BY THIS PLAN SET.

2. REMOVAL OF EXISTING CURB & GUTTER AND SIDEWALKS SHALL BE TO THE NEAREST JOINT.

3. OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAYS OR DESIGNATED TRAFFIC LANES. THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIAL WITHIN THE PUBLIC RIGHT-OF-WAY.

4. CURB AND GUTTER, SIDEWALKS, AND DRIVE PADS SHALL MATCH THE LINE AND GRADE OF ABUTTING EXISTING AREAS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.

5. THE SUBGRADE PREP SHALL EXTEND ONE FOOT BEYOND THE FREE EDGE OF NEW CURB AND GUTTER AND SIDEWALK.

6. CONTRACTOR TO TEST SUBGRADE R-VALUE PRIOR TO CONSTRUCTION. IN THE EVENT THE R-VALUE IS LESS THAN 50, REMOVE 2 FEET OF SUBGRADE MATERIAL AND IMPORT MATERIAL WITH R-VALUE GREATER THAN 50 OR CONTACT THE ENGINEER IMMEDIATELY SO THE PAVEMENT SECTION CAN BE MODIFIED.

7. AT ALL PAVEMENT REMOVAL AND REPLACEMENTS, SAW-CUT EDGES SHALL BE STRAIGHT AND CLEAN, AND LONGITUDINAL JOINTS SHALL NOT BE PLACED WITHIN WHEEL PATHS. PATCHES SHALL BE REGULAR AND SQUARE OR RECTANGULAR, WITH FOUR STRAIGHT SIDES. FINISHED PAVEMENT SURFACE SHALL BE FLUSH WITH EXISTING PAVEMENT SURFACE, WITH NO SPILLOVER OF ASPHALT OR TACK COAT. CARE MUST BE TAKEN TO AVOID DAMAGING THE INTEGRITY OR APPEARANCE OF SURROUNDING PAVEMENTS; IF DAMAGED, THE ENTIRE SURFACE PATCH MUST BE EXPANDED TO COVER DAMAGES.

8. CONTRACTOR WILL ENSURE THE ASPHALT HAS A SMOOTH, UNIFORM EDGE WHEN REMOVING AND REPLACING CURB AND GUTTER. IF THE ASPHALT EDGE IS NOT SMOOTH AND UNIFORM, CONTRACTOR WILL SAW CUT AND REPLACE A ONE-FOOT STRIP OF ASPHALT ALONG THE FULL SECTION BEING REPLACED WITH THE APPROPRIATE PAVING SECTION BASED ON ROADWAY CLASSIFICATION.

HYDROLOGY

1. ALL STORM DRAINS SHALL BE RCP CLASS III UNLESS OTHERWISE NOTED ON THE PLANS.

2. RCP SHALL BE INSTALLED SO THAT THE JOINT GAP AT THE HOME POSITION SHALL CONFORM TO THE APPROVED MANUFACTURER'S RECOMMENDATION. MANUFACTURER'S RECOMMENDED JOINT GAP TOLERANCES FOR EACH PIPE SIZE AND TYPE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PLACEMENT OF PIPE. RCP JOINTS SHALL NOT BE GROUTED UNLESS DIRECTED BY THE ENGINEER AND WITH CITY APPROVAL.

OTHER COMMON NOTES

1. ALL EXCAVATION, TRENCHING, AND SHORING ACTIVITIES MUST BE ACCOMPLISHED IN ACCORDANCE WITH OSHA 29CFR 1926.650 SUBPART P.

2. WHEN DISTURBING MORE THAN ¾ ACRES,CONTRACTOR SHALL SECURE A NOTICE OF INTENT (NOI) PRIOR TO BEGINNING CONSTRUCTION.

3. IN ADVANCE OF CONSTRUCTION, CONTRACTOR SHALL DETERMINE IF EXISTING OVERHEAD UTILITY LINES, SUPPORT STRUCTURES, POLES, GUYS, ETC. ARE AN OBSTRUCTION TO CONSTRUCTION OPERATIONS. IF ANY OBSTRUCTION TO CONSTRUCTION OPERATIONS IS EVIDENT, CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE APPROPRIATE UTILITY OWNER TO REMOVE OR SUPPORT THE UTILITY OBSTRUCTION. ANY COST ASSOCIATED WITH THIS EFFORT SHALL BE THE RESPONSIBILITY OF CONTRACTOR. NOTE OVERHEAD UTILITIES ARE NOT ALLOWED. ALL UTILITIES SHALL BE INSTALLED UNDER GROUND.

4. PNM WILL PROVIDE AT NO COST TO THE CITY OR THE CONTRACTOR THE REQUIRED PERSONNEL FOR INSPECTION OR OBSERVATION DEEMED NECESSARY BY PNM WHILE THE CONTRACTOR IS EXPOSING PNM'S CABLES. HOWEVER, THE CONTRACTOR SHALL BE CHARGED THE TOTAL COST ASSOCIATED WITH REPAIRS TO ANY DAMAGED CABLES OR FOR ANY COST ASSOCIATED WITH SUPPORTING OR RELOCATING THE POLES AND CABLES DURING CONSTRUCTION. NOTE NEW OVERHEAD UTILITIES ARE NOT ALLOWED. ALL UTILITIES SHALL BE UNDERGROUND.

5. CONTRACTOR SHALL SUPPORT AND PROTECT ALL EXISTING, UNDERGROUND UTILITY LINES WHICH BECOME EXPOSED DURING CONSTRUCTION. PAYMENT FOR SUPPORTING WORK SHALL BE INCIDENTAL TO WATERLINE AND/OR SEWER LINE COSTS.

6. CONTRACTOR IS TO SUPPORT, PROTECT, AND MAINTAIN THE INTEGRITY OF ALL UNDERGROUND TELEPHONE, ELECTRIC CABLES AND CABLE TELEVISION UTILITIES AT NO ADDITIONAL COST TO THE OWNER. CABLE IS TO BE SUPPORTED AT A MAXIMUM SPACING OF FIFTEEN (15) FEET. CONTRACTOR SHALL COORDINATE WITH AND MAKE NECESSARY PAYMENT (IF ANY) TO UTILITY OWNER FOR DE-ENERGIZATION OF CABLES OR SUPPORT OF CABLES BY THE UTILITY OWNER.

7. CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OF-WAY OR PRIVATE ROADWAY EASEMENTS TO PREVENT ANY EXCAVATED MATERIAL BEING WASHED DOWN THE STREET OR INTO ANY PUBLIC DRAINAGE FACILITY.

8. CONTRACTOR SHALL CONDUCT ALL WORK IN A MANNER WHICH WILL MINIMIZE INTERFERENCE WITH LOCAL TRAFFIC.

9. ALL CONFLICTING EXISTING SIGNS, MARKERS, DELINEATORS, ETC., WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED, STORED AND RE-SET BY THE CONTRACTOR.

10. DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL AND UNSUITABLE MATERIAL SHALL BE ARRANGED BY THE CONTRACTOR IN COMPLIANCE WITH ALL APPLICABLE ENVIRONMENTAL REGULATIONS. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR COSTS ASSOCIATED WITH OBTAINING A DISPOSAL SITE AND HAUL THERETO.

11. IF CULTURAL RESOURCES, SUCH AS HISTORIC OR PREHISTORIC ARTIFACTS, OR HUMAN REMAINS ARE DISCOVERED DURING EXCAVATION OR CONSTRUCTION, WORK SHALL CEASE AND THE CONSTRUCTION ENGINEER SHALL NOTIFY THE COUNTY OFFICE OF THE MEDICAL EXAMINER AT (505) 272-3053. IF THE MEDICAL EXAMINER DETERMINES THAT HUMAN REMAINS ARE NOT PRESENT, THE CONSTRUCTION ENGINEER SHALL NOTIFY THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AT 827-6320.

GENERAL NOTES USED SELECTIVELY, BASED ON SCOPE OF WORK

1. WORK AFFECTING ARTERIAL ROADWAYS MAY REQUIRE TWENTY-FOUR-HOUR CONSTRUCTION.
2. TWO WEEKS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHOULD NOTIFY THE TRANSIT DEPARTMENT OF ANY IMPACT THE PROPOSED PROJECT WILL HAVE ON THE TRANSIT SYSTEM SUCH AS CAUSING A DETOUR, OR CAUSE THE CLOSING OR RELOCATION OF A BUS STOP.

3. STREET NAME SIGNS, REGULATORY SIGNAGE, AND ANY NECESSARY STRIPING ON PRIVATE STREETS ARE THE DEVELOPER'S RESPONSIBILITY.

4. IN ALL AREAS WHERE PUBLIC STREETS OR INFRASTRUCTURE ARE TO BE CONSTRUCTED OVER FILLS, THE GEOTECHNICAL ENGINEER SHALL CERTIFY THAT PLACEMENT, COMPACTION, AND ALL OTHER WORK HAS BEEN COMPLETED IN ACCORDANCE WITH CITY SPECIFICATIONS. SAID CERTIFICATION, ALONG WITH SUPPORTING TESTING DOCUMENTATION, SHALL BE PROVIDED TO THE CONSTRUCTION ENGINEER PRIOR TO OR AT THE PRE-CONSTRUCTION CONFERENCE BEFORE WORK ORDER CONSTRUCTION.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

RONALD R. BOHANNAN
P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

GENERAL CONSTRUCTION NOTES

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: AS
DATE: 09/29/2025
DRAWING
SHEET #: N-1
JOB #: 2025065

CITY CONSTRUCTION NOTES

1. All construction shall conform to the requirements of City of Santa Fe standard drawings and specifications as applicable.
2. Utility construction shall conform to applicable sections of the APWA'S New Mexico standard specifications for public works construction, 1987 edition including latest publish amendments.
3. Infrastructure construction shall conform to applicable sections of the New Mexico Department of Transportation Standard Specifications for Highway and Bridge Construction, current edition (SSHBC).
4. The order of precedence shall be, listed in order of highest precedence, the project specifications, plans, City of Santa Fe standard drawings, SSHBC, and APWA.
5. In the case of conflicts between plans and specifications resolution shall be by using the more restrictive requirements as determined by the project engineer and approved by City Planning and Land Use Department's permit and development review divisions 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 in scheduling a preconstruction meeting. The engineering supervisor may by written authorization, designate others to administrator 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 onsite and after receipt of the financial guaranty. At the pre-construction meeting, the project engineer shall submit a letter providing the name(s) of specific individuals who will be performing what type of inspections and respective telephone contact number(s); This includes preparation of the record drawings. Call 505-955-6509 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 subcontractors 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. 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 contacts to personnel responsible for site construction including position, telephone numbers, and at least one emergency telephone number active on a 24-hour basis.
11. If an EPA notice of intent (NOI) is applicable, a copy of the mailed permit application shall be presented at the pre-construction meeting along with a written statements giving the mailing date.
12. The contractor shall be responsible for maintaining the integrity of all underground utilities during the course 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 excavations is required. Maintenance of utility locates shall be continued throughout the project life.
13. The owner shall be responsible for all changes in construction deemed necessary for any reason and shall have appropriate plans and/or specifications, including applicable design criteria, prepared by a New Mexico professional engineer and submitted to the City engineering supervisor for approval. Upon approval, said changes may be incorporated into the project.
14. Final record drawings reflecting substantial changes to the original design drawings, shall be submitted by the owners 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 in 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 an "access permit" issued by the City Trafficked Engineer prior to construction. Curbs cuts found to be necessary that were not included in the original approved construction drawings will require a change order that includes an "access permit" from the City Engineer. Call 505-955-6631 for information.
16. Parallel water and sanitary sewer (SAS) Utilities shall have a minimum horizontal spacing of 10 feet and vertical spacing of 3 feet wherein the waterline is above the SAS line. Installation will be in separate trenches. Should encountered field conditions exist that prevent maintaining the separation distances and relationship, a change order shall be initiated that provides for alternative protective measures and submitted for approval to the engineering supervisor via the City Water and Wastewater Management divisions.
17. Sanitary sewer lateral construction must be constructed under separate permit (secondary) for SAS hook-up. The contractor shall obtain the permit prior to any construction and must be obtained at the permit desk at City Hall; providing street address for each hook-up. Upon payment of fees 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 easement(s)/agreements(s) is/are executed and approved by the engineering supervisor.
19. Grading shall be completed under the authority of a building permit, the application of which shall show the type of work as "other" with the notation of grading, landscaping, and infrastructure shown there on. Call 505-955-6945 for permit information.
20. All cut and fill slopes, including setback requirements, shall conform to the requirements of: 20.1 Santa Fe City codes article 14-8 (Development and Design Standards);
    - 20.2 Chapter 33 of the uniform building code, 1997 edition unless otherwise noted on the approved construction plans; and
    - 20.3 In the case of conflicts between these two specifications, City code shall prevail.
21. The contractor is responsible for any damage caused by construction activities to public or private property, including utilities.
22. Material quality testing shall be completed by the owner, through a recognized testing laboratory. The laboratory shall be under the auspices of a New Mexico professional engineer.
23. All material quality test reports shall be provided directly to the City Planning Department, attention Permits and Development Review Division at P.O. Box 909, Santa Fe, NM 87504-0909 within seven (7) calendar days after laboratory material testing is complete unless otherwise directed during the preconstruction meeting. Field test reports shall be provided directly to the P&DR staff at the time of field testing. In the case of P&DR staff absence, the report 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 preconstruction 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 specification and or plans. Unless specified in individual project plans, the frequency of compaction testing shall be one (1) test per 1.5 vertical feet of fill or backfill of similar material; within two (2) horizontal feet of structures; for each 500 linear feet of trench backfill or each days compactive effort, whichever results in the greatest quantity of tests; or for each 500 cubic yards of fill or 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 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:
    - 25.1. A compressive strength of 3,000 psi in 28 calendar days
    - 25.2. Seven (7) bags of cementitious material per cubic yard of concrete
    - 25.3. Twenty (20.0) percent of less of flyash material substitution for cement
    - 25.4. Maximum aggregate size ¾"
    - 25.5. Air entrainment content ranging between 4.0 and 7.0 percent at the point 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 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. 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 two written direction from the City Traffic Engineer who may be reached at 505-955-6631.
28. Site erosion and or sediment control, as per approved plan, shall be installed, maintained, and removed by the contractor. Inspection by the P&DR staff or applicable best management practices (BMP) is required prior to any grading activity; call 505-955-6646 to arrange for said inspection. The contractor's attention is directed to the SSHBC's section 603 for other requirements relating to dust abatement and similar issues.
29. 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.
30. 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.
31. ASTM, ASSHTO, or independent laboratory certifications of material compliance are to be provided to P&DR staff prior to bringing applicable material onsite.
32. Aggregate Bass course material shall conform to the SSHBC's section 304 using gradation 1.
33. Hot mix asphalt proposed to be used for the project shall conform to a mixed design prepared by a New Mexico professional engineer conforming to SSHBC's section 420 using aggregate classifications called for in the project plans. The design shall be provided to P&DR Staff for approval a minimum of 14 calendar days prior to scheduling the initial paving operation or, alternatively, the project plans shall define specific mix having a prior approval by P&DR.
34. Compaction testing of subgrade, aggregate base course, and each lift of HMA material shall be completed for every 100 linear feet of roadway length except for HMA material in which case provide one test for every 100 linear feet of lay down machine pass.
35. HMA material quality test samples (wet) shall be obtained and tested for every 500 tons or fraction thereof or one (1) sample per day.
36. 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. Water valve and meter boxes are not to be placed within maintenance areas of semi-improved (gravel or equal) roads.
37. 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 locations. All debris and or excess material shall be removed from the site prior to scheduling a pre-final inspection with P&DR staff.
38. Interim terrain and stormwater management inspection shall be arranged for at the following events:
    - 38.1 Completion of temporary erosion control best management installations and prior to any earth work (clearing, grubbing, etc.)
    - 38.2 Final stormwater management features are constructed.
    - 38.3 Final site restoration measures are completed.
    - 38.4 Further construction or insurance of any permits shall not occur until written approval by P&DR staff for each of the above inspections has been obtained. Inspection shall be scheduled by calling 505-955-6646.
39. 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 punch list and provided to the contractor for correction. When all punch list 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, and acceptance letter will be provided wherein all work will be excepted for maintenance by the City and the commencement of the warranty period initiated.
40. 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.
41. 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.
42. All manholes shall be constructed in accordance with the "standard manhole detail sheet" shown on the City standard drawings.
43. A copy of the approved plans shall be available at the construction site at all times during work hours.
44. All modifications to the sanitary sewer plans must be reviewed and approved by the City's wastewater management division prior to construction.
45. Additional general notes are contained in the standard City detail sheets for sanitary sewer construction.
46. 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).
47. All 4 inch and 6 inch diameter gravity sewer pipe shall be private. No private sewer systems shall use larger than a 6 inch diameter pipe. No public gravity sewer line to be excepted by the City of Santa Fe for permanent maintenance shall be less than 8 inches diameter.
48. No concrete encasement of new or existing public sewer pipe will be allowed unless approved by the City of Santa Fe wastewater management division.
49. Core drilling is required for all new connections to an existing manhole.
50. No Public sewer mainline or manhole will be allowed under or within any storm water detention/retention pond.
51. Prior to paving over any sanitary sewer lines, submit TV tapes and logs, pressure tests, and the engineer's certification to the City's wastewater management division. After the wastewater management division reviews the above listed information, a preliminary manhole inspection will be conducted. When all the items listed above are completed to meet the standards of the wastewater management division, a letter approving paving will be issued in relation to the sanitary sewer. Note: A final manhole inspection will be conducted after the final paving is completed.
52. All sewer manholes with sewer lines 12 inches in diameter and larger are required to have approved vented and locking manholes.
53. 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.
54. 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 centerline of the access road. Sewer easements are to be a minimum of 20 feet in width.
55. Off-road sanitary sewer- call the wastewater management division at 505-955-4646 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.
56. 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.
57. 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 waste water management division.
58. Water meters will not be placed until a final acceptance letter has been issued by the waste water division for all on-site sanitary sewer needed in order for the project to connect to the sanitary sewer system.
59. 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.
60. 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 TV inspection video along with the video logs. Each service shall be clearly marked for each lot at point of connection. All calls received by this division regarding the location of service will be forwarded to the owner/developer.
61. The contractor shall call the wastewater management division (Luke Gray at 505-955-4646) 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 inspection. Note: The City's plumbing and mechanical inspectors and will inspect the individual sewer service taps and laterals, which connect to the public sanitary sewer.
62. The existing sanitary sewer line must be TV 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.
63. 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 connects 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 a type approved by the City of Santa Fe plumbing code.
64. A minimum 12 inches of vertical clearance shall be provided between the sewer line and storm drain piping.
65. All pressure sewer systems shall be hydrostatically tested per city of Santa Fe requirements. The test is to be witnessed and certified by the project manager. 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.
66. No public pressure sewer system piping may be installed in a common trench with other utilities.
67. 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 grader will not be made without approval from the wastewater management division.
68. Sewer backwater check valves shall be required on private sewer service laterals for the city of Santa Fe plumbing code.
69. Any 8 inch public sanitary sewer mainline placed with a grade of less than 0.60% shall be removed and reconstructed at the contractors expense. All public sanitary sewer main lines with slopes of less than 1% require a minimum Class C bedding with select granular material foundation.
70. 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.
71. 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 closeout with the City of Santa Fe.
72. All sewer line crossings of rivers, streams, arroyos, drainage channels, etc. shall require a basis of design analysis prepared by a licensed engineer.
73. 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 specification.
74. Terminal flushing connections and in-line flushing connection are required on all low pressure sewer systems. The maximum spacing between in-line flushing connections shall be 500 feet. Distances greater than 500 feet between low pressure sewer in-line flushing connections shall be approved by the wastewater division.
75. Sewer backflow check valves are required on private sewer service laterals for the City's plumbing code. Final determination shall be made by the City of Santa Fe plumbing inspection division.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

RONALD R. BOHANNAN P.E. #7868

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GENERAL CONSTRUCTION NOTES

TIERRA WEST, LLC
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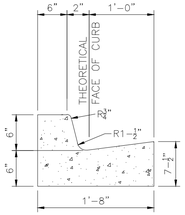
SHEET #: N-2
JOB #: 2025065

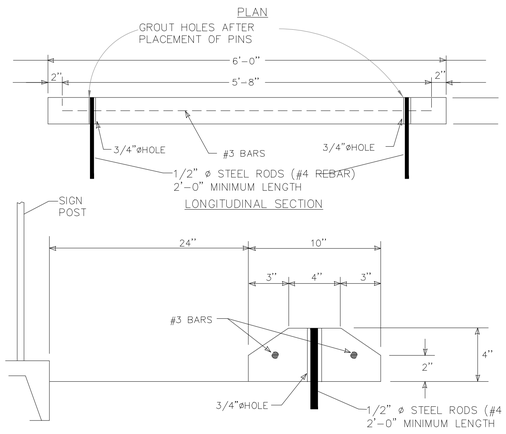


CURB GENERAL NOTES:

1. ALL CURBS TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.
2. PROVIDE CONTRACTION JTS. 12' MAX., SPACING, 1/2" EXP. JTS. AT CURB RETURNS AND AT A MAX. SPACING OF 120' BETWEEN CURB RETURNS AND EACH SIDE OF SEPARATELY CONSTRUCTED DRIVEWAYS. CONTRACTION JTS., SHALL BE EITHER SAWED OR TOOLED A MINIMUM OF 1" DEEP AT FINISHED FACES.
3. ALL EDGES SHALL BE EDGED WITH A 3/8" RADUIS EDGING TOOL.
4. 1/4" ISOLATION JOINT SHALL BE PLACED BETWEEN SIDEWALK AND CURB WHEN CAST ADJACENT TO EACH OTHER.

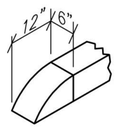
6" CURB & GUTTER

NTS



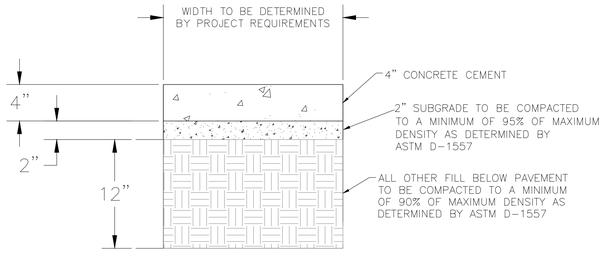
WHEEL STOP

SCALE: NTS



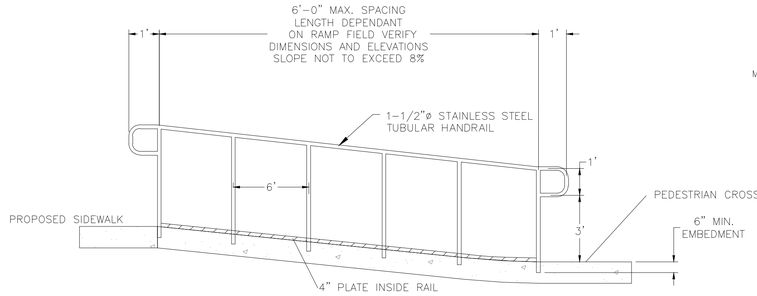
Curb Transition

SCALE: NONE



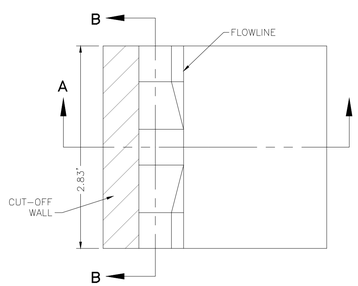
CONCRETE SIDEWALK SECTION

NTS

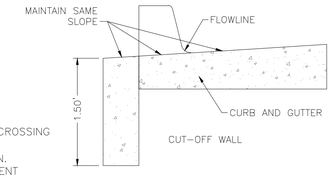


PEDESTRIAN HANDRAIL DETAIL

NTS



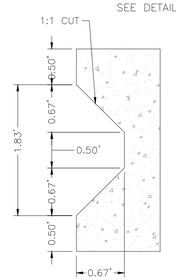
PLAN VIEW



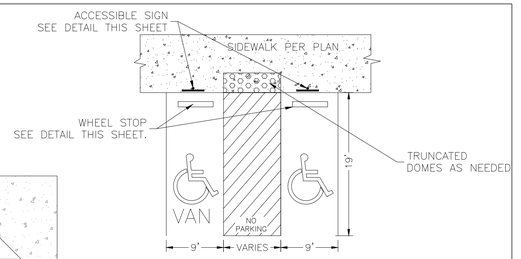
SECTION A-A

CURB CUT DETAIL

SCALE: NTS



SECTION B-B

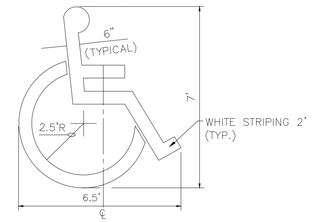


NOTES:

1)International Symbol of Accessibility shall be painted on the pavement at rear of space, white symbol on blue background.
2)Parking space lines and diagonal striping to be painted blue.
3)Access aisle shall have the words "NO PARKING" in capital letters, each 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 vehicle's rear tires would be placed.
4)ADA parking areas – not to exceed a slope greater than 2% in any direction

(1) HC PARKING DETAIL

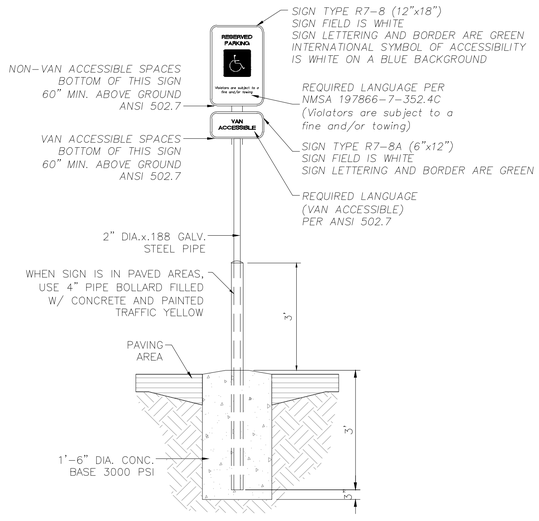
SCALE: NTS



LOCATE AT EDGE OF PARKING SPACE UNLESS ACCOMPANIED BY "VAN" LETTERING

ACCESSIBLE PARKING SYMBOL

NTS

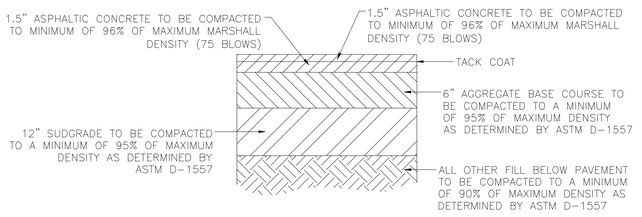


ACCESSIBLE PARKING SIGN

NTS

ZERO CURB

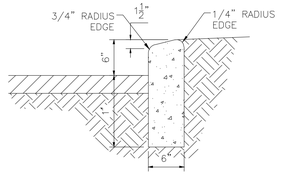
NTS



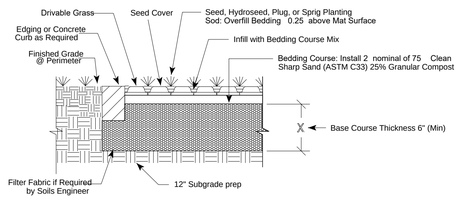
SITE ASPHALT PAVEMENT SECTION

NTS

NOTE: CONTRACTOR TO VERIFY WITH OWNER PROVIDED SOILS REPORT.



Typical Commercial DRIVABLE GRASS® Detail



DRIVEABLE PAVER SPECIFICATION

NTS

Installation Overview

Step 1 - Subgrade Preparation
Excavate and prepare subgrade as specified
Install filter fabric, if required

Step 2 - Install Base Materials, Edge Restraints, Sub-Drains and Irrigation as required

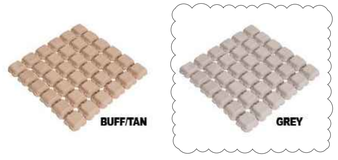
Step 3 - Install Bedding Layer (see Typical Commercial Detail)
Compact to get a uniform level surface before placing DRIVABLE GRASS mats
- Install specified bedding mix makeup per manufacturers recommendations
- *Non-planted: add a thin layer of sand for leveling*

Step 4 - Install the DRIVABLE GRASS® Mats
Place the mats butted up against each other
Grid can be cut with utility nife or chisel. Mats can be cut with masonry blade
Lightly compact before infill to set mat into bedding course layer
- *Non-planted: staking may be required based on application and infill material*

Step 5 - Infill (and Plant)
Infill with same bedding mix ma eup as bedding layer
Seed: Broom in to off top of mat surface before applying seed.
- Use seed cover and keep moist to promote germination
Sod: Overfill mats above surface before laying sod, then roll to set
- Hydroseed: Mix seed with hydromulch and apply as specified
- *Non-planted: Broom in specified infill below mat surface. Overfill is not recommended.*

Step 6 - Plant Establishment
- Protect area until root system is established.
Driving can typically begin after the second mowing.

For complete Installation Instructions see our website www.soilretention.com/drivable-grass/professional/



Geometric Properties	
Property	**Value**
Nominal Area (LxWxH)	24"x 24" x 1.5"
Gross Area of each mat	4 s.f.
Concrete Strength	5000 psi
Weight of each mat	45 lbs
Flexibility (min. radius of curvature)	12 in
Plantable Area	61% (100% for Sod)
Concrete Surface Area	39%
Concrete Bearing Area	90%
Mats per pallet	60
Area covered per pallet	240 s.f.
Color	Buff/Tan,Grey
* other colors available for special order	

CURB GENERAL NOTES:

1. ALL CURBS TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.
2. PROVIDE CONTRACTION JTS. 12' MAX., SPACING, 1/2" EXP. JTS. AT CURB RETURNS AND AT A MAX. SPACING OF 120' BETWEEN CURB RETURNS AND EACH SIDE OF SEPARATELY CONSTRUCTED DRIVEWAYS. CONTRACTION JTS., SHALL BE EITHER SAWED OR TOOLED A MINIMUM OF 1" DEEP AT FINISHED FACES.
3. ALL EDGES SHALL BE EDGED WITH A 3/8" RADUIS EDGING TOOL.
4. 1/4" ISOLATION JOINT SHALL BE PLACED BETWEEN SIDEWALK AND CURB WHEN CAST ADJACENT TO EACH OTHER.

6" HEADER CURB DETAIL

1"=1'

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09/30/2025
RONALD R. BOHANNAN P.E. #7868

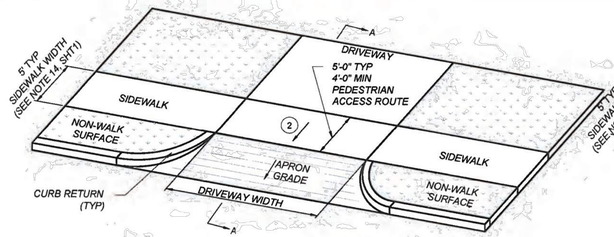
SFO APPRENTICE HOUSING
SANTA FE, NM

SITE CIVIL DETAILS

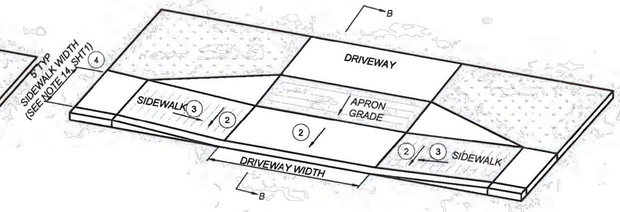
TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: AS
DATE: 09/29/2025
DRAWING
SHEET #: DET-1
JOB #: 2025065

SUMMARY
FILENAME



TYPE 2
DRIVEWAY APRON
SCALE: NONE



TYPE 3A
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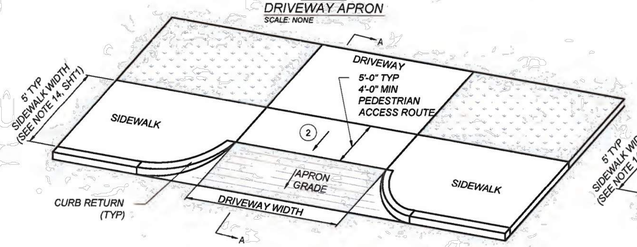
SCALE: NONE



TYPE 2A
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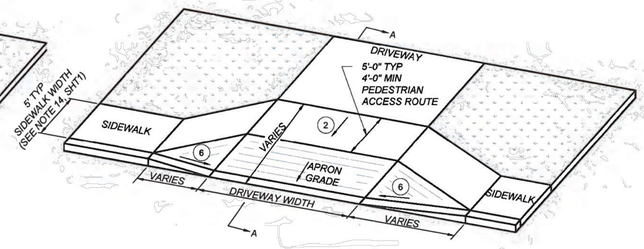
SCALE: NONE



TYPE 2C
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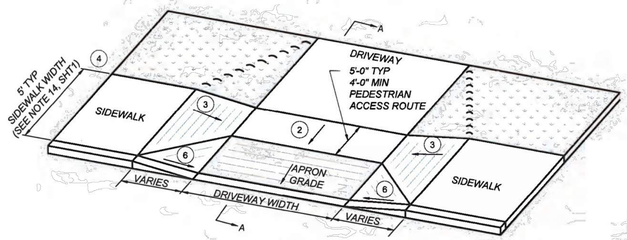
SCALE: NONE



TYPE 2B
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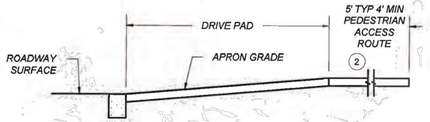
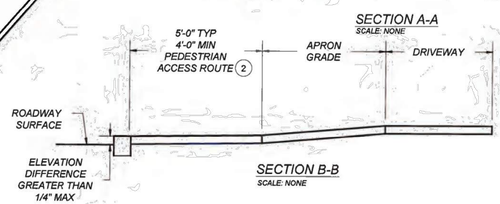
SCALE: NONE



SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

- A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

MICHAEL J. SMELKER
NEW MEXICO
15350
PROFESSIONAL ENGINEER
1-18-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED _____ ENGINEER 1-18-15 DATE

608-001-9

608- 9 of 12

file path

DRAWING SCALE = NOT TO SCALE

ENGINEER'S SEAL
RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER
09/30/2025
RONALD R. BOHANNAN
P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

SITE CIVIL
DETAILS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

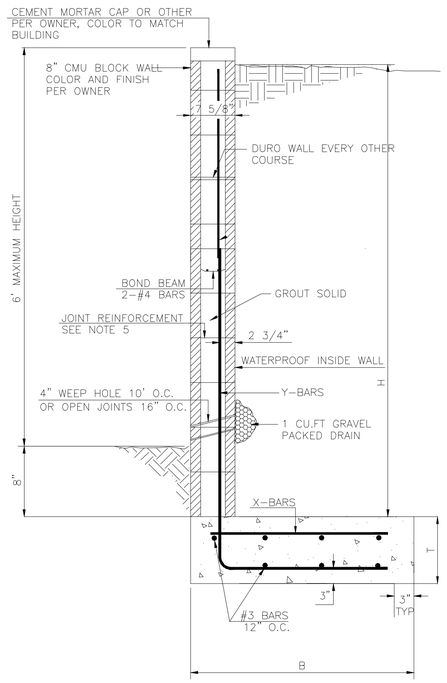
DRAWN BY
AS

DATE
09/29/2025

DRAWING

SHEET #
DET-2

JOB #
2025065



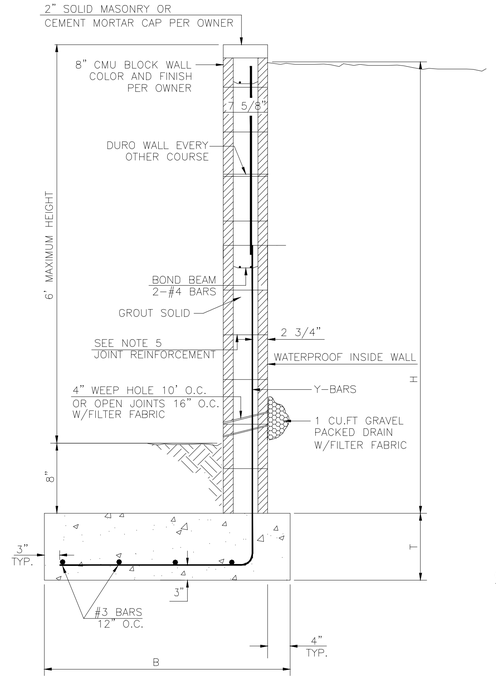
"L" FOOTING RETAINING WALL DETAIL
NTS

GENERAL NOTES:

1. ALL CONCRETE IS TO BE 3000 PSI @ 28 DAYS.
2. MINIMUM COMPACTION UNDER FOOTINGS IS TO BE 95% PER ASTM. D 1557 FOR A DEPTH OF 12" MOISTURE CONTENT IS TO BE ± 2.0%.
3. BACK FILL AGAINST WALLS IS TO BE HAND-PLACED AND COMPACTED.
4. ALL BARS ARE TO BE GRADE 60, ASTM 615.
5. TRUSS TYPE DUR-O-WALL EVERY OTHER COURSE.
6. USE EITHER EXPANSION JOINTS ON 20' CENTERS OR PILASTERS EVERY 12'.
7. 30 BAR DIAMETER LAPS TYPICAL.
8. DUR-O-WAL HORIZONTAL JOINT REINFORCEMENT 16" O.C.
9. OPEN JOINTS 16" O.C. TYPICAL AT FIRST COURSE.
10. OWNER TO SELECT MASONRY COLOR AND/OR FINISH
11. SOLID MASONRY CAP COURSE TYPICAL.
12. WATER PROOF WALL.

8 INCH REINFORCED CONCRETE MASONRY WALL
(FOR RETAINING PORTION ONLY)

H	B	T	Y-BARS	X-BARS
ft.-in.	ft.-in.	in.		
1'-4"	1'-9"	9"	#4 @ 24" O.C.	
2'-0"	2'-0"	9"	#4 @ 24" O.C.	
2'-8"	2'-6"	9"	#4 @ 24" O.C.	
3'-4"	2'-9"	12"	#4 @ 16" O.C.	#4 @ 16" O.C.
4'-0"	3'-3"	12"	#4 @ 16" O.C.	#4 @ 16" O.C.
4'-8"	4'-0"	12"	#4 @ 16" O.C.	#4 @ 16" O.C.
5'-4"	5'-0"	12"	#4 @ 8" O.C.	#4 @ 8" O.C.
6'-0"	5'-6"	12"	#4 @ 8" O.C.	#4 @ 8" O.C.



L-FOOTING
RETAINING WALL DETAIL
NTS

GENERAL NOTES:

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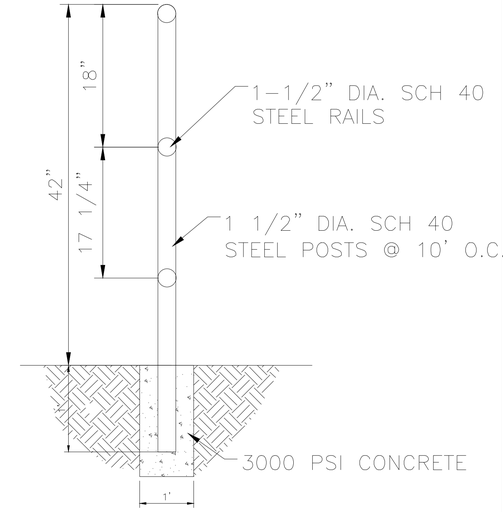
2. MINIMUM COMPACTION UNDER FOOTINGS IS TO BE 95% PER ASTM. D 1557 FOR A DEPTH OF 12" MOISTURE CONTENT IS TO BE ± 2.0%.
3. BACK FILL AGAINST WALLS IS TO BE HAND-PLACED AND COMPACTED.
4. ALL BARS ARE TO BE GRADE 60, ASTM 615.
5. TRUSS TYPE DUR-O-WALL EVERY OTHER COURSE.
6. USE EITHER KEYED EXPANSION JOINTS ON 20' CENTERS OR PILASTERS EVERY 12'.
7. 30 BAR DIAMETER LAPS TYPICAL.
8. DUR-O-WAL HORIZONTAL JOINT REINFORCEMENT 16" O.C.
9. OWNER TO SELECT MASONRY COLOR AND/OR FINISH

8 INCH REINFORCED CONCRETE MASONRY WALL
(FOR RETAINING PORTION ONLY)

H	B	T	Y-BARS
ft.-in.	ft.-in.	in.	
1'-4"	1'-6"	10"	#4 @ 24" O.C.
2'-0"	1'-6"	10"	#4 @ 24" O.C.
2'-8"	2'-0"	10"	#4 @ 16" O.C.
3'-3"	2'-4"	10"	#4 @ 16" O.C.
4'-0"	2'-9"	10"	#4 @ 16" O.C.
4'-8"	3'-0"	10"	#5 @ 16" O.C.



GUARD RAIL DETAIL OR SIMILAR
NTS

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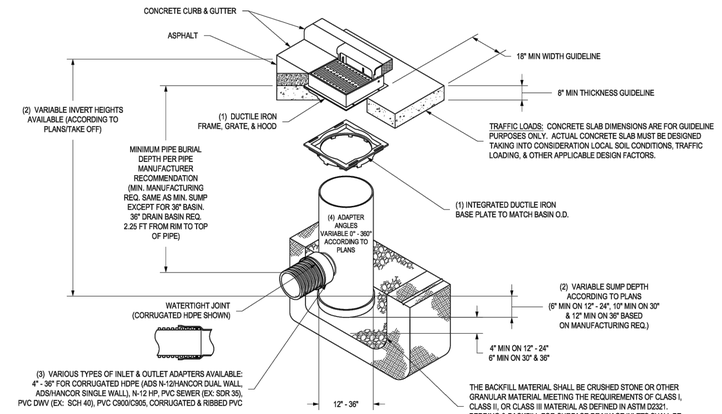
DRAWN BY: AS
DATE: 09/29/2025
DRAWING
SHEET #: DET-3
JOB #: 2025065

NYLOPLAST 2 FT X 2FT CURB INLET STRUCTURE: 30 _ _ AGS _ _ X



1 - 12" - 30" FRAMES, GRATES, HOODS, & BASE PLATES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
2 - DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS.
3 - DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP, & PVC SEWER (4" - 36").
4 - ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.
5 - ALL CURB INLET GRATE OPTIONS (STANDARD & DIAGONAL) SHALL MEET H-20 LOAD RATING

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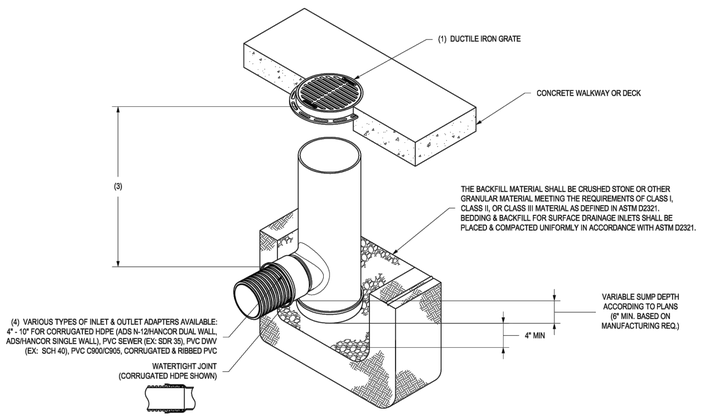
DRAWN BY	EBC	MATERIAL	
DATE	01-23-06		
APPD BY	NMH	PROJECT NO./NAME	
DATE	07-22-19		
DWG SIZE	A	SCALE 1:40	SHEET 1 OF 1

ADS Nyloplast
3126 VERONA AVE
BUFORD, GA 30518
PHN (770) 932-2443
FAX (770) 932-2490
www.nyloplast-us.com

TITLE: DRAIN BASIN WITH 2 FT X 2 FT CURB INLET QUICK SPEC INSTALLATION DETAIL

DWG NO. 7002-110-032 REV J

NYLOPLAST 10" DRAIN BASIN: 2810AG _ _ X



1 - GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05, WITH THE EXCEPTION OF THE BRONZE GRATE.
2 - CUSTOM DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTRICTIONS. SEE DRAWING NO. 7001-110-005.
3 - STANDARD DRAIN BASIN HAS FIXED ADAPTER LOCATIONS OF 0° & 180°. CUSTOM DRAIN BASIN ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.
4 - DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL) & PVC SEWER (4" -10").

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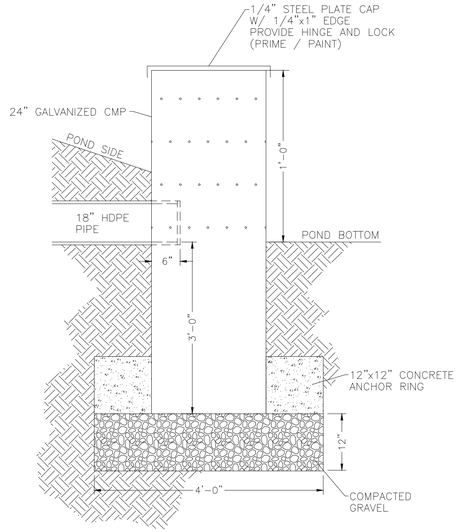
DRAWN BY	NMH	MATERIAL	
DATE	6-25-18		
APPD BY	NMH	PROJECT NO./NAME	
DATE	6-25-18		
DWG SIZE	A	SCALE 1:12	SHEET 1 OF 1

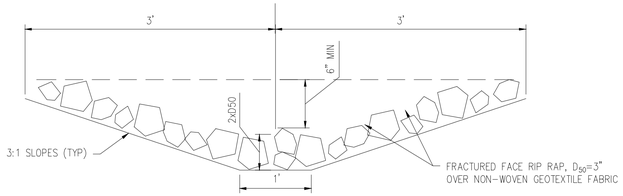
ADS Nyloplast
3126 VERONA AVE
BUFORD, GA 30518
PHN (770) 932-2443
FAX (770) 932-2490
www.nyloplast-us.com

TITLE: 10 IN DRAIN BASIN QUICK SPEC INSTALLATION DETAIL

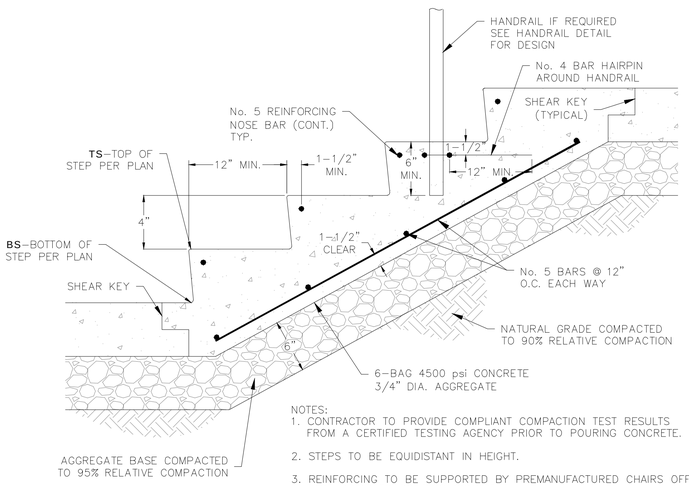
DWG NO. 7001-110-273 REV F



STAND PIPE DETAIL
NTS

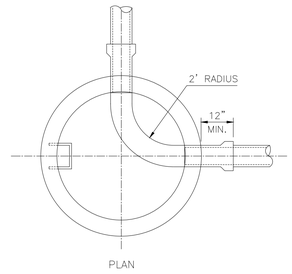


ROCK SWALE
NTS

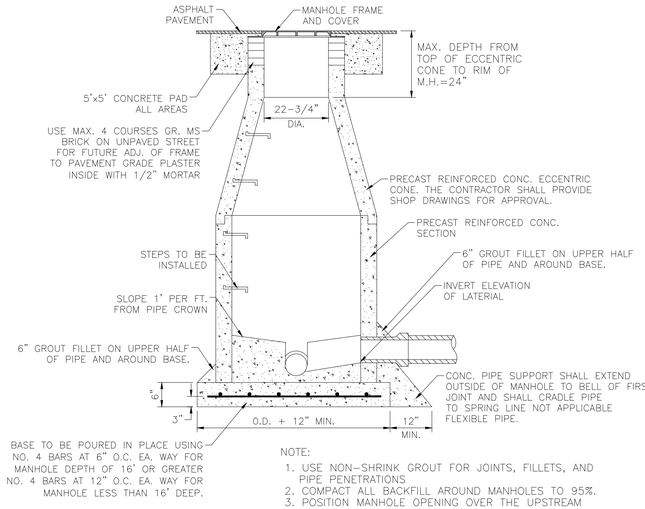


NOTES:
1. CONTRACTOR TO PROVIDE COMPLIANT COMPACTION TEST RESULTS FROM A CERTIFIED TESTING AGENCY PRIOR TO POURING CONCRETE.
2. STEPS TO BE EQUIDISTANT IN HEIGHT.
3. REINFORCING TO BE SUPPORTED BY PREMANUFACTURED CHAIRS OFF BASE PRIOR TO POURING CONCRETE.

CONCRETE STEPS DETAIL
NTS



PLAN



NOTE:
1. USE NON-SHRINK GROUT FOR JOINTS, FILLETS, AND PIPE PENETRATIONS
2. COMPACT ALL BACKFILL AROUND MANHOLES TO 95%.
3. POSITION MANHOLE OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.

SD MANHOLE DETAIL
NTS

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
09/30/2025
RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
SANTA FE, NM

SITE CIVIL DETAILS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

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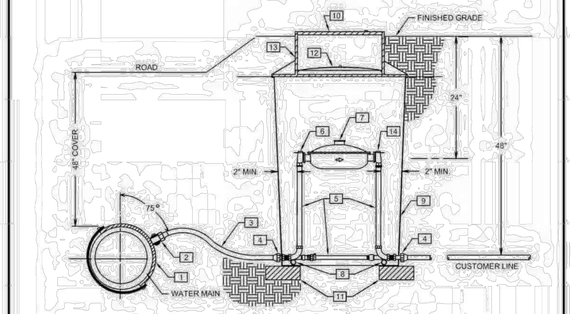
DATE: 09/29/2025
DRAWING
SHEET # DET-4
JOB # 2025065



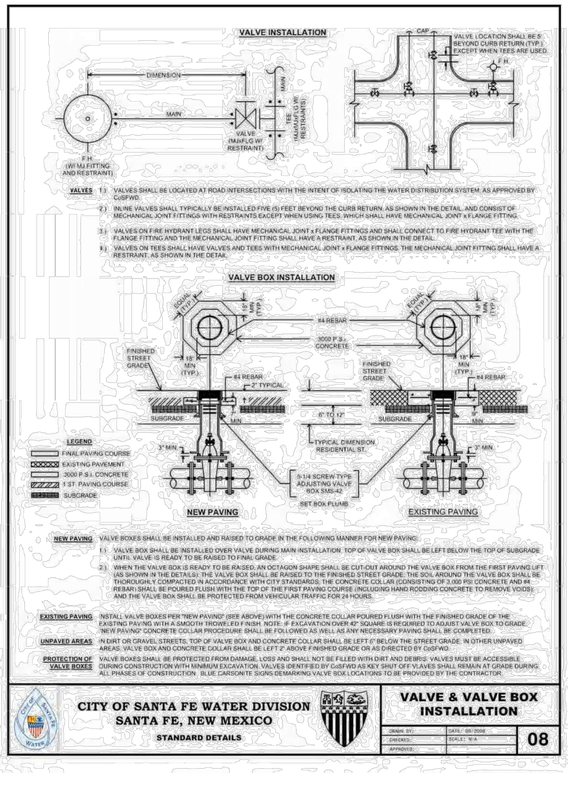
NOTE: SEE SERVICE LOCATION DETAIL FOR PLACEMENT DIMENSIONS AND DIRECTIONS.

ITEM	
1	1-1/2" SERVICE SADDLE
2	1-1/2" CORPORATION 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
7	1-1/2" SEALED REGISTER WATER METER - 13" FLANGE-TO-FLANGE SPACING (METER FURNISHED & INSTALLED BY CoSFWD)
8	1" GALVANIZED PIPE 24" LONG
9	36" DIA. X 36" METER BOX
10	20" DIA. POLYMER LID
11	BLOCKS - USE AS DIRECTED BY CoSFWD
12	1 1/2" BLACK FOAM FROST LID
13	36" DIA. X 20" DIA. MONITOR COVER
14	1 1/2" DUAL CHECK VALVE

CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

1-1/2" SINGLE SERVICE

DRAWN BY: | DATE: 09/2008
CHECKED: | SCALE: N.A.
APPROVED: | **04**



VALVES
1.) VALVES SHALL BE LOCATED AT ROAD INTERSECTIONS WITH THE INTENT OF ISOLATING THE WATER DISTRIBUTION SYSTEM, AS APPROVED BY CoSFWD.
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.
k.) 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.

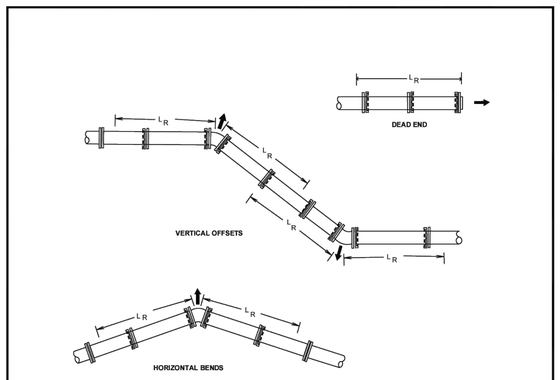
UNPAVED AREAS IN DIRT OR GRAVEL STREETS, TOP OF VALVE BOX AND CONCRETE COLLAR SHALL BE LEFT 0" BELOW THE STREET GRADE. IN OTHER UNPAVED AREAS, VALVE BOX AND CONCRETE COLLAR SHALL BE LEFT 2" ABOVE FINISHED GRADE OR AS DIRECTED BY CoSFWD.

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 CoSFWD AS KEY SHUT OFF VLAVES SHALL REMAIN AT GRADE DURING ALL PHASES OF CONSTRUCTION. BLUE CARSONITE SIGNS DEMARKING VALVE BOX LOCATIONS TO BE PROVIDED BY THE CONTRACTOR.

CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

VALVE & VALVE BOX INSTALLATION

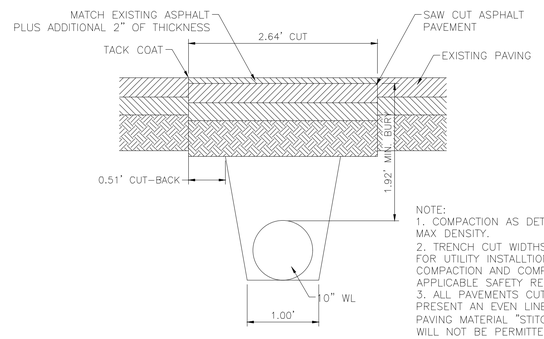
DRAWN BY: | DATE: 09/2008
CHECKED: | SCALE: N.A.
APPROVED: | **08**



CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

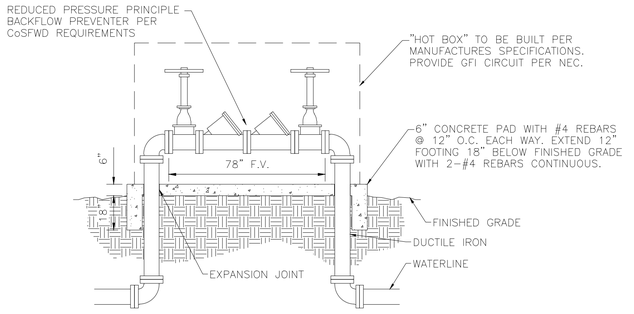
JOINT RESTRAINT DETAIL

DRAWN BY: | DATE: 09/2008
CHECKED: | SCALE: N.A.
APPROVED: | **10B**



NOTE:
1. COMPACTION AS DETERMINED BY ASTM D1557 MAX DENSITY.
2. TRENCH CUT WIDTHS SHALL BE MIN. WITH REQ'D FOR UTILITY INSTALLTION, ECONOMICAL BACKFILL COMPACTION AND COMPLIANCE WITH CURRENT AND APPLICABLE SAFETY REGULATIONS.
3. ALL PAVEMENTS CUT EDGES WILL BE TRIMMED TO PRESENT AN EVEN LINE PRIOR TO REPLACEMENT OF PAVING MATERIAL "STITCH" CUTTING OF PAVEMENT WILL NOT BE PERMITTED.

PAVEMENT CUT FOR UTILITIES
NTS



BACKFLOW DEVICE DETAIL
NTS

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
09/30/2025
RONALD R. BOHANNAN P.E. #7868

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SANTA FE, NM

WATER UTILITY DETAILS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

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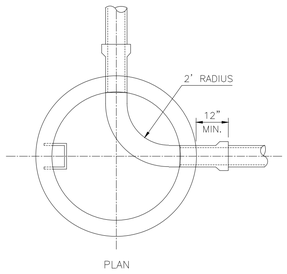
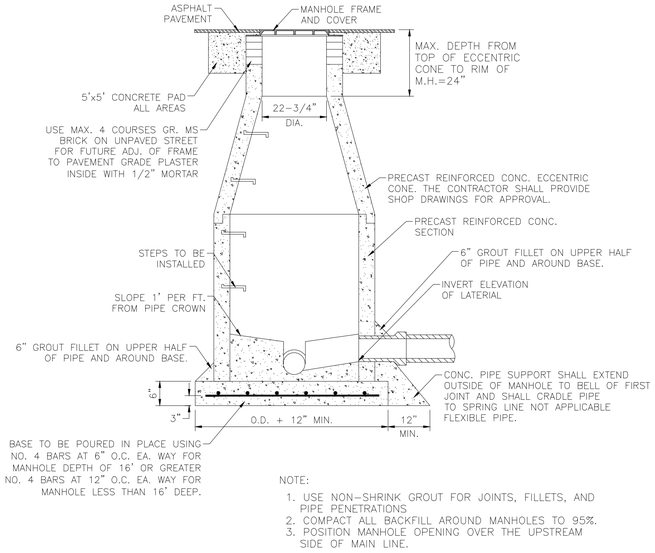
DATE: 09/29/2025
DRAWING
SHEET # DET-5
JOB # 2025065

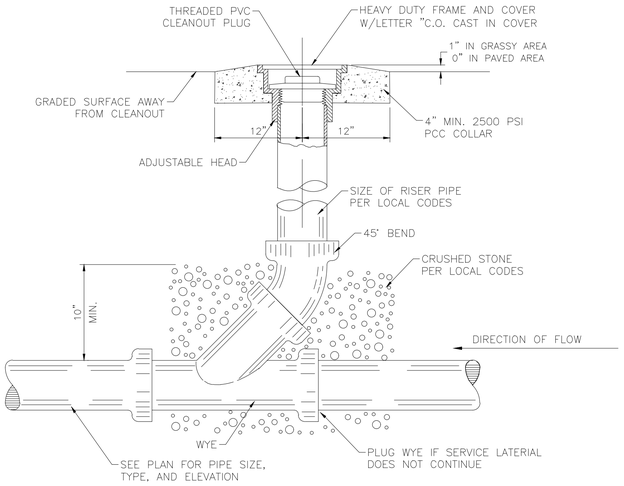


PLAN

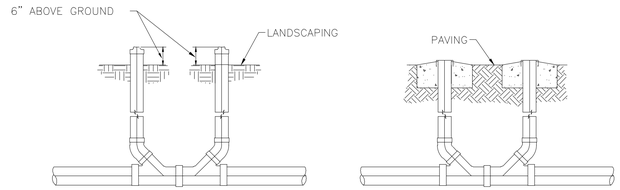


NOTE:
1. USE NON-SHRINK GROUT FOR JOINTS, FILLETS, AND PIPE PENETRATIONS
2. COMPACT ALL BACKFILL AROUND MANHOLES TO 95%.
3. POSITION MANHOLE OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.

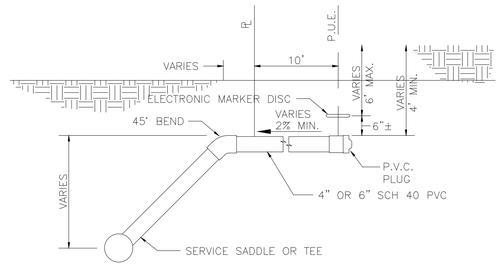
SEWER MANHOLE TYPE "E" DETAIL
NTS



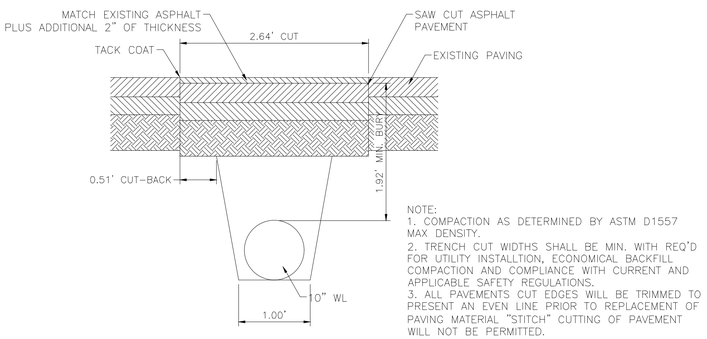
SANITARY SEWER CLEAN-OUT
NTS



SANITARY SEWER DOUBLE CLEAN-OUTS
NTS



TYP. SANITARY SYSTEM SERVICE CONNECTION FOR DEEP SANITARY SEWERS
NTS



NOTE:
1. COMPACTION AS DETERMINED BY ASTM D1557 MAX DENSITY.
2. TRENCH CUT WIDTHS SHALL BE MIN. WITH REQ'D FOR UTILITY INSTALLTION, ECONOMICAL BACKFILL COMPACTION AND COMPLIANCE WITH CURRENT AND APPLICABLE SAFETY REGULATIONS.
3. ALL PAVEMENTS CUT EDGES WILL BE TRIMMED TO PRESENT AN EVEN LINE PRIOR TO REPLACEMENT OF PAVING MATERIAL "STITCH" CUTTING OF PAVEMENT WILL NOT BE PERMITTED.

PAVEMENT CUT FOR UTILITIES
NTS

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
09/30/2025
RONALD R. BOHANNAN P.E. #7868

SFO APPRENTICE HOUSING
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SANITARY SEWER DETAILS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

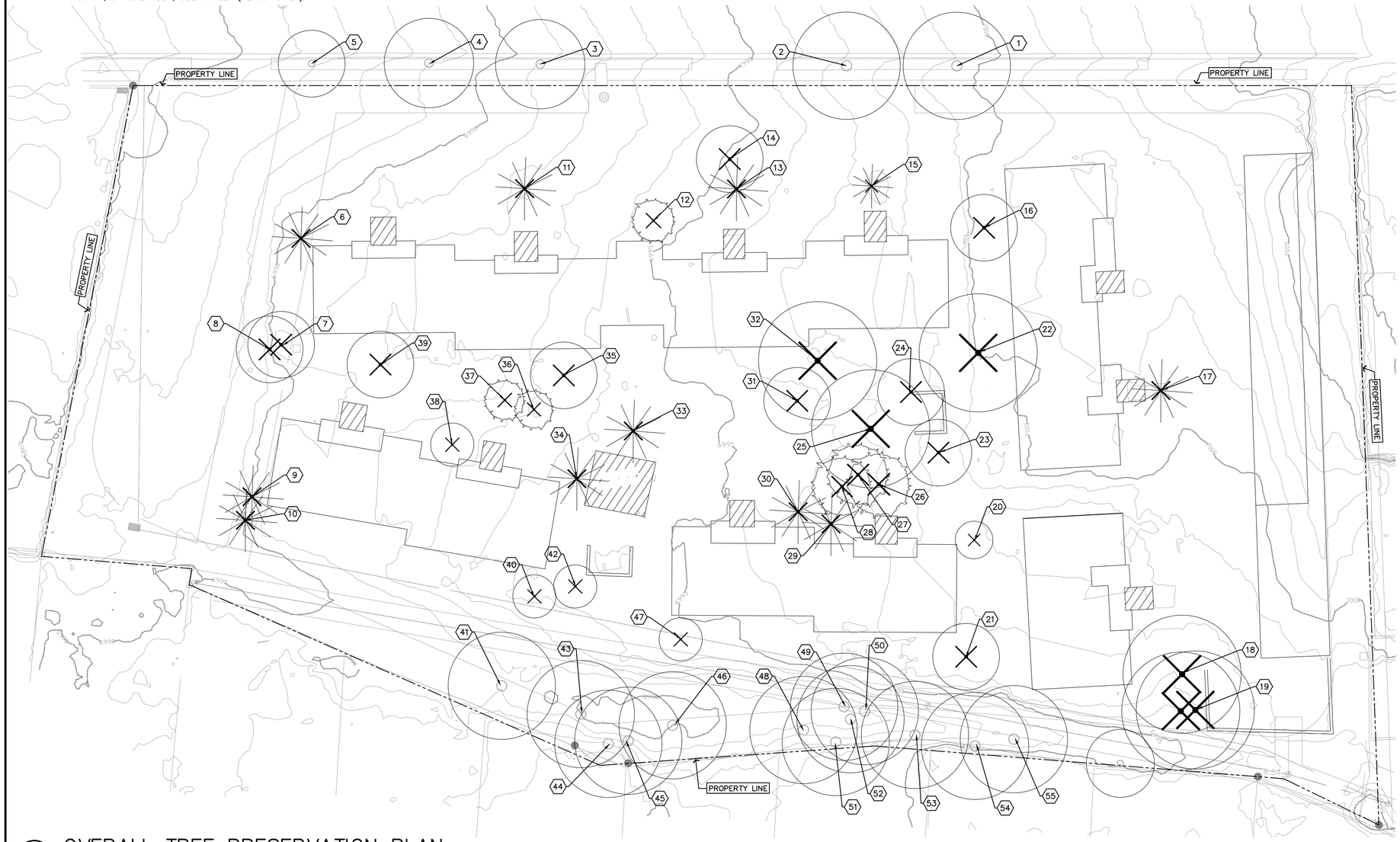
DRAWN BY: AS
DATE: 09/29/2025
DRAWING
SHEET #: DET-6
JOB #: 2025065

SIGNIFICANT TREE SURVEY

CODE	DESCRIPTION
TP–01	35' HT, 12" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–02	38' HT, 13" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–03	35' HT, 13" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–04	53' HT, 12.5" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–05	35' HT, 9.5" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–06	41' HT, 10.5" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–07	66' HT, 27" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–08	55' HT, 26.5" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–09	42' HT, 16" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–10	42' HT, 16" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–11	37' HT, 20.1" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–12	40' HT. 14.5" DBH, BLUE SPRUCE (PICEA PUNGENS)
TP–13	50' HT, 21" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–14	33' HT, 14.5" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–15	37' HT, 13.5" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–16	23' HT, 14" DBH, APPLE (MALUS DOMESTICA)
TP–17	43' HT, 18.5" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–18	56' HT, 31" & 29" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–19	56' HT, 22.5" & 23.5" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–20	13' HT, 3" DBH, PURPLE PLUM (PRUNUS CERASIFERA)
TP–21	45' HT, 13.5" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–22	54' HT, 27" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–23	55' HT, 26" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–24	25' HT, 5" & 9" DBH, NORWAY MAPLE (ACER PLATANOIDES)
TP–25	61' HT, 35.5" DBH, SILVER POPLAR (POPULUS ALBA)
TP–26	13' HT, 6" DBH, ROCKY MOUNTAIN JUNIPER VARIETY (JUNIPERUS SCOPULORUM)
TP–27	13' HT, 7" DBH, ROCKY MOUNTAIN JUNIPER VARIETY (JUNIPERUS SCOPULORUM)
TP–28	13' HT, 7" DBH, ROCKY MOUNTAIN JUNIPER VARIETY (JUNIPERUS SCOPULORUM)
TP–29	64' HT, 21" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–30	61' HT, 13" & 15" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–31	28' HT, 5.5" DBH, SILVER POPLAR (POPULUS ALBA)
TP–32	52' HT, 21" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–33	54' HT. 20" DBH, BLUE SPRUCE (PICEA PUNGENS)
TP–34	64' HT, 26" DBH, PONDEROSA PINE (PINUS PONDEROSA)
TP–35	25' HT, 12" & 7" & 8" DBH, CRAB APPLE (MALUS PUMILA)
TP–36	21' HT, 9" DBH, ROCKY MOUNTAIN JUNIPER VARIETY (JUNIPERUS SCOPULORUM)
TP–37	22' HT, 9" DBH, ROCKY MOUNTAIN JUNIPER VARIETY (JUNIPERUS SCOPULORUM)
TP–38	26' HT, 7.5" DBH, QUAKING ASPEN, POPULUS TREMULOIDES
TP–39	33' HT, 7" & 10" & 12" & 12" DBH, CHERRY TREE (PRUNUS AVIUM)
TP–40	25' HT, 9" DBH, GREEN ASH (FRAXINUS PENNSYLVANICA)
TP–41	31' HT, 16" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–42	30' HT, 7" DBH, WHITE ASH (FRAXINUS AMERICANA)
TP–43	38' HT, 12" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–44	40' HT, 22" & 18" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–45	45' HT, 30" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–46	51' HT, 23" & 23" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–47	15' HT, 9" DBH, CRAB APPLE (MALUS PUMILA)
TP–48	46' HT, 37" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–49	45' HT, 17" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–50	45' HT, 14" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–51	45' HT, 11" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–52	45' HT, 13" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–53	42' HT, 15" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–54	42' HT, 36" DBH, SIBERIAN ELM (ULMUS PUMILA)
TP–55	46' HT, 35" DBH, SIBERIAN ELM (ULMUS PUMILA)

PLANT LEGEND

- DECIDUOUS TREE TO BE REMOVED
- JUNIPER TREE TO BE REMOVED
- PINE TREE TO BE REMOVED
- DECIDUOUS TREE TO REMAIN
- JUNIPER TREE TO REMAIN
- PINE TREE TO REMAIN
- PROPERTY LINE



A1 OVERALL TREE PRESERVATION PLAN
SCALE: 1"=20'–0"

0 20' 40'
NORTH

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

pland COLLABORATIVE
plandcollab.com 505 268 2266

STATE OF NEW MEXICO
GREGORY MILLER
NO. 17
REGISTERED LANDSCAPE ARCHITECT
10/14/25

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	10/14/2025
PROJECT #:	25014
DRAWN BY:	LI, MV, MS
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SHEET TITLE

TREE PRESERVATION PLAN

LD100

COMPLIANCE WITH EXISTING VEGETATION ORDINANCES

SIGNIFICANT TREES TO BE REMOVED:	QTY:	SIZE:
JUNIPER	9	8' HT. OR GREATER
PINE (ZERO PINON PINE)	14	8' HT. OR GREATER
DECIDUOUS	22	6" CAL. OR GREATER
TOTAL	45	

SIGNIFICANT TREES TO BE RETAINED:	QTY:	SIZE:
JUNIPER	0	8' HT. OR GREATER
PINE (ZERO PINON PINE)	0	8' HT. OR GREATER
DECIDUOUS	21	6" CAL. OR GREATER
TOTAL	21	

REQUIRED REPLACEMENT TREES:
TOTAL REQUIRED REPLACEMENT TREES 45
TOTAL TREES PROVIDED 85
(REFER TO PLANTING PLANS FOR SPECIES AND LOCATIONS)

GENERAL NOTES

A. SIGNIFICANT TREE SPECIES AND LOCATIONS AS REPRESENTED ON PLAN WERE OBTAINED FROM A COMBINATION OF FIELD WORK, AERIAL PHOTOGRAPHY, AND NUMERIC SURVEY TECHNIQUES.
B. SIGNIFICANT TREES TO BE REMOVED FOR CONSTRUCTION OF SANTA FE APPRENTICE HOUSING SHALL BE:
   1. FLAGGED IN THE FIELD
   2. REVIEWED BY CITY OF SANTA FE LAND USE COMPLIANCE OFFICER
   3. REPLACED AT A RATIO OF 1:1 EITHER ON SITE OR PER AGREEMENT AND WITH CITY STAFF.
C. SIGNIFICANT TREES SHALL BE ANY DECIDUOUS TREE 6" DBH OR GREATER AND ANY EVERGREEN TREE 8' HT. OR TALLER.
D. REPLACEMENT TREES SHALL BE 2" CALIPER OR GREATER IF DECIDUOUS AND 6' HT. OR TALLER IF EVERGREEN.
E. TRANSITION LINE BETWEEN EXCAVATION AND NATIVE SOIL SHALL BE SMOOTHLY RAKED, CREATING A CLEAN CONSISTENT GRADE.
F. 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.
G. ALL DISTURBED AREAS DUE TO CONSTRUCTION AND NOT PART OF THE LANDSCAPE PLAN 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.
H. 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.
I. SIGNIFICANT TREES THAT ARE TO BE PRESERVED OR RELOCATED SHALL BE HEALTHY AND FREE FROM SERIOUS INSECT OR PARASITE INFESTATION. PROVIDE FLAGGING OF PRESERVED TREES FOR A CITY STAFF INSPECTION.
J. 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 BY PARKED, OR MATERIALS OR EQUIPMENT BY STORED OR STOCKPILED WITHIN THE ENCLOSED AREA.
K. 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.
L. DESTROYED VEGETATION SHALL BE REMOVED PROMPTLY TO PREVENT INSECT INFESTATION OF HEALTHY VEGETATION.

TREE PROTECTION NOTES

1. CONTRACTOR SHALL ESTABLISH A ROOT PROTECTION ZONE AROUND EACH EXISTING TREE TO REMAIN. THE ROOT PROTECTION ZONE SHALL BE AN AREA DEFINED BY A RADIUS EXTENDING OUTWARD FROM THE TRUNK OF THE TREE A DISTANCE OF ONE LINEAR FEET FOR EACH INCH DIAMETER OF THE TREE. THE TREE DIAMETER SHALL BE MEASURED AT BREAST HEIGHT (4.5' ABOVE FINISH GRADE). EXAMPLE: A 10 INCH DIAMETER TREE WILL HAVE A 10 FOOT RADIUS ROOT PROTECTION ZONE.
2. CONTRACTOR SHALL INSTALL FENCING AT THE PERIMETER OF ROOT PROTECTION ZONES. NO WORK SHALL BEGIN WHERE TREE PROTECTION FENCING HAS NOT BEEN COMPLETED AND APPROVED. TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING CONSTRUCTION. THE FENCING SHALL BE A MINIMUM OF 4' HEIGHT.
3. CONTRACTOR SHALL NOT STORE OR DRIVE EQUIPMENT, VEHICLES OR MATERIALS WITHIN THE ROOT PROTECTION ZONE.
4. CONTRACTOR SHALL PROTECT EXISTING ROOTS FROM DAMAGE WHEN WORKING WITHIN THE ROOT PROTECTION ZONE. THE CONTRACTOR SHALL LIMIT DEMOLITION OR OTHER CONSTRUCTION ACTIVITIES WITHIN THE ROOT PROTECTION ZONE TO THE MINIMUM DISTURBANCE REQUIRED TO COMPLETE CONSTRUCTION.
5. CONTRACTOR SHALL NOT ALLOW CONCRETE TRUCKS TO CLEAN CHUTES OR DUMP EXCESS CONCRETE OR ANY OTHER CEMENTITIOUS PRODUCTS IN ANY PORTION OF THE SITE. CONTRACTOR SHALL CLEAN THE WASTE OF OTHER CEMENTITIOUS MATERIALS FROM THE SURFACE AND THEY SHALL NOT BE TURNED UNDER DURING FINAL GRADING.
6. CONTRACTOR SHALL NOT TRENCH WITHIN THE DRIPLINE OF EXISTING TREES. AT LOCATIONS WHERE IS IT NECESSARY TO INSTALL LINES OR WIRE WITHIN THE DRIPLINE OF EXISTING TREES, THE UTILITY SHALL BE INSTALLED BY BORING UNDER TREE ROOTS.

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

pland
COLLABORATIVE
plandcollab.com 505 268 2266

STATE OF NEW MEXICO
GREGORY MILLER
NO. 17
REGISTERED
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

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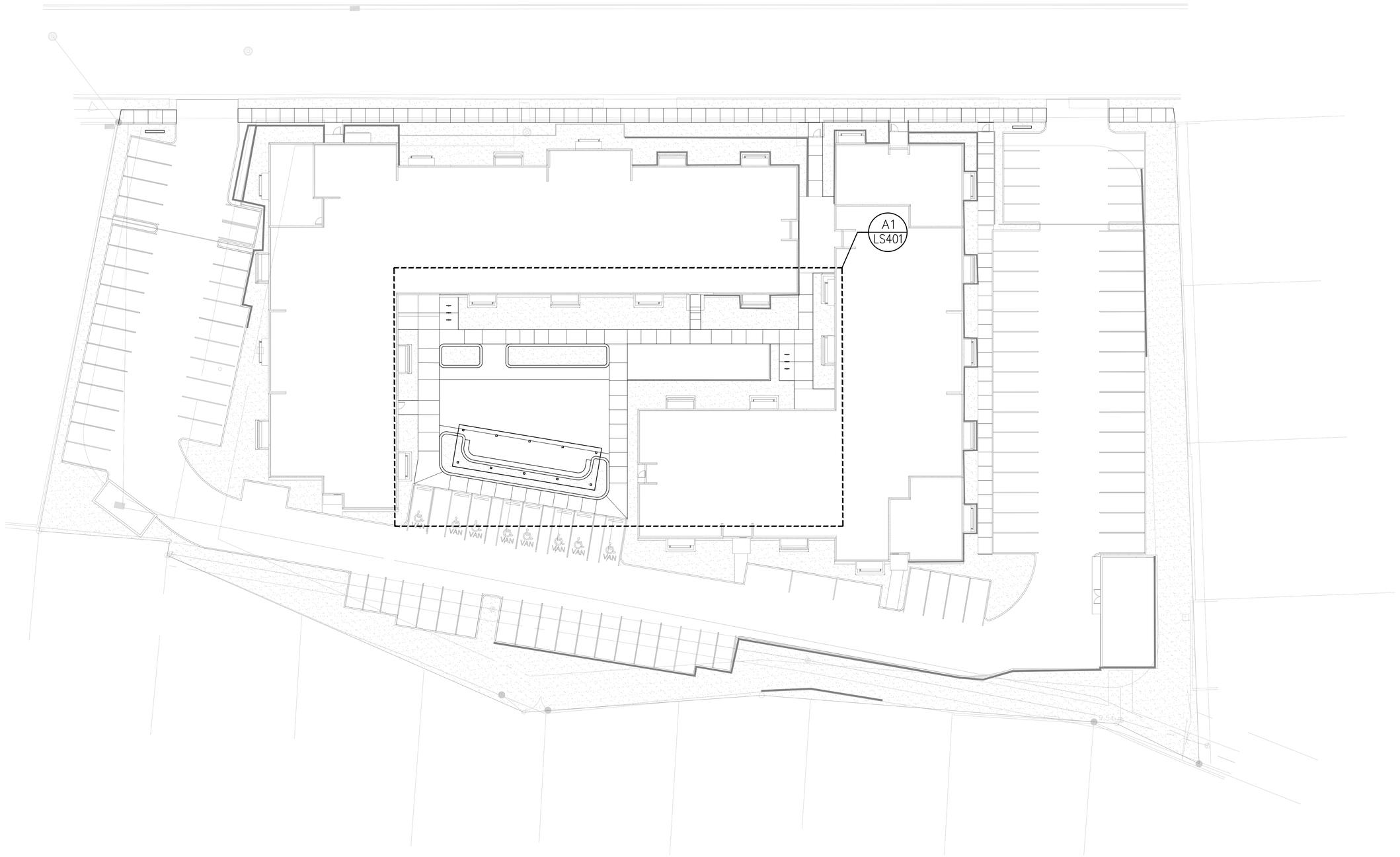
SHEET TITLE

TREE PRESERVATION PLAN

LD200



A1 OVERALL LANDSCAPE SITE PLAN
SCALE: 1"=20'-0"

0 20' 40'

NORTH

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PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
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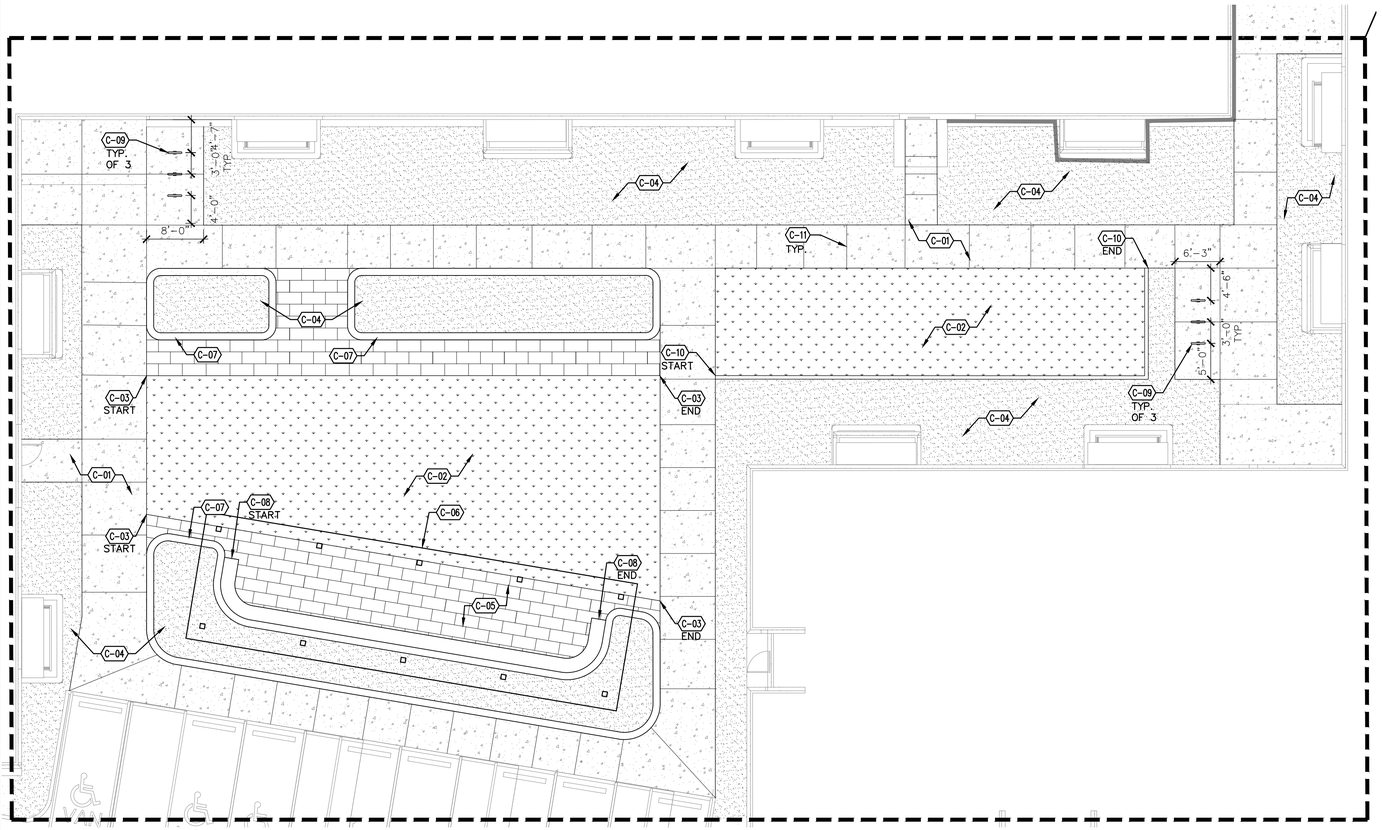
SHEET TITLE

LANDSCAPE SITE PLAN

LS100



CONSTRUCTION KEYED NOTES

SYMBOL	CODE	DESCRIPTION	DETAIL
	C-01	CONSTRUCT CONCRETE PAVING.	A1/LS501
	C-02	SOD, SEE PLANTING PLAN.	
	C-03	CONSTRUCT PAVER RESTRAINT.	C3/LS501
	C-04	LANDSCAPE AREA, SEE PLANTING PLAN.	
	C-05	CONSTRUCT PAVERS OVER BASE COURSE.	A3/LS501
	C-06	CONSTRUCT 15' X 60' STEEL SHADE TRELLIS STRUCTURE. INSTALL PER MANUFACTURER'S INSTRUCTIONS.	A1/LS502
	C-07	CONSTRUCT CMU WITH STUCCO FINISH RAISED PLANTER.	A4/LS501
	C-08	CONSTRUCT STUCCO BANCO.	B2/LS501
	C-09	FURNISH AND INSTALL BIKE RACK – MODEL: U-RACK, COLOR: BRONZE, SOURCE: MADRAX (1-800-448-7931), SURFACE MOUNT TO CONCRETE SLAB PER MANUFACTURER'S SPECIFICATIONS.	B1/LS501
	C-10	CONSTRUCT CONCRETE MOWCURB.	A2/LS501
	C-11	CONSTRUCT CONCRETE JOINT.	A1/LS501

A1 COURTYARD ENLARGEMENT

SCALE: 1"=10'-0"

0 10' 20'

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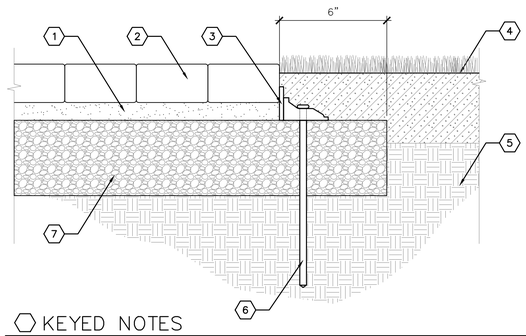
SHEET TITLE

LANDSCAPE COURTYARD ENLARGEMENT

LS401



KEYED NOTES

1. SAND LEVELING COURSE
2. PAVERS – SEE PLAN
3. HDPE PAVER RESTRAINT, SNAP EDGE, OR APPROVED EQUAL
4. SOD
5. SUBGRADE COMPACTED TO 95%
6. 3/8" X 10" METAL SPIKE AS PROVIDED BY RESTRAINT MANUFACTURER
7. COMPACTED BASE COURSE

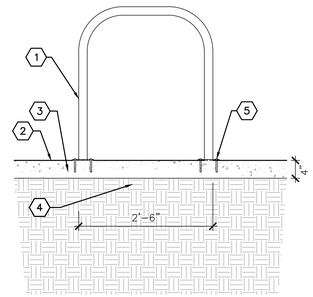
GENERAL NOTES

A. METAL SPIKE SPACING SHALL BE PER MANUFACTURER'S SPECIFICATIONS.

C3 PAVER RESTRAINT

3" = 1'-0"

0 4" 8"



KEYED NOTES

1. BIKE RACK. SEE PLAN FOR MODEL.
2. FINISH GRADE.
3. 3000 PSI CONCRETE SLAB.
4. SUBGRADE COMPACTED TO 95%.
5. MOUNTING BRACKET.

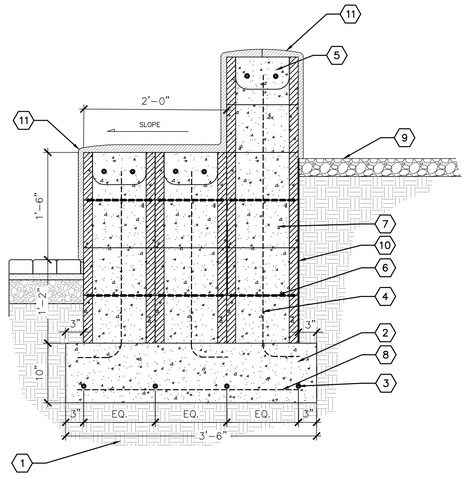
GENERAL NOTES

A. INSTALL SURFACE MOUNTED BIKE RACK PER MANUFACTURERS INSTRUCTIONS.

B1 SURFACE MOUNTED BIKE RACK

3/4" = 1'-0"

0 1'-4" 2'-8"



KEYED NOTES

1. SUBGRADE, COMPACTED TO 95%.
2. 3500 PSI CONCRETE FOOTING.
3. THREE (3) #5 REBAR CONTINUOUS.
4. #5 REBAR VERTICAL @ 24" O.C – BOTH SIDES.
5. CONTINUOUS BOND BEAM CMU. REINFORCE WITH TWO (2) #5 REBAR CONTINUOUS. GROUT ALL CELLS SOLID.
6. HORIZONTAL JOINT REINFORCING, EVERY OTHER COURSE – FULL HEIGHT OF WALL..
7. 12" X 8" X 16" STANDARD CMU. GROUT ALL CELLS SOLID.
8. #5 REBAR @ 16" O.C.
9. LANDSCAPE AREA – SEE PLAN.
10. APPLY EMULSIFIED ASPHALT DAMP–PROOFER, HYDROCIDE 700B, OR EQUAL.
11. STUCCO – SEE DETAIL B4/LS501.

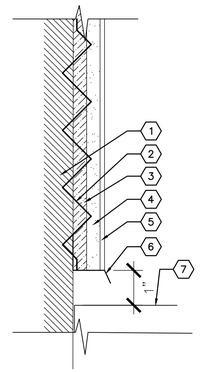
GENERAL NOTES

A. REFER TO SPECIFICATIONS FOR MORTAR.
B. ALL INTERNAL STEEL FRAMING SHALL BE PRIMED WITH RED OXIDE PRIMER.
C. WELD AND GRIND SMOOTH ALL JOINTS AND EDGES.
D. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR REVIEW PRIOR TO FABRICATION.
E. LANDSCAPE ARCHITECT WILL PROVIDE ELECTRONIC FILES TO CONTRACTOR FOR USE IN GENERATING SHOP DRAWINGS.

B2 CMU STUCCO BANCO

1" = 1'-0"

0 1' 2'



KEYED NOTES

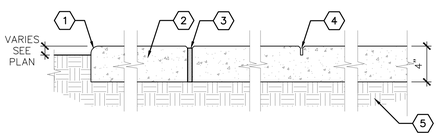
1. CMU BLOCK WALL, SEE PLAN.
2. METAL SELF–FURRED LATH.
3. 3/8" STUCCO SCRATCH COAT.
4. 3/8" STUCCO BROWN COAT.
5. 1/8" STUCCO FINISH COAT.
6. PREFINISHED CONTINUOUS ALUMINUM WALL FLASHING.
7. BRICK PAVER. SEE PLANS AND DETAIL A3/LS501.

GENERAL NOTES

A. COLOR TO BE SELECTED BY LANDSCAPE ARCHITECT.

B4 STUCCO OVER CMU BLOCK

NTS



KEYED NOTES

1. TOOLED EDGE, 1/2" RADIUS
2. 3000 PSI CONCRETE
3. 1/2" WIDE EXPANSION JOINT WITH FELT EXPANSION MATERIAL
4. 1/8" X 1" CONTROL JOINT
5. SUBGRADE COMPACTED TO 95%

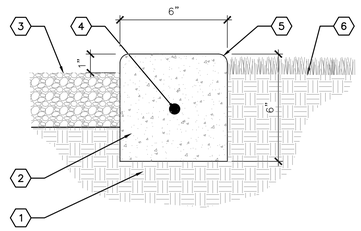
GENERAL NOTES

A. CONTROL JOINTS SHALL BE AT MAXIMUM EVERY 10' OR AS SHOWN ON PLAN
B. EXPANSION JOINTS SHALL BE AT MAXIMUM EVERY 30' OR AS SHOWN ON PLAN AND WHERE PAVING ABUTS EXISTING BUILDINGS, CURBS, SEATING WALLS, WALKS AND OTHER HARD CONSTRUCTION.
C. FELT EXPANSION MATERIAL SHALL BE RECESSED 1/2" AND SET WITH PLASTIC EXPANSION JOINT CAP. TOP OF CAP SHALL BE FLUSH WITH TOP OF CONCRETE. OPPOSING CONCRETE EDGES OF JOINT SHALL HAVE 1/4" RADIUS TOOLED EDGE.
D. CONTROL JOINTS SHALL BE TOOLED OR SAW CUT TO INDICATED DEPTH. SAW CUT JOINTS SHALL BE CUT AFTER FINISHING OF CONCRETE USING AN EARLY ENTRY TYPE DRY CUT SAW. SPALLING OF CONCRETE FINISH AT EDGE OF CUT IS NOT ACCEPTABLE.
E. PROVIDE MEDIUM BROOM FINISH UNLESS OTHERWISE NOTED ON THE PLANS.

A1 LIGHT–DUTY CONCRETE PAVING

1 1/2" = 1'-0"

0 8" 1'-4"



KEYED NOTES

1. SUBGRADE COMPACTED TO 95%
2. 3000 PSI CONCRETE
3. MULCH – SEE PLANS
4. #3 REBAR, HORIZONTAL AND CONTINUOUS
5. TOOLED EDGE, 1/2" RADIUS
6. FINISH GRADE

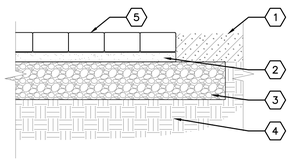
GENERAL NOTES

A. PLACE EXPANSION JOINTS AT 20'–0" O.C. MAXIMUM WITH CONTROL JOINTS AT 5'–0" O.C. MAXIMUM.

A2 6" CONCRETE MOW CURB

3" = 1'-0"

0 4" 8"



KEYED NOTES

1. MATERIAL VARIES – SEE PLAN
2. 1" DEPTH CONCRETE SAND LEVELING COURSE
3. 4" DEPTH COMPACTED BASE COURSE, NMDOT TYPE I
4. SUBGRADE COMPACTED TO 95%
5. PAVERS – SEE PLAN

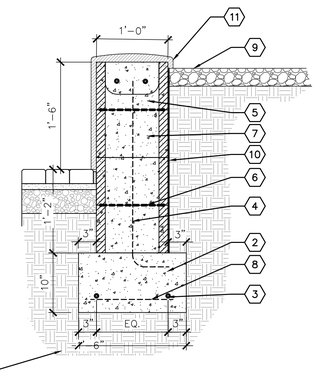
GENERAL NOTES

A. REFERENCE PLAN FOR PAVER TYPE, COLOR, INSTALLATION PATTERN, AND ORIENTATION.
B. WHERE PAVERS ABUT CONTAINMENT EDGE AND OTHER HARD CONSTRUCTION, PAVERS SHALL BE CLEANLY SAWCUT AS REQUIRED TO FIT.
C. TOP OF PAVERS SHALL BE INSTALLED FLUSH WITH TOP OF ADJACENT PAVEMENT.
D. AFTER PLACING PAVERS ON SAND LEVELING COURSE, SWEEP DRY CONCRETE SAND INTO PAVER JOINTS AND VIBRATE WITH A PLATE COMPACTOR TO VIBRATE SAND INTO JOINTS. THESE STEPS SHALL BE REPEATED UNTIL ALL PAVER JOINTS ARE FILLED WITH CONCRETE SAND. UPON COMPLETION, SWEEP OFF EXCESS SAND.
E. ALL JOINT LINES SHALL NOT DEVIATE MORE THAN 1/2" OVER 50' FROM STRING LINES.
F. PROVIDE JOINTS BETWEEN PAVERS 1/16" TO 3/16" WIDE. NO MORE THAN 5% OF THE JOINTS SHALL EXCEED 1/4" WIDE TO ACHIEVE STRAIGHT BOND LINES.
G. FINAL SURFACE TOLERANCE FROM GRADE ELEVATIONS SHALL NOT DEVIATE MORE THAN 1/4" UNDER A 10' STRAIGHT EDGE.
H. ALL PAVERS SHALL HAVE NO GREATER THAN 1/8" DIFFERENCE IN HEIGHT BETWEEN ADJACENT PAVERS.
I. REFERENCE PAVER MANUFACTURER'S GUIDELINES FOR ADDITIONAL INSTALLATION REQUIREMENTS.
J. TOP OF UTILITY BOXES SHALL BE FLUSH WITH TOP OF PAVERS. IRRIGATION BOXES, LIGHTING PULL BOXES, ETC, AND OTHER SURFACE APPURTENANCES SHALL BE SET PARALLEL TO THE RUN OF PAVERS.

A3 PAVERS ON COMPACTED BASE COURSE

1 1/2" = 1'-0"

0 8" 1'-4"



KEYED NOTES

1. SUBGRADE, COMPACTED TO 95%.
2. 3500 PSI CONCRETE FOOTING.
3. THREE (3) #5 REBAR CONTINUOUS.
4. #5 REBAR VERTICAL @ 24" O.C – BOTH SIDES.
5. CONTINUOUS BOND BEAM CMU. REINFORCE WITH TWO (2) #5 REBAR CONTINUOUS. GROUT ALL CELLS SOLID.
6. HORIZONTAL JOINT REINFORCING, EVERY OTHER COURSE – FULL HEIGHT OF WALL..
7. 12" X 8" X 16" STANDARD CMU. GROUT ALL CELLS SOLID.
8. #5 REBAR @ 16" O.C.
9. LANDSCAPE AREA – SEE PLAN.
10. APPLY EMULSIFIED ASPHALT DAMP–PROOFER, HYDROCIDE 700B, OR EQUAL.
11. STUCCO – SEE DETAIL B4/LS501.

GENERAL NOTES

A. REFER TO SPECIFICATIONS FOR MORTAR.
B. ALL INTERNAL STEEL FRAMING SHALL BE PRIMED WITH RED OXIDE PRIMER.
C. WELD AND GRIND SMOOTH ALL JOINTS AND EDGES.
D. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR REVIEW PRIOR TO FABRICATION.
E. LANDSCAPE ARCHITECT WILL PROVIDE ELECTRONIC FILES TO CONTRACTOR FOR USE IN GENERATING SHOP DRAWINGS.

A4 CMU STUCCO RAISED PLANTER

1" = 1'-0"

0 1' 2'

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SHEET TITLE

LANDSCAPE DETAILS

LS501

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PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

pland
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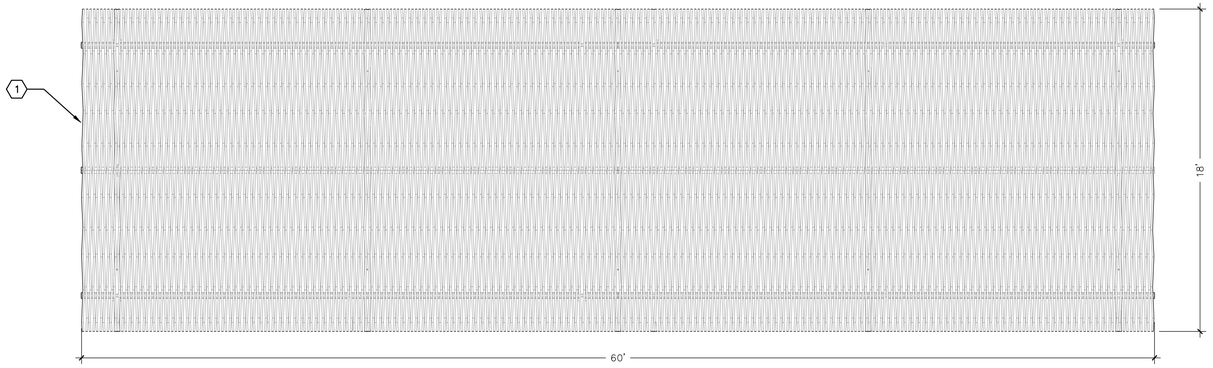


PLAN

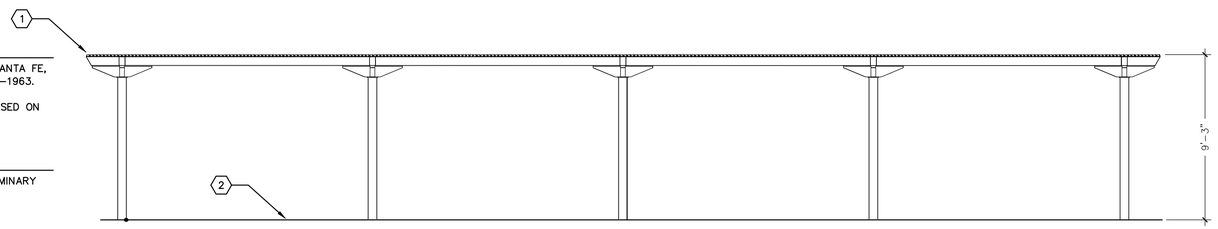
IMAGE

KEYED NOTES

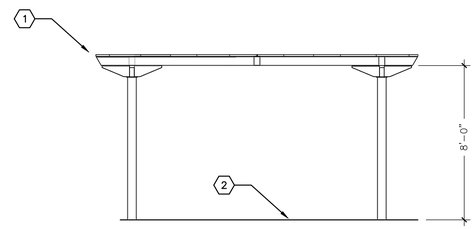
1. METAL SHADE STRUCTURE, MODEL SANTA FE, AVAILABLE FROM POLIGON, 616-399-1963. COLOR: DARK BRONZE.
2. FINISH GRADE. MOUNTING VARIES BASED ON ENGINEERS REQUIREMENTS.

GENERAL NOTES

1. NOT FOR CONSTRUCTION. FOR PRELIMINARY PLANING AND ESTIMATING ONLY.



ELEVATION



ELEVATION

A1 SHADE STRUCTURE AT COURTYARD
1/4" = 1'-0"

0 1" 2"

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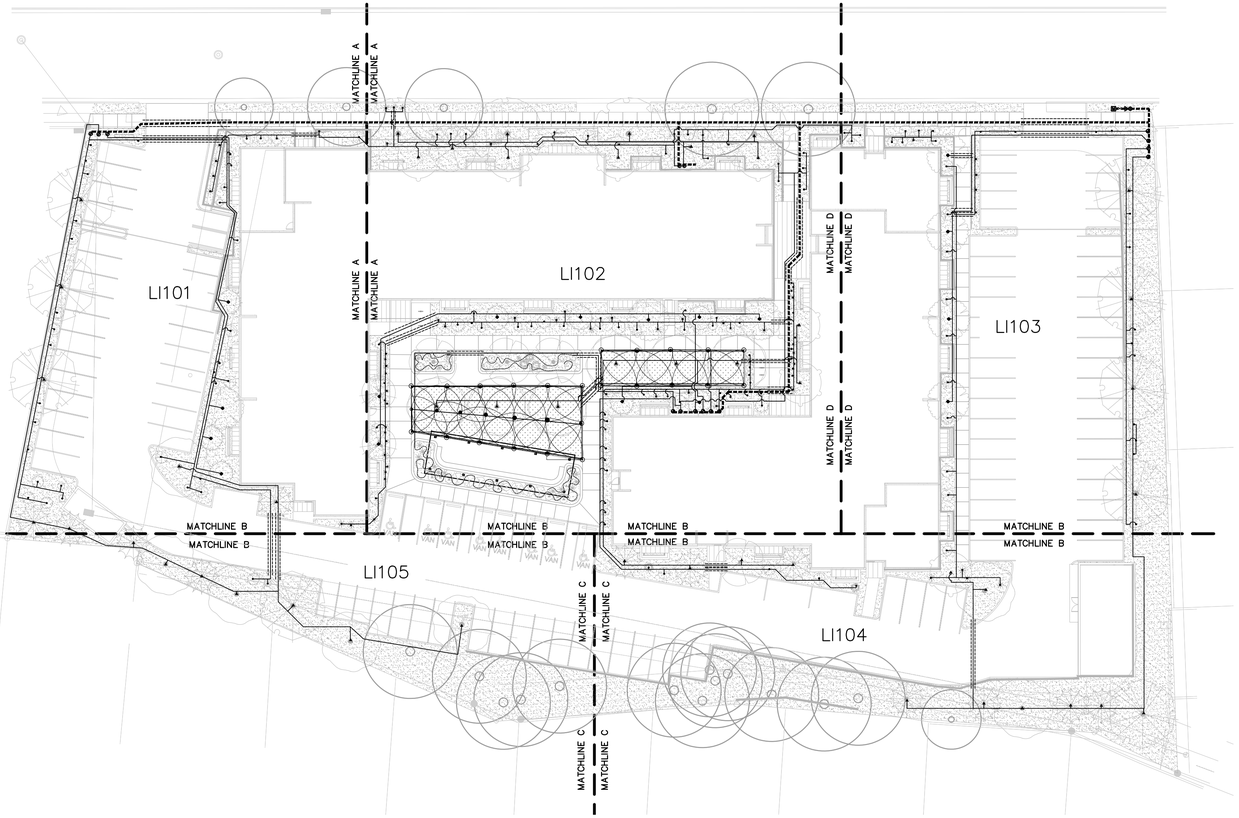
SHEET TITLE

LANDSCAPE DETAILS

LS502



A1 OVERALL IRRIGATION PLAN

SCALE: 1"=30'-0"

0 30' 60'

NORTH

GENERAL IRRIGATION NOTES

CODE	DESCRIPTION
GI-01	AIR RELEASE VALVE LOCATIONS ARE SHOWN SCHEMATICALLY ON THE PLAN AT HIGH ELEVATION POINTS. THE CONTRACTOR SHALL SURVEY THE FINAL LOCATIONS OF ALL AIR RELEASE VALVES BEFORE INSTALLATION TO ENSURE THAT THEY ARE LOCATED AT ACTUAL HIGH POINTS.
GI-02	CONTRACTOR SHALL COORDINATE SLEEVE INSTALLATION WITH ALL PARTIES INVOLVED TO ENSURE THAT PIPE AND SLEEVES ARE INSTALLED AT PROPER DEPTHS AND BEFORE INSTALLATION OF CURB AND GUTTER, ASPHALT PAVEMENT, SIDEWALKS, CONCRETE PADS, ETC.
GI-03	CONTRACTOR SHALL FURNISH LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO CONSTRUCT THE PROPOSED IRRIGATION SYSTEM PER THE DRAWINGS AND SPECIFICATIONS.
GI-04	CONTRACTOR SHALL PROVIDE ONE (1) 120-VOLT, 20 AMP CIRCUIT FROM THE ELECTRICAL PANEL TO THE IRRIGATION CONTROLLER AND THE BACKFLOW PREVENTER ENCLOSURE (ONE TO EACH). ALL WORK AND MATERIALS SHALL MEET LOCAL CODES AND THE NATIONAL ELECTRIC CODE (NEC). REFERENCE ELECTRICAL PLANS.
GI-05	FOR PVC IRRIGATION PIPING AND EQUIPMENT REFERENCE SPECIFICATION SECTION 328400 – LANDSCAPE IRRIGATION SYSTEM.
GI-06	LOCATION AND SIZE OF IRRIGATION EQUIPMENT ON PLAN ARE SHOWN DIAGRAMMATICALLY FOR GRAPHIC CLARITY. LOCATION OF CONTROLLERS, PUMPS, BACKFLOW PREVENTERS, VALVES, ETC. SHALL BE APPROVED BY LANDSCAPE ARCHITECT IN THE FIELD.
GI-07	LOCATION OF THE IRRIGATION MAIN AND LATERAL LINES ON PLAN IS SHOWN DIAGRAMMATICALLY FOR GRAPHIC CLARITY. UNLESS OTHERWISE NOTED ON THE PLAN, ANY IRRIGATION LINES SHOWN IN HARDSCAPE AREAS ARE FOR GRAPHIC CLARITY ONLY. IRRIGATION LINES SHALL BE LOCATED IN IMMEDIATELY ADJACENT LANDSCAPE AREAS.
GI-08	IRRIGATION SYSTEM WAS DESIGNED AT A MINIMUM STATIC PRESSURE OF 60 PSI AT THE POINT OF CONNECTION. CONTRACTOR SHALL VERIFY ACTUAL PSI AND DELIVER RESULTS TO LANDSCAPE ARCHITECT BEFORE CONSTRUCTION. IN THE EVENT THE ACTUAL PSI IS LESS THAN 60 PSI, CONTRACTOR SHALL RECEIVE DIRECTION FROM LANDSCAPE ARCHITECT REGARDING DESIGN MODIFICATIONS IF NECESSARY.
GI-09	VALVE BOXES IN TURF OR SEED AREAS SHALL BE GREEN WITH GREEN BOLT-DOWN LIDS. VALVE BOXES IN MULCH AREAS SHALL BE TAN WITH TAN BOLT-DOWN LIDS.

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PRINCIPLES OF DESIGN.
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Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

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STATE OF NEW MEXICO
GREGORY MILLER
NO. 17
REGISTERED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	10/14/2025
PROJECT #:	25014
DRAWN BY:	LI, MV, MS
CHECKED BY:	GM

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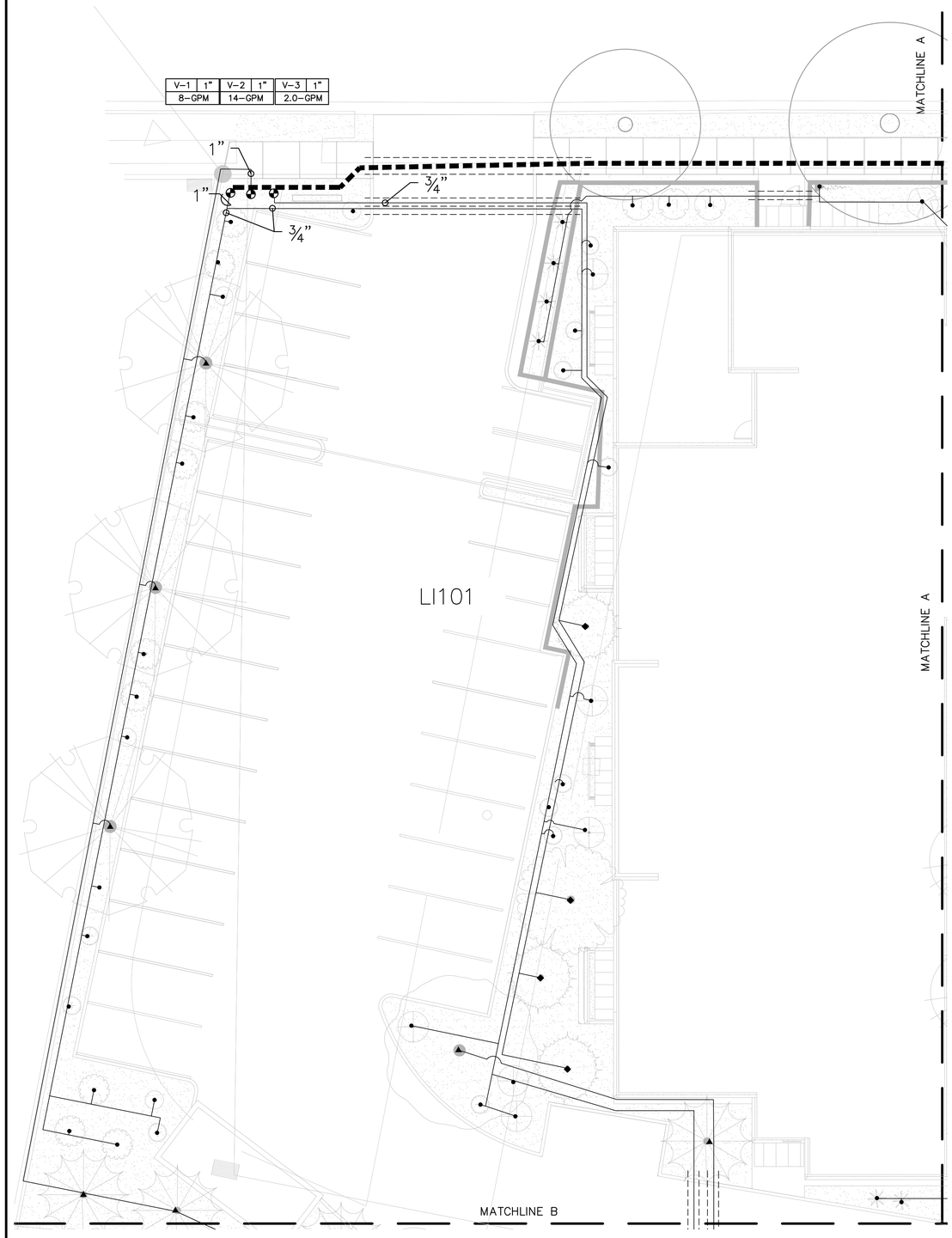
SHEET TITLE

OVERALL IRRIGATION PLAN

LI100



A1 IRRIGATION PLAN
SCALE: 1"=10'-0"

0 10' 20'

NORTH

IRRIGATION LEGEND

- IRRIGATION MAIN LINE, SCHEDULE 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY 28" FOR CONTINUOUS PRESSURE MAIN, 18" FOR NON-CONTINUOUS PRESSURE MAIN.
- LATERAL PIPING, SCH. 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY, 18". LATERAL PIPE CONVEYING LESS THAN 5 GPM SHALL BE 3/4".
- NETAFIM INLINE DRIP PIPING
- MAIN LINE AND LATERAL SLEEVE PIPING, CLASS 200, SDR-21, BELL-END, SOLVENT WELD PVC.
- 24-VOLT IRRIGATION WIRE SLEEVE PIPING, CLASS 200, SDR-21, BELL-END, SOLVENT WELD PVC,
- REMOTE CONTROL VALVE ASSEMBLY, RAIN BIRD PEB SERIES, OR EQUAL, PLASTIC BODY 24-VOLT AUTOMATIC VALVE, SIZE AS SHOWN ON PLAN. INSTALL PER DETAIL A2/LI501.
- MANUAL ISOLATION VALVE ASSEMBLY, SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, SAME SIZE AS LINE. INSTALL PER DETAIL B4/LI501.
- MAIN LINE GATE VALVE ASSEMBLY, XXXX. INSTALL PER DETAIL XX/LI501.
- BACKFLOW PREVENTER AND MASTER VALVE ASSEMBLY. FEBCO 825Y, OR EQUAL, X" REDUCED PRESSURE BACKFLOW PREVENTER IN HEATED AND INSULATED BACKFLOW ENCLOSURE, HOT BOX MODEL XXXX, OR EQUAL, WITH RAIN BIRD PEB SERIES, OR EQUAL X" PLASTIC BODY 24-VOLT AUTOMATIC MASTER VALVE, RAIN BIRD PEB SERIES, OR EQUAL, IN VALVE BOX. INSTALL PER DETAIL B5/LI501.

PRESSURE COMPENSATING BUBBLER ASSEMBLIES, RAIN BIRD 1400 SERIES WITH CHECK VALVE. INSTALL AS FOLLOWS:

	MODEL NO.	GPM	PSI
•	1401	.25	30
◆	1401	.50 (2 PER VERT. SHRUB)	30
▲	1402	1.0 (2 PER TREE)	30

REFERENCE DETAILS A6/L1501 AND A4 LI501

SPRAY POP-UP SPRINKLER ASSEMBLIES, RAINBIRD ROTARY SERIES R-VAN14 AND R-VAN18 ON RAINBIRD 1806 POP UP HEADS. INSTALL PER DETAIL B1/LI501.

MODEL NO.	RADIUS	GPM	PSI	PR
R-VAN14-180	8'-14'	0.61	40	.62
R-VAN14-360	8'-14'	1.27	40	.62
R-VAN18-90	13'-18'	0.50	40	.64
R-VAN18-180	13'-18'	0.98	40	.64
R-VAN18-360	13'-18'	1.80	40	.64

L SOLVENT WELD PVC CAP, SIZE PER LINE SIZE.

C IRRIGATION CONTROLLER, RAIN BIRD ESP-LXME, OR EQUAL, X-STATION CONTROLLER INSTALLED IN RAIN BIRD LXMM, OR EQUAL, METAL WALL-MOUNTED CABINET. INSTALL PER DETAIL A3/LI501. PROVIDE GROUNDING PROTECTION TO CONTROLLER PER DETAIL A3/LI502.

M WATER METER, BY OTHERS. SEE UTILITY PLAN.

VALVE ID KEY

VALVE ID NUMBER
VALVE SIZE
VALVE GALLONS PER MINUTE

GENERAL IRRIGATION NOTES

CODE	DESCRIPTION
GI-01	AIR RELEASE VALVE LOCATIONS ARE SHOWN SCHEMATICALLY ON THE PLAN AT HIGH ELEVATION POINTS. THE CONTRACTOR SHALL SURVEY THE FINAL LOCATIONS OF ALL AIR RELEASE VALVES BEFORE INSTALLATION TO ENSURE THAT THEY ARE LOCATED AT ACTUAL HIGH POINTS.
GI-02	CONTRACTOR SHALL COORDINATE SLEEVE INSTALLATION WITH ALL PARTIES INVOLVED TO ENSURE THAT PIPE AND SLEEVES ARE INSTALLED AT PROPER DEPTHS AND BEFORE INSTALLATION OF CURB AND GUTTER, ASPHALT PAVEMENT, SIDEWALKS, CONCRETE PADS, ETC.
GI-03	CONTRACTOR SHALL FURNISH LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO CONSTRUCT THE PROPOSED IRRIGATION SYSTEM PER THE DRAWINGS AND SPECIFICATIONS.
GI-04	CONTRACTOR SHALL PROVIDE ONE (1) 120-VOLT, 20 AMP CIRCUIT FROM THE ELECTRICAL PANEL TO THE IRRIGATION CONTROLLER AND THE BACKFLOW PREVENTER ENCLOSURE (ONE TO EACH). ALL WORK AND MATERIALS SHALL MEET LOCAL CODES AND THE NATIONAL ELECTRIC CODE (NEC). REFERENCE ELECTRICAL PLANS.
GI-05	FOR PVC IRRIGATION PIPING AND EQUIPMENT REFERENCE SPECIFICATION SECTION 328400 – LANDSCAPE IRRIGATION SYSTEM.
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GI-09	VALVE BOXES IN TURF OR SEED AREAS SHALL BE GREEN WITH GREEN BOLT-DOWN LIDS. VALVE BOXES IN MULCH AREAS SHALL BE TAN WITH TAN BOLT-DOWN LIDS.

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DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

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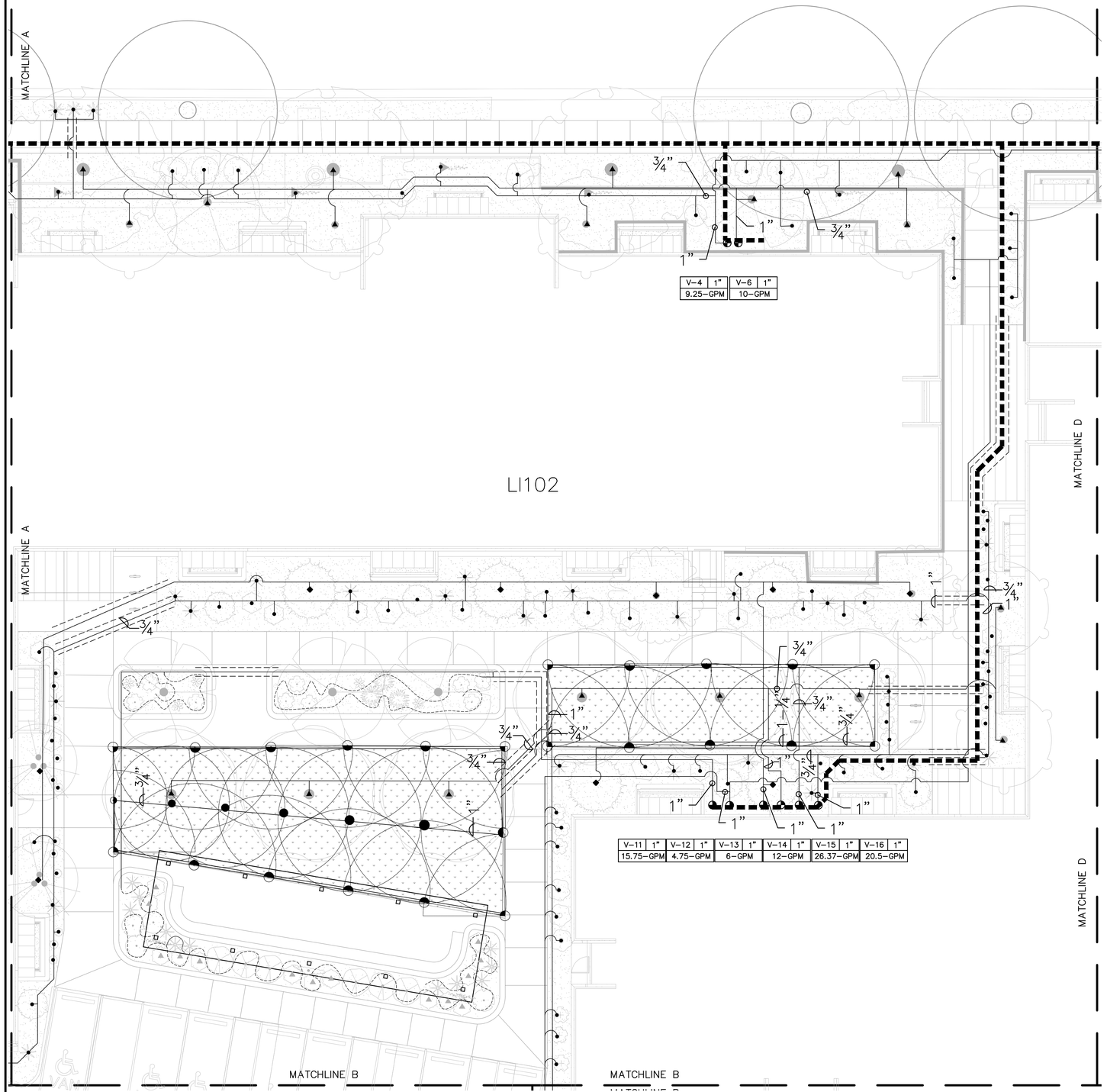
SHEET TITLE

IRRIGATION PLAN

LI101



A1 IRRIGATION PLAN
SCALE: 1"=10'-0"

GENERAL IRRIGATION NOTES

CODE	DESCRIPTION
GI-01	AIR RELEASE VALVE LOCATIONS ARE SHOWN SCHEMATICALLY ON THE PLAN AT HIGH ELEVATION POINTS. THE CONTRACTOR SHALL SURVEY THE FINAL LOCATIONS OF ALL AIR RELEASE VALVES BEFORE INSTALLATION TO ENSURE THAT THEY ARE LOCATED AT ACTUAL HIGH POINTS.
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GI-09	VALVE BOXES IN TURF OR SEED AREAS SHALL BE GREEN WITH GREEN BOLT-DOWN LIDS. VALVE BOXES IN MULCH AREAS SHALL BE TAN WITH TAN BOLT-DOWN LIDS.

IRRIGATION LEGEND

- IRRIGATION MAIN LINE, SCHEDULE 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY 28" FOR CONTINUOUS PRESSURE MAIN, 18" FOR NON-CONTINUOUS PRESSURE MAIN.
- LATERAL PIPING, SCH. 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY, 18". LATERAL PIPE CONVEYING LESS THAN 5 GPM SHALL BE 3/4".
- NETAFIM INLINE DRIP PIPING
- MAIN LINE AND LATERAL SLEEVE PIPING, CLASS 200, SDR-21, BELL-END, SOLVENT WELD PVC.
- 24-VOLT IRRIGATION WIRE SLEEVE PIPING, CLASS 200, SDR-21, BELL-END, SOLVENT WELD PVC,
- REMOTE CONTROL VALVE ASSEMBLY, RAIN BIRD PEB SERIES, OR EQUAL, PLASTIC BODY 24-VOLT AUTOMATIC VALVE, SIZE AS SHOWN ON PLAN. INSTALL PER DETAIL A2/LI501.
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- MAIN LINE GATE VALVE ASSEMBLY, XXXX. INSTALL PER DETAIL XX/LI501.
- BACKFLOW PREVENTER AND MASTER VALVE ASSEMBLY. FEBCO 825Y, OR EQUAL, X" REDUCED PRESSURE BACKFLOW PREVENTER IN HEATED AND INSULATED BACKFLOW ENCLOSURE, HOT BOX MODEL XXXX, OR EQUAL, WITH RAIN BIRD PEB SERIES, OR EQUAL X" PLASTIC BODY 24-VOLT AUTOMATIC MASTER VALVE, RAIN BIRD PEB SERIES, OR EQUAL, IN VALVE BOX. INSTALL PER DETAIL B5/LI501.

PRESSURE COMPENSATING BUBBLER ASSEMBLIES, RAIN BIRD 1400 SERIES WITH CHECK VALVE. INSTALL AS FOLLOWS:

MODEL NO.	GPM	PSI
1401	.25	30
1401	.50 (2 PER VERT. SHRUB)	30
1402	1.0 (2 PER TREE)	30

REFERENCE DETAILS A6/L1501 AND A4 LI501

SPRAY POP-UP SPRINKLER ASSEMBLIES, RAINBIRD ROTARY SERIES R-VAN14 AND R-VAN18 ON RAINBIRD 1806 POP UP HEADS. INSTALL PER DETAIL B1/LI501.

MODEL NO.	RADIUS	GPM	PSI	PR
R-VAN14-180	8'-14'	0.61	40	.62
R-VAN14-360	8'-14'	1.27	40	.62
R-VAN18-90	13'-18'	0.50	40	.64
R-VAN18-180	13'-18'	0.98	40	.64
R-VAN18-360	13'-18'	1.80	40	.64

- SOLVENT WELD PVC CAP, SIZE PER LINE SIZE.
- C: IRRIGATION CONTROLLER, RAIN BIRD ESP-LXME, OR EQUAL, X-STATION CONTROLLER INSTALLED IN RAIN BIRD LXMM, OR EQUAL, METAL WALL-MOUNTED CABINET. INSTALL PER DETAIL A3/LI501. PROVIDE GROUNDING PROTECTION TO CONTROLLER PER DETAIL A3/LI502.
- M: WATER METER, BY OTHERS. SEE UTILITY PLAN.

VALVE ID KEY
VALVE ID NUMBER
VALVE SIZE
VALVE GALLONS PER MINUTE

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214 Camino de los Marquez, Santa Fe, NM 87505

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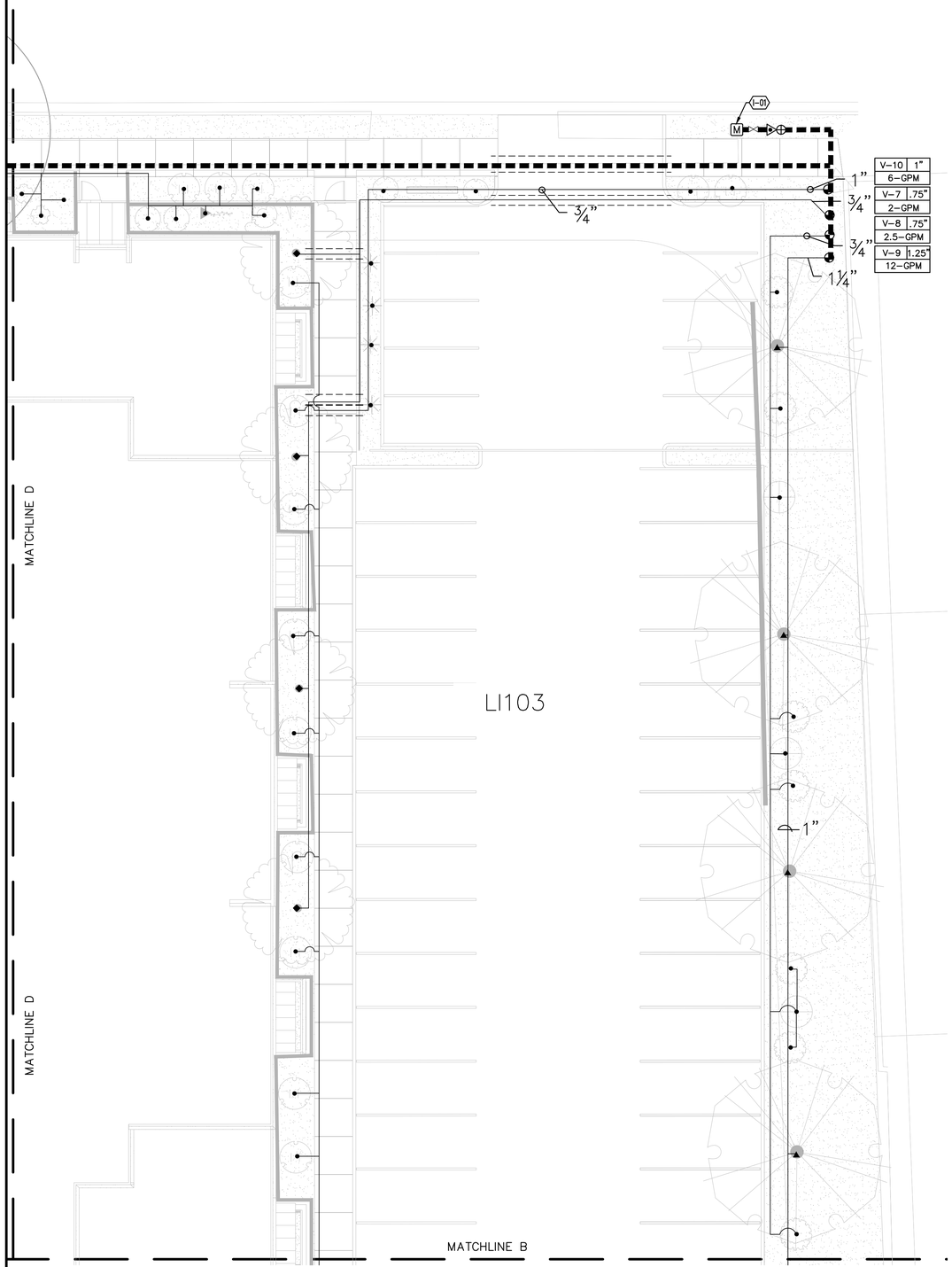
SHEET TITLE

IRRIGATION PLAN

LI102



A1 IRRIGATION PLAN

SCALE: 1"=10'-0"

0 10' 20'

NORTH

GENERAL IRRIGATION NOTES

CODE	DESCRIPTION
GI-01	AIR RELEASE VALVE LOCATIONS ARE SHOWN SCHEMATICALLY ON THE PLAN AT HIGH ELEVATION POINTS. THE CONTRACTOR SHALL SURVEY THE FINAL LOCATIONS OF ALL AIR RELEASE VALVES BEFORE INSTALLATION TO ENSURE THAT THEY ARE LOCATED AT ACTUAL HIGH POINTS.
GI-02	CONTRACTOR SHALL COORDINATE SLEEVE INSTALLATION WITH ALL PARTIES INVOLVED TO ENSURE THAT PIPE AND SLEEVES ARE INSTALLED AT PROPER DEPTHS AND BEFORE INSTALLATION OF CURB AND GUTTER, ASPHALT PAVEMENT, SIDEWALKS, CONCRETE PADS, ETC.
GI-03	CONTRACTOR SHALL FURNISH LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO CONSTRUCT THE PROPOSED IRRIGATION SYSTEM PER THE DRAWINGS AND SPECIFICATIONS.
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IRRIGATION LEGEND

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LATERAL PIPING, SCH. 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY, 18". LATERAL PIPE CONVEYING LESS THAN 5 GPM SHALL BE 3/4".

NETAFIM INLINE DRIP PIPING

MAIN LINE AND LATERAL SLEEVE PIPING, CLASS 200, SDR-21, BELL-END, SOLVENT WELD PVC.

24-VOLT IRRIGATION WIRE SLEEVE PIPING, CLASS 200, SDR-21, BELL-END, SOLVENT WELD PVC,

REMOTE CONTROL VALVE ASSEMBLY, RAIN BIRD PEB SERIES, OR EQUAL, PLASTIC BODY 24-VOLT AUTOMATIC VALVE, SIZE AS SHOWN ON PLAN. INSTALL PER DETAIL A2/LI501.

MANUAL ISOLATION VALVE ASSEMBLY, SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, SAME SIZE AS LINE. INSTALL PER DETAIL B4/LI501.

MAIN LINE GATE VALVE ASSEMBLY, XXXX. INSTALL PER DETAIL XX/LI501.

BACKFLOW PREVENTER AND MASTER VALVE ASSEMBLY. FEBCO 825Y, OR EQUAL, X" REDUCED PRESSURE BACKFLOW PREVENTER IN HEATED AND INSULATED BACKFLOW ENCLOSURE, HOT BOX MODEL XXXX, OR EQUAL, WITH RAIN BIRD PEB SERIES, OR EQUAL X" PLASTIC BODY 24-VOLT AUTOMATIC MASTER VALVE, RAIN BIRD PEB SERIES, OR EQUAL, IN VALVE BOX. INSTALL PER DETAIL B5/LI501.

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MODEL NO.	GPM	PSI
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SOLVENT WELD PVC CAP, SIZE PER LINE SIZE.

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SHEET TITLE

IRRIGATION PLAN

LI10

GENERAL IRRIGATION NOTES

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GI–04	CONTRACTOR SHALL PROVIDE ONE (1) 120–VOLT, 20 AMP CIRCUIT FROM THE ELECTRICAL PANEL TO THE IRRIGATION CONTROLLER AND THE BACKFLOW PREVENTER ENCLOSURE (ONE TO EACH). ALL WORK AND MATERIALS SHALL MEET LOCAL CODES AND THE NATIONAL ELECTRIC CODE (NEC). REFERENCE ELECTRICAL PLANS.
GI–05	FOR PVC IRRIGATION PIPING AND EQUIPMENT REFERENCE SPECIFICATION SECTION 328400 – LANDSCAPE IRRIGATION SYSTEM.
GI–06	LOCATION AND SIZE OF IRRIGATION EQUIPMENT ON PLAN ARE SHOWN DIAGRAMMATICALLY FOR GRAPHIC CLARITY. LOCATION OF CONTROLLERS, PUMPS, BACKFLOW PREVENTERS, VALVES, ETC. SHALL BE APPROVED BY LANDSCAPE ARCHITECT IN THE FIELD.
GI–07	LOCATION OF THE IRRIGATION MAIN AND LATERAL LINES ON PLAN IS SHOWN DIAGRAMMATICALLY FOR GRAPHIC CLARITY. UNLESS OTHERWISE NOTED ON THE PLAN, ANY IRRIGATION LINES SHOWN IN HARDSCAPE AREAS ARE FOR GRAPHIC CLARITY ONLY. IRRIGATION LINES SHALL BE LOCATED IN IMMEDIATELY ADJACENT LANDSCAPE AREAS.
GI–08	IRRIGATION SYSTEM WAS DESIGNED AT A MINIMUM STATIC PRESSURE OF 60 PSI AT THE POINT OF CONNECTION. CONTRACTOR SHALL VERIFY ACTUAL PSI AND DELIVER RESULTS TO LANDSCAPE ARCHITECT BEFORE CONSTRUCTION. IN THE EVENT THE ACTUAL PSI IS LESS THAN 60 PSI, CONTRACTOR SHALL RECEIVE DIRECTION FROM LANDSCAPE ARCHITECT REGARDING DESIGN MODIFICATIONS IF NECESSARY.
GI–09	VALVE BOXES IN TURF OR SEED AREAS SHALL BE GREEN WITH GREEN BOLT–DOWN LIDS. VALVE BOXES IN MULCH AREAS SHALL BE TAN WITH TAN BOLT–DOWN LIDS.

IRRIGATION LEGEND

- IRRIGATION MAIN LINE, SCHEDULE 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY 28" FOR CONTINUOUS PRESSURE MAIN, 18" FOR NON–CONTINUOUS PRESSURE MAIN.
- LATERAL PIPING, SCH. 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY, 18". LATERAL PIPE CONVEYING LESS THAN 5 GPM SHALL BE 3/4".
- NETAFIM INLINE DRIP PIPING
- MAIN LINE AND LATERAL SLEEVE PIPING, CLASS 200, SDR–21, BELL–END, SOLVENT WELD PVC.
- 24–VOLT IRRIGATION WIRE SLEEVE PIPING, CLASS 200, SDR–21, BELL–END, SOLVENT WELD PVC,
- REMOTE CONTROL VALVE ASSEMBLY, RAIN BIRD PEB SERIES, OR EQUAL, PLASTIC BODY 24–VOLT AUTOMATIC VALVE, SIZE AS SHOWN ON PLAN. INSTALL PER DETAIL A2/LI501.
- MANUAL ISOLATION VALVE ASSEMBLY, SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, SAME SIZE AS LINE. INSTALL PER DETAIL B4/LI501.
- MAIN LINE GATE VALVE ASSEMBLY, XXXX. INSTALL PER DETAIL XX/LI501.
- BACKFLOW PREVENTER AND MASTER VALVE ASSEMBLY. FEBCO 825Y, OR EQUAL, X" REDUCED PRESSURE BACKFLOW PREVENTER IN HEATED AND INSULATED BACKFLOW ENCLOSURE, HOT BOX MODEL XXXX, OR EQUAL, WITH RAIN BIRD PEB SERIES, OR EQUAL X" PLASTIC BODY 24–VOLT AUTOMATIC MASTER VALVE, RAIN BIRD PEB SERIES, OR EQUAL, IN VALVE BOX. INSTALL PER DETAIL B5/LI501.

PRESSURE COMPENSATING BUBBLER ASSEMBLIES, RAIN BIRD 1400 SERIES WITH CHECK VALVE. INSTALL AS FOLLOWS:

	MODEL NO.	GPM	PSI
•	1401	.25	30
◆	1401	.50 (2 PER VERT. SHRUB)	30
▲	1402	1.0 (2 PER TREE)	30

REFERENCE DETAILS A6/L1501 AND A4 LI501

SPRAY POP–UP SPRINKLER ASSEMBLIES, RAINBIRD ROTARY SERIES R–VAN14 AND R–VAN18 ON RAINBIRD 1806 POP UP HEADS. INSTALL PER DETAIL B1/LI501.

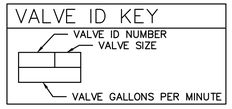
MODEL NO.	RADIUS	GPM	PSI	PR
R–VAN14–180	8'–14'	0.61	40	.62
R–VAN14–360	8'–14'	1.27	40	.62
R–VAN18–90	13'–18'	0.50	40	.64
R–VAN18–180	13'–18'	0.98	40	.64
R–VAN18–360	13'–18'	1.80	40	.64

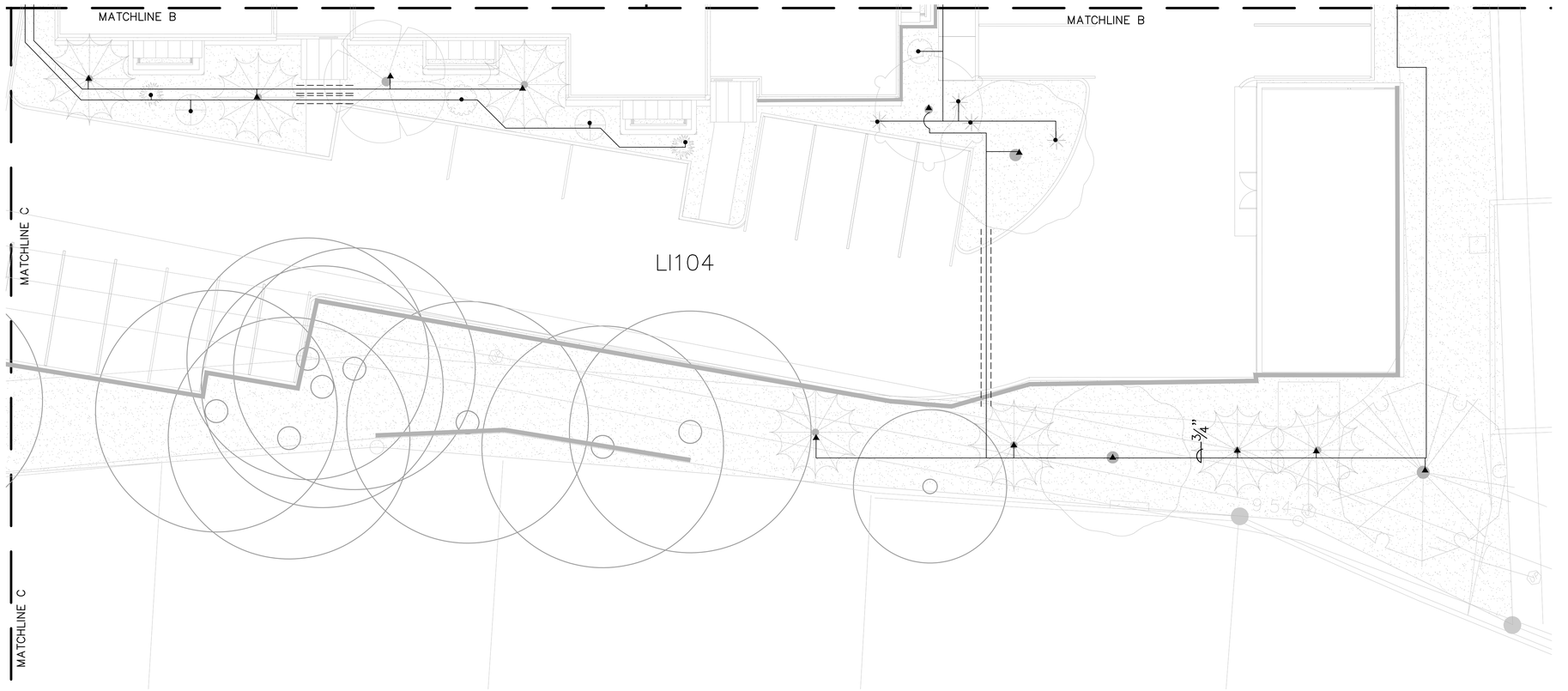
SOLVENT WELD PVC CAP, SIZE PER LINE SIZE.

C — IRRIGATION CONTROLLER, RAIN BIRD ESP–LXME, OR EQUAL, X–STATION CONTROLLER INSTALLED IN RAIN BIRD LXMM, OR EQUAL, METAL WALL–MOUNTED CABINET. INSTALL PER DETAIL A3/LI501. PROVIDE GROUNDING PROTECTION TO CONTROLLER PER DETAIL A3/LI502.

M — WATER METER, BY OTHERS. SEE UTILITY PLAN.

VALVE ID KEY





A1 IRRIGATION PLAN
SCALE: 1"=10'–0"

0 10' 20'

NORTH

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

pland COLLABORATIVE
plandcollab.com 505 268 2266

STATE OF NEW MEXICO
GREGORY MILLER
NO. 17
REGISTERED LANDSCAPE ARCHITECT
10/14/25

NOT FOR CONSTRUCTION

Santa Fe Opera
Apprentice Housing
DEVELOPMENT PLAN
214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	10/14/2025
PROJECT #:	25014
DRAWN BY:	LI, MV, MS
CHECKED BY:	GM

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SHEET TITLE

IRRIGATION PLAN

LI104

GENERAL IRRIGATION NOTES

CODE	DESCRIPTION
GI–01	AIR RELEASE VALVE LOCATIONS ARE SHOWN SCHEMATICALLY ON THE PLAN AT HIGH ELEVATION POINTS. THE CONTRACTOR SHALL SURVEY THE FINAL LOCATIONS OF ALL AIR RELEASE VALVES BEFORE INSTALLATION TO ENSURE THAT THEY ARE LOCATED AT ACTUAL HIGH POINTS.
GI–02	CONTRACTOR SHALL COORDINATE SLEEVE INSTALLATION WITH ALL PARTIES INVOLVED TO ENSURE THAT PIPE AND SLEEVES ARE INSTALLED AT PROPER DEPTHS AND BEFORE INSTALLATION OF CURB AND GUTTER, ASPHALT PAVEMENT, SIDEWALKS, CONCRETE PADS, ETC.
GI–03	CONTRACTOR SHALL FURNISH LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO CONSTRUCT THE PROPOSED IRRIGATION SYSTEM PER THE DRAWINGS AND SPECIFICATIONS.
GI–04	CONTRACTOR SHALL PROVIDE ONE (1) 120–VOLT, 20 AMP CIRCUIT FROM THE ELECTRICAL PANEL TO THE IRRIGATION CONTROLLER AND THE BACKFLOW PREVENTER ENCLOSURE (ONE TO EACH). ALL WORK AND MATERIALS SHALL MEET LOCAL CODES AND THE NATIONAL ELECTRIC CODE (NEC). REFERENCE ELECTRICAL PLANS.
GI–05	FOR PVC IRRIGATION PIPING AND EQUIPMENT REFERENCE SPECIFICATION SECTION 328400 – LANDSCAPE IRRIGATION SYSTEM.
GI–06	LOCATION AND SIZE OF IRRIGATION EQUIPMENT ON PLAN ARE SHOWN DIAGRAMMATICALLY FOR GRAPHIC CLARITY. LOCATION OF CONTROLLERS, PUMPS, BACKFLOW PREVENTERS, VALVES, ETC. SHALL BE APPROVED BY LANDSCAPE ARCHITECT IN THE FIELD.
GI–07	LOCATION OF THE IRRIGATION MAIN AND LATERAL LINES ON PLAN IS SHOWN DIAGRAMMATICALLY FOR GRAPHIC CLARITY. UNLESS OTHERWISE NOTED ON THE PLAN, ANY IRRIGATION LINES SHOWN IN HARDSCAPE AREAS ARE FOR GRAPHIC CLARITY ONLY. IRRIGATION LINES SHALL BE LOCATED IN IMMEDIATELY ADJACENT LANDSCAPE AREAS.
GI–08	IRRIGATION SYSTEM WAS DESIGNED AT A MINIMUM STATIC PRESSURE OF 60 PSI AT THE POINT OF CONNECTION. CONTRACTOR SHALL VERIFY ACTUAL PSI AND DELIVER RESULTS TO LANDSCAPE ARCHITECT BEFORE CONSTRUCTION. IN THE EVENT THE ACTUAL PSI IS LESS THAN 60 PSI, CONTRACTOR SHALL RECEIVE DIRECTION FROM LANDSCAPE ARCHITECT REGARDING DESIGN MODIFICATIONS IF NECESSARY.
GI–09	VALVE BOXES IN TURF OR SEED AREAS SHALL BE GREEN WITH GREEN BOLT–DOWN LIDS. VALVE BOXES IN MULCH AREAS SHALL BE TAN WITH TAN BOLT–DOWN LIDS.

IRRIGATION LEGEND

IRRIGATION MAIN LINE, SCHEDULE 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY 28" FOR CONTINUOUS PRESSURE MAIN, 18" FOR NON–CONTINUOUS PRESSURE MAIN.

LATERAL PIPING, SCH. 40, BELL END, SOLVENT WELD PVC, SIZE AS SHOWN ON PLAN. DEPTH OF BURY, 18". LATERAL PIPE CONVEYING LESS THAN 5 GPM SHALL BE 3/4".

NETAFIM INLINE DRIP PIPING

MAIN LINE AND LATERAL SLEEVE PIPING, CLASS 200, SDR–21, BELL–END, SOLVENT WELD PVC.

24–VOLT IRRIGATION WIRE SLEEVE PIPING, CLASS 200, SDR–21, BELL–END, SOLVENT WELD PVC,

REMOTE CONTROL VALVE ASSEMBLY, RAIN BIRD PEB SERIES, OR EQUAL, PLASTIC BODY 24–VOLT AUTOMATIC VALVE, SIZE AS SHOWN ON PLAN. INSTALL PER DETAIL A2/LI501.

MANUAL ISOLATION VALVE ASSEMBLY, SPEARS SCH. 80 PVC BALL VALVE WITH UNIONS, SAME SIZE AS LINE. INSTALL PER DETAIL B4/LI501.

MAIN LINE GATE VALVE ASSEMBLY, XXXX. INSTALL PER DETAIL XX/LI501.

BACKFLOW PREVENTER AND MASTER VALVE ASSEMBLY. FEBCO 825Y, OR EQUAL, X" REDUCED PRESSURE BACKFLOW PREVENTER IN HEATED AND INSULATED BACKFLOW ENCLOSURE, HOT BOX MODEL XXXX, OR EQUAL, WITH RAIN BIRD PEB SERIES, OR EQUAL X" PLASTIC BODY 24–VOLT AUTOMATIC MASTER VALVE, RAIN BIRD PEB SERIES, OR EQUAL, IN VALVE BOX. INSTALL PER DETAIL B5/LI501.

PRESSURE COMPENSATING BUBBLER ASSEMBLIES, RAIN BIRD 1400 SERIES WITH CHECK VALVE. INSTALL AS FOLLOWS:

	MODEL NO.	GPM	PSI
●	1401	.25	30
◆	1401	.50 (2 PER VERT. SHRUB)	30
▲	1402	1.0 (2 PER TREE)	30

REFERENCE DETAILS A6/L1501 AND A4 LI501

SPRAY POP–UP SPRINKLER ASSEMBLIES, RAINBIRD ROTARY SERIES R–VAN14 AND R–VAN18 ON RAINBIRD 1806 POP UP HEADS. INSTALL PER DETAIL B1/LI501.

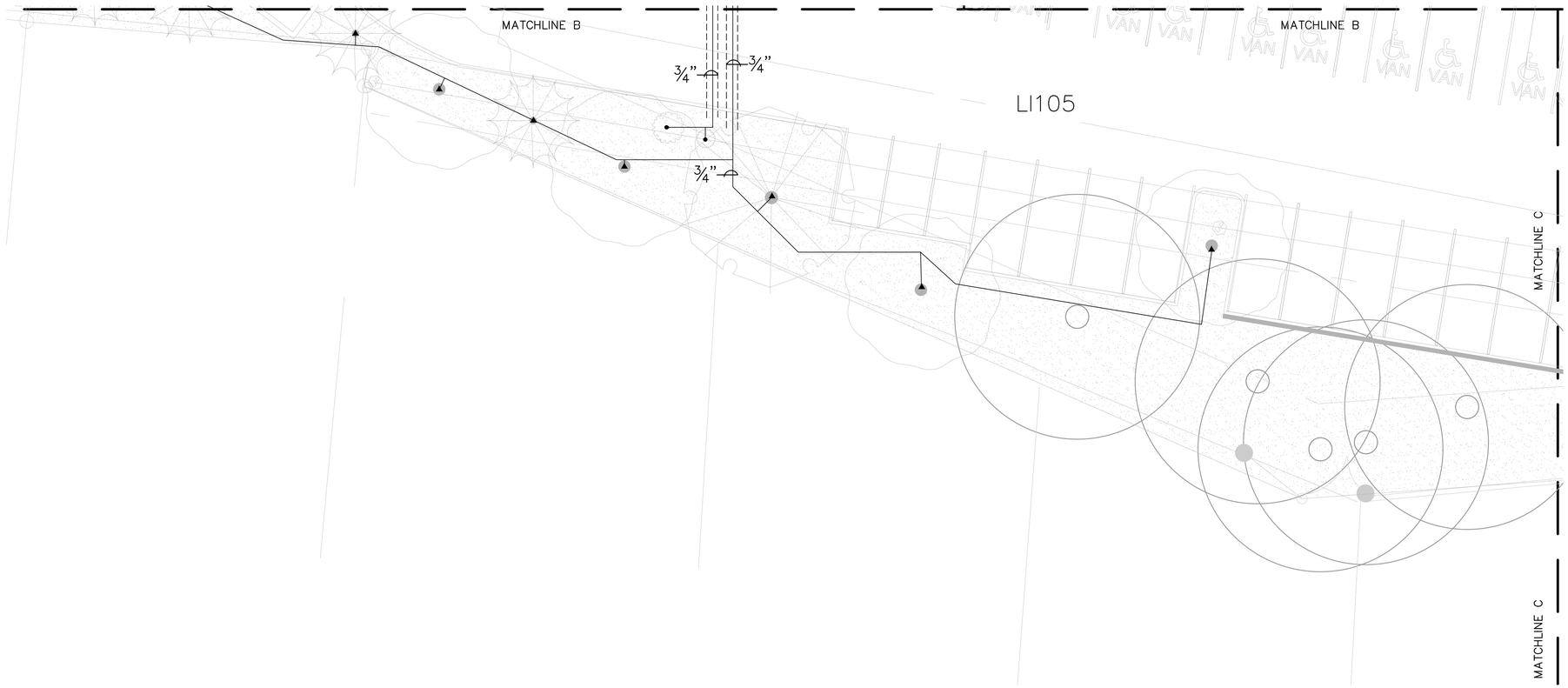
MODEL NO.	RADIUS	GPM	PSI	PR
R–VAN14–180	8'–14'	0.61	40	.62
R–VAN14–360	8'–14'	1.27	40	.62
R–VAN18–90	13'–18'	0.50	40	.64
R–VAN18–180	13'–18'	0.98	40	.64
R–VAN18–360	13'–18'	1.80	40	.64

SOLVENT WELD PVC CAP, SIZE PER LINE SIZE.

[C] IRRIGATION CONTROLLER, RAIN BIRD ESP–LXME, OR EQUAL, X–STATION CONTROLLER INSTALLED IN RAIN BIRD LXMM, OR EQUAL, METAL WALL–MOUNTED CABINET. INSTALL PER DETAIL A3/LI501. PROVIDE GROUNDING PROTECTION TO CONTROLLER PER DETAIL A3/LI502.

[M] WATER METER, BY OTHERS. SEE UTILITY PLAN.

VALVE ID KEY
- VALVE ID NUMBER
- VALVE SIZE
- VALVE GALLONS PER MINUTE



A1 IRRIGATION PLAN
SCALE: 1"=10'–0"

0 10' 20'
NORTH

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

pland COLLABORATIVE
plandcollab.com 505 268 2266

STATE OF NEW MEXICO
GREGORY MILLER
NO. 17
REGISTERED LANDSCAPE ARCHITECT
10/14/25

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	10/14/2025
PROJECT #:	25014
DRAWN BY:	LI, MV, MS
CHECKED BY:	GM

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SHEET TITLE

IRRIGATION PLAN

LI105

PLANT HYDROZONES

THE IRRIGATION SYSTEM IS ZONED BY LEVELS OF WATER USE BY PLANT TYPE. THIS LEGEND INDICATES THE PLANT HYDROZONE THAT IS IRRIGATED BY EACH VALVE.

VALVE NUMBER	COVERAGE	GPM
01	VERY LOW – LOW SHRUBS	8
02	LOW – MEDIUM TREE	14
03	VERY LOW – LOW TREE	2
04	LOW – MEDIUM SHRUB	12
05	VERY LOW – LOW SHRUBS	4
06	LOW – MEDIUM TREE	10
07	LOW – MEDIUM SHRUB	6
08	VERY LOW – LOW TREES	2
09	VERY LOW – LOW SHRUBS	2.5
10	LOW – MEDIUM TREE	18
11	LOW – MEDIUM TREES/SHRUBS	15.75
12	VERY LOW – LOW SHRUBS	3.5
13	VERY LOW – LOW TREES	4.5
14	LOW – MEDIUM TREE	12
15	TURF	26.37
16	LOW – MEDIUM SHRUB	20.5

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 1–2

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
TOTAL OVERALL VOLUME												
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE												
VERY LOW–LOW TREES AND SHRUBS	95	95	190	380	760	1140	1140	1140	760	380	95	95
LOW–MEDIUM TREES AND SHRUBS	638	638	1276	2552	5104	7656	7656	7656	5104	2552	638	638
DRIPLINE	126	126	252	504	1008	1512	1512	1512	1008	504	126	126
TURF GRASS AREA	791.1	791.1	1582.2	3164.4	6328.8	9493.2	9493.2	9493.2	6328.8	3164.4	791.1	791.1
TOTAL GALLONS/MONTH	1650.1	1650.1	3300.2	6600.4	13200.8	19801.2	19801.2	19801.2	13200.8	6600.4	1650.1	1650.1
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	108906.6 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.334 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 3

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
TOTAL OVERALL VOLUME												
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE												
VERY LOW–LOW TREES AND SHRUBS	71.25	71.25	142.5	285	570	855	855	855	570	285	71.25	71.25
LOW–MEDIUM TREES AND SHRUBS	398.75	398.75	797.5	1595	3190	4785	4785	4785	3190	1595	398.75	398.75
DRIPLINE	78.75	78.75	157.5	315	630	945	945	945	630	315	78.75	78.75
TURF GRASS AREA	527.4	527.4	1054.8	2109.6	4219.2	6328.8	6328.8	6328.8	4219.2	2109.6	527.4	527.4
TOTAL GALLONS/MONTH	1076.15	1076.15	2152.3	4304.6	8609.2	12913.8	12913.8	12913.8	8609.2	4304.6	1076.15	1076.15
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	71025.9 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.218 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

LANDSCAPE WATER BUDGET SUMMARY

THE IRRIGATION SYSTEM IS ZONED BY LEVELS OF WATER USE BY PLANT TYPE. WATER USE AND TOTAL GALLONS PER MINUTE FOR EACH VALVE IS SHOWN IN THE PLANT HYDROZONES TABLE.

VALVES 01, 03, 05, 08, 09, 12 AND 13 IRRIGATE VERY LOW AND LOW WATER–USE TREES AND SHRUBS. THE TOTAL GALLONS PER MINUTE USING BUBBLER IRRIGATION FOR THESE VALVES IS 23. IN YEARS 1 AND 2 THE TOTAL GALLONS PER WATERING CYCLE IS 92 AND THE ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION IS 6,072 GALLONS PER YEAR (0.018634 ACRE FEET). IN YEAR 3 THE TOTAL GALLONS PER WATERING CYCLE IS 69, AND THE ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION IS 4,554 GALLONS PER YEAR (0.0013975 ACRE FEET).

VALVES 02, 03, 04, 05, 10, 16 AND 16 IRRIGATE LOW AND LOW–MEDIUM WATER–USE TREES AND SHRUBS. THE TOTAL GALLONS PER MINUTE USING BUBBLER IRRIGATION FOR THESE VALVES IS 23. IN YEARS 1 AND 2 THE TOTAL GALLONS PER WATERING CYCLE IS 662. FOR YEARS 1 AND 2 THE ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION IS 44,084 GALLONS PER YEAR (0.135288 ACRE FEET). IN YEAR 3 THE TOTAL GALLONS PER WATERING CYCLE IS 413.75. FOR YEAR 3 THE ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION IS 27,307.5 GALLONS PER YEAR (0.083803 ACRE FEET PER YEAR)

VALVE 15 IRRIGATES TURF GRASS. THE TOTAL GALLONS PER MINUTE USING BUBBLER IRRIGATION FOR THESE VALVES IS 26.37 IN YEARS 1 AND 2 THE TOTAL GALLONS PER WATERING CYCLE IS 791.1 AND THE ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION IS 52,213 GALLONS PER YEAR (0.160234 ACRE FEET). IN YEAR 3 THE TOTAL GALLONS PER WATERING CYCLE IS 527.4, AND THE ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION IS 34,808 GALLONS PER YEAR (0.10682 ACRE FEET).

VALVE 11 IRRIGATES LOW AND LOW–MEDIUM WATER–USE TREES AND SHRUBS IN THE RAISED PLANTERS. THE TOTAL GALLONS PER MINUTE USING DRIP IRRIGATION IS 126. IN YEARS 1 AND 2 THE TOTAL GALLONS PER WATERING CYCLE IS 126. FOR YEARS 1 AND 2 THE ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION IS 9,382 GALLONS PER YEAR (0.028792 ACRE FEET). IN YEAR 3 THE TOTAL GALLONS PER WATERING CYCLE IS 78.75. FOR YEAR 3 THE ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION IS 5,197.5 GALLONS PER YEAR (0.015950 ACRE FEET PER YEAR)

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 1–2

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
VERY LOW–LOW TREES AND SHRUBS	GALLONS PER MINUTE – BUBBLER IRRIGATION					TOTAL GALLONS PER WATERING CYCLE BUBBLERS (4 MIN RUN TIME)						
TOTAL VOLUME OF VALVE NUMBER(S): 01, 03, 05, 08, 09, 12, 13	23.75					95						
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE	95	95	95	95	95	95	95	95	95	95	95	95
TOTAL GALLONS/MONTH	95	95	190	380	760	1140	1140	1140	760	380	95	95
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	6270 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.0192 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 3

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
VERY LOW–LOW TREES AND SHRUBS	GALLONS PER MINUTE – BUBBLER IRRIGATION					TOTAL GALLONS PER WATERING CYCLE BUBBLERS (3 MIN RUN TIME)						
TOTAL VOLUME OF VALVE NUMBER(S): 01, 03, 08, 09, 12, 13	23.75					71.25						
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE	71.25	71.25	71.25	71.25	71.25	71.25	71.25	71.25	71.25	71.25	71.25	71.25
TOTAL GALLONS/MONTH	71.25	71.25	142.5	285	570	855	855	855	570	285	71.25	71.25
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	4702.5 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.0144 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 1–2

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
LOW–MEDIUM TREES AND SHRUBS	GALLONS PER MINUTE – BUBBLER IRRIGATION					TOTAL GALLONS PER WATERING CYCLE BUBBLERS (8 MIN RUN TIME)						
TOTAL VOLUME OF VALVE NUMBER(S): 02, 04, 06, 07, 10, 14, 16	79.75					638						
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE	638	638	638	638	638	638	638	638	638	638	638	638
TOTAL GALLONS/MONTH	638	638	1276	2552	5104	7656	7656	7656	5104	2552	638	638
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	42108 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.129 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 3

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
LOW–MEDIUM TREES AND SHRUBS	GALLONS PER MINUTE – BUBBLER IRRIGATION					TOTAL GALLONS PER WATERING CYCLE BUBBLERS (5 MIN RUN TIME)						
TOTAL VOLUME OF VALVE NUMBER(S): 02, 04, 06, 07, 10, 14, 16	79.75					398.75						
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE	398.75	398.75	398.75	398.75	398.75	398.75	398.75	398.75	398.75	398.75	398.75	398.75
TOTAL GALLONS/MONTH	398.75	398.75	797.5	1595	3190	4785	4785	4785	3190	1595	398.75	398.75
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	26317.5 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.081 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 1–2

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
DRIPLINE	GALLONS PER MINUTE – DRIP IRRIGATION					TOTAL GALLONS PER WATERING CYCLE (8 MIN RUN TIME)						
TOTAL VOLUME OF VALVE NUMBER(S): 11	15.75					126						
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE	126	126	126	126	126	126	126	126	126	126	126	126
TOTAL GALLONS/MONTH	126	126	252	504	1008	1512	1512	1512	1008	504	126	126
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	8316 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.026 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 3

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
LOW–MEDIUM SHRUBS AND TREES DRIP	GALLONS PER MINUTE – DRIP IRRIGATION					TOTAL GALLONS PER WATERING CYCLE (5 MIN RUN TIME)						
TOTAL VOLUME OF VALVE NUMBER(S): 11	15.75					78.75						
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE	78.75	78.75	78.75	78.75	78.75	78.75	78.75	78.75	78.75	78.75	78.75	78.75
TOTAL GALLONS/MONTH	78.75	78.75	157.5	315	630	945	945	945	630	315	78.75	78.75
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	5197.5 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.016 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 1–2

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
TURF GRASS AREA	GALLONS PER MINUTE – ROTARY IRRIGATION					TOTAL GALLONS PER WATERING CYCLE ROTARY (30 MIN RUN TIME)						
TOTAL VOLUME OF VALVE NUMBER(S): 15	26.37					791.1						
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE	791.1	791.1	791.1	791.1	791.1	791.1	791.1	791.1	791.1	791.1	791.1	791.1
TOTAL GALLONS/MONTH	791.1	791.1	1582.2	3164.4	6328.8	9493.2	9493.2	9493.2	6328.8	3164.4	791.1	791.1
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	52212.6 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.160 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SANTA FE OPERA APPRENTICE HOUSING – Landscape Water Budget Years 3

ESTIMATED WATER USE FOR LANDSCAPE IMPROVEMENTS – 10/14/2025												
TURF GRASS AREA	GALLONS PER MINUTE – ROTARY IRRIGATION					TOTAL GALLONS PER WATERING CYCLE ROTARY (20 MIN RUN TIME)						
TOTAL VOLUME OF VALVE NUMBER(S): 15	26.37					527.4						
WATERING REQUIREMENTS												
MONTHLY WATERING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
WATERING CYCLES PER MONTH	1	1	2	4	8	12	12	12	8	4	1	1
GALLONS PER WATERING CYCLE	527.4	527.4	527.4	527.4	527.4	527.4	527.4	527.4	527.4	527.4	527.4	527.4
TOTAL GALLONS/MONTH	527.4	527.4	1054.8	2109.6	4219.2	6328.8	6328.8	6328.8	4219.2	2109.6	527.4	527.4
TOTAL ESTIMATED ANNUAL IRRIGATION WATER CONSUMPTION:	34808.4 gallons per year*											
1 ACRE FOOT OF WATER = 325,851 GALLONS												
TOTAL ACRE FEET OF WATER PER YEAR:	0.107 acre feet per year*											

* RUN TIME TOTAL WATER USE ARE CALCULATED FOR ESTABLISHMENT PERIOD. AFTER ESTABLISHMENT, THE ANTICIPATED WATER USE MAY DECREASE UP TO 50%

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 8665
www.smpcarchitects.com

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STATE OF NEW MEXICO
GREGORY MILLER
NO. 17
REGISTERED LANDSCAPE ARCHITECT
10/14/25

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE: 10/14/2025
PROJECT #: 25014
DRAWN BY: LI, MV, MS
CHECKED BY: GM

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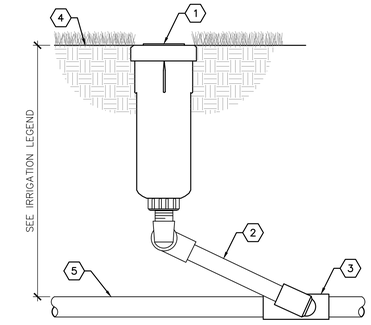
SHEET TITLE

IRRIGATION TABLES

LI200

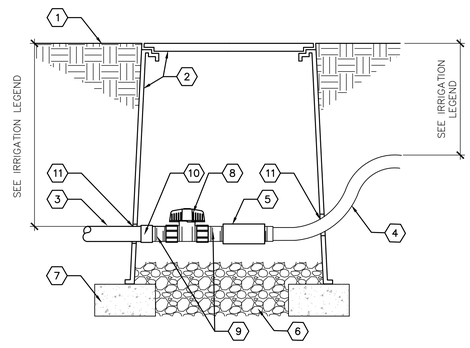


KEYED NOTES

1. SPRINKLER BODY – SEE IRRIGATION LEGEND
2. UNITIZED SWING JOINT, SAME SIZE AS HEAD'S INLET SIZE
3. PVC LATERAL PIPE FITTING
4. FINISH GRADE
5. LATERAL PIPING

B1 SPRINKLER ASSEMBLY

NOT TO SCALE

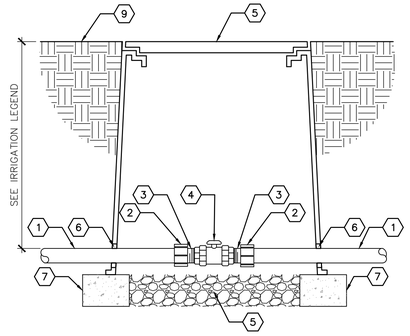


KEYED NOTES

1. FINISH GRADE
2. 10" ROUND VALVE BOX WITH BOLT–DOWN DROP–IN COVER
3. PVC LATERAL PIPING
4. POLY DRIP TUBING
5. POLY TO PVC COUPLING, FEMALE ADAPTER X COMPRESSION
6. 6" DEPTH OF 1" DIAMETER WASHED GRAVEL WITH MIN. 2" CLEARANCE FROM BOTTOM OF EQUIPMENT AND PIPING
7. SOLID CMU BLOCK, TWO PER BOX
8. SCH. 80 PVC BALL VALVE
9. SCH. 80 PVC CLOSE NIPPLE
10. SCH. 80 PVC FEMALE ADAPTER
11. NOTCH OR CORE DRILL VALVE BOX WALL, 1/2" LARGER THAN PIPE DIAMETER

B2 PVC TO POLY CONNECTION

NOT TO SCALE

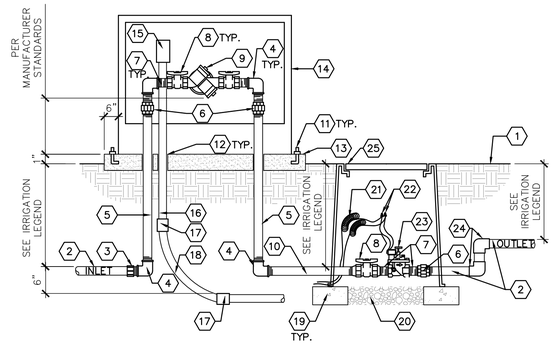


KEYED NOTES

1. MAINLINE
2. SCH. 80 PVC FEMALE ADAPTER
3. SCH. 80 PVC NIPPLE, 3" LENGTH
4. SCH. 80 MANUAL BALL VALVE WITH UNIONS
5. 10" X 15" HEAVY–DUTY VALVE BOX WITH T–STYLE BOLT–DOWN COVER AND EXTENSIONS AS REQUIRED
6. NOTCH OR CORE DRILL VALVE BOX WALL, 1/2" LARGER THAN PIPE DIAMETER
7. SOLID CMU BLOCK, FOUR PER BOX
8. 6" DEPTH OF 1" DIAMETER WASHED GRAVEL WITH MIN. 2" CLEARANCE FROM BOTTOM OF EQUIPMENT AND PIPING
9. FINISH GRADE

B4 MANUAL ISOLATION VALVE

NOT TO SCALE



KEYED NOTES

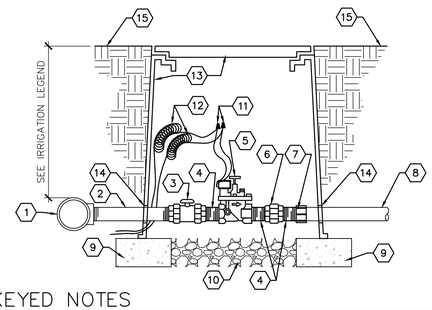
1. FINISH GRADE
2. PVC MAINLINE – SEE LEGEND
3. SCH 40 PVC MALE ADAPTER
4. GALVANIZED ELBOW
5. GALVANIZED NIPPLE, LENGTH AS REQUIRED
6. GALVANIZED UNION
7. GALVANIZED NIPPLE– 3" LENGTH
8. SPEARS TRUE UNION SCH. 80 PVC BALL VALVE
9. REDUCED PRESSURE BACKFLOW PREVENTER – SEE IRRIGATION LEGEND
10. GALVANIZED NIPPLE – 36" LENGTH
11. 1/2"x6" ANCHOR BOLTS, FOUR PER BOX
12. PVC SLEEVE
13. 3000 PSI CONCRETE PAD, 6" THICK WITH TOOLED EDGES
14. INSULATED ENCLOSURE – SEE LEGEND
15. JUNCTION BOX FOR HEAT TAPE
16. RIGID CONDUIT
17. WATERTIGHT CONNECTOR
18. RIGID SWEEP ELL
19. SOLID CMU BLOCK, FOUR PER BOX
20. 6" DEPTH OF 1" WASHED GRAVEL WITH 2" CLEARANCE TO BOTTOM OF VALVE ASSEMBLY
21. 36" WIRE LOOPS
22. WATERPROOF WIRE SPLICE
23. MASTER VALVE – SEE IRRIGATION LEGEND
24. MAIN LINE ELL, 90 DEGREE
25. APPLIED ENGINEERING PRODUCTS 1730–18P2P VALVE BOX W/ 8" EXTENSIONS (1730–XC) AS REQUIRED

GENERAL NOTES

A. CONTRACTOR SHALL SUPPLY AND INSTALL WINTERGARD WET H612 HEAT CABLE AROUND EXPOSED PIPES AND BACKFLOW PREVENTER. MINIMUM 1:3 SPIRALING RATIO.

B5 BACKFLOW PREVENTER & MASTER VALVE ASSEMBLY

NOT TO SCALE



KEYED NOTES

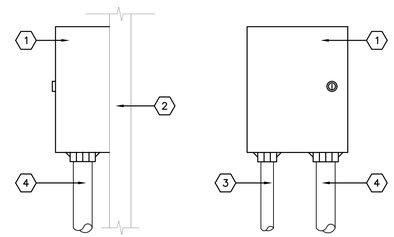
1. SERVICE TEE AT MAINLINE
2. SCH. 80 PVC NIPPLE, LENGTH AS REQUIRED
3. SCH. 80 PVC BALL VALVE WITH UNIONS
4. SCH. 80 PVC NIPPLE, 3" LENGTH
5. REMOTE CONTROL VALVE – SEE IRRIGATION LEGEND
6. SCH. 80 PVC UNION
7. SCH. 80 PVC FEMALE ADAPTER
8. LATERAL PIPING
9. SOLID CMU BLOCK, FOUR PER BOX
10. 6" DEPTH OF 1" DIAMETER WASHED GRAVEL WITH MIN. 2" CLEARANCE FROM BOTTOM OF EQUIPMENT AND PIPING
11. WATERPROOF WIRE CONNECTOR
12. 36" WIRE EXPANSION LOOPS
13. 17" X 30" HEAVY–DUTY VALVE BOX WITH T–STYLE BOLT–DOWN COVER AND EXTENSIONS AS REQUIRED
14. NOTCH OR CORE DRILL VALVE BOX WALL, 1/2" LARGER THAN PIPE DIAMETER
15. FINISH GRADE

GENERAL NOTES

A. CONTRACTOR SHALL INSTALL ONE AUTOMATIC VALVE ASSEMBLY PER VALVE BOX.

A2 REMOTE CONTROL VALVE ASSEMBLY

NOT TO SCALE



KEYED NOTES

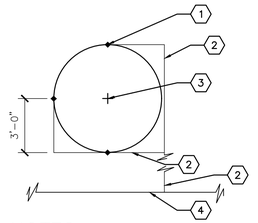
1. AUTOMATIC CONTROLLER – SEE IRRIGATION LEGEND
2. WALL – SEE PLAN
3. 120–VOLT WIRE CONDUIT
4. 24–VOLT WIRE CONDUIT

GENERAL NOTES

A. CONTROLLER SHALL BE MOUNTED SECURELY TO WALL USING APPROPRIATE FASTENERS FOR WALL TYPE.
B. ALL EXPOSED CONDUIT SHALL BE E.M.T. OR EQUAL AND APPROVED BY LOCAL CODES.
C. ALL CONDUIT CONNECTIONS SHALL BE MADE USING WATERTIGHT CONNECTORS.
D. MOUNT TOP OF CONTROLLER 52" TO 58" ABOVE FINISH GRADE
E. PAINT CONTROLLER CABINET AND CONDUITS TO MATCH WALL IF REQUIRED BY PROJECT PER OWNER DIRECTION.

A3 WALL–MOUNT CONTROLLER

NOT TO SCALE



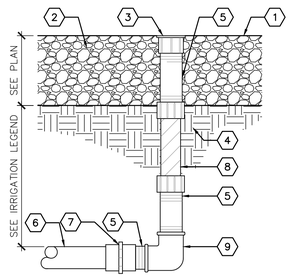
KEYED NOTES

1. BUBBLER – SEE IRRIGATION LEGEND. 3/TREE, TYP.
2. 3/4" LATERAL.
3. TREE CENTER.
4. LATERAL. SEE PLAN.

A4 BUBBLER LAYOUT AT TREE

SCALE: N.T.S.

P–025–SFOH–10



KEYED NOTES

1. FINISH GRADE
2. MULCH
3. PRESSURE COMPENSATING BUBBLER – SEE IRRIGATION LEGEND. TOP OF BUBBLER SHALL BE FLUSH WITH TOP OF MULCH
4. COMPACTED SUBGRADE
5. 1/2" SCH. 80 PVC THREADED NIPPLE, LENGTH AS REQUIRED
6. 3/4" LATERAL PIPING
7. 3/4" X 1/2" SCH. 40 PVC FEMALE ADAPTER
8. 1/2" X 6" FLEX NIPPLE
9. 1/2" SCH. 40 PVC THREADED ELBOW

A6 BUBBLER ASSEMBLY

NOT TO SCALE

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PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

pland COLLABORATIVE
plandcollab.com 505 268 2266

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Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

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DRAWN BY:	LI, MV, MS
CHECKED BY:	GM

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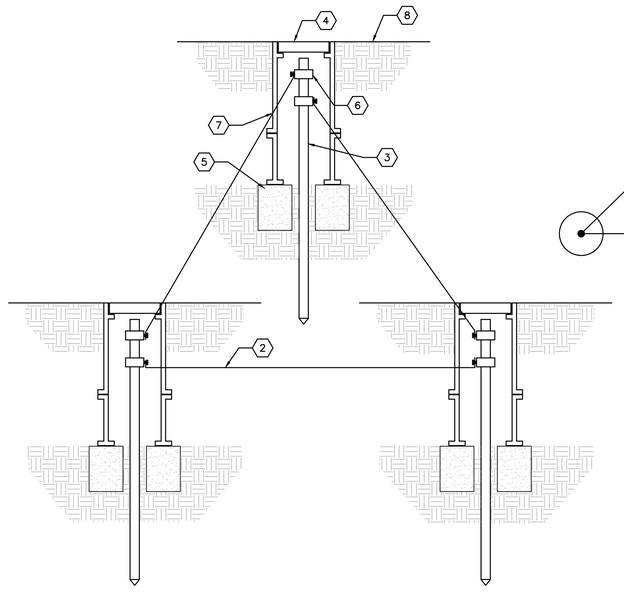
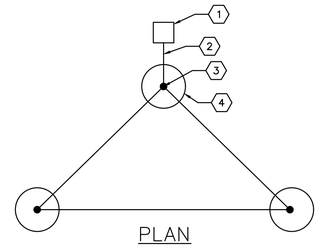
SHEET TITLE

IRRIGATION DETAILS

LI501



SECTION



PLAN

KEYED NOTES

1. IRRIGATION CONTROLLER OR DECODER SURGE DEVICE – SEE IRRIGATION LEGEND
2. #10 AWG WIRE FROM IRRIGATION CONTROLLER OR SURGE DEVICE TO GROUND ROD CLAMP. WIRE SHALL BE INSTALLED STRAIGHT AND TAUT
3. 8' LENGTH GROUND ROD, PLACE IN IRRIGATED AREA A MINIMUM OF 16' FROM ONE ANOTHER WITH ONE ROD A MIN. OF 12' FROM CONTROLLER OR SURGE DEVICE. (OPTION: REPLACE GROUNDING RODS WITH 1/8" X 12" X 18" COPPER PLATE, BURIED AT 12" DEPTH. SOLDER #6 BARE COPPER WIRE TO PLATE)
4. 6" ROUND VALVE BOX WITH COVER
5. SOLID CMU BLOCK, TWO PER BOX
6. GROUND ROD CLAMP
7. DRILL A SMALL OPENING IN VALVE BOX TO MAINTAIN WIRE TAUTNESS
8. FINISH GRADE

A3 **GROUNDING**

NOT TO SCALE

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PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
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SHEET TITLE

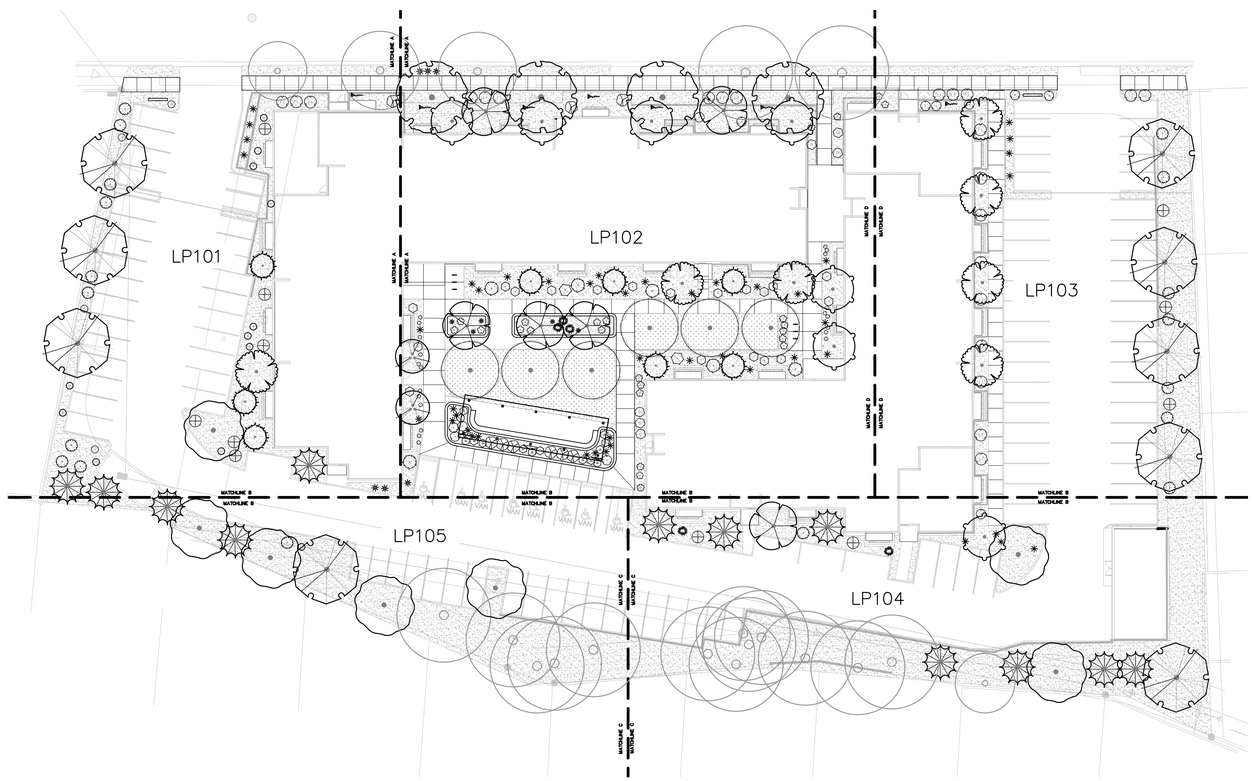
IRRIGATION DETAILS

LI502

PLANT SCHEDULE LP100

SEE LP501 FOR COMPLETE PLANT SCHEDULE.

SYMBOL	COMMON NAME	BOTANICAL NAME
TREES		
	EMERALD SUNSHINE ELM	ULMUS DAVIDIANA JAPONICA 'JFS–BIEBERICH' TM
	LACEBARK ELM	ULMUS PARVIFOLIA
	SENSATION BOX ELDER	ACER NEGUNDO 'SENSATION'
	TEXAS RED OAK	QUERCUS BUCKLEYI
SMALL TREE/LARGE SHRUB		
	ALLEGHENY SERVICEBERRY	AMELANCHIER UTAHENSIS
	BLUE ICE ARIZONA CYPRESS	CUPRESSUS ARIZONICA GLABRA 'BLUE ICE'
	DESERT WILLOW 'LUCRETIA HAMILTON'	CHILOPSIS LINEARIS 'LUCRETIA HAMILTON'
	EASTERN REDBUD	CERCIS CANADENSIS
	NEW MEXICO OLIVE	FORESTIERA PUBESCENS
	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM
SHRUBS		
	APACHE PLUME	FALLUGIA PARADOXA
	COMMON WHITE SNOWBERRY	SYMPHORICARPOS ALBUS
	CREEPING MAHONIA	MAHONIA REPENS
	CREEPING THREE–LEAF SUMAC	RHUS TRILOBATA 'AUTUMN AMBER'
	DWARF RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS NAUSEOSUS
	FENDLER BARBERRY	BERBERIS FENDLERI
	GOLDEN CURRANT	RIBES AUREUM
	KINNIKINNICK	ARCTOSTAPHYLOS UVA–URSI
	MORMON TEA	EPHEDRA VIRIDIS
	RUBBER RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS
	SHRUBBY CINQUEFOIL	POTENTILLA FRUTICOSA
	WOODS' ROSE	ROSA WOODSII
VINES		
	ANEMONE CLEMATIS	CLEMATIS MONTANA
	CHINESE WISTERIA	WISTERIA SINENSIS
	MAJOR WHEELER HONEYSUCKLE	LONICERA SEMPERVIRENS 'MAJOR WHEELER'
PERENNIALS		
	DWARF PLUMBAGO	CERATOSTIGMA PLUMBAGINOIDES
GRASSES & DESERT ACCENTS		
	BEAR GRASS	NOLINA MICROCARPA
	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'
	BRAKELIGHTS RED YUCCA	HESPERALOE PARVIFLORA 'BRAKELIGHTS'
	DEER GRASS	MUHLENBERGIA RIGENS
	PARRY AGAVE	AGAVE PARRYI
	RED YUCCA	HESPERALOE PARVIFLORA
	WALK IN BEAUTY™ PRICKLY PEAR	OPUNTIA HYBRID 'WALK IN BEAUTY'
EXISTING TREE		



A1 OVERALL PLANTING PLAN
SCALE: 1"=30'-0"

0 30' 60'

NORTH

COMPLIANCE WITH CITY LANDSCAPE ORDINANCES

INTERIOR PARKING LOT LANDSCAPE REQUIREMENTS		
PARKING SPACES:	103	
REQUIRED LANDSCAPE AREA PER SPACE:	10 SF	
PERMEABLE LANDSCAPE AREA REQUIRED:	1,030 SF	
PERMEABLE LANDSCAPE AREA PROVIDED:	11,923 SF	
REQUIRED NUMBER OF TREES @ 1 PER 90 REQD SF:	11	
NUMBER OF PARKING LOT TREES PROVIDED:	29	
REQUIRED NUMBER OF SHRUBS @ 2 PER 90 REQD SF:	22	
NUMBER OF PARKING LOT SHRUBS PROVIDED:	63	

OPEN SPACE REQUIREMENTS	QUANTITY	PERCENT
TOTAL LOT AREA:	108,963 SF	
REQUIRED OPEN SPACE 83 DU X 250SF:	20,750 SF	
OPEN SPACE PROVIDED:	21,764 SF	
REQUIRED NUMBER OF TREES @ 1 PER 500 SF:	42	
TOTAL NUMBER OF TREES PROVIDED (NOT INCLUDING BASINS):	42	
NUMBER OF EVERGREEN TREES REQUIRED:	11	25% OF TOTAL
NUMBER OF EVERGREEN TREES PROVIDED:	15	35% OF TOTAL
REQUIRED NUMBER OF SHRUBS @ 2 PER 500 SF:	84	
TOTAL NUMBER OF SHRUBS PROVIDED (NOT INCLUDING BASINS):	188	
NUMBER OF EVERGREEN SHRUBS REQUIRED:	16	25% OF TOTAL
NUMBER OF EVERGREEN SHRUBS PROVIDED:	73	39% OF TOTAL
TURFGRASS AREA PROVIDED:	2,727 SF	13%

DESIGNATED STORMWATER BASIN REQUIREMENTS	
REQUIRED NUMBER OF TREES EACH BASIN @ 1 PER 500 SF	
NUMBER OF TREES REQUIRED/PROVIDED	
BASIN A	TBD
BASIN B	TBD
BASIN C	TBD
BASIN D	TBD
BASIN E	TBD
REQUIRED NUMBER OF SHRUBS EACH BASIN @ 3 PER 500 SF	
NUMBER OF SHRUBS REQUIRED/PROVIDED	
BASIN A	TBD
BASIN B	TBD
BASIN C	TBD
BASIN D	TBD
BASIN E	TBD

TREE PROTECTION NOTES

1. CONTRACTOR SHALL ESTABLISH A ROOT PROTECTION ZONE AROUND EACH EXISTING TREE TO REMAIN. THE ROOT PROTECTION ZONE SHALL BE AN AREA DEFINED BY A RADIUS EXTENDING OUTWARD FROM THE TRUNK OF THE TREE A DISTANCE OF ONE LINEAR FEET FOR EACH INCH DIAMETER OF THE TREE. THE TREE DIAMETER SHALL BE MEASURED AT BREAST HEIGHT (4.5' ABOVE FINISH GRADE). EXAMPLE: A 10 INCH DIAMETER TREE WILL HAVE A 10 FOOT RADIUS ROOT PROTECTION ZONE.
2. CONTRACTOR SHALL INSTALL FENCING AT THE PERIMETER OF ROOT PROTECTION ZONES. NO WORK SHALL BEGIN WHERE TREE PROTECTION FENCING HAS NOT BEEN COMPLETED AND APPROVED. TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING CONSTRUCTION. THE FENCING SHALL BE A MINIMUM OF 4' HEIGHT.
3. CONTRACTOR SHALL NOT STORE OR DRIVE EQUIPMENT, VEHICLES OR MATERIALS WITHIN THE ROOT PROTECTION ZONE.
4. CONTRACTOR SHALL PROTECT EXISTING ROOTS FROM DAMAGE WHEN WORKING WITHIN THE ROOT PROTECTION ZONE. THE CONTRACTOR SHALL LIMIT DEMOLITION OR OTHER CONSTRUCTION ACTIVITIES WITHIN THE ROOT PROTECTION ZONE TO THE MINIMUM DISTURBANCE REQUIRED TO COMPLETE CONSTRUCTION.
5. CONTRACTOR SHALL NOT ALLOW CONCRETE TRUCKS TO CLEAN CHUTES OR DUMP EXCESS CONCRETE OR ANY OTHER CEMENTITIOUS PRODUCTS IN ANY PORTION OF THE SITE. CONTRACTOR SHALL CLEAN THE WASTE OF OTHER CEMENTITIOUS MATERIALS FROM THE SURFACE AND THEY SHALL NOT BE TURNED UNDER DURING FINAL GRADING.
6. CONTRACTOR SHALL NOT TRENCH WITHIN THE DRIPLINE OF EXISTING TREES. AT LOCATIONS WHERE IS IT NECESSARY TO INSTALL LINES OR WIRE WITHIN THE DRIPLINE OF EXISTING TREES, THE UTILITY SHALL BE INSTALLED BY BORING UNDER TREE ROOTS.

GENERAL PLANTING NOTES

CODE	DESCRIPTION
GP–01	CONTRACTOR SHALL INSTALL VINES PER DETAIL A4/LP501.
GP–02	CONTRACTOR SHALL INSTALL SHRUBS PER DETAIL C5/LP501.
GP–03	CONTRACTOR SHALL INSTALL TREES PER DETAIL A5/LP501.
GP–04	CONTRACTOR SHALL PRUNE LOWER BRANCHES OF DECIDUOUS TREES AS DIRECTED BY LANDSCAPE ARCHITECT IN THE FIELD.
GP–05	FILTER FABRIC SHALL BE MIN. 4 OZ. NON–WOVEN NEEDLE–PUNCHED POLYPROPYLENE (TENCATE MIRAFI 140N OR EQUIVALENT). OVERLAP ENDS 3" AND TURN DOWN EDGES 6".
GP–06	SEE SITE ELECTRICAL PLAN AND PHOTOMETRICS.
GP–07	IF THERE IS A DISCREPANCY IN THE FIELD OR NURSERY BETWEEN THE CONTAINER SIZE CALLED OUT UNDER "REMARKS" AND HEIGHT & SPREAD CALLED OUT UNDER "INSTALLED SIZE", THE SPECIFIED PLANT MUST MEET HEIGHT & SPREAD REQUIREMENTS SPECIFIED UNDER "INSTALLED SIZE", EVEN IF A LARGER CONTAINER SIZE IS REQUIRED TO MEET THESE SPECIFICATIONS, AT NO ADDITIONAL COST TO THE OWNER.
GP–08	IN CASE OF DISCREPANCY IN PLANT QUANTITIES SHOWN ON THE PLANT LEGEND AND THOSE SHOWN ON THE PLANTING PLAN, THE QUANTITIES SHOWN ON THE PLAN SHALL GOVERN. CONTRACTOR SHALL VERIFY ALL QUANTITIES PRIOR TO BID AND INSTALLATION. NO ADDITIONAL PAYMENT WILL BE MADE FOR ANY DISCREPANCIES IN QUANTITIES BETWEEN THE PLANTING PLAN AND THE PLANT LIST.
GP–09	TOP OF MULCH SHALL BE 1" BELOW TOP OF ADJACENT CONCRETE SURFACES.
GP–10	TREES INSTALLED WITHIN TURF AND NATIVE SEED AREAS SHALL HAVE A 4" DEPTH OF SHREDDED WOOD MULCH WITHIN A 6' DIAMETER AREA AT THE BASE OF EACH TREE.
GP–11	NO GRADING SHALL OCCUR WITHIN THE DRIPLINE OF TREES TO BE PRESERVED IN PLACE.
GP–12	ALL PLANTING BEDS SHALL BE SWALED, SLOPED, OR RECESSED BELOW GRADE TO PREVENT FUGITIVE WATER. REFERENCE CIVIL GRADING PLAN. WHERE CONTOURS ON CIVIL GRADING PLAN ARE NOT DETAILED ENOUGH DUE TO PLAN SCALE, PLANTING BEDS SHALL BE RECESSED 2" BELOW ADJACENT PAVEMENT TO TOP OF MULCH MATERIAL. SEE CIVIL HYDROLOGY PLAN FOR BASIN VOLUMES AND CALCULATIONS.

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219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

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plandcollab.com 505 268 2266

STATE OF NEW MEXICO
GREGORY MILLER
NO. 17
REGISTERED LANDSCAPE ARCHITECT
10/14/25

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	10/14/2025
PROJECT #:	25014
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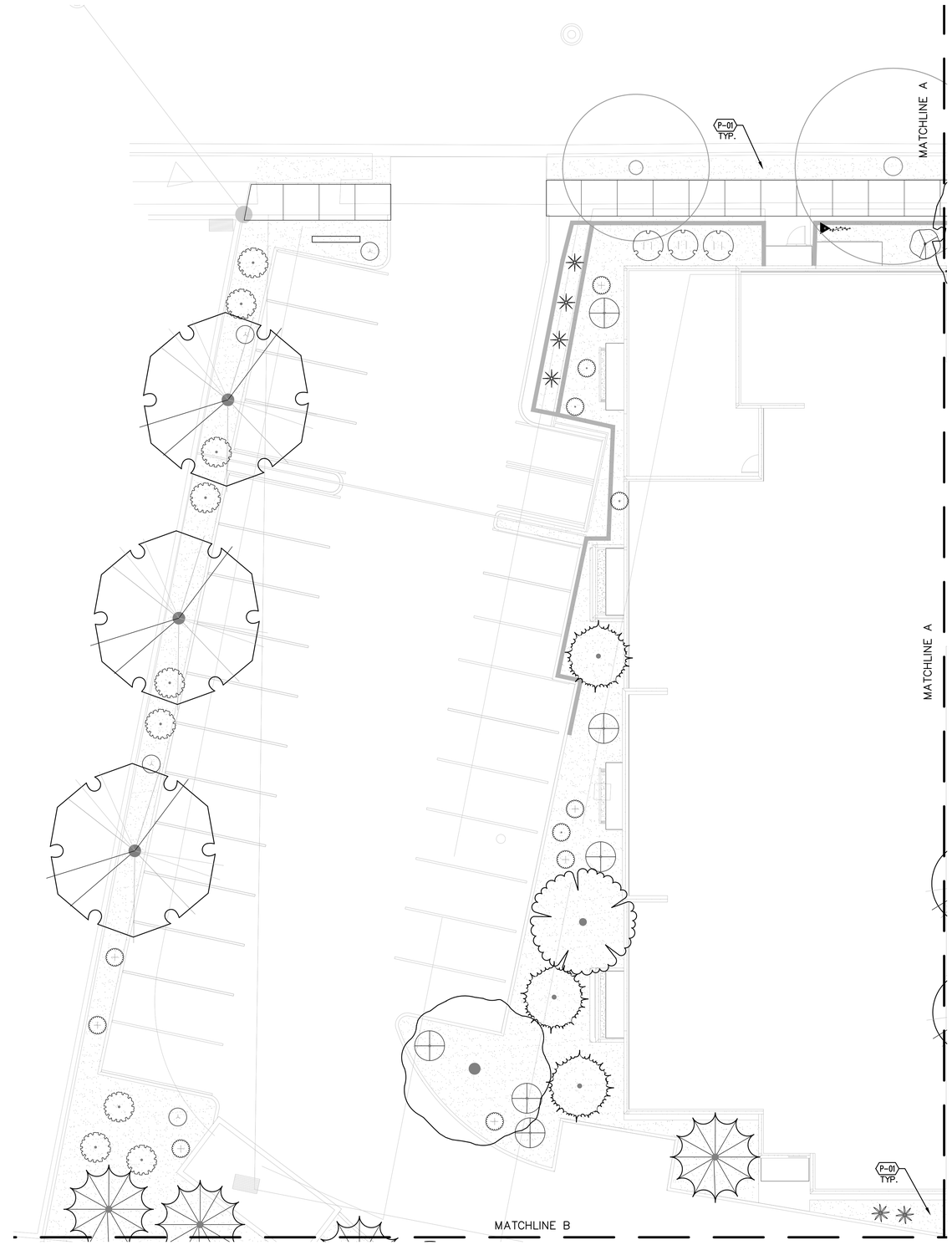
SHEET TITLE

OVERALL PLANTING PLAN

LP100



A1 PLANTING PLAN
SCALE: 1"=10'-0"

0 10' 20'

NORTH

PLANT SCHEDULE LP101

SEE LP501 FOR COMPLETE PLANT SCHEDULE.

SYMBOL	CODE	COMMON NAME	BOTANICAL NAME
TREES			
	UR	EMERALD SUNSHINE ELM	ULMUS DAVIDIANA JAPONICA 'JFS-BIEBERICH' TM
	QI	TEXAS RED OAK	QUERCUS BUCKLEYI
SMALL TREE/LARGE SHRUB			
	CI	BLUE ICE ARIZONA CYPRESS	CUPRESSUS ARIZONICA GLABRA 'BLUE ICE'
	CL	DESERT WILLOW 'LUCRETIA HAMILTON'	CHILOPSIS LINEARIS 'LUCRETIA HAMILTON'
	PP	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM
SHRUBS			
	FP	APACHE PLUME	FALLUGIA PARADOXA
	CN	DWARF RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS NAUSEOSUS
	EV	MORMON TEA	EPHEDRA VIRIDIS
	CR	RUBBER RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS
	RW	WOODS' ROSE	ROSA WOODSII
VINES			
	AC	ANEMONE CLEMATIS	CLEMATIS MONTANA
GRASSES & DESERT ACCENTS			
	HP3	BRAKELIGHTS RED YUCCA	HESPERALOE PARVIFLORA 'BRAKELIGHTS'
	MR4	DEER GRASS	MUHLENBERGIA RIGENS
	HP2	RED YUCCA	HESPERALOE PARVIFLORA
	OX	WALK IN BEAUTY™ PRICKLY PEAR	OPUNTIA HYBRID 'WALK IN BEAUTY'
EXISTING TREE			

PLANTING KEYED NOTES LP101

SYMBOL	CODE	DESCRIPTION
	P-01	FURNISH AND INSTALL 7/16" 'SANTA FE BROWN' ROCK MULCH, AT 4" DEPTH OVER FILTER FABRIC. AVAILABLE FROM BUILDOLOGY, INC. (505-344-6626), OR APPROVED EQUAL.
	P-02	TURFGRASS SOD SHALL BE 'SIEMPRE VERDE TALL FESCUE' AS AVAILABLE FROM EVERGREEN TURF, 505-384-5247, OR APPROVED EQUAL. TOP OF SOD SHALL BE INSTALLED 1" BELOW TOP OF ADJACENT SURFACES.

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F 505 268 6665
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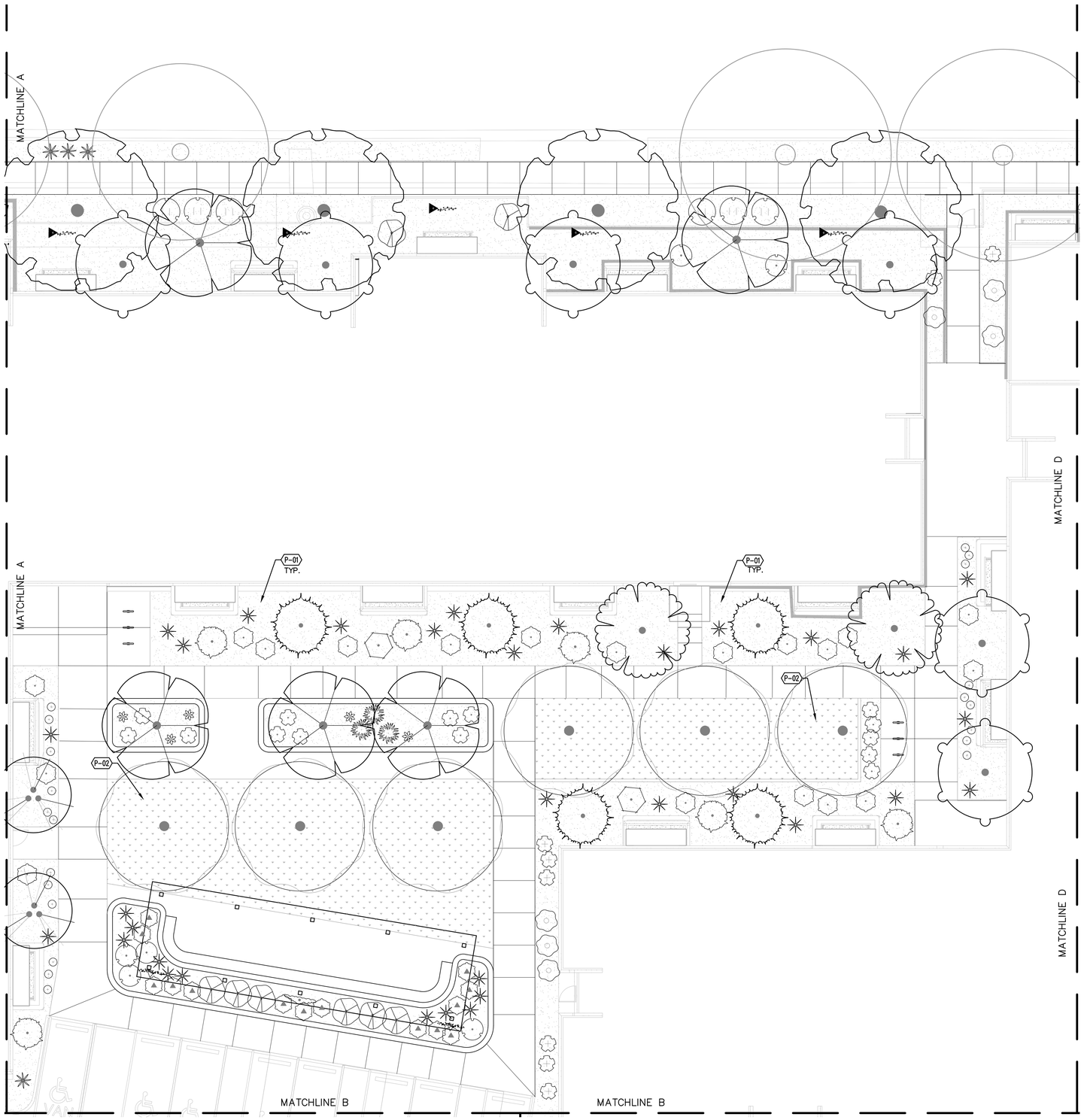
SHEET TITLE

PLANTING PLAN

LP101



A1 PLANTING PLAN
SCALE: 1"=10'-0"

0 10' 20'

NORTH

PLANT SCHEDULE LP102

SEE LP501 FOR COMPLETE PLANT SCHEDULE.

SYMBOL	CODE	COMMON NAME	BOTANICAL NAME
TREES			
	UP	LACEBARK ELM	ULMUS PARVIFOLIA
	SB	SENSATION BOX ELDER	ACER NEGUNDO 'SENSATION'
SMALL TREE/LARGE SHRUB			
	AU2	ALLEGHENY SERVICEBERRY	AMELANCHIER UTAHENSIS
	CI	BLUE ICE ARIZONA CYPRESS	CUPRESSUS ARIZONICA GLABRA 'BLUE ICE'
	CL	DESERT WILLOW 'LUCRETIA HAMILTON'	CHILOPSIS LINEARIS 'LUCRETIA HAMILTON'
	ER2	EASTERN REDBUD	CERCIS CANADENSIS
	FP2	NEW MEXICO OLIVE	FORESTIERA PUBESCENS
SHRUBS			
	SA	COMMON WHITE SNOWBERRY	SYMPHORICARPOS ALBUS
	MR	CREEPING MAHONIA	MAHONIA REPENS
	RT	CREEPING THREE-LEAF SUMAC	RHUS TRILOBATA 'AUTUMN AMBER'
	BF	FENDLER BARBERRY	BERBERIS FENDLERI
	RG	GOLDEN CURRANT	RIBES AUREUM
	AU	KINNIKINNICK	ARCTOSTAPHYLOS UVA-URSI
	PF	SHRUBBY CINQUEFOIL	POTENTILLA FRUTICOSA
	RW	WOODS' ROSE	ROSA WOODSII
VINES			
	AC	ANEMONE CLEMATIS	CLEMATIS MONTANA
	WS	CHINESE WISTERIA	WISTERIA SINENSIS
	LM2	MAJOR WHEELER HONEYSUCKLE	LONICERA SEMPERVIRENS 'MAJOR WHEELER'
PERENNIALS			
	CP	DWARF PLUMBAGO	CERATOSTIGMA PLUMBAGINOIDES
GRASSES & DESERT ACCENTS			
	NM	BEAR GRASS	NOLINA MICROCARPA
	BB	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'
	HP3	BRAKELIGHTS RED YUCCA	HESPERALOE PARVIFLORA 'BRAKELIGHTS'
	MR4	DEER GRASS	MUHLENBERGIA RIGENS
	AP2	PARRY AGAVE	AGAVE PARRYI
	HP2	RED YUCCA	HESPERALOE PARVIFLORA
EXISTING TREE			

PLANTING KEYED NOTES LP102

SYMBOL	CODE	DESCRIPTION
	P-01	FURNISH AND INSTALL 7/16" 'SANTA FE BROWN' ROCK MULCH, AT 4" DEPTH OVER FILTER FABRIC. AVAILABLE FROM BUILDOLOGY, INC. (505-344-6626), OR APPROVED EQUAL.
	P-02	TURFGRASS SOD SHALL BE 'SIEMPRE VERDE TALL FESCUE' AS AVAILABLE FROM EVERGREEN TURF, 505-384-5247, OR APPROVED EQUAL. TOP OF SOD SHALL BE INSTALLED 1" BELOW TOP OF ADJACENT SURFACES.

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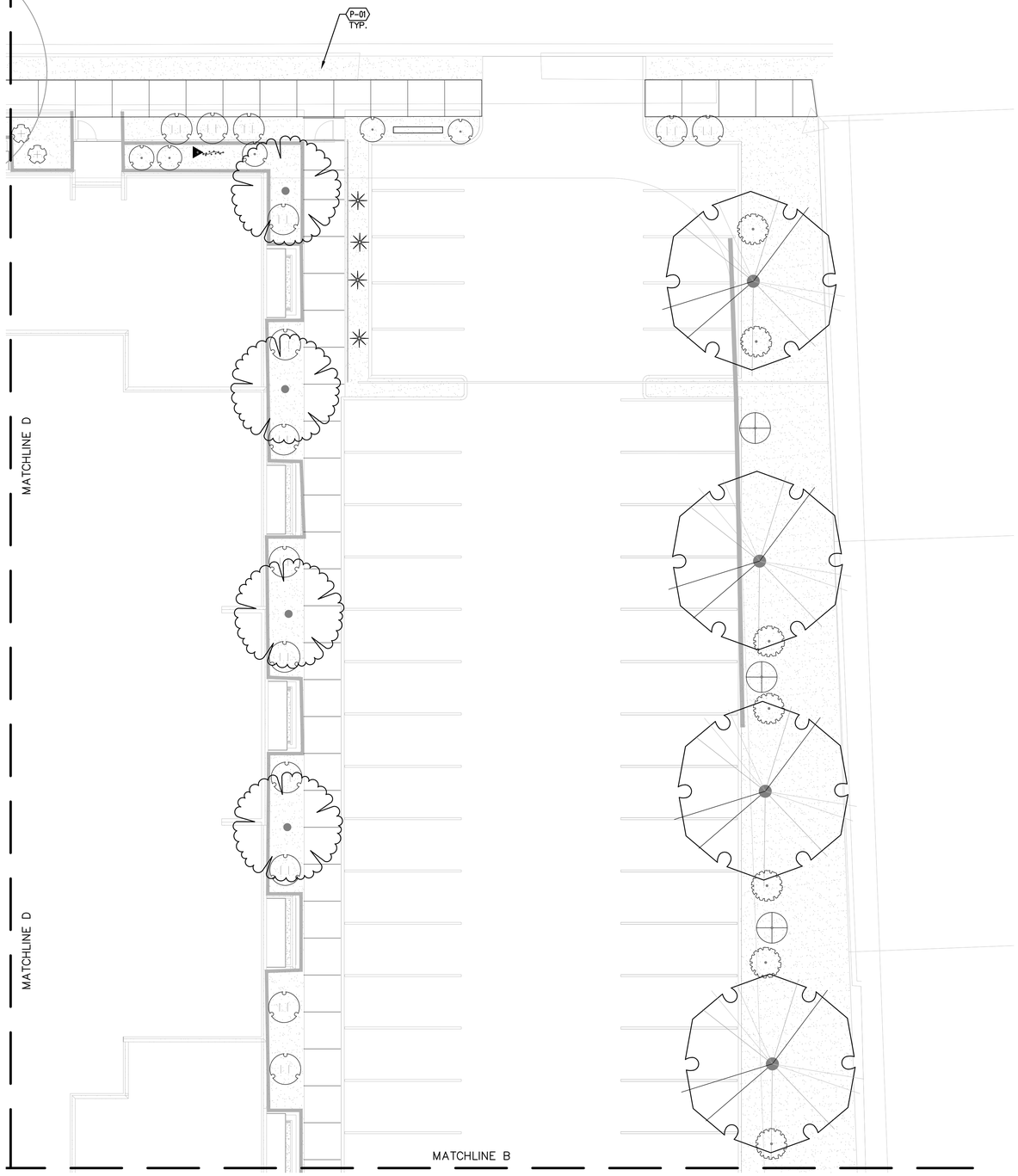
SHEET TITLE

PLANTING PLAN

LP102



A1 PLANTING PLAN
SCALE: 1"=10'-0"

0 10' 20'

NORTH

PLANT SCHEDULE LP103

SYMBOL	CODE	COMMON NAME	BOTANICAL NAME
TREES			
	QI	TEXAS RED OAK	QUERCUS BUCKLEYI
SMALL TREE/LARGE SHRUB			
	CL	DESERT WILLOW 'LUCRETIA HAMILTON'	CHILOPSIS LINEARIS 'LUCRETIA HAMILTON'
SHRUBS			
	FP	APACHE PLUME	FALLUGIA PARADOXA
	SA	COMMON WHITE SNOWBERRY	SYMPHORICARPOS ALBUS
	CR	RUBBER RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS
	PF	SHRUBBY CINQUEFOIL	POTENTILLA FRUTICOSA
VINES			
	AC	ANEMONE CLEMATIS	CLEMATIS MONTANA
GRASSES & DESERT ACCENTS			
	MR4	DEER GRASS	MUHLENBERGIA RIGENS
	HP2	RED YUCCA	HESPERALOE PARVIFLORA

PLANTING KEYED NOTES LP103

SYMBOL	CODE	DESCRIPTION
	P-01	FURNISH AND INSTALL 7/16" 'SANTA FE BROWN' ROCK MULCH, AT 4" DEPTH OVER FILTER FABRIC. AVAILABLE FROM BUILDOLOGY, INC. (505-344-6626), OR APPROVED EQUAL.

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SHEET TITLE

PLANTING PLAN

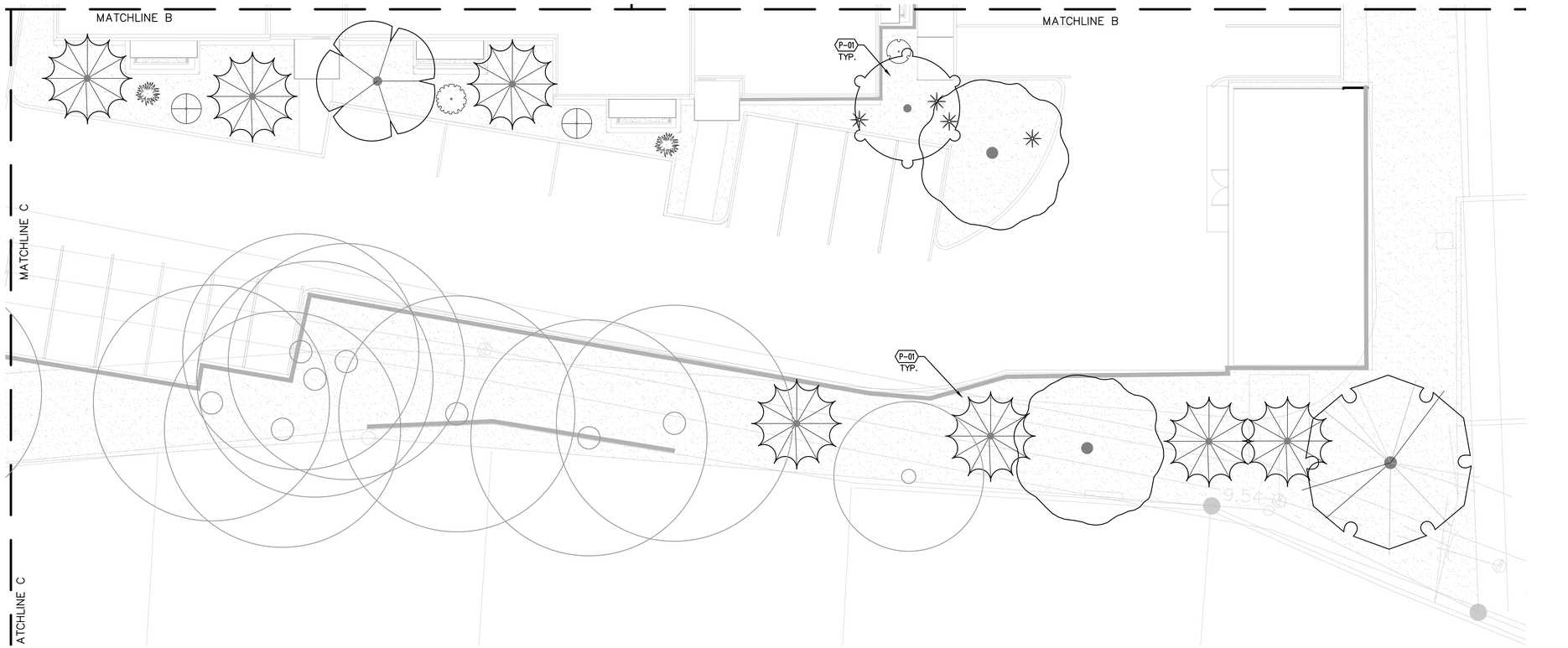
LP10

PLANTING KEYED NOTES LP104

SYMBOL	CODE	DESCRIPTION
	P-01	FURNISH AND INSTALL 7/16" 'SANTA FE BROWN' ROCK MULCH, AT 4" DEPTH OVER FILTER FABRIC. AVAILABLE FROM BUILDOLOGY, INC. (505-344-6626), OR APPROVED EQUAL.

PLANT SCHEDULE LP104

SYMBOL	CODE	COMMON NAME	BOTANICAL NAME
TREES			
	UR	EMERALD SUNSHINE ELM	ULMUS DAVIDIANA JAPONICA 'JFS-BIEBERICH' TM
	QI	TEXAS RED OAK	QUERCUS BUCKLEYI
SMALL TREE/LARGE SHRUB			
	AU2	ALLEGHENY SERVICEBERRY	AMELANCHIER UTAHENSIS
	ER2	EASTERN REDBUD	CERCIS CANADENSIS
	PP	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM
SHRUBS			
	FP	APACHE PLUME	FALLUGIA PARADOXA
	SA	COMMON WHITE SNOWBERRY	SYMPHORICARPOS ALBUS
	CR	RUBBER RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS
GRASSES & DESERT ACCENTS			
	NM	BEAR GRASS	NOLINA MICROCARPA
	HP2	RED YUCCA	HESPERALOE PARVIFLORA
EXISTING TREE			



A1 PLANTING PLAN
SCALE: 1"=10'-0"

0 10' 20'
NORTH

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SHEET TITLE

PLANTING PLAN

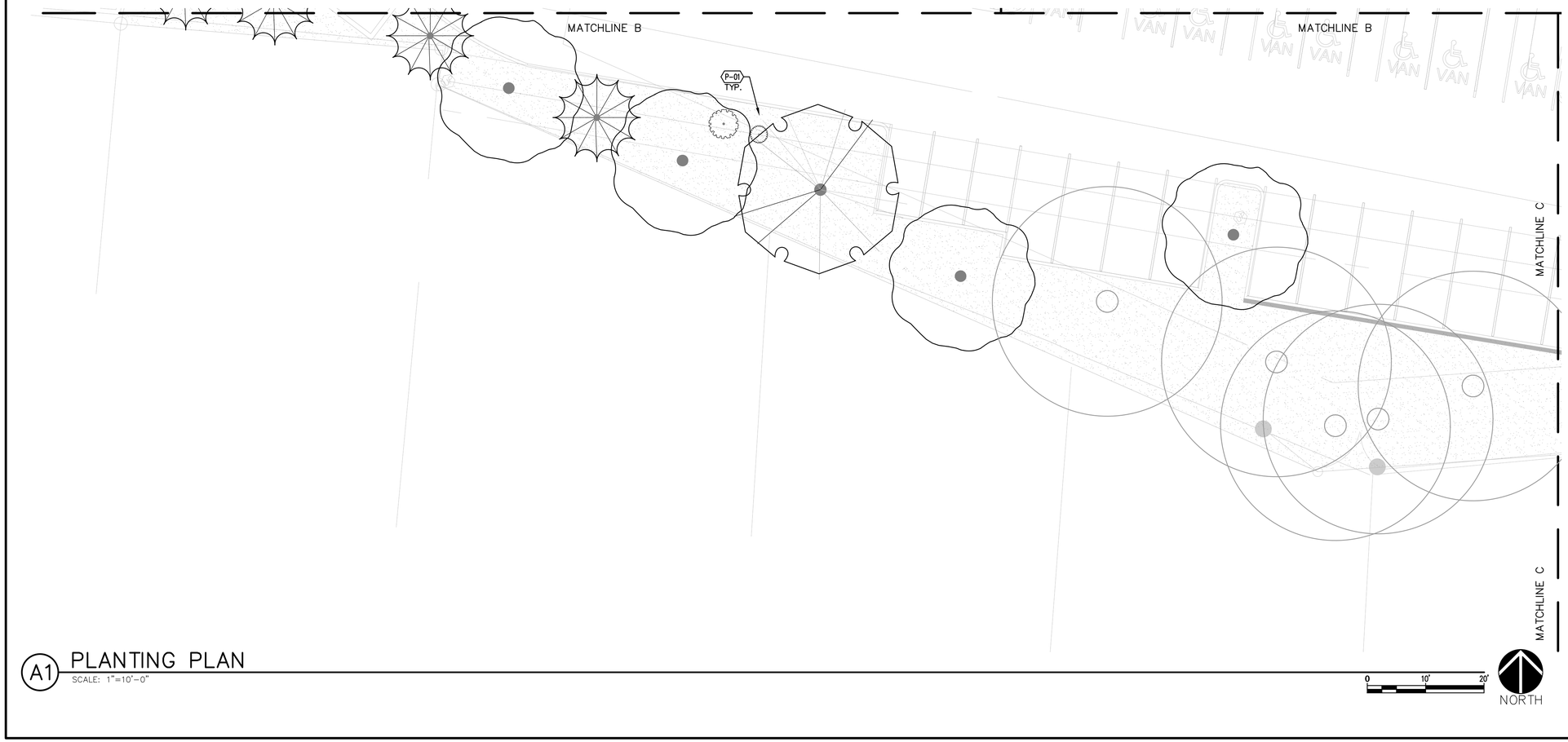
LP104

PLANTING KEYED NOTES LP105

SYMBOL	CODE	DESCRIPTION
	P-01	FURNISH AND INSTALL 7/16" 'SANTA FE BROWN' ROCK MULCH, AT 4" DEPTH OVER FILTER FABRIC. AVAILABLE FROM BUILDOLOGY, INC. (505-344-6626), OR APPROVED EQUAL.

PLANT SCHEDULE LP105

SYMBOL	CODE	COMMON NAME	BOTANICAL NAME
TREES			
	UR	EMERALD SUNSHINE ELM	ULMUS DAVIDIANA JAPONICA 'JFS-BIEBERICH' TM
	QI	TEXAS RED OAK	QUERCUS BUCKLEYI
SMALL TREE/LARGE SHRUB			
	PP	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM
SHRUBS			
	EV	MORMON TEA	EPHEDRA VIRIDIS
	CR	RUBBER RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS
EXISTING TREE			



A1 PLANTING PLAN
SCALE: 1"=10'-0"

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SHEET TITLE

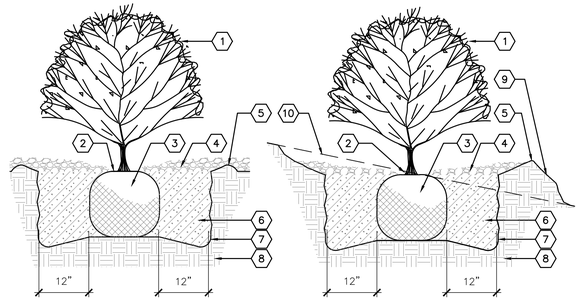
PLANTING PLAN

LP105

PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	REMARKS	CONTAINER	HT.	SPD.	INSTALLED SIZE	WATER USE
TREES										
	UR	7	EMERALD SUNSHINE ELM	ULMUS DAVIDIANA JAPONICA 'JFS–BIEBERICH' TM	DECIDUOUS	B&B	40'	25'	2" CAL.	L–M
	UP	4	LACEBARK ELM	ULMUS PARVIFOLIA	DECIDUOUS	B&B	35'	30'	2.5" CAL.	L–M
	SB	6	SENSATION BOX ELDER	ACER NEGUNDO 'SENSATION'	DECIDUOUS	B&B	30'	25'	2" CAL.	L–M
	QI	9	TEXAS RED OAK	QUERCUS BUCKLEYI	DECIDUOUS	B&B	35'	35'	2.5" CAL.	L–M
SMALL TREE/LARGE SHRUB										
	AU2	7	ALLEGHENY SERVICEBERRY	AMELANCHIER UTAHENSIS	NATIVE	5 GAL.	10'	10'	MIN. 18" SPD.	M
	CI	8	BLUE ICE ARIZONA CYPRESS	CUPRESSUS ARIZONICA GLABRA 'BLUE ICE'	EVERGREEN	24" BOX	25'	12'	2" CAL.	VL–L
	CL	7	DESERT WILLOW 'LUCRETIA HAMILTON'	CHILOPSIS LINEARIS 'LUCRETIA HAMILTON'	DECIDUOUS	24" BOX	15'–20'	15–20'	2" CAL.	VL–L
	ER2	6	EASTERN REDBUD	CERCIS CANADENSIS	DECIDUOUS	24" BOX	25'	25'	2" CAL.	L–M
	FP2	2	NEW MEXICO OLIVE	FORESTIERA PUBESCENS	DECIDUOUS	24" BOX	15'	15'	2" CAL.	VL–L
	PP	12	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM	EVERGREEN	24" BOX	15'	15'	6'–8' HT.	L–M
SHRUBS										
	FP	11	APACHE PLUME	FALLUGIA PARADOXA	NATIVE	5 GAL.	6'	6'	MIN. 18" SPD.	VL–L
	SA	12	COMMON WHITE SNOWBERRY	SYMPHORICARPOS ALBUS	NATIVE	5 GAL.	4'	4'	MIN. 18" SPD.	L–M
	MR	6	CREEPING MAHONIA	MAHONIA REPENS	NATIVE/EVGN	5 GAL.	2'	4'	MIN. 12" HT.	VL–L
	RT	19	CREEPING THREE–LEAF SUMAC	RHUS TRILOBATA 'AUTUMN AMBER'	NATIVE	5 GAL.	1'	6'	MIN. 18" HT.	L
	CN	7	DWARF RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS NAUSEOSUS	NATIVE/EVGN	5 GAL.	3'	3'	MIN. 12" HT.	VL–L
	BF	2	FENDLER BARBERRY	BERBERIS FENDLERI	NATIVE	5 GAL.	6'	6'	MIN. 18" SPD.	L–M
	RG	6	GOLDEN CURRANT	RIBES AUREUM	NATIVE	5 GAL.	6'	6'	MIN. 18" HT.	L–M
	AU	14	KINNIKINNICK	ARCTOSTAPHYLOS UVA–URSI	EVERGREEN	5 GAL.	6"	3'–6"	MIN. 6" SPD.	L–M
	EV	5	MORMON TEA	EPHEDRA VIRIDIS	NATIVE/EVGN	5 GAL.	3'	3'	MIN. 18" SPD.	VL–L
	CR	18	RUBBER RABBITBRUSH	CHRYSOTHAMNUS NAUSEOSUS	NATIVE/EVGN	5 GAL.	5'	5'	MIN. 18" SPD.	VL–L
	PF	10	SHRUBBY CINQUEFOIL	POTENTILLA FRUTICOSA	DECIDUOUS	5 GAL.	2'	3'	MIN. 12" SPD.	L–M
	RW	9	WOODS' ROSE	ROSA WOODSII	NATIVE	5 GAL.	5'	5'	MIN. 18" SPD.	L–M
VINES										
	AC	7	ANEMONE CLEMATIS	CLEMATIS MONTANA	DECIDUOUS	5 GAL.	5'	5'	MIN 3' HT	L–M
	WS	1	CHINESE WISTERIA	WISTERIA SINENSIS	DECIDUOUS	5 GAL.	10'–40'	4'–30'	MIN 3' HT	L–M
	LM2	2	MAJOR WHEELER HONEYSUCKLE	LONICERA SEMPERVIRENS 'MAJOR WHEELER'	DECIDUOUS	5 GAL.	8'	12'	MIN 3' HT	L–M
PERENNIALS										
	CP	21	DWARF PLUMBAGO	CERATOSTIGMA PLUMBAGINOIDES	DECIDUOUS	3 GAL	6"	1'–6"	MIN. 8" SPD.	L–M
GRASSES & DESERT ACCENTS										
	NM	5	BEAR GRASS	NOLINA MICROCARPA	NATIVE/EVGN	3 GAL	5'	5'	5 GAL.	VL–L
	BB	14	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'	NATIVE	3 GAL	3'	3'	MIN. 10" HT	L
	HP3	6	BRAKELIGHTS RED YUCCA	HESPERALOE PARVIFLORA 'BRAKELIGHTS'	EVERGREEN	5 GAL.	3'	3'	MIN. 12" HT.	L–M
	MR4	23	DEER GRASS	MUHLENBERGIA RIGENS	NATIVE	5 GAL.	5'	5'	MIN. 18" SPD.	L–M
	AP2	5	PARRY AGAVE	AGAVE PARRYI	EVERGREEN	5 GAL.	3'	3'	MIN. 8" SPD.	VL–L
	HP2	45	RED YUCCA	HESPERALOE PARVIFLORA	EVERGREEN	3 GAL	4'	4'	MIN. 12" HT.	L–M
	OX	4	WALK IN BEAUTY™ PRICKLY PEAR	OPUNTIA HYBRID 'WALK IN BEAUTY'	EVERGREEN	3 GAL	1'	4'	MIN. 18" SPD.	VL–L

KEY
VL VERY LOW
L LOW
M MEDIUM

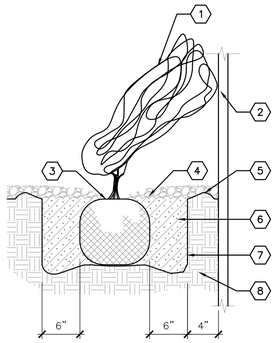


SHRUB PLANTING — SHRUB PLANTING ON SLOPE

KEYED NOTES

1. SHRUB – SEE PLAN FOR SPECIES AND LOCATIONS
2. PLANT AT SAME DEPTH MAINTAINED AT NURSERY
3. PLACE SHRUB IN HOLE AND STRAIGHTEN.
4. MULCH – SEE PLAN. HOLD BACK 2" FROM SHRUB STEMS
5. COMPACTED EARTHEN BERM, 6" HEIGHT
6. BACKFILL AND SOIL AMENDMENTS – SEE SPECIFICATIONS. MIX THOROUGHLY PRIOR TO INSTALLATION
7. SCARIFY EDGE OF PLANTING HOLE, CONTINUOUS ALL SIDES
8. UNDISTURBED SUBGRADE
9. PROPOSED GRADE. SMOOTHLY TAPER SLOPE TO FORM SHRUB WELL
10. EXISTING GRADE

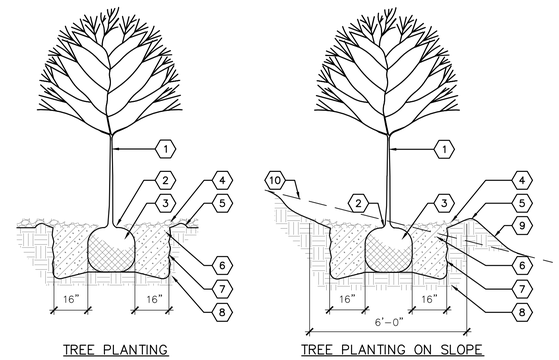
C5 SHRUB PLANTING
NOT TO SCALE



KEYED NOTES

1. VINE – SEE PLAN FOR SPECIES AND LOCATIONS
2. VERTICAL STRUCTURE – SEE PLAN
3. PLANT AT SAME DEPTH MAINTAINED AT NURSERY
4. MULCH – SEE PLAN. HOLD BACK 2" FROM VINE STEMS
5. COMPACTED EARTHEN BERM, 6" HEIGHT
6. BACKFILL AND SOIL AMENDMENTS – SEE SPECIFICATIONS. MIX THOROUGHLY PRIOR TO INSTALLATION
7. SCARIFY EDGE OF PLANTING HOLE, CONTINUOUS ALL SIDES
8. UNDISTURBED SUBGRADE

A4 VINE PLANTING
NOT TO SCALE



TREE PLANTING — TREE PLANTING ON SLOPE

KEYED NOTES

1. TREE – SEE PLAN FOR SPECIES AND LOCATIONS
2. REMOVE EXISTING SOIL FROM NURSERY AS NEEDED TO EXPOSE ROOT FLARE. INSTALL WITH ROOT FLARE 2"–3" ABOVE GRADE
3. PLACE TREE IN HOLE AND STRAIGHTEN. REMOVE WIRE BASKET, WOOD BOX, PLASTIC, TWINE AND/OR ROPE, AND BURLAP PRIOR TO BACKFILL
4. MULCH – SEE PLAN. HOLD BACK 4"–6" FROM TREE TRUNK
5. EARTHEN BERM, 6" HEIGHT
6. COMPACTED BACKFILL AND SOIL AMENDMENTS – SEE SPECIFICATIONS. MIX THOROUGHLY PRIOR TO INSTALLATION.
7. SCARIFY EDGE OF PLANTING HOLE, CONTINUOUS ALL SIDES
8. UNDISTURBED SUBGRADE
9. PROPOSED GRADE. SMOOTHLY TAPER SLOPE TO FORM TREE WELL
10. EXISTING GRADE

A5 TREE PLANTING
NOT TO SCALE

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219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

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STATE OF NEW MEXICO
GREGORY MILLER
NO. 17
REGISTERED LANDSCAPE ARCHITECT
10/14/25

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	10/14/2025
PROJECT #:	25014
DRAWN BY:	LI, MV, MS
CHECKED BY:	GM

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SHEET TITLE

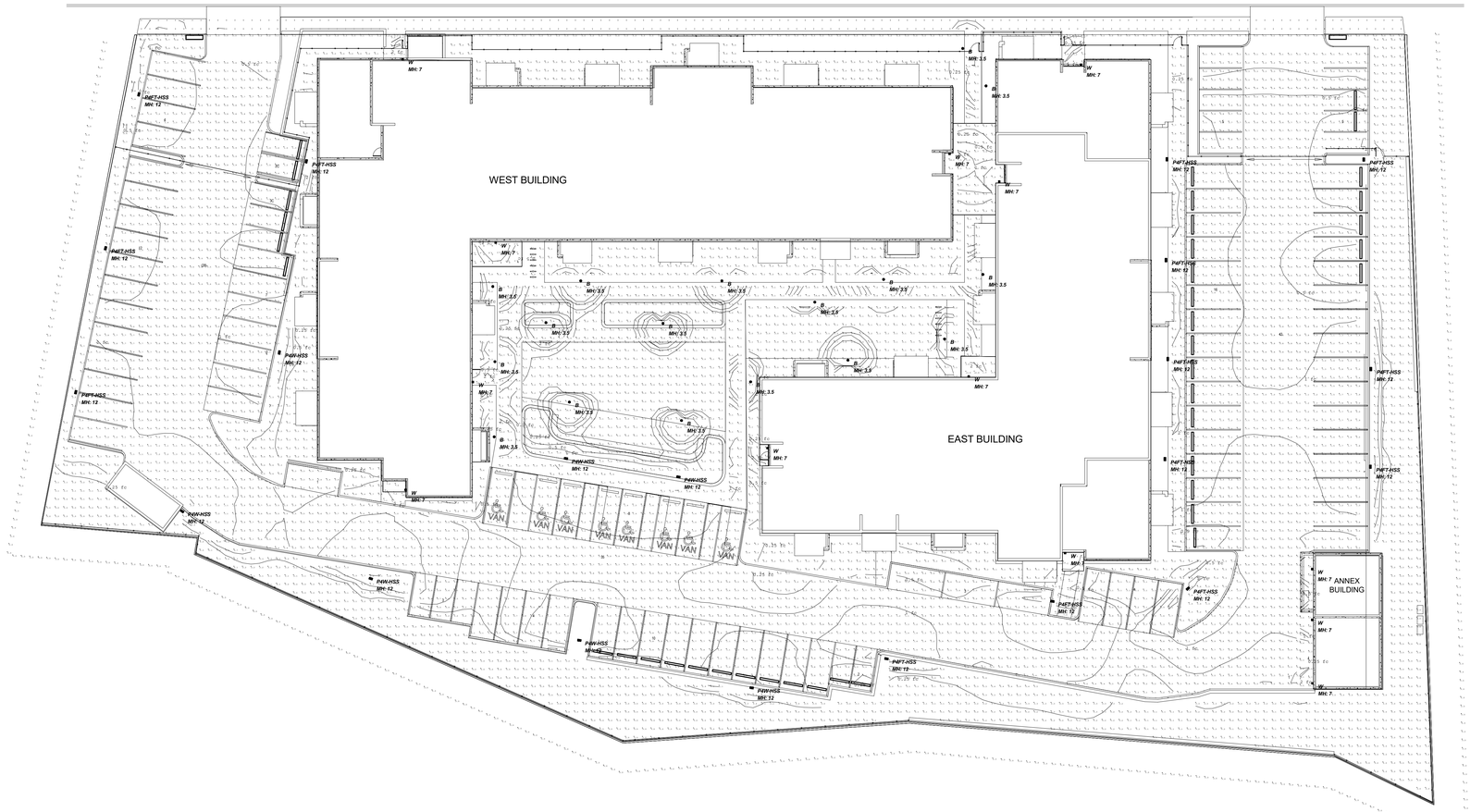
PLANTING DETAILS

LP501

LUMINAIRE SCHEDULE					
SYMBOL	QUANTITY	TAG	Description	Lum. Watts	Total Watts
⊙	17	B	Above All ZONE2-R-42H-25SP-SW-8 Lighted bollard, 42in OAH, dimmed.	15	255
▫	14	P4FT-HSS	INVUE CCP-SA1B-730-U-T4FT-HSS Full cut off area light with 10ft pole on a 2ft pedetal; 12ft OAH. Includes back light shield.	24	336
▫	7	P4W-HSS	INVUE CCP-SA1B-730-U-T4W-HSS Full cut off area light with 10ft pole on a 2ft pedetal; 12ft OAH. Includes back light shield.	24	168
⊡	13	W	Spitzer Celia CEL-WS-6A-14L-U-30K-GC Wall mounted area light at entrances.	29.6047	384.861

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ENTRANCE ANNEX	Illuminance	Fc	3.88	21.7	0.2	19.40	108.50
ENTRANCE EAST E BLDG	Illuminance	Fc	6.28	29.7	0.6	10.47	49.50
ENTRANCE NE	Illuminance	Fc	1.96	18.2	0.1	19.60	182.00
ENTRANCE NORTHEAST E BLDG	Illuminance	Fc	3.33	23.1	0.2	16.65	115.50
ENTRANCE NORTHWEST W BLDG	Illuminance	Fc	2.97	12.1	0.3	9.90	40.33
ENTRANCE NW COURYARD	Illuminance	Fc	3.39	20.3	0.5	6.78	40.60
ENTRANCE SE EAST BLDG	Illuminance	Fc	2.17	10.6	0.4	5.43	26.50
ENTRANCE SE EAST BLDG COURTYARD	Illuminance	Fc	4.04	13.9	0.6	6.73	23.17
ENTRANCE SOUTHEST W BLDG	Illuminance	Fc	6.55	22.5	1.2	5.46	18.75
ENTRANCE SW W BLDG	Illuminance	Fc	4.75	18.9	1.1	4.32	17.18
GROUNDS AT PERIMETER W, S & E	Illuminance	Fc	0.22	2.5	0.0	N.A.	N.A.
GROUNDS E BLDG COURTYARD	Illuminance	Fc	0.91	22.1	0.0	N.A.	N.A.
GROUNDS NORTH W BLDG	Illuminance	Fc	0.02	0.4	0.0	N.A.	N.A.
GROUNDS SOUTH E BLDG	Illuminance	Fc	0.48	2.6	0.0	N.A.	N.A.
GROUNDS SOUTH W BLDG	Illuminance	Fc	0.40	0.9	0.1	4.00	9.00
GROUNDS W BLDG COURTYARD	Illuminance	Fc	0.24	4.2	0.0	N.A.	N.A.
GROUNDS WEST W BLDG	Illuminance	Fc	0.47	2.4	0.0	N.A.	N.A.
N SIDEWALK PUBLIC SIDE	Illuminance	Fc	0.05	1.1	0.0	N.A.	N.A.
PARKING	Illuminance	Fc	0.88	2.4	0.0	N.A.	N.A.
PEDESTRIAN AREA EAST SIDE	Illuminance	Fc	1.49	2.4	0.0	N.A.	N.A.
PEDESTRIAN AREA INTERIOR COURTYA	Illuminance	Fc	1.89	29.1	0.0	N.A.	N.A.
PROPERTY LINE NORTH	Illuminance	Fc	0.11	3.0	0.0	N.A.	N.A.
PUBLIC SPACE INTERIOR COURTYARD	Illuminance	Fc	0.63	19.0	0.0	N.A.	N.A.
ZONE 10FT OFF PROJECT BOUNDARY	Illuminance	Fc	0.00	0.1	0.0	N.A.	N.A.

CAMINO DE LOS MARQUEZ



A1 SITE LIGHTING PHOTOMETRICS
1" = 20'-0"

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PRINCIPLES OF DESIGN.

219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505.255.8668
F 505.268.6665
www.smpcarchitects.com

JON CHARLES ANTHONY
NEW MEXICO
13843
REGISTERED PROFESSIONAL ENGINEER
10/9/25

DEVELOPMENT PLAN

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1409 Ortiz Road SE • Albuquerque, NM 87108 • T 505.338.7092 • F 505.383.1073

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino De Los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	10/14/25
PROJECT #:	Project Number
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CHECKED BY:	JCA

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SHEET TITLE

SITE LIGHTING PHOTOMETRIC PLAN

SL1

ZONE2 BOLLARD — TYPE B

ABOVE ALL
www.AboveAllLighting.com

With Photocell

With PIR Sensor

ZONE2 is a slim and creative bollard light that caught our eye with its unique aesthetic design to help light up your project space. Intelligent controls such as PIR sensors, light control sensors to save on energy bills. IP66 and IK08 rated, 1/2 zone independent control, also features UV resistant polycarbonate optics for a variety of outdoor applications.

TECHNICAL DATA

Wattage	25W/20W/15W
CCT	3000K/ 4000K/ 5000K
CRI	80
Dimming	0-10V dimming
Input Voltage	AC120-347V
Projected Lifetime	166,000 @ L70B50
Operating Temp.	-40°F-104°F (-40°C-40°C)
Power Factor	>0.9 at full load
Harmonic Distortion	<20% at full load
IP Rating	IP66
Surge protection	4KV L-N, 4KV L/N-E
IK Rating	IK08
Certifications	ETL Listed

Features

- **Half zone area can be controlled independently.**
- **Up to 110 LPW @4000K 80Ra.**
- **Wattage and color temperature selectable.**
- **Intelligent PIR sensors and light control sensors available.**

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TYPE P

Project		Catalog #		Type	
Prepared by		Notes		Date	

Invue
ClearCurve Pedestrian

Pedestrian Luminaire

Product Features

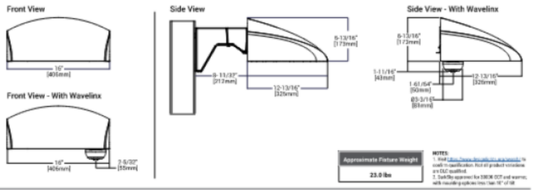
Product Certifications

Interactive Menu
- Ordering Information page 2
- Product Specifications page 3
- Energy and Performance Data page 3
- Control Options page 8

Quick Facts
- Available with Visual Comfort or Discrete optics configurations
- Lumen packages from 1,600 to over 14,000 lumens (18W to 110W)
- Efficacy up to 157 lumens per watt
- Standard quick mount arm with universal drill pattern
- Available with internal battery for emergency lighting

Connected Systems
- WaveLinx PRO Wireless

Dimensional Details



COOPER Lighting Solutions

CELIA WS

Wall Mount Square Architectural Concrete Cylinder

Spitzer LIGHTING

MODEL NO. PROJECT/DATE

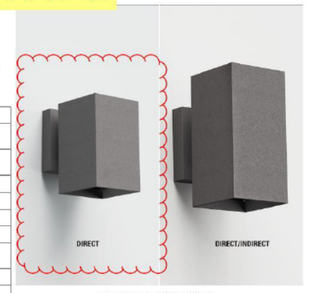
TYPE W

KEY FEATURES
- Visual appealing concrete stone-material housing creates an exceptional architectural texture perception
- Highly resistant to rust and decay caused by high humidity, chemical or other environmental factors
- Regressed lens with 90 CRI LED creates a low-glare, visual comfortable direct and indirect illumination

TECHNICAL SUMMARY

SIZE:	4"x4" and 6"x6" aperture, Direct and Direct/indirect housing
WATTAGE:	4" direct: 10W, 4" direct & indirect: 20W 6" direct: 15W, 6" direct & indirect: 30W
LUMEN*	4" direct: 1000LM, 4" direct & indirect: 2000LM 6" direct: 1400LM, 6" direct & indirect: 2800LM
EFFICACY	UP TO 95 LM/W at 3000K
INPUT VOLTAGE	120-277Vac
AVAILABLE CCT/CRI	Available in 3000K, 4000K, Custom / 90 CRI standard
CONTROL	On/off with 0-10V dim to 1% to off driver
VALIDATIONS	ETL & cETL wet location Listed, IP54 and IK06 rated, FCC, RoHS
LIFETIME	L90=50,000 hours, 5 year warranty
OPERATION TEMP	Normal: -30°F ~ 113°F / Emergency: 0°F ~ 113°F
FINISH	Standard: Dark Gray, Silver Gray / Made to order: Terracotta Red

*Delivered lumen may vary, refer to photometric for full performance data

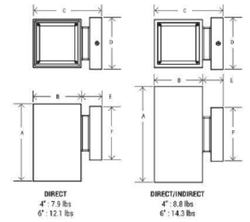


AVAILABLE FINISH: SHOWN IS DIRECT

IP54 (Dust tight inlet)

90 CRI

DIMENSIONS



Size	A	B	C	D	E	F
4" (Direct)	7.3"	4.5"	6.5"	4.9"	2"	5"
4" (Direct/Indirect)	9"	4.5	6.5"	4.9"	2"	5"
6" (Direct)	8.5"	5.7"	7.8"	5.7"	2"	6"
6" (Direct/Indirect)	10.6"	5.7"	7.8"	5.7"	2"	6"

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219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505.255.8668
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10/9/25

DEVELOPMENT PLAN

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Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino De Los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE: 10/09/25
PROJECT #: Project Number
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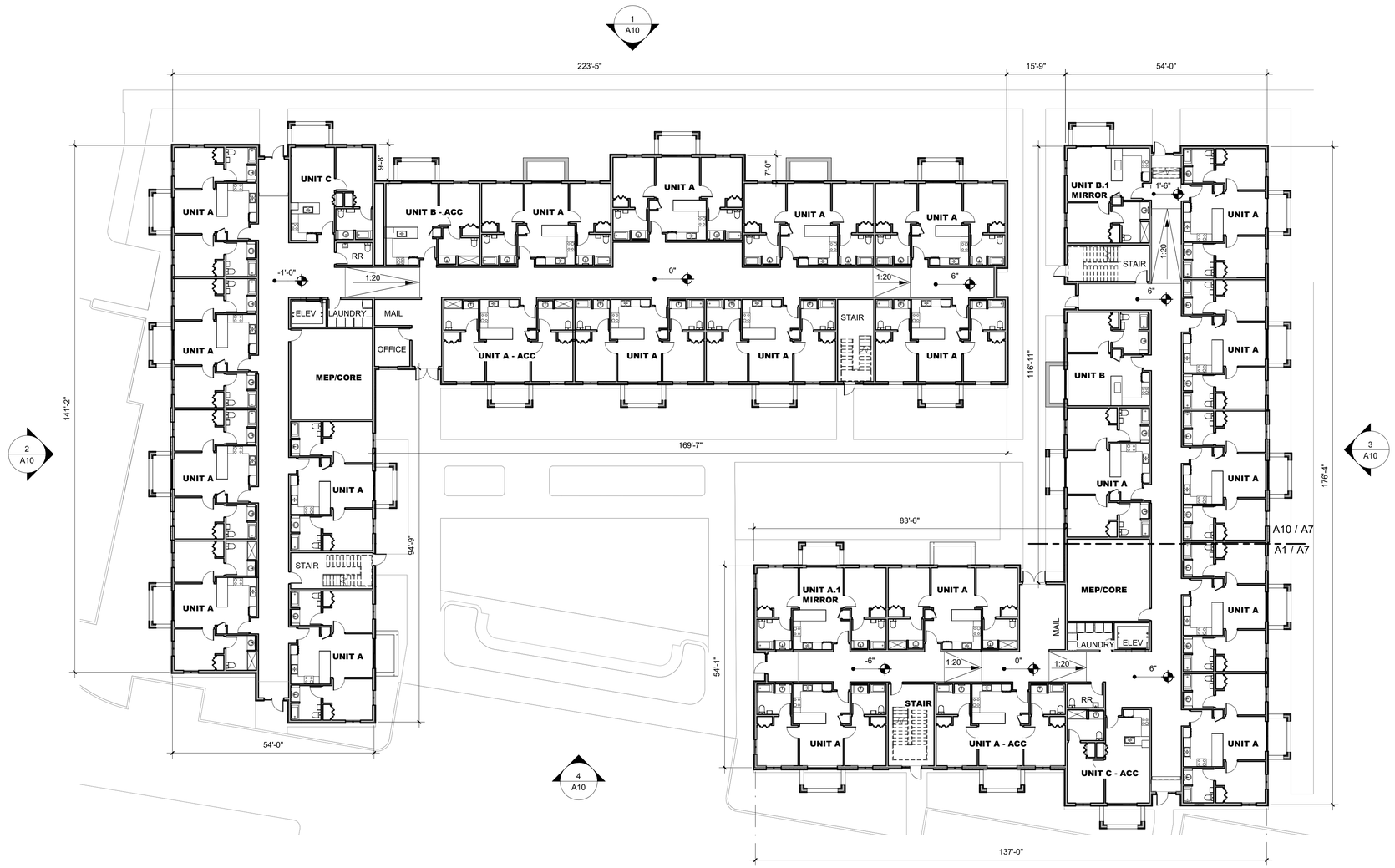
SHEET TITLE

SITE LIGHTING CUTSHEETS

SL2



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2. ALL DIMENSIONS ARE TO FACE OF STUD OR GRIDLINE UNLESS NOTED OTHERWISE.

UNIT COUNT

Level 1 Total			
Unit Name	Description	Size	Quantity
UNIT A	2 BEDROOM/2 BATH	787 SF	22
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	2
UNIT B	1 BEDROOM/1 BATH	567 SF	2
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	1
UNIT C	1 BEDROOM/1 BATH	550 SF	1
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	1
Level 1 Total			29

East Building Level 1			
Unit Name	Description	Size	Quantity
UNIT A	2 BEDROOM/2 BATH	787 SF	9
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	1
UNIT B	1 BEDROOM/1 BATH	567 SF	2
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	0
UNIT C	1 BEDROOM/1 BATH	550 SF	0
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	1
East Building Level 1			13

West Building Level 1			
Unit Name	Description	Size	Quantity
UNIT A	2 BEDROOM/2 BATH	787 SF	13
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	1
UNIT B	1 BEDROOM/1 BATH	567 SF	0
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	1
UNIT C	1 BEDROOM/1 BATH	550 SF	1
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	0
West Building Level 1			16

A1 **FLOOR PLAN - LEVEL 1 OVERALL**
1/16" = 1'-0"

0' 8' 16' 32'
SCALE 1/16" = 1'-0"

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STATE OF NEW MEXICO
KIMBERLY KALA MAYER
NO. 6583
2025.10.14 14:39:13 -06'00'
REGISTERED ARCHITECT

DEVELOPMENT PLAN

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE: 2025-10-14
PROJECT #: 25014
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CHECKED BY: KM

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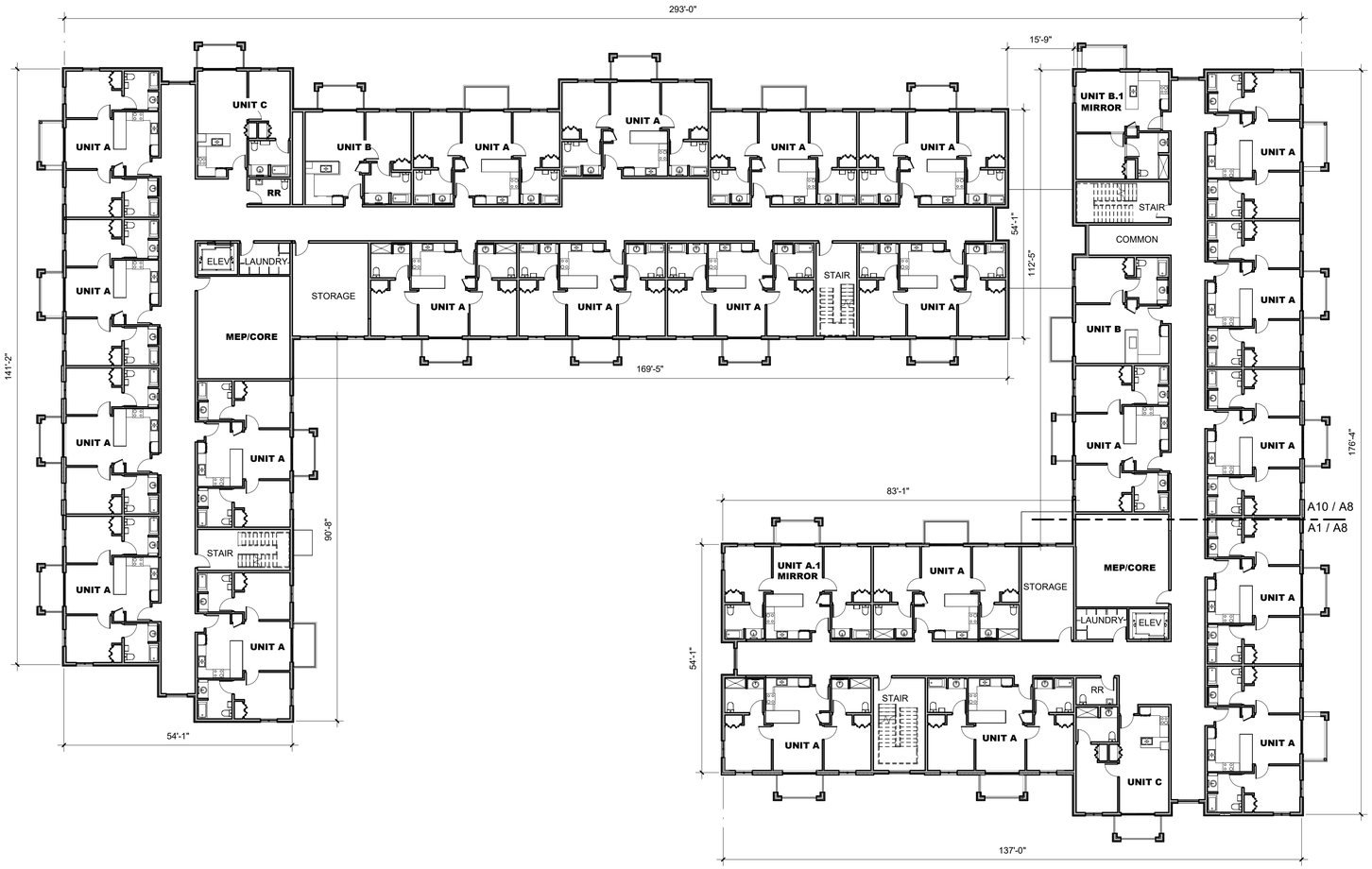
SHEET TITLE

OVERALL FLOOR PLAN - LEVEL 1

A1



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2. ALL DIMENSIONS ARE TO FACE OF STUD OR GRIDLINE UNLESS NOTED OTHERWISE.

UNIT COUNT

Level 2 Total			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	24
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	0
UNIT B	1 BEDROOM/1 BATH	567 SF	3
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	0
UNIT C	1 BEDROOM/1 BATH	550 SF	2
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	0
Level 2 Total			**29**

East Building Level 2			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	10
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	0
UNIT B	1 BEDROOM/1 BATH	567 SF	2
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	0
UNIT C	1 BEDROOM/1 BATH	550 SF	1
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	0
East Building Level 2			**13**

West Building Level 2			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	14
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	0
UNIT B	1 BEDROOM/1 BATH	567 SF	1
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	0
UNIT C	1 BEDROOM/1 BATH	550 SF	1
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	0
West Building Level 2			**16**

A1 **FLOOR PLAN - LEVEL 2 - OVERALL**
1/16" = 1'-0"

0' 8' 16' 32'
SCALE 1/16" = 1'-0"

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KIMBERLY KALA MAYER
NO. 6583
2025.10.14 14:35:13
REGISTERED ARCHITECT

DEVELOPMENT PLAN

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE: 2025-10-14
PROJECT #: 25014
DRAWN BY: DA
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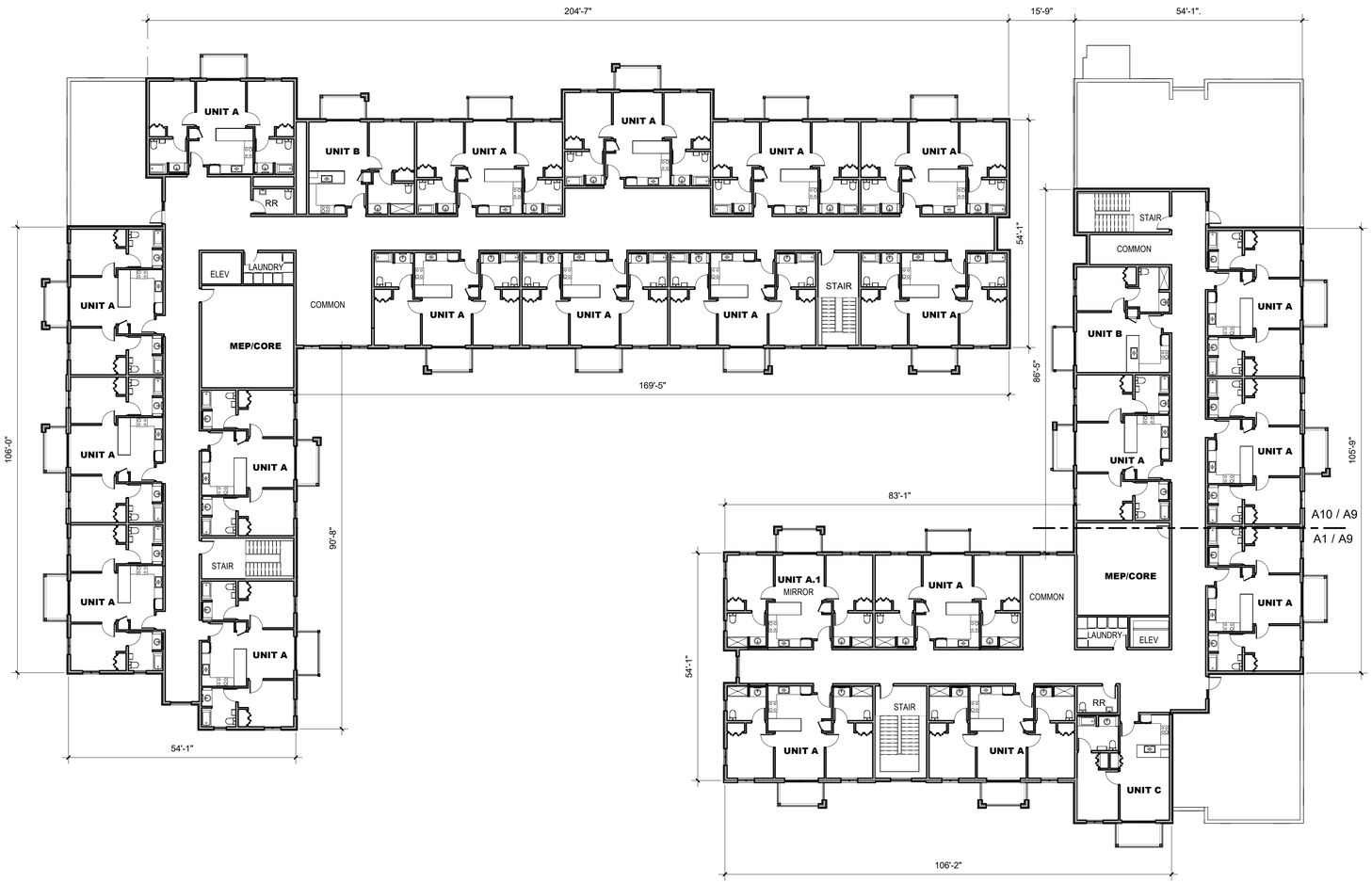
SHEET TITLE

OVERALL FLOOR PLAN - LEVEL 2

A2



GENERAL NOTES

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2. ALL DIMENSIONS ARE TO FACE OF STUD OR GRIDLINE UNLESS NOTED OTHERWISE.

UNIT COUNT

Level 3 Total			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	22
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	0
UNIT B	1 BEDROOM/1 BATH	567 SF	2
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	0
UNIT C	1 BEDROOM/1 BATH	550 SF	1
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	0
Level 3 Total			**25**

East Building Level 3			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	8
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	0
UNIT B	1 BEDROOM/1 BATH	567 SF	1
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	0
UNIT C	1 BEDROOM/1 BATH	550 SF	1
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	0
East Building Level 3			**10**

West Building Level 3			
Unit Name	**Description**	**Size**	**Quantity**
UNIT A	2 BEDROOM/2 BATH	787 SF	14
UNIT A - ACC	2 BEDROOM/2 BATH	787 SF	0
UNIT B	1 BEDROOM/1 BATH	567 SF	1
UNIT B - ACC	1 BEDROOM/1 BATH	567 SF	0
UNIT C	1 BEDROOM/1 BATH	550 SF	0
UNIT C - ACC	1 BEDROOM/1 BATH	550 SF	0
West Building Level 3			**15**

A1 **FLOOR PLAN - LEVEL 3 - OVERALL**
1/16" = 1'-0"

0' 8' 16' 32'
SCALE 1/16" = 1'-0"

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DEVELOPMENT PLAN

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

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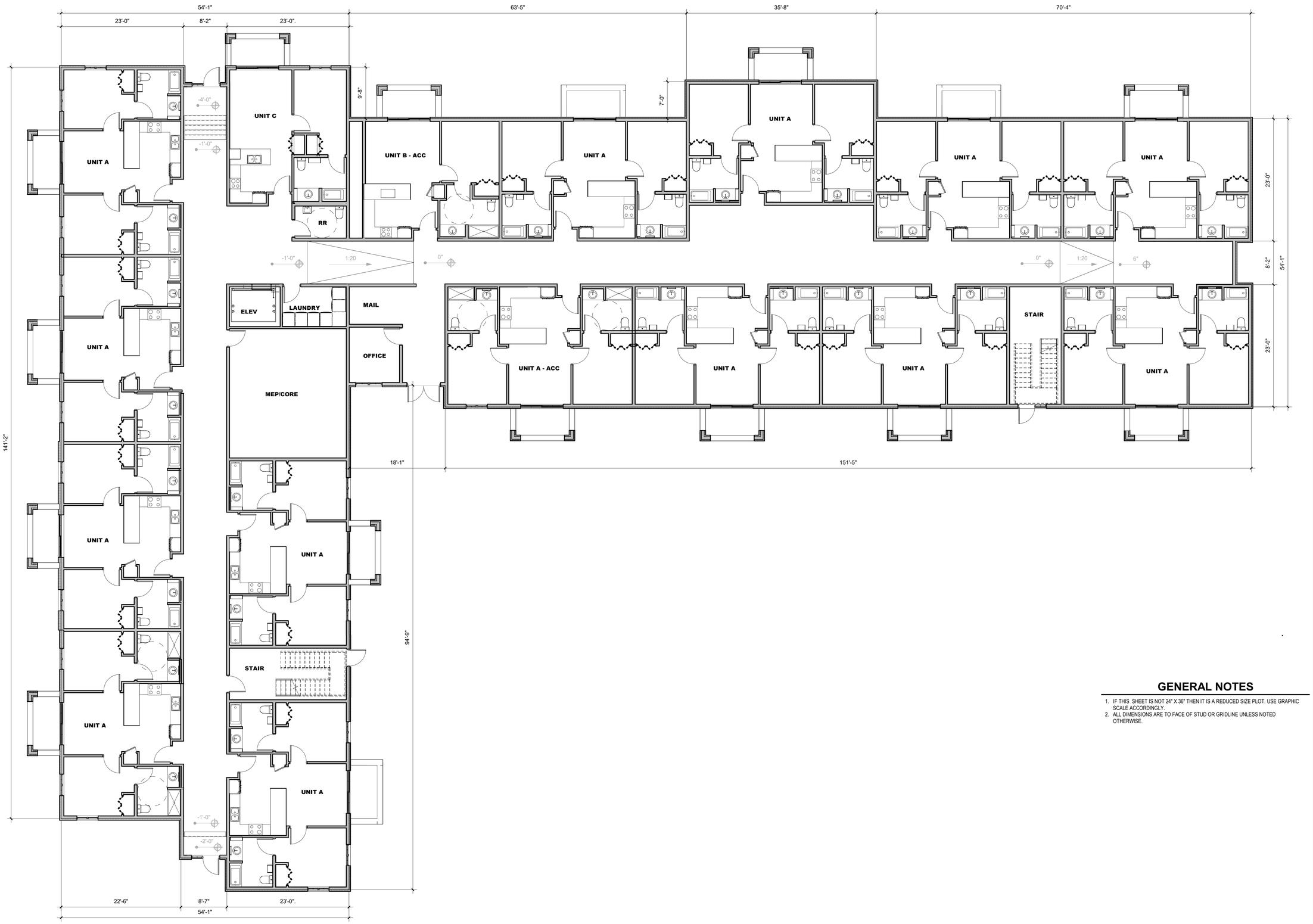
SHEET TITLE

OVERALL FLOOR PLAN - LEVEL 3

A3



A1 WEST BLDG FLOOR PLAN - LEVEL 1

1/8" = 1'-0"

GENERAL NOTES

1. IF THIS SHEET IS NOT 24" X 36" THEN IT IS A REDUCED SIZE PLOT. USE GRAPHIC SCALE ACCORDINGLY.
2. ALL DIMENSIONS ARE TO FACE OF STUD OR GRIDLINE UNLESS NOTED OTHERWISE.

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

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DEVELOPMENT PLAN

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Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

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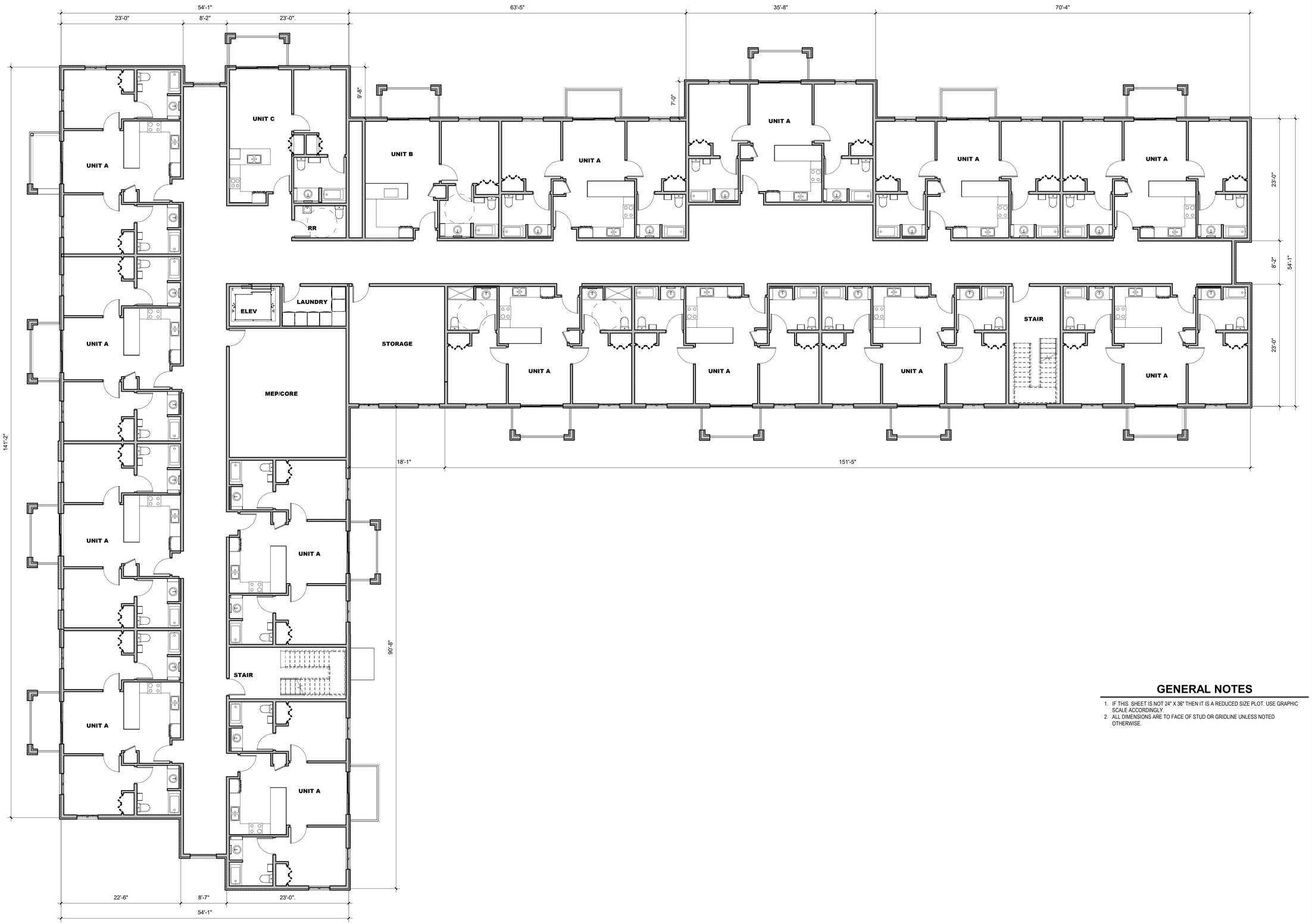
FLOOR PLAN
WEST - LEVEL 1

A4



A1 **WEST BLDG FLOOR PLAN - LEVEL 2**
1/8" = 1'-0"

GENERAL NOTES

1. IF THIS SHEET IS NOT 24" X 36" THEN IT IS A REDUCED SIZE PLOT. USE GRAPHIC SCALE ACCORDINGLY.
2. ALL DIMENSIONS ARE TO FACE OF STUD OR GRIDLINE UNLESS NOTED OTHERWISE.

0' 4' 8' 16'
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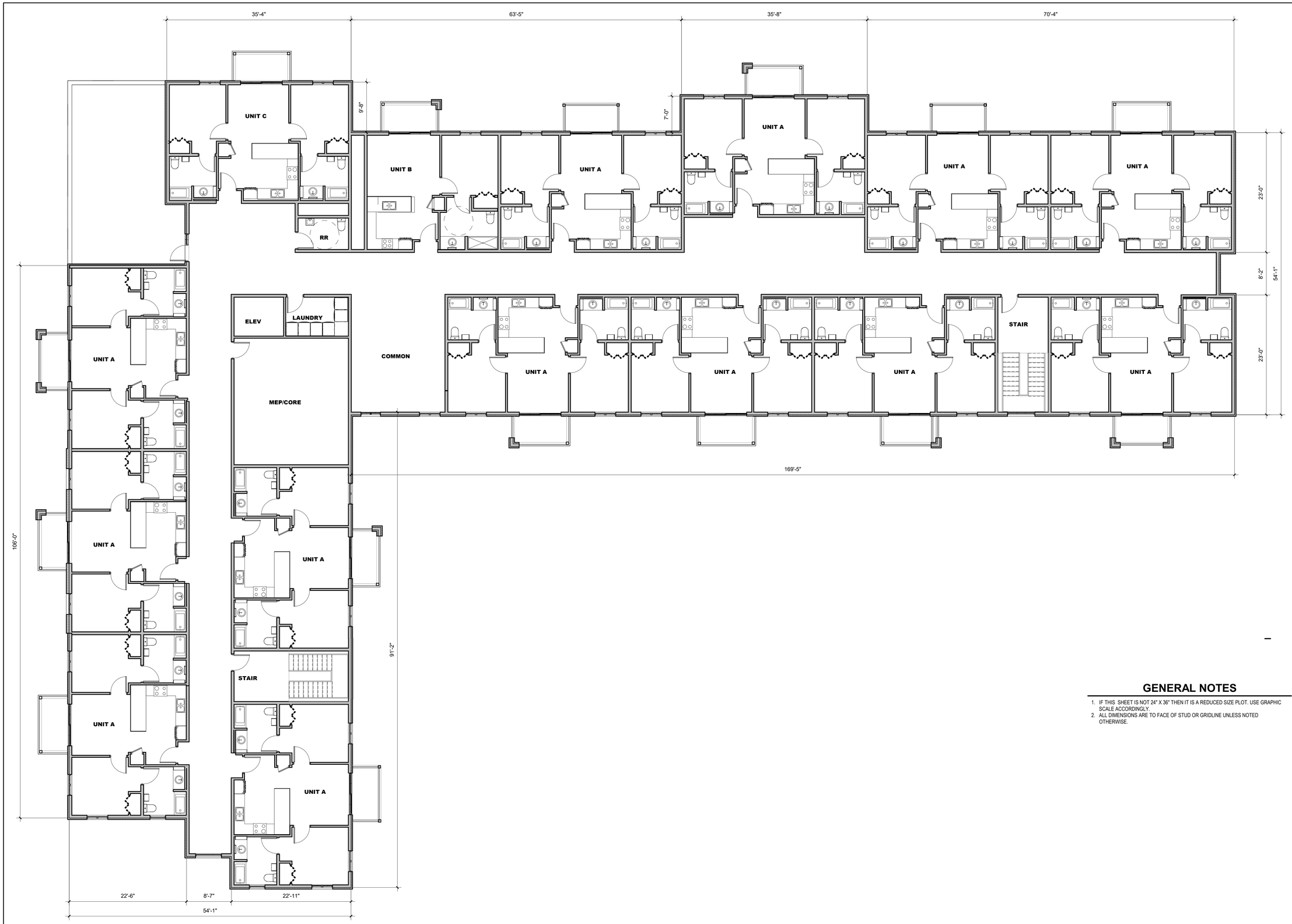
FLOOR PLAN
WEST - LEVEL 2

A5



A1 **WEST BLDG FLOOR PLAN - LEVEL 3**
1/8" = 1'-0"

0' 4' 8' 16'
SCALE 1/8" = 1'-0"

GENERAL NOTES

1. IF THIS SHEET IS NOT 24" X 36" THEN IT IS A REDUCED SIZE PLOT. USE GRAPHIC SCALE ACCORDINGLY.
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SHEET TITLE

FLOOR PLAN
WEST - LEVEL 3

A6

GENERAL NOTES

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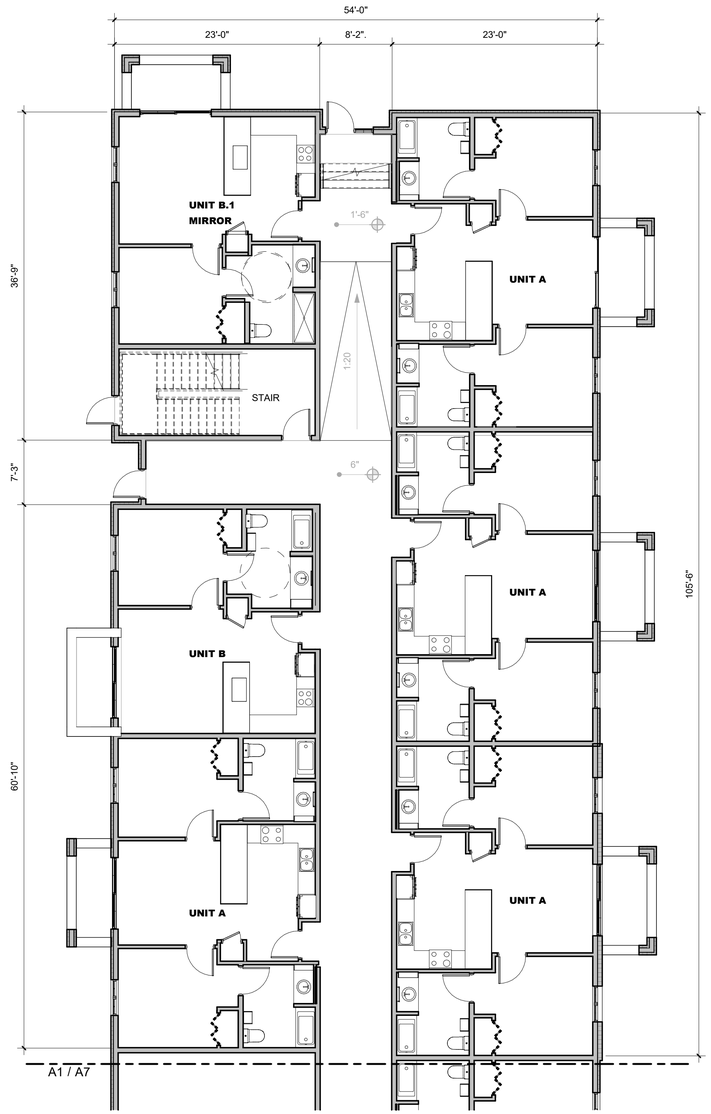
2. ALL DIMENSIONS ARE TO FACE OF STUD OR GRIDLINE UNLESS NOTED OTHERWISE.

A1 **EAST BUILDING FLOOR PLAN - SOUTH AREA - LEVEL 1**
1/8" = 1'-0"



A10 **EAST BLDG FLOOR PLAN - NORTH AREA - LEVEL 1**
1/8" = 1'-0"

0' 4' 8' 16'
SCALE 1/8" = 1'-0"

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SHEET TITLE

FLOOR PLAN
EAST - LEVEL 1

A7

GENERAL NOTES

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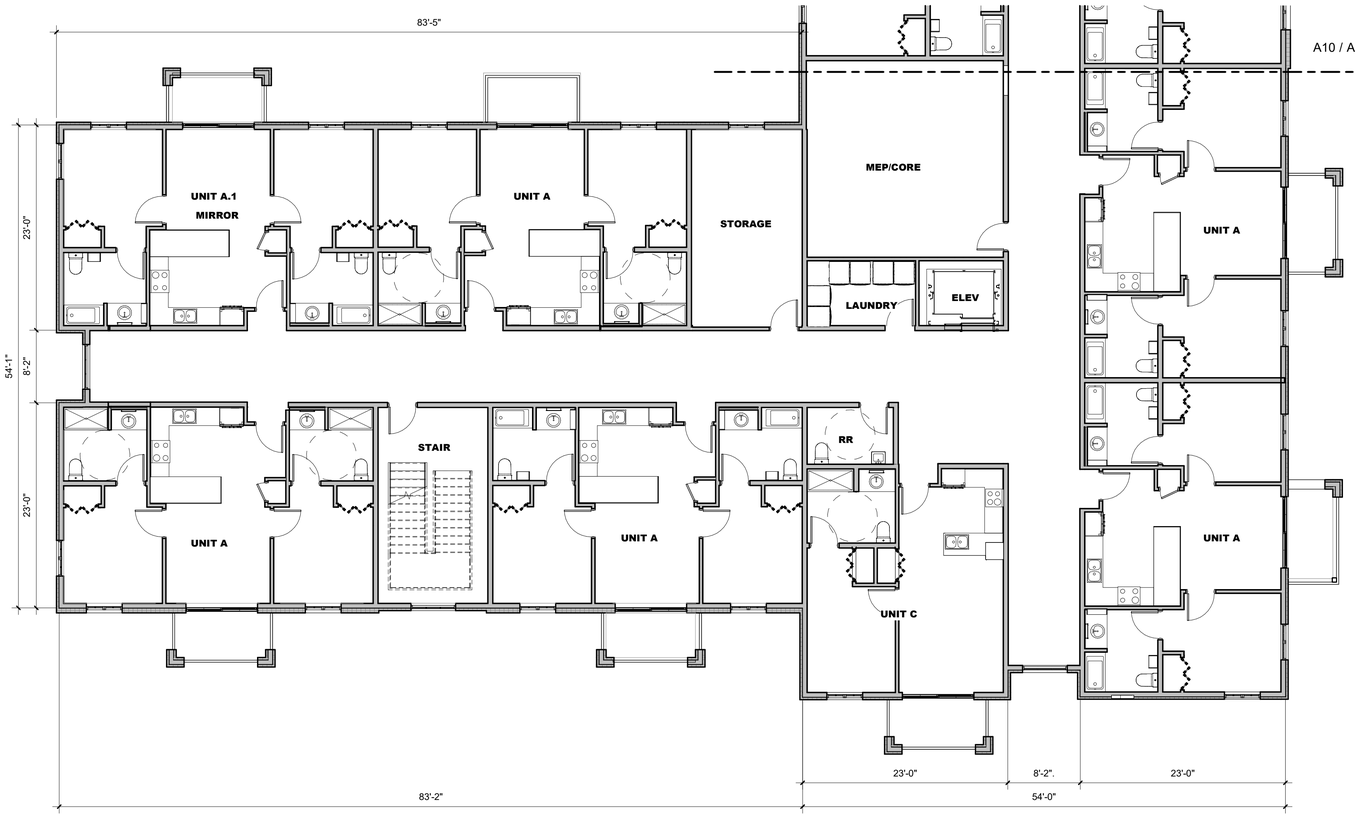
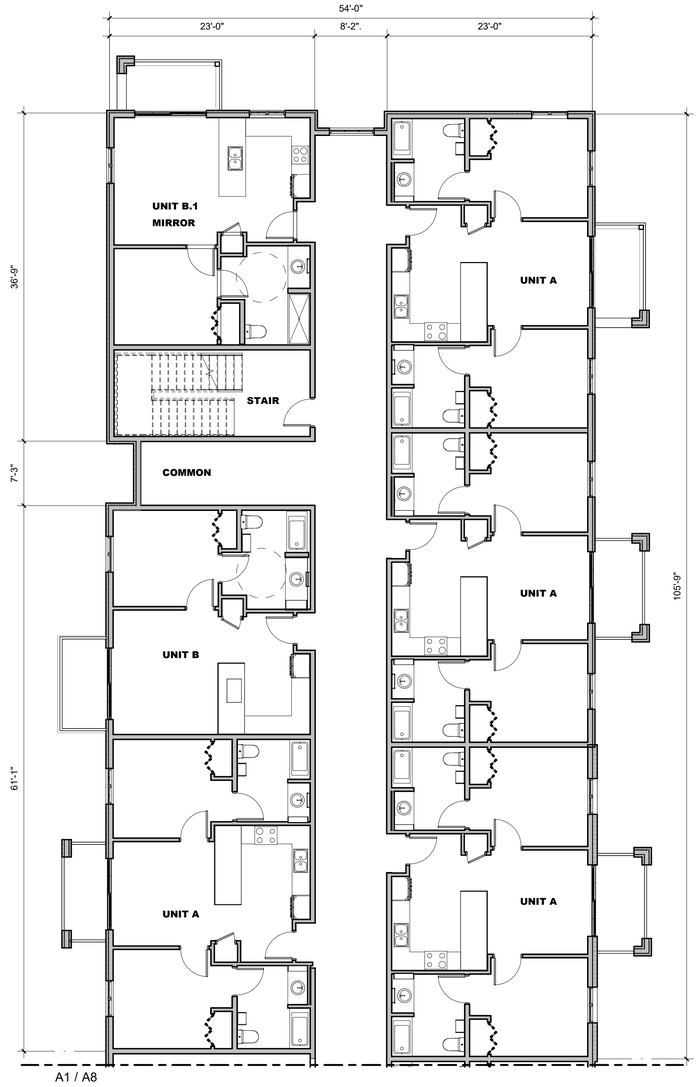


A1 EAST BLDG FLOOR PLAN - SOUTH AREA - LEVEL 2

1/8" = 1'-0"



A10 EAST BLDG FLOOR PLAN - NORTH AREA - LEVEL 2

1/8" = 1'-0"

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

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FLOOR PLAN
EAST - LEVEL 2

A8

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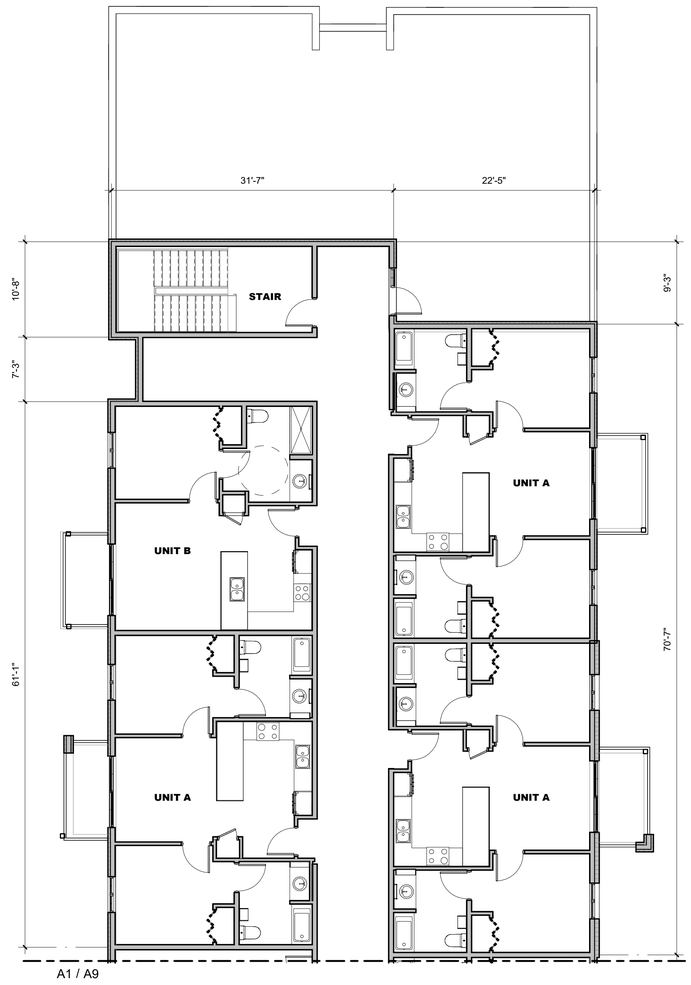
2. ALL DIMENSIONS ARE TO FACE OF STUD OR GRIDLINE UNLESS NOTED OTHERWISE.

A1 **EAST BLDG FLOOR PLAN - SOUTH AREA - LEVEL 3**
1/8" = 1'-0"



A10 **EAST BLDG FLOOR PLAN - NORTH AREA - LEVEL 3**
1/8" = 1'-0"

0' 4' 8' 16'
SCALE 1/8" = 1'-0"

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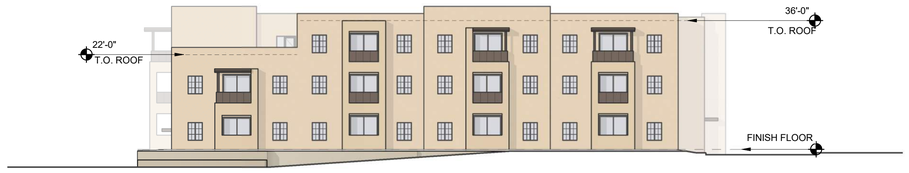
SHEET TITLE

FLOOR PLAN
EAST - LEVEL 3

A9



OVERALL WEST ELEVATION

1" = 20'-0"

OVERALL EAST ELEVATION

1" = 20'-0"

OVERALL NORTH ELEVATION FROM CAMINO DE LOS MARQUEZ

1" = 20'-0"

OVERALL SOUTH ELEVATION

1" = 20'-0"

GENERAL NOTES

1. IF THIS SHEET IS NOT 24" X 36" THEN IT IS A REDUCED SIZE PLOT. USE GRAPHIC SCALE ACCORDINGLY.
2. INSTALL CONTROL JOINTS WHERE GYPSUM BOARD EXTENDS UNINTERRUPTED MORE THAN 30 FEET IN ANY DIRECTION.

MATERIALS LEGEND

STUCCO, COLOR: TIERRA

METAL, COLOR: AGED BRONZE

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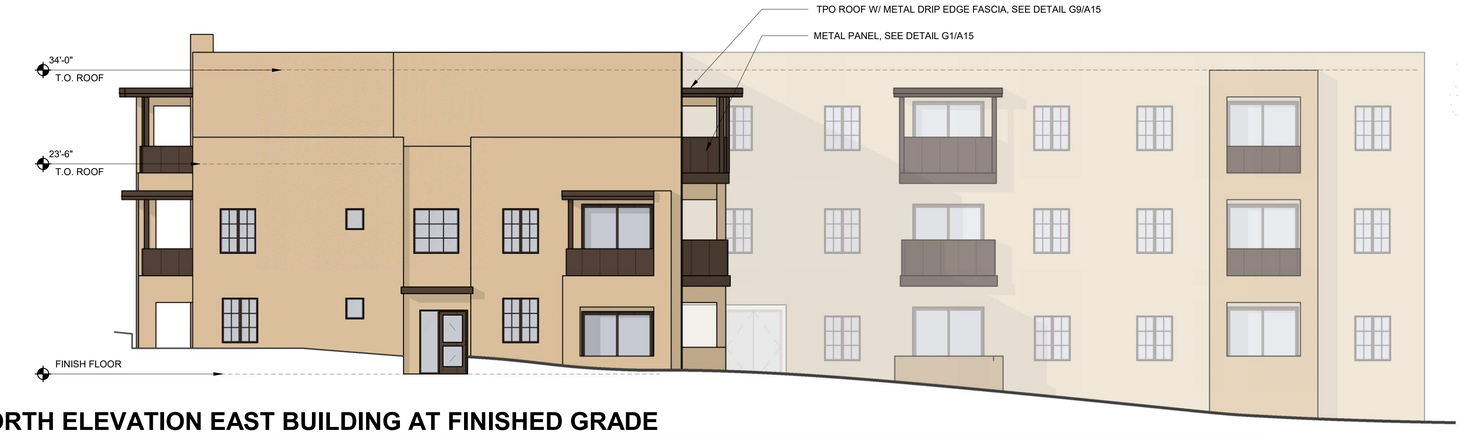
SHEET TITLE

OVERALL EXTERIOR ELEVATIONS

A10



NORTH ELEVATION EAST BUILDING AT FINISHED GRADE

1/8" = 1'-0"

NORTH ELEVATION WEST BUILDING AT FINISHED GRADE

1/8" = 1'-0"

GENERAL NOTES

1. IF THIS SHEET IS NOT 24" X 36" THEN IT IS A REDUCED SIZE PLOT. USE GRAPHIC SCALE ACCORDINGLY.
2. INSTALL CONTROL JOINTS WHERE GYPSUM BOARD EXTENDS UNINTERRUPTED MORE THAN 30 FEET IN ANY DIRECTION.

MATERIALS LEGEND

STUCCO, COLOR: TIERRA

METAL, COLOR: AGED BRONZE

BUILDING FAÇADE AREAS - NORTH

TIERRA STUCCO	5394 SF
TOTAL STUCCO AREA	5394 SF
TOTAL STUCCO AREA	5394 SF
TOTAL OPENING AREA	2940 SF
TOTAL FAÇADE AREA	8334 SF
TOTAL % OPENING AREA	35%
TOTAL % STUCCO AREA	65%

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SHEET TITLE

NORTH EXTERIOR ELEVATIONS

A11

GENERAL NOTES

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2. INSTALL CONTROL JOINTS WHERE GYPSUM BOARD EXTENDS UNINTERRUPTED MORE THAN 30 FEET IN ANY DIRECTION.

MATERIALS LEGEND

STUCCO, COLOR: TIERRA

METAL, COLOR: AGED BRONZE

EAST ELEVATION EAST BUILDING AT FINISHED GRADE

1/8" = 1'-0"

BUILDING FAÇADE AREAS - EAST	
TIERRA STUCCO	0 SF
TOTAL STUCCO AREA	6923 SF
TOTAL STUCCO AREA	6923 SF
TOTAL OPENING AREA	1464 SF
TOTAL FAÇADE AREA	8387 SF
TOTAL % OPENING AREA	17%
TOTAL % STUCCO AREA	83%

BUILDING FAÇADE AREAS - WEST	
TIERRA STUCCO	7450 SF
TOTAL STUCCO AREA	7450 SF
TOTAL STUCCO AREA	7450 SF
TOTAL OPENING AREA	1245 SF
TOTAL FAÇADE AREA	8695 SF
TOTAL % OPENING AREA	14%
TOTAL % STUCCO AREA	86%

WEST ELEVATION WEST BUILDING AT FINISHED GRADE

1/8" = 1'-0"

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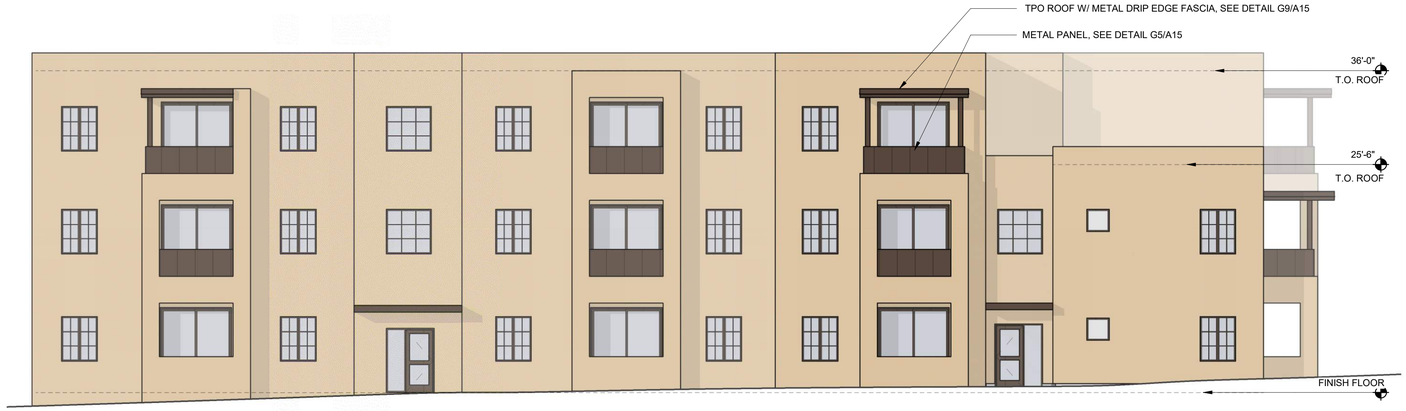
SHEET TITLE

EAST - WEST EXTERIOR ELEVATIONS

A12



SOUTH ELEVATION EAST BUILDING AT FINISHED GRADE

1/8" = 1'-0"

SOUTH ELEVATION WEST BUILDING AT FINISHED GRADE

1/8" = 1'-0"

GENERAL NOTES

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2. INSTALL CONTROL JOINTS WHERE GYPSUM BOARD EXTENDS UNINTERRUPTED MORE THAN 30 FEET IN ANY DIRECTION.

MATERIALS LEGEND

- STUCCO, COLOR: TIERRA
- METAL, COLOR: AGED BRONZE

BUILDING FAÇADE AREAS - SOUTH	
TIERRA STUCCO	13406 SF
TOTAL STUCCO AREA	13406 SF
TOTAL STUCCO AREA	13406 SF
TOTAL OPENING AREA	2861 SF
TOTAL FAÇADE AREA	16267 SF
TOTAL % OPENING AREA	18%
TOTAL % STUCCO AREA	82%

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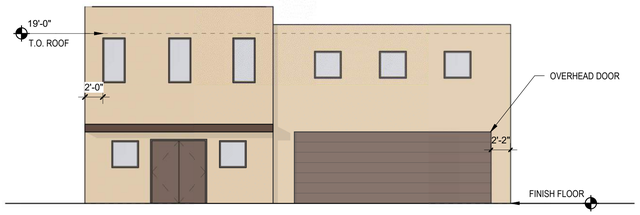
SHEET TITLE

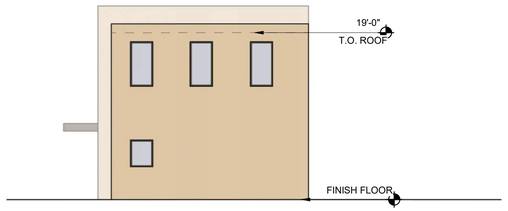
SOUTH EXTERIOR ELEVATIONS

A13



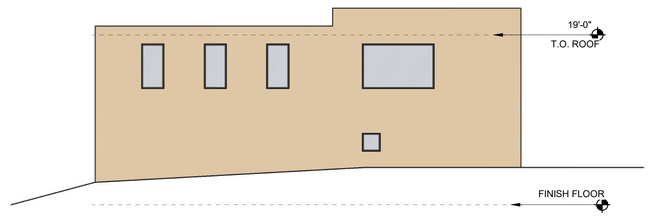
ANNEX WEST ELEVATION

1/8" = 1'-0"



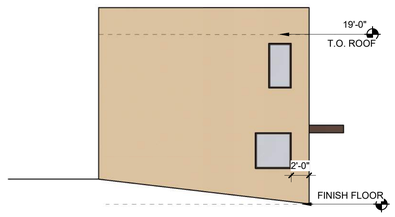
ANNEX SOUTH ELEVATION

1/8" = 1'-0"



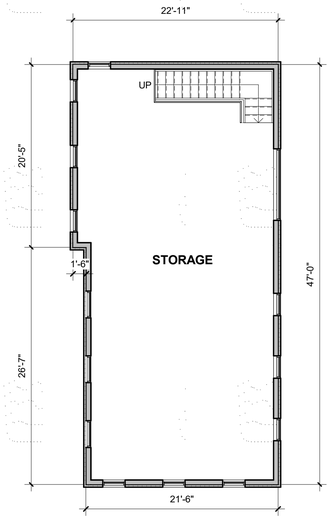
ANNEX EAST ELEVATION

1/8" = 1'-0"



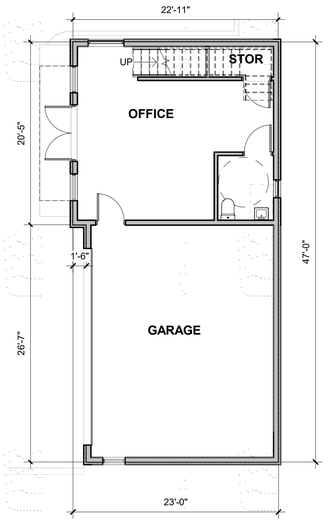
ANNEX NORTH ELEVATION

1/8" = 1'-0"



E9 FLOOR PLAN - LEVEL 2 ANNEX BLDG

1/8" = 1'-0"



A9 FLOOR PLAN - LEVEL 1 ANNEX BLDG

1/8" = 1'-0"

GENERAL NOTES

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MATERIALS LEGEND

STUCCO, COLOR: TIERRA

METAL, COLOR: AGED BRONZE

BUILDING FAÇADE AREAS - ANNEX	
TIERRA STUCCO	774 SF
TOTAL STUCCO AREA	774 SF
TOTAL STUCCO AREA	774 SF
TOTAL OPENING AREA	391 SF
TOTAL FAÇADE AREA	1165 SF
TOTAL % OPENING AREA	34%
TOTAL % STUCCO AREA	66%

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

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Santa Fe Opera
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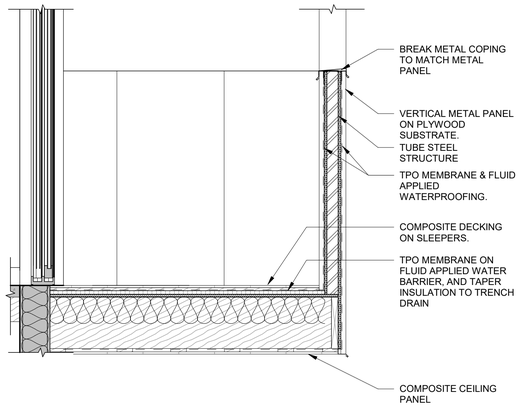
SHEET TITLE

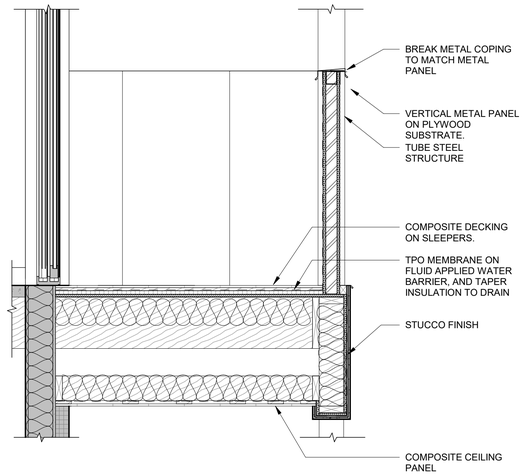
ANNEX BUILDING

A14



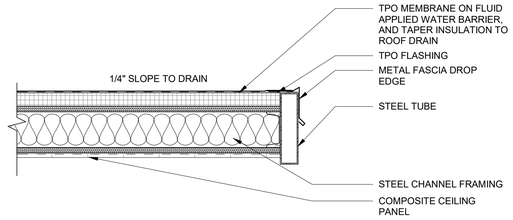
G1 TYPICAL OVERHANG BALCONY SECTION

3/4" = 1'-0"



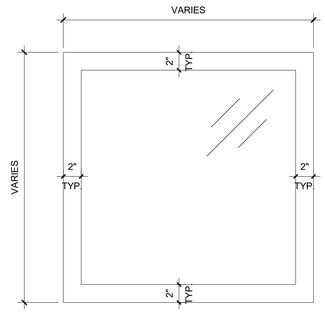
G5 TYPICAL BALCONY SECTION

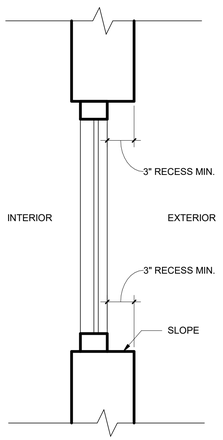
3/4" = 1'-0"



G9 TYPICAL CANOPY DETAIL

1 1/2" = 1'-0"

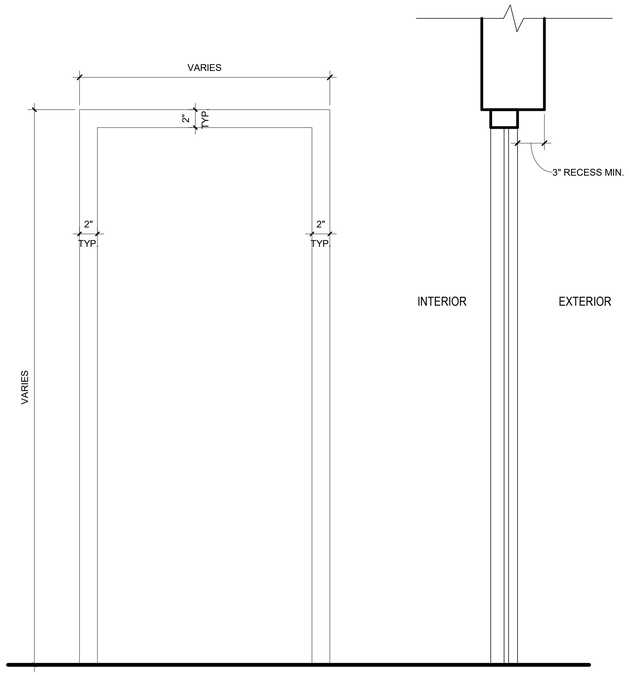




NOTE - TYP. DETAIL AT ALL EXTERIOR WINDOWS

A1 TYP WINDOW RECESS DETAIL

1 1/2" = 1'-0"



NOTE - TYP. DETAIL AT ALL EXTERIOR DOORS

A6 TYP DOOR RECESS DETAIL

1 1/2" = 1'-0"

COLOR: AGED BRONZE

COLOR: TIERRA

A10 METAL PANEL AND STUCCO COLORS

6" = 1'-0"

GENERAL NOTES

1. IF THIS SHEET IS NOT 24" X 36" THEN IT IS A REDUCED SIZE PLOT. USE GRAPHIC SCALE ACCORDINGLY.
2. DETAILS ON THIS SHEET ARE FOR DESIGN INTENT AND GENERIC IN NATURE.

SMPC Architects
PRINCIPLES OF DESIGN.
219 Central Ave NW, Suite #800
Albuquerque, New Mexico 87102
T 505 255 8668
F 505 268 6665
www.smpcarchitects.com

STATE OF NEW MEXICO
KIRSTKALA MAYER
NO. 6583
2025.10.14 14:35:13
REGISTERED ARCHITECT

DEVELOPMENT PLAN

NOT FOR CONSTRUCTION

Santa Fe Opera Apprentice Housing

DEVELOPMENT PLAN

214 Camino de los Marquez, Santa Fe, NM 87505

NO	DATE	DESCRIPTION

DATE:	2025-10-14
PROJECT #:	25014
DRAWN BY:	AA
CHECKED BY:	KM

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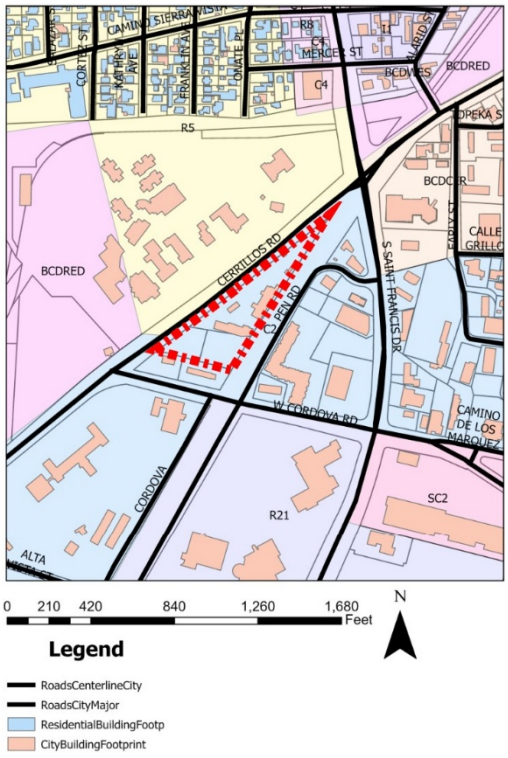
SHEET TITLE

TYPICAL DETAILS

A15

Land Use Department
Planning Commission Staff Report

Case No:	2025-11380
Hearing Date:	February 5, 2026
Agent:	JenkinsGavin, Inc.
Applicant:	Titan Development
Request:	Development Plan
Location:	1000, 1101, 1103 Cerrillos Road
Case Mgr.:	Claudia Kath
Zoning:	C-2 (General Commercial)
Overlay:	Zone 1 of the Cerrillos Road Highway Corridor Protection District and Suburban Archaeological District
Pre-app Mtg:	August 14, 2025
ENN Mtg:	September 30, 2025
Proposal:	The Applicant requests approval of a Development Plan to construct a 79,491sq.ft. AC Marriott hotel with 150 rooms on a 3.40-acre parcel.



Site Map

Case #2025-11380. 1000, 1101, and 1103 Cerrillos Road Development Plan. JenkinsGavin, Inc., Agent, for Titan Land Development, on Behalf of Gilliam Land Trust, owner and applicant ("Applicant"), requests approval of a Development Plan, for a 79,491 square foot, four-story,150-room AC Marriott hotel. The subject properties comprise 3.40 +/- acres and are located within the Suburban Archaeological Review District and Cerrillos Road Highway Corridor (Zone 1) and zoned C-2 (General Commercial) (Claudia Kath, Case Manager, cmkath@santafenm.gov).

I. RECOMMENDATION:

Staff recommends **APPROVAL** of the Development Plan for Case #2025-11380, subject to conditions of approval and technical corrections noted in Attachment A of this report.

One motion will be required for this case:

Approve or deny the Development Plan (Case#: 2025-11380), subject to the conditions of approval and technical corrections recommended by staff in Attachment A.

II. EXECUTIVE SUMMARY:

Titan Development is requesting approval of a Development Plan to construct a 79,491 sq.ft. (Gross Floor Area) AC Marriott hotel on an approximately 3.40-acre parcel. The proposed use is a 150-room AC Marriott brand hotel. The project requires a Development Plan to allow for a full review of the proposed structure and its infrastructure. The site currently has commercial structures, which will be demolished at the time of development.

Figure 1-AC Marriott Development Plan

The proposed building will be four stories tall, with a maximum height of 45 feet and no below-grade construction. It will feature a meeting room, lounge, coffee bar, market, fitness room, and a rooftop terrace with an additional guest lounge. A total of 150 parking spaces are required (one per hotel room), and the plan provides 151 spaces. Eight accessible spaces, including two van-accessible spaces—are both required and provided. All parking spaces will meet the City standard parking stall dimensions of 9 feet in width and 18 feet in length.

III. BACKGROUND

The 3.40-acre subject parcel is located at the southwestern corner of the intersection at Cerrillos Road and St. Francis Drive. The site is bordered by Cerrillos Road to the northwest, the AT&SF railroad R.O.W. to the southeast, and two existing commercial businesses to the south.

IV. PROJECT ANALYSIS: DEVELOPMENT PLAN

a. Project Zoning

The proposed hotel parcel is zoned C-2 (General Commercial). The proposed Development Plan complies with the C-2 zoning standards and the Cerrillos Road Overlay District. Required dimensional standards and proposed development are captured on Table 1.

Table 1. Dimensional Standards for C-2 District

Element	Requirement	Proposed
Height	45 feet	45 feet
Setbacks	Street: 15 feet Side: 0 feet Rear: 10 feet	Street: 67 feet Side: 51.5 feet Rear: 10.6 feet
Open Space	20%	27.3% of total lot area
Lot Coverage	60%	13.4%

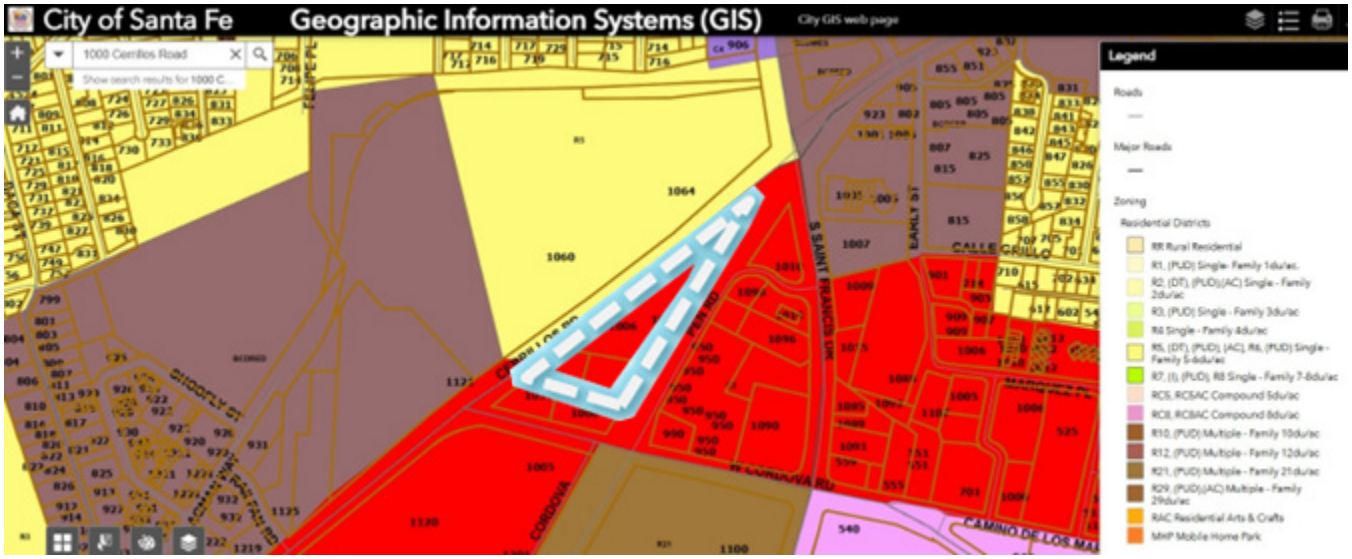


Figure 2 – Project Zoning Map

b. Access and Traffic

A Traffic Impact Analysis (TIA) prepared by the Applicant is included in Attachment C of this report. The site currently contains nine curb cuts along Cerrillos Road; these will be consolidated into two access driveways serving the hotel. The Development Review Team (DRT) traffic engineer has noted that Driveway "B" (the access point closest to Burrito Spot) must be restricted to right-in/right-out movements in accordance with New Mexico Department of Transportation (NMDOT) comments.

There is no sidewalk abutting the site; as a result, a volunteer path has formed along the very narrow dirt section adjacent to the fence. A 6-foot sidewalk will be constructed which will provide safer pedestrian access.

NMDOT is planning improvements to the Cerrillos Road / St. Francis Drive intersection, and the City Water Division will upgrade a waterline in Cerrillos Road. These infrastructure projects are unrelated to the AC Marriott hotel project. However, they are expected to occur concurrently with the hotel construction.

The recommended DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

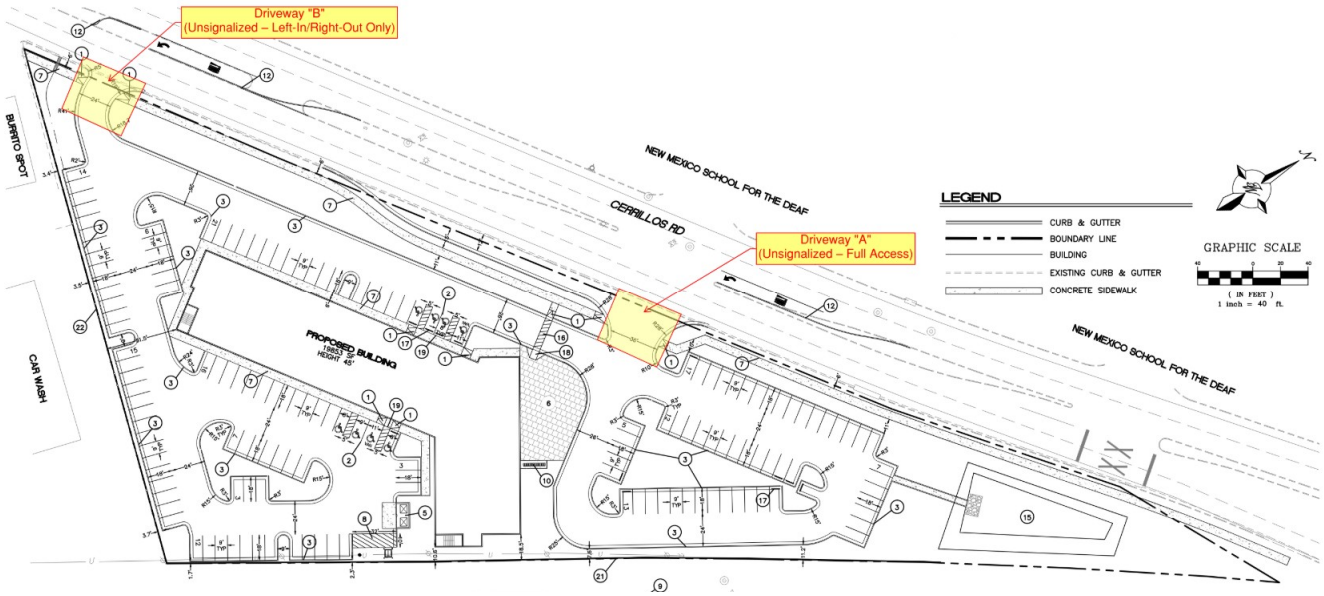


Figure 3 - Traffic Analysis Plan

c. Grading and Terrain Management

The subject parcel slopes gently from east to west, with no drainageways or areas exceeding a 3% slope. The improved site will generate approximately 7 cubic feet per second (CFS) of stormwater runoff—about 20% less than existing conditions. A stormwater retention pond will be constructed at the north end of the site, designed to overflow into an existing catch basin on Cerrillos Road.

The DRT has required the retention pond incorporate a meandering layout to be planted with raingarden-appropriate vegetation and trees. Along the Cerrillos Road frontage, the project will include a 5-foot-wide planter with street trees and a 6-foot-wide sidewalk.

The Terrain Management DRT Conditions of Approval and Technical Corrections are provided in Attachment A of this report.

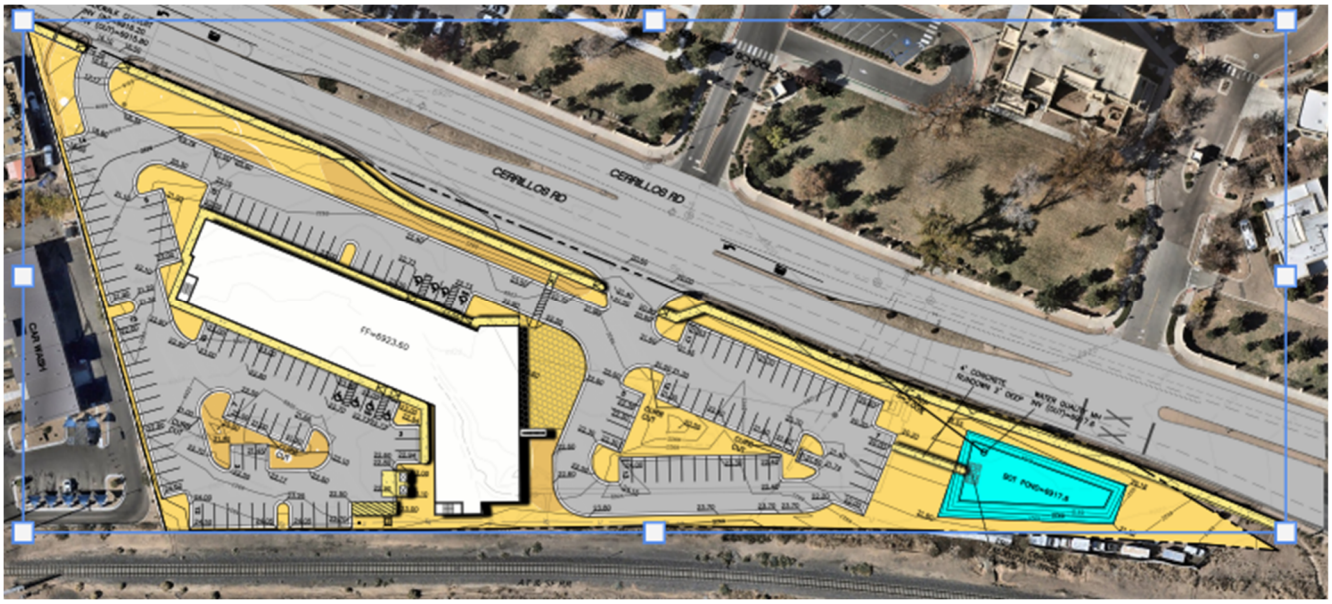


Figure 4 - Terrain Management Plan

d. Landscaping and Lighting

The landscape plan complies with code requirements for nonresidential development and the landscape standards per § 14-8.4 Landscape and Site Design. The landscape plan calls for new trees and shrubs throughout the site, including within parking lot medians, bordering the building, and adjacent to the drainage pond.

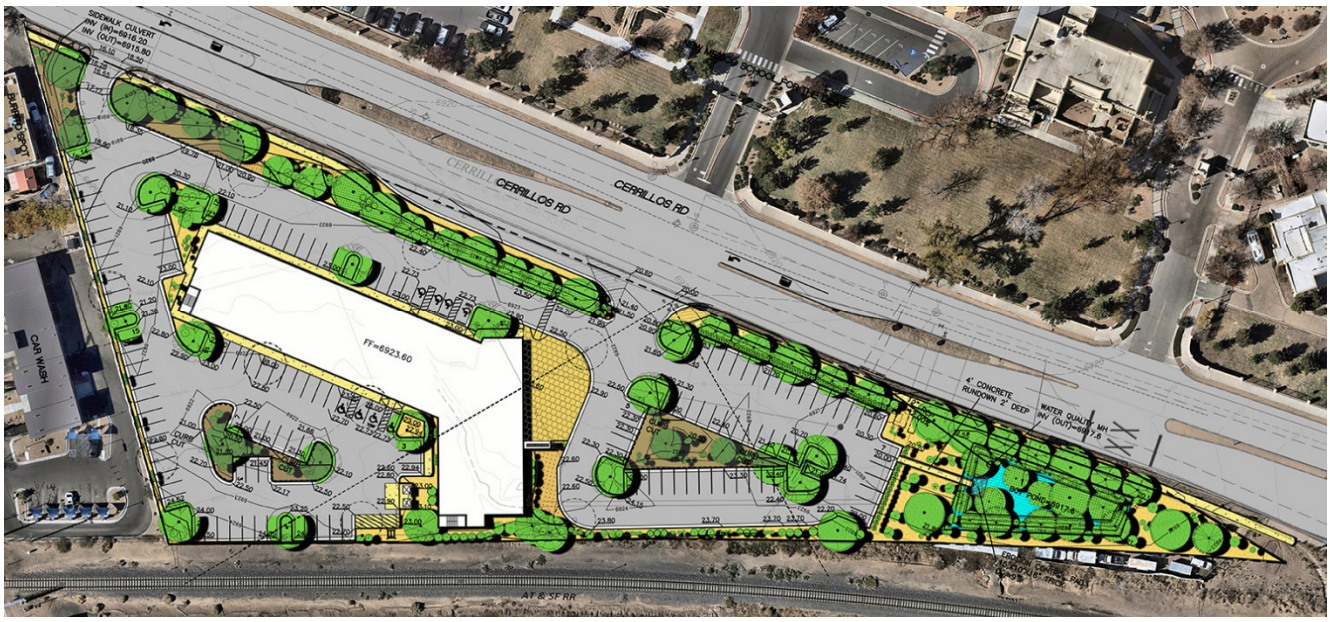


Figure 5 - Landscape Plan

The Lighting plan shown in the diagram below includes only overhead downcast pole-mounted fixtures within the parking area. All exterior fixtures will be required to meet the City's Night Sky Ordinance and the requirements of § 14-8.9 Outdoor Lighting. Staff is adding a condition that the Applicant revise the Lighting plan to show all exterior fixtures and address nuisance glare. This includes ensuring all pole

fixtures and any additional outdoor fixtures include shields on that focus the illumination downward.

> *§ 14-8.9(D)(3) General Standards (3) All outdoor luminaires shall be designed, installed, located and maintained such that nuisance glare onto adjacent properties or streets shall be minimized to the greatest extent practicable. Disabling glare onto adjacent properties or streets is not allowed.*

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

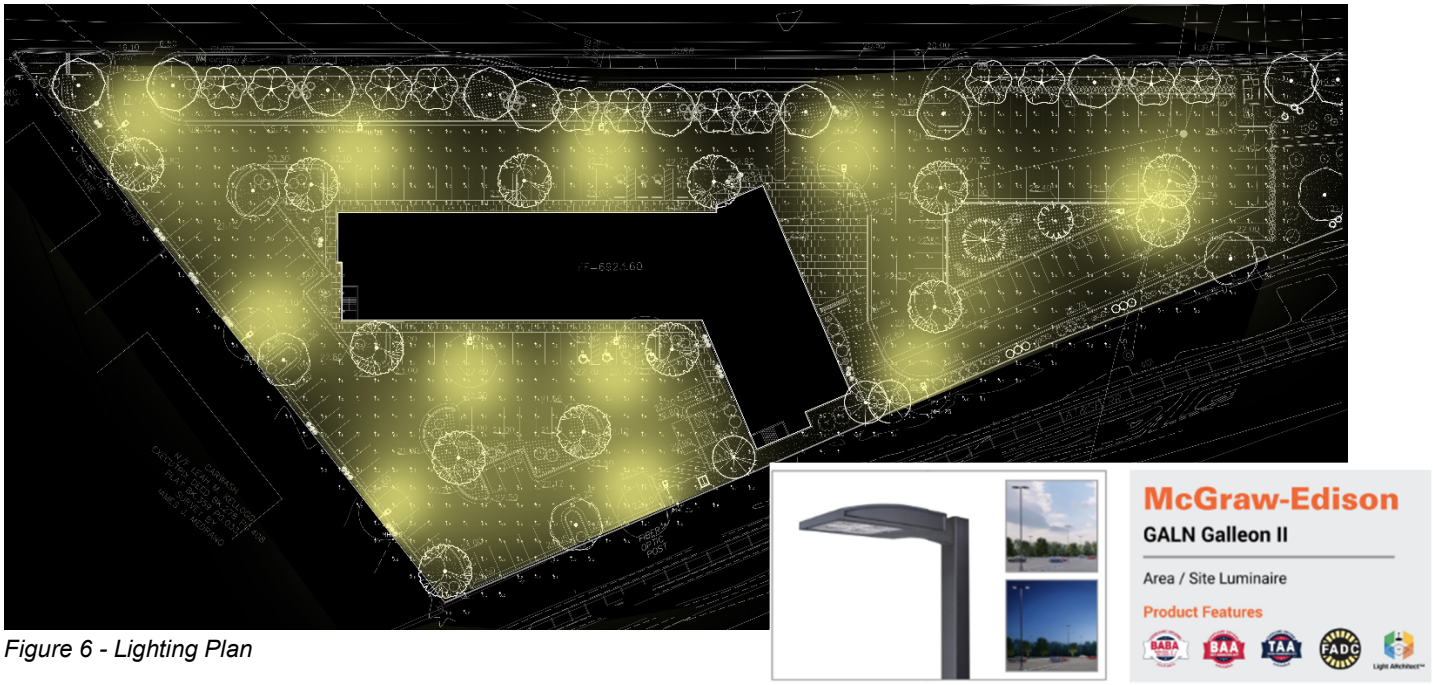


Figure 6 - Lighting Plan

e. Architectural Design

According to the applicant's renderings, the architectural design follows the "Santa Fe Style," featuring exterior stucco walls in a two-tone earth-color palette. The proposed building is four stories tall and includes more than 20,000 square feet of gross floor area.

Figure 7 - Perspective View

Publicly visible façades incorporate step-backs and wall-plane projections; however, these projections and setbacks do not fully meet the requirement that they have a depth of at least three percent of the façade length while also extending across at least 20 percent of that length. The changes in color along the facade help to provide visual interest in order to break up the building's mass.

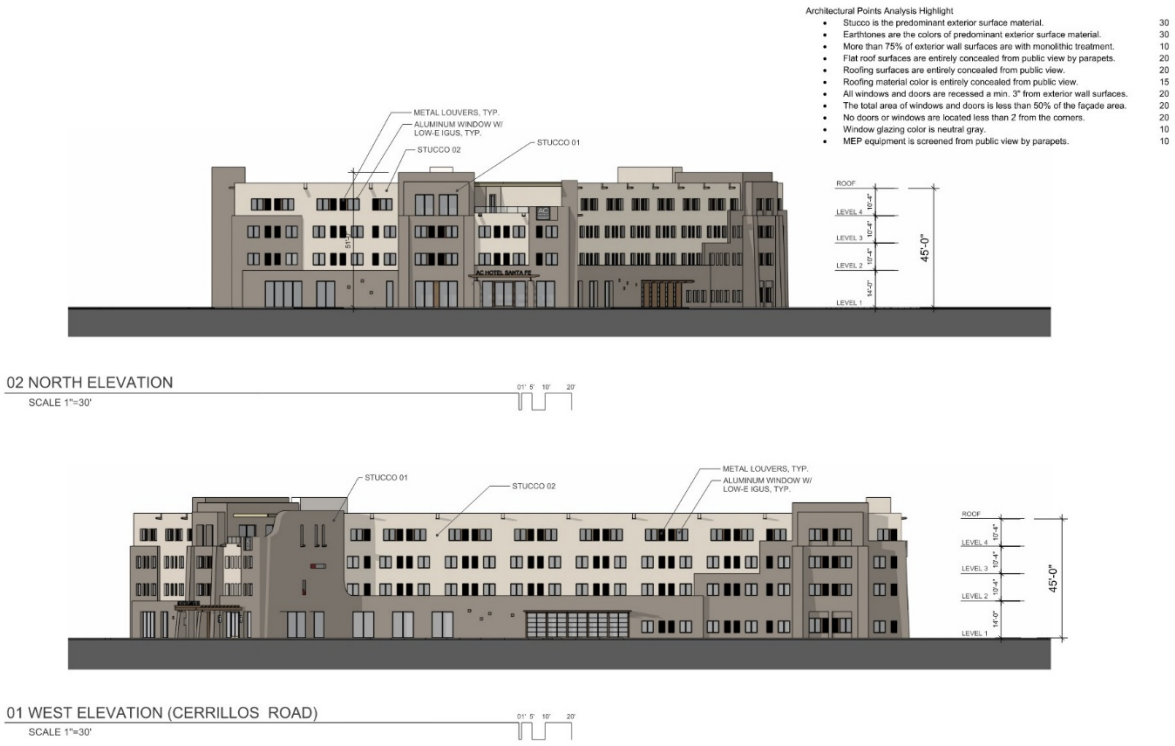


Figure 8 - Building Elevations – North and West

The building meets the required point total in the Architectural Design Review section of the code

applicable to this zoning district. Its exterior color scheme reflects traditional Santa Fe earth tones, achieved through colored masonry. The structure includes a flat roof with concealed roof surfaces and screened mechanical equipment.

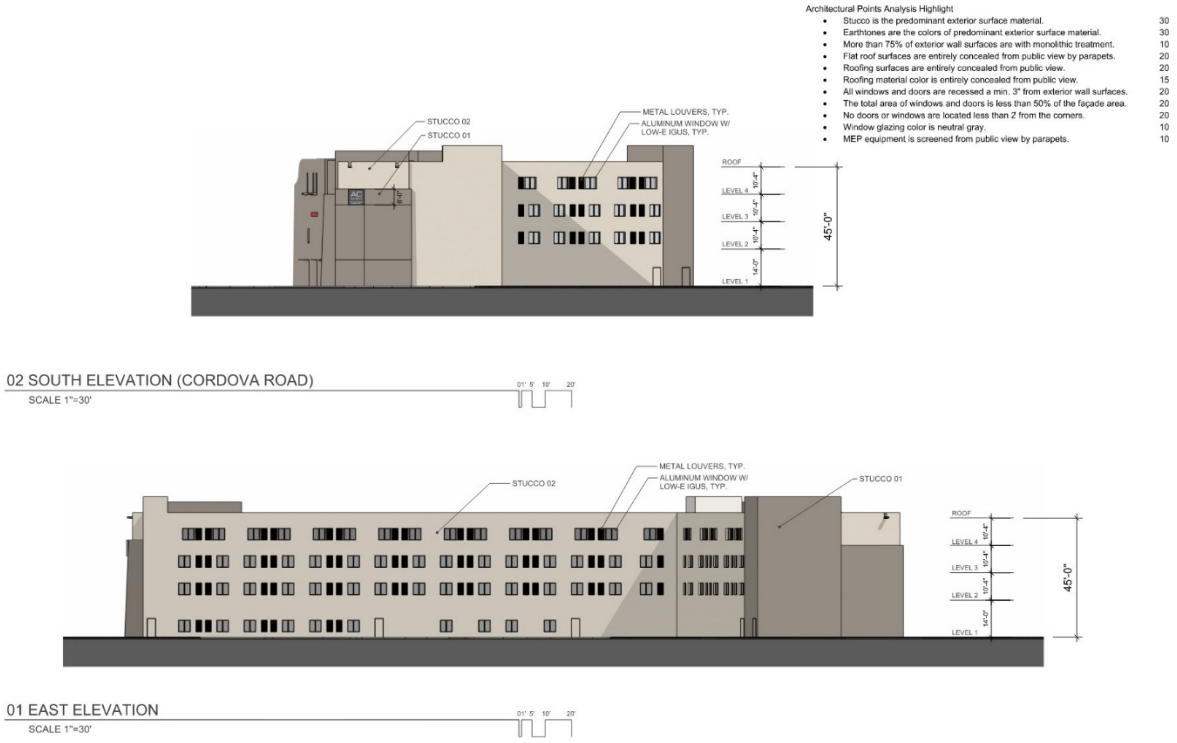


Figure 9 - Building Elevations - South and East

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

f. Fire Prevention and Emergency Access

Two 26-foot aerial apparatus access drives are provided along the west and north sides of the building, each with the required 28-foot turning radius as required by the IFC. The building will have an automatic fire-suppression system that meets all IFC standards. Two existing fire hydrants are located on the west side of Cerrillos Road directly across from the site. A 6-inch fire line will connect to the water main and to the building through a backflow preventer and hot box.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

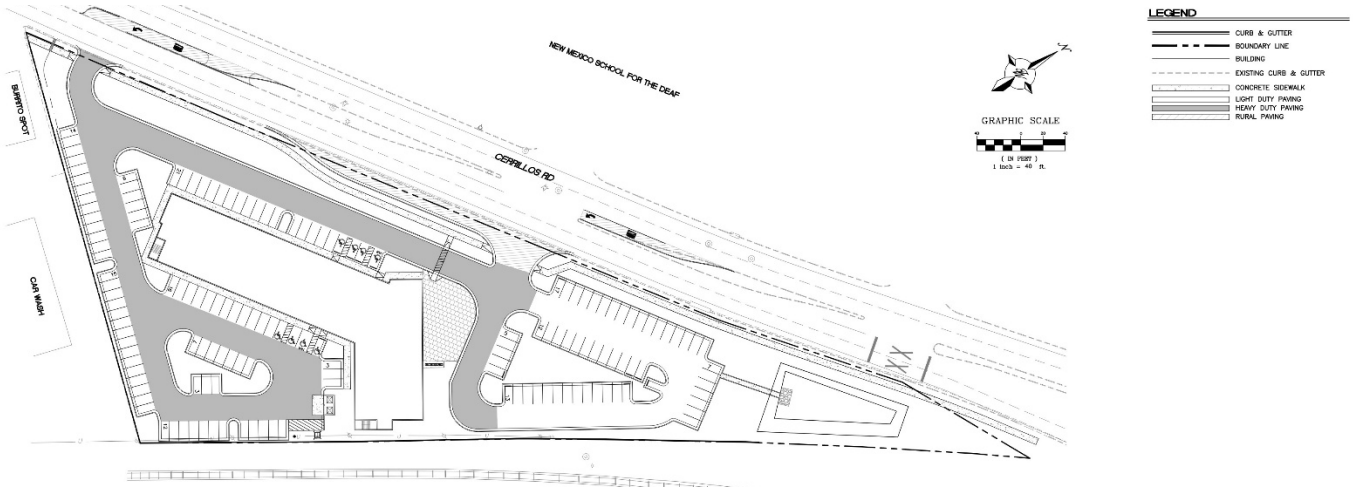


Figure 10 - Fire One Plan

g. Water

The Project will be served by a new 4-inch service line connected to the existing 6-inch water main along Cerrillos Road. A 4-inch meter and vault already exist on-site.

The proposed development requires the existing structures on the Property to be demolished and entirely new construction added, the Applicant asserts that the development water budget should be reduced by the average annual consumption during the twenty-four months of highest water use within the past ten years.

The Applicant submitted a water budget projecting a maximum annual water demand of 12.82 acre-feet per year (AFY). The Applicant is requesting approval of an alternative development water budget pursuant to SFCC §14-8.13(B)(2)(b), proposing to reduce annual water consumption based on the 24 months during which the highest water use was active within the preceding 10 years, to discount their annual water budget. The applicant has not provided the data for evaluation as to the amount of offset. Furthermore, the Code specifically adds the provision that, for this provision to apply, the previous offset must be higher than the proposed water consumption amount. The Applicant shall use like for like data i.e. Hotels within Santa Fe (not motels or other transient uses) to support their adjusted water budget. As the previous uses were warehouse and commercial uses, it is likely that the water use will be substantially lower than the hotel use.

Pursuant to SFCC §14-8.13-"Dedication of Water to Development," a building permit shall not be issued until the Applicant has dedicated water sufficient to meet the approved development water budget, plus a 9.8% contingency to account for water utility delivery requirements. While §14-8.13(B)(2)(b) allows for an alternative methodology to determining a development water budget, it should not override or waive the dedication requirements of SFCC §14-8.13.

Allowing construction to proceed prior to completion of the required water rights transfer would place a direct strain on City water resources. In the absence of a completed transfer, the City would be required to temporarily support the proposed development using City held water rights, thereby assuming the risk that the required offset may not ultimately be secured.

The States water rights transfer process is subject to protest and appeal, and such appeals may extend for multiple years or result in the transfer being denied.

During this period of uncertainty, the City would continue to serve the development with the assurance that the water demand will be fully offset, which is inconsistent with the purpose of SFCC §14-8.13.

Accordingly, the Applicant shall submit a revised water budget identifying the annual water consumption based on the 24 months during which the highest water use was active within the preceding 10-year period. The revised water budget shall utilize available historic water use data from the existing property and shall be submitted to the City Water Resources Division for review and approval.

Approval of the development water budget and completion of the required water rights transfer shall be required prior to the issuance of any construction/building permit.

Should subsequent monitoring or verification demonstrate that actual water use is less than the approval development water budget, the City may adjust water use accounting and billing consistent with the adopted administrative procedures. However, any such adjustment shall not delay or replace the requirement to complete the water rights transfer in advance of permitting.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

h. **Sewer**

An existing 10-inch sewer main runs east–west along the north side of the site. A new 8-inch sewer service line will connect to this main via a new manhole.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

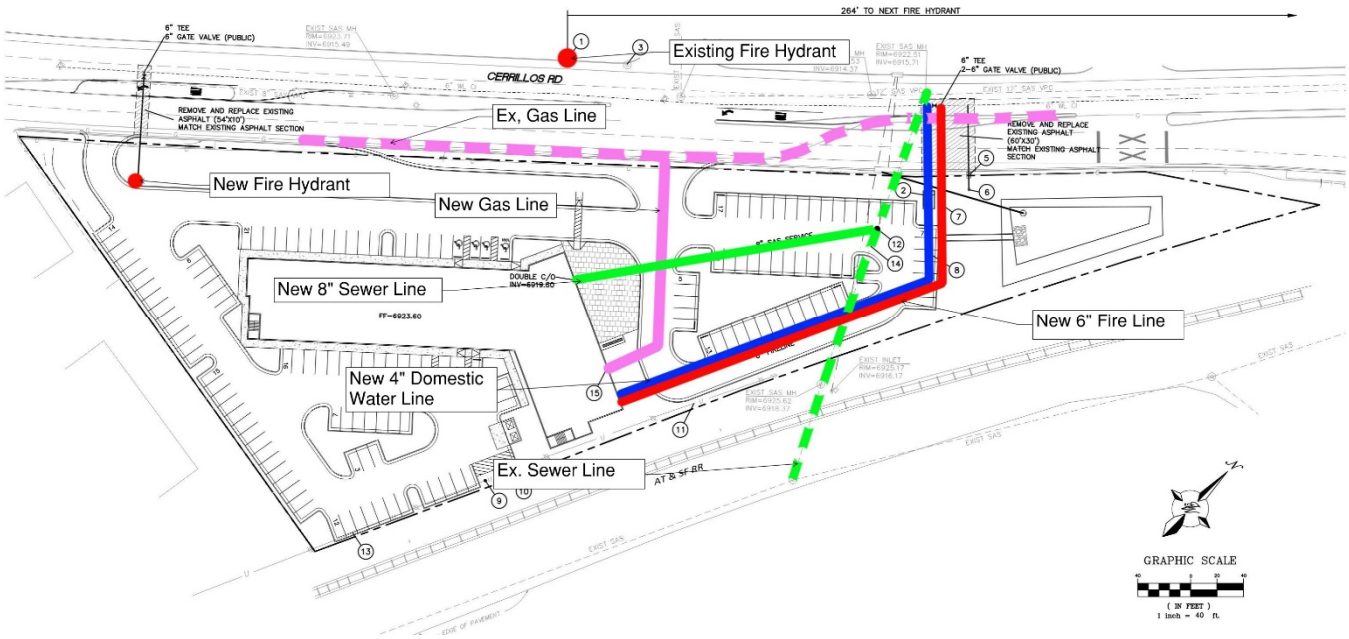


Figure 11- Utility Service Plan

i. Signage

The Applicant has complied with the signage requirements, per SFCC14-8.10(G)(8), in the Cerrillos Highway Corridor Protection District. Three signs are proposed, which include a freestanding Monument Sign, a porte-cochere mounted sign, and a wall sign on the hotel building. Signage will be reviewed in detail and approved at the time of building permit.

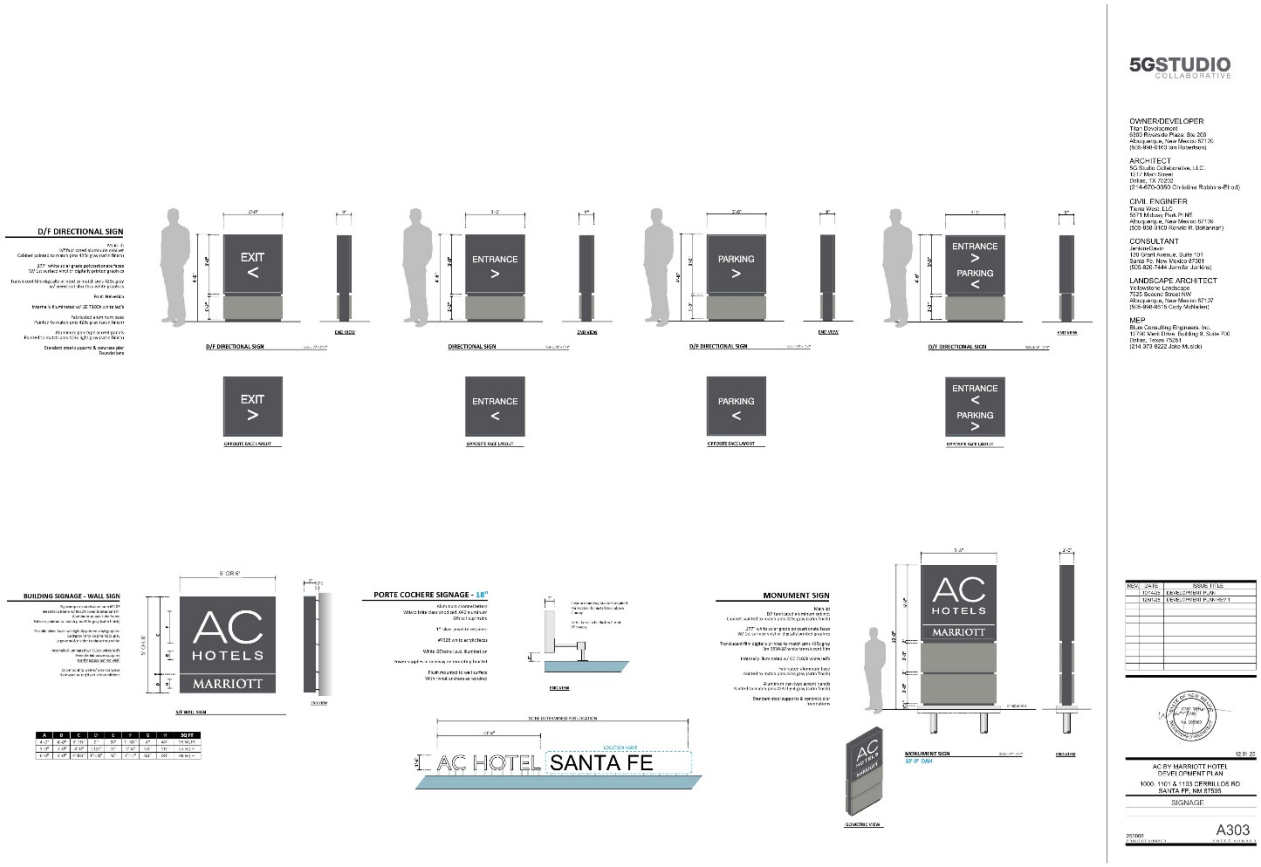


Figure 12 - Proposed Site Signage

j. Impact on Schools

This project does not include any residential units, and thus there is no impact on schools.

k. Archaeology

The Project is located within the Suburban Archaeological District. As the Project is less than 10 acres in size, archaeological clearance is not required. However, the site is the former location of the 1800's Penitentiary. Staff encourages monitoring of ground disturbing activities as there is the unknown potential to encounter historic prison cultural remains in and around the site boundaries.

The DRT Conditions of Approval and Technical Corrections may be found in Attachment A of this report.

l. Santa Fe HOMES Program

The proposal does not include residential units, so no Santa Fe HOMES requirements are triggered.

V. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

§14-3.8(D)(1)(a) - that it is empowered to approve the plan under the section of Chapter 14 described in the application;	Criterion Met: (Yes/No) YES
Applicant Response: SFCC 14-2.3(C)(1) states, "Unless otherwise provided in Chapter 14, the planning commission shall review and approve or disapprove various specific plans, requests and subdivision plats."	
Staff Response: The Santa Fe City Code (SFCC) Subsection 14-2.3(D)(1) authorizes the Planning Commission to review and approve or disapprove development plans and subdivision plans. Subsection 14-3.8(B) requires approval of a development plan for projects with a gross floor area of thirty thousand feet or more. The Development Plans comply with Santa Fe City Code Section 14-3.8(D)(1)(a).	
§14-3.8(D)(1)(b) - that approving the development plan will not adversely affect the public interest;	Criterion Met: (Yes/No) YES
Applicant Response: Approving the Development Plan will not adversely affect the public interest. The site houses older commercial structures with significant outdoor storage areas. Redevelopment of the property will greatly enhance and improve this gateway to downtown. The property is centrally located within walking distance to bus service, the Rail Runner Station, and area amenities such as restaurants, the Santa Fe Railyard Park, retail services, the Santa Fe Rail Trail, and the Acequia Trail, supporting multi-modal transportation and reducing automobile dependency. Furthermore, the proposed hotel provides economic benefits through employment opportunities, tourism revenue, lodgers tax revenue, and the multiplier effect of increased visitor spending.	
Staff Response: Staff agrees with the Applicant. The term "Public Interest" is not specifically defined in Chapter 14; however, the Governing Body has implemented the General Plan as stated in Subsection Section 14-1.3 (General Purposes). The resulting ordinances establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest from within the municipality. Staff has reviewed the Development Plan applications in accordance with the City Code. Subject to staff recommended conditions of approval, the Development Plans comply with minimum standards of Chapter 14 SFCC and would not adversely affect the public interest. The Development Plans comply with Santa Fe City Code 14-3.8(D)(1)(b).	

14-3.8(D)(1)(c) - that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	Criterion Met: (Yes/No) YES
Applicant Response: The proposed hotel is compatible with surrounding structures and uses, which include Capital Flats, a four-story multi-family housing development, the New Mexico School for the Deaf (NMSD), and the South Capitol complex of large, multi-story state government buildings. Inspired by the Pueblo Revival architecture of the NMSD campus, the building design is adaptable to area structures. In addition, development of a quality hotel at the heart of this lively commercial and recreational area aligns with the General Plan policy supporting a diverse mix of land uses in all areas of the City, as well as with the policy encouraging infill development.	
Staff Response: The proposed hotel use is a use that is allowed in a C-2 Zoned district. The adaptability of the structure within the C-2 District is compatible with the uses adjoining the property. The architecture deviates from the traditional Santa Fe Style with setbacks that do not specifically meet the SFCC code. However, the building, through the architectural points analysis does comply with 14-8.7 – "Architectural Design Review." The Development Plans comply with Santa Fe City Code Section 14-3.8(D)(1)(c).	

VI. EARLY NEIGHBORHOOD NOTIFICATION

An Early Neighborhood Notification meeting was held on September 30, 2025. Approximately 31 neighbors were in attendance. Discussion centered around concerns regarding traffic, building design/height, environmental impacts, views, safety and the need for a new hotel.

VII. EXPIRATION

Per SFCC Section 14-3.19(B)(4) "Approval of a final development plan, or any development plan for which no preliminary development plan was required, shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to Subsection 14-3.19(B)(6)." Therefore, should the Commission approve the development plan, the expiration date would be three years from the adoption of the Findings of Fact and Conclusions of Law or 35 days after the date of the hearing.

VIII. ATTACHMENTS:

ATTACHMENT A: Conditions of Approval and Technical Corrections
- A-1: Table of Conditions of Approval
- A-2: Table of Technical Corrections
- A-3: Development Review Team Compiled Comments

ATTACHMENT B: Maps and Figures
- B-1: Maps and Figures

ATTACHMENT C: Applicant Materials

C-1: Letter of Intent – Development Plan Report
C-2: Certificate of Compliance as Legal Lot of Record
C-3: Architectural Points Checklist
C-4: Utility Service Application
C-5: Preliminary Water Budget
C-6: Traffic Impact Analysis
C-7: Development Plan Drawing Set
C-8: Infrastructure Drawing Set

ATTACHMENT D: Early Neighborhood Notification
D-1: ENN Packet
D-2: ENN Meeting Notes

APPROVED BY THE PLANNING AND LAND USE DEPARTMENT:

Title	Name	Initials
Department Director	Heather Lamboy	HLL
Assistant Department Director	Maggie Moore	MRM
Planning Manager	Daniel Esquibel	DAE
Planner Senior	Claudia Kath	CK

City of Santa Fe, New Mexico

Attachment A

Conditions of Approval and Technical Corrections

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

a. **Fire Protection**
b. **Water Division**
c. **Wastewater Division**
d. **Water Resources**
e. **ADA**
f. **Archaeology**
g. **Land Use**
h. **Terrain Management**
i. **Landscape**
j. **Traffic**

Attachment A

1. TABLE OF CONDITIONS OF APPROVAL		Department	To be completed by:
1	Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval.	Fire Marshall	Prior to Building Permit Approval
2	Shall comply with the most currently adopted fire code at the time of building permit approval to include adopted city ordinances for access and fire flow requirements.	Fire Marshall	Prior to Building Permit Approval
3	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
4	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
5	A separate irrigation meter will be required if the total landscaped area is 1,000 square feet or greater. An approved backflow prevention device shall be installed beyond the meter on any new irrigation service.	Water Division	At the time of Development
6	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
7	The Wastewater Division requires design drawings for both the sanitary sewer and storm water systems for this project to have both plan and profile drawings. Also, these drawings shall be highlighted to have the storm and sewer systems stand out beyond the other features.	Wastewater	Prior to Building Permit Approval
8	Resubmit Utility Service Application and complete the Commercial subtotal including the landscape irrigation demand to get the Total Project Water Demand in AFY for AC Marriott Hotel	Water Resources	Prior to Building Permit Approval
9	Include the following reliable data for your Alternative Development Water Budget (DWB) :	Water Resources	Prior to Building Permit Approval

10	For the Preliminary Alternative Development Water Budget, provide 3 comparable hotels for reliable data comparison a. El Rey was traditionally a Motel, not a Hotel, and is now the El Rey Motor Court. b. Not aware of a Spring Hill Suite in Santa Fe, Provide 3 hotels in Santa Fe of comparable size (i.e. Courtyard by Marriott @ 3347 Cerrillos Rd)	Water Resources	Prior to Building Permit Approval
11	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	At the time of Construction
12	1000 Cerrillos Road is the historic location of the 1800s State Penitentiary. Staff is requesting monitoring of the ground disturbance for the development of the proposed hotel given the unknown potential to encounter historic prison burials around the site boundaries. This opportunity to monitor the ground disturbance will clear this area from future ground disturbance where areas are proposed to be disturbed.	Archaeology	At the time of Development
13	On Sheet W-1, Utility Contact information needs to be updated. Mr. Frank Leyba is retired and no longer works for the City of Santa Fe.	Archaeology	At the time of Development
14	No color, grayscale, or photos on any plan sheets – black and white linework only	Land Use	Prior to Recordation
15	Confirm an approved Water Budget prior to requesting an Alternative water Budget	Land Use	Prior to Building Permit Approval
16	Show all exterior light fixtures with cutsheets in revised photometric plan	Land Use	Prior to Building Permit Approval
17	Show shields on all light fixtures to prevent nuisance glare	Land Use	Prior to Building Permit Approval

Attachment A

	2. TABLE OF TECHNICAL CORRECTIONS	Department	To be completed by:
1	Retention / detention pond conveyance system from the parking lot is very ridged. Provide landscape plantings along the conveyance swale to screen and soften the aesthetics of the swale in the landscape as seen from Cerrillos Road.	Landscape	Prior to Recordation
	Provide areas of bark mulch to reduce the gravel quantity in strategic areas	Landscape	Prior to Building Permit
2	V100 yr volume calcs appear to have an error. While utilizing the equation they provided, staff has found significantly different results	Terrain Management	Prior to Recordation
3	Could they provide the equation for how the flow rates are calculated in the existing drainage and proposed drainage data tables?	Terrain Management	Prior to Recordation
4	Please provide a summary of the total developed discharge rate, post detainment	Terrain Management	Prior to Recordation
5	How was the volume of the pond determined to be sufficient, were hydrographs generated?	Terrain Management	Prior to Recordation
6	B.O.P. elevation in the volume calculations for the north pond has not been updated to 6917.10, please re-run these calculations to provide updated volumes and orifice flow rates	Terrain Management	Prior to Recordation
7	There appears to still be some curb cuts without call outs	Terrain Management	Prior to Recordation
8	Could we modify the recessed area adjacent to cerillos road to include the entire planter strip, so that the street trees can maximize the amount of rainwater harvesting to them	Terrain Management	Prior to Recordation
9	Roof flow was stated as “flow to surface” Is the roof just going to drip right on the sidewalk? Or is there a gutter, sidewalk culverts, etc?	Terrain Management	Prior to Recordation
10	Please edit the pond riser detail to show the orifice 6 inches above BOP	Terrain Management	Prior to Recordation
11	Please meander swale in basin 2 to the pond and add water harvesting feature	Terrain Management	Prior to Recordation
15	See attached letter date 11/3/2025 from Wilson & Company	Traffic	Prior to Recordation

Development Review Team (DRT)
Comment Form for
Planning Commission

Date: November 12, 2025

DRT Member: Fire Marshal Geronimo Griego

Dept/Div: Fire Marshal's Office

Case No.: 2025-11380 - AC Marriott Hotel

Planner: Claudia Kath, Senior Land-Use Planner

DRT Review Schedule – 9-12+ weeks*

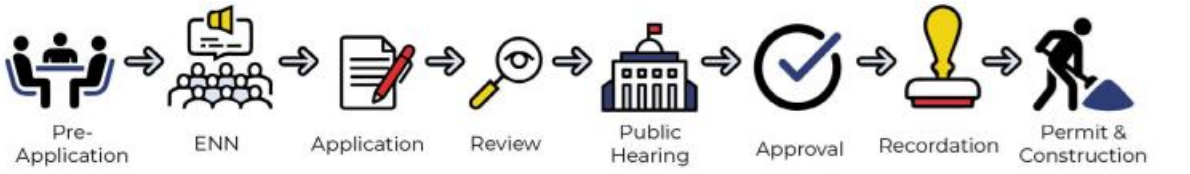
Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision).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

Timing of Conditions of Approval + Technical Corrections

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

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

Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. Shall comply with the most currently adopted International Fire Code (IFC) and adopted city ordinances upon building permit approval.	*Prior to Building Permit Approval.*	

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

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

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

1.

Explanation of Conditions or Corrections (if needed):

1. Shall comply with the most currently adopted fire code at the time of building permit approval to include adopted city ordinances for access and fire flow requirements.

Development Review Team (DRT)
Comment Form

Date: October 29, 2025

DRT Member: Taylor Jurgens

Dept/Div: Public Utilities/Water Division/Engineering

Case No.: Case 2025-11380: AC Marriott Hotel Development Plan

Case Planner: Claudia Kath

DRT Review Schedule – 9-12+ weeks*

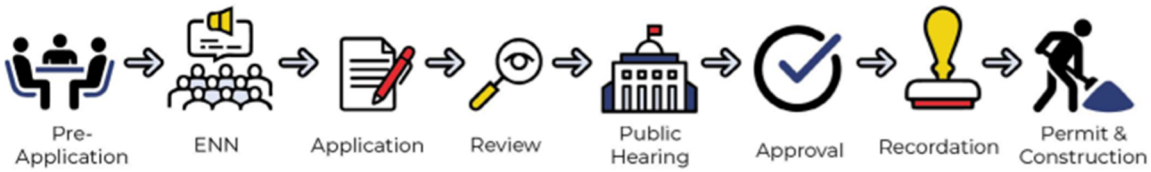
Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). 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

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

Form Updated: September 2023

Development Review Team (DRT)
Comment Form

Date: January 29, 2026

DRT Member: Stan Holland, P.E.

Dept/Div: Utilities\ Wastewater Division

Case No.: Case #: 2025-11380 - AC Marriott Hotel Development Plan Resubmittal

Case Planner: Claudia Kath 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:

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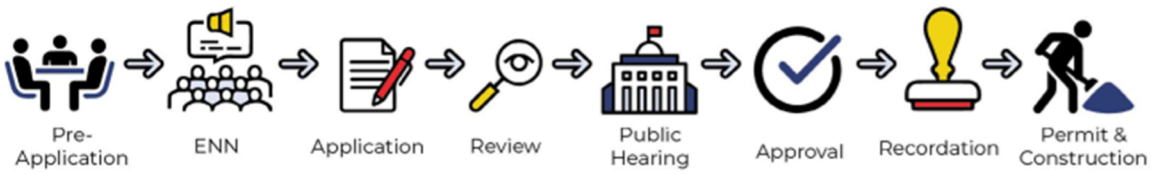
b. *Prior to Recordation* – these conditions/technical corrections may be resolved after the public hearing but must be addressed before the Development Plan or Subdivision plat is recorded.
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building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

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. The Wastewater Division requires design drawings for both the sanitary sewer and storm water systems for this project to have both plan and profile drawings. Also, theses drawings shall be highlighted to have the storm and sewer systems stand out beyond the other features.	*Prior to Building Permit Approval*	
2.		
3.		
4.		
5.		
6.		

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Date: 1/29/2026

DRT Member: Alan Hook

Dept/Div: Water Resources

Case No.: 2025-11380

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. Resubmit Utility Service Application and complete the Commercial subtotal including the landscape irrigation demand to get the Total Project Water Demand in AFY for AC Marriott Hotel	Prior to Building Permit Approval	
2. Include the following reliable data for your Alternative Development Water Budget (DWB)	Prior to Building Permit Approval	
3. For the Preliminary Alternative Development Water Budget, provide 3 comparable hotels for reliable data comparison a. El Rey was traditionally a Motel, not a Hotel, and is now the El Rey Motor Court. b. Not aware of a Spring Hill Suite in Santa Fe, c. Provide 3 hotels in Santa Fe of comparable size (i.e. Courtyard by Marriott @ 3347 Cerrillos Rd)	Prior to Building Permit Approval	
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]

Explanation of Conditions or Corrections (if needed):

Form Updated: April 2024

Development Review Team (DRT)
Comment Form

Date:

DRT Member: Teddy Padilla

Dept/Div Land Use/ Technical Review

Case No.: 2025-11380

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

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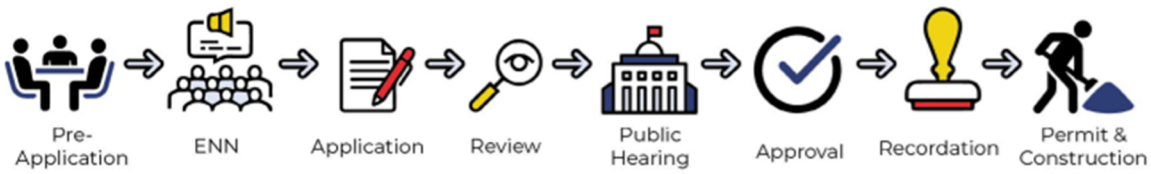
c. *Prior Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *At the time of development* -

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

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

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

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 12/04/2025

DRT Member: Paul A. Duran

Dept/Div: Land Use/ Historic Preservation

Case No.: 2025-11380-AC Marriott Hotel 1000 Cerrillos Rd

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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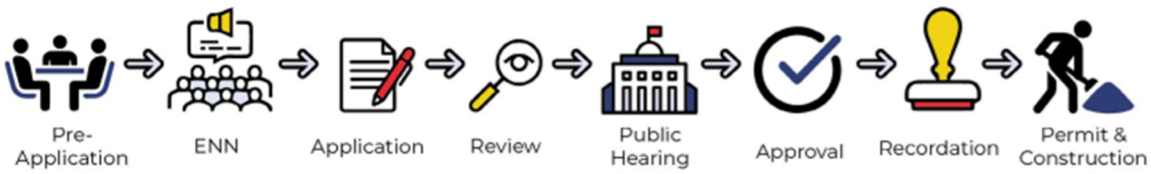
d. *At the time of development* -

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

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

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1. 1000 Cerrillos Road is the historic location of the 1800s State Penitentiary. Staff encourages monitoring of ground disturbing activities for the development of the proposed hotel given the unknow potential to encounter historic prison burials around the site boundaries. This opportunity to monitor the ground disturbance will clear this area from future monitoring of ground disturbance where areas are proposed to be disturbed.		
2. On Sheet W-1, Utility Contact information needs to be updated. Mr. Frank Leyba is retired and no longer works for the City of Santa Fe.		
3.		
4.		
5.		
6.		

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

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

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

1. [list any additional items]
2.

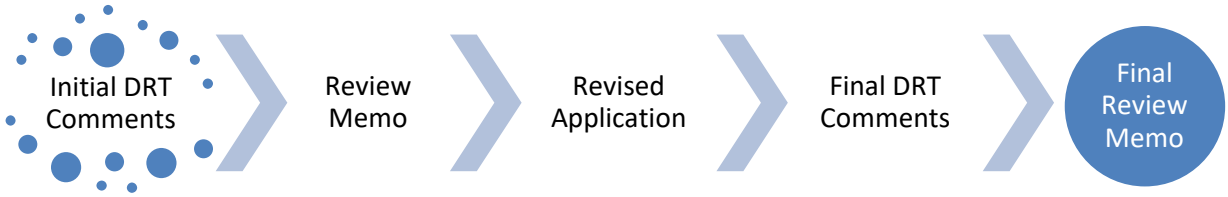
Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

DRT Review Schedule – 9-12+ weeks*

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



Timing of Conditions of Approval + Technical Corrections

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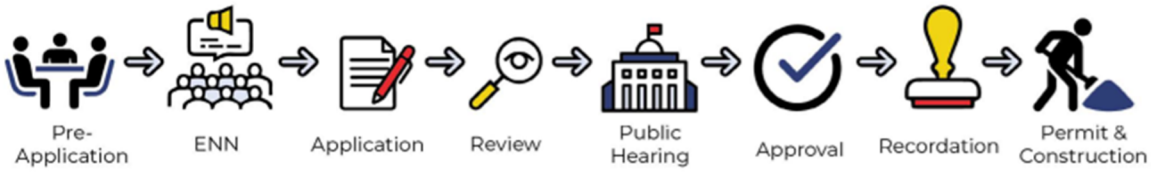
c. *Prior to Building Permit Approval* – these conditions/technical corrections can be addressed during the building permit review process, but prior to issuance of the permit.
d. *During Construction* – these conditions/technical corrections can be addressed during construction.

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

DRT Review Timeline:

Application Received	DRT Application Intake	DRT Initial Review Comments Due

Form Updated: April 2024

Date: January 29, 2026

DRT Member: Claudia Kath

Dept/Div: Current Planning Land Use

Case No.: 2025-11380

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. No color, gray scale or photos on any plan sheets – black and white linework only	Prior to Recordation	
2. Confirm an approved Water Budget prior to requesting an Alternative Water Budget	Prior to Recordation	
3. Show all exterior light fixtures with cutsheets in revised photometric plan	Prior to Building Permit Approval	
4. Show shields on all lights to prevent nuisance glare	Prior to Building Permit Approval	
5.		

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

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

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

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Development Review Team (DRT)
Comment Form

Date: 12/9/2025

DRT Member: Dee Beingessner

Dept/Div: Terrain Management

Case No.: 2025-11380

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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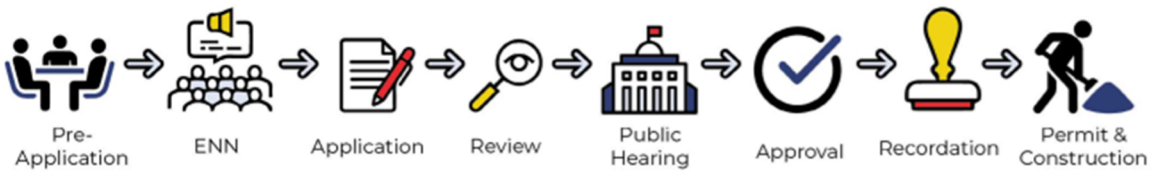
Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

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

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

Technical Corrections:	Must be completed by:	Applicant response**:
1. V100 yr volume calcs appear to have an error. While utilizing the equation they provided, staff has found significantly different results	Prior to recordation	
2. Could they provide the equation for how the flow rates are calculated in the existing drainage and proposed drainage data tables?	Prior to recordation	
3. Please provide a summary of the total developed discharge rate, post detainment	Prior to recordation	
4. How was the volume of the pond determined to be sufficient, were hydrographs generated?	Prior to recordation	
5. B.O.P. elevation in the volume calculations for the north pond has not been updated to 6917.10, please re-run these calculations to provide updated volumes and orifice flow rates	Prior to recordation	
6. There appears to still be some curb cuts without call outs	Prior to recordation	
7. Could we modify the recessed area adjacent to cerillos road to include the entire planter strip, so that the street trees can maximize the amount of rainwater harvesting to them	Prior to recordation	
8. Roof flow was stated as “flow to surface” Is the roof just going to drip right on the sidewalk? Or is there a gutter, sidewalk culverts, etc?	Prior to recordation	
9. Please edit the pond riser detail to show the orifice 6 inches above BOP	Prior to recordation	
10. Please meander swale in basin 2 to the pond and add water harvesting feature	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: September 2023

Development Review Team (DRT)
Comment Form

Date: December 10, 2025

DRT Member: Lawrence Rivera

Dept/Div: Landscape, Irrigation, and Outdoor Lighting

Case No.: Case #: 2025-11380 - AC Marriott Hotel Development Plan Resubmittal

Case Planner: Claudia Kath Senior Planner, Office: 505-955-6661, Cell: 505-231-3399

DRT Review Schedule – 9-12+ weeks*

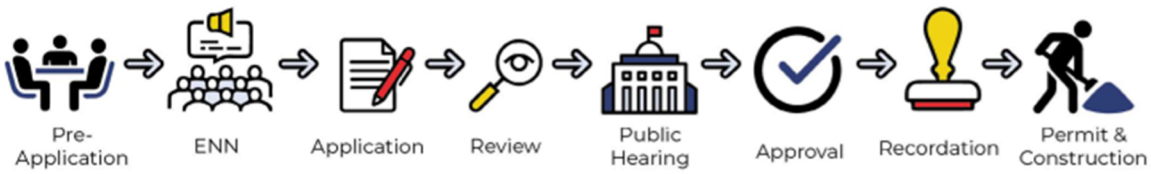
Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision).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

Timing of Conditions of Approval + Technical Corrections

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

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

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Form Updated: September 2023

Conditions of Approval and Technical Corrections Tables

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

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

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1. Retention / detention pond conveyance system from the parking lot is very ridged. Provide landscape plantings along the conveyance swale to screen and soften the aesthetics of the swale in the landscape as seen from Cerrillos Road.	Prior to Recordation	
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: November 3, 2025

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

Dept/Div: Public Works Department – Traffic Engineering

Case No.: Case #: 2025-11380 - AC Marriott Hotel Development Plan

Case Planner: Land Use Department - Claudia Kath, 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. None		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1. See attached letter date 11/3/2025 from Wilson & Company	Next DRT review submittal est. 11/27/25	
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 COSF

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

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

Date: 11/3/2025

Re: Marriott Hotel TIA Review

Wilson and Company has reviewed the DRAFT TIA dated October 14, 2025 for the Marriott Hotel – Santa Fe Development prepared by Tierra West and have the following comments. Please let me know if you have any questions or require further information.

GENERAL COMMENTS

- NMDOT does not approve the proposed secondary west driveway as a right-out, left-in-only access. And only supports this driveway as a right-in, right-out only configuration. As per email from Kathleen Garcia, PE, D5 Traffic Engineer dated 10/10/25. All analysis for this driveway shall be reevaluated and included in all references to driveway including in the tables and appendices.
- Appendices need to be listed in the Table of Contents
- Calculations shall be included for the proposed auxiliary lanes.
- Multimodal Review beginning on page 33 is generally thorough however a paragraph discussing the Deaf Population utilizing pedestrian facilities in the vicinity of the School for the Deaf should be included and any mitigations to improve access for this population.

REPORT COMMENTS

- Executive Summary page iv Driveway B needs to be referenced as a Right In/Right Out and evaluated as per NMDOT direction
- Page 2 Driveway B shall be analyzed as a Right In/Right Out driveway as per NMDOT direction.
- Page 3 Driveway B shall be shown as a Right In/Right Out driveway as per NMDOT direction.
- Page 4 No. 5 Driveway B shall be analyzed as a Right In/Right Out driveway as per NMDOT direction.
- Page 5 last paragraph shall reflect the most current NMDOT design as per email from Kathleen Garcia, PE, D5 Traffic Engineer dated 10/10/25.
- Page 7 Safety Analysis the most recent 3 years were evaluated. This should be 5 years as determined by the COSF.
- Page 7 Cerrillos Rd./ST. Francis Dr. first sentence should read 117 crashes. Also since rear end collisions are the major contributing factor and paragraph discussing possible mitigation measures should be included.
- Page 8 The Crash Summary Table provided shall be included with all of the required information. The table provided is only partial. Also since rear end collisions are the major contributing factor and paragraph discussing possible mitigation measures should be included.

- Page 9 The Crash Summary Table provided shall be included with all of the required information. The table provided is only partial.
- Page 15 Need to show 2027 data first or is this a typo? Also Need to reevaluate with correct Rt. In/Rt. Out Configuration for Driveway B which isn't even shown.
- Page 16 Where are the rest of the intersections? And Driveway B needs to be evaluated as a Rt. In/Rt. Out.
- Page 17 the year 2027 needs to be shown first
- Page 18 Driveway B needs to be evaluated as a Rt. In/Rt. Out
- Table 4 2027 AM Peak Hour shows a 520-foot queue length. Why is this so high from the No Build since delay is about the same?
- Page 28 Driveway B needs to be evaluated as a Rt. In/Rt. Out.
- Table 12 Driveway B needs to be evaluated as a Rt. In/Rt. Out.
- Page 30 Driveway B needs to be evaluated as a Rt. In/Rt. Out.
- Page 30 The proposed Driveway A WB Deceleration Lane shall reflect the NMDOT design.
- Driveway B needs to be evaluated as a Rt. In/Rt. Out.
- Page 37 Potential mitigations to address rear end collisions shall be included since they are the major contributing factor.
- Page 37 Recommendations Driveway B needs to be evaluated as a Rt. In/Rt. Out.

Sincerely,

Philip A Gallegos, PE
Senior Transportation Engineer

RE: [EXTERNAL] [#2025080] - Request to Reconsider Extension of Westbound Left Turn Lane on Cerrillos Rd. at Cordova Rd. for Marriott Hotel Project

From Garcia, Kathleen, DOT <kathleen.garcia@dot.nm.gov>

To Terry Brown<tbrown@tierrawestllc.com>

CC Ron Bohannan<rrb@tierrawestllc.com>, Jacob Liberman<jliberman@tierrawestllc.com>, Jay Nelson<JNelson@tierrawestllc.com>, Vince Carrica<vcarrica@tierrawestllc.com>, Leroy Nicholas Pacheco, PE<engineer@leroypacheco.com>, Gallegos, Phil<philip.gallegos@wilsonco.com>, Martinez, Javier, NMDOT<Javier.Martinez@dot.nm.gov>

Date Friday, October 10th, 2025 at 12:34 PM

Good afternoon Terry,

After review, NMDOT does not approve the proposed secondary west driveway as a right-out, left-in-only access. We can only support this driveway as a right-in, right-out only configuration.

Allowing left-in movements at that location raises safety and operational concerns, especially given how close it is to the westbound left-turn lane at Cordova Road. Introducing additional left-turn movements in that area could negatively impact traffic flow and safety on Cerrillos Road.

In terms of the reconstruction project on Cerrillos Road (CN S100681), the plan to extend the westbound left-turn lane at Cordova Road to 175 feet plus transition is necessary. This design accommodates both deceleration and queuing needs and will move forward as planned.

Thank you,

Kathleen Garcia, P.E.

NMDOT District 5

Traffic Engineer

Cell: (505) 618-0635

Email: kathleen.garcia@dot.nm.gov

CAUTION: This email originated outside of our organization. Exercise caution prior to clicking on links or opening attachments.

Javier,

I am writing on behalf of the design team for the proposed Marriott Hotel project located along the south side of Cerrillos Road west of the signalized intersection of St. Francis Drive. As part of this development, we propose two unsignalized driveways:

- A full-access driveway along the south side of Cerrillos Road, approximately 850 feet west of St. Francis Drive (aligned with the existing School for the Deaf driveway).
- A secondary right-out, left-in-only driveway located approximately 425 feet west of the full-access driveway.

The need for the secondary (west) driveway was identified during the traffic data collection phase of our study. Observations revealed that eastbound queuing on Cerrillos Road at St. Francis Drive occasionally extends to the full-access driveway. While our calculated 95th percentile queue length at this intersection is approximately half that observed distance, the occasional passage of the Rail Runner train (approximately once per hour or so) is anticipated to periodically cause queues exceeding the 95th percentile during affected signal cycles. Consequently, the west driveway provides essential secondary left-turn access to the site should queuing block the east (full-access) driveway.

This driveway has been positioned as far west as feasible on the site to accommodate (1) grading constraints and (2) the construction of an adequate length of westbound left-turn lane. Please see the attached site plan (2025080-SP-SP-1 with Driveways.pdf) for details.

During yesterday's design team meeting, we reviewed the New Mexico Department of Transportation (NMDOT) plans for project CN S100681 – NM 14 (Cerrillos Road) Reconstruction. These plans indicate an intention to extend the existing westbound left-turn lane on Cerrillos Road at Cordova Road from its current length of approximately 85 feet (plus transition) to about 175 feet (plus transition).

According to the Traffic Impact Study for the Marriott Hotel site, the maximum 95th percentile queue length for the westbound left-turn movement at Cerrillos Road and Cordova Road is 65 feet, based on the horizon year (2037) build scenario volumes. The proposed extension of this left-turn lane would conflict with our west driveway location. We evaluated relocating the west driveway eastward to align with the NMDOT design but determined that site grading constraints preclude this adjustment. For reference, please see the attached NMDOT plan sheets, particularly Sheet No. 3-64.

In light of this conflict, we kindly request that NMDOT consider retaining the existing left-turn lane length at Cerrillos Road and Cordova Road. This would enable the west driveway to serve as an alternate access point for westbound left-turn traffic to the Marriott Hotel site during periods when eastbound queuing obstructs the primary east driveway. Our analyses confirm that the current lane configuration provides sufficient storage to accommodate the 95th percentile queue through the 2037 horizon year.

We appreciate your consideration of this matter and look forward to your feedback. Please let us know a convenient time for a discussion if needed.

Best Regards,

TERRY O. BROWN, P.E.

TIERRA WEST

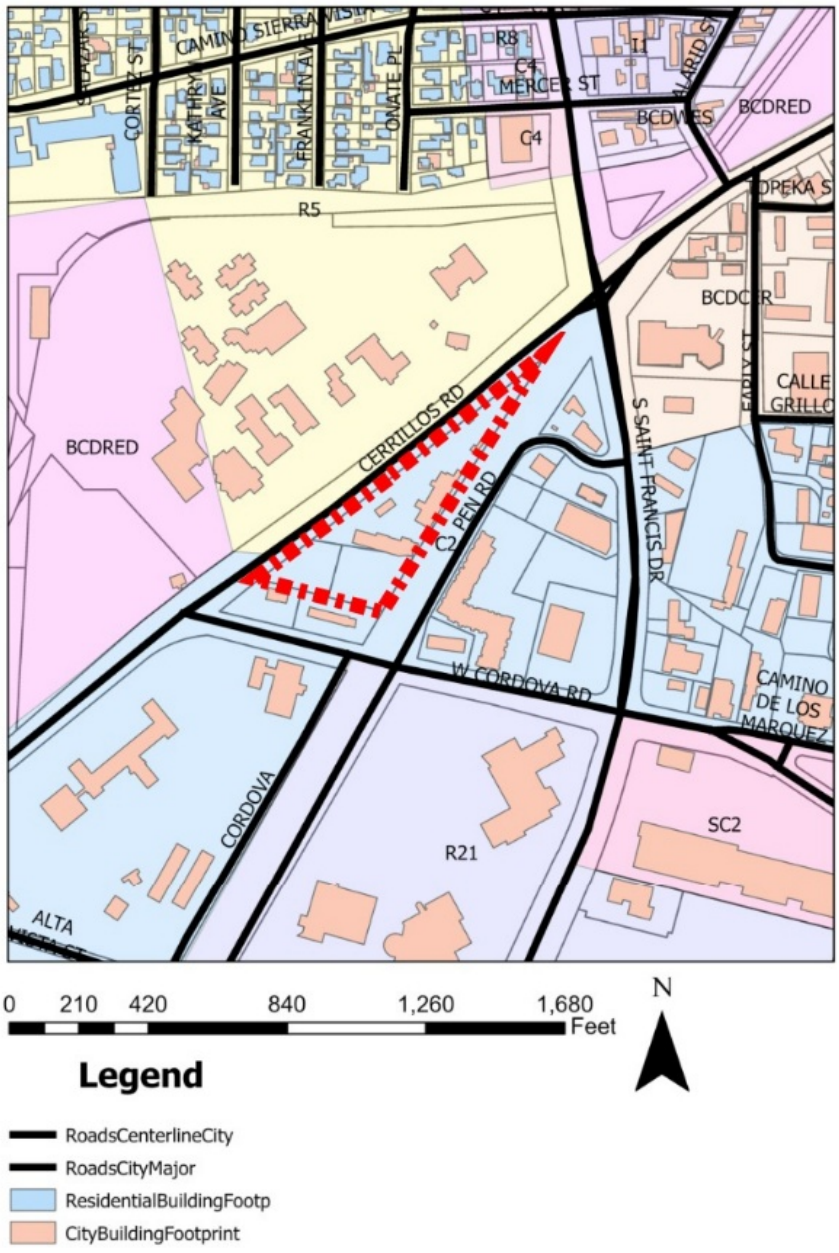
5571 Midway Park Pl. NE

Albuquerque, NM 87109

City of Santa Fe, New Mexico

Attachment B

B-1: Maps & Figures


CAMINO SIERRA VISTA
CORTEZ ST
KATHRYN AVE
FRANKLIN AVE
ONATE PL
R8
C4
MERCER ST
I1
BCDRED
BCDWES
C4
OPEKA S
R5
BCDCOR
CALLE GRILLO
CERRILLOS RD
BCDRED
C2
PEN RD
S SAINT FRANCIS DR
W CORDOVA RD
CAMINO DE LOS MARQUEZ
CORDOVA
R21
SC2
ALTA
0 210 420 840 1,260 1,680
Feet
N
Legend
RoadsCenterlineCity
RoadsCityMajor
ResidentialBuildingFootp
CityBuildingFootprint

Site Map

Figure 1-AC Marriott Development Plan

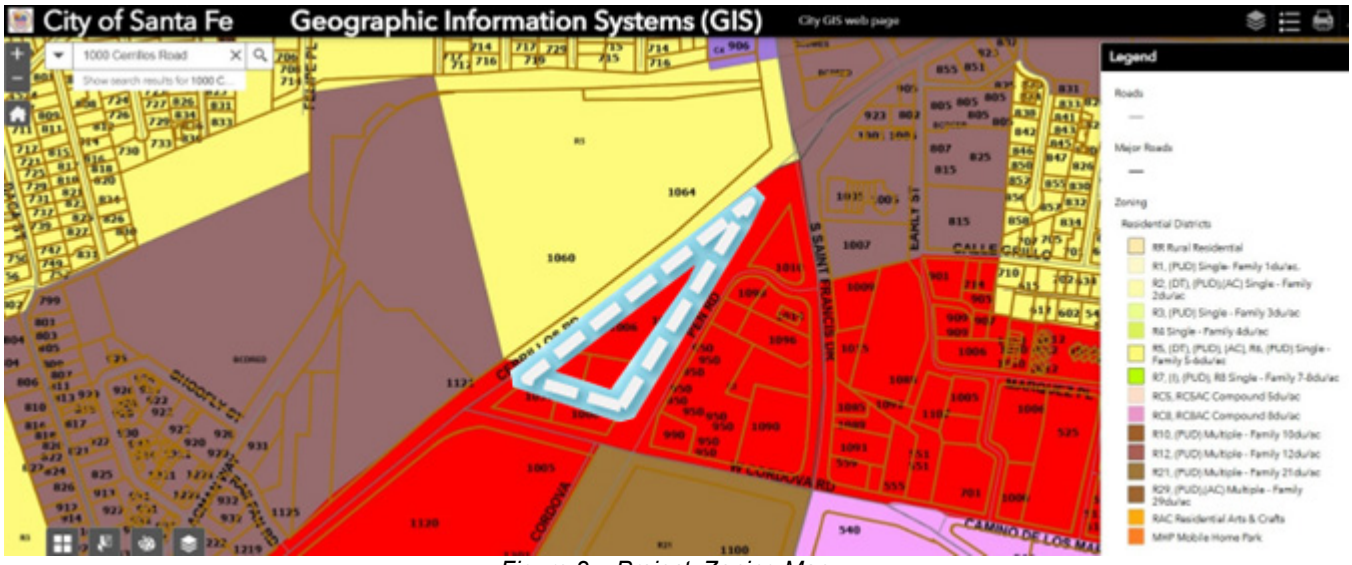


Figure 2 – Project Zoning Map

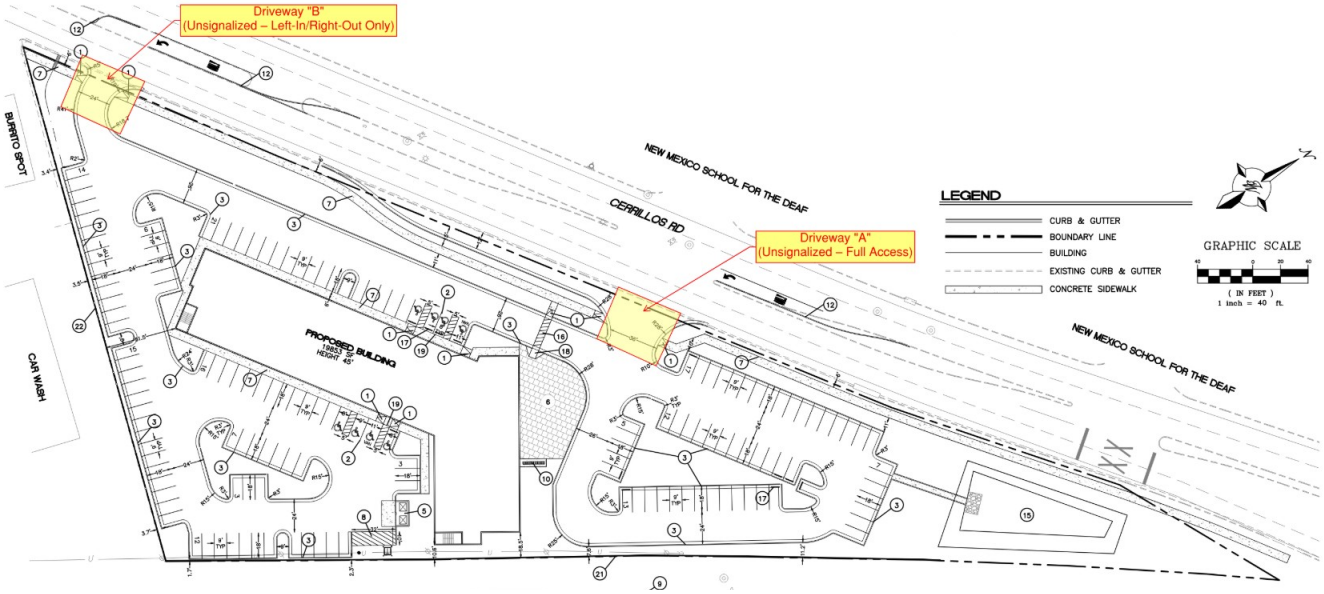


Figure 3 - Traffic Analysis Plan

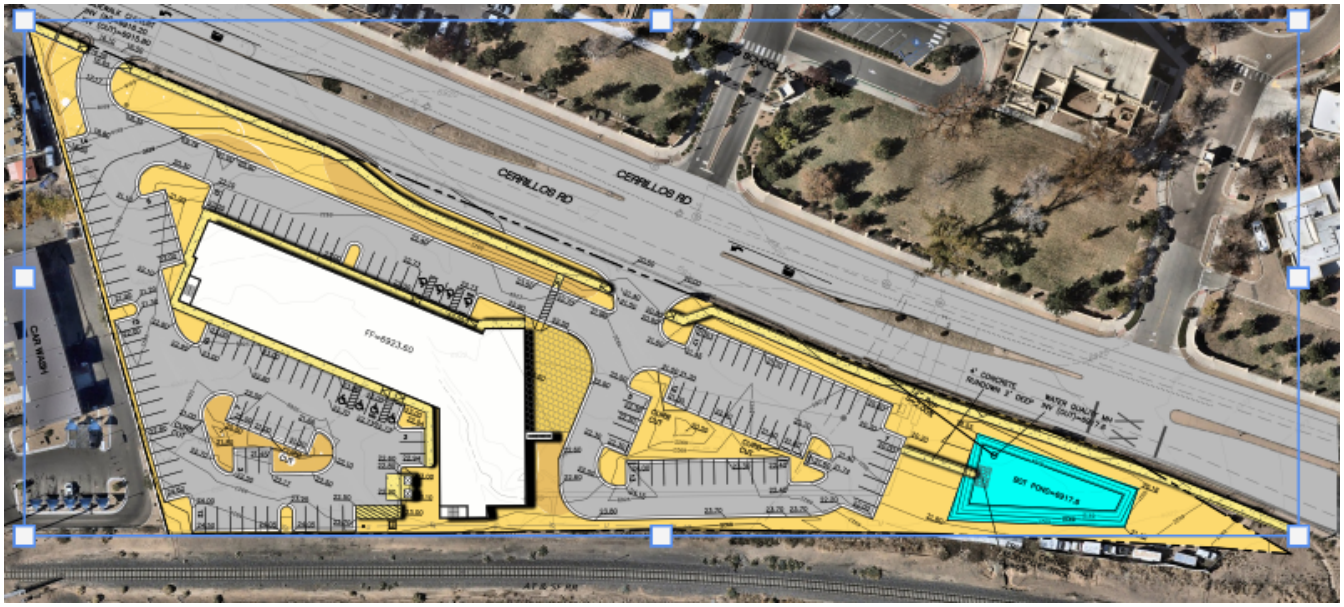


Figure 4 - Terrain Management Plan

Figure 5 - Landscape Plan

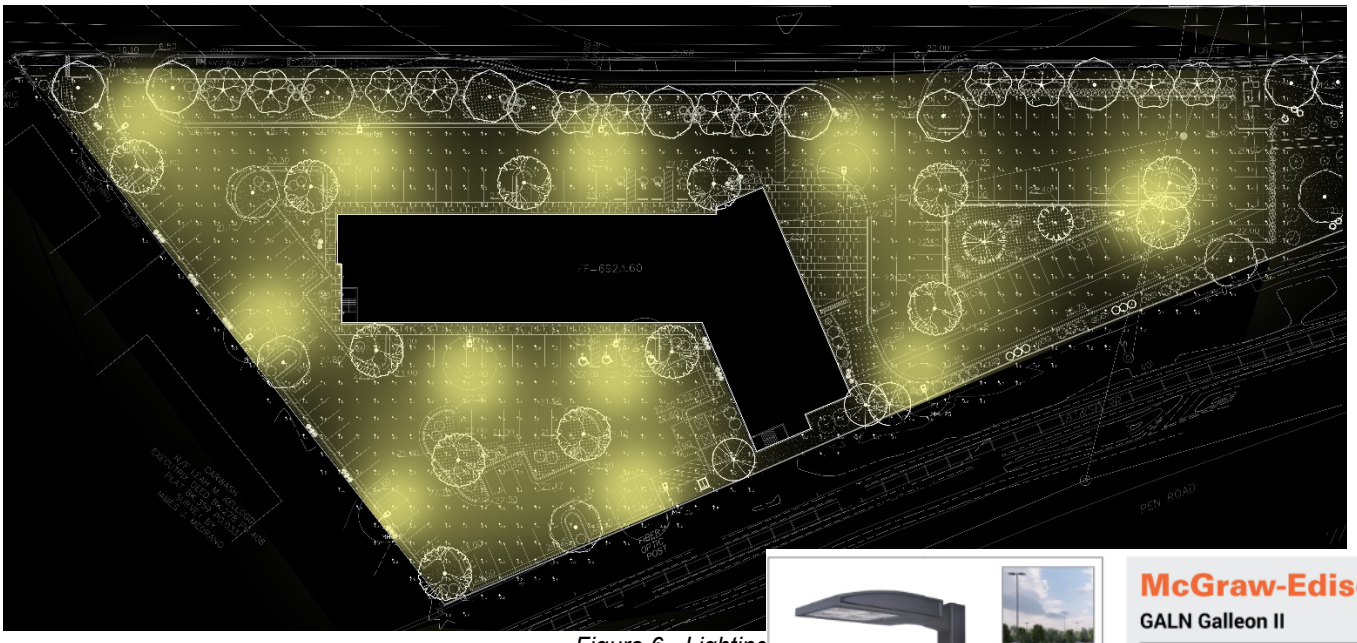


Figure 6 - Lighting

01 NORTHWEST PERSPECTIVE VIEW

Figure 7 - Perspective View

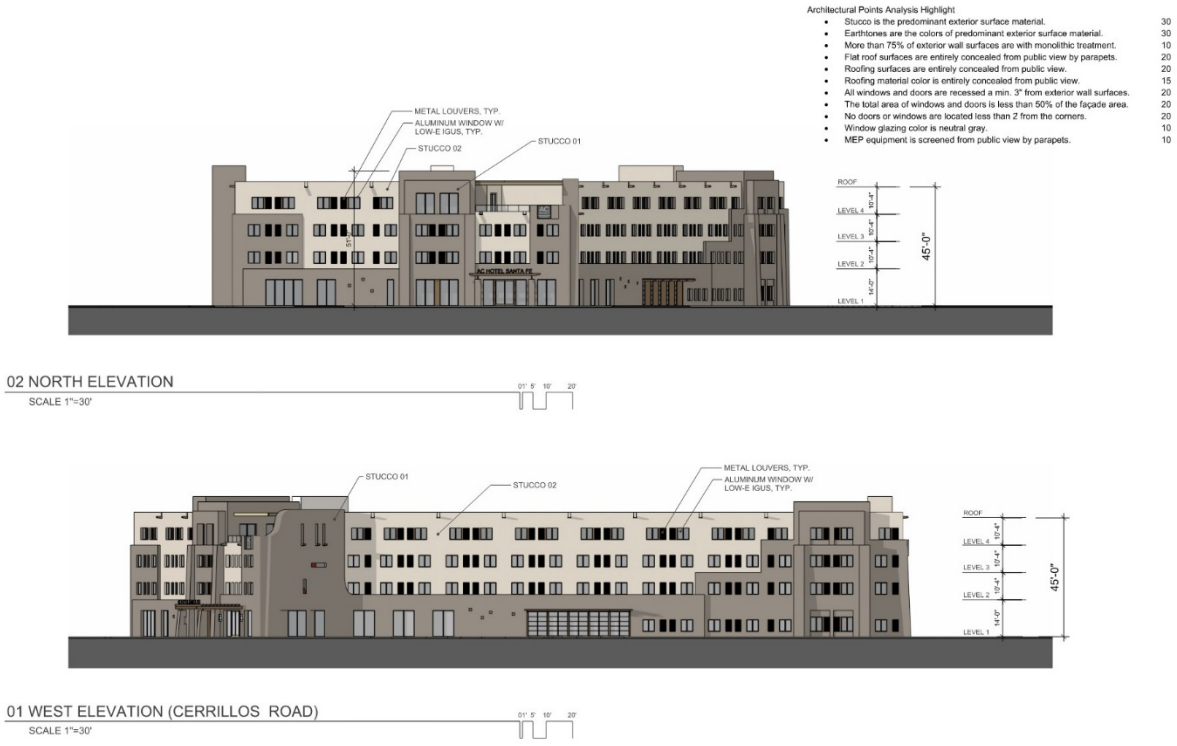


Figure 8 - Building Elevations – North and West

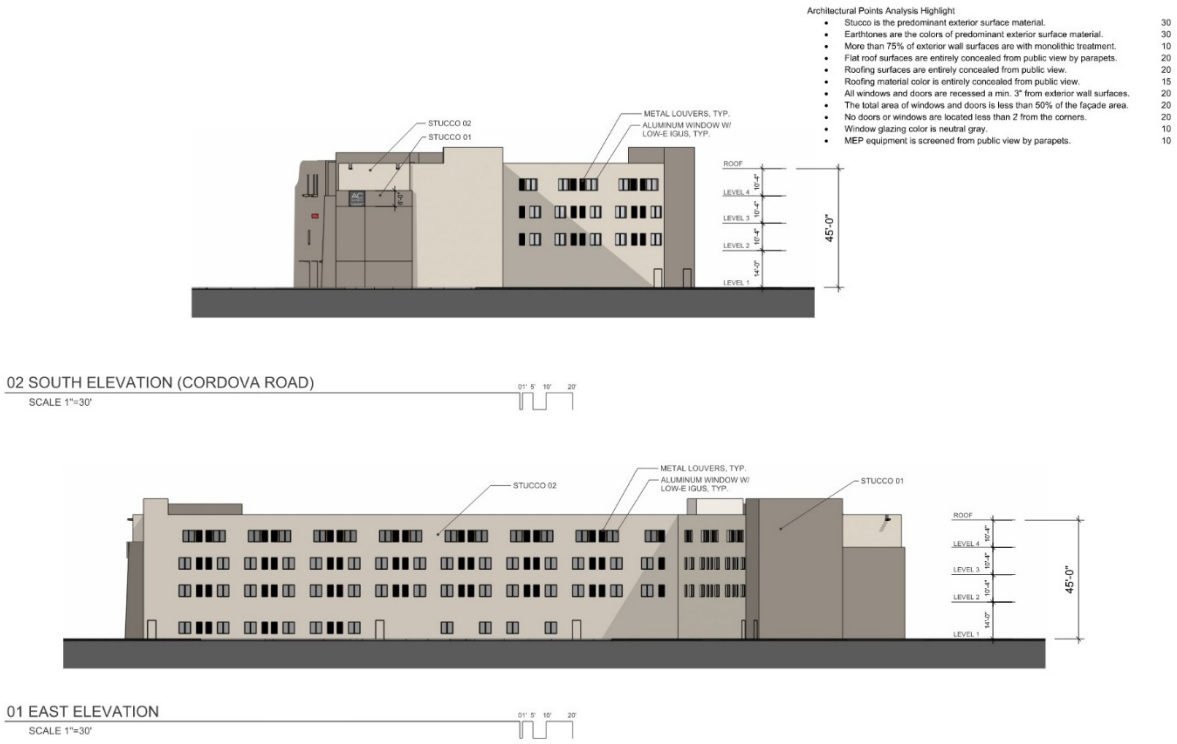


Figure 9 - Building Elevations - South and East

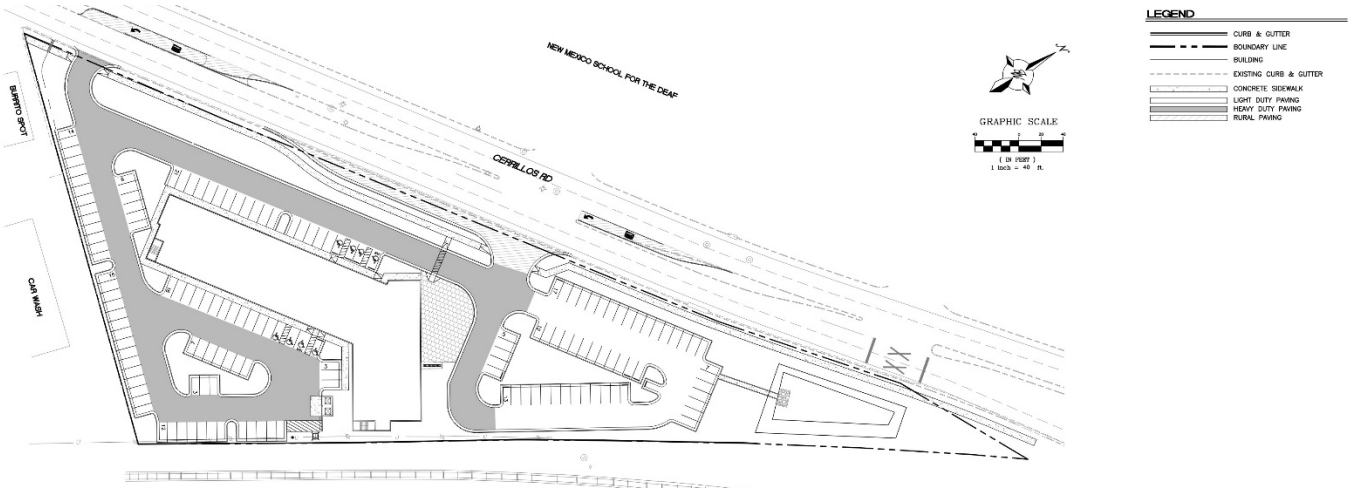


Figure 10 - Fire One Plan

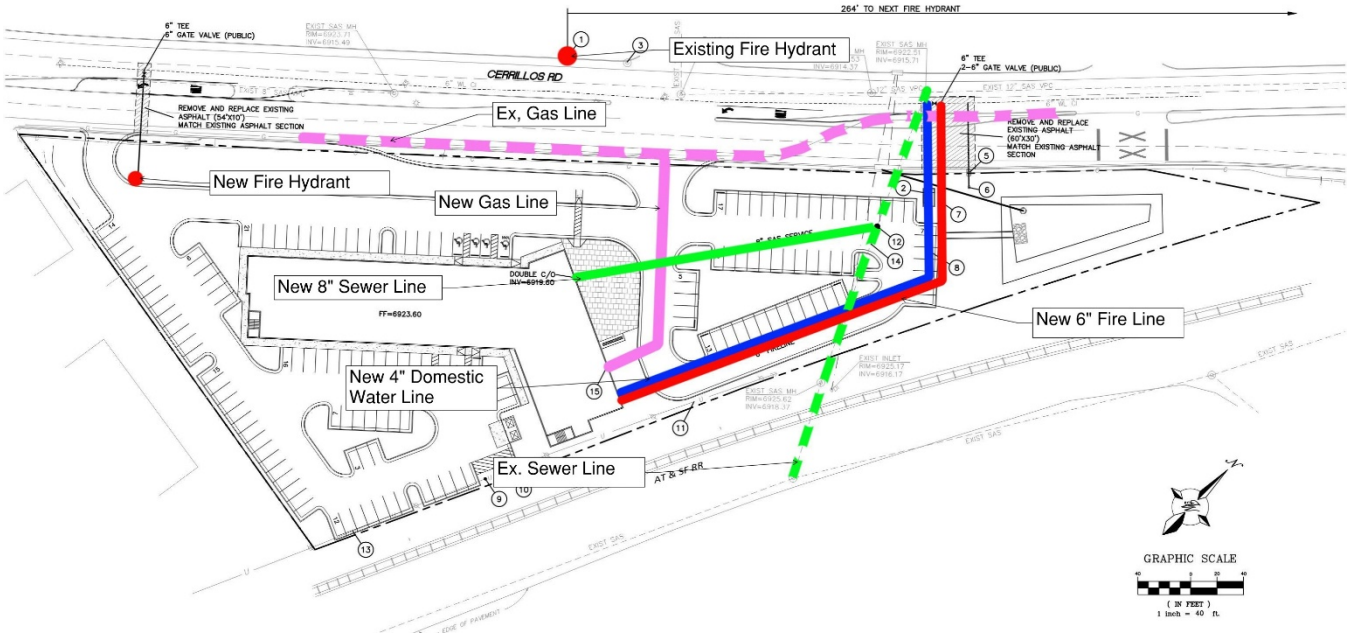


Figure 11- Utility Service Plan

Figure 12 - Proposed Site Signage

City of Santa Fe, New Mexico

Attachment C

Applicant Materials

C-1: Letter of Intent – Development Plan Report
C-2: Certificate of Compliance as Legal Lot of Record
C-3: Architectural Points Checklist
C-4: Utility Service Application
C-5: Preliminary Water Budget
C-6: Traffic Impact Analysis
C-7: Development Plan Drawing Set
C-8: Infrastructure Drawing Set

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

October 13, 2025
Revised October 14, 2025
Revised December 3, 2025

Claudia Kath, Senior Planner
Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Santa Fe AC Marriott Hotel
Development Plan Application

Dear Claudia:

This letter is respectfully submitted on behalf of Titan Development in application for Development Plan approval for a 150-room AC Marriott hotel (the "Project"), for consideration by the Planning Commission at their meeting of January 15, 2026. The 3.40-acre subject property comprises two parcels located at 1000, 1101, and 1103 Cerrillos Road, is zoned C-2 (General Commercial), and located in Zone 1 of the Cerrillos Road Highway Corridor Protection District. This request also includes a Lot Consolidation Plat Application to consolidate the existing lots into one tract.

Project Summary

The subject property is located southwest of the Cerrillos Road/St. Francis Dr. intersection, bordered by Cerrillos Road to the northwest, Railroad ROW/Pen Road to the southeast, and two existing commercial businesses to the south. The site is currently improved with warehouse-type commercial structures, which will be demolished at the time of development. The proposed 150-room hotel is a permissible use in the C-2 district and will comprise approximately 79,491 square feet in four stories.

The building design draws inspiration from the vernacular Santa Fe style. The layered façade treatment recalls traditional pueblo architecture, establishing a clear massing hierarchy while visually reducing the scale of the multi-story structure. Exterior materials feature an earthtone color palette, and the overall design reflects the region's aesthetic character. Furthermore, significant landscaping improvements will significantly enhance and beautify this segment of the Cerrillos Road corridor. 205 architectural points are achieved as required in the C-2 district. Please refer to the attached Architectural Points Checklist for further information.

Compliance with the applicable dimensional standards is summarized below:

	Required/Maximum	*Provided*
Building Height to Roof Deck	45 feet	45 feet
Lot Coverage	60%	13.4%
Open Space	20%	25.3%
Setbacks:		
Street	15 feet	67 feet
Side	0 feet	51.5 feet
Rear	10 feet	10.6 feet

Development Plan Approval Criteria

The Development Plan Approval Criteria in SFCC §14-3.8(D)(1) are addressed below.

To approve a Development Plan, the Planning Commission must make the following findings:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the application;

SFCC 14-2.3(C)(1) states, *"Unless otherwise provided in Chapter 14, the planning commission shall review and approve or disapprove various specific plans, requests and subdivision plats."*

(b) that approving the Development Plan will not adversely affect the public interest;

Approving the Development Plan will not adversely affect the public interest. The site houses older commercial structures with significant outdoor storage areas. Redevelopment of the property will greatly enhance and improve this gateway to downtown. The property is centrally located within walking distance to bus service, the Rail Runner Station, and area amenities such as restaurants, the Santa Fe Railyard Park, retail services, the Santa Fe Rail Trail, and the Acequia Trail, supporting multi-modal transportation and reducing automobile dependency. Furthermore, the proposed hotel provides economic benefits through employment opportunities, tourism revenue, lodgers tax revenue, and the multiplier effect of increased visitor spending.

(c) that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.

The proposed hotel is compatible with surrounding structures and uses, which include Capital Flats, a four-story multi-family housing development, the New Mexico

School for the Deaf (NMSD), and the South Capitol complex of large, multi-story state government buildings. Inspired by the Pueblo Revival architecture of the NMSD campus, the building design is adaptable to area structures. In addition, development of a quality hotel at the heart of this lively commercial and recreational area aligns with the General Plan policy supporting a diverse mix of land uses in all areas of the City, as well as with the policy encouraging infill development.

Access & Traffic

The subject property is currently served by nine curb cuts on Cerrillos Road, which will be reduced to two access drives for the hotel. The north main driveway will be full access, and the south driveway will be limited to right-in, right-out, and left-in turning movements. A new six-foot sidewalk will be constructed along the Cerrillos frontage behind a 5-foot planter strip with street trees, greatly improving pedestrian connectivity, safety, and user experience. Access improvements include the following:

1. Construct new 6-foot sidewalk along the Cerrillos frontage
2. Construct a right-turn decel lane at main entrance
3. Lengthen existing southbound left-turn lane serving the main entrance
4. Construct a new southbound left-turn lane serving the south entrance

A revised Traffic Impact Analysis ("TIA") was performed by Tierra West, LLC and is submitted with this application. The scope of the analysis was established through collaboration with the City Public Works Department and the New Mexico Department of Transportation (NMDOT), with peak hour traffic counts conducted at the following intersections: Cerrillos Road/St. Francis Drive; Cerrillos Road/Cordova Road, both NMSD driveways, and the site access. All intersections continue to operate at acceptable levels of service in the Build and Horizon Year conditions, per the summary chart below:

Executive Summary Results Table

Intersection No. / Name	Intersection Operation	Case Evaluation	Implementation Year (2027) Conditions		Horizon Year (2037) Conditions	
			AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)	AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)
1 Cerrillos Rd. / St Francis Dr.	Signalized	*No Build (Exist. Geo.)*	C - 28.4	D - 35.2	C - 30.8	C - 38.0
		Build (Pro. Geo.)	C - 28.6	D - 35.5	C - 31.0	D - 38.3
2 Cerrillos Rd. / Cordova Rd.	Signalized	*No Build (Exist. Geo.)*	B - 13.5	B - 15.7	B - 14.5	B - 16.7
		Build (Pro. Geo.)	B - 13.8	B - 16.1	B - 14.9	B - 17.1
3 Cerrillos Rd. / NM School for the Deaf Northeast Driveway	Unsignalized	*No Build (Exist. Geo.)*	B - 11.8	C - 15.9	B - 12.3	C - 17.0
		Build (Pro. Geo.)	B - 11.8	C - 16.1	B - 12.4	C - 17.2
4 Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway "A"	Unsignalized	*No Build (Exist. Geo.)*	B - 12.7	C - 16.8	B - 13.3	C - 18.7
		Build (Pro. Geo.)	C - 22.8	C - 21.8	D - 25.9	C - 24.5
5 Cerrillos Rd. / Driveway "B"	Unsignalized	*No Build (Exist. Geo.)*	N/A	N/A	N/A	N/A
		Build (Pro. Geo.)	B - 12.1	B - 11.7	B - 12.6	B - 12.2

NMDOT is finalizing the design for the reconstruction of Cerrillos Road between St. Francis Drive and St. Michael's Drive. Our engineering team is coordinating closely with NMDOT staff

regarding the project access design and will continue to do so during the review process. Please refer to the Traffic Impact Analysis for further information.

Parking

Per SFCC Table 14-8.6-1, one parking space is required per hotel room totaling 150 spaces and 151 spaces are provided, inclusive of eight accessible parking spaces. In accordance with SFCC Table 14-8.6-4, 6 bicycle spaces are required and 6 are provided.

Open Space & Landscaping

Per SFCC §14-7.5(D)(6)(A), passive water harvesting is incorporated into the design and, therefore, 20% open space is required (0.68 acres). The Project includes 0.86 acres of open space comprising 25.3% of the site. Plantings are provided in accordance with Code requirements and include a combination of deciduous and evergreen trees, shrubs, and ornamental grasses, all served with drip irrigation. Street trees will be planted along Cerrillos Road in a 5-foot planter strip between the sidewalk and the roadway. Furthermore, in compliance with the provisions of the Cerrillos Road Highway Corridor Protection District, a 10-foot landscaped area is provided behind the sidewalk. Please refer to the attached Landscape Plans for further details.

Terrain Management

The site slopes gently from east to west and there are no drainageways or 30% slopes present. The property is improved and the current impervious area is approximately 85,000 square feet. With the redevelopment, impervious area will increase to 99,316 square feet. However, under current conditions, 8.86 CFS of stormwater runoff exits the site, which will be reduced by approximately 20% to 7.0 CFS with the new development. A stormwater retention pond will be constructed at the north end of the site, which will overflow to an existing storm drain in Cerrillos Road. Furthermore, stormwater flowing to the southwest corner of the site will overflow to Cerrillos Road via a sidewalk culvert. Stormwater will be passively harvested throughout the landscaping areas per Code requirements. Please refer to the Terrain Management Plans for further details.

Water & Sewer

The Project will be served by a new 4-inch service line that will connect to the existing 6-inch water main in Cerrillos Road. A 4-inch meter and vault are provided on-site. In addition, a 6-inch fire line will connect to the same water main and extend to the building through a backflow preventer and hot box.

An Alternative Water Budget is proposed in accordance with SFCC 14-8.13(B)(2)(b), which is based on water use data for El Rey Hotel and Springhill Suites. In addition, per SFCC 14-8.13(B)(3), since the hotel is replacing existing structures, the water budget will be reduced by an amount equal to the average annual consumption in the twenty-four months that the highest water use was active during the preceding ten years. An IPRA request has been submitted to the

City of Santa Fe requesting the last ten years of data for the existing uses and the water budget will be amended once the information is provided.
An existing 10-inch sewer main crosses the north side of the site from east to west. A new 8-inch sewer service line will connect to this main at a new manhole. Please refer to the attached Utility Plans for more information.

Fire Protection and Emergency Access

In accordance with IFC requirements, two 26-foot aerial apparatus access drives are provided on the west and north sides of the building with the requisite 28-foot turning radii. The building will be equipped with automatic fire suppression in accordance with IFC requirements. Lastly, there are two existing fire hydrants on the west side of Cerrillos Road across from the site.

Archaeology

The Project is located within the Suburban Archaeological District. As the Project is less than 10 acres in size, archaeological clearance is not required.

Early Neighborhood Notification

An Early Neighborhood Notification Meeting was held on September 30, 2025. Discussion included the following topics: access/traffic, building design/height, and the need for a new hotel. Please refer to the ENN Meeting Notes for further information.

In support of this request, the following documentation is submitted herewith for your reference:

1. Development Plan Application
2. Lot Consolidation Plat Application
3. Letters of Owner and Applicant Authorization
4. Warranty Deeds
5. Architectural Points Checklist & Color Building Elevations
6. Utility Service Application
7. Preliminary Water Budget
8. Traffic Impact Analysis
9. ENN Meeting Notes
10. Development Plans

The Application Fees are calculated as follows: Development Plan (Construction Valuation $22.5 million) = $20,000.00; Lot Consolidation Plat = $200.00; ***Total = $20,200.00***.

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

Sincerely,

Jennifer Jenkins, Principal

City of Santa Fe, New Mexico

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

CERTIFICATE OF COMPLIANCE AS LEGAL LOT OF RECORD

RE: Legal Lot of Record status for a parcel identified as 1000 Cerrillos Road, depicted within Section 25, Township 17 North, Range 9 East N.M.P/M as represented by the Boundary Survey Plat prepared for Gilliam Irrevocable Trust, showing the property described in Warranty Deed 1630/648, as recorded in Book 435, Page 37, on February 15, 2000, and as instrument number 1106-320 in the records of Santa Fe County, New Mexico (hereinafter, the "Property").

In compliance with Subsection 14-3.7(A)(7) of the Santa Fe City Code ("SFCC") this Certificate of Compliance documents status as a legal lot of record for the Property.

The Land Use Director considered the following documents:

1. Atchison, Topeka and Santa Fe Railway right-of-way located at the northeast boundary of the site,
2. Cerrillos Road 80 foot right-of-way located along the northwest boundary of the site,
3. Davalos Survey for Right-of-Way for Pavng District No. 7 – Cerrillos Road Widening Project, recorded by the County of Santa Fe on April 29, 1954, as instrument number 118-080.

SFCC 1987, §14-3.7(A)(7)(a) states "*When the Land Use Director determines that a single lot not shown on an approved subdivision plat is a legal lot of record , the land use director may approve and cause to be recorded a certificate of compliance. The certificate of compliance describes the lot , the circumstances of its creation and the documentation and applicable regulations upon which the determination of compliance is based.*"

Following a written request from Jenkins/Gavin on August 18, 2025, in which the Land Use Director considered the above-referenced documents, the Property is granted compliance with the City of Santa Fe Zoning Ordinance.

Approval of the Certificate of Compliance makes no determination regarding the conformity or lack thereof pertaining to development or structures on the property.

10-31-2025

Daniel A. Esquibel, Planner Manager
Current Planning, City of Santa Fe, Land Use Department

Date

SFC CLERK RECORDED 11/13/2025

ACKNOWLEDGEMENT

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

The foregoing instrument was acknowledged before me this 31st day of October 2025.

Amanda Romero
Notary Public

AMANDA ROMERO
Notary Public
State of New Mexico
Comm. # 2003799
My Comm. Exp. Jul 26, 2028

My commission expires July 26, 2028

SFC CLERK RECORDED 11/13/2025

COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

CERTIFICATE OF COMPLIA
PAGES: 2

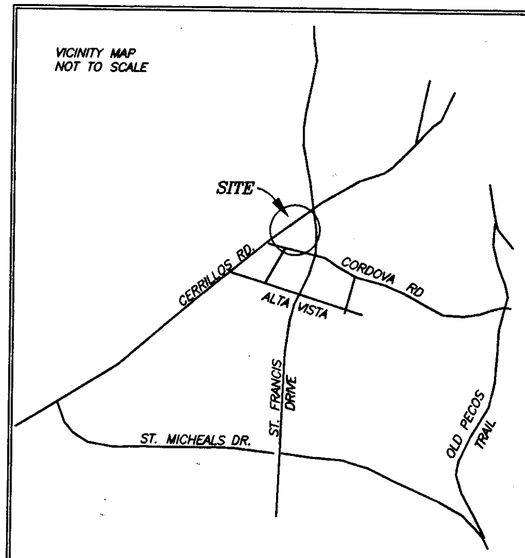
I Hereby Certify That This Instrument Was Filed for
Record On The 13TH Day Of November, 2025 at 02:28:56 PM
And Was Duly Recorded as Instrument # 2071360
Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Katharine E. Clark
Deputy _____ County Clerk, Santa Fe, NM

COUNTY CLERK
KATHARINE E. CLARK
SANTA FE COUNTY NEW MEXICO

435037

VICINITY MAP
NOT TO SCALE



LEGEND

BEARINGS ARE DERIVED FROM BOUNDARY SURVEY RECORDED IN THE OFFICE OF THE COUNTY CLERK IN BOOK 359, PAGE 033.

- ●F DENOTES REBAR, OR AS SHOWN FOUND
- ● DENOTES REBAR, OR AS SHOWN SET
- • DENOTES CALCULATED POINT NOT SET
- P DENOTES UTILITY POLE
- DENOTES OVERHEAD UTILITY LINE
- DENOTES FENCE
- ◎ DENOTES SEWER MANHOLE
- DENOTES FREE STANDING WALL

NOTE: THE SEWER LINES SHOWN ARE APPROXIMATE ONLY, DETERMINED FROM QUESTIONABLE OFFSITE SURFACE INDICATIONS.

BOUNDARY DATA IN PARENTHESIS IS FROM PRIOR PLATS OR DOCUMENTS

REFERENCE DOCUMENTS

AMENDED PLAT LOTS 9 TO 16, BOULEVARD ADDITION, PREPARED BY W. TURLEY, DATED 15 NOVEMBER, 1948.
RIGHT-OF-WAY FOR PAVING PLAT BY S. DAVALOS, DATED 4 MARCH 1954.
BOUNDARY SURVEY FOR KELLOGG, BY J. MEDRANO, RECORDED IN THE OFFICE OF THE COUNTY CLERK IN BOOK359, PAGE 033.
NMSHD RIGHT-OF-WAY MAP U-051-1(13)
DEEDS RECORDED IN BOOK 270, PAGE 300
BOOK 1630, PAGE 648
BOOK 314, PAGE 062
BOOK 1224, PAGE 265
BOOK 325, PAGE 403
BOOK 359, PAGE 032
BOOK 1392, PAGE 173

THIS PROPERTY LIES WITHIN ZONE "C, AREAS OF MINIMUL FLOODING, AS SHOWN ON F.I.R.M. PANEL 350070-0008B, DATED 7-2-80

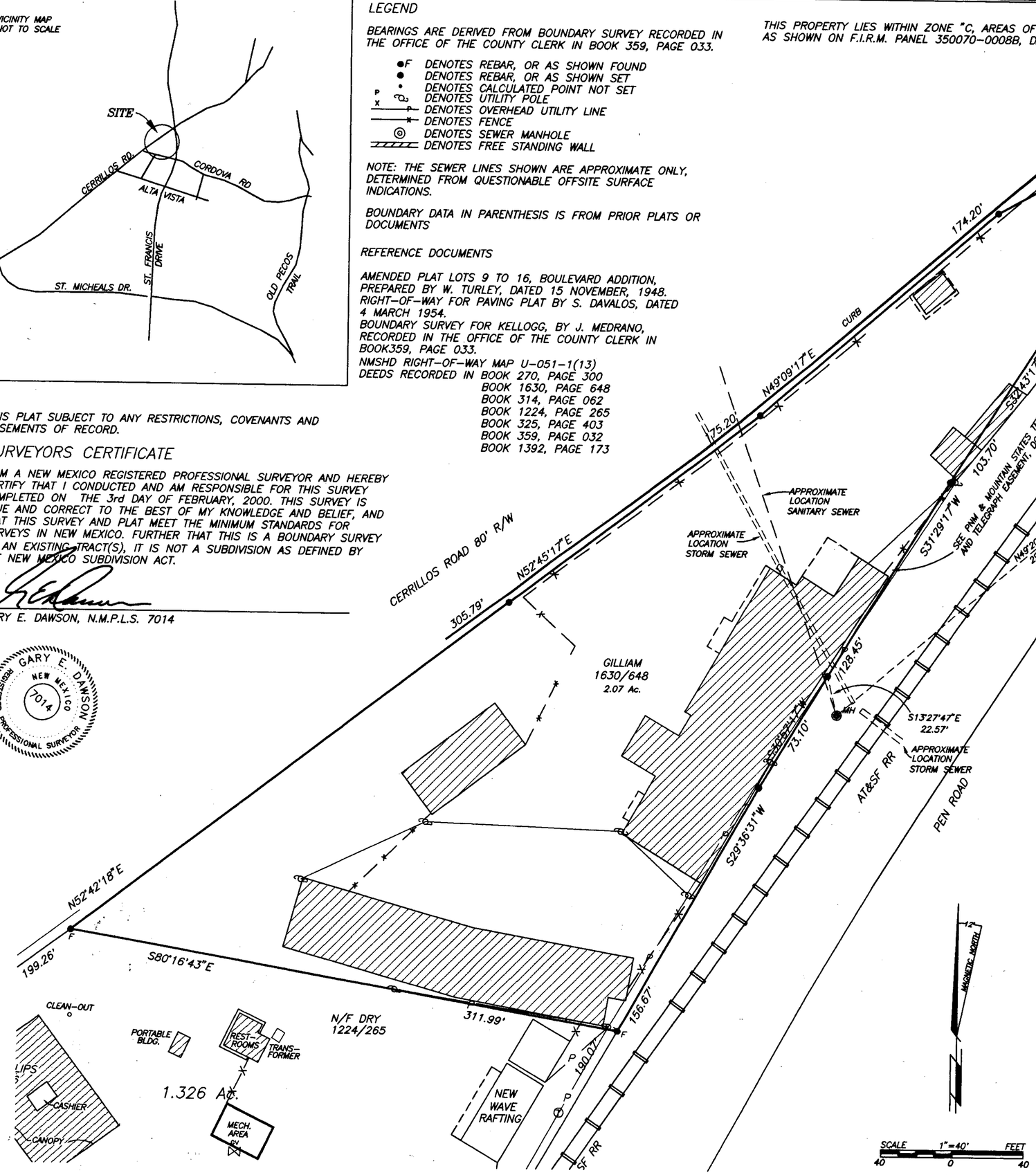
THIS PLAT SUBJECT TO ANY RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.

SURVEYORS CERTIFICATE

I AM A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR AND HEREBY CERTIFY THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY COMPLETED ON THE 3rd DAY OF FEBRUARY, 2000. THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO. FURTHER THAT THIS IS A BOUNDARY SURVEY OF AN EXISTING TRACT(S), IT IS NOT A SUBDIVISION AS DEFINED BY THE NEW MEXICO SUBDIVISION ACT.

GARY E. DAWSON, N.M.P.L.S. 7014

GARY E. DAWSON NEW MEXICO 7014 REGISTERED PROFESSIONAL SURVEYOR



COUNTY CLERK SANTA FE COUNTY NEW MEXICO REBECCA BUSTAMANTE

COUNTY OF SANTA FE 1106-320 } SS
STATE OF NEW MEXICO }
I hereby certify that this instrument was filed for record on the 15 day of February, 2000 A.D. at 9:10 o'clock AM, and was duly recorded in book 435, page(s) 037 of the records of Santa Fe County.

Witness my Hand and Seal of office
REBECCA BUSTAMANTE
County Clerk, Santa Fe County, N.M.

Rebecca Bustamante
Deputy

PUBLIC NOTICE

THIS SURVEY IS BASED ON THOSE RECORDED DOCUMENTS NOTED HEREON. CITY OF SANTA FE STAFF MUST APPROVE ALL DOCUMENTS SUBMITTED WITH AN APPLICATION FOR A BUILDING PERMIT AND MAY REQUIRE SUBMITTAL OF ADDITIONAL DOCUMENTATION TO PROVE LEGAL LOT OF RECORD.

UPC CODE 1-053-098-249-307
"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

BOUNDARY SURVEY

PLAT PREPARED FOR

GILLIAM IRREVOCABLE TRUST

SHOWING
PROPERTY DESCRIBED IN
WARRANTY DEED 1630/648
SECTION 26, T17N, R9E, NMPM
CITY AND COUNTY OF SANTA FE, N.M.

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502B CAMINO ENTRADA
SANTA FE, N.M.
FILE# 4443 DATE: 2-15-00

SF 1-SHORT FORM WARRANTY DEED

9FA#

WARRANTY DEED

SANTA FE RENTALS AND SALES, INC., A NEW MEXICO CORPORATION 1540351

for consideration paid, grant

to GILLIAM IRREVOCABLE TRUST, W. Thomas Kellahin, Trustee

whose address is ~~1630648~~

the following described real estate in SANTA FE County, New Mexico:

SEE ATTACHED EXHIBIT "A"

RERECORDED TO CORRECT NAME OF GRANTEE

COUNTY CLERK SANTA FE COUNTY NEW MEXICO

COUNTY OF SANTA FE 1040)SS 952
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 13 day of Aug A.D. 19 98 at 2:02 o'clock PM and was duly recorded in book 1545 page 351-353 of the records of Santa Fe County.
Witness my Hand and Seal of Office
Rebecca Bustamante
County Clerk, Santa Fe County, N.M.
Maggie Sisneros
Deputy

with warranty covenants.

WITNESS my hand and seal this 20th day of August, 1998.

Richard Dilliam (Seal) _____ (Seal)

_____ (Seal) _____ (Seal)

ACKNOWLEDGEMENT FOR NATURAL PERSONS

STATE OF NEW MEXICO)
) SS.
COUNTY OF)

This instrument was acknowledged before me on August 20, 1998,

by _____
[name(s) of person(s)]

My commission expires:

(Seal) _____
Notary Public

COUNTY CLERK REBECCA BUSTAMANTE SANTA FE COUNTY NEW MEXICO

ACKNOWLEDGEMENT FOR CORPORATION

STATE OF NEW MEXICO)
) SS.
COUNTY OF)

This instrument was acknowledged before me on August 20, 1998,

by Richard Dilliam,
(Name of Officer)

President of Santa Fe Rentals & Sales, Inc.,
(Title of Officer) (Name of Corporation Acknowledging)

a New Mexico corporation, on behalf of said corporation.

My commission expires: 7-17-99 (Seal)

Richard Glassman
Notary Public

RICHARD GLASSMAN NOTARY PUBLIC STATE OF NEW MEXICO

FOR RECORDER'S USE ONLY

COUNTY OF SANTA FE 1070)SS 951
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 20 day of Aug A.D. 19 98 at 9:21 o'clock AM and was duly recorded in book 1540 page 643 - 650 of the records of Santa Fe County.
Witness my Hand and Seal of Office
Rebecca Bustamante
County Clerk, Santa Fe County, NM
Maggie Sisneros
Deputy

EXHIBIT "A"

1540352

The following described real estate, situate, lying and being in the City and County of Santa Fe, New Mexico, more particularly described as follows:

1630649

Beginning at a point on the northwesterly line of the tract and the southeasterly right-of-way line of Cerrillos Road, from which the center of sanitary sewer manhole cover No. 28, Line C-1 in said Cerrillos Road bears N. 42° 05' W., 54.4 feet; thence N. 52° 31' E., 175.20 feet along said southeasterly right-of-way line of Cerrillos Road to a point from which the center of sanitary sewer manhole cover No. 10, Line A-9 bears N. 32° 48' W., 63.9 feet; thence N. 48° 55' E., 174.2 feet to a point; thence N. 61° 00' 58" E., 133.98 feet to a point on the southeasterly line of the tract and the northwesterly right-of-way line of the Atchison, Topeka and Santa Fe Railway Company; thence S. 34° 46' W., 52.3 feet to a point; thence S. 33° 39' W., 101.0 feet to a point; thence S. 32° 29' W., 103.7 feet to a point; thence S. 31° 15' W., 128.45 feet to a point; thence S. 30° 43' W., 73.1 feet to a point; thence S. 29° 24' W., 156.7 feet to a point, the southeasterly corner of the tract; thence N. 80° 31' W., 311.9 feet to a point, the southwesterly corner of the tract and the southeasterly right-of-way line of Cerrillos Road; thence N. 52° 31' E., 305.6 feet along the southeasterly right-of-way line of Cerrillos Road to the point and place of beginning.

AND

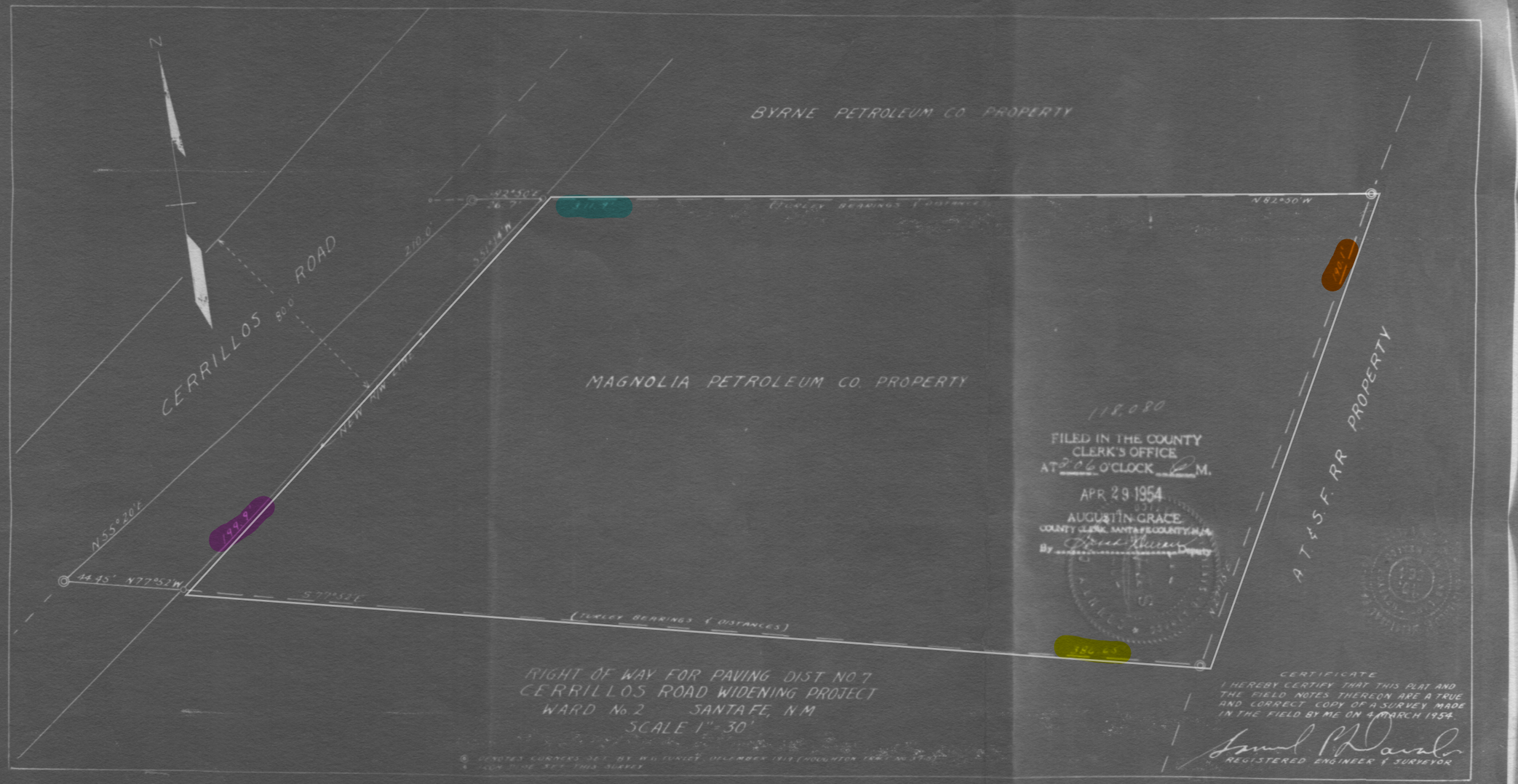
The following described real estate, situate, lying and being in the City and County of Santa Fe, New Mexico, more particularly described as follows:

Beginning at a point for Santa Fe Control No. 61, marked by a Brass Cap in concrete, thence North 54° 55' 48" East, a distance of 2094.89 feet; thence North 58° 52' 08" East, a distance of 121.04 feet; thence North 58° 13' 17" East, a distance of 253.69 feet, to the true point and place of beginning, the southwest corner of Tract D described herein; thence in a northwesterly direction along a curve to the right through a Central Angle of 90° 02' 33" (R = 25.00 feet, Chord = North 76° 45' 26" West, 35.37 feet) a length of 39.29 feet; thence North 31° 48' 46" West, a distance of 47.04 feet; thence in a northerly direction along a curve to the right through a Central Angle of 40° 13' 12" (R = 391.00 feet, Chord = North 11° 44' 18" West, 268.87 feet) a length of 274.47 feet; thence North 8° 32' 57" East, a distance of 39.70 feet; thence in a northerly direction along a curve to the left through a Central Angle of 23° 04' 57" (R = 484.00 feet, Chord = North 3° 11' 21" West, 193.67 feet) a length of 194.99 feet, the northwest corner of this tract; thence North 58° 25' 12" East, a distance of 183.48 feet the northeast corner of this tract; thence South

Continued on next page

Continuation of Legal Description:
14° 51' 23" East, a distance of 83.07 feet; thence South 58° 17' 24" West, a distance of 15.87 feet; thence South 14° 56' 22" East, a distance of 465.22 feet, the southeast corner of this tract; thence South 58° 22' 15" West, a distance of 150.26 feet; thence South 58° 13' 17" West, a distance of 43.88 feet to to the true point and place of beginning. Being and intended to be Tract D lying and being situate within Section 33, Township 17 North, Range 9 East, N.M.P.M., Santa Fe County, New Mexico. All as shown on plat of survey by Chato Morris and Associates, Inc., dated October 10, 1991 as Project No. 91-508.

EXHIBIT B


BYRNE PETROLEUM CO. PROPERTY
MAGNOLIA PETROLEUM CO. PROPERTY
A.T.&S.F. RR PROPERTY
CERRILLOS ROAD
80.0
N
N55°20'E
N77°52'W
S77°52'E
N82°30'W
S7°30'W
210.0'
144.8
(TURLEY BEARINGS & DISTANCES)
118,080
FILED IN THE COUNTY CLERK'S OFFICE
AT 2:06 O'CLOCK P.M.
APR 29 1954
AUGUSTIN GRACE
COUNTY CLERK, SANTA FE COUNTY, N.M.
By Deputy
RIGHT OF WAY FOR PAVING DIST NO 7
CERRILLOS ROAD WIDENING PROJECT
WARD No 2 SANTA FE, N.M.
SCALE 1" = 30'
CERTIFICATE
I HEREBY CERTIFY THAT THIS PLAT AND THE FIELD NOTES THEREON ARE A TRUE AND CORRECT COPY OF A SURVEY MADE IN THE FIELD BY ME ON 4 MARCH 1954.
REGISTERED ENGINEER & SURVEYOR

5GSTUDIO
COLLABORATIVE

December 1, 2025

City of Santa Fe
Planning Division
200 Lincoln Ave., 1st Floor
Santa Fe, NM 87501

Re: **AC by Marriott Hotel Development Plan Architectural Points Analysis**

Dear Planning Division Staff,

Please see brief narratives below regarding the Architectural Points Analysis.

Walls

Predominant Exterior Surface Material: With the exception of windows, doors, and accents, the exterior finish for all exterior walls will be stucco (30 points).

Color of Predominant Material: The proposed stucco colors are a lighter earthtone color and a second earthtone color with the same general hue but a darker shade. The included exterior elevations and perspective rendering show the earthtone colors that we are proposing (30 points).

Exterior Surface Treatment: Our design intent is that the two earthtone stucco colors be considered one color since they are of the same general hue (10 points).

Roofs

Form: The building's parapets will conceal the flat roof entirely from public view (20 points).

Predominant Material: All roof surfaces are concealed entirely from public view (20 points).

Predominant Color: All roof surfaces are concealed entirely from public view (15 points).

Building Form

Massing: This multi-story building will have more than 20,000 square feet of gross floor area, and it is designed with wall plane projections and/or setbacks on each publicly visible façade. However, while some of the building design could be interpreted to meet this section's criteria, each publicly visible façade's wall plane projections and setbacks do not meet the criteria of having a depth of at least three percent of the length of the façade and simultaneously extending at least 20 percent of the length of the façade (0 points).

Doors & Windows

Treatment: More than 50 percent of doors, windows and glazed surfaces will have frames recessed a minimum of two inches (20 points).

5GSTUDIO
COLLABORATIVE

Area: All wall surfaces (those which are not located under canopies having a horizontal depth of at least six feet) will have less than 50 percent openings consisting of doors, windows, glazing and other penetrations (20 points).

Location: All doors, windows and glazed surfaces will be located at least two feet from outside building corners (20 points).

Glazing: All glazing will be clear or tinted neutral gray (10 points).

Equipment

Screening: All roof and wall mounted mechanical, electrical, communications, and service equipment (including satellite dishes and vent pipes) will be screened from public view by parapets, walls, fences, dense evergreen foliage, or by other means (10 points).

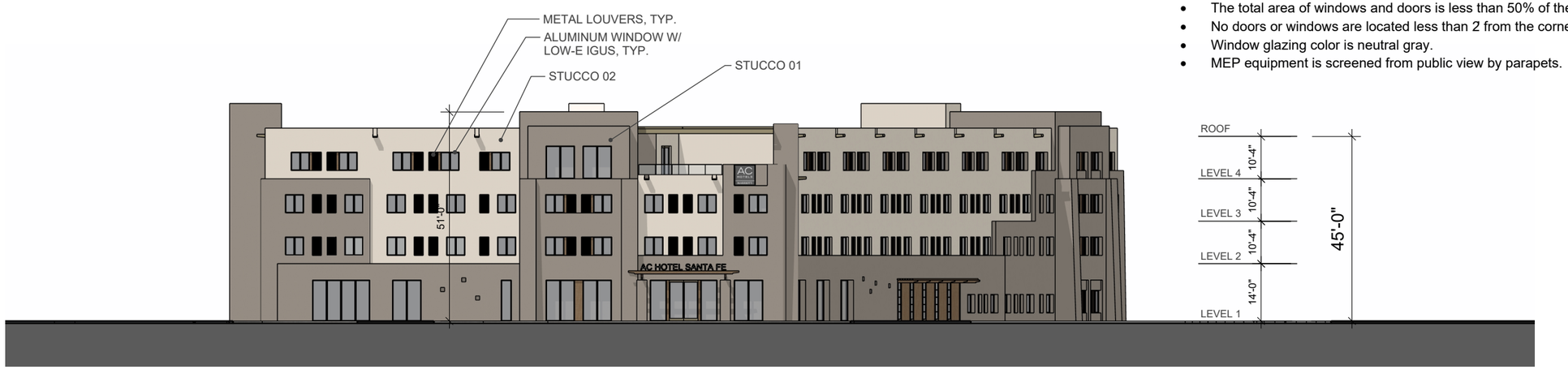
Please let us know if you have any questions about the narratives above. Thank you!

Very Sincerely and Respectfully,

Christine Robbins-Elrod, AIA, LEEP AP BD+C/ND/Homes, WELL AP
Principal
ChristineRElrod@5gstudio.com

Architectural Points Analysis Highlight

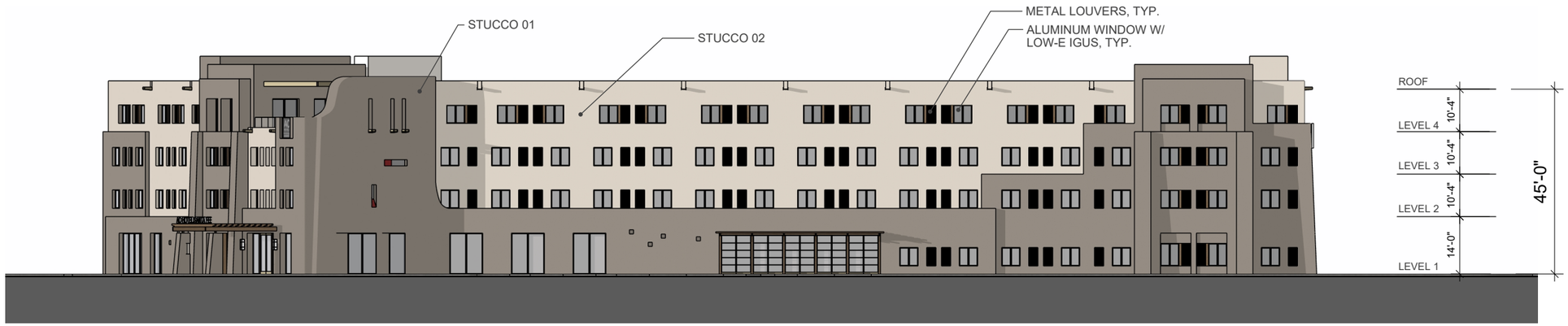
• Stucco is the predominant exterior surface material.	30
• Earthtones are the colors of predominant exterior surface material.	30
• More than 75% of exterior wall surfaces are with monolithic treatment.	10
• Flat roof surfaces are entirely concealed from public view by parapets.	20
• Roofing surfaces are entirely concealed from public view.	20
• Roofing material color is entirely concealed from public view.	15
• All windows and doors are recessed a min. 3" from exterior wall surfaces.	20
• The total area of windows and doors is less than 50% of the façade area.	20
• No doors or windows are located less than 2 from the corners.	20
• Window glazing color is neutral gray.	10
• MEP equipment is screened from public view by parapets.	10



02 NORTH ELEVATION

SCALE 1"=30'

01' 5' 10' 20'



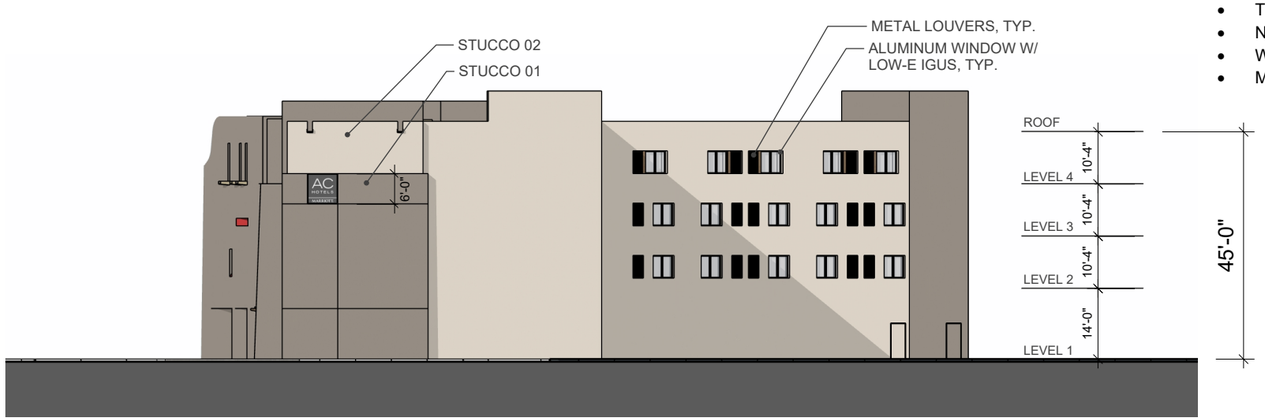
01 WEST ELEVATION (CERRILLOS ROAD)

SCALE 1"=30'

01' 5' 10' 20'

Architectural Points Analysis Highlight

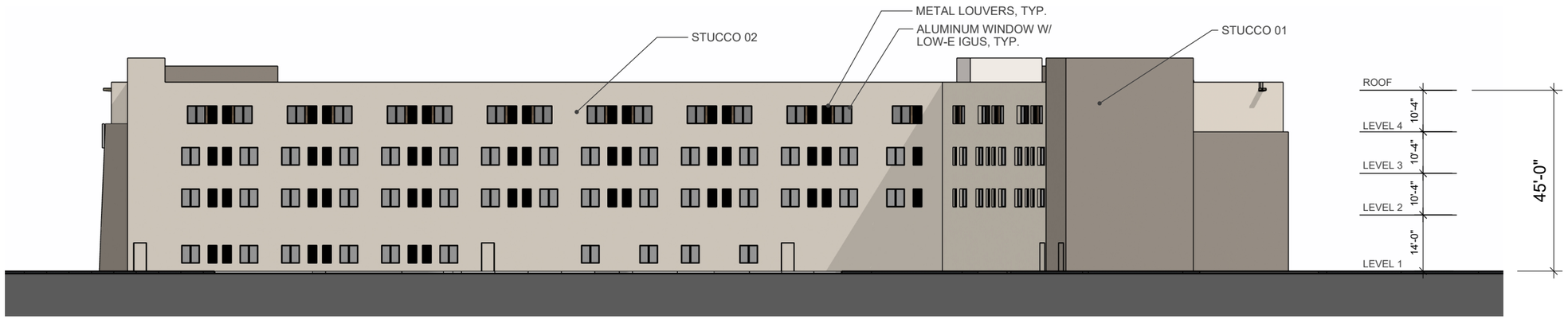
• Stucco is the predominant exterior surface material.	30
• Earthtones are the colors of predominant exterior surface material.	30
• More than 75% of exterior wall surfaces are with monolithic treatment.	10
• Flat roof surfaces are entirely concealed from public view by parapets.	20
• Roofing surfaces are entirely concealed from public view.	20
• Roofing material color is entirely concealed from public view.	15
• All windows and doors are recessed a min. 3" from exterior wall surfaces.	20
• The total area of windows and doors is less than 50% of the façade area.	20
• No doors or windows are located less than 2 from the corners.	20
• Window glazing color is neutral gray.	10
• MEP equipment is screened from public view by parapets.	10



02 SOUTH ELEVATION (CORDOVA ROAD)

SCALE 1"=30'

01' 5' 10' 20'



01 EAST ELEVATION

SCALE 1"=30'

01' 5' 10' 20'

01 NORTHWEST PERSPECTIVE VIEW

ARCHITECTURAL POINTS ANALYSIS / Santa Fe AC Marriott

DATE

Architectural Design Standard		Points	Actual
WALLS			
Predominant Exterior Surface Material			
	Stucco, Adobe	30	**30**
	Brick, natural stone, and integral color masonry	25; 30*	
	Concrete and painted CMU	20; 30*	
		10; 30*	
	Metal siding, glass curtain wall, wood siding, simulated materials		
	Mirrored glass curtainwall systems	-10	
Color of Predominant Material			
	Earthtones, creams, and pastels of earthone hues	30	**30**
		15; 30*	
	Pastel colors of non-earthtone hues, whites, grays, grayish greens		
	High intensity colors	0; 20*	
	metallic colors, glass, black	-10	
Exterior Surface Treatment			
		10	**10**
	(A) Wall surfaces appear monolithic with at least 75 percent of the total wall area one material and one color. Differing shades of the same general hue shall not be considered different colors. Non-solar fenestration, window and door awnings, applied trim, and accent materials, colors, and decorative bands, with the exception of stucco, masonry or concrete control joints, are used in such a way that they do not give a panelized or prefabricated appearance, produce striped or checkerboard patterns, or exceed 25 percent of the surface area of any façade. Fenestration and/or accent colors on wall surfaces under portals or canopies having a horizontal depth of at least six feet shall be exempt from area calculations		
		-10	
	(B) Wall surfaces do not meet the criteria set forth in paragraph (A) above		
ROOFS			
Form			
	(A) Flat roof surfaces entirely concealed from public view by parapets	20	**20**
		15	
	(B) Flat roof surfaces not entirely concealed from public view by parapets, uniformly sloping roofs, or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with greater than or equal to four feet of vertical rise for every 12 feet of horizontal run and less than or equal to 12 feet of vertical rise for every 12 feet of horizontal run		
		10	
	(C) Uniformly sloping roofs or any combination of flat and uniformly sloping roofs, having a height, from springline to peak, that does not exceed the average height of the supporting walls and having a slope with less than four feet of vertical rise for every 12 feet of horizontal run or having a slope with greater than 12 feet of vertical rise for every 12 feet of horizontal run		
		-10	
	(D) Any type of sloping roof having a height, from springline to peak, that exceeds the average height of the supporting walls; non-uniformly sloping roofs; or any combination of flat and non-uniformly sloping roofs		
Predominant Material			
	(A) All surfaces are concealed from public view	20	**20**
	(B) Standing, flat, or batten seam metal roofing, or membrane, asphalt or gravel surfaces exposed to public view	15	
	(C) Flat tiles of clay, concrete or slate	10	
	(D) Barrel tiles of clay, concrete, or slate; and asphalt shingles	5	
		-10	
	(E) Wood shingles or shakes and other materials including but not necessarily limited to plastic, fiberglass or metal roof tiles		
Predominant Color			
	(A) All surfaces are concealed from public view	15	**15**
	(B) Dark reds, browns, and earthtones, and natural metals including aluminum, zinc, tin, and lead	10	
	(C) Low-intensity colors other than those stated above	5	
	(D) White	0	
		-15	
	(E) Bright, non-fading, high-intensity colors and any use of multiple colors		

BUILDING FORM			
Massing			
		30	**0**
	(A) One-story buildings with over 10,000 square feet of gross floor area and multi-story buildings with over 20,000 square feet of gross floor area which are designed with wall plane projections or setbacks on each publicly visible façade having a depth of at least three percent of the length of the façade and extending at least 20 percent of the length of the façade		
		30	
	(B) One-story buildings with less than or equal to 10,000 square feet of gross floor area and multi-story buildings with less than or equal to 20,000 square feet of gross floor area which are designed with either offsetting wall planes or upper story stepbacks of at least four horizontal feet, or a recessed entry space or projecting canopy or portal having a depth of at least six horizontal feet, on at least one publicly visible façade		
	(C) Buildings not utilizing the massing techniques described in paragraphs (A) or (B) above	0	
DOORS & WINDOWS			
Treatment		20	**20**
	(A) More than 50 percent of doors, windows and glazed surfaces, which are not located under portales or canopies having a horizontal depth of at least six feet, have either frames recessed a minimum of two inches, are cased with trim, have divided lites, or have exposed or otherwise articulated lintels		
	(B) More than 50 percent of doors, windows and glazed surfaces do not meet the requirements set forth in paragraph (A) above	0	
Area			
		20	**20**
	(A) All wall surfaces which are not located under portales or canopies having a horizontal depth of at least six feet, and which do not include solar fenestration, have less than or equal to 50 percent openings consisting of doors, windows, glazing and other penetrations		
	(B) Wall surfaces do not meet the requirements as set forth in paragraph (A) above	0	
Location			
	(A) All doors, windows and glazed surfaces, on structures having a gross floor area greater than 150 square feet, are located at least two feet from outside building corners	20	**20**
	(B) All doors, windows and glazed surfaces, on structures having a gross floor area less than or equal to 150 square feet, have at least a two inch mullion at inside and outside building corners	20	
Glazing			
	(A) All glazing is clear or tinted neutral gray	10	**10**
	(B) Any use of colored glazing	0	
	(C) Any use of mirrored glazing	-10	
EQUIPMENT			
Screening			
	(A) All roof and wall mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, are screened from public view by parapets, walls, fences, dense evergreen foliage, or by other means	10	**10**
		5	
	(B) All building mounted equipment set forth in paragraph (A) above is either screened; and/or painted to match visually adjacent surfaces		
	(C) All building mounted equipment set forth in paragraph (A) above is not screened and/or painted to match visually adjacent surfaces	-10	

TOTAL	
REQ'D (R-1 Zoning)	**205**
PROVIDED	**205**

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

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

Check one only:

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

WORK ORDER # _____

Applicant Name: Marriott

Project Address: 1000 Cerrillos Road, Santa Fe, NM 87505

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

Plat Filing Information: Year 2000 Book 435 Page 37 Township, Range, Section: S26 / T17N / R9E

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

Property Uniform Property Code: 1-053-098-249-307 Existing Well: Yes _____ No X

Legal Description including lot size: Amended Plats Lot 8 and 9 of the Boulevard Addition prepared by Turley November 1, 1948/ROW for Paving by Davalos March 1, 1954.

Short Description of Project: 150-room hotel

Construction Start Date: Spring 2026

*RESIDENTIAL PROJECT - Complete the following

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

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

--- COMPLETED BY APPLICANT --- Number of Lots or Units		*--- COMPLETED BY STAFF ---* Water Use Factors	Annual Water Demand
_____	Single Family Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	_____
_____	Mobile Home (in Mobile home park)	.17 afy per d.u.	_____
_____	Accessory Dwelling Unit	.09 afy per d.u.	_____
_____	Apartment/Condominium	.16 afy per d.u.	_____
_____	Senior Complex	.12 afy per d.u.	_____
_____	**Total**	**Total Residential Water Demand**	_____ **AFY**

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) Commercial - Lodging
Total gross floor area of building: 80,000 square feet
Total area of lot, tract or parcel: 3.40 acres
Automatic Fire Sprinkler System: X Yes _____ No
Building Construction Type: _____
Building Square Footage: 80,000
Site Plan Attached: X Yes _____ No

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

---- COMPLETED BY APPLICANT ----		---- COMPLETED BY STAFF ----	
Check Type of Use	Gross Floor Area	Water Use Factors	Annual Water Demand
Commercial			
____ Office – Non-medical	_____	(0.70 afy per 10,000 s.f.)	_____
____ Medical Office	_____	(0.72 afy per 10,000 s.f.)	_____
____ Office – City/State	_____	(0.58 afy per 10,000 s.f.)	_____
____ Research and Development Lab	_____	(1.18 afy per 10,000 s.f.)	_____
____ Manufacturing – Goods	_____	(0.21 afy per site)	_____
____ Manufacturing – Consumables	_____	(2.33 afy per site)	_____
____ Laundromat, Commercial	_____	(0.78 afy per machine)	_____
____ Laundromat, Other	_____	(0.22 afy per machine)	_____
____ Drycleaner	_____	(0.41 afy per site)	_____
____ Plant Nursery	_____	(0.56 afy per 10,000 s.f.)	_____
____ Gyms with showers	_____	(8.94 afy per site)	_____
____ Gyms without showers	_____	(0.77 afy per site)	_____
____ Salons	_____	(0.21 afy per site)	_____
____ Pet Grooming	_____	(0.52 afy per site)	_____
____ Pet Daycare	_____	(0.11 afy per site)	_____
____ Retail, Large (Individual stores or shopping areas > 75,000 sq ft)	_____	(0.45 afy per 10,000 s.f.)	_____
____ Neighborhood Center/Medium Retail (Individual stores or shopping areas 75,000-25,000 sq ft)		(0.43 afy per 10,000 s.f.)	_____
____ Retail, Small (Individual stores or shopping areas < 25,000 sq ft)	_____	(0.06 afy per site)	_____
____ Gallery	_____	(0.60 afy per site)	_____
____ Grocery Store	_____	(1.27 afy per 10,000 s.f.)	_____
____ Restaurant (full service)	_____	(0.02 afy per seat)	_____
____ Restaurant (limited service)	_____	(1.63 afy per Site)	_____
____ Gasoline Station w/ Car Wash	_____	(6.56 afy per Site)	_____

____ Gasoline Station _____ (0.88 afy per Site) _____

City of Santa Fe, New Mexico

UTILITY SERVICE APPLICATION

*****See Attached Preliminary Water Budget*****

____ 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)	_____
X Hotel	No. of rooms 150	(.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 water demand calculations and assumptions used	(with attachment)	_____

Total Floor Area 80,000

Total Commercial Water Demand _____ AFY

Total Residential Water Demand _____ AFY

TOTAL PROJECT WATER DEMAND _____AFY

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

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

Information Provided By: Check one: Owner _____ Agent X

Signature:_____ Date:_____

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

COMMENTS: _____

_____

_____

APPLICANTS, PLEASE NOTE:

- Ordinance 2008-53, prohibits new connections outside the presumptive city limits including the Agua Fria traditional historic community (AFTHC) unless specific conditions are met. Applications for service outside the presumptive city limits and AFTHC must include documentation showing these conditions are met or the application will be rejected. The documents required are shown below.
- A map of the proposed project in relation to the existing city limits and the presumptive city limits
- A detailed description of the proposed 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

Santa Fe AC Marriott Hotel
Preliminary Alternative Water Budget per SFCC 14-8.13(B)(2)(b)
October 13, 2025

150 Hotel Rooms

	GPY	AFY
Domestic Water Use Per Room*	24,598	0.08

**Based on attached water use data from other hotel properties.*

Subtotal Domestic Use for 150 Rooms	*3,689,731*	*11.32*

Landscape Irrigation per Landscape Plans

YEAR 1	126,147	0.39
YEAR 2	126,147	0.39
YEAR 3	110,989	0.34
3-YEAR AVERAGE	*121,094*	*0.37*

WATER BUDGET SUBTOTAL	*3,810,825*	*11.69*
Credit per SFCC 14-8.13(B)(3)**	TBD	TBD
DEVELOPMENT WATER BUDGET	**3,810,825**	**11.69**
9.8% Contingency per SFCC §14-8.13(E)(1)	373,461	1.15
TOTAL WATER DEMAND OFFSET	**4,184,286**	**12.84**

***An IPRA request has been submitted to the City for the 10 year of water use history.*

El Rey Hotel Water Use Data (86 Rooms)

2021-22			2022-23			2023-24			2024-25		
Read Date	Meter #	Gallons	Read Date	Meter #	Gallons	Read Date	Meter #	Gallons	Read Date	Meter #	Gallons
10/13/2021	4	120,300	10/9/2022	4	124,000	10/8/2023	4	121,600	10/8/2024	4	136,900
	5	79800		5	84800		5	75200		5	65,100
11/12/2021	4	100,600	11/6/2022	4	98,600	11/7/2023	4	120,900	11/9/2024	4	118,300
	5	66,800		5	82,000		5	90,600		5	71,900
12/13/2021	4	89,000	12/4/2022	4	86,100	12/9/2023	4	91,700	12/10/2024	4	84,600
	5	56,600		5	77,600		5	81,000		5	47,500
1/13/2022	4	99,800	1/8/2023	4	109,900	1/8/2024	4	116,400	1/11/2025	4	92,300
	5	69,900		5	84,600		5	101,800		5	60,800
2/13/2022	4	67,600	2/5/2023	4	67,200	2/7/2024	4	75,000	2/10/2025	4	67,600
	5	38,700		5	78,400		5	83,900		5	41,000
3/16/2022	4	105,200	3/12/2023	4	96,400	3/10/2024	4	124,800	3/11/2025	4	89,900
	5	61,800		5	165,900		5	112,800		5	70,100
4/14/2022	4	106,600	4/9/2023	4	96,300	4/9/2024	4	152,100	4/9/2025	4	106,300
	5	56,200		5	130,000		5	120,500		5	81,400
5/15/2022	4	180,600	5/7/2023	4	96,400	5/8/2024	4	166,800	5/9/2025	4	113,000
	5	73,600		5	112,500		5	108,400		5	70,700
6/11/2022	4	144,000	6/4/2023	4	116,800	6/9/2024	4	174,200	6/8/2025	4	139,000
	5	71,100		5	98,500		5	130,600		5	78,700
7/10/2022	4	134,100	7/9/2023	4	205,700	7/9/2024	4	127,700	7/9/2025	4	159,600
	5	86,500		5	117,500		5	101,400		5	94,400
8/7/2022	4	161,700	8/6/2023	4	173,400	8/10/2024	4	145,900	8/9/2025	4	162,700
	5	71,500		5	98,200		5	104,200		5	103,900
9/11/2022	4	150,800	9/10/2023	4	181,100	9/8/2024	4	122,600	9/8/2025	4	134,400
	5	107,200		5	113,400		5	85,500		5	80,200
	GPY	**2,300,000**		**GPY**	**2,695,300**		**GPY**	**2,735,600**		**GPY**	**2,270,300**
	AFY	**7.06**		**AFY**	**8.27**		**AFY**	**8.40**		**AFY**	**6.97**
	AFY/ROOM	**0.08**		**AFY/ROOM**	**0.10**		**AFY/ROOM**	**0.10**		**AFY/ROOM**	**0.08**

AVERAGE AFY	**7.67**
AVERAGE AFY/ROOM	**0.09**

Spring Hill Suites Water Use Data (138 Rooms)

Month	Gallons
Jan-24	266,288
Feb-24	201,960
Mar-24	184,008
Apr-24	219,912
May-24	213,931
Jun-24	208,360
Jul-24	240,108
Aug-24	261,052
Sep-24	297,704
Oct-24	214,676
Nov-24	251,328
Dec-24	217,668
GPY	**2,776,995**
AFY	**8.52**
AFY/ROOM	**0.06**

OVERALL AVERAGE AFY/ROOM	**0.08**

November 25, 2025

Leroy Pacheco, P.E.
City of Santa Fe

RE: Case #: 2025-11380 - AC Marriott Hotel
1000 Cerrillos Rd., Santa Fe
Level 2 Traffic Impact Analysis
Response to Comments

Dear Leroy Pacheco,

Per the correspondence dated November 3rd, 2025, please find the following responses addressing the comments listed below:

General Comments

1) **CoSF Comment:** NMDOT does not approve the proposed secondary west driveway as a right-out, left-in-only access. And only supports this driveway as a right-in, right-out only configuration. As per email from Kathleen Garcia, PE, D5 Traffic Engineer dated 10/10/25. All analysis for this driveway shall be reevaluated and included in all references to driveway including in the tables and appendices.

   TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

2) **CoSF Comment:** Appendices need to be listed in the Table of Contents

   TW Response: *This has been completed. See page v of the report.*

3) **CoSF Comment:** Calculations shall be included for the proposed auxiliary lanes.

   TW Response: *Right and Left deceleration lane warrants are graphical and are included on the report. Storage lengths are based on the 95th percentile queues, which are less than a vehicle and are displayed in the report.*

4) **CoSF Comment:** Multimodal Review beginning on page 33 is generally thorough however a paragraph discussing the Deaf Population utilizing pedestrian facilities in the vicinity of the School for the Deaf should be included and any mitigations to improve access for this population.

TW Response: *This has been completed. The study area provides sufficient infrastructure, aside from the recommended improvements, for pedestrians to travel to and from the nearby school. See narrative on page 38 of the report.*

Report Comments

1) **CoSF Comment:** The Executive Summary page iv Driveway B needs to be referenced as a Right In/Right Out and evaluated as per NMDOT direction

TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

2) **CoSF Comment:** Page 2 Driveway B shall be analyzed as a Right In/Right Out driveway as per NMDOT direction.

TW Response:*. Driveway B is now being evaluated as a Right- In only driveway.*

3) **CoSF Comment:** Page 3 Driveway B shall be shown as a Right In/Right Out driveway as per NMDOT direction.

TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

4) **CoSF Comment:** Page 4 No. 5 Driveway B shall be analyzed as a Right In/Right Out driveway as per NMDOT direction.

TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

5) **CoSF Comment:** Page 5 last paragraph shall reflect the most current NMDOT design as per email from Kathleen Garcia, PE, D5 Traffic Engineer dated 10/10/25.

TW Response: *Narrative was inserted to the report to describe the proposed major modifications that the NMDOT plans to make to Cerrillos Rd.*

6) **CoSF Comment:** Page 7 Safety Analysis the most recent 3 years were evaluated. This should be 5 years as determined by the COSF.

TW Response: *Safety Analysis was updated to be 5 years.*

7) **CoSF Comment:** Page 7 Cerrillos Rd./ST. Francis Dr. first sentence should read 117 crashes. Also since rear end collisions are the major contributing factor and paragraph discussing possible mitigation measures should be included.

TW Response: *Total crashes was updated to reflect the request of 5-year analysis. According to the AASHTOWare Safety Transportation Program, rear-end collision only accounted for 11% of the total crashes reported. The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, no additional traffic safety recommendations are provided.*

8) **CoSF Comment:** Page 8 The Crash Summary Table provided shall be included with all of the required information. The table provided is only partial. Also since rear end collisions are the major contributing factor and paragraph discussing possible mitigation measures should be included.

TW Response: *Received table format and all required information from the CoSF. Safety analysis was updated. According to the AASHTOWare Safety Transportation Program, rear-end collision only accounted for 11% of the total crashes reported. The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, no additional traffic safety recommendations are provided. Please see pages 8 of the report.*

9) **CoSF Comment:** Page 9 The Crash Summary Table provided shall be included with all of the required information. The table provided is only partial.

TW Response: *Received table format and all required information from the CoSF. Safety analysis was updated. Please see page 8 of the report.*

10) **CoSF Comment:** Page 15 Need to show 2027 data first or is this a typo? Also Need to reevaluate with correct Rt. In/Rt. Out Configuration for Driveway B which isn't even shown.

TW Response: *Image in question has been fixed.*

11) **CoSF Comment:** Page 16 Where are the rest of the intersections? And Driveway B needs to be evaluated as a Rt In/Rt. Out.

TW Response: *Driveway B is now being evaluated as a Right- In only driveway. Five intersections are analyzed in this study, and all are shown in the reference section; see pages 17 through 20 of the report.*

12) **CoSF Comment:** Page 17 the year 2027 needs to be shown first

TW Response: *This has been fixed. See page 17 of the report.*

13) **CoSF Comment:** Page 18 Driveway B needs to be evaluated as a Rt. In/Rt. Out

TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

14) **CoSF Comment:** Table 4 2027 AM Peak Hour shows a 520-foot queue length. Why is this so high from the No Build since delay is about the same?

TW Response: *The 95th-percentile queue length for the NO BUILD scenario is 515 ft, and for the BUILD scenario it is 520 ft. The formula used in the spreadsheet for that row was not copied correctly. All Synchro summary tables have been checked and corrected as needed.*

15) **CoSF Comment:** Page 28 Driveway B needs to be evaluated as a Rt. In/Rt. Out.

TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

16) **CoSF Comment:** Table 12 Driveway B needs to be evaluated as a Rt. In/Rt. Out.

TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

17) **CoSF Comment:** Page 30 Driveway B needs to be evaluated as a Rt. In/Rt. Out.

TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

18) **CoSF Comment:** Page 30 The proposed Driveway A WB Deceleration Lane shall reflect the NMDOT design.

TW Response: *WB deceleration lane was revised to reflect the NMDOT design. See page 32 and A-107 of the report and appendix.*

19) **CoSF Comment:** Driveway B needs to be evaluated as a Rt. In/Rt. Out.

TW Response: *Driveway B is now being evaluated as a Right- In only driveway.*

20) **CoSF Comment:** Page 37 Potential mitigations to address rear end collisions shall be included since they are the major contributing factor.

TW Response: *The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, no additional traffic safety recommendations are provided. Please see pages 8 of the report.*

21) **CoSF Comment:** Page 37 Recommendations Driveway B needs to be evaluated as a Rt. In/Rt. Out.

TW Response: *Driveway B is now being evaluated as a Rt. In only driveway.*

Accompanying this letter is the revised draft Final Traffic Impact Analysis including the requested adjustments for your review.

Please call me if you have any additional comments or questions regarding the responses presented, pertaining to the subject of the traffic impact study.

Sincerely,

Terry O. Brown, P.E.

JN: 2025080
RRB/JL/TB/JN

Enclosure/s: Marriott Hotel – Santa Fe Final Traffic Impact Analysis
City of Santa Fe Transmittal Letter

Marriott Hotel – Santa Fe

(1000 Cerrillos Rd.)

Traffic Impact Analysis

November 25, 2025

FINAL

Presented to:
City of Santa Fe

Prepared for:
Titan Development
6300 Riverside Plaza Lane NW,
Ste. 200,
Albuquerque, NM 87120

Terry O. Brown, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100

Ronald R. Bohannan, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100

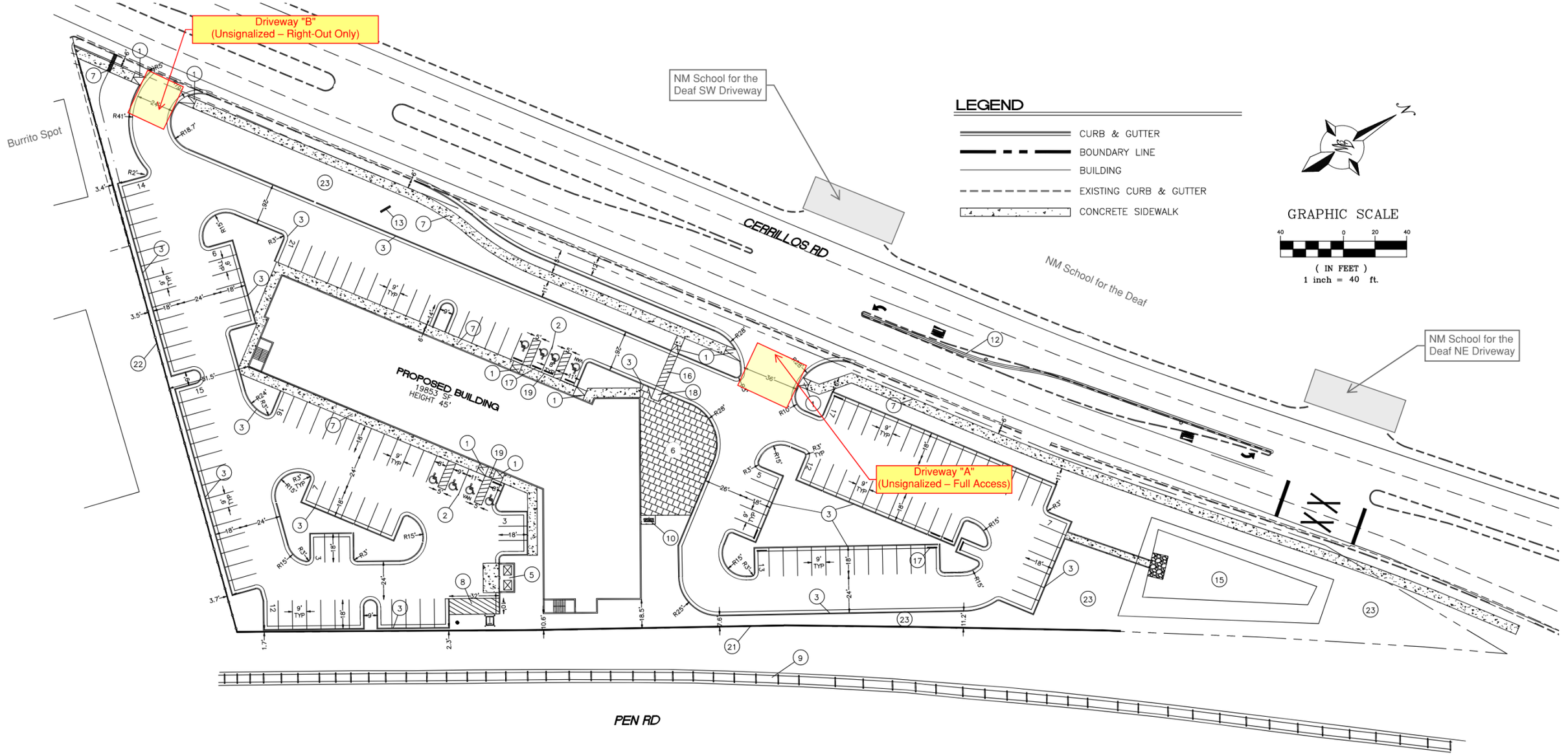
Marriott Hotel – Santa Fe
(1000 Cerrillos Rd.)
Final Traffic Impact Analysis

Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to evaluate transportation conditions before and after the construction of the proposed Marriott Hotel development, assess the project's impact on the adjacent transportation system, and recommend mitigation measures as needed. The study examines two scenarios: NO BUILD and BUILD for both the 2027 implementation year and the 2037 horizon year. This study has been prepared in accordance with the requirements of the City of Santa Fe (CoSF) Traffic Engineering Department and the scoping meeting held on August 12, 2025.

The project is located within Santa Fe, New Mexico, at 1000 Cerrillos Rd., between St. Francis Drive and Cordova Road, and across the street from the New Mexico School for the Deaf. A vicinity map is provided below.

The project proposes a 150-unit hotel to be built in one phase, with analysis years 2027 (implementation) and 2037 (horizon). The site will have two access points: Driveway "A," a full-access driveway about 700-ft northeast of Cordova Rd., and Driveway "B," about 265-ft northeast of Cordova Rd., proposed to operate as a right-out only. See the site plan below. There are two businesses on the site currently and traffic from these businesses are included in the traffic counts that were collected for this study. However, to evaluate the worst-case scenario this traffic study does not reduce the potential traffic expected to be generated by the new hotel to account for the existing traffic at the site.


Driveway "B"
(Unsignalized – Right-Out Only)
NM School for the Deaf SW Driveway
Burrito Spot
CERRILLOS RD
NM School for the Deaf
NM School for the Deaf NE Driveway
PROPOSED BUILDING
19883 SF
HEIGHT 45'
Driveway "A"
(Unsignalized – Full Access)
PEN RD
LEGEND
CURB & GUTTER
BOUNDARY LINE
BUILDING
EXISTING CURB & GUTTER
CONCRETE SIDEWALK
GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

A summary of the trips expected to be generated by 150-units commercial development, based on the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, is presented below.

Marriott Hotel (1000 Cerrillos Rd.)

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					
Hotel (310)	150	1,202	38	30	42	41
Total Primary Trips			**38**	**30**	**42**	**41**

The study area includes two signalized intersections and three unsignalized intersections are listed below:

1. Cerrillos Rd. / St Francis Dr. (Signalized – Full Access except NB and SB Left Turns are prohibited)
2. Cerrillos Rd. / Cordova Rd. (Signalized – Full Access)
3. Cerrillos Rd. / NM School for the Deaf North Driveway (Unsignalized – Full Access)
4. Cerrillos Rd. / NM School for the Deaf South Driveway / Driveway "A" – (Unsignalized – Full Access)
5. Cerrillos Rd. / Driveway "B" (Unsignalized – Proposed as a Right-Out Only)

The analysis of the study area for this project was performed using Synchro 12 software (version 12.2.5.31). The results presented in this Traffic Impact Study are based on HCM7 (Highway Capacity Manual, 7th Edition) reports generated from Synchro 12. A summary of the analysis results is provided in the following table:

Executive Summary Results Table

	Intersection No. / Name	Intersection Operation	Case Evaluation	Implementation Year (2027) Conditions		Horizon Year (2037) Conditions	
				AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)	AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)
1	Cerrillos Rd. / St Francis Dr.	Signalized	*No Build (Exist. Geo.)*	C - 28.4	D - 35.2	C - 30.8	D - 38.0
			Build (Pro. Geo.)	C - 28.6	D - 35.5	C - 31.0	D - 38.3
2	Cerrillos Rd. / Cordova Rd.	Signalized	*No Build (Exist. Geo.)*	B - 13.5	B - 15.7	B - 14.5	B - 16.7
			Build (Pro. Geo.)	B - 13.8	B - 16.1	B - 14.9	B - 17.1
3	Cerrillos Rd. / NM School for the Deaf Northeast Driveway	Unsignalized	*No Build (Exist. Geo.)*	B - 11.8	C - 15.9	B - 12.3	C - 17.0
			Build (Pro. Geo.)	B - 11.8	C - 16.1	B - 12.4	C - 17.2
4	Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway "A"	Unsignalized	*No Build (Exist. Geo.)*	B - 12.7	C - 16.8	B - 13.3	C - 18.7
			Build (Pro. Geo.)	C - 22.5	C - 21.6	D - 25.5	C - 24.3
5	Cerrillos Rd. / Driveway "B"	Unsignalized	*No Build (Exist. Geo.)*	N/A	N/A	N/A	N/A
			Build (Pro. Geo.)	B - 12.1	B - 11.7	B - 12.6	B - 12.2

The proposed Marriott Hotel development is anticipated to have minimal impact on the adjacent transportation system in both the 2027 Implementation Year and the 2037 Horizon Year under the BUILD scenario. Traffic analysis confirms that intersection operations within the study area are expected to remain at LOS "D" or better, consistent with the thresholds defined in the CoSF TIA Guidelines. At the two signalized study intersections the addition of anticipated hotel traffic will not change the LOS for either the 2027 or 2037 No Build scenarios and will result in a maximum increase in delay at these two intersections of 0.4 seconds. Crash history indicates a low crash frequency; therefore, given the limited increase in project-generated trips, no safety mitigation measures are warranted.

The access design analysis determined the following:

- A westbound left-turn deceleration lane on Cerrillos Rd. at the northeast access (Driveway "A") is warranted based on the CoSF TIS Guidelines, with corresponding design recommendations provided below.
- An eastbound right-turn deceleration lane on Cerrillos Rd. at the northeast access (Driveway "A") is warranted based on the CoSF TIS Guidelines, with corresponding design recommendations provided below.
- The southwest access (Driveway "B") is recommended to operate as a right-out only driveway to minimize potential vehicle conflict points.

During turning movement counts at Cerrillos Rd. / St. Francis St., it was observed that eastbound queuing on Cerrillos Rd. backed up to the proposed main driveway of the Marriott (also serving the School for the Deaf) coinciding with the passage of the Rail Runner through the signalized intersection. As traffic volumes continue to grow over time, this issue is expected to worsen. During these periods, westbound traffic on Cerrillos Rd. may be unable to turn left into the main driveway, potentially resulting in complaints to the City and/or NMDOT.

In addition, the multimodal review identified a deficiency along Cerrillos Road, where the Pedestrian Level of Traffic Stress (PLTS) is classified as Level 4; related improvement recommendations are provided below.

- All design and construction of the project shall maintain adequate sight distances at driveways and intersections to the extent possible.
- Frontage Improvements
    - Construct a sidewalk along the project frontage in accordance with CoSF design standards for a four-lane Major Arterial, providing a minimum 5-ft setback and a 6-ft sidewalk width.
- Intersection #3: Cerrillos Rd. / NM School for the Deaf Northeast Driveway
    - Extend the existing eastbound left-turn lane to contain a storage length of 136-ft plus a 148/150 reverse-curve transition per NMDOT CN S100681.
- Intersection #4: Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway "A"
    - Shall operate as an unsignalized full-access driveway.
    - Extend the existing westbound left-turn deceleration lane to contain a storage length of 70-ft plus 150/148-ft reverse-curve transition per NMDOT CN S100681.
    - Construct an eastbound right turn deceleration lane to include a storage length of 120-ft plus 150/150-ft reverse-curve transition.
- Intersection #5: Cerrillos Rd. / Driveway "B
    - Shall operate as an unsignalized right-out only driveway.

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Marriott Hotel – Santa Fe
(1000 Cerrillos Rd.)
Final Traffic Impact Analysis

Introduction

The purpose of this Traffic Impact Analysis (TIA) is to evaluate transportation conditions before and after the construction of the proposed Marriott Hotel development, assess the project's impact on the adjacent transportation system, and recommend mitigation measures as needed. The study examines two scenarios: NO BUILD and BUILD for both the 2027 implementation year and the 2037 horizon year. This study has been prepared in accordance with the requirements of the City of Santa Fe (CoSF) Traffic Engineering Department and the scoping meeting held on August 12, 2025.

Description of Proposed Development

The project is located within Santa Fe, New Mexico, at 1000 Cerrillos Rd., between St. Francis Drive and Cordova Road. A vicinity map is provided below.

Figure 1 - Vicinity Map

The proposed commercial development consists of a hotel with 150 units, to be constructed in a single phase. This study evaluates an implementation year of 2027 and a horizon year of 2037.

The subject site is currently zoned C2 (PUD General Commercial), with no plans for rezoning. Currently the site has four driveways. Two of the existing driveways are very wide, one is 78-ft

and the other is 85-ft wide. The hotel project is proposing two driveways, as follows:

- Driveway "A" – An existing full-access driveways on both sides of Cerrillos Road, approximately 700-ft northeast of Cordova Road (centerline to centerline) the driveway to the northwest is for the New Mexico School of the Deaf and the driveway to the southeast is for the proposed project. The driveways are currently stop controlled and will remain that way with the completion of the proposed project.

- Driveway "B" – A driveway on the southeast side of Cerrillos Rd., approximately 265-ft northeast of Cordova Rd. (centerline to centerline). This driveway currently operates as a right-in/right-out access but is proposed as a right-out only.

The site plan showing the proposed access intersections/driveways is presented below (see Appendix Page A-1, for the full site plan).

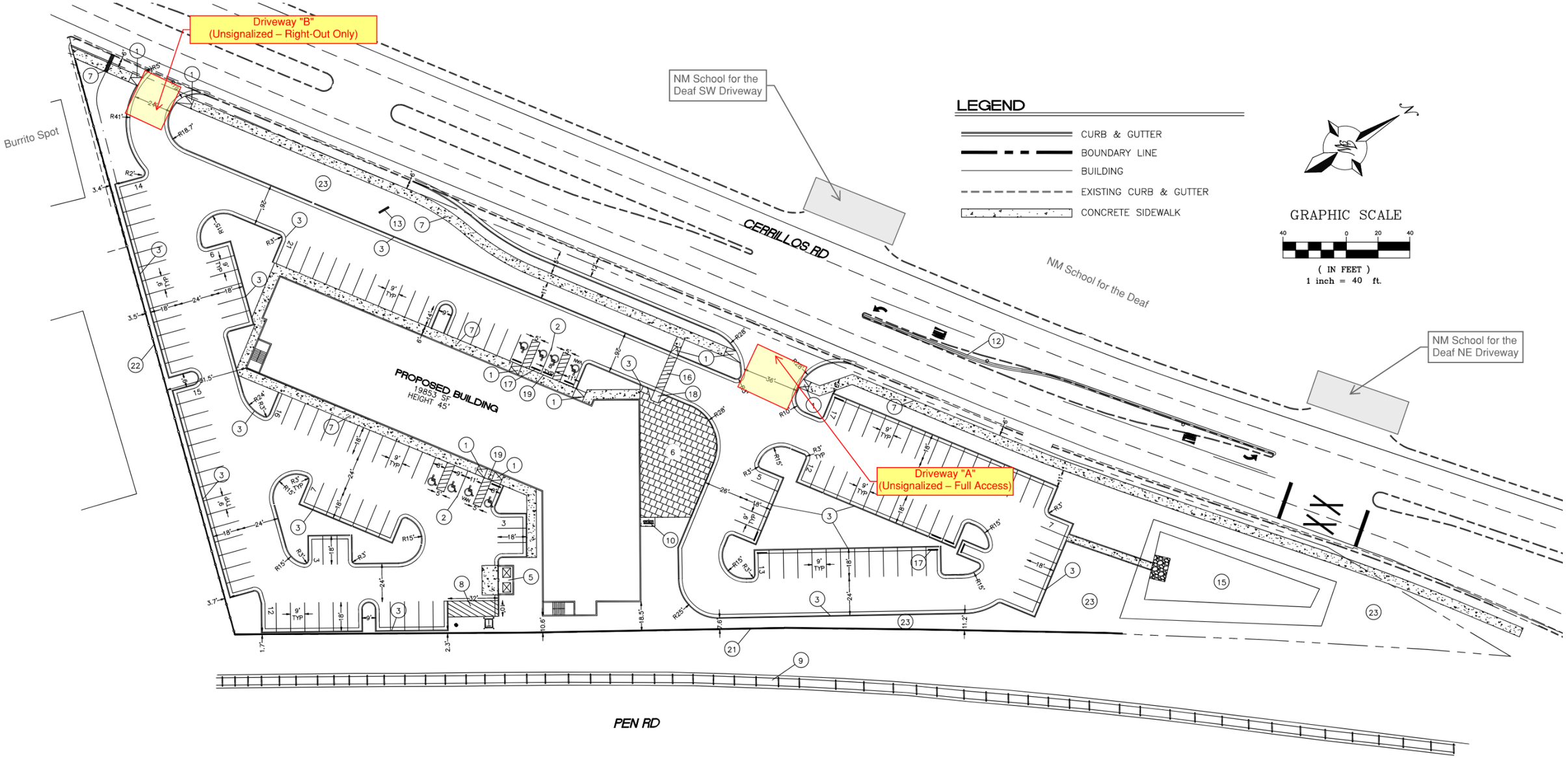


Figure 2 - Site Plan

Study Area Conditions

Study Area Definition

The traffic impact analysis scoping meeting was held on August 12, 2025. Attendees included Leroy Pacheco and Phil Gallegos (City of Santa Fe); Jennifer Jenkins and Margaret Ambrosino (Jenkins-Gavin), Ian Robertson, Rafael Castellanos, Josh Rogers (Titan); Ron Bohannan, Derek Bohannan, Jay Nelson, and Terry Brown (Tierra West, LLC).

During the meeting, it was determined that the study area would include the two signalized intersections and three unsignalized intersections that are listed below:

1. Cerrillos Rd. / St Francis Dr. (Signalized – Full Access except NB and SB Left Turns on St. Francis Dr. are prohibited)
2. Cerrillos Rd. / Cordova Rd. (Signalized – Full Access)
3. Cerrillos Rd. / NM School for the Deaf North Driveway (Unsignalized – Full Access)
4. Cerrillos Rd. / NM School for the Deaf South Driveway / Driveway "A" – (Unsignalized – Full Access)
5. Cerrillos Rd. / Driveway "B" (Unsignalized – Proposed as a Right-Out Only)

It was agreed that the implementation year for the project would be 2027 and the horizon year would be 2037. Analysis in the TIS complies with the requirements established in the Scoping Letter (See Appendix Pages A-105 through A-106).

Existing Land Use

The subject site is currently developed with a furniture store and a tour guide agency. Surrounding parcels within the study area are fully developed with the following:

- New Mexico School for the Deaf – An existing school serving children and youth from birth to age 21, located on Cerrillos Rd., directly across from the subject property.
- Burrito Spot – An existing sit-down restaurant with a drive-thru located off Cerrillos Rd., adjacent to the subject property on the southwest side.

Other Known Development Activity

New Mexico Department of Transportation Construction Plans CN S100681 – Plans are in place, pending funding, for NM 14 (Cerrillos Road) and adjacent side streets from mile post (MP) 52.04 to MP 53.71. The project includes roadway reconstruction, new traffic signals, overhead lighting, ITS, bus stop improvements (including a new pullout at Second Street), storm drain upgrades, utility relocations, sidewalks, ADA and bicycle facilities, landscaping, retaining walls, access management, new signs and pavement markings, and temporary traffic control during construction.

Existing Roadway System Characteristics

The Santa Fe MPO roadway classification map and bikeway/trails map, shown below, were used in the analysis. The roadway classifications and characteristics within the study area are as follows:

Cerrillos Rd. is classified as a **Principal Arterial** with a posted speed limit of 35 mph. It is generally a four-lane urban roadway with curb and gutter and 12-ft raised median. 6-ft sidewalks are provided on the northwest side of the roadway, while 6-ft bike lanes are provided on both sides. The bike lanes extend approximately 950 ft northeast of Cordova Rd., after which the roadway transitions to a designated shared bike/vehicle lane with higher traffic volumes and speeds.

The current NMDOT plans (CN S100681) show the following modifications along Cerrillos Rd.:

- Extend existing westbound left-turn lane at Cerrillos Rd. / Cordova Rd.
- Extend existing westbound left-turn lane into Driveway "A" to contain 70-ft of storage and a 150/148-ft reverse-curve transition.
- Extend existing eastbound left-turn lane into NM School for the Deaf NW Driveway to contain 136-ft of storage and a 150/148-ft reverse-curve transition.

St Francis Dr. is classified as a **Principal Arterial** with a posted speed of 35 MPH. It is generally a six-lane urban roadway with curb and gutter and 3-ft raised median. 6-ft sidewalks are provided on both sides of the roadway. No bike lanes are present.

Cordova Rd. is classified as a **Minor Arterial** with a posted speed limit of 35 mph. It is generally a two-lane urban roadway with curb and gutter and a 12-to-13-foot striped median. There is a 6-ft sidewalk on the north side of the road and a 4-ft sidewalk on the south side. The roadway is designated as a shared bike/vehicle lane with higher traffic volumes and speeds.

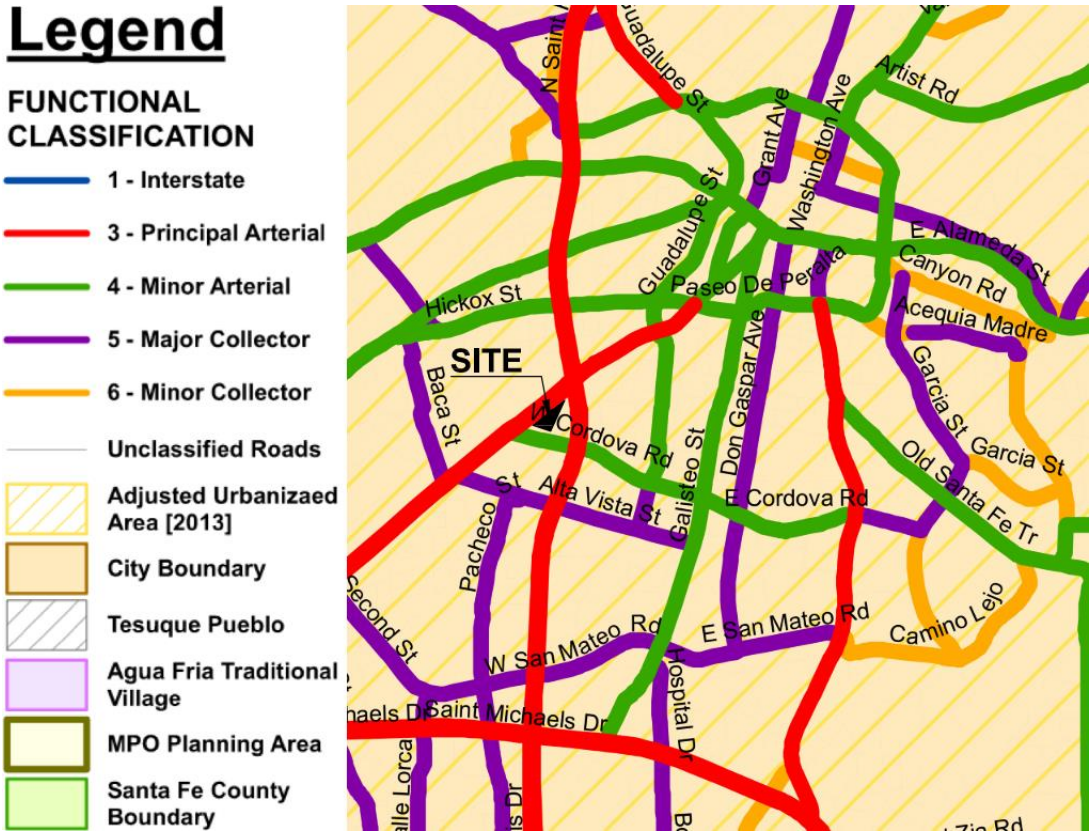


Figure 3 - Portion of the Santa Fe MPO Roadway Classification Map

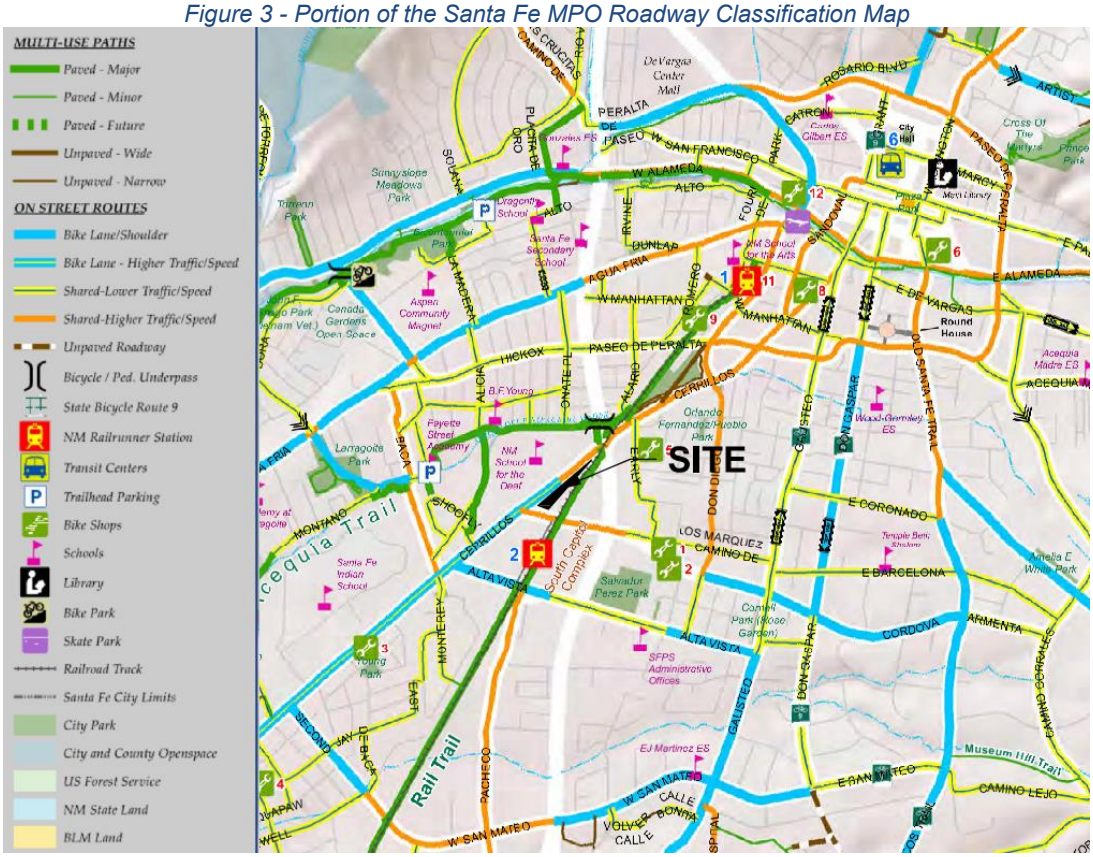


Figure 4 - Portion of the Santa Fe MPO Bikeway and Trails Map

Traffic Control Devices

Signal timing data for Cerrillos Rd. / St Francis Dr. and Cerrillos Rd. / Cordova Rd. was provided by the CoSF and used in the analysis. The detailed traffic signal timing data is presented in the Appendix on Pages A-80 through A-104.

Desired Level of Services Per Reviewing Agency

According to the City of Santa Fe, roadways and intersections within the study area must be analyzed with and without the proposed development to assess potential impacts on level of service (LOS) and safety. If an intersection is projected to operate at LOS E or worse, alternatives to mitigate these impacts must be evaluated and documented as part of the study. LOS E may be considered acceptable for left-turn and side-street movements at signalized intersections, provided the overall intersection operates at LOS D or better. For unsignalized movements operating at LOS E or worse, mitigation should be identified if queue lengths exceed available storage or spacing and/or if volume-to-capacity ratios exceed 1.0, indicating congestion concerns.

Analysis of Existing Conditions

Traffic volumes (turning movement counts) were collected at the intersections targeted for analysis in this study in August 2025 (while school was still in session) and are included on Appendix Pages A – 72 through A - 75. The counts were collected from 7:00 – 9:00 AM and 4:00 – 6:00 PM as directed by the City of Santa Fe in the TIS scoping meeting.

The implementation year for this project is only two years in the future, and the annual growth rate used is 1%. Accordingly, the implementation year NO BUILD analysis should closely approximate the existing conditions analysis. Therefore, a separate existing conditions analysis was not performed.

Safety Analysis

As requested by CoSF, the most recent five years (2019 through 2023) of available Crash data for study area was obtained from the New Mexico Department of Transportation's (NMDOT's) AASHTOWare Safety Transportation Program. Below is a summary of the intersections that include some of the pertinent data and the graph of the top ten contributing factors and Crash Severity.

Cerrillos Rd. / St Francis Dr.

As shown in Table 1, a total of 186 crashes were recorded, and less than 1% involved pedestrians. The data indicates an increase in crashes from 2019 to 2023; however, due to the COVID-19 pandemic occurring during most of the analyzed years, the growth trend is inconclusive. A majority of the crashes were front-to-rear, **resulting in rear-end collisions, which accounted for approximately 11% of the total crashes reported**. Most crashes occurred during daylight hours and resulted in property damage only (74%), with no fatalities.

The main contributing factors identified were "other improper driving" (148 crashes) and "following too closely" (66 crashes). Using traffic count data from NMDOT, **the crash rate for the intersection is approximately 1.61 crashes per million entering vehicles (MEV)**.

The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, **no additional traffic safety recommendations are provided**.

Table 1 - Crash Data Summary: Cerrillos Rd. / St Francis Dr.

Cerrillos Rd. / St Francis Dr. *5 - Year (2019-2023)*		
Total Crashes		***186***
Pedestrian Involved		*1*
By Year	2023	51
	2022	41
	2021	25
	2020	26
	2019	43
By Type of Crash	Front-to-Rear	52
	Not Available	43
	Sideswipe	21
	Front-to-Side	12
	Front-to-Front	2
	Other Vehicle - From Opposite Direction	0%
	Other Vehicle - From Same Direction/Both Going Straight	3%
	Other Vehicle - From Same Direction/Rear End Collisions	11%
By Lighting Conditions	Day	149
	Dawn/Dusk	2
	Dark	33
	Not Specified	2
	% Dark + Dawn/Dusk	19%
KABCO Crash Severity	O(Property Damage Only)	138
	C(Possible Injury)	37
	B (Minor Injury)	11
	K (Fatal)	0
	A (Serious Injury)	0
	% Property Damage	74%
	% Injury/Fatality	26%
Contributing Factor	Alchohol/Drugs	7
	Animal	0
	Avoid No Contact - Vehicle	6
	Disregarded Traffic Signal	8
	Driver Inattention	25
	Excessive Speed	2
	Failed to Yield Right of Way	11
	Following too Closely	66
	Improper Lane Change	24
	Made Improper Turn	3
	Other - No Driver Error	27
	Speed Too Fast for Conditions	1
	Other Improper Driving	148
	Other Mechanical Defect	4
	% Driver Inattention	7%
	% Following too Closely	18%
	% Diregarded Traffic Signal	2%
	% Failed to Yield	3%

Cerrillos Rd. / Cordova Rd.

As shown in Table 2, a total of 64 crashes were recorded, and only one involved pedestrians. The data indicates an increase in crashes from 2019 to 2023; however, due to the COVID-19 pandemic occurring during most of the analyzed years, the growth trend is inconclusive. A majority of the crashes were front-to-rear, **resulting in rear-end collisions, which accounted for approximately 8% of the total crashes reported**. Most crashes occurred during daylight hours and resulted in property damage only (66%), with no fatalities.

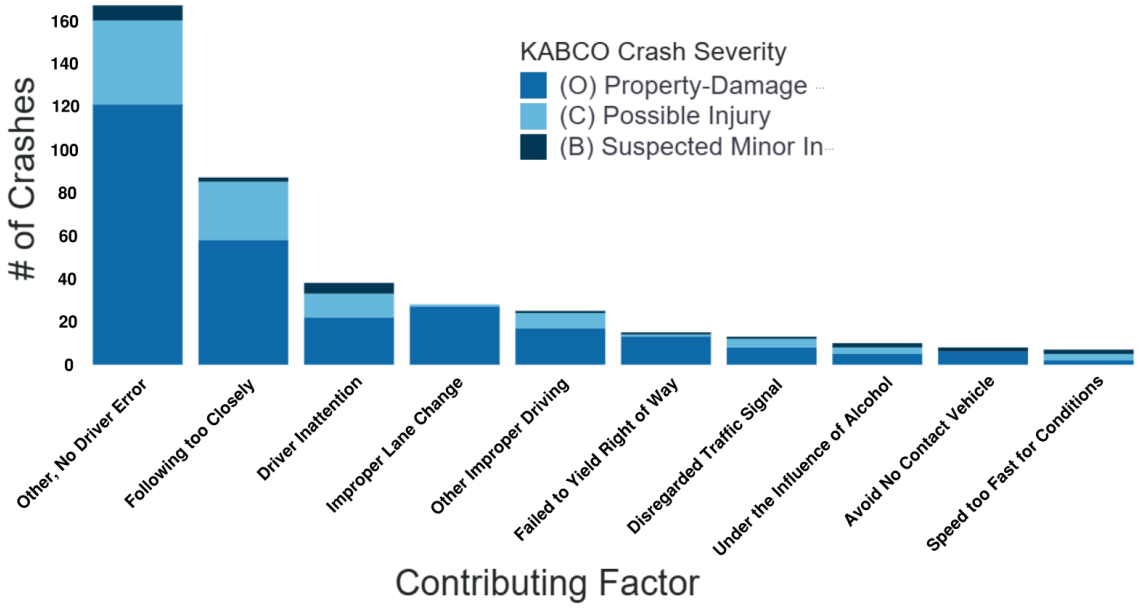
The main contributing factors identified were “other – no driver error” (49 crashes) and “following too closely” (22 crashes). Using traffic count data from NMDOT, the **crash rate for the intersection is approximately 1.84 crashes per million entering vehicles (MEV)**.

The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, **no additional traffic safety recommendations are provided**.

Table 2 - Crash Data Summary: Cerrillos Rd. / Cordova Rd.

Cerrillos Rd. / Cordova Rd. *5 - Year (2019-2023)*		
Total Crashes		***64***
Pedestrian Involved		*1*
By Year	2023	20
	2022	9
	2021	14
	2020	8
	2019	13
By Type of Crash	Front-to-Rear	24
	Not Available	13
	Front-to-Side	6
	Sideswipe	4
	Front-to-Front	1
	Other Vehicle - From Opposite Direction	0%
	Other Vehicle - From Same Direction/Both Going Straight	5%
	Other Vehicle - From Same Direction/Rear End Collisions	8%
By Lighting Conditions	Day	53
	Dawn/Dusk	5
	Dark	6
	Not Specified	0
	Percent Dark + Dawn/Dusk	17%
KABCO Crash Severity	O(Property Damage Only)	42
	C(Possible Injury)	19
	B (Minor Injury)	3
	K (Fatal)	0
	A (Serious Injury)	0
	% Property Damage	66%
	% Injury/Fatality	34%
Contributing Factor	Alchohol/Drugs	4
	Animal	0
	Avoid No Contact - Vehicle	2
	Disregarded Traffic Signal	5
	Driver Inattention	13
	Excessive Speed	1
	Failed to Yield Right of Way	4
	Following too Closely	22
	Improper Lane Change	4
	Made Improper Turn	1
	Other - No Driver Error	49
	Speed Too Fast for Conditions	3
	Other Improper Driving	5
	Other Mechanical Defect	0
	% Driver Inattention	11%
	% Following too Closely	18%
	% Diregarded Traffic Signal	4%
	% Failed to Yield	3%

Please see the Top 10 Contributing Factors and Crash Severity chart that includes both intersections analyzed within the five-year period below.



Analysis of Implementation Year and Horizon Year Conditions

Background Traffic

Background traffic volumes were calculated by applying an annual background growth rate to existing traffic counts. This growth rate, used for both the implementation year and the horizon year, was derived from an analysis of AAWDT volumes from the NMDOT Traffic Count Data System (TCDS) for the period 2014–2024. The resulting trendline indicates a negative annual growth rate, which is likely attributable to the anomalous impacts of the pandemic on travel patterns in Santa Fe, where tourism plays a significant role in driving vehicle volumes. Statewide data show that vehicle travel dropped by as much as 41% at the height of restrictions in April 2020, with reductions persisting at around 18–20% by year's end in central New Mexico.

Since then, recovery has been strong, with Santa Fe recording more than 3 million visitors in the most recent fiscal year, contributing to increases in both car and air travel. To reflect this rebound and ensure conservative, forward-looking planning that avoids underestimating future demand, a **1% annual growth rate** was applied in the traffic impact analysis, consistent with standard assumptions for recovering urban areas in the region.

Trip Generation

A Marriott Hotel is proposed with 150-rooms. This analysis used ITE Land Use Code 310 to generate the average weekday traffic, along with the AM and PM Peak Hour project trips. According to the ITE Generation Manual, Hotel (ITE Land Use Code 310) is defined as: "a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities."

A summary of the calculated trips expected to be generated by this project is shown in Table 3.

Table 3 - Trip Generation

Marriott Hotel (1000 Cerrillos Rd.)

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					
Hotel (310)	150	1,202	38	30	42	41
Total Primary Trips			**38**	**30**	**42**	**41**

Trip Distribution and Assignment

The distribution of project-generated trips was established based on observed travel patterns in the study area and the directional turn movements obtained from existing traffic count data.

The Trip Distribution Map and Trip Assignment Maps for the BUILD condition are provided in Figures Figure 5 – Figure 7 on the following pages.

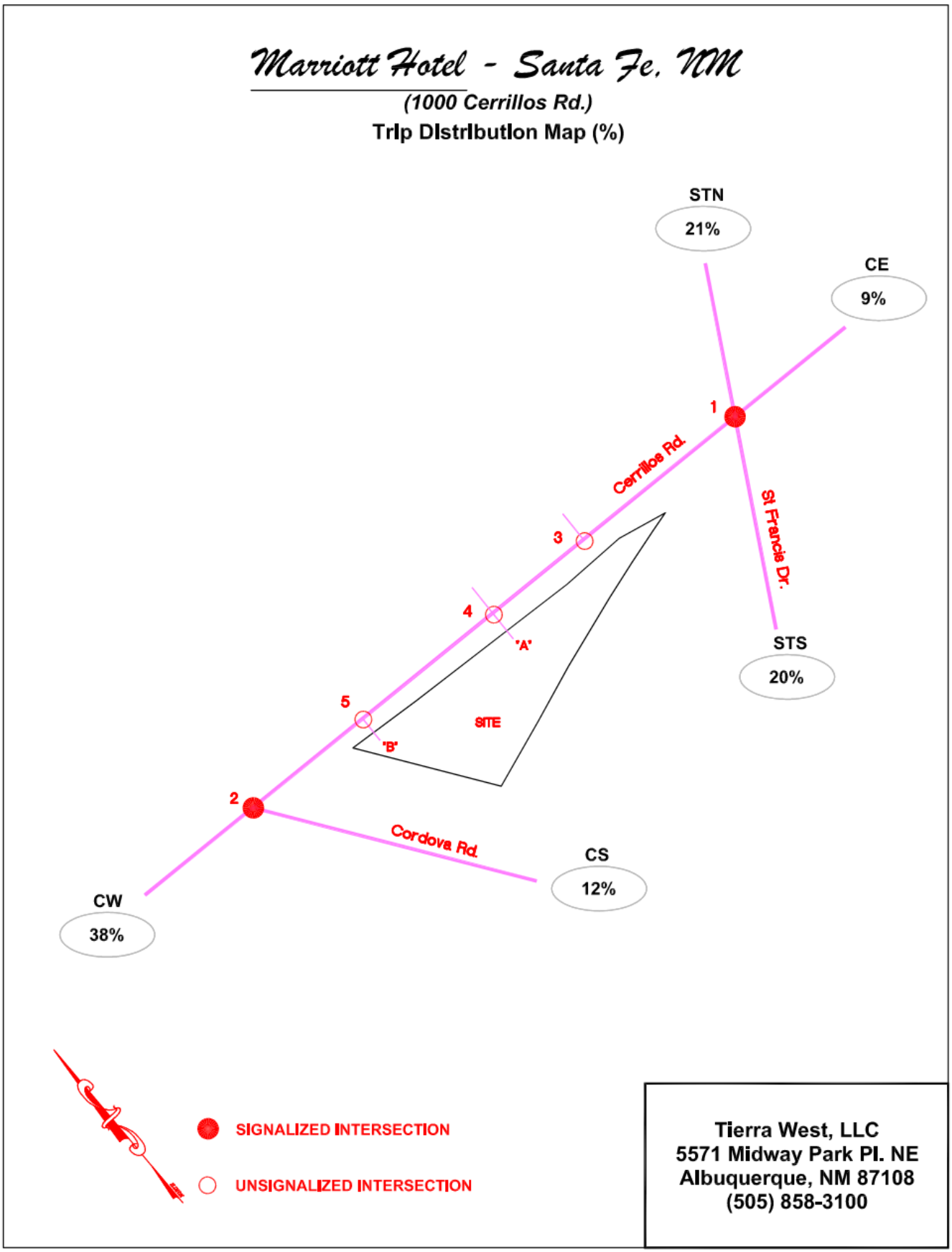


Figure 5 - Trip Distribution Map (%)

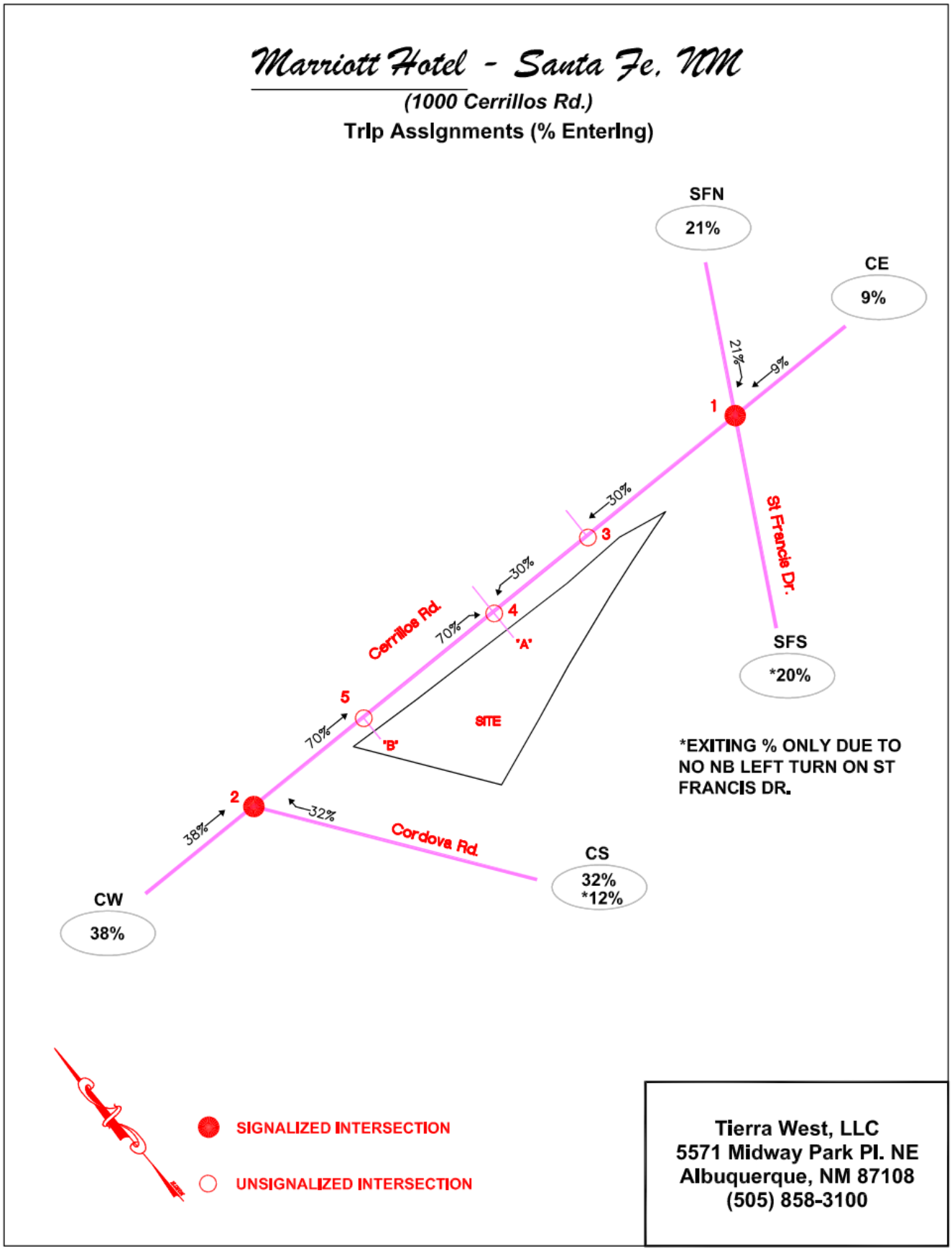


Figure 6 - Trip Assignment Map (% Entering)

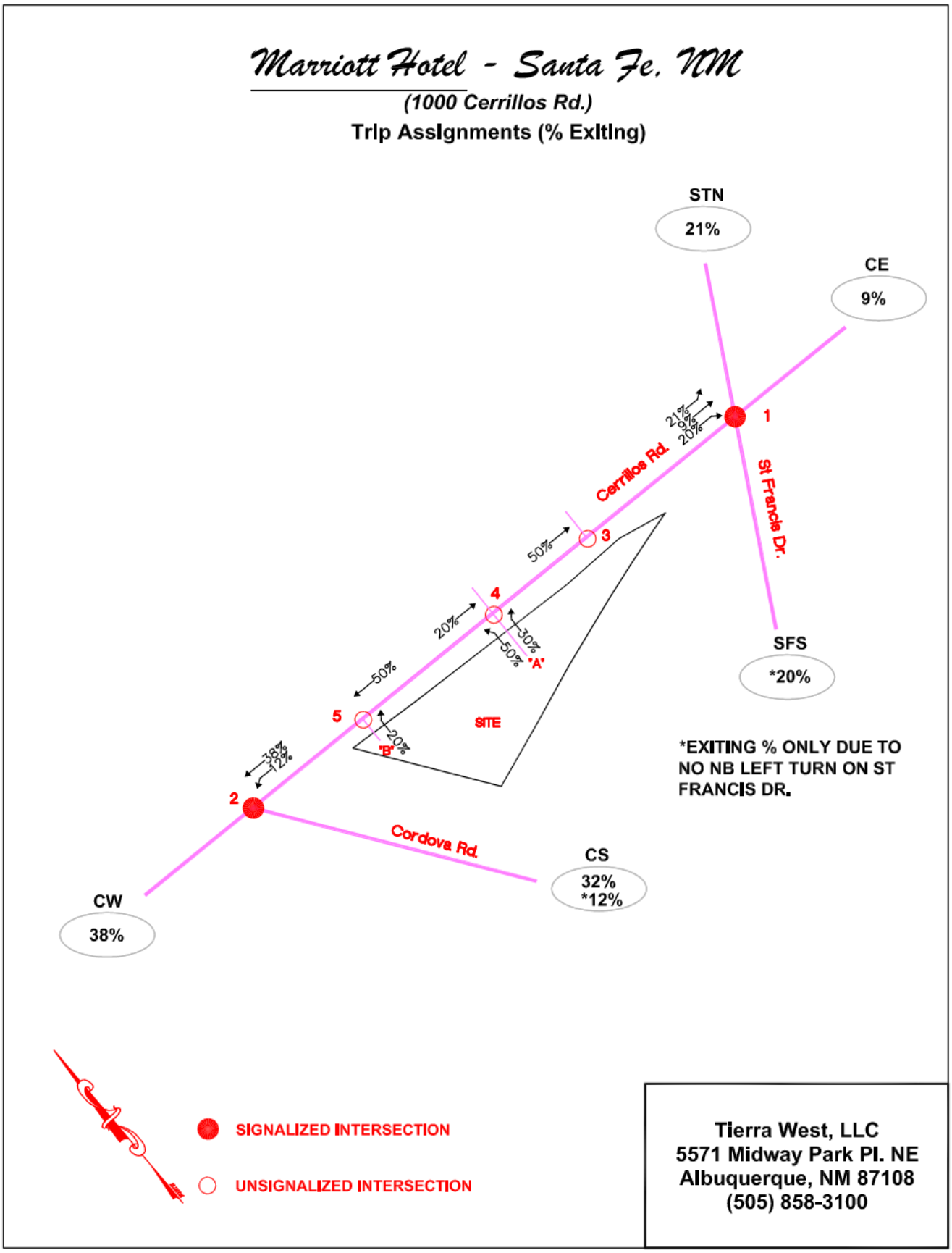


Figure 7 - Trip Assignment Map (% Exiting)

Traffic Analysis

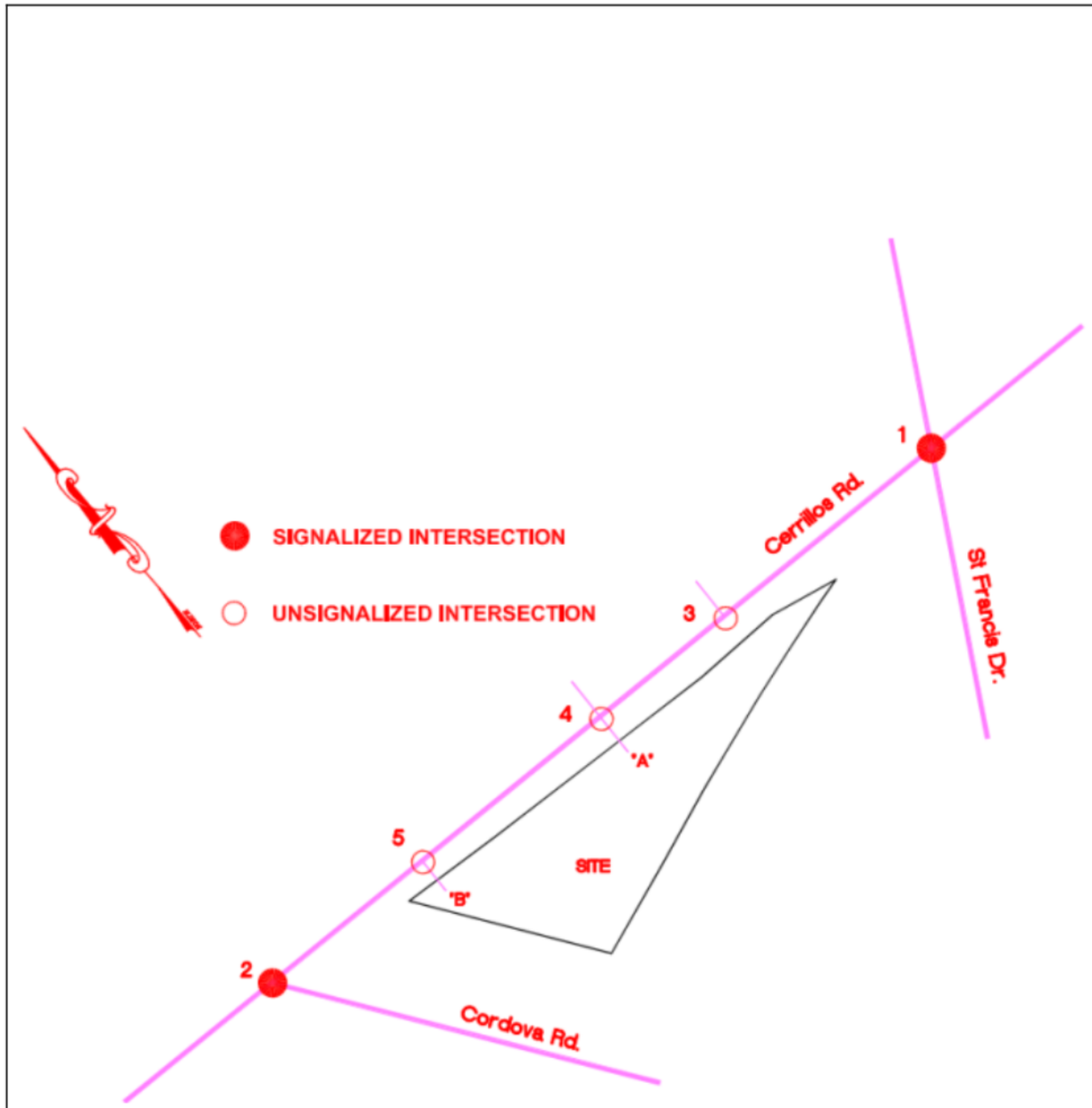
The 2027 and 2037 AM and PM Peak Hour NO BUILD, and BUILD traffic analysis was completed using the observed peak hour factor from the traffic courts. NO BUILD volumes were developed by adjusting existing traffic counts with background traffic growth. BUILD traffic volumes were calculated by adding project-generated trips to the NO BUILD volumes.

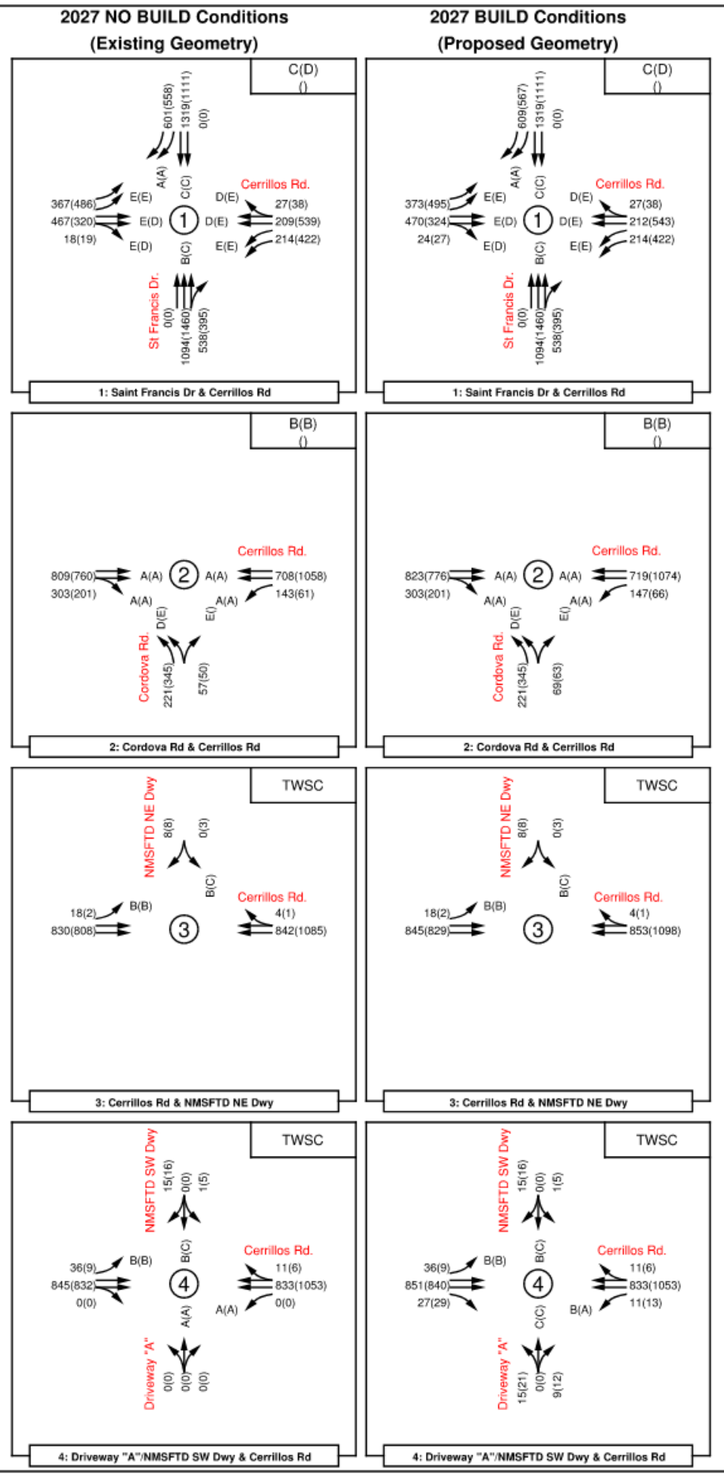
The projected turning movement worksheets are provided on Appendix Pages A-8 through A-31.

A capacity analysis was conducted for the following NO BUILD and BUILD conditions during both the AM and PM peak hours:

1. Implementation Year – 2027
2. Horizon Year – 2037

Synchro 12 (version 12.2.5.31) by Trafficware was used to perform capacity and queuing analyses using the HCM 7 methodology for both signalized and unsignalized intersections. The lane/volume analysis maps for the study intersections are provided below, with Figure 8 and Figure 9 presenting the information for the 2027 Implementation Year and Figure 10 and Figure 11 presenting the information for the 2037 Horizon Year.





Marriott Hotel Santa Fe
(1000 Cerrillos Rd.)
LOS / Volume Analysis Map

Figure 8 - 2027 Lanes/ Volume Analysis Maps: Intersections 1 - 4

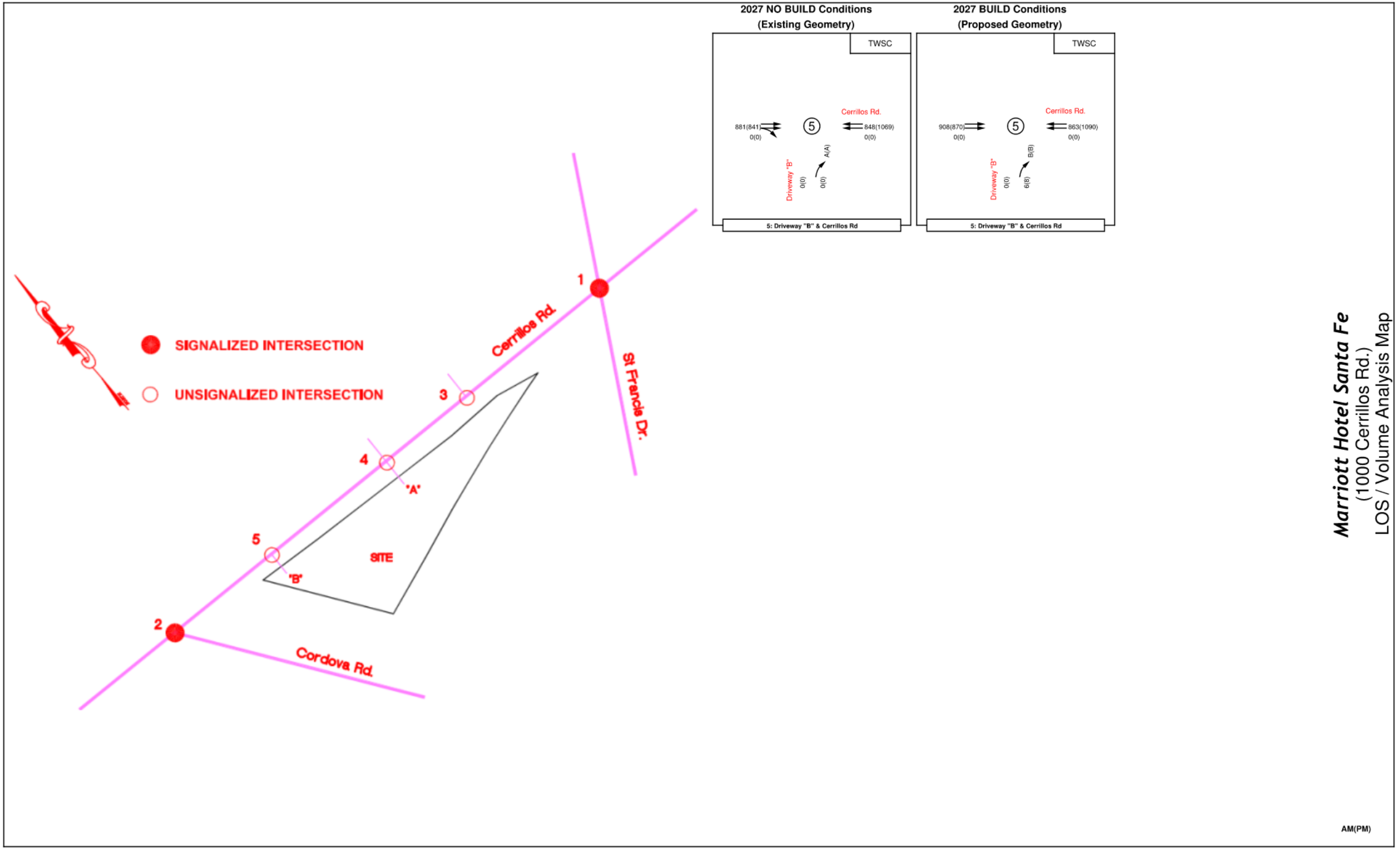


Figure 9 - 2027 Lanes/ Volume Analysis Maps: Intersections 5

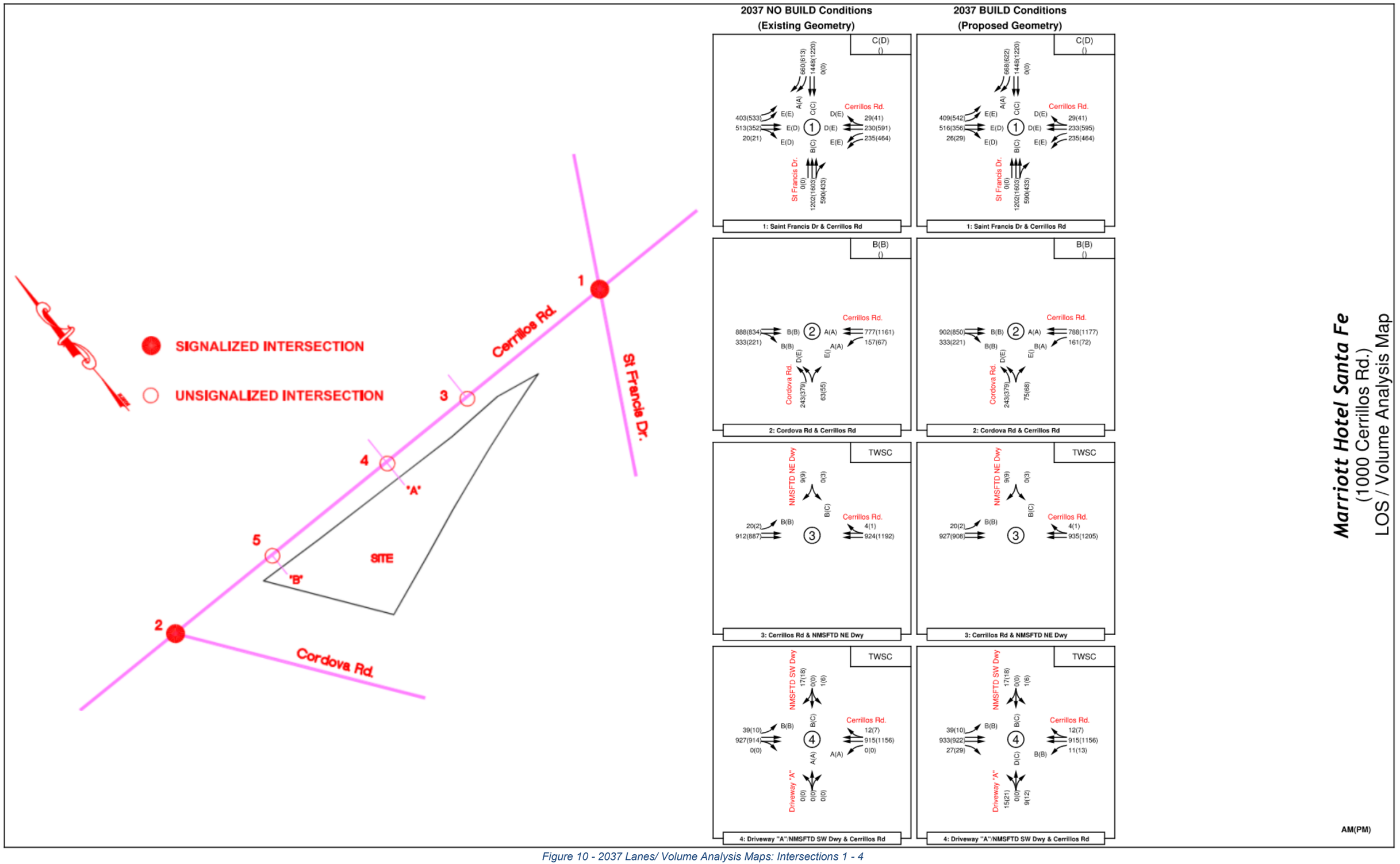


Figure 10 - 2037 Lanes/ Volume Analysis Maps: Intersections 1 - 4

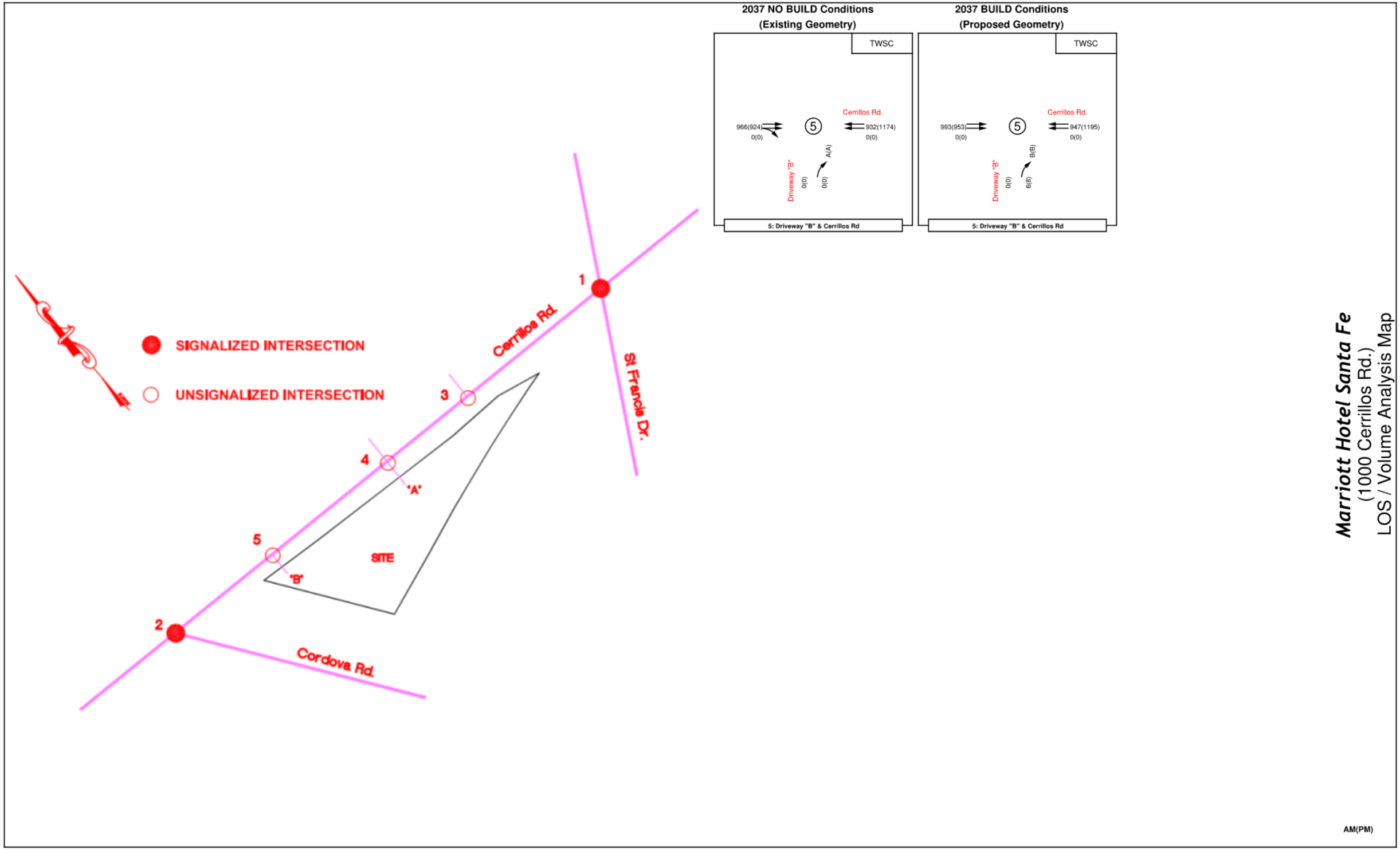


Figure 11 - 2037 Lanes/ Volume Analysis Maps: Intersections 5

Intersection #1: Cerrillos Rd. / St Francis Dr.

Figure 12 - Areial Image: Intersection #1

The results of the 2027 and 2037 analysis of Cerrillos Rd. / St Francis Dr. (Signalized – Full Access except northbound and southbound left turns from St. Francis Dr. are prohibited) are summarized in Table 4 and Table 5, as well as attached in Appendix Pages A-32 through A-35 and A-52 through A-55.

Table 4 - 2027 Synchro Summary - Cerrillos Rd. / St Francis Dr.

Signalized

1: Saint Francis Dr & Cerrillos Rd	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			NB (Saint Francis Dr.)			SB (Saint Francis Dr.)		
2027 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	2>		2	2>			3>			2	2
Queuing Lane Length	270		310	290		365			370			470
AM Peak Hour												
2027 NO BUILD Conditions Volumes	367	467	18	214	209	27	0	1,094	538	0	1,319	601
V/C Ratio	0.84	0.83	0.83	0.78	0.57	0.58	0.00	0.41		0.00	0.72	0.33
Level-of-Service	E	E	E	E	D	D		B			C	A
Control Delay (Seconds)	56.0	57.1	56.9	58.2	51.8	52.0	0.0	15.4	0.0	0.0	21.4	7.5
Intersection LOS	**C - 28.4**											
95th Percentile Queue (veh)	10.2	12.9	13.3	6.5	6.6	6.9	0.0	10.1	0.0	0.0	20.6	5.5
95th Percentile Queue (ft)	255	323	333	163	165	173	0	253	0	0	515	138
2027 BUILD Conditions Volumes	373	470	24	214	212	27	0	1,094	538	0	1,319	609
V/C Ratio	0.84	0.83	0.83	0.78	0.57	0.58	0.00	0.42		0.00	0.72	0.34
Level-of-Service	E	E	E	E	D	D		B			C	A
Control Delay (Seconds)	56.1	57.3	57.2	58.2	51.8	51.9	0.0	15.6	0.0	0.0	21.7	7.6
Intersection LOS	**C - 28.6**											
95th Percentile Queue (veh)	10.4	13.1	13.5	6.5	6.7	6.9	0.0	10.1	0.0	0.0	20.8	5.6
95th Percentile Queue (ft)	260	328	338	163	168	173	0	253	0	0	520	140
PM Peak Hour												
2027 NO BUILD Conditions Volumes	486	320	19	422	539	38	0	1,460	395	0	1,111	558
V/C Ratio	0.89	0.47	0.47	0.87	0.88	0.88	0.00	0.55		0.00	0.60	0.29
Level-of-Service	E	D	D	E	E	E		C			C	A
Control Delay (Seconds)	66.3	47.5	47.6	64.5	70.5	70.5	0.0	20.5	0.0	0.0	21.9	7.3
Intersection LOS	**D - 35.2**											
95th Percentile Queue (veh)	14.4	9.0	9.3	12.6	17.0	17.4	0.0	15.6	0.0	0.0	18.2	5.2
95th Percentile Queue (ft)	360	225	233	315	425	435	0	390	0	0	455	130
2027 BUILD Conditions Volumes	495	324	27	422	543	38	0	1,460	395	0	1,111	567
V/C Ratio	0.89	0.48	0.48	0.87	0.88	0.88	0.00	0.55		0.00	0.60	0.30
Level-of-Service	E	D	D	E	E	E		C			C	A
Control Delay (Seconds)	66.5	47.3	47.4	64.5	70.7	70.7	0.0	20.8	0.0	0.0	22.3	7.4
Intersection LOS	**D - 35.5**											
95th Percentile Queue (veh)	14.6	9.2	9.5	12.6	17.1	17.6	0.0	15.7	0.0	0.0	18.3	5.4
95th Percentile Queue (ft)	365	230	238	315	428	440	0	393	0	0	458	135

Table 5 - 2037 Synchro Summary - Cerrillos Rd. / St Francis Dr.

Signalized

1: Saint Francis Dr & Cerrillos Rd	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			NB (Saint Francis Dr.)			SB (Saint Francis Dr.)		
2037 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	2>		2	2>			3>			2	2
Queuing Lane Length	270		310	290		365			370			470
AM Peak Hour												
2037 NO BUILD Conditions Volumes	403	513	20	235	230	29	0	1,202	590	0	1,448	660
V/C Ratio	0.85	0.84	0.85	0.80	0.59	0.60	0.00	0.47		0.00	0.82	0.37
Level-of-Service	E	E	E	E	D	D		B			C	A
Control Delay (Seconds)	56.8	58.6	58.4	58.5	51.2	51.4	0.0	17.4	0.0	0.0	26.5	8.2
Intersection LOS	**C - 30.8**											
95th Percentile Queue (veh)	11.1	14.1	14.6	7.1	7.3	7.5	0.0	11.7	0.0	0.0	25.2	6.5
95th Percentile Queue (ft)	278	353	365	178	183	188	0	293	0	0	630	163
2037 BUILD Conditions Volumes	409	516	26	235	233	29	0	1,202	590	0	1,448	668
V/C Ratio	0.85	0.85	0.85	0.80	0.59	0.60	0.00	0.47		0.00	0.82	0.38
Level-of-Service	E	E	E	E	D	D		B			C	A
Control Delay (Seconds)	56.9	58.8	58.7	58.5	51.2	51.3	0.0	17.6	0.0	0.0	26.8	8.3
Intersection LOS	**C - 31.0**											
95th Percentile Queue (veh)	11.3	14.4	14.8	7.1	7.3	7.6	0.0	11.7	0.0	0.0	25.4	6.6
95th Percentile Queue (ft)	283	360	370	178	183	190	0	293	0	0	635	165
PM Peak Hour												
2037 NO BUILD Conditions Volumes	533	352	21	464	591	41	0	1,603	433	0	1,220	613
V/C Ratio	0.90	0.48	0.49	0.88	0.90	0.90	0.00	0.63		0.00	0.69	0.33
Level-of-Service	E	D	D	E	E	E		C			C	A
Control Delay (Seconds)	67.9	46.4	46.5	65.6	74.0	73.9	0.0	24.2	0.0	0.0	26.3	8.2
Intersection LOS	**D - 38.0**											
95th Percentile Queue (veh)	15.7	9.6	9.9	13.7	18.8	19.3	0.0	18.6	0.0	0.0	21.9	6.3
95th Percentile Queue (ft)	393	240	248	343	470	483	0	465	0	0	548	158
2037 BUILD Conditions Volumes	542	356	29	464	595	41	0	1,603	433	0	1,220	622
V/C Ratio	0.90	0.49	0.50	0.88	0.90	0.90	0.00	0.64		0.00	0.70	0.33
Level-of-Service	E	D	D	E	E	E		C			C	A
Control Delay (Seconds)	68.3	46.3	46.3	65.6	74.3	74.2	0.0	24.5	0.0	0.0	26.7	8.3
Intersection LOS	**D - 38.3**											
95th Percentile Queue (veh)	16.0	9.9	10.2	13.7	18.9	19.4	0.0	18.7	0.0	0.0	22.1	6.4
95th Percentile Queue (ft)	400	248	255	343	473	485	0	468	0	0	553	160

The 2027 implementation analysis for Cerrillos Rd. / St Francis Dr., presented in Table 4, indicates that the overall intersection LOS and delays are expected to remain within acceptable ranges under all conditions analyzed. While certain individual movements operate at a LOS lower than "D," comparison with the NO BUILD condition shows that the **LOS remains unchanged and delays vary only marginally** (less than one second) due to the minimal traffic contribution from the proposed development. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / St Francis Dr., presented in Table 5, indicates that the overall intersection LOS and delays are expected to remain within acceptable ranges under all conditions analyzed. While certain individual movements operate at a LOS lower than "D," comparison with the NO BUILD condition shows that the **LOS remains unchanged and delays vary only marginally** (less than one second) due to the minimal traffic contribution from the proposed development. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

While the calculated 95th percentile queue length at this intersection remains within acceptable limits, the periodic passage of the Rail Runner train (approximately once per hour) is expected to occasionally cause queues exceeding the 95th percentile during affected signal cycles. This condition is discussed in greater detail in the Access Design Specifications section beginning on Page 32 of this report.

Based on the results of the analyses above for the Cerrillos Rd. / St Francis Dr. intersection, **no improvements or mitigation measures are recommended at this location from an operational standpoint.**

Intersection #2: Cerrillos Rd. / Cordova Rd.

Figure 13 - Areial Image: Intersection #2

The results of the 2027 and 2037 analysis of Cerrillos Rd. / Cordova Rd. (Signalized – Full Access) are summarized in Table 6 and Table 7, as well as attached in Appendix Pages A-36 through A-39 and A-56 through A-59.

Table 6 - 2027 Synchro Summary - Cerrillos Rd. / Cordova Rd.

Signalized

2: Cordova Rd & Cerrillos Rd	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			NB (Cordova Rd.)		
2027 Conditions	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		2>		1	2		2>		
Queuing Lane Length				130					
AM Peak Hour									
2027 NO BUILD Conditions Volumes		809	303	143	708		221		57
V/C Ratio		0.49	0.50	0.41	0.28		0.71		0.83
Level-of-Service		A	A	A	A		D		E
Control Delay (Seconds)		9.3	9.4	7.1	3.6		54.9		60.1
Intersection LOS	**B - 13.5**								
95th Percentile Queue (veh)		11.1	10.9	1.6	3.6		8.2		8.8
95th Percentile Queue (ft)		278	273	40	90		205		220
2027 BUILD Conditions Volumes		823	303	147	719		221		69
V/C Ratio		0.50	0.51	0.43	0.28		0.72		0.83
Level-of-Service		A	A	A	A		D		E
Control Delay (Seconds)		9.6	9.8	7.6	3.7		54.7		59.9
Intersection LOS	**B - 13.8**								
95th Percentile Queue (veh)		11.5	11.2	1.7	3.8		8.5		9.1
95th Percentile Queue (ft)		288	280	43	95		213		228
PM Peak Hour									
2027 NO BUILD Conditions Volumes		760	201	61	1,058		345		50
V/C Ratio		0.41	0.41	0.15	0.40		0.85		0.00
Level-of-Service		A	A	A	A		E		
Control Delay (Seconds)		8.7	8.8	5.4	5.0		63.3		
Intersection LOS	**B - 15.7**								
95th Percentile Queue (veh)		9.9	9.7	0.7	7.7		11.8		0.0
95th Percentile Queue (ft)		248	243	18	193		295		0
2027 BUILD Conditions Volumes		776	201	66	1,074		345		63
V/C Ratio		0.42	0.42	0.16	0.41		0.86		0.00
Level-of-Service		A	A	A	A		E		
Control Delay (Seconds)		9.1	9.1	5.7	5.2		93.5		
Intersection LOS	**B - 16.1**								
95th Percentile Queue (veh)		10.2	10.1	0.8	7.9		12.2		0.0
95th Percentile Queue (ft)		255	253	20	198		305		0

Table 7 - 2037 Synchro Summary - Cerrillos Rd. / Cordova Rd.

Signalized

2: Cordova Rd & Cerrillos Rd	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			NB (Cordova Rd.)		
2037 Conditions	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		2>	0	1	2		2>		0
Queuing Lane Length				130					
AM Peak Hour									
2037 NO BUILD Conditions Volumes		888	333	157	777		243		63
V/C Ratio		0.55	0.56	0.50	0.31		0.72		0.84
Level-of-Service		B	B	A	A		D		E
Control Delay (Seconds)		10.9	11.1	9.8	4.1		54.0		59.5
Intersection LOS	**B - 14.5**								
95th Percentile Queue (veh)		13.2	13.0	2.3	4.5		8.8		9.5
95th Percentile Queue (ft)		330	325	58	113		220		238
2037 BUILD Conditions Volumes		902	333	161	788		243		75
V/C Ratio		0.56	0.57	0.52	0.31		0.72		0.84
Level-of-Service		B	B	B	A		D		E
Control Delay (Seconds)		11.3	11.6	10.5	4.2		53.8		59.2
Intersection LOS	**B - 14.9**								
95th Percentile Queue (veh)		13.7	13.5	2.6	4.7		9.1		9.8
95th Percentile Queue (ft)		343	338	65	118		228		245
PM Peak Hour									
2037 NO BUILD Conditions Volumes		834	221	67	1,161		379		55
V/C Ratio		0.45	0.46	0.18	0.45		0.86		0.00
Level-of-Service		B	B	A	A		E		
Control Delay (Seconds)		10.0	10.0	6.5	5.8		64.1		
Intersection LOS	**B - 16.7**								
95th Percentile Queue (veh)		11.5	11.3	0.9	9.1		12.9		0.0
95th Percentile Queue (ft)		288	283	23	228		323		0
2037 BUILD Conditions Volumes		850	221	72	1,177		379		68
V/C Ratio		0.46	0.46	0.20	0.46		0.87		0.00
Level-of-Service		B	B	A	A		E		
Control Delay (Seconds)		10.3	10.4	6.8	6.1		64.4		
Intersection LOS	**B - 17.1**								
95th Percentile Queue (veh)		11.9	11.7	1.0	9.4		13.2		0.0
95th Percentile Queue (ft)		298	293	25	235		330		0

The 2027 implementation analysis for Cerrillos Rd. / Cordova Rd., presented in Table 6, indicates that the overall intersection LOS and delays are expected to remain within acceptable ranges under all conditions analyzed. While the northbound Cordova Rd. individual movements operate at a LOS lower than "D," comparison with the NO BUILD condition shows that **the LOS remains unchanged and delays vary only marginally** (less than one second) due to the minimal traffic contribution from the proposed development. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / Cordova Rd., presented in Table 7, indicates that the overall intersection LOS and delays are expected to remain within acceptable ranges under all conditions analyzed. While the northbound Cordova Rd. individual movements operate at a LOS lower than "D," comparison with the NO BUILD condition shows that **the LOS remains unchanged and delays vary only marginally** (less than one second) due to the minimal traffic contribution from the proposed development. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for the Cerrillos Rd. / Cordova Rd. intersection, **no improvements or mitigation measures are recommended at this location**.

Intersection #3: Cerrillos Rd. / NM School for the Deaf Northeast Driveway

Figure 14 - Areial Image: Intersection #3

The results of the 2027 and 2037 analysis of Cerrillos Rd. / NM School for the Deaf Northeast Driveway (Unsignalized – Full Access) are summarized in Table 8 and Table 9, as well as attached in Appendix Pages A-40 through A-43 and A-60 through A-63.

Table 8 - 2027 Synchro Summary - Cerrillos Rd. / NM School for the Deaf NE Driveway

Unsignalized

3: Cerrillos Rd & NMSFTD NE Dwy	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			SB (NMSFTD NE Dwy)		
2027 Conditions	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2			2>		1>		
AM Peak Hour									
2027 NO BUILD Conditions Volumes	18	830			842	4	0		8
V/C Ratio	0.03						0.02		
Level-of-Service	B						B		
Control Delay (Seconds)	10.1						11.8		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.1		
95th Percentile Queue (ft)	3						3		
2027 BUILD Conditions Volumes	18	845			853	4	0		8
V/C Ratio	0.03						0.02		
Level-of-Service	B						B		
Control Delay (Seconds)	10.2						11.8		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.1		
95th Percentile Queue (ft)	3						3		
PM Peak Hour									
2027 NO BUILD Conditions Volumes	2	808			1,085	1	3		8
V/C Ratio	0.00						0.03		
Level-of-Service	B						C		
Control Delay (Seconds)	11.0						15.9		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.1		
95th Percentile Queue (ft)	0						3		
2027 BUILD Conditions Volumes	2	829			1,098	1	3		8
V/C Ratio	0.00						0.04		
Level-of-Service	B						C		
Control Delay (Seconds)	11.1						16.1		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.1		
95th Percentile Queue (ft)	0						3		

Table 9 - 2037 Synchro Summary - Cerrillos Rd. / NM School for the Deaf NE Driveway

Unsignalized

3: Cerrillos Rd & NMSFTD NE Dwy	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			SB (NMSFTD NE Dwy)		
2037 Conditions	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2			2>		1>		
AM Peak Hour									
2037 NO BUILD Conditions Volumes	20	912			924	4	0		9
V/C Ratio	0.03						0.02		
Level-of-Service	B						B		
Control Delay (Seconds)	10.6						12.3		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.1		
95th Percentile Queue (ft)	3						3		
2037 BUILD Conditions Volumes	20	927			935	4	0		9
V/C Ratio	0.03						0.02		
Level-of-Service	B						B		
Control Delay (Seconds)	10.6						12.4		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.1		
95th Percentile Queue (ft)	3						3		
PM Peak Hour									
2037 NO BUILD Conditions Volumes	2	887			1,192	1	3		9
V/C Ratio	0.00						0.04		
Level-of-Service	B						C		
Control Delay (Seconds)	11.7						17.0		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.1		
95th Percentile Queue (ft)	0						3		
2037 BUILD Conditions Volumes	2	908			1,205	1	3		9
V/C Ratio	0.00						0.04		
Level-of-Service	B						C		
Control Delay (Seconds)	11.7						17.2		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.1		
95th Percentile Queue (ft)	0						3		

The 2027 implementation analysis for Cerrillos Rd. / NM School for the Deaf Northeast Driveway, presented in Table 8, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at LOS “C” or better during the 2027 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / NM School for the Deaf Northeast Driveway, presented in Table 9, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at LOS “C” or better during the 2037 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for the Cerrillos Rd. / NM School for the Deaf Northeast Driveway intersection, **no improvements or mitigation measures are recommended at this location**.

Intersection #4: Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A”

Figure 15 - Areial Image: Intersection #4

The results of the 2027 and 2037 analysis of Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A” – (Unsignalized – Full Access) are summarized in Table 10 and Table 11, as well as attached in Appendix Pages A-44 through A-47 and A-64 through A-67.

Table 10 - 2027 Synchro Summary - Cerrillos Rd. / NM School for the Deaf South Driveway / Driveway "A"

Unsignalized

4: Dwy "A"/NMSFTD SW Dwy & Cerrillos Rd	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			NB (Driveway "A")			SB (NMSFTD SW Dwy)		
2027 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>		1	2>			<1>			<1>	
Proposed Lane Geometry	1	2	1	1	2>			<1>			<1>	
Queuing Lane Length	90			80								
AM Peak Hour												
2027 NO BUILD Conditions Volumes	36	845	0	0	833	11	0	0	0	1	0	15
V/C Ratio	0.06										0.04	
Level-of-Service	B			A				A			B	
Control Delay (Seconds)	10.2			0.0				0.0			12.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0							0.1	
95th Percentile Queue (ft)	5			0							3	
2027 BUILD Conditions Volumes	36	851	27	11	833	11	15	0	9	1	0	15
V/C Ratio	0.06			0.02				0.12			0.04	
Level-of-Service	B			B				C			B	
Control Delay (Seconds)	10.2			10.2				22.5			12.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.1				0.4			0.1	
95th Percentile Queue (ft)	5			3				10			3	
PM Peak Hour												
2027 NO BUILD Conditions Volumes	9	832	0	0	1,053	6	0	0	0	5	0	16
V/C Ratio	0.02										0.07	
Level-of-Service	B			A				A			C	
Control Delay (Seconds)	10.9			0.0				0.0			16.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0							0.2	
95th Percentile Queue (ft)	0			0							5	
2027 BUILD Conditions Volumes	9	840	29	13	1,053	6	21	0	12	5	0	16
V/C Ratio	0.02			0.02				0.14			0.07	
Level-of-Service	B			A				C			C	
Control Delay (Seconds)	10.9			10.0				21.6			17.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.5			0.2	
95th Percentile Queue (ft)	0			3				13			5	

Table 11 - 2037 Synchro Summary - Cerrillos Rd. / NM School for the Deaf South Driveway / Driveway "A"

Unsignalized

4: Dwy "A"/NMSFTD SW Dwy & Cerrillos Rd	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			NB (Driveway "A")			SB (NMSFTD SW Dwy)		
2037 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	2>	0	0	<1>	0	0	<1>	0
Proposed Lane Geometry	1	2	1	1	2>			<1>			<1>	
Queuing Lane Length	90			80								
AM Peak Hour												
2037 NO BUILD Conditions Volumes	39	927	0	0	915	12	0	0	0	1	0	17
V/C Ratio	0.07										0.04	
Level-of-Service	B			A				A			B	
Control Delay (Seconds)	10.7			0.0				0.0			13.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0							0.1	
95th Percentile Queue (ft)	5			0							3	
2037 BUILD Conditions Volumes	39	933	27	11	915	12	15	0	9	1	0	17
V/C Ratio	0.07			0.02				0.13			0.04	
Level-of-Service	B			B				D			B	
Control Delay (Seconds)	10.7			10.7				25.5			13.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.1				0.4			0.1	
95th Percentile Queue (ft)	5			3				10			3	
PM Peak Hour												
2037 NO BUILD Conditions Volumes	10	914	0	0	1,156	7	0	0	0	6	0	18
V/C Ratio	0.02										0.09	
Level-of-Service	B			A				A			C	
Control Delay (Seconds)	11.6			0.0				0.0			18.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0							0.3	
95th Percentile Queue (ft)	3			0							8	
2037 BUILD Conditions Volumes	10	922	29	13	1,156	7	21	0	12	6	0	18
V/C Ratio	0.02			0.02				0.16			0.09	
Level-of-Service	B			B				C			C	
Control Delay (Seconds)	11.6			10.4				24.3			19.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.1				0.6			0.3	
95th Percentile Queue (ft)	3			3				15			8	

The 2027 implementation analysis for Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway "A", presented in Table 10, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS "C" or better** during the 2027 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway "A", presented in Table 11, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS "D" or better** during the 2037 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for the Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway "A" intersection, **no improvements or mitigation measures are recommended at this location from an operational standpoint**.

Intersection #5: Cerrillos Rd. / Driveway "B"

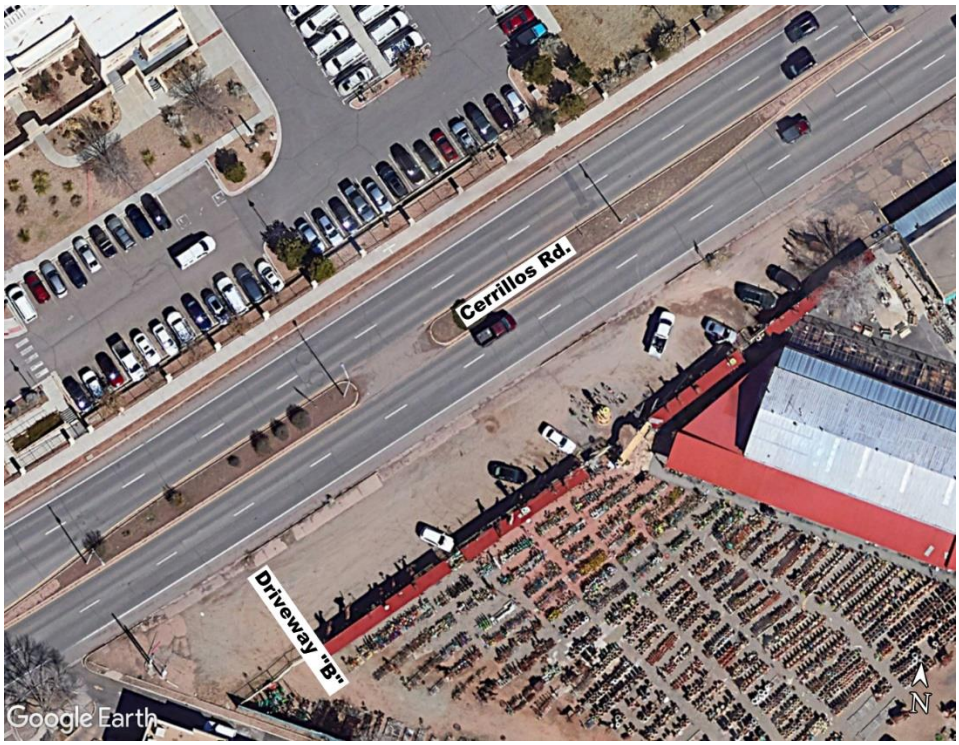


Figure 16 - Areial Image: Intersection #5

The results of the 2027 and 2037 analysis of Cerrillos Rd. / Driveway "B" (Unsignalized – Proposed as a Right-Out Only) are summarized in Table 12 and Table 13, as well as attached in Appendix Pages A-48 through A-51 and A-68 through A-71.

Table 12 - 2027 Synchro Summary - Cerrillos Rd. / Driveway "B"

Unsignalized

5: Driveway "B" & Cerrillos Rd	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			NB (Driveway "B")		
2027 Conditions	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		2>			2				1
Proposed Lane Geometry		2			2				1
AM Peak Hour									
2027 NO BUILD Conditions Volumes		881	0	0	848		0		0
V/C Ratio									
Level-of-Service									A
Control Delay (Seconds)									0.0
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.0
95th Percentile Queue (ft)									0
2027 BUILD Conditions Volumes		908	0	0	863		0		6
V/C Ratio									0.01
Level-of-Service									B
Control Delay (Seconds)									12.1
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.0
95th Percentile Queue (ft)									0
PM Peak Hour									
2027 NO BUILD Conditions Volumes		841	0	0	1,069		0		0
V/C Ratio									
Level-of-Service									A
Control Delay (Seconds)									0.0
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.0
95th Percentile Queue (ft)									0
2027 BUILD Conditions Volumes		870	0	0	1,090		0		8
V/C Ratio									0.02
Level-of-Service									B
Control Delay (Seconds)									11.7
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.0
95th Percentile Queue (ft)									0

Table 13 - 2037 Synchro Summary - Cerrillos Rd. / Driveway "B"

Unsignalized

5: Driveway "B" & Cerrillos Rd	EB (Cerrillos Rd.)			WB (Cerrillos Rd.)			NB (Driveway "B")		
2037 Conditions	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		2>	0	0	2		0		1
Proposed Lane Geometry		2			2				1
AM Peak Hour									
2037 NO BUILD Conditions Volumes		966	0	0	932		0		0
V/C Ratio									
Level-of-Service									A
Control Delay (Seconds)									0.0
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.0
95th Percentile Queue (ft)									0
2037 BUILD Conditions Volumes		993	0	0	947		0		6
V/C Ratio									0.01
Level-of-Service									B
Control Delay (Seconds)									12.6
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.0
95th Percentile Queue (ft)									0
PM Peak Hour									
2037 NO BUILD Conditions Volumes		924	0	0	1,174		0		0
V/C Ratio									
Level-of-Service									A
Control Delay (Seconds)									0.0
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.0
95th Percentile Queue (ft)									0
2037 BUILD Conditions Volumes		953	0	0	1,195		0		8
V/C Ratio									0.02
Level-of-Service									B
Control Delay (Seconds)									12.2
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.1
95th Percentile Queue (ft)									3

The 2027 implementation analysis for Cerrillos Rd. / Driveway “B”, presented in Table 12, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS “B” or better** during the 2027 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / Driveway “B”, presented in Table 13, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS “B” or better** during the 2037 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for the Cerrillos Rd. / Driveway “B” intersection, **no improvements or mitigation measures are recommended at this location from an operational standpoint**.

Access Design Specifications

Driveway “A” – is proposed as an unsignalized full-access intersection. An existing westbound left-turn deceleration lane is present, and the analysis above indicates no operational issues. However, AM and PM peak-hour video footage from Volo Pervidi LLC showed eastbound queuing from Cerrillos Rd. / St. Francis Dr. extending past Driveway “A” due to Rail Runner train activity. Queuing that extended past Driveway “A” occurred four times during the AM peak hour, with an average clearance time of 30 seconds, and four times during the PM peak hour, with an average clearance time of 36 seconds. Each occurrence involved a minimum of two vehicles blocking the median opening.

To mitigate potential queuing delays associated with area growth, it is **recommended to extend the existing westbound left-turn deceleration lane on Cerrillos Rd. at Driveway “A” to contain a storage length of approximately 70-ft plus 150/148 reverse-curve transition**, as per the NMDOT design. In addition, it is recommended to extend the existing eastbound left-turn lane to be approximately 136 -ft plus 148/150 reverse-curve transition to be consistent with the NMDOT design. These improvements are illustrated in Figure 17.

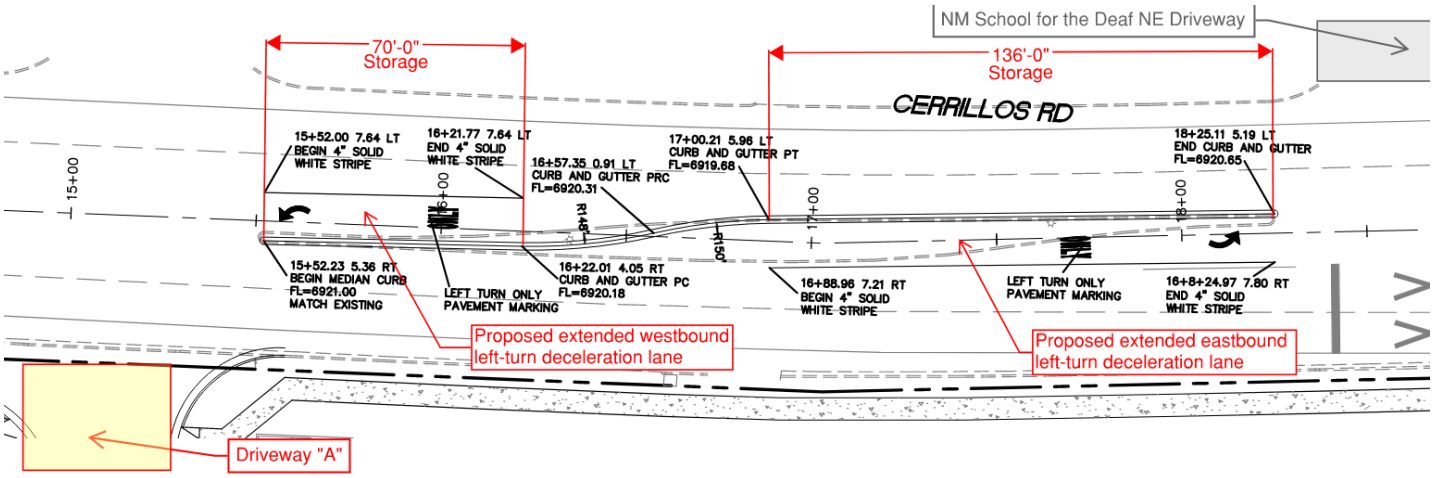


Figure 17 - Proposed Driveway "A" WB Left Turn Deceleration Lane

Per the CoSF TIA Guidelines for Right-Turn Lane Criteria for Four-Plus-Lane Roadways, shown below in Figure 18, an eastbound right-turn lane is **warranted**.

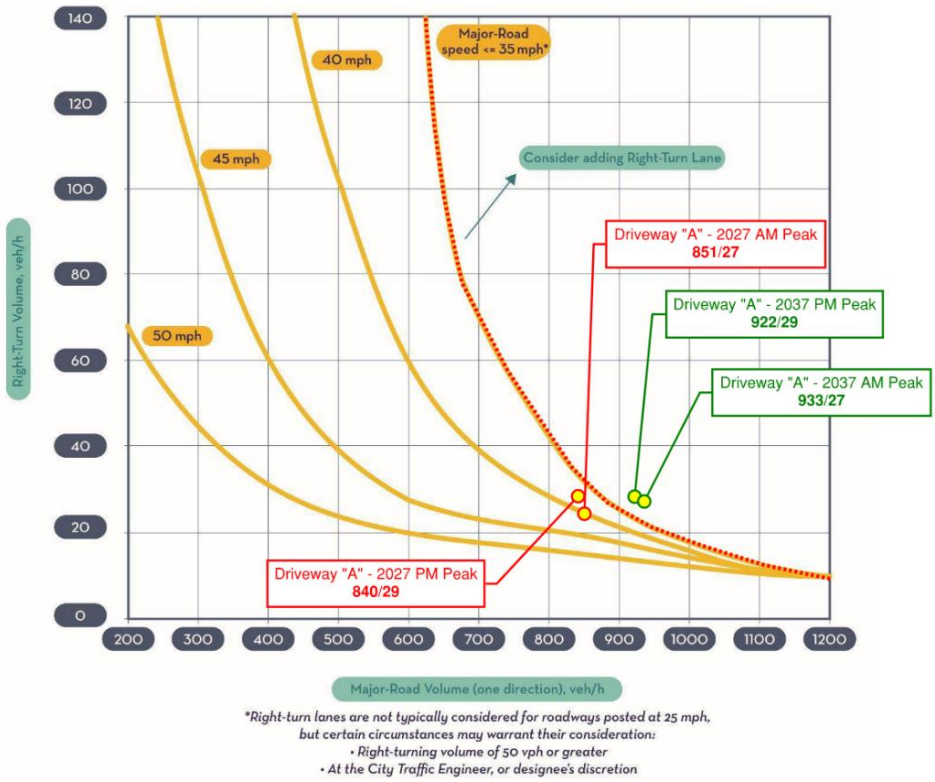


Figure 18 - Right Turn Lane Criteria: Driveway "A"

According to the CoSF TIA Guidelines, for a 35 MPH speed limit, a right-turn deceleration lane should include a taper plus storage. Table 10 and Table 11 (Page 29) indicate a 95th-percentile queue of 0-ft; therefore, it is recommended to construct a westbound right-turn deceleration lane with a minimum 10-ft width and 50-ft storage plus 80-foot taper (8:1 ratio). However, to account for a majority of the entering trips being eastbound right-ins, it is **recommended to construct an eastbound right turn deceleration lane to include a storage length of 120-ft plus 150/150-ft reverse-curve transition** as shown in Figure 19.

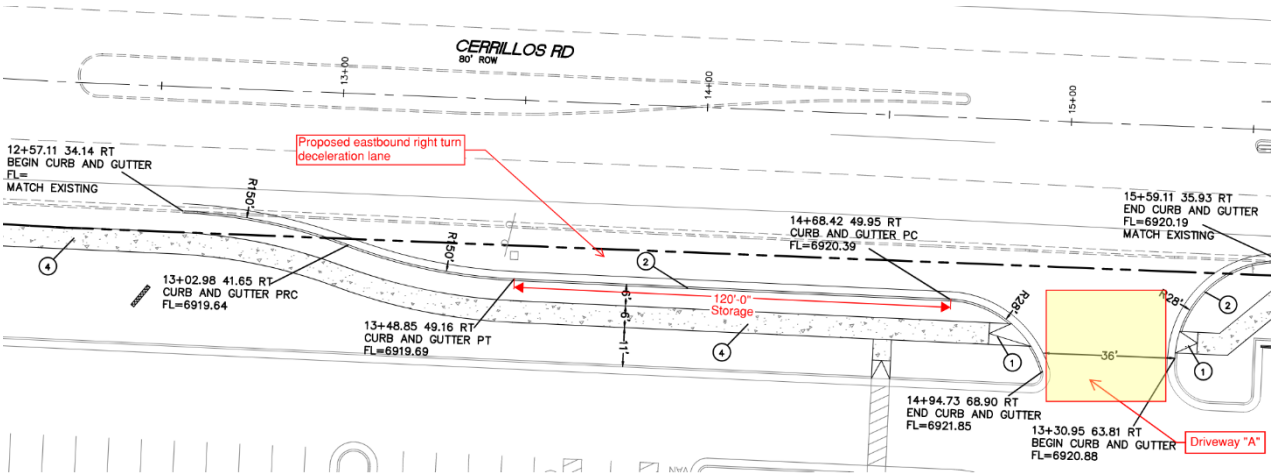


Figure 19 - Proposed Driveway "A" EB Right Turn Deceleration Lane

Driveway “B” –

Conflict point analysis, per National Highway institute (NHI) Access Management guidelines, quantifies potential vehicle conflicts at at-grade intersections and driveways. A typical full-access 4-leg intersection contains 32 conflict points (Figure 20).

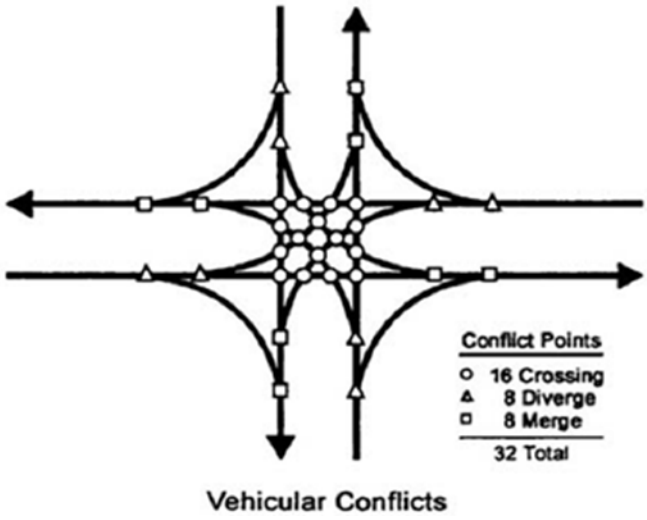


Figure 20 - 4-Leg Intersection Conflict Points

In contrast, the existing right-in/right-out driveway on the southeast side of Cerrillos Rd., referred to as Driveway “B,” introduces only two conflict points (Figure 21). By modifying the driveway to operate as right-out only, the number of conflict points is further reduced by half, to one (approximately 3% of a full-access intersection).

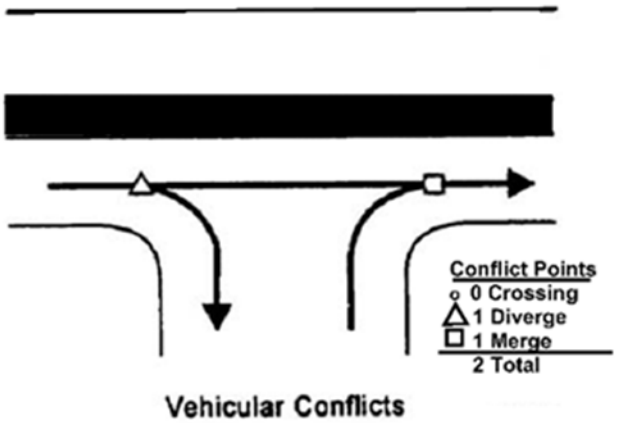


Figure 21 - Conflict Points with Raised Median

While this method assumes all conflict points carry equal risk, crash data indicate that certain movements contribute disproportionately to crash frequency and severity (see Figure 22). By prohibiting right-turn entering movements, approximately 90% of crash potential can be eliminated. Therefore, **it is recommended that Driveway “B” operates as a right-out only**.

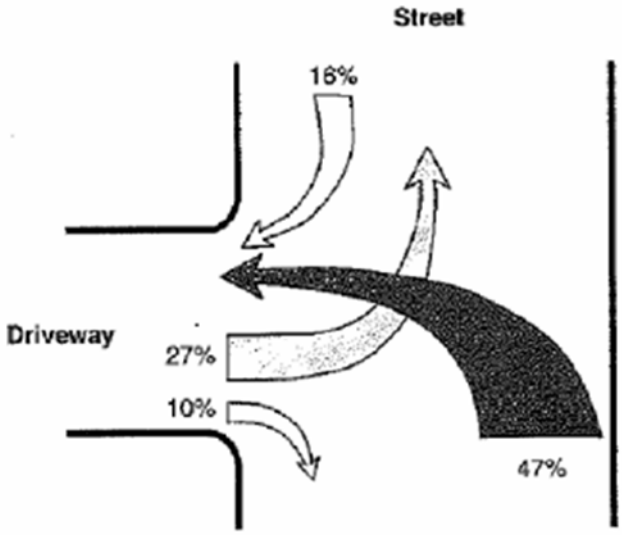


Figure 22 - Percentage of Crashes by Movement

Since right-in and left-in movements are proposed to be restricted at this driveway, no right-turn lane warrants are required as shown in Figure 23.

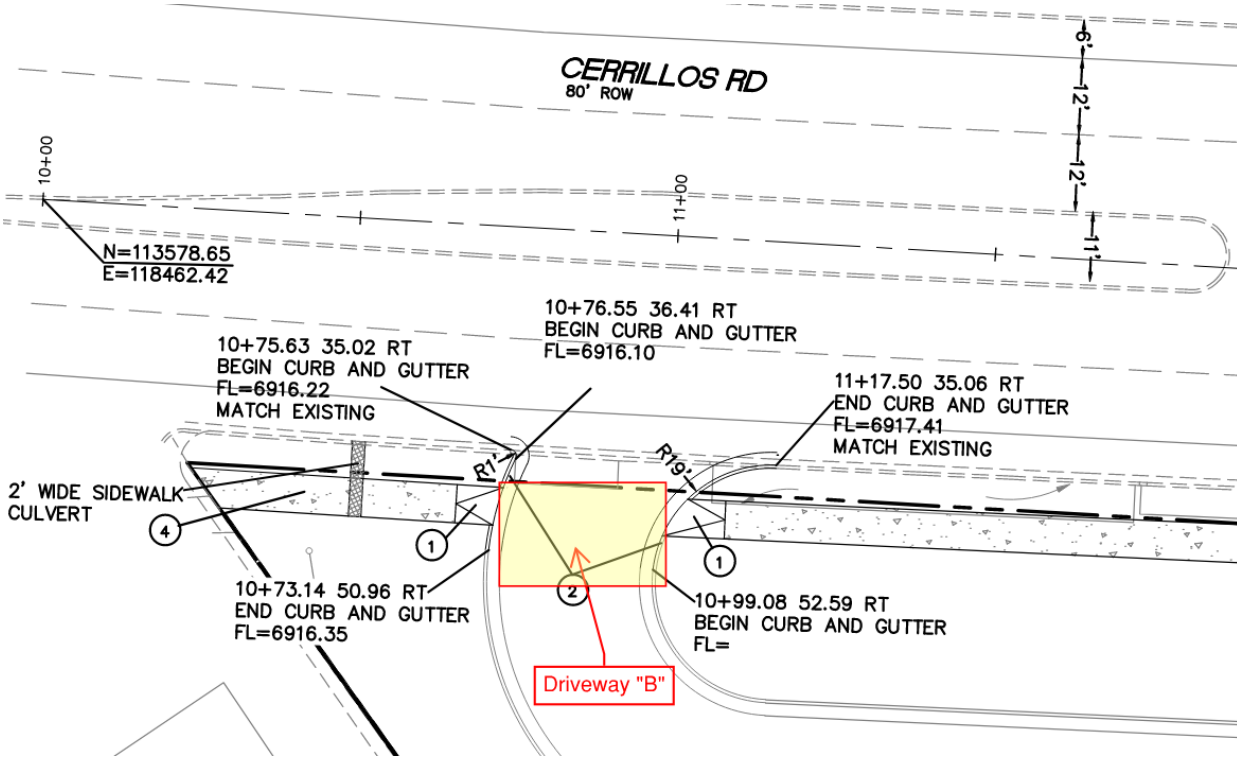


Figure 23 - Proposed Driveway "B"

See Appendix Page A-107 for detailed improvements on Cerrillos Rd.

Multimodal Review

Bicycle Evaluation

As noted in the Existing Roadway System Characteristics on Page 5 of this report, Cerrillos Rd. includes 5-ft wide bike lanes on both sides of the roadway from Cordova Rd. to approximately 950-ft northeast, where the facility transitions to a designated shared bike/vehicle lane accommodating higher traffic volumes and speeds. This condition justifies the application of both the Bicycle Level of Traffic Stress: Segments with a Bicycle Facility methodology and the Bicycle Level of Traffic Stress (BLTS): Mixed Traffic Segment methodology outlined in Appendix B of the CoSF TIA Guidelines. As shown in Figure 24 and Figure 25, Cerrillos Rd. exhibits a stress level of **BLTS 4**.

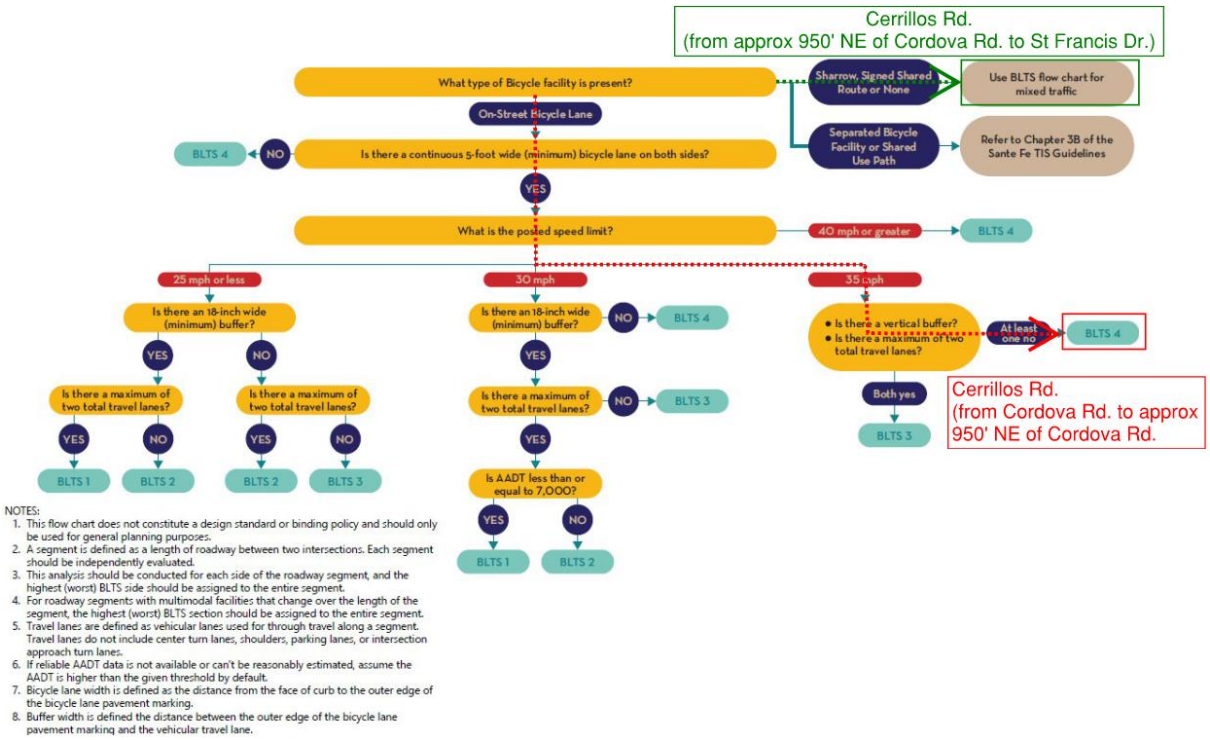
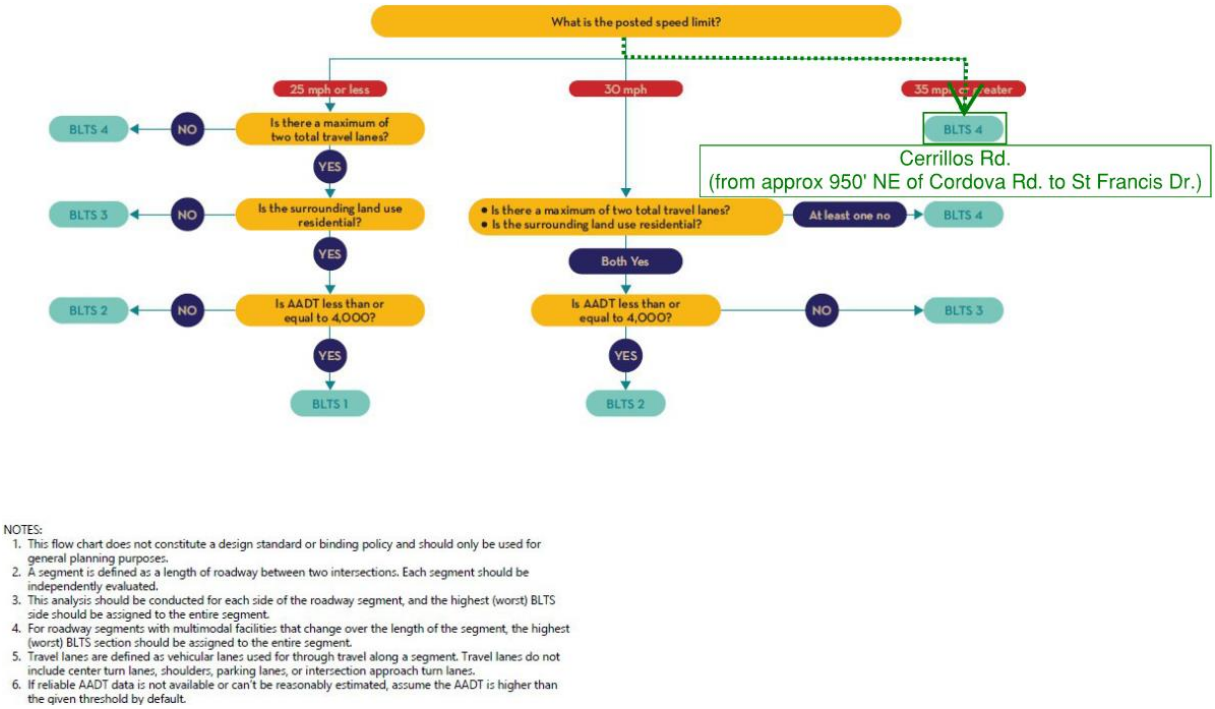


Figure 24 - Bicycle Level of Traffic Stress: Segments with a Bicycle Facility



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.

Figure 25 - Bicycle Level of Traffic Stress: Mixed Traffic Segments

Pedestrian Evaluation

The Pedestrian Level of Traffic Stress (PLTS): Segment methodology outlined in Appendix B of the CoSF TIA guidelines was applied to evaluate the pedestrian level of traffic stress. The results are presented in Figure 26.

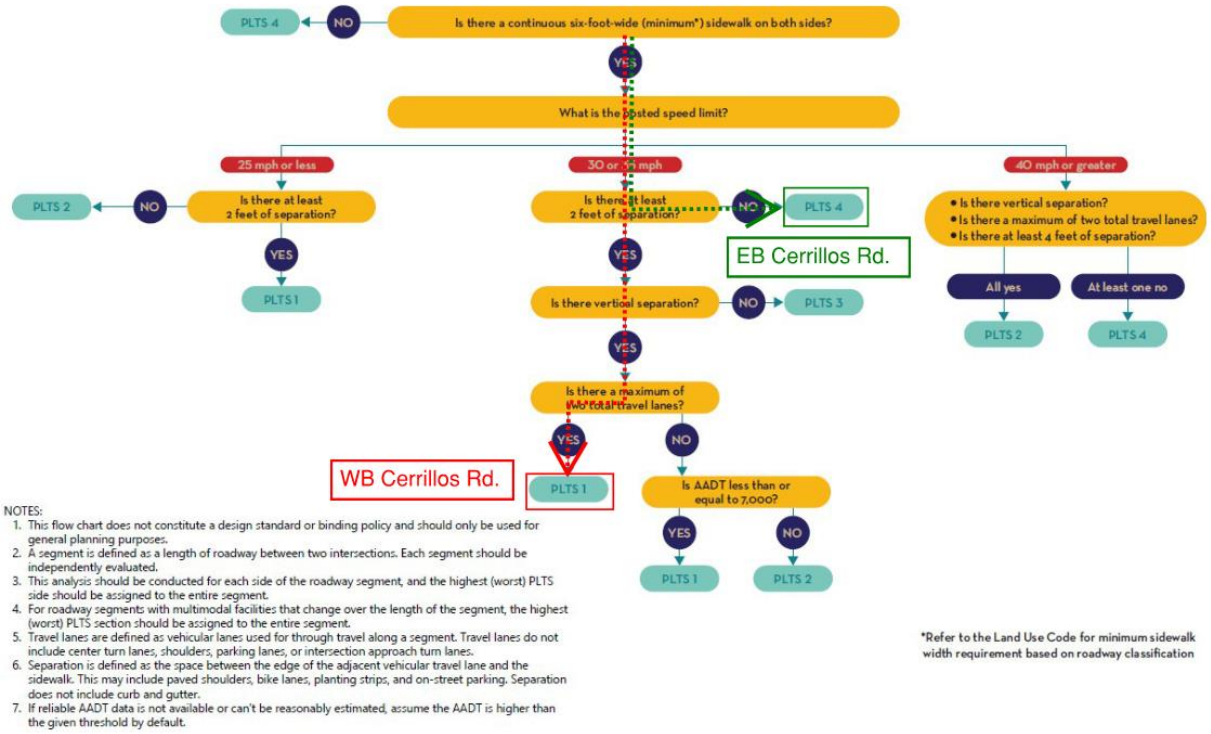


Figure 26 - Pedestrian Level of Traffic: Segments

The results above indicate that the westbound Cerrillos Rd. have a have a pedestrian level of traffic stress of **PLTS 1,** while the eastbound currently has a **PLTS 4**. The higher stress level on the eastbound side is attributed to the existing sidewalk lacking the minimum 2-foot separation from the roadway. It is therefore **recommended that the sidewalk fronting the subject property be reconstructed in accordance with the CoSF design standards for a four-lane Major Arterial, providing a minimum 5-foot setback and maintaining a 6-foot sidewalk width**.

As mentioned in this study, the existing New Mexico School for the Deaf is located across the street from the subject site. Westbound Cerrillos Rd. contains existing 6-foot sidewalks, resulting in a PLTS score of 1. Based on field observations, adequate pedestrian infrastructure is provided at the nearby signalized intersections (Cerrillos Rd. / St. Francis Dr. and Cerrillos Rd. / Cordova Rd.) to support school crossings. Therefore, **no additional improvements are recommended**.

Regional and/or City Transit Coordination

The subject site is served by two public transit routes: Route 6 (#2) and the New Mexico Rail Runner. Bus Route 6 (#2) operates in a southwest-to-northeast direction along Cerrillos Rd. The route deviates from the corridor adjacent to the subject property, traveling along Cordova Rd. to St. Francis Dr. before rejoining Cerrillos Rd. Bus stops are located at Cerrillos Rd. / Cordova Rd. and approximately 395-ft southeast along St. Francis Dr. The Rail Runner commuter rail line also serves the study area, operating in a southwest-to-northeast direction, with the South Capitol Station located approximately 0.25 miles southwest of the subject site. Rail Runner passengers receive free bus fares. Existing public infrastructure currently provides adequate connectivity between the site and the transit system; therefore, **no transit-related improvements are recommended at this time**. The City of Santa Fe Route 6/Rodeo Rd. map is provided below for reference.

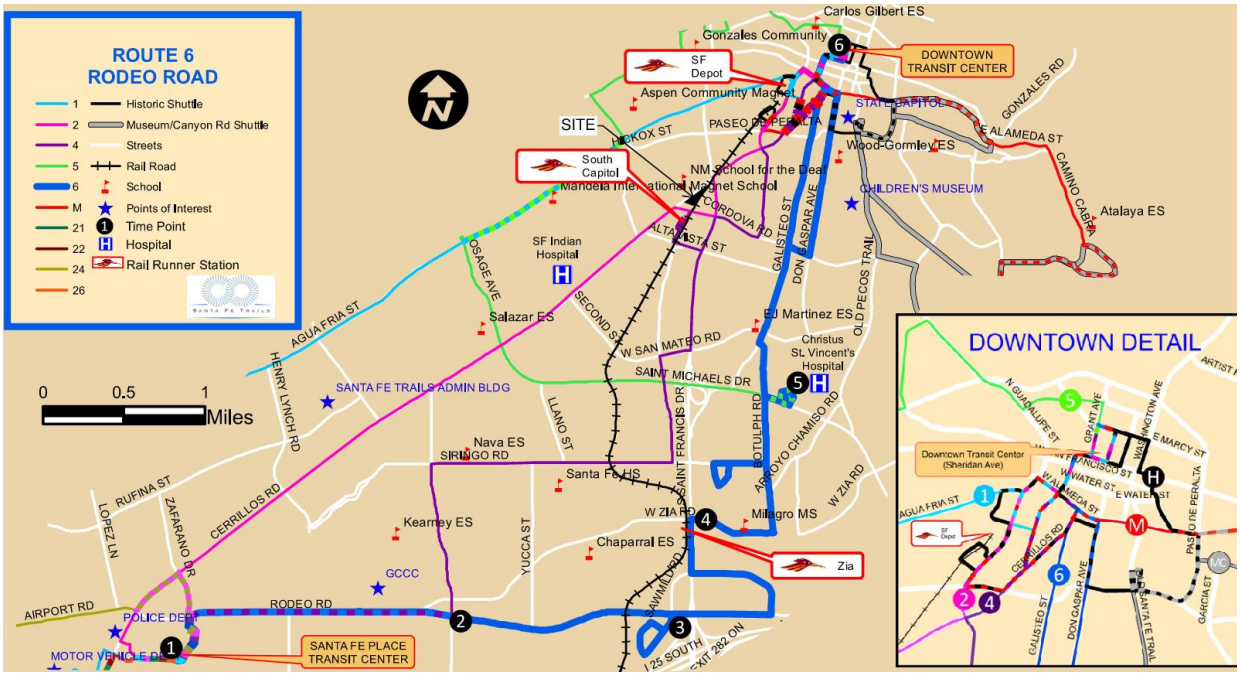


Figure 27 - City of Santa Fe Transit Route 6 Map

Summary of Deficiencies and Impacts

The proposed Marriott Hotel development is anticipated to have minimal impact on the adjacent transportation system in both the 2027 Implementation Year and the 2037 Horizon Year under the BUILD scenario. Traffic analysis confirms that intersection operations within the study area are expected to remain at LOS “D” or better, consistent with the thresholds defined in the CoSF TIA Guidelines. At the two signalized study intersections the addition of anticipated hotel traffic will not change the LOS for either the 2027 or 2037 No Build scenarios and will result in a maximum increase in delay at these two intersections of 0.4 seconds. Crash history indicates a low crash frequency; therefore, given the limited increase in project-generated trips, no safety mitigation measures are warranted.

The access design analysis determined the following:

- A westbound left-turn deceleration lane on Cerrillos Rd. at the northeast access (Driveway “A”) is warranted based on the CoSF TIS Guidelines, with corresponding design recommendations provided below.
- An eastbound right-turn deceleration lane on Cerrillos Rd. at the northeast access (Driveway “A”) is warranted based on the CoSF TIS Guidelines, with corresponding design recommendations provided below.
- The southwest access (Driveway “B”) is recommended to operate as a right-out only driveway to minimize potential vehicle conflict points.

During turning movement counts at Cerrillos Rd. / St. Francis St., it was observed that eastbound queuing on Cerrillos Rd. backed up to the proposed main driveway of the Marriott (also serving the School for the Deaf) coinciding with the passage of the Rail Runner through the signalized intersection. As traffic volumes continue to grow over time, this issue is expected to worsen. During these periods, westbound traffic on Cerrillos Rd. may be unable to turn left into the main driveway, potentially resulting in complaints to the City and/or NMDOT.

In addition, the multimodal review identified a deficiency along Cerrillos Road, where the Pedestrian Level of Traffic Stress (PLTS) is classified as Level 4; related improvement recommendations are provided below.

Recommendations

- All design and construction of the project shall maintain adequate sight distances at driveways and intersections to the extent possible.
- Frontage Improvements
    - Construct a sidewalk along the project frontage in accordance with CoSF design standards for a four-lane Major Arterial, providing a minimum 5-ft setback and a 6-ft sidewalk width.
- Intersection #3: Cerrillos Rd. / NM School for the Deaf Northeast Driveway
    - Extend the existing eastbound left-turn lane to contain a storage length of 136-ft plus a 148/150 reverse-curve transition per NMDOT CN S100681.
- Intersection #4: Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A”
    - Shall operate as an unsignalized full-access driveway.
    - Extend the existing westbound left-turn deceleration lane to contain a storage length of 70-ft plus 150/148-ft reverse-curve transition per NMDOT CN S100681.

    - Construct an eastbound right turn deceleration lane to include a storage length of 120-ft plus 150/150-ft reverse-curve transition.
- Intersection #5: Cerrillos Rd. / Driveway “B
    - Shall operate as an unsignalized right-out only driveway.

APPENDICES

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Intersection 2 - Cerrillos Rd. / Cordova Rd.	A-12 & A-13
Intersection 3 - Cerrillos Rd. / NMSFTD NE Dwy	A-14 & A-15
Intersection 4 - Cerrillos Rd. / NMSFTD SW Dwy / Driveway “A”	A-16 & A-17
Intersection 5 - Cerrillos Rd. / Driveway “B”	A-18 & A-19
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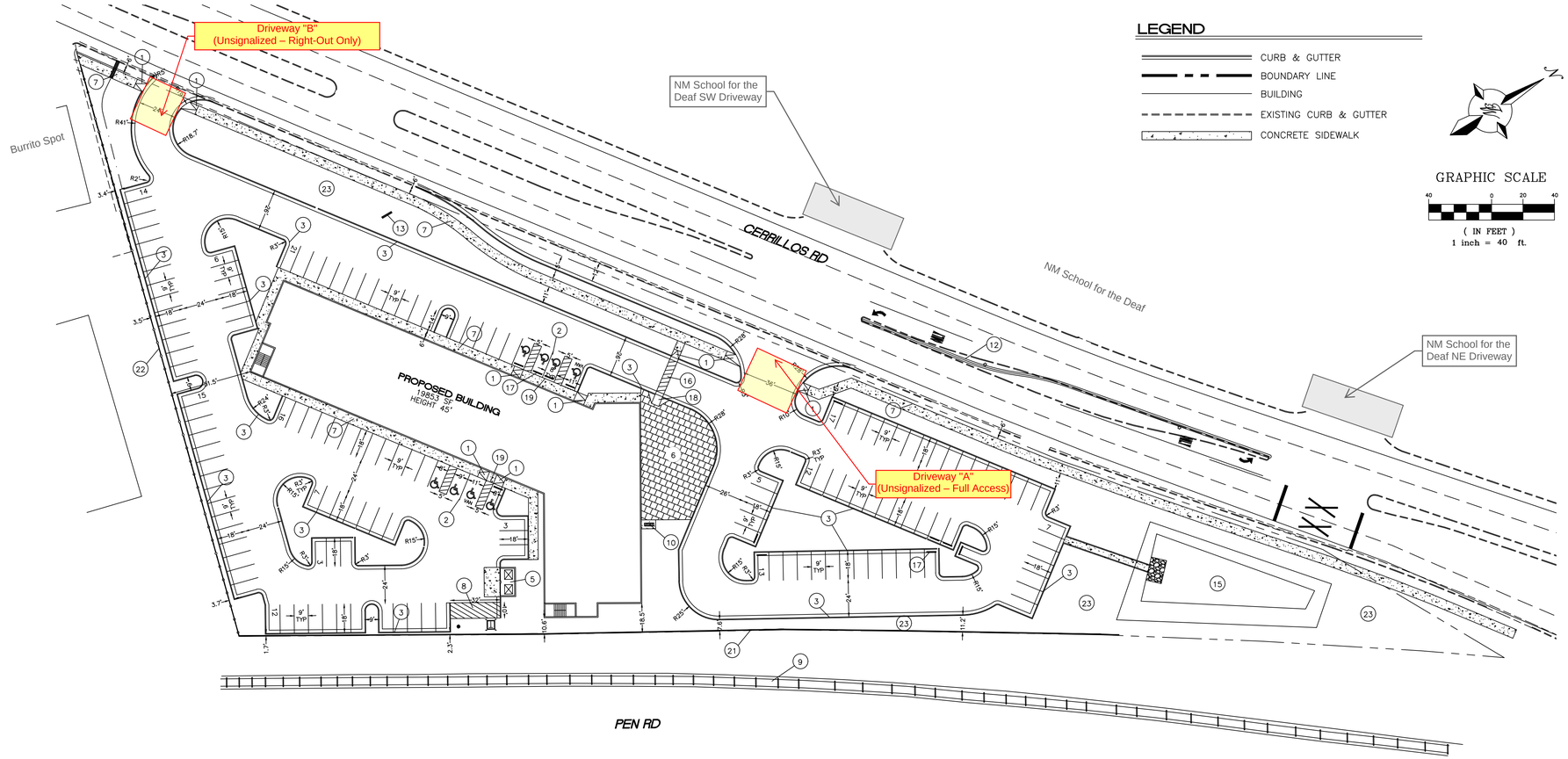
Traffic Impact Study Approved Scoping Letter	A-105 through A-106
Cerrillos Rd Improvements	A-107



LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- CONCRETE SIDEWALK

GRAPHIC SCALE

40 0 20 40

(IN FEET)
1 inch = 40 ft.

VICINITY MAP

LEGAL DESCRIPTION:

1000 CERRILLOS ROAD, SPECIAL WARRANTY DEED RECORDRD IN Bk. 1630, Pg.649 AND PLAT Bk. 435, Pg.37, 1001 AND 1003 CERRILLOS ROAD, WARRANTY DEED RECORDED AS INSTRUMENT #1704193, AND PLAT Bk.651, Pg.03,

SITE DATA

PROPOSED USE HOTEL

LOT AREA 148122 SF (3.40 ACRES)

ZONING C-2
ROOFED AREA 19853 GSF

LOT COVERAGE 13.4%

BUILDING SETBACK
STREET 15'
REAR 10'
SIDE 0'
GFA 79491 SF

PARKING REQUIRED 150 SPACES (1 PER HOTEL ROOM)
PARKING PROVIDED 151 SPACES
ACCESSIBLE PARKING REQUIRED 8 SPACES (2 VAN)
ACCESSIBLE SPACES PROVIDED 8 SPACES (2 VAN)

BICYCLE SPACES REQUIRED 6 (1 PER 15 ROOMS OR 6 IF MORE THAN 75 ROOMS)
BICYCLE SPACES PROVIDED 6

OPEN SPACE REQUIRED 20% 0.68 AC
OPEN SPACE PROVIDED 25.3% 0.86 AC

KEYED NOTES

1. UNIDIRECTIONAL ACCESSIBLE RAMP SEE DETAIL SHEET DET-8
2. ACCESSIBLE PARKING PER ADA REQUIREMENTS (5)
3. STANDARD CURB AND GUTTER, SEE DETAIL SHEET DET-8
4. CONCRETE SIDEWALK
5. DOUBLE DUMPSTER
6. STAMPED CONCRETE, SEE ARCHITECTURAL PLANS FOR PATTERN AND COLOR
7. NEW 6' CONCRETE SIDEWALK PER CITY OF SANTA FE STANDARDS
8. LOADING ZONE
9. EXISTING RAILROAD TRACK
10. BICYCLE RACK (6)
11. SITE LIGHTING
12. MOUNTABLE MEDIAN CURB TYPE A PER NMDOT 609-01-1/1
13. MONUMENT SIGN
14. DIRECTIONAL SIGN
15. DRAINAGE POND
16. 6' PEDESTRIAN CROSSWALK
17. CONCRETE WHEEL STOP (TYP)
18. ACCESSIBLE RAMP SEE DETAIL SHEET DET 8
19. ZERO CURB
20. TRANSFORMER
21. 8' TALL SCREEN/SOUND (560 LF) WALL SEE DETAIL SHEET 11
22. WROUGHT IRON FENCE (375 LF) SEE DETAIL SHEET 11
23. OPEN SPACE

ENGINEER'S SEAL	1000, 1101, 1103 CERRILLOS RD SANTA FE, NM	DRAWN BY pm
		DATE 11-27-25
	DEVELOPMENT PLAN	DRAWING
	TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	SHEET #
RONALD R. BOHANNAN P.E. #7868		JOB # 2025080

Historic Growth Data Table

Marriott Hotel

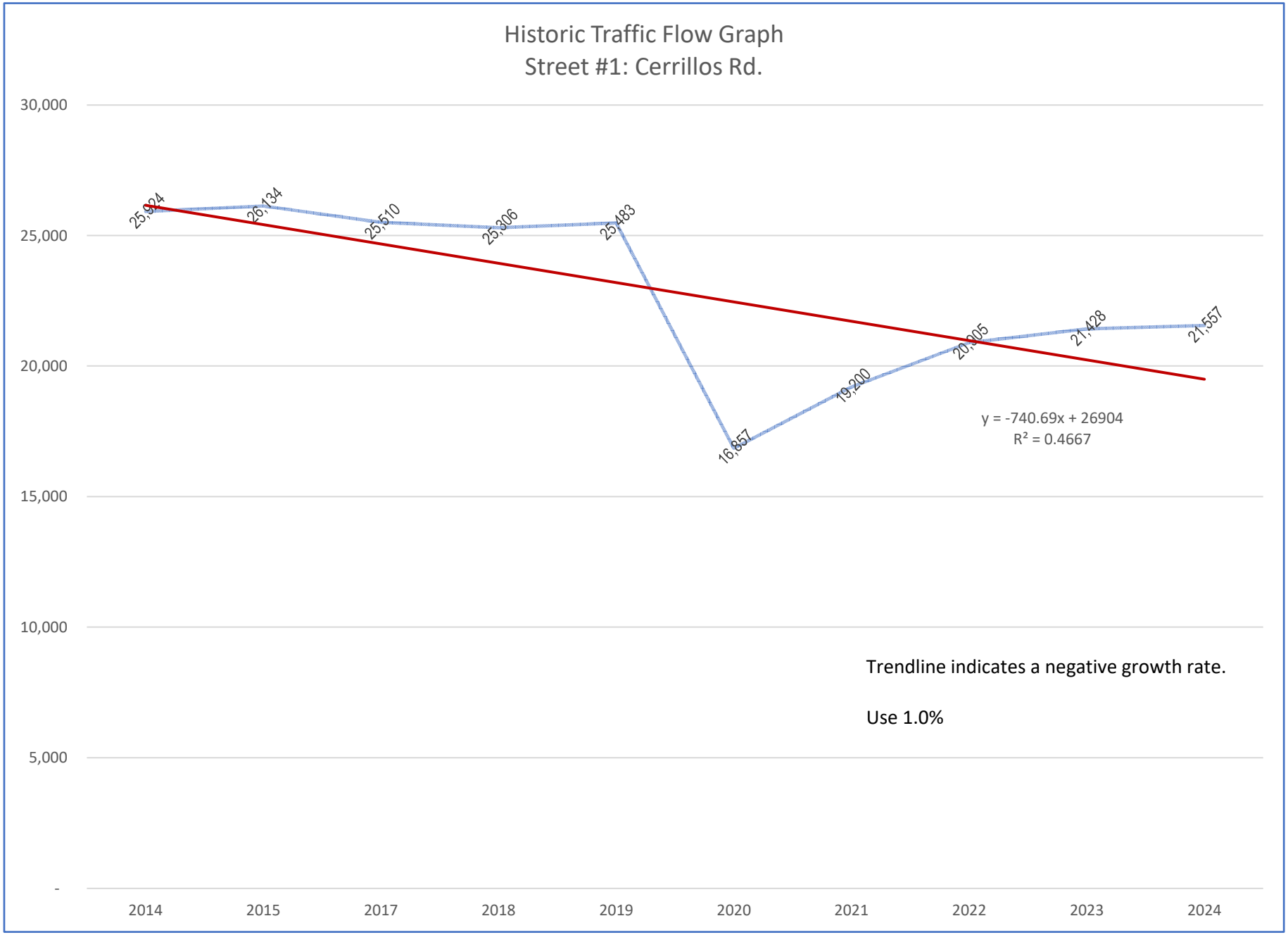
(1000 Cerrillos Rd.)

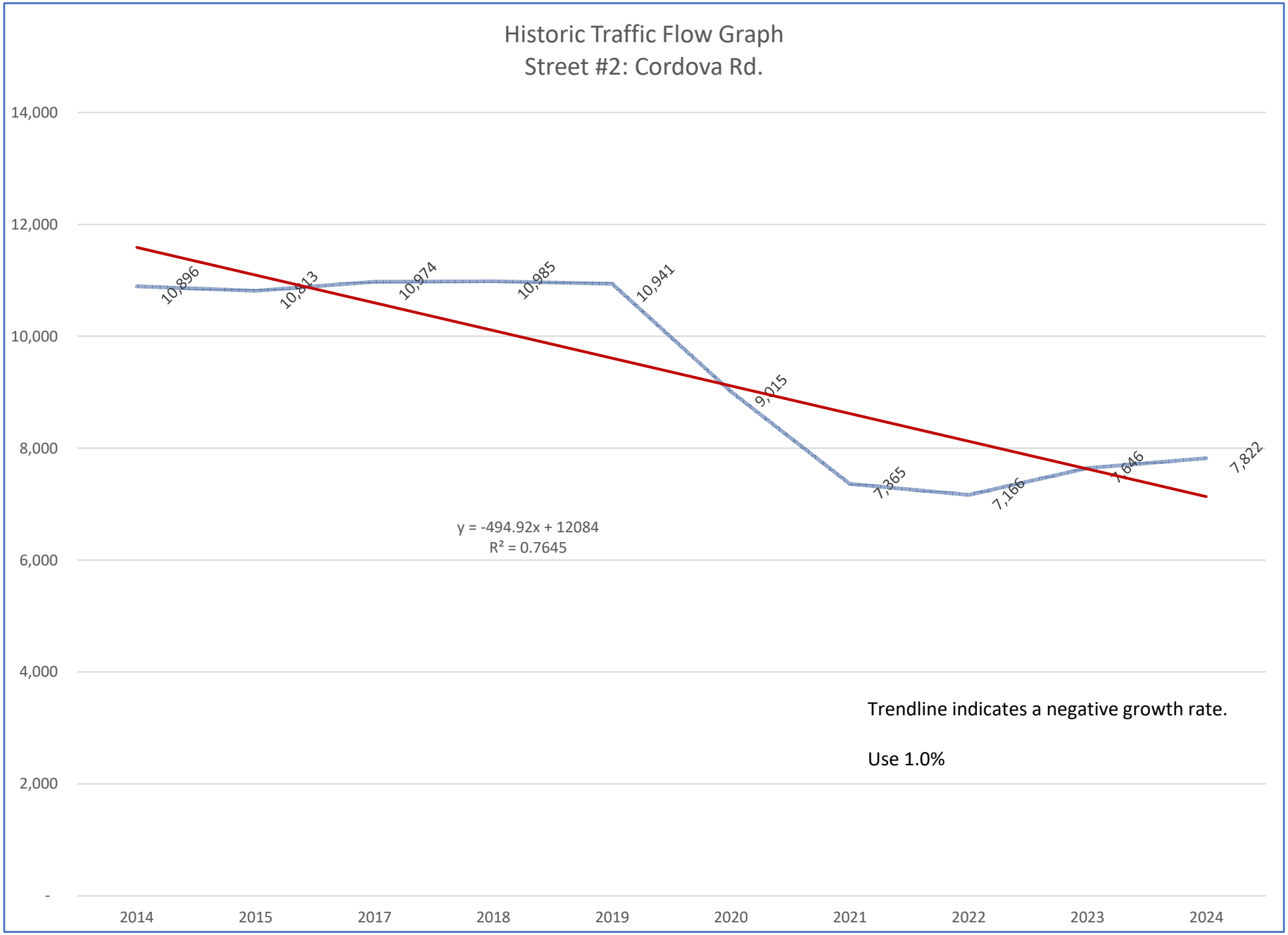
Traffic Flows (AWDT) from Mid-Region Council of Governments

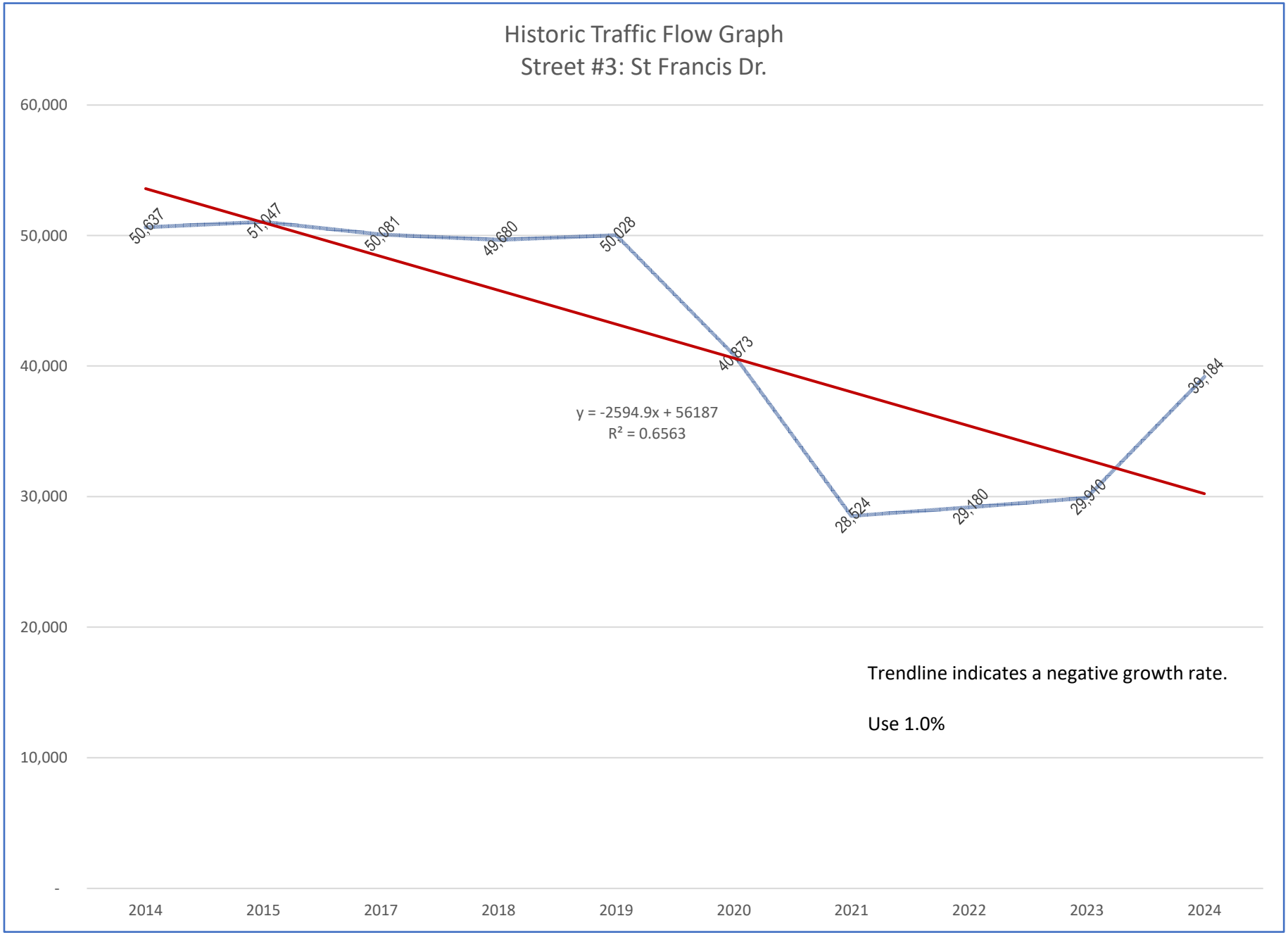
COG ID	Location										
Street #1:	Cerrillos Rd.										
	Street:	Location:	2014	2015	2017	2018	2019	2020	2021	2022	2023	2024
12097	Cerrillos Rd.	Between Cordova Rd and St Fr	25,924	26,134	25,510	25,306	25,483	16,857	19,200	20,905	21,428	21,557
	Total Intersection Traffic Flows		**25,924**	**26,134**	**25,510**	**25,306**	**25,483**	**16,857**	**19,200**	**20,905**	**21,428**	**21,557**

COG ID	Location										
Street #2:	Cordova Rd.										
	Street:	From:	2014	2015	2017	2018	2019	2020	2021	2022	2023	2024
12050	Cordova Rd.	455' east of Cerrillos Rd.	10,896	10,813	10,974	10,985	10,941	9,015	7,365	7,166	7,646	7,822
	Total Intersection Traffic Flows		**10,896**	**10,813**	**10,974**	**10,985**	**10,941**	**9,015**	**7,365**	**7,166**	**7,646**	**7,822**

COG ID	Location										
Street #3:	St Francis Dr.										
	Street:	From:	2014	2015	2017	2018	2019	2020	2021	2022	2023	2024
4832	St Francis Dr.	765' NW of Cerrillos Rd.	50,637	51,047	50,081	49,680	50,028	40,873	28,524	29,180	29,910	39,184
	Total Intersection Traffic Flows		**50,637**	**51,047**	**50,081**	**49,680**	**50,028**	**40,873**	**28,524**	**29,180**	**29,910**	**39,184**


Historic Traffic Flow Graph
Street #1: Cerrillos Rd.
30,000
25,000
20,000
15,000
10,000
5,000
-
25,324
26,134
25,510
25,306
25,483
16,857
19,200
20,905
21,428
21,557
2014
2015
2017
2018
2019
2020
2021
2022
2023
2024
y = -740.69x + 26904
R² = 0.4667
Trendline indicates a negative growth rate.
Use 1.0%


Historic Traffic Flow Graph
Street #2: Cordova Rd.
14,000
12,000
10,000
8,000
6,000
4,000
2,000
-
2014
2015
2017
2018
2019
2020
2021
2022
2023
2024
10,896
10,813
10,974
10,985
10,941
9,015
7,365
7,166
7,646
7,822
y = -494.92x + 12084
R² = 0.7645
Trendline indicates a negative growth rate.
Use 1.0%


Historic Traffic Flow Graph
Street #3: St Francis Dr.
60,000
50,000
40,000
30,000
20,000
10,000
-
50,637
51,047
50,081
49,680
50,028
40,873
28,524
29,480
29,910
39,184
y = -2594.9x + 56187
R² = 0.6563
2014
2015
2017
2018
2019
2020
2021
2022
2023
2024
Trendline indicates a negative growth rate.
Use 1.0%

Marriott Hotel (1000 Cerrillos Rd.)

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					
Hotel (310)	150	1,202	38	30	42	41

Marriott Hotel (1000 Cerrillos Rd.)

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					
Hotel (310)	*150*	1,202	38	30	42	41
	Rooms					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = ***10.84*** **(X) +** ***-423.51***

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 = ***0.5*** **(X) +** ***-7.45***

56% Enter, ***44%*** 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 = ***0.74*** **(X) +** ***-27.89***

51% Enter, ***49%*** Exit

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2027) - 100% Development

INTERSECTION: **Summary**

Cerrillos Rd / St Francis Dr.

(1)

0.0% H.C.

0.92 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (St Francis Dr.)			SB (St Francis Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	360	458	18	210	205	26	0	1,073	527	0	1,293	589
2027 (NO BUILD - A.M.)	*367*	*467*	*18*	*214*	*209*	*27*	*0*	*1,094*	*538*	*0*	*1,319*	*601*
2027 (BUILD - A.M.)	***373***	***470***	***24***	***214***	***212***	***27***	***0***	***1,094***	***538***	***0***	***1,319***	***609***

0.95 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (St Francis Dr.)			SB (St Francis Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	476	314	19	414	528	37	0	1,431	387	0	1,089	547
2027 (NO BUILD - P.M.)	*486*	*320*	*19*	*422*	*539*	*38*	*0*	*1,460*	*395*	*0*	*1,111*	*558*
2027 (BUILD - P.M.)	***495***	***324***	***27***	***422***	***543***	***38***	***0***	***1,460***	***395***	***0***	***1,111***	***567***

Cerrillos Rd / Cordova Rd

(2)

0.0% H.C.

0.91 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			Northbound (Cordova Rd)			Southbound (Cordova Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	793	297	140	694	0	217	0	56	0	0	0
2027 (NO BUILD - A.M.)	*0*	*809*	*303*	*143*	*708*	*0*	*221*	*0*	*57*	*0*	*0*	*0*
2027 (BUILD - A.M.)	***0***	***823***	***303***	***147***	***719***	***0***	***221***	***0***	***69***	***0***	***0***	***0***

0.94 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			Northbound (Cordova Rd)			Southbound (Cordova Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	745	197	60	1,037	0	338	0	49	0	0	0
2027 (NO BUILD - P.M.)	*0*	*760*	*201*	*61*	*1,058*	*0*	*345*	*0*	*50*	*0*	*0*	*0*
2027 (BUILD - P.M.)	***0***	***776***	***201***	***66***	***1,074***	***0***	***345***	***0***	***63***	***0***	***0***	***0***

Cerrillos Rd / NMSFTD NE Dwy

(3)

0.0% H.C.

0.90 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (NMSFTD NE Dwy)			SB (NMSFTD NE Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	18	814	0	0	825	4	0	0	0	0	0	8
2027 (NO BUILD - A.M.)	*18*	*830*	*0*	*0*	*842*	*4*	*0*	*0*	*0*	*0*	*0*	*8*
2027 (BUILD - A.M.)	***18***	***845***	***0***	***0***	***853***	***4***	***0***	***0***	***0***	***0***	***0***	***8***

0.94 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (NMSFTD NE Dwy)			SB (NMSFTD NE Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	2	792	0	0	1,064	1	0	0	0	3	0	8
2027 (NO BUILD - P.M.)	*2*	*808*	*0*	*0*	*1,085*	*1*	*0*	*0*	*0*	*3*	*0*	*8*
2027 (BUILD - P.M.)	***2***	***829***	***0***	***0***	***1,098***	***1***	***0***	***0***	***0***	***3***	***0***	***8***

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2027) - 100% Development

INTERSECTION: **Summary**

Cerrillos Rd / Driveway "A" *0.90* *PHF*

(4)

0.0% H.C.	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (Driveway "A")			SB (NMSFTD SW Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	35	828	0	0	817	11	0	0	0	1	0	15
2027 (NO BUILD - A.M.)	*36*	*845*	*0*	*0*	*833*	*11*	*0*	*0*	*0*	*1*	*0*	*15*
2027 (BUILD - A.M.)	***36***	***851***	***27***	***11***	***833***	***11***	***15***	***0***	***9***	***1***	***0***	***15***

0.94 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (Driveway "A")			SB (NMSFTD SW Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	9	816	0	0	1,032	6	0	0	0	5	0	16
2027 (NO BUILD - P.M.)	*9*	*832*	*0*	*0*	*1,053*	*6*	*0*	*0*	*0*	*5*	*0*	*16*
2027 (BUILD - P.M.)	***9***	***840***	***29***	***13***	***1,053***	***6***	***21***	***0***	***12***	***5***	***0***	***16***

Cerrillos Rd / Driveway "B" *0.91* *PHF*

(5)

0.0% H.C.	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (Driveway "B")			SB (Driveway "B")		
	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
2027 (NO BUILD - A.M.)	*0*	*881*	*0*	*0*	*848*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2027 (BUILD - A.M.)	***0***	***908***	***0***	***0***	***863***	***0***	***0***	***0***	***6***	***0***	***0***	***0***

0.94 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (Driveway "B")			SB (Driveway "B")		
	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
2027 (NO BUILD - P.M.)	*0*	*841*	*0*	*0*	*1,069*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2027 (BUILD - P.M.)	***0***	***870***	***0***	***0***	***1,090***	***0***	***0***	***0***	***8***	***0***	***0***	***0***

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / St Francis Dr.

INTERSECTION: E-W Street: **Cerrillos Rd** (1)

N-S Street: **St Francis Dr.**

Year of Existing Counts 2025

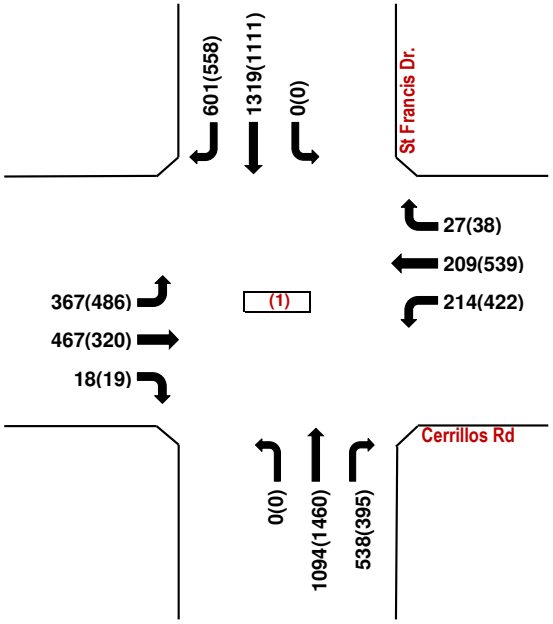
Implementation Year **2027**

	Growth Rates	1.00%			1.00%			1.00%			1.00%		
		Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (St Francis Dr.)			SB (St Francis Dr.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		360	458	18	210	205	26	0	1,073	527	0	1,293	589
Background Traffic Growth		7	9	0	4	4	1	0	21	11	0	26	12
Subtotal		367	467	18	214	209	27	0	1,094	538	0	1,319	601
Subtotal (NO BUILD - A.M.)		***367***	***467***	***18***	***214***	***209***	***27***	***0***	***1,094***	***538***	***0***	***1,319***	***601***
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***21.00%***
Percent Commercial Trips Generated(Exiting)		***21.00%***	***9.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		6	3	6	0	3	0	0	0	0	0	0	8
Subtotal AM Pk Hr. BUILD Volumes		373	470	24	214	212	27	0	1,094	538	0	1,319	609
Total AM Peak Hour BUILD Volumes		**373**	**470**	**24**	**214**	**212**	**27**	**0**	**1,094**	**538**	**0**	**1,319**	**609**

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (St Francis Dr.)			SB (St Francis Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	476	314	19	414	528	37	0	1,431	387	0	1,089	547
Background Traffic Growth	10	6	0	8	11	1	0	29	8	0	22	11
Subtotal	486	320	19	422	539	38	0	1,460	395	0	1,111	558
Subtotal (NO BUILD - P.M.)	***486***	***320***	***19***	***422***	***539***	***38***	***0***	***1,460***	***395***	***0***	***1,111***	***558***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***21.00%***
Percent Commercial Trips Generated(Exiting)	***21.00%***	***9.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	9	4	8	0	4	0	0	0	0	0	0	9
Subtotal PM Pk Hr. BUILD Volumes	495	324	27	422	543	38	0	1,460	395	0	1,111	567
Total PM Peak Hour BUILD Volumes	**495**	**324**	**27**	**422**	**543**	**38**	**0**	**1,460**	**395**	**0**	**1,111**	**567**

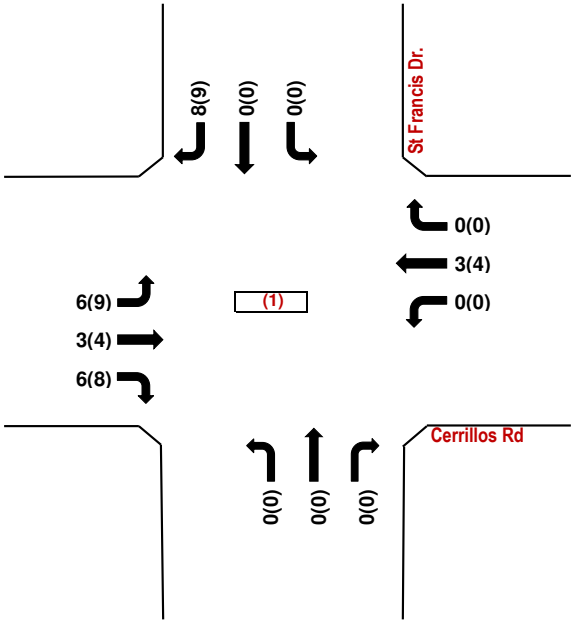
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2027 NO BUILD Volumes



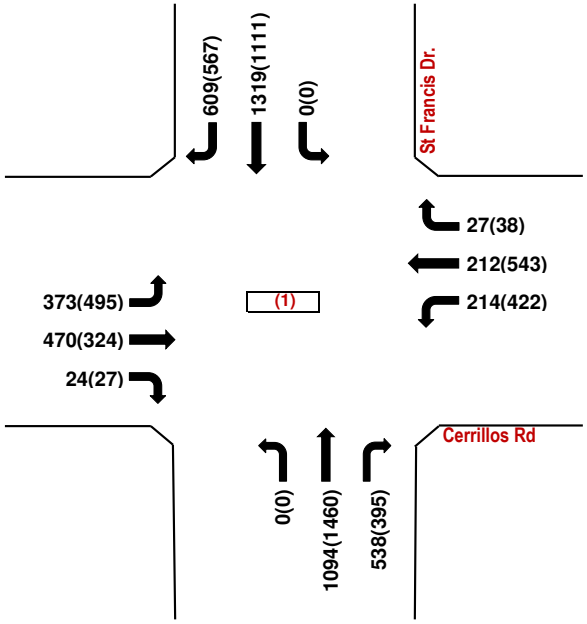
Cerrillos Rd / St Francis Dr.

Trips Generated Volumes



Cerrillos Rd / St Francis Dr.

2027 BUILD Volumes



Cerrillos Rd / St Francis Dr.

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / Cordova Rd

INTERSECTION: E-W Street: **Cerrillos Rd** (2)

N-S Street: **Cordova Rd**

Year of Existing Counts 2025

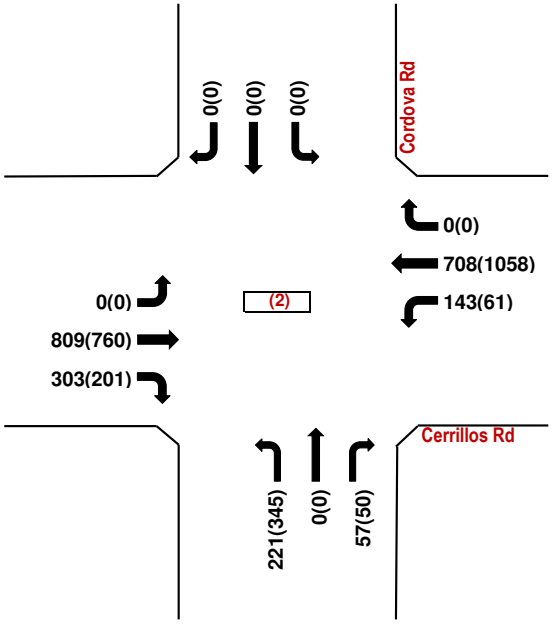
Implementation Year **2027**

Growth Rates	**1.00%**			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**Northbound (Cordova Rd)**			**Southbound (Cordova Rd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	793	297	140	694	0	217	0	56	0	0	0
Background Traffic Growth	0	16	6	3	14	0	4	0	1	0	0	0
Subtotal	0	809	303	143	708	0	221	0	57	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***809***	***303***	***143***	***708***	***0***	***221***	***0***	***57***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	***38.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***32.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***38.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	14	0	4	11	0	0	0	12	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	823	303	147	719	0	221	0	69	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**823**	**303**	**147**	**719**	**0**	**221**	**0**	**69**	**0**	**0**	**0**

	1.00%			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**Northbound (Cordova Rd)**			**Southbound (Cordova Rd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	745	197	60	1,037	0	338	0	49	0	0	0
Background Traffic Growth	0	15	4	1	21	0	7	0	1	0	0	0
Subtotal	0	760	201	61	1,058	0	345	0	50	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***760***	***201***	***61***	***1,058***	***0***	***345***	***0***	***50***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	***38.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***32.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***38.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	16	0	5	16	0	0	0	13	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	776	201	66	1,074	0	345	0	63	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**776**	**201**	**66**	**1,074**	**0**	**345**	**0**	**63**	**0**	**0**	**0**

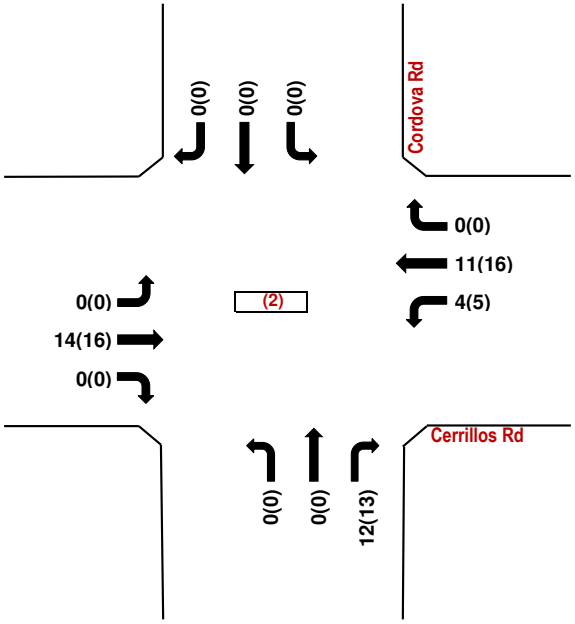
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2027 NO BUILD Volumes



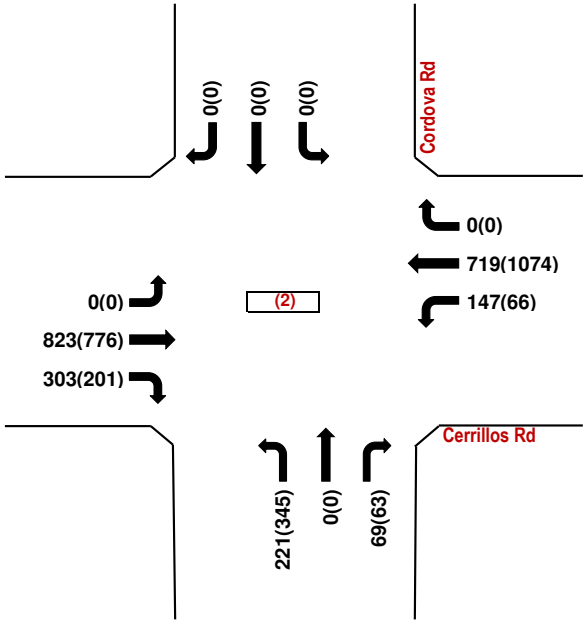
Cerrillos Rd / Cordova Rd

Trips Generated Volumes



Cerrillos Rd / Cordova Rd

2027 BUILD Volumes



Cerrillos Rd / Cordova Rd

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / NMSFTD NE Dwy

INTERSECTION: E-W Street: **Cerrillos Rd** (3)

N-S Street: **NMSFTD NE Dwy**

Year of Existing Counts 2025

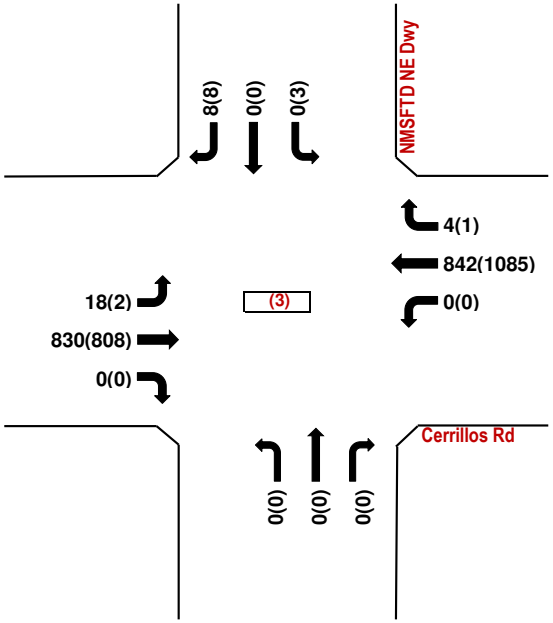
Implementation Year **2027**

Growth Rates	**1.00%**			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (NMSFTD NE Dwy)**			**SB (NMSFTD NE Dwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	18	814	0	0	825	4	0	0	0	0	0	8
Background Traffic Growth	0	16	0	0	17	0	0	0	0	0	0	0
Subtotal	18	830	0	0	842	4	0	0	0	0	0	8
Subtotal (NO BUILD - A.M.)	***18***	***830***	***0***	***0***	***842***	***4***	***0***	***0***	***0***	***0***	***0***	***8***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***50.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	15	0	0	11	0	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	18	845	0	0	853	4	0	0	0	0	0	8
Total AM Peak Hour BUILD Volumes	**18**	**845**	**0**	**0**	**853**	**4**	**0**	**0**	**0**	**0**	**0**	**8**

	1.00%			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (NMSFTD NE Dwy)**			**SB (NMSFTD NE Dwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	792	0	0	1,064	1	0	0	0	3	0	8
Background Traffic Growth	0	16	0	0	21	0	0	0	0	0	0	0
Subtotal	2	808	0	0	1,085	1	0	0	0	3	0	8
Subtotal (NO BUILD - P.M.)	***2***	***808***	***0***	***0***	***1,085***	***1***	***0***	***0***	***0***	***3***	***0***	***8***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***50.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	21	0	0	13	0	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	2	829	0	0	1,098	1	0	0	0	3	0	8
Total PM Peak Hour BUILD Volumes	**2**	**829**	**0**	**0**	**1,098**	**1**	**0**	**0**	**0**	**3**	**0**	**8**

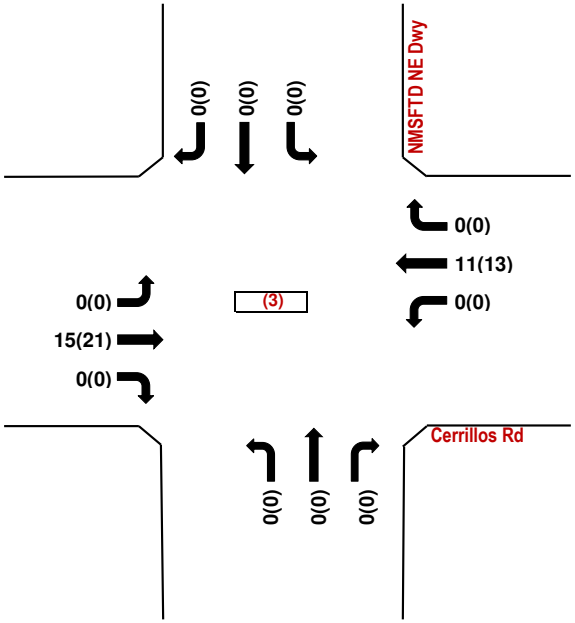
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2027 NO BUILD Volumes



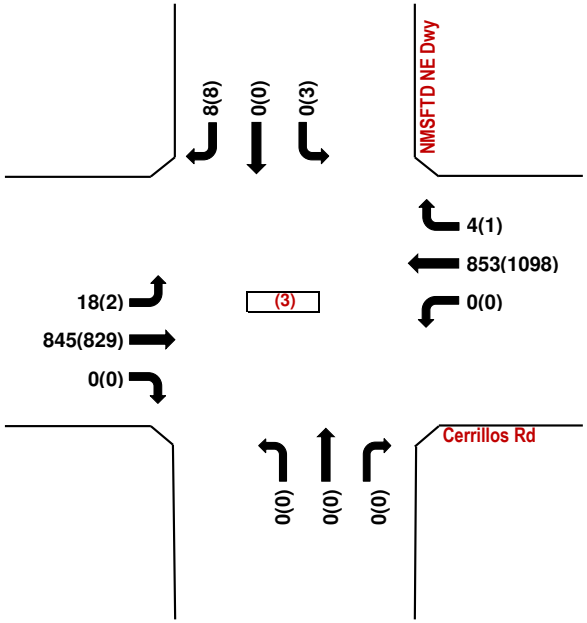
Cerrillos Rd / NMSFTD NE Dwy

Trips Generated Volumes



Cerrillos Rd / NMSFTD NE Dwy

2027 BUILD Volumes



Cerrillos Rd / NMSFTD NE Dwy

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / Driveway "A"

INTERSECTION: E-W Street: **Cerrillos Rd** (4)

N-S Street: **Driveway "A"**

Year of Existing Counts 2025

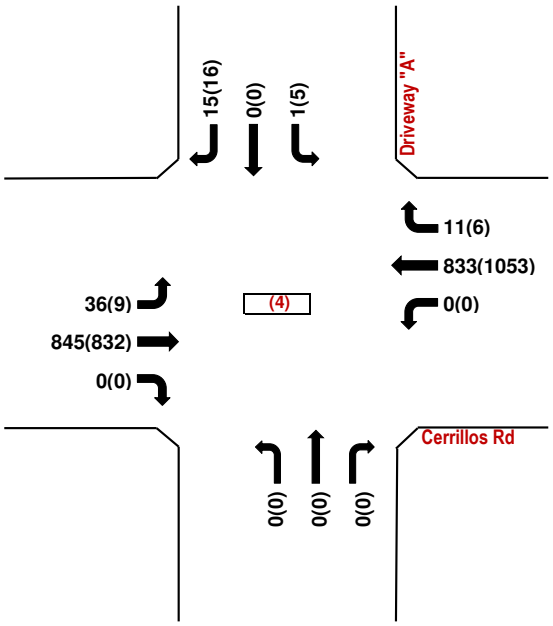
Implementation Year **2027**

Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (Driveway "A")**			**SB (NMSFTD SW Dwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	35	828	0	0	817	11	0	0	0	1	0	15
Background Traffic Growth	1	17	0	0	16	0	0	0	0	0	0	0
Subtotal	36	845	0	0	833	11	0	0	0	1	0	15
Subtotal (NO BUILD - A.M.)	***36***	***845***	***0***	***0***	***833***	***11***	***0***	***0***	***0***	***1***	***0***	***15***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***70.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***50.00%***	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	6	27	11	0	0	15	0	9	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	36	851	27	11	833	11	15	0	9	1	0	15
Total AM Peak Hour BUILD Volumes	**36**	**851**	**27**	**11**	**833**	**11**	**15**	**0**	**9**	**1**	**0**	**15**

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (Driveway "A")**			**SB (NMSFTD SW Dwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	816	0	0	1,032	6	0	0	0	5	0	16
Background Traffic Growth	0	16	0	0	21	0	0	0	0	0	0	0
Subtotal	9	832	0	0	1,053	6	0	0	0	5	0	16
Subtotal (NO BUILD - P.M.)	***9***	***832***	***0***	***0***	***1,053***	***6***	***0***	***0***	***0***	***5***	***0***	***16***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***70.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***50.00%***	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	8	29	13	0	0	21	0	12	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	9	840	29	13	1,053	6	21	0	12	5	0	16
Total PM Peak Hour BUILD Volumes	**9**	**840**	**29**	**13**	**1,053**	**6**	**21**	**0**	**12**	**5**	**0**	**16**

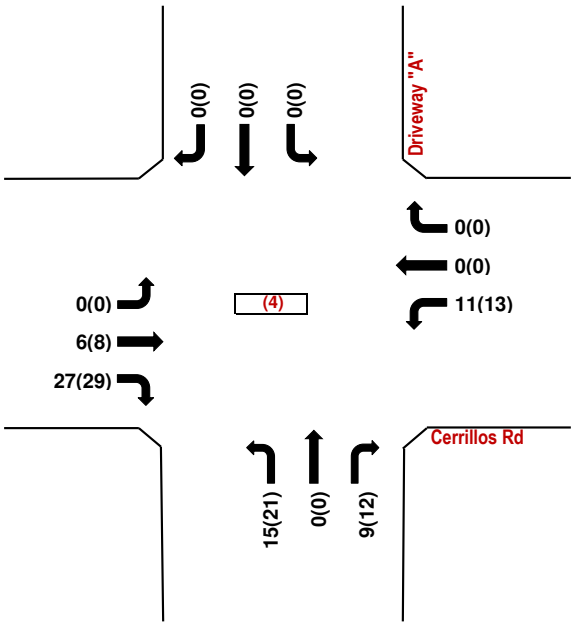
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2027 NO BUILD Volumes



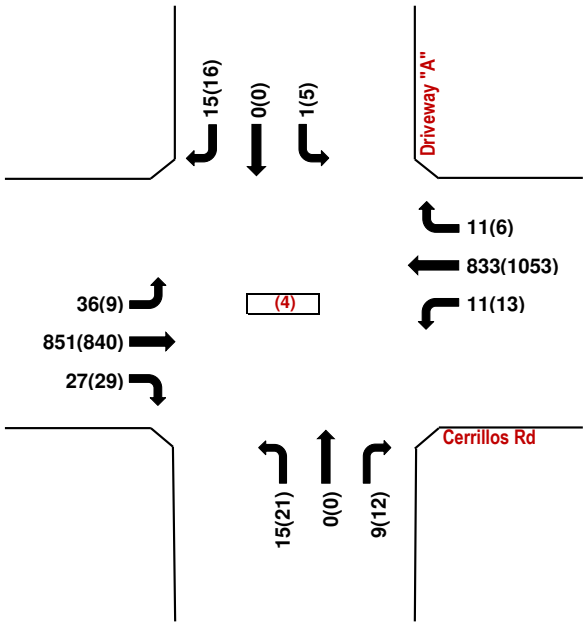
Cerrillos Rd / Driveway "A"

Trips Generated Volumes



Cerrillos Rd / Driveway "A"

2027 BUILD Volumes



Cerrillos Rd / Driveway "A"

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / Driveway "B"

INTERSECTION: E-W Street: **Cerrillos Rd** (5)

N-S Street: **Driveway "B"**

Year of Existing Counts 2025

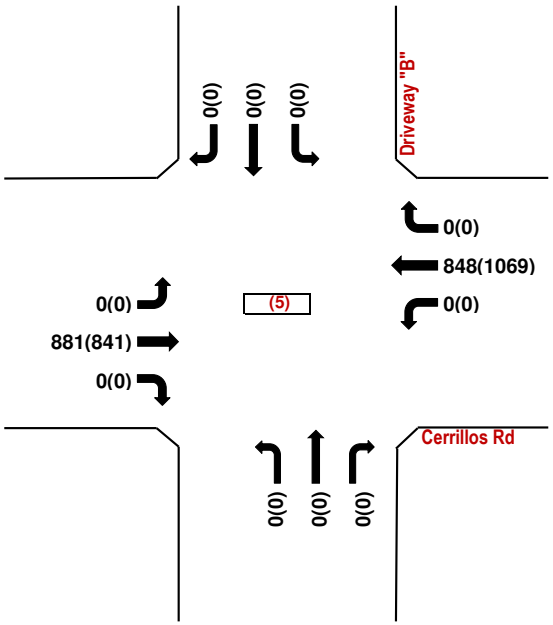
Implementation Year **2027**

Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (Driveway "B")**			**SB (Driveway "B")**		
	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
Subtotal (NO BUILD - A.M.)	***0***	**881**	***0***	***0***	**848**	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	***70.00%***	*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%*	***50.00%***	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	27	0	0	15	0	0	0	6	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	908	0	0	863	0	0	0	6	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**908**	**0**	**0**	**863**	**0**	**0**	**0**	**6**	**0**	**0**	**0**

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (Driveway "B")**			**SB (Driveway "B")**		
	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
Subtotal (NO BUILD - P.M.)	***0***	**841**	***0***	***0***	**1,069**	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	***70.00%***	*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%*	***50.00%***	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	29	0	0	21	0	0	0	8	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	870	0	0	1,090	0	0	0	8	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**870**	**0**	**0**	**1,090**	**0**	**0**	**0**	**8**	**0**	**0**	**0**

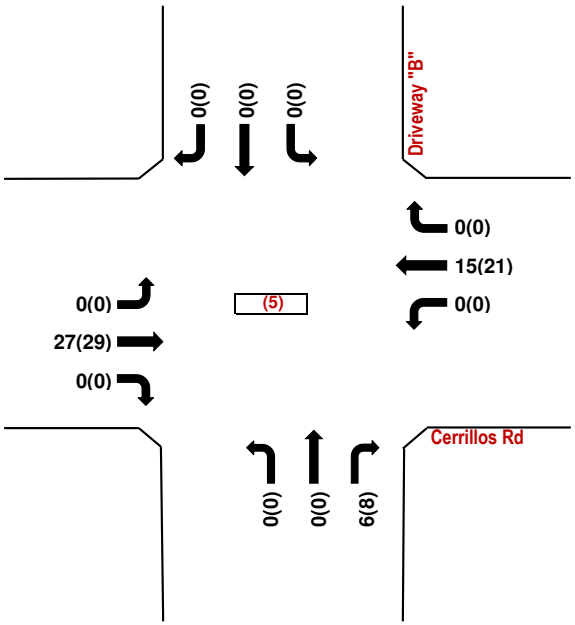
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2027 NO BUILD Volumes



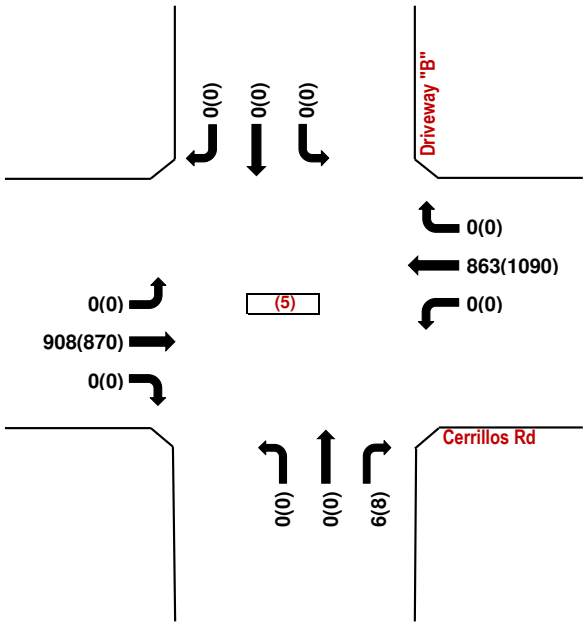
Cerrillos Rd / Driveway "B"

Trips Generated Volumes



Cerrillos Rd / Driveway "B"

2027 BUILD Volumes



Cerrillos Rd / Driveway "B"

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2037) - 100% Development

INTERSECTION: **Summary**

Cerrillos Rd / St Francis Dr.

(1)

0.0% H.C.

0.92 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (St Francis Dr.)			SB (St Francis Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	360	458	18	210	205	26	0	1,073	527	0	1,293	589
2037 (NO BUILD - A.M.)	*403*	*513*	*20*	*235*	*230*	*29*	*0*	*1,202*	*590*	*0*	*1,448*	*660*
2037 (BUILD - A.M.)	***409***	***516***	***26***	***235***	***233***	***29***	***0***	***1,202***	***590***	***0***	***1,448***	***668***

0.95 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (St Francis Dr.)			SB (St Francis Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	476	314	19	414	528	37	0	1,431	387	0	1,089	547
2037 (NO BUILD - P.M.)	*533*	*352*	*21*	*464*	*591*	*41*	*0*	*1,603*	*433*	*0*	*1,220*	*613*
2037 (BUILD - P.M.)	***542***	***356***	***29***	***464***	***595***	***41***	***0***	***1,603***	***433***	***0***	***1,220***	***622***

Cerrillos Rd / Cordova Rd

(2)

0.0% H.C.

0.91 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			Northbound (Cordova Rd)			Southbound (Cordova Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	793	297	140	694	0	217	0	56	0	0	0
2037 (NO BUILD - A.M.)	*0*	*888*	*333*	*157*	*777*	*0*	*243*	*0*	*63*	*0*	*0*	*0*
2037 (BUILD - A.M.)	***0***	***902***	***333***	***161***	***788***	***0***	***243***	***0***	***75***	***0***	***0***	***0***

0.94 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			Northbound (Cordova Rd)			Southbound (Cordova Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	745	197	60	1,037	0	338	0	49	0	0	0
2037 (NO BUILD - P.M.)	*0*	*834*	*221*	*67*	*1,161*	*0*	*379*	*0*	*55*	*0*	*0*	*0*
2037 (BUILD - P.M.)	***0***	***850***	***221***	***72***	***1,177***	***0***	***379***	***0***	***68***	***0***	***0***	***0***

Cerrillos Rd / NMSFTD NE Dwy

(3)

0.0% H.C.

0.90 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (NMSFTD NE Dwy)			SB (NMSFTD NE Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	18	814	0	0	825	4	0	0	0	0	0	8
2037 (NO BUILD - A.M.)	*20*	*912*	*0*	*0*	*924*	*4*	*0*	*0*	*0*	*0*	*0*	*9*
2037 (BUILD - A.M.)	***20***	***927***	***0***	***0***	***935***	***4***	***0***	***0***	***0***	***0***	***0***	***9***

0.94 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (NMSFTD NE Dwy)			SB (NMSFTD NE Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	2	792	0	0	1,064	1	0	0	0	3	0	8
2037 (NO BUILD - P.M.)	*2*	*887*	*0*	*0*	*1,192*	*1*	*0*	*0*	*0*	*3*	*0*	*9*
2037 (BUILD - P.M.)	***2***	***908***	***0***	***0***	***1,205***	***1***	***0***	***0***	***0***	***3***	***0***	***9***

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2037) - 100% Development

INTERSECTION: **Summary**

Cerrillos Rd / Driveway "A" *0.90* *PHF*

(4)

0.0% H.C.	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (Driveway "A")			SB (NMSFTD SW Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	35	828	0	0	817	11	0	0	0	1	0	15
2037 (NO BUILD - A.M.)	*39*	*927*	*0*	*0*	*915*	*12*	*0*	*0*	*0*	*1*	*0*	*17*
2037 (BUILD - A.M.)	***39***	***933***	***27***	***11***	***915***	***12***	***15***	***0***	***9***	***1***	***0***	***17***

0.94 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (Driveway "A")			SB (NMSFTD SW Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	9	816	0	0	1,032	6	0	0	0	5	0	16
2037 (NO BUILD - P.M.)	*10*	*914*	*0*	*0*	*1,156*	*7*	*0*	*0*	*0*	*6*	*0*	*18*
2037 (BUILD - P.M.)	***10***	***922***	***29***	***13***	***1,156***	***7***	***21***	***0***	***12***	***6***	***0***	***18***

Cerrillos Rd / Driveway "B" *0.91* *PHF*

(5)

0.0% H.C.	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (Driveway "B")			SB (Driveway "B")		
	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
2037 (NO BUILD - A.M.)	*0*	*966*	*0*	*0*	*932*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2037 (BUILD - A.M.)	***0***	***993***	***0***	***0***	***947***	***0***	***0***	***0***	***6***	***0***	***0***	***0***

0.94 *PHF*

	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (Driveway "B")			SB (Driveway "B")		
	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
2037 (NO BUILD - P.M.)	*0*	*924*	*0*	*0*	*1,174*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2037 (BUILD - P.M.)	***0***	***953***	***0***	***0***	***1,195***	***0***	***0***	***0***	***8***	***0***	***0***	***0***

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / St Francis Dr.

INTERSECTION: E-W Street: **Cerrillos Rd** (1)

N-S Street: **St Francis Dr.**

Year of Existing Counts 2025

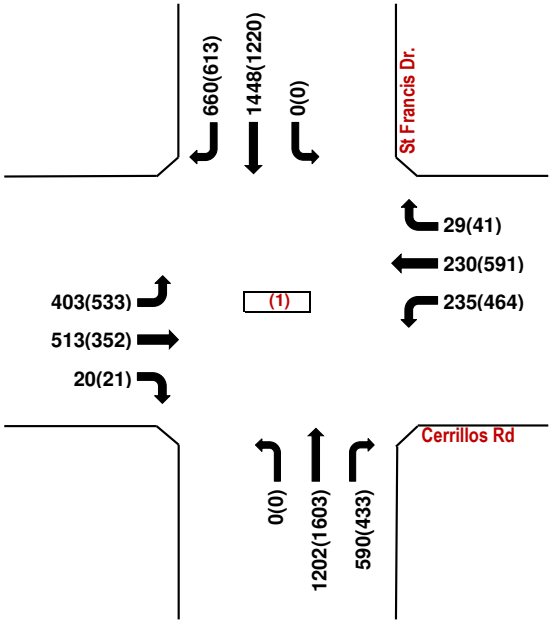
Horizon Year **2037**

	Growth Rates	1.00%			1.00%			1.00%			1.00%		
		Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (St Francis Dr.)			SB (St Francis Dr.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		360	458	18	210	205	26	0	1,073	527	0	1,293	589
Background Traffic Growth		43	55	2	25	25	3	0	129	63	0	155	71
Subtotal		403	513	20	235	230	29	0	1,202	590	0	1,448	660
Subtotal (NO BUILD - A.M.)		***403***	***513***	***20***	***235***	***230***	***29***	***0***	***1,202***	***590***	***0***	***1,448***	***660***
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***21.00%***
Percent Commercial Trips Generated(Exiting)		***21.00%***	***9.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		6	3	6	0	3	0	0	0	0	0	0	8
Subtotal AM Pk Hr. BUILD Volumes		409	516	26	235	233	29	0	1,202	590	0	1,448	668
Total AM Peak Hour BUILD Volumes		**409**	**516**	**26**	**235**	**233**	**29**	**0**	**1,202**	**590**	**0**	**1,448**	**668**

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cerrillos Rd)			Westbound (Cerrillos Rd)			NB (St Francis Dr.)			SB (St Francis Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	476	314	19	414	528	37	0	1,431	387	0	1,089	547
Background Traffic Growth	57	38	2	50	63	4	0	172	46	0	131	66
Subtotal	533	352	21	464	591	41	0	1,603	433	0	1,220	613
Subtotal (NO BUILD - P.M.)	***533***	***352***	***21***	***464***	***591***	***41***	***0***	***1,603***	***433***	***0***	***1,220***	***613***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***21.00%***
Percent Commercial Trips Generated(Exiting)	***21.00%***	***9.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	9	4	8	0	4	0	0	0	0	0	0	9
Subtotal PM Pk Hr. BUILD Volumes	542	356	29	464	595	41	0	1,603	433	0	1,220	622
Total PM Peak Hour BUILD Volumes	**542**	**356**	**29**	**464**	**595**	**41**	**0**	**1,603**	**433**	**0**	**1,220**	**622**

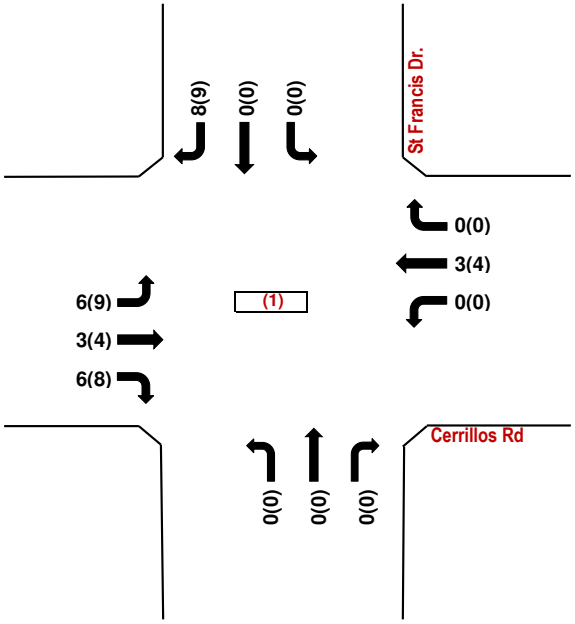
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2037 NO BUILD Volumes



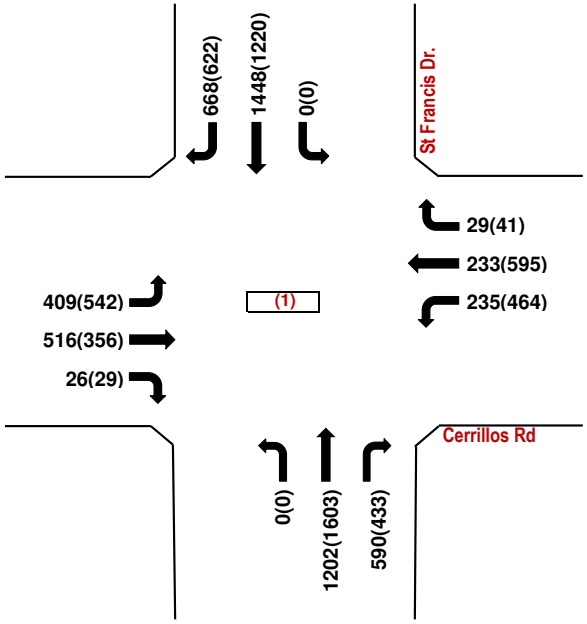
Cerrillos Rd / St Francis Dr.

Trips Generated Volumes



Cerrillos Rd / St Francis Dr.

2037 BUILD Volumes



Cerrillos Rd / St Francis Dr.

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / Cordova Rd

INTERSECTION: E-W Street: **Cerrillos Rd** (2)

N-S Street: **Cordova Rd**

Year of Existing Counts 2025

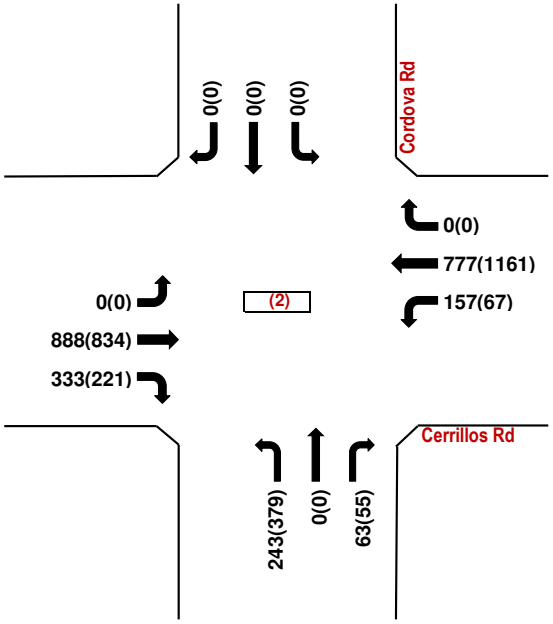
Horizon Year **2037**

Growth Rates	**1.00%**			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**Northbound (Cordova Rd)**			**Southbound (Cordova Rd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	793	297	140	694	0	217	0	56	0	0	0
Background Traffic Growth	0	95	36	17	83	0	26	0	7	0	0	0
Subtotal	0	888	333	157	777	0	243	0	63	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***888***	***333***	***157***	***777***	***0***	***243***	***0***	***63***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	***38.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***32.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***38.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	14	0	4	11	0	0	0	12	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	902	333	161	788	0	243	0	75	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**902**	**333**	**161**	**788**	**0**	**243**	**0**	**75**	**0**	**0**	**0**

	1.00%			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**Northbound (Cordova Rd)**			**Southbound (Cordova Rd)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	745	197	60	1,037	0	338	0	49	0	0	0
Background Traffic Growth	0	89	24	7	124	0	41	0	6	0	0	0
Subtotal	0	834	221	67	1,161	0	379	0	55	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***834***	***221***	***67***	***1,161***	***0***	***379***	***0***	***55***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	***38.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***32.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***38.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	16	0	5	16	0	0	0	13	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	850	221	72	1,177	0	379	0	68	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**850**	**221**	**72**	**1,177**	**0**	**379**	**0**	**68**	**0**	**0**	**0**

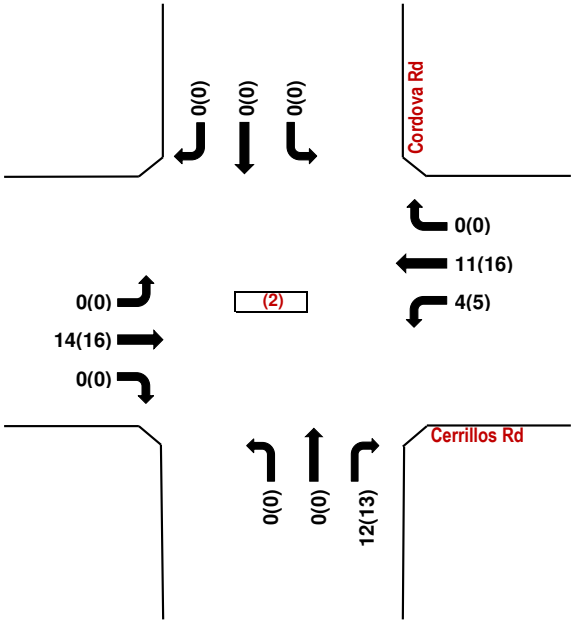
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2037 NO BUILD Volumes



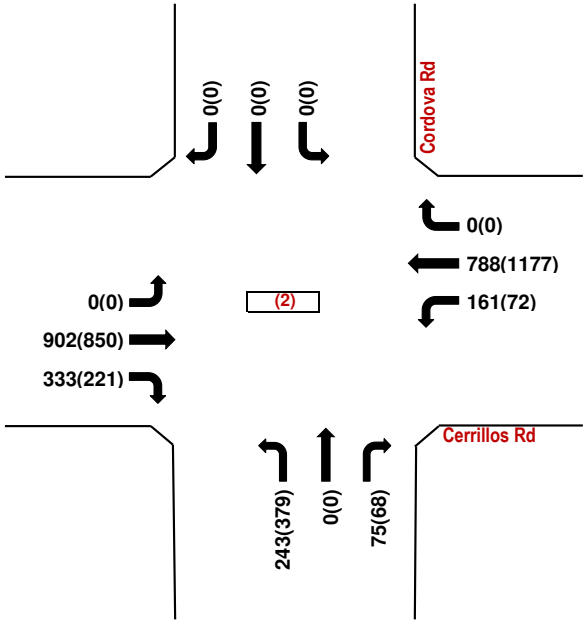
Cerrillos Rd / Cordova Rd

Trips Generated Volumes



Cerrillos Rd / Cordova Rd

2037 BUILD Volumes



Cerrillos Rd / Cordova Rd

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / NMSFTD NE Dwy

INTERSECTION: E-W Street: **Cerrillos Rd** (3)

N-S Street: **NMSFTD NE Dwy**

Year of Existing Counts 2025

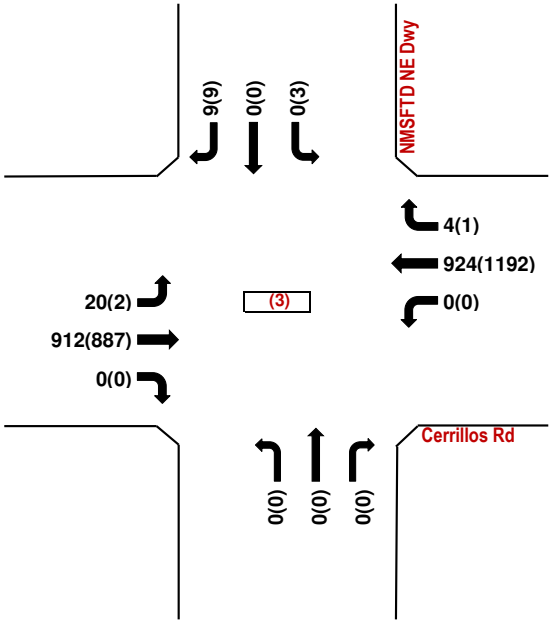
Horizon Year **2037**

Growth Rates	**1.00%**			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (NMSFTD NE Dwy)**			**SB (NMSFTD NE Dwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	18	814	0	0	825	4	0	0	0	0	0	8
Background Traffic Growth	2	98	0	0	99	0	0	0	0	0	0	1
Subtotal	20	912	0	0	924	4	0	0	0	0	0	9
Subtotal (NO BUILD - A.M.)	***20***	***912***	***0***	***0***	***924***	***4***	***0***	***0***	***0***	***0***	***0***	***9***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***50.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	15	0	0	11	0	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	20	927	0	0	935	4	0	0	0	0	0	9
Total AM Peak Hour BUILD Volumes	**20**	**927**	**0**	**0**	**935**	**4**	**0**	**0**	**0**	**0**	**0**	**9**

	1.00%			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (NMSFTD NE Dwy)**			**SB (NMSFTD NE Dwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	792	0	0	1,064	1	0	0	0	3	0	8
Background Traffic Growth	0	95	0	0	128	0	0	0	0	0	0	1
Subtotal	2	887	0	0	1,192	1	0	0	0	3	0	9
Subtotal (NO BUILD - P.M.)	***2***	***887***	***0***	***0***	***1,192***	***1***	***0***	***0***	***0***	***3***	***0***	***9***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***50.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	21	0	0	13	0	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	2	908	0	0	1,205	1	0	0	0	3	0	9
Total PM Peak Hour BUILD Volumes	**2**	**908**	**0**	**0**	**1,205**	**1**	**0**	**0**	**0**	**3**	**0**	**9**

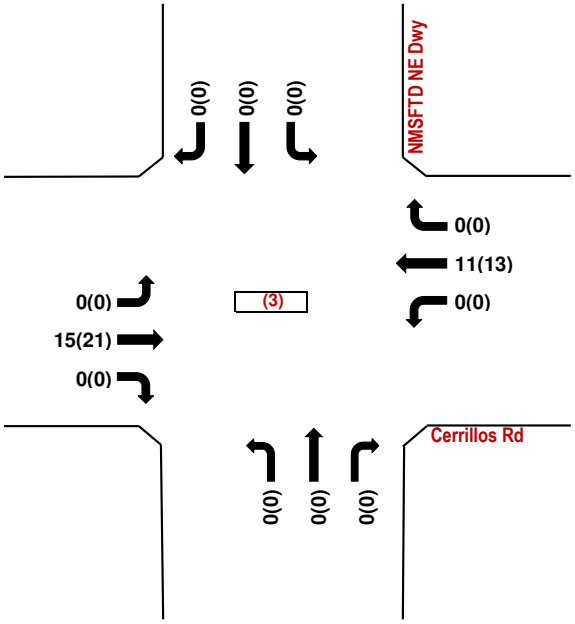
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2037 NO BUILD Volumes



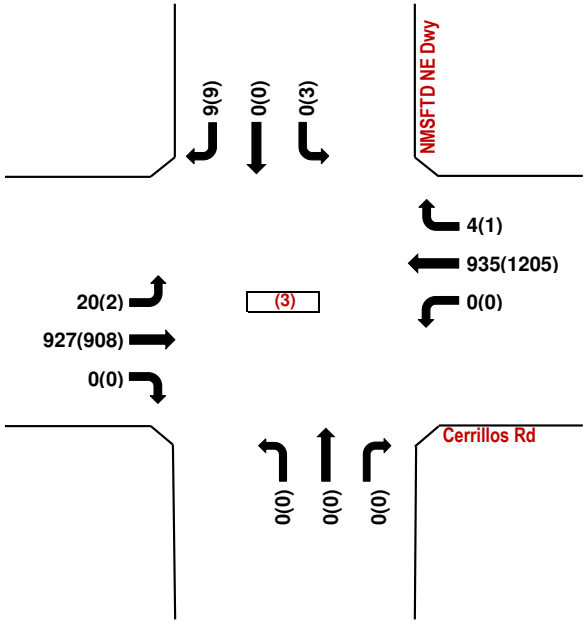
Cerrillos Rd / NMSFTD NE Dwy

Trips Generated Volumes



Cerrillos Rd / NMSFTD NE Dwy

2037 BUILD Volumes



Cerrillos Rd / NMSFTD NE Dwy

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / Driveway "A"

INTERSECTION: E-W Street: **Cerrillos Rd** (4)

N-S Street: **Driveway "A"**

Year of Existing Counts 2025

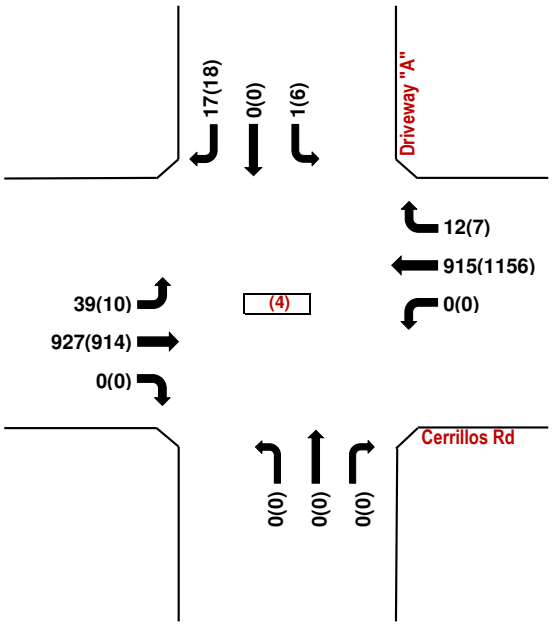
Horizon Year **2037**

Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (Driveway "A")**			**SB (NMSFTD SW Dwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	35	828	0	0	817	11	0	0	0	1	0	15
Background Traffic Growth	4	99	0	0	98	1	0	0	0	0	0	2
Subtotal	39	927	0	0	915	12	0	0	0	1	0	17
Subtotal (NO BUILD - A.M.)	***39***	***927***	***0***	***0***	***915***	***12***	***0***	***0***	***0***	***1***	***0***	***17***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***70.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***50.00%***	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	6	27	11	0	0	15	0	9	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	39	933	27	11	915	12	15	0	9	1	0	17
Total AM Peak Hour BUILD Volumes	**39**	**933**	**27**	**11**	**915**	**12**	**15**	**0**	**9**	**1**	**0**	**17**

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (Driveway "A")**			**SB (NMSFTD SW Dwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	816	0	0	1,032	6	0	0	0	5	0	16
Background Traffic Growth	1	98	0	0	124	1	0	0	0	1	0	2
Subtotal	10	914	0	0	1,156	7	0	0	0	6	0	18
Subtotal (NO BUILD - P.M.)	***10***	***914***	***0***	***0***	***1,156***	***7***	***0***	***0***	***0***	***6***	***0***	***18***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***70.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***50.00%***	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	8	29	13	0	0	21	0	12	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	10	922	29	13	1,156	7	21	0	12	6	0	18
Total PM Peak Hour BUILD Volumes	**10**	**922**	**29**	**13**	**1,156**	**7**	**21**	**0**	**12**	**6**	**0**	**18**

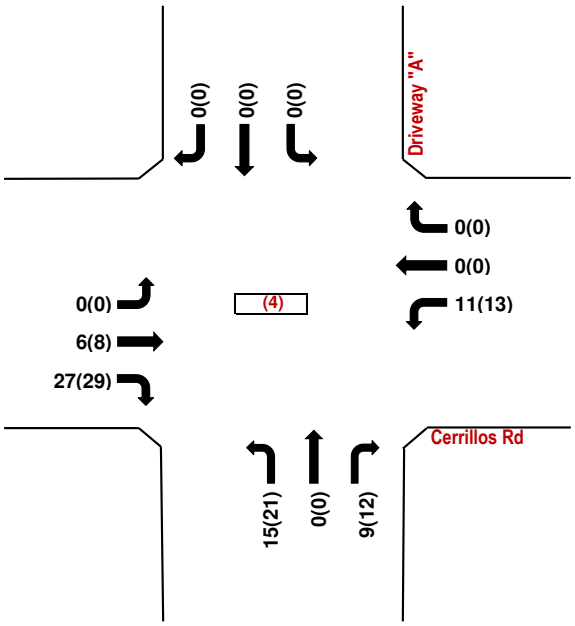
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2037 NO BUILD Volumes



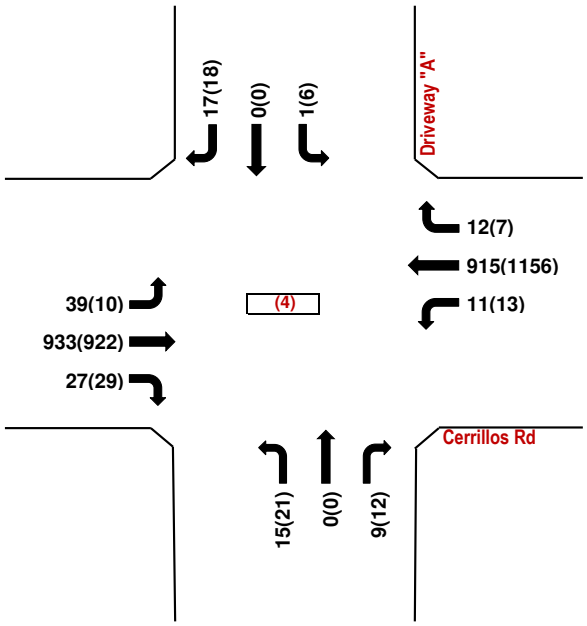
Cerrillos Rd / Driveway "A"

Trips Generated Volumes



Cerrillos Rd / Driveway "A"

2037 BUILD Volumes



Cerrillos Rd / Driveway "A"

AM(PM)

Marriott Hotel (1000 Cerrillos Rd.)

Projected Turning Movements Worksheet

Cerrillos Rd / Driveway "B"

INTERSECTION: E-W Street: **Cerrillos Rd** (5)

N-S Street: **Driveway "B"**

Year of Existing Counts 2025

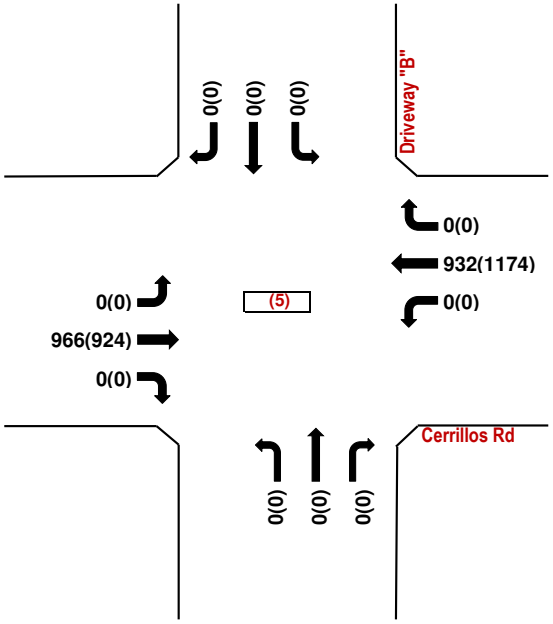
Horizon Year **2037**

Growth Rates	**1.00%**			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (Driveway "B")**			**SB (Driveway "B")**		
	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
Subtotal (NO BUILD - A.M.)	***0***	**966**	***0***	***0***	**932**	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	***70.00%***	*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%*	***50.00%***	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	27	0	0	15	0	0	0	6	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	993	0	0	947	0	0	0	6	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**993**	**0**	**0**	**947**	**0**	**0**	**0**	**6**	**0**	**0**	**0**

	1.00%			**1.00%**			**1.00%**			**1.00%**		
	Eastbound (Cerrillos Rd)			**Westbound (Cerrillos Rd)**			**NB (Driveway "B")**			**SB (Driveway "B")**		
	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
Subtotal (NO BUILD - P.M.)	***0***	**924**	***0***	***0***	**1,174**	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	***70.00%***	*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%*	***50.00%***	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	29	0	0	21	0	0	0	8	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	953	0	0	1,195	0	0	0	8	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**953**	**0**	**0**	**1,195**	**0**	**0**	**0**	**8**	**0**	**0**	**0**

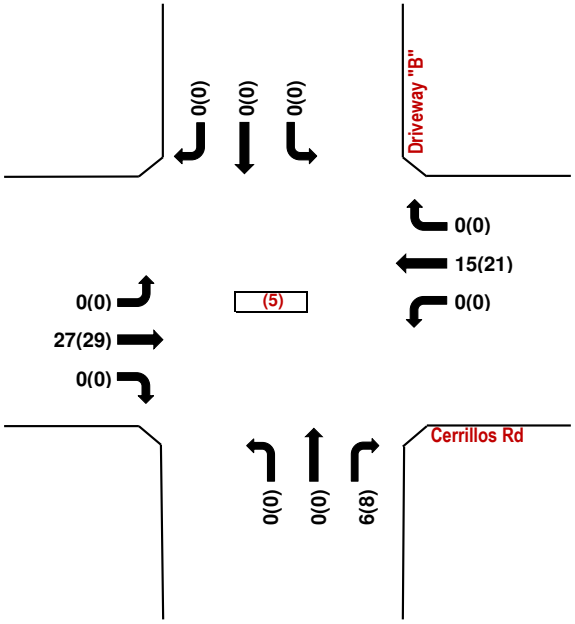
	Entering	Exiting		
Number of Commercial Trips Generated	**38**	**30**	A.M.	100% Commercial Development
	42	**41**	P.M.	

2037 NO BUILD Volumes



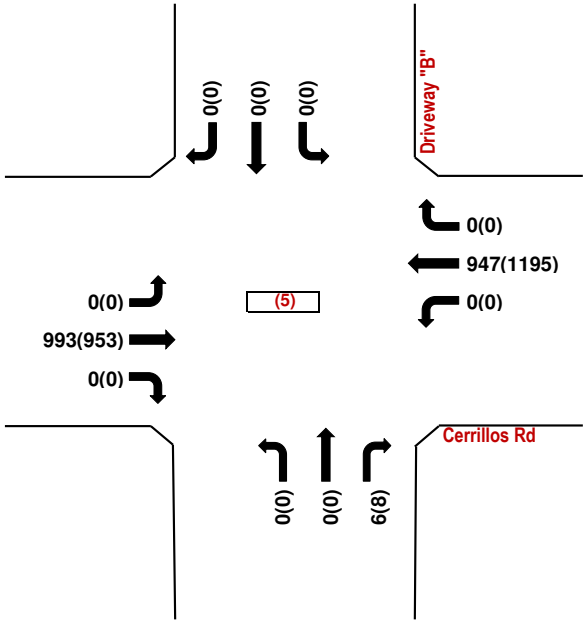
Cerrillos Rd / Driveway "B"

Trips Generated Volumes



Cerrillos Rd / Driveway "B"

2037 BUILD Volumes



Cerrillos Rd / Driveway "B"

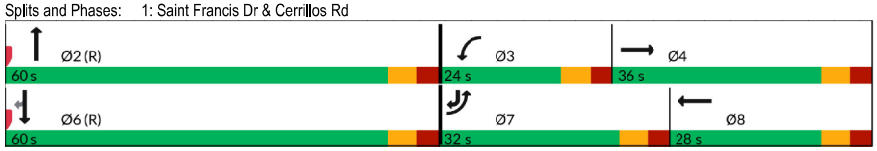
AM(PM)

Timings
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	367	467	214	209	1094	1319	601
Future Volume (vph)	367	467	214	209	1094	1319	601
Turn Type	Prot	NA	Prot	NA	NA	NA	pm+ov
Protected Phases	7	4	3	8	2	6	7
Permitted Phases							6
Detector Phase	7	4	3	8	2	6	7
Switch Phase							
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	25.0	10.0	25.0	25.0	25.0	17.0
Total Split (s)	32.0	36.0	24.0	28.0	60.0	60.0	32.0
Total Split (%)	26.7%	30.0%	20.0%	23.3%	50.0%	50.0%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	20.4	23.5	13.4	16.5	62.1	62.1	89.5
Actuated g/C Ratio	0.17	0.20	0.11	0.14	0.52	0.52	0.75
v/c Ratio	0.68	0.76	0.61	0.53	0.69	0.78	0.30
Control Delay (s/veh)	45.5	57.6	57.4	49.7	22.7	28.7	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.5	57.6	57.4	49.7	22.7	28.7	2.7
LOS	D	E	E	D	C	C	A
Approach Delay (s/veh)		52.4		53.4	22.7	20.5	
Approach LOS		D		D	C	C	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 29.9		Intersection LOS: C	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	467	18	214	209	27	0	1094	538	0	1319	601
Future Volume (veh/h)	367	467	18	214	209	27	0	1094	538	0	1319	601
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	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	399	508	20	233	227	29	0	1189	0	0	1434	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	476	612	24	298	395	50	0	2875		0	2001	1955
Arrive On Green	0.14	0.18	0.18	0.09	0.12	0.12	0.00	0.56	0.00	0.00	0.56	0.56
Sat Flow, veh/h	3456	3486	137	3456	3174	401	0	5443	0	0	3647	2790
Grp Volume(v), veh/h	399	259	269	233	126	130	0	1189	0	0	1434	653
Grp Sat Flow(s),veh/h/ln	1728	1777	1846	1728	1777	1798	0	1702	0	0	1777	1395
Q Serve(g_s), s	13.5	16.8	16.9	7.9	8.0	8.2	0.0	15.9	0.0	0.0	35.5	11.0
Cycle Q Clear(g_c), s	13.5	16.8	16.9	7.9	8.0	8.2	0.0	15.9	0.0	0.0	35.5	11.0
Prop In Lane	1.00		0.07	1.00		0.22	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	476	312	324	298	221	224	0	2875		0	2001	1955
V/C Ratio(X)	0.84	0.83	0.83	0.78	0.57	0.58	0.00	0.41		0.00	0.72	0.33
Avail Cap(c_a), veh/h	720	429	446	490	311	315	0	2875		0	2001	1955
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	47.7	47.7	53.7	49.5	49.6	0.0	14.9	0.0	0.0	19.2	7.0
Incr Delay (d2), s/veh	5.5	9.3	9.2	4.5	2.3	2.4	0.0	0.4	0.0	0.0	2.2	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	10.2	12.9	13.3	6.5	6.6	6.9	0.0	10.1	0.0	0.0	20.6	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.0	57.1	56.9	58.2	51.8	52.0	0.0	15.4	0.0	0.0	21.4	7.5
LnGrp LOS	E	E	E	E	D	D		B			C	A
Approach Vol, veh/h		927			489			1189			2087	
Approach Delay, s/veh		56.5			54.9			15.4			17.1	
Approach LOS		E			D			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	74.6	17.4	28.1	74.6	23.5	21.9
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	53.0	17.0	29.0	53.0	25.0	21.0
Max Q Clear Time (g_c+I1), s	17.9	9.9	18.9	37.5	15.5	10.2
Green Ext Time (p_c), s	10.4	0.4	2.2	11.1	1.0	1.0

Intersection Summary		
HCM 7th Control Delay, s/veh	28.4	
HCM 7th LOS	C	

Notes

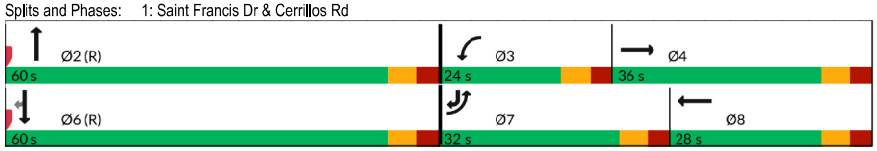
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	373	470	214	212	1094	1319	609
Future Volume (vph)	373	470	214	212	1094	1319	609
Turn Type	Prot	NA	Prot	NA	NA	NA	pm+ov
Protected Phases	7	4	3	8	2	6	7
Permitted Phases							6
Detector Phase	7	4	3	8	2	6	7
Switch Phase							
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	25.0	10.0	25.0	25.0	25.0	17.0
Total Split (s)	32.0	36.0	24.0	28.0	60.0	60.0	32.0
Total Split (%)	26.7%	30.0%	20.0%	23.3%	50.0%	50.0%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	20.6	23.7	13.4	16.6	61.9	61.9	89.4
Actuated g/C Ratio	0.17	0.20	0.11	0.14	0.52	0.52	0.75
v/c Ratio	0.69	0.77	0.61	0.53	0.69	0.79	0.31
Control Delay (s/veh)	45.8	56.9	57.4	49.7	22.9	28.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.8	56.9	57.4	49.7	22.9	28.9	2.8
LOS	D	E	E	D	C	C	A
Approach Delay (s/veh)		52.1		53.4	22.9	20.7	
Approach LOS		D		D	C	C	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 30.0	Intersection LOS: C	
Intersection Capacity Utilization 73.8%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	470	24	214	212	27	0	1094	538	0	1319	609
Future Volume (veh/h)	373	470	24	214	212	27	0	1094	538	0	1319	609
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	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	405	511	26	233	230	29	0	1189	0	0	1434	662
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	482	614	31	298	398	50	0	2861		0	1991	1952
Arrive On Green	0.14	0.18	0.18	0.09	0.13	0.13	0.00	0.56	0.00	0.00	0.56	0.56
Sat Flow, veh/h	3456	3441	175	3456	3180	396	0	5443	0	0	3647	2790
Grp Volume(v), veh/h	405	263	274	233	127	132	0	1189	0	0	1434	662
Grp Sat Flow(s),veh/h/ln	1728	1777	1839	1728	1777	1799	0	1702	0	0	1777	1395
Q Serve(g_s), s	13.7	17.2	17.2	7.9	8.1	8.3	0.0	16.0	0.0	0.0	35.7	11.2
Cycle Q Clear(g_c), s	13.7	17.2	17.2	7.9	8.1	8.3	0.0	16.0	0.0	0.0	35.7	11.2
Prop In Lane	1.00		0.10	1.00		0.22	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	482	317	328	298	223	225	0	2861		0	1991	1952
V/C Ratio(X)	0.84	0.83	0.83	0.78	0.57	0.58	0.00	0.42		0.00	0.72	0.34
Avail Cap(c_a), veh/h	720	429	444	490	311	315	0	2861		0	1991	1952
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	47.5	47.6	53.7	49.5	49.5	0.0	15.1	0.0	0.0	19.4	7.1
Incr Delay (d2), s/veh	5.7	9.7	9.7	4.5	2.3	2.4	0.0	0.4	0.0	0.0	2.3	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	10.4	13.1	13.5	6.5	6.7	6.9	0.0	10.1	0.0	0.0	20.8	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.1	57.3	57.2	58.2	51.8	51.9	0.0	15.6	0.0	0.0	21.7	7.6
LnGrp LOS	E	E	E	E	D	D		B			C	A
Approach Vol, veh/h		942			492			1189			2096	
Approach Delay, s/veh		56.8			54.8			15.6			17.3	
Approach LOS		E			D			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	74.2	17.4	28.4	74.2	23.7	22.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	53.0	17.0	29.0	53.0	25.0	21.0
Max Q Clear Time (g_c+I1), s	18.0	9.9	19.2	37.7	15.7	10.3
Green Ext Time (p_c), s	10.4	0.4	2.2	11.1	1.0	1.0

Intersection Summary		
HCM 7th Control Delay, s/veh	28.6	
HCM 7th LOS	C	

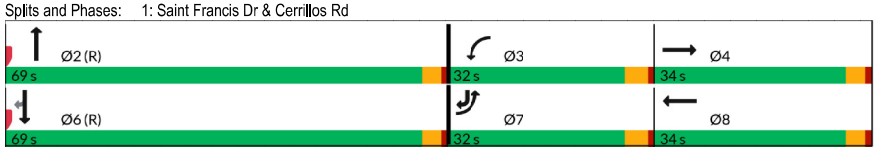
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	486	320	422	539	1460	1111	558
Future Volume (vph)	486	320	422	539	1460	1111	558
Turn Type	Prot	NA	Prot	NA	NA	NA	pm+ov
Protected Phases	7	4	3	8	2	6	7
Permitted Phases							6
Detector Phase	7	4	3	8	2	6	7
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	9.5
Total Split (s)	32.0	34.0	32.0	34.0	69.0	69.0	32.0
Total Split (%)	23.7%	25.2%	23.7%	25.2%	51.1%	51.1%	23.7%
Yellow Time (s)	3.5	3.0	3.5	3.0	3.0	3.0	3.5
All-Red Time (s)	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
Total Lost Time (s)	4.5	4.0	4.5	4.0	4.0	4.0	4.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	25.2	30.2	22.5	27.6	69.7	69.7	98.9
Actuated g/C Ratio	0.19	0.22	0.17	0.20	0.52	0.52	0.73
v/c Ratio	0.80	0.45	0.77	0.84	0.76	0.64	0.29
Control Delay (s/veh)	68.0	37.8	63.3	62.8	28.1	26.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.0	37.8	63.3	62.8	28.1	26.5	6.0
LOS	E	D	E	E	C	C	A
Approach Delay (s/veh)		55.6		63.0	28.1	19.6	
Approach LOS		E		E	C	B	

Intersection Summary		
Cycle Length: 135		
Actuated Cycle Length: 135		
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay (s/veh): 36.2	Intersection LOS: D	
Intersection Capacity Utilization 77.0%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	486	320	19	422	539	38	0	1460	395	0	1111	558
Future Volume (veh/h)	486	320	19	422	539	38	0	1460	395	0	1111	558
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	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	512	337	20	444	567	40	0	1537	0	0	1169	587
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	578	719	43	513	647	46	0	2799		0	1948	1996
Arrive On Green	0.17	0.21	0.21	0.15	0.19	0.19	0.00	0.55	0.00	0.00	0.55	0.55
Sat Flow, veh/h	3456	3409	202	3456	3367	237	0	5443	0	0	3647	2790
Grp Volume(v), veh/h	512	175	182	444	299	308	0	1537	0	0	1169	587
Grp Sat Flow(s),veh/h/ln	1728	1777	1834	1728	1777	1828	0	1702	0	0	1777	1395
Q Serve(g_s), s	19.6	11.6	11.7	16.9	22.0	22.1	0.0	26.3	0.0	0.0	29.9	10.2
Cycle Q Clear(g_c), s	19.6	11.6	11.7	16.9	22.0	22.1	0.0	26.3	0.0	0.0	29.9	10.2
Prop In Lane	1.00		0.11	1.00		0.13	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	578	375	387	513	341	351	0	2799		0	1948	1996
V/C Ratio(X)	0.89	0.47	0.47	0.87	0.88	0.88	0.00	0.55		0.00	0.60	0.29
Avail Cap(c_a), veh/h	704	395	408	704	395	406	0	2799		0	1948	1996
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	46.6	46.7	56.2	53.0	53.0	0.0	19.7	0.0	0.0	20.5	6.9
Incr Delay (d2), s/veh	11.3	0.9	0.9	8.4	17.5	17.5	0.0	0.8	0.0	0.0	1.4	0.4
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	14.4	9.0	9.3	12.6	17.0	17.4	0.0	15.6	0.0	0.0	18.2	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.3	47.5	47.6	64.5	70.5	70.5	0.0	20.5	0.0	0.0	21.9	7.3
LnGrp LOS	E	D	D	E	E	E		C			C	A
Approach Vol, veh/h		869			1051			1537			1756	
Approach Delay, s/veh		58.6			68.0			20.5			17.0	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	78.0	24.5	32.5	78.0	27.1	29.9
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.5	4.0
Max Green Setting (Gmax), s	65.0	27.5	30.0	65.0	27.5	30.0
Max Q Clear Time (g_c+I1), s	28.3	18.9	13.7	31.9	21.6	24.1
Green Ext Time (p_c), s	15.1	1.1	1.7	14.3	1.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	35.2
HCM 7th LOS	D

Notes

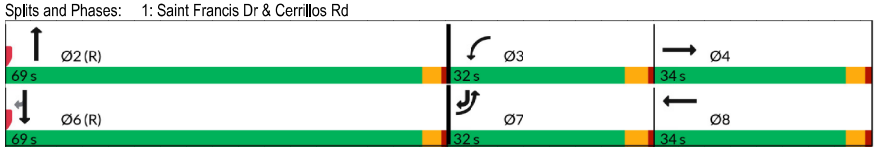
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	495	324	422	543	1460	1111	567
Future Volume (vph)	495	324	422	543	1460	1111	567
Turn Type	Prot	NA	Prot	NA	NA	NA	pm+ov
Protected Phases	7	4	3	8	2	6	7
Permitted Phases							6
Detector Phase	7	4	3	8	2	6	7
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	9.5
Total Split (s)	32.0	34.0	32.0	34.0	69.0	69.0	32.0
Total Split (%)	23.7%	25.2%	23.7%	25.2%	51.1%	51.1%	23.7%
Yellow Time (s)	3.5	3.0	3.5	3.0	3.0	3.0	3.5
All-Red Time (s)	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
Total Lost Time (s)	4.5	4.0	4.5	4.0	4.0	4.0	4.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	25.4	30.5	22.5	27.7	69.4	69.4	98.8
Actuated g/C Ratio	0.19	0.23	0.17	0.21	0.51	0.51	0.73
v/c Ratio	0.81	0.46	0.77	0.85	0.76	0.64	0.29
Control Delay (s/veh)	69.1	37.7	63.3	63.0	28.4	26.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.1	37.7	63.3	63.0	28.4	26.7	6.1
LOS	E	D	E	E	C	C	A
Approach Delay (s/veh)		56.1		63.1	28.4	19.7	
Approach LOS		E		E	C	B	

Intersection Summary		
Cycle Length: 135		
Actuated Cycle Length: 135		
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.85		
Intersection Signal Delay (s/veh): 36.5	Intersection LOS: D	
Intersection Capacity Utilization 77.4%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	324	27	422	543	38	0	1460	395	0	1111	567
Future Volume (veh/h)	495	324	27	422	543	38	0	1460	395	0	1111	567
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	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	521	341	28	444	572	40	0	1537	0	0	1169	597
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	587	714	58	513	651	45	0	2780		0	1935	1992
Arrive On Green	0.17	0.21	0.21	0.15	0.19	0.19	0.00	0.54	0.00	0.00	0.54	0.54
Sat Flow, veh/h	3456	3327	272	3456	3370	235	0	5443	0	0	3647	2790
Grp Volume(v), veh/h	521	181	188	444	301	311	0	1537	0	0	1169	597
Grp Sat Flow(s),veh/h/ln	1728	1777	1821	1728	1777	1828	0	1702	0	0	1777	1395
Q Serve(g_s), s	19.9	12.0	12.2	16.9	22.2	22.3	0.0	26.5	0.0	0.0	30.1	10.5
Cycle Q Clear(g_c), s	19.9	12.0	12.2	16.9	22.2	22.3	0.0	26.5	0.0	0.0	30.1	10.5
Prop In Lane	1.00		0.15	1.00		0.13	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	587	381	391	513	343	353	0	2780		0	1935	1992
V/C Ratio(X)	0.89	0.48	0.48	0.87	0.88	0.88	0.00	0.55		0.00	0.60	0.30
Avail Cap(c_a), veh/h	704	395	405	704	395	406	0	2780		0	1935	1992
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	46.4	46.4	56.2	52.9	52.9	0.0	20.0	0.0	0.0	20.9	7.0
Incr Delay (d2), s/veh	11.7	0.9	0.9	8.4	17.8	17.8	0.0	0.8	0.0	0.0	1.4	0.4
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	14.6	9.2	9.5	12.6	17.1	17.6	0.0	15.7	0.0	0.0	18.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.5	47.3	47.4	64.5	70.7	70.7	0.0	20.8	0.0	0.0	22.3	7.4
LnGrp LOS	E	D	D	E	E	E		C			C	A
Approach Vol, veh/h		890			1056			1537			1766	
Approach Delay, s/veh		58.6			68.1			20.8			17.2	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	77.5	24.5	33.0	77.5	27.4	30.1
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.5	4.0
Max Green Setting (Gmax), s	65.0	27.5	30.0	65.0	27.5	30.0
Max Q Clear Time (g_c+I1), s	28.5	18.9	14.2	32.1	21.9	24.3
Green Ext Time (p_c), s	15.1	1.1	1.8	14.4	1.0	1.8

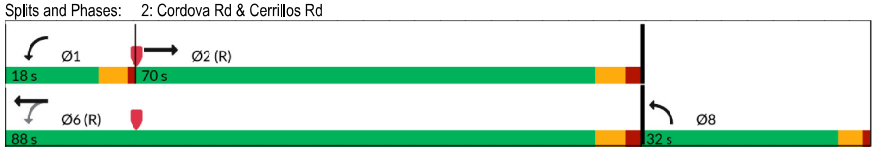
Intersection Summary		
HCM 7th Control Delay, s/veh	35.5	
HCM 7th LOS	D	

Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	809	143	708	221
Future Volume (vph)	809	143	708	221
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases		6		
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	15.0	5.0	15.0	5.0
Minimum Split (s)	24.0	10.0	24.0	22.5
Total Split (s)	70.0	18.0	88.0	32.0
Total Split (%)	58.3%	15.0%	73.3%	26.7%
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	81.1	95.1	94.1	15.4
Actuated g/C Ratio	0.68	0.79	0.78	0.13
v/c Ratio	0.53	0.44	0.28	0.68
Control Delay (s/veh)	10.7	8.1	3.0	53.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.7	8.1	3.0	53.0
LOS	B	A	A	D
Approach Delay (s/veh)	10.7		3.9	53.0
Approach LOS	B		A	D

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 110 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.68		
Intersection Signal Delay (s/veh): 13.4	Intersection LOS: B	
Intersection Capacity Utilization 61.0%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	809	303	143	708	221	57
Future Volume (veh/h)	809	303	143	708	221	57
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	889	333	157	778	153	159
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1793	669	384	2811	216	192
Arrive On Green	0.71	0.71	0.04	0.79	0.12	0.12
Sat Flow, veh/h	2626	945	1781	3647	1781	1585
Grp Volume(v), veh/h	623	599	157	778	153	159
Grp Sat Flow(s),veh/h/ln	1777	1700	1781	1777	1781	1585
Q Serve(g_s), s	18.9	19.1	2.7	7.0	9.9	11.8
Cycle Q Clear(g_c), s	18.9	19.1	2.7	7.0	9.9	11.8
Prop In Lane		0.56	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1258	1204	384	2811	216	192
V/C Ratio(X)	0.49	0.50	0.41	0.28	0.71	0.83
Avail Cap(c_a), veh/h	1258	1204	504	2811	408	363
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.9	7.9	6.4	3.4	50.7	51.5
Incr Delay (d2), s/veh	1.4	1.5	0.7	0.2	4.2	8.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.1	10.9	1.6	3.6	8.2	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.3	9.4	7.1	3.6	54.9	60.1
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h	1222			935	312	
Approach Delay, s/veh	9.3			4.2	57.6	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	91.0			100.9	19.1
Change Period (Y+Rc), s	5.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	13.0	64.0			82.0	27.5
Max Q Clear Time (g_c+I1), s	4.7	21.1			9.0	13.8
Green Ext Time (p_c), s	0.2	10.9			6.3	0.8

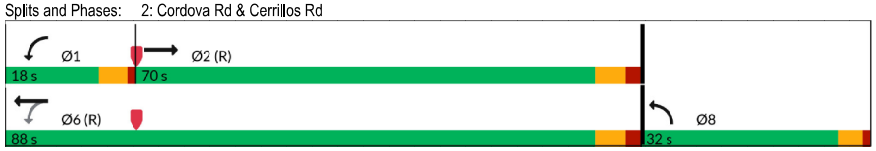
Intersection Summary		
HCM 7th Control Delay, s/veh	13.5	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	823	147	719	221
Future Volume (vph)	823	147	719	221
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases		6		
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	15.0	5.0	15.0	5.0
Minimum Split (s)	24.0	10.0	24.0	22.5
Total Split (s)	70.0	18.0	88.0	32.0
Total Split (%)	58.3%	15.0%	73.3%	26.7%
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	80.6	94.9	93.9	15.6
Actuated g/C Ratio	0.67	0.79	0.78	0.13
v/c Ratio	0.54	0.46	0.29	0.69
Control Delay (s/veh)	11.2	8.9	3.1	52.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.2	8.9	3.1	52.0
LOS	B	A	A	D
Approach Delay (s/veh)	11.2		4.1	52.0
Approach LOS	B		A	D

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 110 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.69		
Intersection Signal Delay (s/veh): 13.7	Intersection LOS: B	
Intersection Capacity Utilization 62.0%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	823	303	147	719	221	69
Future Volume (veh/h)	823	303	147	719	221	69
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	904	333	162	790	160	165
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1790	656	378	2797	223	199
Arrive On Green	0.70	0.70	0.04	0.79	0.13	0.13
Sat Flow, veh/h	2639	933	1781	3647	1781	1585
Grp Volume(v), veh/h	630	607	162	790	160	165
Grp Sat Flow(s),veh/h/ln	1777	1702	1781	1777	1781	1585
Q Serve(g_s), s	19.5	19.8	2.9	7.3	10.4	12.2
Cycle Q Clear(g_c), s	19.5	19.8	2.9	7.3	10.4	12.2
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1249	1197	378	2797	223	199
V/C Ratio(X)	0.50	0.51	0.43	0.28	0.72	0.83
Avail Cap(c_a), veh/h	1249	1197	495	2797	408	363
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	8.2	8.2	6.8	3.5	50.4	51.2
Incr Delay (d2), s/veh	1.5	1.5	0.8	0.3	4.3	8.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	11.2	1.7	3.8	8.5	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.6	9.8	7.6	3.7	54.7	59.9
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h	1237			952	325	
Approach Delay, s/veh	9.7			4.4	57.3	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	90.4			100.5	19.5
Change Period (Y+Rc), s	5.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	13.0	64.0			82.0	27.5
Max Q Clear Time (g_c+I1), s	4.9	21.8			9.3	14.2
Green Ext Time (p_c), s	0.2	11.1			6.5	0.8

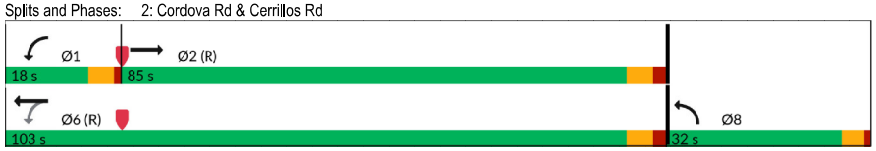
Intersection Summary		
HCM 7th Control Delay, s/veh	13.8	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	760	61	1058	345
Future Volume (vph)	760	61	1058	345
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases		6		
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	15.0	5.0	15.0	5.0
Minimum Split (s)	24.0	10.0	24.0	22.5
Total Split (s)	85.0	18.0	103.0	32.0
Total Split (%)	63.0%	13.3%	76.3%	23.7%
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	93.4	104.0	103.0	21.5
Actuated g/C Ratio	0.69	0.77	0.76	0.16
v/c Ratio	0.43	0.16	0.42	0.77
Control Delay (s/veh)	10.2	8.7	11.3	62.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.2	8.7	11.3	62.2
LOS	B	A	B	E
Approach Delay (s/veh)	10.2		11.1	62.2
Approach LOS	B		B	E

Intersection Summary		
Cycle Length: 135		
Actuated Cycle Length: 135		
Offset: 65 (48%), Referenced to phase 2:EBT and 6:WBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.77		
Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B	
Intersection Capacity Utilization 55.9%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	760	201	61	1058	345	50
Future Volume (veh/h)	760	201	61	1058	345	50
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	809	214	65	1126	416	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1985	525	443	2790	489	217
Arrive On Green	0.71	0.71	0.03	0.79	0.14	0.00
Sat Flow, veh/h	2873	735	1781	3647	3563	1585
Grp Volume(v), veh/h	517	506	65	1126	416	0
Grp Sat Flow(s),veh/h/ln	1777	1738	1781	1777	1781	1585
Q Serve(g_s), s	15.8	15.8	1.2	13.5	15.4	0.0
Cycle Q Clear(g_c), s	15.8	15.8	1.2	13.5	15.4	0.0
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1269	1241	443	2790	489	217
V/C Ratio(X)	0.41	0.41	0.15	0.40	0.85	0.00
Avail Cap(c_a), veh/h	1269	1241	554	2790	726	323
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	7.8	7.8	5.3	4.6	56.9	0.0
Incr Delay (d2), s/veh	1.0	1.0	0.2	0.4	6.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	9.7	0.7	7.7	11.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.7	8.8	5.4	5.0	63.3	0.0
LnGrp LOS	A	A	A	A	E	
Approach Vol, veh/h	1023			1191	416	
Approach Delay, s/veh	8.8			5.0	63.3	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.6	102.4			112.0	23.0
Change Period (Y+Rc), s	5.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	13.0	79.0			97.0	27.5
Max Q Clear Time (g_c+I1), s	3.2	17.8			15.5	17.4
Green Ext Time (p_c), s	0.1	8.4			11.0	1.1

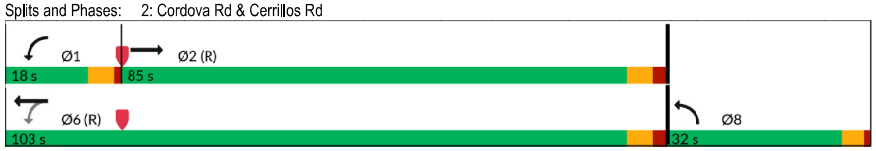
Intersection Summary		
HCM 7th Control Delay, s/veh	15.7	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	776	66	1074	345
Future Volume (vph)	776	66	1074	345
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases		6		
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	15.0	5.0	15.0	5.0
Minimum Split (s)	24.0	10.0	24.0	22.5
Total Split (s)	85.0	18.0	103.0	32.0
Total Split (%)	63.0%	13.3%	76.3%	23.7%
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	92.8	103.5	102.5	22.0
Actuated g/C Ratio	0.69	0.77	0.76	0.16
v/c Ratio	0.44	0.18	0.43	0.77
Control Delay (s/veh)	10.6	8.9	11.6	61.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.6	8.9	11.6	61.8
LOS	B	A	B	E
Approach Delay (s/veh)	10.6		11.5	61.8
Approach LOS	B		B	E

Intersection Summary		
Cycle Length: 135		
Actuated Cycle Length: 135		
Offset: 65 (48%), Referenced to phase 2:EBT and 6:WBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.77		
Intersection Signal Delay (s/veh): 19.3	Intersection LOS: B	
Intersection Capacity Utilization 56.8%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	776	201	66	1074	345	63
Future Volume (veh/h)	776	201	66	1074	345	63
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	826	214	70	1143	430	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1983	514	433	2776	503	224
Arrive On Green	0.71	0.71	0.03	0.78	0.14	0.00
Sat Flow, veh/h	2887	724	1781	3647	3563	1585
Grp Volume(v), veh/h	525	515	70	1143	430	0
Grp Sat Flow(s),veh/h/ln	1777	1740	1781	1777	1781	1585
Q Serve(g_s), s	16.4	16.5	1.3	14.0	15.9	0.0
Cycle Q Clear(g_c), s	16.4	16.5	1.3	14.0	15.9	0.0
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1261	1235	433	2776	503	224
V/C Ratio(X)	0.42	0.42	0.16	0.41	0.86	0.00
Avail Cap(c_a), veh/h	1261	1235	544	2776	726	323
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	8.1	8.1	5.5	4.8	56.6	0.0
Incr Delay (d2), s/veh	1.0	1.0	0.2	0.5	6.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	10.1	0.8	7.9	12.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.1	9.1	5.7	5.2	63.5	0.0
LnGrp LOS	A	A	A	A	E	
Approach Vol, veh/h	1040			1213	430	
Approach Delay, s/veh	9.1			5.2	63.5	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.6	101.8			111.5	23.5
Change Period (Y+Rc), s	5.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	13.0	79.0			97.0	27.5
Max Q Clear Time (g_c+I1), s	3.3	18.5			16.0	17.9
Green Ext Time (p_c), s	0.1	8.6			11.3	1.1

Intersection Summary		
HCM 7th Control Delay, s/veh	16.1	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	830	842	4	0	8
Future Vol, veh/h	18	830	842	4	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	922	936	4	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	940	0	-	0	1439	470
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	501	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	725	-	-	-	124	540
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	725	-	-	-	120	540
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	574	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	11.78
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	725	-	-	-	540
HCM Lane V/C Ratio	0.028	-	-	-	0.016
HCM Ctrl Dly (s/v)	10.1	-	-	-	11.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	845	853	4	0	8
Future Vol, veh/h	18	845	853	4	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	939	948	4	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	952	0	-	0	1459	476
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	717	-	-	-	120	535
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	717	-	-	-	117	535
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	11.84
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	717	-	-	-	535
HCM Lane V/C Ratio	0.028	-	-	-	0.017
HCM Ctrl Dly (s/v)	10.2	-	-	-	11.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	808	1085	1	3	8
Future Vol, veh/h	2	808	1085	1	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	860	1154	1	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1155	0	-	0	1589	578
Stage 1	-	-	-	-	1155	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	600	-	-	-	98	459
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	600	-	-	-	98	459
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	15.91
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	600	-	-	-	342
HCM Lane V/C Ratio	0.004	-	-	-	0.034
HCM Ctrl Dly (s/v)	11	-	-	-	15.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	829	1098	1	3	8
Future Vol, veh/h	2	829	1098	1	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	882	1168	1	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1169	0	-	0	1614	585
Stage 1	-	-	-	-	1169	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	593	-	-	-	95	455
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	593	-	-	-	94	455
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	16.08
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	593	-	-	-	337
HCM Lane V/C Ratio	0.004	-	-	-	0.035
HCM Ctrl Dly (s/v)	11.1	-	-	-	16.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	845	0	0	833	11	0	0	0	1	0	15
Future Vol, veh/h	36	845	0	0	833	11	0	0	0	1	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	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	40	939	0	0	926	12	0	0	0	1	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	938	0	0	939	0	0	1482	1957	469	1481	1951	469
Stage 1	-	-	-	-	-	-	1019	1019	-	932	932	-
Stage 2	-	-	-	-	-	-	463	938	-	549	1019	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	726	-	-	726	-	-	87	63	540	87	64	541
Stage 1	-	-	-	-	-	-	254	313	-	287	343	-
Stage 2	-	-	-	-	-	-	549	341	-	487	313	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	726	-	-	726	-	-	80	60	540	82	60	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	163	-	196	172	-
Stage 1	-	-	-	-	-	-	240	295	-	287	343	-
Stage 2	-	-	-	-	-	-	532	341	-	460	295	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.42	0	0	12.67
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	726	-	-	726	-	-	487
HCM Lane V/C Ratio	-	0.055	-	-	-	-	-	0.036
HCM Ctrl Dly (s/v)	0	10.2	-	-	0	-	-	12.7
HCM Lane LOS	A	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	0.1

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	36	851	27	11	833	11	15	0	9	1	0	15
Future Vol, veh/h	36	851	27	11	833	11	15	0	9	1	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	50	-	120	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	40	946	30	12	926	12	17	0	10	1	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	938	0	0	976	0	0	1513	1988	473	1509	2012	469
Stage 1	-	-	-	-	-	-	1026	1026	-	956	956	-
Stage 2	-	-	-	-	-	-	487	962	-	553	1056	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	726	-	-	703	-	-	82	60	538	83	58	541
Stage 1	-	-	-	-	-	-	251	310	-	277	335	-
Stage 2	-	-	-	-	-	-	531	332	-	485	300	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	726	-	-	703	-	-	74	56	538	76	54	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	158	-	185	160	-
Stage 1	-	-	-	-	-	-	238	293	-	272	329	-
Stage 2	-	-	-	-	-	-	505	327	-	450	284	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.4	0.13	22.53	12.74
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	232	726	-	-	703	-	-	483
HCM Lane V/C Ratio	0.115	0.055	-	-	0.017	-	-	0.037
HCM Ctrl Dly (s/v)	22.5	10.2	-	-	10.2	-	-	12.7
HCM Lane LOS	C	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	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	9	832	0	0	1053	6	0	0	0	5	0	16
Future Vol, veh/h	9	832	0	0	1053	6	0	0	0	5	0	16
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	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	885	0	0	1120	6	0	0	0	5	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1127	0	0	885	0	0	1464	2031	443	1585	2028	563
Stage 1	-	-	-	-	-	-	904	904	-	1123	1123	-
Stage 2	-	-	-	-	-	-	560	1127	-	462	904	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	616	-	-	760	-	-	90	57	563	73	57	469
Stage 1	-	-	-	-	-	-	298	354	-	219	279	-
Stage 2	-	-	-	-	-	-	480	278	-	549	354	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	616	-	-	760	-	-	85	56	563	72	56	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	163	-	168	167	-
Stage 1	-	-	-	-	-	-	293	348	-	219	279	-
Stage 2	-	-	-	-	-	-	463	278	-	541	348	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0	0	16.75
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	616	-	-	760	-	-	329
HCM Lane V/C Ratio	-	0.016	-	-	-	-	-	0.068
HCM Ctrl Dly (s/v)	0	10.9	-	-	0	-	-	16.8
HCM Lane LOS	A	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

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	9	840	29	13	1053	6	21	0	12	5	0	16
Future Vol, veh/h	9	840	29	13	1053	6	21	0	12	5	0	16
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	50	-	120	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	894	31	14	1120	6	22	0	13	5	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1127	0	0	924	0	0	1501	2067	447	1617	2095	563
Stage 1	-	-	-	-	-	-	913	913	-	1151	1151	-
Stage 2	-	-	-	-	-	-	588	1154	-	466	944	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	616	-	-	735	-	-	84	54	559	69	52	469
Stage 1	-	-	-	-	-	-	295	351	-	211	271	-
Stage 2	-	-	-	-	-	-	462	270	-	546	339	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	616	-	-	735	-	-	78	52	559	65	50	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	157	-	157	155	-
Stage 1	-	-	-	-	-	-	290	345	-	207	266	-
Stage 2	-	-	-	-	-	-	437	265	-	525	334	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0.12	21.59	17.14
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	252	616	-	-	735	-	-	319
HCM Lane V/C Ratio	0.139	0.016	-	-	0.019	-	-	0.07
HCM Ctrl Dly (s/v)	21.6	10.9	-	-	10	-	-	17.1
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	881	0	0	848	0	0
Future Vol, veh/h	881	0	0	848	0	0
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	968	0	0	932	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	484
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	529
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	529
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↱
Traffic Vol, veh/h	908	0	0	863	0	6
Future Vol, veh/h	908	0	0	863	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	998	0	0	948	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	499
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	517
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	517
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.05
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	517	-	-
HCM Lane V/C Ratio	0.013	-	-
HCM Ctrl Dly (s/v)	12.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	841	0	0	1069	0	0
Future Vol, veh/h	841	0	0	1069	0	0
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	895	0	0	1137	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	447
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	559
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	559
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	870	0	0	1090	0	8
Future Vol, veh/h	870	0	0	1090	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	926	0	0	1160	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	463
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	546
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	546
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.7
HCM LOS			B

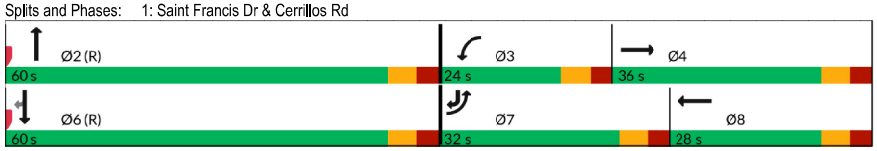
Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	546	-	-
HCM Lane V/C Ratio	0.016	-	-
HCM Ctrl Dly (s/v)	11.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Timings
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	403	513	235	230	1202	1448	660
Future Volume (vph)	403	513	235	230	1202	1448	660
Turn Type	Prot	NA	Prot	NA	NA	NA	pm+ov
Protected Phases	7	4	3	8	2	6	7
Permitted Phases							6
Detector Phase	7	4	3	8	2	6	7
Switch Phase							
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	25.0	10.0	25.0	25.0	25.0	17.0
Total Split (s)	32.0	36.0	24.0	28.0	60.0	60.0	32.0
Total Split (%)	26.7%	30.0%	20.0%	23.3%	50.0%	50.0%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	21.8	25.0	14.0	17.2	60.0	60.0	88.8
Actuated g/C Ratio	0.18	0.21	0.12	0.14	0.50	0.50	0.74
v/c Ratio	0.70	0.79	0.64	0.56	0.78	0.89	0.34
Control Delay (s/veh)	42.7	56.6	57.9	50.1	26.6	35.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.7	56.6	57.9	50.1	26.6	35.7	3.6
LOS	D	E	E	D	C	D	A
Approach Delay (s/veh)		50.6		53.8	26.6	25.6	
Approach LOS		D		D	C	C	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.89		
Intersection Signal Delay (s/veh): 33.0	Intersection LOS: C	
Intersection Capacity Utilization 79.0%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	403	513	20	235	230	29	0	1202	590	0	1448	660
Future Volume (veh/h)	403	513	20	235	230	29	0	1202	590	0	1448	660
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	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	438	558	22	255	250	32	0	1307	0	0	1574	717
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	515	661	26	320	423	54	0	2772		0	1929	1930
Arrive On Green	0.15	0.19	0.19	0.09	0.13	0.13	0.00	0.54	0.00	0.00	0.54	0.54
Sat Flow, veh/h	3456	3485	137	3456	3173	402	0	5443	0	0	3647	2790
Grp Volume(v), veh/h	438	284	296	255	139	143	0	1307	0	0	1574	717
Grp Sat Flow(s),veh/h/ln	1728	1777	1846	1728	1777	1798	0	1702	0	0	1777	1395
Q Serve(g_s), s	14.8	18.5	18.6	8.7	8.8	9.0	0.0	18.9	0.0	0.0	43.6	12.8
Cycle Q Clear(g_c), s	14.8	18.5	18.6	8.7	8.8	9.0	0.0	18.9	0.0	0.0	43.6	12.8
Prop In Lane	1.00		0.07	1.00		0.22	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	515	337	350	320	237	240	0	2772		0	1929	1930
V/C Ratio(X)	0.85	0.84	0.85	0.80	0.59	0.60	0.00	0.47		0.00	0.82	0.37
Avail Cap(c_a), veh/h	720	429	446	490	311	315	0	2772		0	1929	1930
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	46.9	46.9	53.3	48.9	49.0	0.0	16.9	0.0	0.0	22.5	7.7
Incr Delay (d2), s/veh	7.0	11.6	11.4	5.2	2.3	2.4	0.0	0.6	0.0	0.0	3.9	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	11.1	14.1	14.6	7.1	7.3	7.5	0.0	11.7	0.0	0.0	25.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	58.6	58.4	58.5	51.2	51.4	0.0	17.4	0.0	0.0	26.5	8.2
LnGrp LOS	E	E	E	E	D	D		B			C	A
Approach Vol, veh/h		1018			537			1307			2291	
Approach Delay, s/veh		57.7			54.7			17.4			20.8	
Approach LOS		E			D			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	72.1	18.1	29.7	72.1	24.9	23.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	53.0	17.0	29.0	53.0	25.0	21.0
Max Q Clear Time (g_c+I1), s	20.9	10.7	20.6	45.6	16.8	11.0
Green Ext Time (p_c), s	11.5	0.4	2.2	6.3	1.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	30.8
HCM 7th LOS	C

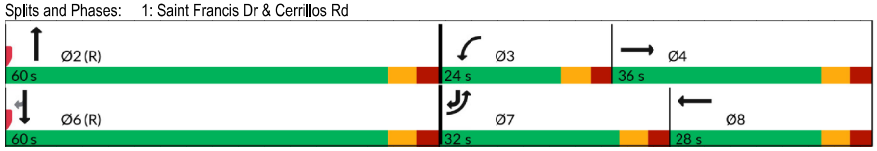
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	409	516	235	233	1202	1448	668
Future Volume (vph)	409	516	235	233	1202	1448	668
Turn Type	Prot	NA	Prot	NA	NA	NA	pm+ov
Protected Phases	7	4	3	8	2	6	7
Permitted Phases							6
Detector Phase	7	4	3	8	2	6	7
Switch Phase							
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	25.0	10.0	25.0	25.0	25.0	17.0
Total Split (s)	32.0	36.0	24.0	28.0	60.0	60.0	32.0
Total Split (%)	26.7%	30.0%	20.0%	23.3%	50.0%	50.0%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	21.9	25.2	14.0	17.3	59.8	59.8	88.7
Actuated g/C Ratio	0.18	0.21	0.12	0.14	0.50	0.50	0.74
v/c Ratio	0.71	0.79	0.64	0.56	0.79	0.89	0.34
Control Delay (s/veh)	43.0	55.8	57.9	50.0	26.9	36.1	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	55.8	57.9	50.0	26.9	36.1	3.7
LOS	D	E	E	D	C	D	A
Approach Delay (s/veh)		50.3		53.8	26.9	25.9	
Approach LOS		D		D	C	C	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.89		
Intersection Signal Delay (s/veh): 33.1	Intersection LOS: C	
Intersection Capacity Utilization 79.3%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	409	516	26	235	233	29	0	1202	590	0	1448	668
Future Volume (veh/h)	409	516	26	235	233	29	0	1202	590	0	1448	668
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	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	445	561	28	255	253	32	0	1307	0	0	1574	726
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	521	662	33	320	425	53	0	2758		0	1920	1928
Arrive On Green	0.15	0.19	0.19	0.09	0.13	0.13	0.00	0.54	0.00	0.00	0.54	0.54
Sat Flow, veh/h	3456	3445	172	3456	3178	398	0	5443	0	0	3647	2790
Grp Volume(v), veh/h	445	289	300	255	140	145	0	1307	0	0	1574	726
Grp Sat Flow(s),veh/h/ln	1728	1777	1839	1728	1777	1799	0	1702	0	0	1777	1395
Q Serve(g_s), s	15.1	18.8	18.9	8.7	8.9	9.1	0.0	19.0	0.0	0.0	43.9	13.0
Cycle Q Clear(g_c), s	15.1	18.8	18.9	8.7	8.9	9.1	0.0	19.0	0.0	0.0	43.9	13.0
Prop In Lane	1.00		0.09	1.00		0.22	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	521	341	353	320	238	241	0	2758		0	1920	1928
V/C Ratio(X)	0.85	0.85	0.85	0.80	0.59	0.60	0.00	0.47		0.00	0.82	0.38
Avail Cap(c_a), veh/h	720	429	445	490	311	315	0	2758		0	1920	1928
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	46.8	46.8	53.3	48.9	48.9	0.0	17.0	0.0	0.0	22.8	7.7
Incr Delay (d2), s/veh	7.3	12.1	11.9	5.2	2.3	2.4	0.0	0.6	0.0	0.0	4.1	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	11.3	14.4	14.8	7.1	7.3	7.6	0.0	11.7	0.0	0.0	25.4	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.9	58.8	58.7	58.5	51.2	51.3	0.0	17.6	0.0	0.0	26.8	8.3
LnGrp LOS	E	E	E	E	D	D		B			C	A
Approach Vol, veh/h		1034			540			1307			2300	
Approach Delay, s/veh		58.0			54.7			17.6			21.0	
Approach LOS		E			D			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	71.8	18.1	30.1	71.8	25.1	23.1
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	53.0	17.0	29.0	53.0	25.0	21.0
Max Q Clear Time (g_c+I1), s	21.0	10.7	20.9	45.9	17.1	11.1
Green Ext Time (p_c), s	11.5	0.4	2.2	6.1	1.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.0
HCM 7th LOS	C

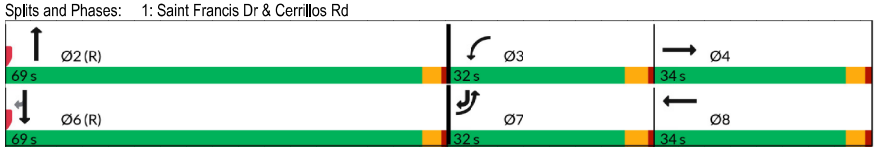
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	533	352	464	591	1603	1220	613
Future Volume (vph)	533	352	464	591	1603	1220	613
Turn Type	Prot	NA	Prot	NA	NA	NA	pm+ov
Protected Phases	7	4	3	8	2	6	7
Permitted Phases							6
Detector Phase	7	4	3	8	2	6	7
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	9.5
Total Split (s)	32.0	34.0	32.0	34.0	69.0	69.0	32.0
Total Split (%)	23.7%	25.2%	23.7%	25.2%	51.1%	51.1%	23.7%
Yellow Time (s)	3.5	3.0	3.5	3.0	3.0	3.0	3.5
All-Red Time (s)	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
Total Lost Time (s)	4.5	4.0	4.5	4.0	4.0	4.0	4.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	26.2	31.2	23.8	28.7	67.5	67.5	97.8
Actuated g/C Ratio	0.19	0.23	0.18	0.21	0.50	0.50	0.72
v/c Ratio	0.84	0.48	0.81	0.89	0.86	0.73	0.32
Control Delay (s/veh)	73.0	37.1	64.1	65.8	33.5	30.1	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.0	37.1	64.1	65.8	33.5	30.1	6.8
LOS	E	D	E	E	C	C	A
Approach Delay (s/veh)		58.2		65.1	33.5	22.3	
Approach LOS		E		E	C	C	

Intersection Summary			
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 39.7		Intersection LOS: D	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	533	352	21	464	591	41	0	1603	433	0	1220	613
Future Volume (veh/h)	533	352	21	464	591	41	0	1603	433	0	1220	613
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	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	561	371	22	488	622	43	0	1687	0	0	1284	645
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	623	765	45	556	692	48	0	2666		0	1856	1959
Arrive On Green	0.18	0.22	0.22	0.16	0.21	0.21	0.00	0.52	0.00	0.00	0.52	0.52
Sat Flow, veh/h	3456	3409	201	3456	3372	233	0	5443	0	0	3647	2790
Grp Volume(v), veh/h	561	193	200	488	327	338	0	1687	0	0	1284	645
Grp Sat Flow(s),veh/h/ln	1728	1777	1834	1728	1777	1828	0	1702	0	0	1777	1395
Q Serve(g_s), s	21.4	12.7	12.8	18.6	24.2	24.3	0.0	31.8	0.0	0.0	36.5	12.1
Cycle Q Clear(g_c), s	21.4	12.7	12.8	18.6	24.2	24.3	0.0	31.8	0.0	0.0	36.5	12.1
Prop In Lane	1.00		0.11	1.00		0.13	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	623	399	412	556	364	375	0	2666		0	1856	1959
V/C Ratio(X)	0.90	0.48	0.49	0.88	0.90	0.90	0.00	0.63		0.00	0.69	0.33
Avail Cap(c_a), veh/h	704	399	412	704	395	406	0	2666		0	1856	1959
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	45.5	45.6	55.4	52.3	52.3	0.0	23.0	0.0	0.0	24.1	7.8
Incr Delay (d2), s/veh	13.7	0.9	0.9	10.2	21.7	21.6	0.0	1.2	0.0	0.0	2.1	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	15.7	9.6	9.9	13.7	18.8	19.3	0.0	18.6	0.0	0.0	21.9	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.9	46.4	46.5	65.6	74.0	73.9	0.0	24.2	0.0	0.0	26.3	8.2
LnGrp LOS	E	D	D	E	E	E		C			C	A
Approach Vol, veh/h		954			1153			1687			1929	
Approach Delay, s/veh		59.0			70.4			24.2			20.2	
Approach LOS		E			E			C			C	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		74.5	26.2	34.3		74.5	28.8	31.7
Change Period (Y+Rc), s		4.0	4.5	4.0		4.0	4.5	4.0
Max Green Setting (Gmax), s		65.0	27.5	30.0		65.0	27.5	30.0
Max Q Clear Time (g_c+I1), s		33.8	20.6	14.8		38.5	23.4	26.3
Green Ext Time (p_c), s		15.9	1.1	1.9		14.6	0.9	1.4

Intersection Summary		
HCM 7th Control Delay, s/veh	38.0	
HCM 7th LOS	D	

Notes

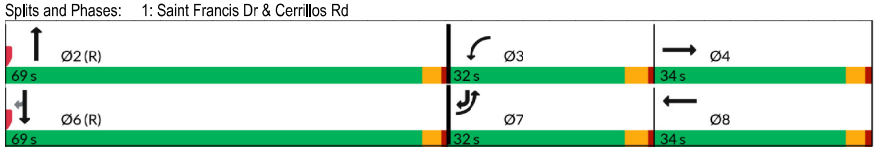
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	542	356	464	595	1603	1220	622
Future Volume (vph)	542	356	464	595	1603	1220	622
Turn Type	Prot	NA	Prot	NA	NA	NA	pm+ov
Protected Phases	7	4	3	8	2	6	7
Permitted Phases							6
Detector Phase	7	4	3	8	2	6	7
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	9.5
Total Split (s)	32.0	34.0	32.0	34.0	69.0	69.0	32.0
Total Split (%)	23.7%	25.2%	23.7%	25.2%	51.1%	51.1%	23.7%
Yellow Time (s)	3.5	3.0	3.5	3.0	3.0	3.0	3.5
All-Red Time (s)	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
Total Lost Time (s)	4.5	4.0	4.5	4.0	4.0	4.0	4.5
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	26.4	31.4	23.8	28.8	67.3	67.3	97.7
Actuated g/C Ratio	0.20	0.23	0.18	0.21	0.50	0.50	0.72
v/c Ratio	0.85	0.50	0.81	0.89	0.86	0.73	0.32
Control Delay (s/veh)	73.9	37.1	64.1	66.0	33.8	30.2	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	37.1	64.1	66.0	33.8	30.2	6.9
LOS	E	D	E	E	C	C	A
Approach Delay (s/veh)		58.6		65.2	33.8	22.3	
Approach LOS		E		E	C	C	

Intersection Summary			
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 40.0		Intersection LOS: D	
Intersection Capacity Utilization 83.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary
1: Saint Francis Dr & Cerrillos Rd 11/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	542	356	29	464	595	41	0	1603	433	0	1220	622
Future Volume (veh/h)	542	356	29	464	595	41	0	1603	433	0	1220	622
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	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	571	375	31	488	626	43	0	1687	0	0	1284	655
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	631	757	62	556	695	48	0	2649		0	1844	1957
Arrive On Green	0.18	0.23	0.23	0.16	0.21	0.21	0.00	0.52	0.00	0.00	0.52	0.52
Sat Flow, veh/h	3456	3324	274	3456	3374	231	0	5443	0	0	3647	2790
Grp Volume(v), veh/h	571	200	206	488	329	340	0	1687	0	0	1284	655
Grp Sat Flow(s),veh/h/ln	1728	1777	1821	1728	1777	1829	0	1702	0	0	1777	1395
Q Serve(g_s), s	21.8	13.2	13.3	18.6	24.4	24.5	0.0	32.1	0.0	0.0	36.7	12.4
Cycle Q Clear(g_c), s	21.8	13.2	13.3	18.6	24.4	24.5	0.0	32.1	0.0	0.0	36.7	12.4
Prop In Lane	1.00		0.15	1.00		0.13	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	631	405	415	556	366	376	0	2649		0	1844	1957
V/C Ratio(X)	0.90	0.49	0.50	0.88	0.90	0.90	0.00	0.64		0.00	0.70	0.33
Avail Cap(c_a), veh/h	704	405	415	704	395	406	0	2649		0	1844	1957
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	45.3	45.4	55.4	52.3	52.3	0.0	23.3	0.0	0.0	24.5	7.9
Incr Delay (d2), s/veh	14.2	0.9	0.9	10.2	22.0	21.9	0.0	1.2	0.0	0.0	2.2	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	16.0	9.9	10.2	13.7	18.9	19.4	0.0	18.7	0.0	0.0	22.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.3	46.3	46.3	65.6	74.3	74.2	0.0	24.5	0.0	0.0	26.7	8.3
LnGrp LOS	E	D	D	E	E	E		C			C	A
Approach Vol, veh/h		977			1157			1687			1939	
Approach Delay, s/veh		59.1			70.6			24.5			20.5	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	74.0	26.2	34.8	74.0	29.2	31.8
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0	4.5	4.0
Max Green Setting (Gmax), s	65.0	27.5	30.0	65.0	27.5	30.0
Max Q Clear Time (g_c+I1), s	34.1	20.6	15.3	38.7	23.8	26.5
Green Ext Time (p_c), s	15.9	1.1	2.0	14.6	0.8	1.3

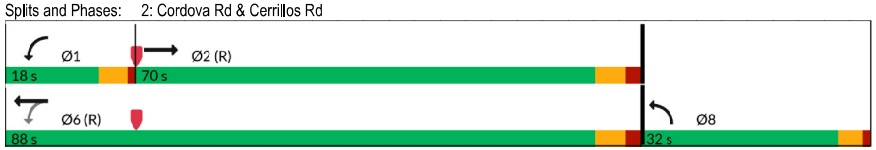
Intersection Summary		
HCM 7th Control Delay, s/veh	38.3	
HCM 7th LOS	D	

Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	888	157	777	243
Future Volume (vph)	888	157	777	243
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases		6		
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	15.0	5.0	15.0	5.0
Minimum Split (s)	24.0	10.0	24.0	22.5
Total Split (s)	70.0	18.0	88.0	32.0
Total Split (%)	58.3%	15.0%	73.3%	26.7%
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	78.5	94.1	93.1	16.4
Actuated g/C Ratio	0.65	0.78	0.78	0.14
v/c Ratio	0.60	0.53	0.31	0.70
Control Delay (s/veh)	13.4	14.3	3.3	53.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.4	14.3	3.3	53.1
LOS	B	B	A	D
Approach Delay (s/veh)	13.4		5.2	53.1
Approach LOS	B		A	D

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 110 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.70		
Intersection Signal Delay (s/veh): 15.2	Intersection LOS: B	
Intersection Capacity Utilization 65.7%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	888	333	157	777	243	63
Future Volume (veh/h)	888	333	157	777	243	63
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	976	366	173	854	168	175
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1760	654	344	2775	235	209
Arrive On Green	0.69	0.69	0.04	0.78	0.13	0.13
Sat Flow, veh/h	2629	942	1781	3647	1781	1585
Grp Volume(v), veh/h	681	661	173	854	168	175
Grp Sat Flow(s),veh/h/ln	1777	1701	1781	1777	1781	1585
Q Serve(g_s), s	22.8	23.3	3.2	8.3	10.8	12.9
Cycle Q Clear(g_c), s	22.8	23.3	3.2	8.3	10.8	12.9
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1233	1181	344	2775	235	209
V/C Ratio(X)	0.55	0.56	0.50	0.31	0.72	0.84
Avail Cap(c_a), veh/h	1233	1181	456	2775	408	363
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	9.1	9.2	8.6	3.8	49.9	50.8
Incr Delay (d2), s/veh	1.8	1.9	1.1	0.3	4.0	8.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.2	13.0	2.3	4.5	8.8	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.9	11.1	9.8	4.1	54.0	59.5
LnGrp LOS	B	B	A	A	D	E
Approach Vol, veh/h	1342			1027	343	
Approach Delay, s/veh	11.0			5.0	56.8	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.4	89.3			99.7	20.3
Change Period (Y+Rc), s	5.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	13.0	64.0			82.0	27.5
Max Q Clear Time (g_c+I1), s	5.2	25.3			10.3	14.9
Green Ext Time (p_c), s	0.3	12.5			7.2	0.9

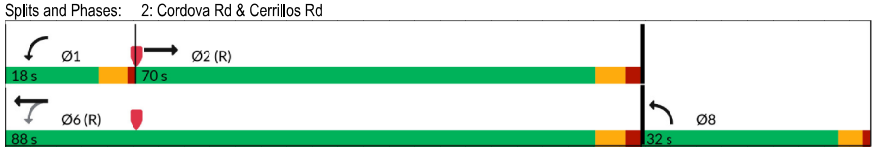
Intersection Summary		
HCM 7th Control Delay, s/veh	14.5	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	902	161	788	243
Future Volume (vph)	902	161	788	243
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases		6		
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	15.0	5.0	15.0	5.0
Minimum Split (s)	24.0	10.0	24.0	22.5
Total Split (s)	70.0	18.0	88.0	32.0
Total Split (%)	58.3%	15.0%	73.3%	26.7%
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	77.9	93.8	92.8	16.7
Actuated g/C Ratio	0.65	0.78	0.77	0.14
v/c Ratio	0.61	0.55	0.32	0.71
Control Delay (s/veh)	14.0	15.6	3.4	52.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	15.6	3.4	52.3
LOS	B	B	A	D
Approach Delay (s/veh)	14.0		5.5	52.3
Approach LOS	B		A	D

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 110 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.71		
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B	
Intersection Capacity Utilization 66.7%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	902	333	161	788	243	75
Future Volume (veh/h)	902	333	161	788	243	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	991	366	177	866	175	181
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1756	642	338	2761	242	215
Arrive On Green	0.69	0.69	0.05	0.78	0.14	0.14
Sat Flow, veh/h	2641	932	1781	3647	1781	1585
Grp Volume(v), veh/h	688	669	177	866	175	181
Grp Sat Flow(s),veh/h/ln	1777	1703	1781	1777	1781	1585
Q Serve(g_s), s	23.6	24.1	3.3	8.6	11.3	13.4
Cycle Q Clear(g_c), s	23.6	24.1	3.3	8.6	11.3	13.4
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1224	1173	338	2761	242	215
V/C Ratio(X)	0.56	0.57	0.52	0.31	0.72	0.84
Avail Cap(c_a), veh/h	1224	1173	449	2761	408	363
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	9.5	9.6	9.2	3.9	49.7	50.6
Incr Delay (d2), s/veh	1.9	2.0	1.3	0.3	4.1	8.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.7	13.5	2.6	4.7	9.1	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.3	11.6	10.5	4.2	53.8	59.2
LnGrp LOS	B	B	B	A	D	E
Approach Vol, veh/h	1357			1043	356	
Approach Delay, s/veh	11.5			5.3	56.6	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.5	88.7			99.2	20.8
Change Period (Y+Rc), s	5.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	13.0	64.0			82.0	27.5
Max Q Clear Time (g_c+I1), s	5.3	26.1			10.6	15.4
Green Ext Time (p_c), s	0.3	12.6			7.3	0.9

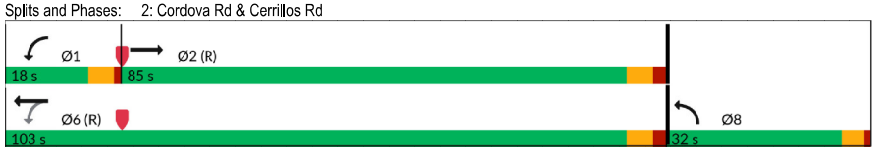
Intersection Summary		
HCM 7th Control Delay, s/veh	14.9	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	834	67	1161	379
Future Volume (vph)	834	67	1161	379
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases		6		
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	15.0	5.0	15.0	5.0
Minimum Split (s)	24.0	10.0	24.0	22.5
Total Split (s)	85.0	18.0	103.0	32.0
Total Split (%)	63.0%	13.3%	76.3%	23.7%
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	91.8	102.6	101.6	22.9
Actuated g/C Ratio	0.68	0.76	0.75	0.17
v/c Ratio	0.48	0.20	0.46	0.79
Control Delay (s/veh)	11.6	9.7	13.3	62.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	9.7	13.3	62.5
LOS	B	A	B	E
Approach Delay (s/veh)	11.6		13.1	62.5
Approach LOS	B		B	E

Intersection Summary		
Cycle Length: 135		
Actuated Cycle Length: 135		
Offset: 65 (48%), Referenced to phase 2:EBT and 6:WBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay (s/veh): 20.4	Intersection LOS: C	
Intersection Capacity Utilization 59.7%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	834	221	67	1161	379	55
Future Volume (veh/h)	834	221	67	1161	379	55
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	887	235	71	1235	458	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1951	516	397	2748	530	236
Arrive On Green	0.70	0.70	0.03	0.77	0.15	0.00
Sat Flow, veh/h	2873	736	1781	3647	3563	1585
Grp Volume(v), veh/h	567	555	71	1235	458	0
Grp Sat Flow(s),veh/h/ln	1777	1738	1781	1777	1781	1585
Q Serve(g_s), s	18.9	18.9	1.4	16.3	17.0	0.0
Cycle Q Clear(g_c), s	18.9	18.9	1.4	16.3	17.0	0.0
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1247	1220	397	2748	530	236
V/C Ratio(X)	0.45	0.46	0.18	0.45	0.86	0.00
Avail Cap(c_a), veh/h	1247	1220	507	2748	726	323
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	8.8	8.8	6.2	5.3	56.1	0.0
Incr Delay (d2), s/veh	1.2	1.2	0.2	0.5	8.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	11.3	0.9	9.1	12.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.0	10.0	6.5	5.8	64.1	0.0
LnGrp LOS	B	B	A	A	E	
Approach Vol, veh/h	1122			1306	458	
Approach Delay, s/veh	10.0			5.9	64.1	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	100.7			110.4	24.6
Change Period (Y+Rc), s	5.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	13.0	79.0			97.0	27.5
Max Q Clear Time (g_c+I1), s	3.4	20.9			18.3	19.0
Green Ext Time (p_c), s	0.1	9.7			12.9	1.1

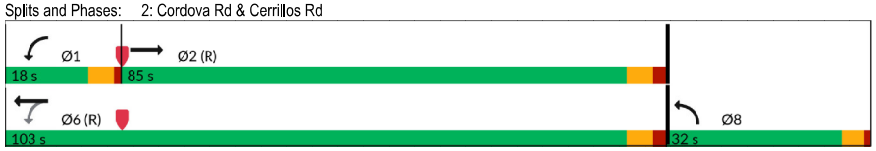
Intersection Summary		
HCM 7th Control Delay, s/veh	16.7	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	850	72	1177	379
Future Volume (vph)	850	72	1177	379
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	2	1	6	8
Permitted Phases		6		
Detector Phase	2	1	6	8
Switch Phase				
Minimum Initial (s)	15.0	5.0	15.0	5.0
Minimum Split (s)	24.0	10.0	24.0	22.5
Total Split (s)	85.0	18.0	103.0	32.0
Total Split (%)	63.0%	13.3%	76.3%	23.7%
Yellow Time (s)	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	4.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	91.3	102.2	101.2	23.3
Actuated g/C Ratio	0.68	0.76	0.75	0.17
v/c Ratio	0.49	0.22	0.47	0.80
Control Delay (s/veh)	11.9	9.9	13.6	62.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.9	9.9	13.6	62.4
LOS	B	A	B	E
Approach Delay (s/veh)	11.9		13.4	62.4
Approach LOS	B		B	E

Intersection Summary		
Cycle Length: 135		
Actuated Cycle Length: 135		
Offset: 65 (48%), Referenced to phase 2:EBT and 6:WBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay (s/veh): 20.7	Intersection LOS: C	
Intersection Capacity Utilization 60.6%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	850	221	72	1177	379	68
Future Volume (veh/h)	850	221	72	1177	379	68
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	904	235	77	1252	470	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1949	506	389	2736	542	241
Arrive On Green	0.70	0.70	0.03	0.77	0.15	0.00
Sat Flow, veh/h	2885	725	1781	3647	3563	1585
Grp Volume(v), veh/h	575	564	77	1252	470	0
Grp Sat Flow(s),veh/h/ln	1777	1740	1781	1777	1781	1585
Q Serve(g_s), s	19.5	19.6	1.5	16.9	17.4	0.0
Cycle Q Clear(g_c), s	19.5	19.6	1.5	16.9	17.4	0.0
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1240	1214	389	2736	542	241
V/C Ratio(X)	0.46	0.46	0.20	0.46	0.87	0.00
Avail Cap(c_a), veh/h	1240	1214	498	2736	726	323
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	9.1	9.1	6.5	5.5	55.9	0.0
Incr Delay (d2), s/veh	1.2	1.3	0.2	0.6	8.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	11.7	1.0	9.4	13.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.3	10.4	6.8	6.1	64.4	0.0
LnGrp LOS	B	B	A	A	E	
Approach Vol, veh/h	1139			1329	470	
Approach Delay, s/veh	10.4			6.1	64.4	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	100.2			110.0	25.0
Change Period (Y+Rc), s	5.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	13.0	79.0			97.0	27.5
Max Q Clear Time (g_c+I1), s	3.5	21.6			18.9	19.4
Green Ext Time (p_c), s	0.1	10.0			13.2	1.2

Intersection Summary		
HCM 7th Control Delay, s/veh	17.1	
HCM 7th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	912	924	4	0	9
Future Vol, veh/h	20	912	924	4	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	1013	1027	4	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1031	0	-	0	1580	516
Stage 1	-	-	-	-	1029	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	670	-	-	-	100	504
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	541	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	670	-	-	-	96	504
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	541	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	12.28
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	670	-	-	-	504
HCM Lane V/C Ratio	0.033	-	-	-	0.02
HCM Ctrl Dly (s/v)	10.6	-	-	-	12.3
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	927	935	4	0	9
Future Vol, veh/h	20	927	935	4	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	1030	1039	4	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1043	0	-	0	1601	522
Stage 1	-	-	-	-	1041	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	662	-	-	-	97	500
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	662	-	-	-	93	500
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	12.35
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	662	-	-	-	500
HCM Lane V/C Ratio	0.034	-	-	-	0.02
HCM Ctrl Dly (s/v)	10.6	-	-	-	12.4
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	887	1192	1	3	9
Future Vol, veh/h	2	887	1192	1	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	944	1268	1	3	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1269	0	-	0	1745	635
Stage 1	-	-	-	-	1269	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	543	-	-	-	77	421
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	591	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	543	-	-	-	77	421
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	543	-	-	-	313
HCM Lane V/C Ratio	0.004	-	-	-	0.041
HCM Ctrl Dly (s/v)	11.7	-	-	-	17
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	908	1205	1	3	9
Future Vol, veh/h	2	908	1205	1	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	966	1282	1	3	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1283	0	-	0	1770	641
Stage 1	-	-	-	-	1282	-
Stage 2	-	-	-	-	487	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	537	-	-	-	75	417
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	537	-	-	-	74	417
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	17.18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	537	-	-	-	308
HCM Lane V/C Ratio	0.004	-	-	-	0.041
HCM Ctrl Dly (s/v)	11.7	-	-	-	17.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	927	0	0	915	12	0	0	0	1	0	17
Future Vol, veh/h	39	927	0	0	915	12	0	0	0	1	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	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	43	1030	0	0	1017	13	0	0	0	1	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	1030	0	0	1625	2147	515	1625	2140	515
Stage 1	-	-	-	-	-	-	1117	1117	-	1023	1023	-
Stage 2	-	-	-	-	-	-	508	1030	-	602	1117	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	670	-	-	670	-	-	68	48	505	68	48	505
Stage 1	-	-	-	-	-	-	221	281	-	252	311	-
Stage 2	-	-	-	-	-	-	515	309	-	453	281	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	670	-	-	670	-	-	61	45	505	64	45	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	141	-	171	150	-
Stage 1	-	-	-	-	-	-	207	263	-	252	311	-
Stage 2	-	-	-	-	-	-	496	309	-	424	263	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.43	0	0	13.27
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	670	-	-	670	-	-	455
HCM Lane V/C Ratio	-	0.065	-	-	-	-	-	0.044
HCM Ctrl Dly (s/v)	0	10.7	-	-	0	-	-	13.3
HCM Lane LOS	A	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	0.1

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	39	933	27	11	915	12	15	0	9	1	0	17
Future Vol, veh/h	39	933	27	11	915	12	15	0	9	1	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	50	-	120	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	43	1037	30	12	1017	13	17	0	10	1	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1030	0	0	1067	0	0	1656	2178	518	1653	2201	515
Stage 1	-	-	-	-	-	-	1123	1123	-	1048	1048	-
Stage 2	-	-	-	-	-	-	533	1054	-	605	1153	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	670	-	-	649	-	-	64	46	502	65	44	505
Stage 1	-	-	-	-	-	-	219	279	-	244	303	-
Stage 2	-	-	-	-	-	-	498	301	-	451	270	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	670	-	-	649	-	-	57	42	502	58	41	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	136	-	161	140	-
Stage 1	-	-	-	-	-	-	205	261	-	239	297	-
Stage 2	-	-	-	-	-	-	471	295	-	414	253	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.42	0.12	25.55	13.35
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	670	-	-	649	-	-	451
HCM Lane V/C Ratio	0.132	0.065	-	-	0.019	-	-	0.044
HCM Ctrl Dly (s/v)	25.5	10.7	-	-	10.7	-	-	13.3
HCM Lane LOS	D	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	914	0	0	1156	7	0	0	0	6	0	18
Future Vol, veh/h	10	914	0	0	1156	7	0	0	0	6	0	18
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	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	972	0	0	1230	7	0	0	0	6	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1237	0	0	972	0	0	1609	2231	486	1741	2227	619
Stage 1	-	-	-	-	-	-	994	994	-	1234	1234	-
Stage 2	-	-	-	-	-	-	615	1237	-	507	994	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	559	-	-	705	-	-	70	42	527	56	42	432
Stage 1	-	-	-	-	-	-	263	321	-	187	247	-
Stage 2	-	-	-	-	-	-	445	246	-	516	321	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	559	-	-	705	-	-	66	41	527	54	42	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	141	-	143	145	-
Stage 1	-	-	-	-	-	-	258	315	-	187	247	-
Stage 2	-	-	-	-	-	-	426	246	-	506	315	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0	0	18.75
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	559	-	-	705	-	-	287
HCM Lane V/C Ratio	-	0.019	-	-	-	-	-	0.089
HCM Ctrl Dly (s/v)	0	11.6	-	-	0	-	-	18.7
HCM Lane LOS	A	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.3

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	10	922	29	13	1156	7	21	0	12	6	0	18
Future Vol, veh/h	10	922	29	13	1156	7	21	0	12	6	0	18
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	50	-	120	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	981	31	14	1230	7	22	0	13	6	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1237	0	0	1012	0	0	1645	2267	490	1773	2294	619
Stage 1	-	-	-	-	-	-	1002	1002	-	1261	1261	-
Stage 2	-	-	-	-	-	-	643	1265	-	512	1033	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	559	-	-	681	-	-	66	40	524	53	39	432
Stage 1	-	-	-	-	-	-	260	318	-	180	240	-
Stage 2	-	-	-	-	-	-	429	239	-	513	308	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	559	-	-	681	-	-	60	39	524	49	37	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	136	-	134	135	-
Stage 1	-	-	-	-	-	-	255	312	-	176	235	-
Stage 2	-	-	-	-	-	-	401	234	-	491	302	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.12	0.11	24.26	19.25
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	222	559	-	-	681	-	-	278
HCM Lane V/C Ratio	0.158	0.019	-	-	0.02	-	-	0.092
HCM Ctrl Dly (s/v)	24.3	11.6	-	-	10.4	-	-	19.3
HCM Lane LOS	C	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	966	0	0	932	0	0
Future Vol, veh/h	966	0	0	932	0	0
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1062	0	0	1024	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	531
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	493
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	493
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	993	0	0	947	0	6
Future Vol, veh/h	993	0	0	947	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1091	0	0	1041	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	546
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	482
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	482
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	482	-	-
HCM Lane V/C Ratio	0.014	-	-
HCM Ctrl Dly (s/v)	12.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	924	0	0	1174	0	0
Future Vol, veh/h	924	0	0	1174	0	0
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	983	0	0	1249	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	491
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	523
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	523
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	953	0	0	1195	0	8
Future Vol, veh/h	953	0	0	1195	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1014	0	0	1271	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	507
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	511
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	511
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	511	-	-
HCM Lane V/C Ratio	0.017	-	-
HCM Ctrl Dly (s/v)	12.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Cerrillos Rd.**
N-S Street: **St Francis Rd.**

Signalized

Speed Limit (Cerrillos Rd.)= **35**
Speed Limit (St Francis Rd.)= **35**
8/19/25

Begin Time	End Time	Eastbound (Cerrillos Rd.)			Westbound (Cerrillos Rd.)			Northbound (St Francis Rd.)			Southbound (St Francis Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*63*	*43*	*1*	*20*	*17*	*1*	*0*	*181*	*47*	*0*	*183*	*71*
7:15 AM	7:30 AM	*56*	*79*	*2*	*30*	*29*	*4*	*0*	*188*	*91*	*0*	*224*	*94*
7:30 AM	7:45 AM	*72*	*88*	*1*	*23*	*37*	*6*	*0*	*235*	*111*	*0*	*270*	*152*
7:45 AM	8:00 AM	**88**	**143**	**3**	**46**	**42**	**5**	**0**	**286**	**139**	**0**	**280**	**184**
8:00 AM	8:15 AM	**121**	**97**	**6**	**64**	**65**	**10**	**0**	**266**	**125**	**0**	**368**	**178**
8:15 AM	8:30 AM	**70**	**106**	**6**	**53**	**54**	**3**	**0**	**266**	**124**	**0**	**355**	**119**
8:30 AM	8:45 AM	**81**	**112**	**3**	**47**	**44**	**8**	**0**	**255**	**139**	**0**	**290**	**108**
8:45 AM	9:00 AM	*85*	*83*	*2*	*42*	*50*	*9*	*0*	*233*	*130*	*0*	*271*	*122*
Peak Hour Vol. (AM)		**360**	**458**	**18**	**210**	**205**	**26**	**0**	**1073**	**527**	**0**	**1293**	**589**
% of Total Traffic		7.6%	9.6%	0.4%	4.4%	4.3%	0.5%	0.0%	22.5%	11.1%	0.0%	27.2%	12.4%
% Directional			17.6%			9.3%	**PHF =**	**0.92**	33.6%			39.5%	

Begin Time	End Time	Eastbound (Cerrillos Rd.)			Westbound (Cerrillos Rd.)			Northbound (St Francis Rd.)			Southbound (St Francis Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	*124*	*84*	*5*	*96*	*123*	*7*	*0*	*293*	*102*	*0*	*241*	*132*
4:15 PM	4:30 PM	*93*	*80*	*7*	*81*	*97*	*4*	*0*	*314*	*81*	*0*	*247*	*146*
4:30 PM	4:45 PM	**128**	**70**	**5**	**99**	**133**	**8**	**0**	**353**	**93**	**0**	**260**	**154**
4:45 PM	5:00 PM	**126**	**79**	**1**	**85**	**107**	**6**	**0**	**354**	**104**	**0**	**268**	**108**
5:00 PM	5:15 PM	**101**	**78**	**9**	**98**	**130**	**8**	**0**	**383**	**89**	**0**	**286**	**142**
5:15 PM	5:30 PM	**121**	**87**	**4**	**132**	**158**	**15**	**0**	**341**	**101**	**0**	**275**	**143**
5:30 PM	5:45 PM	*116*	*89*	*6*	*85*	*91*	*3*	*0*	*300*	*97*	*0*	*286*	*156*
5:45 PM	6:00 PM	*103*	*76*	*7*	*75*	*77*	*7*	*0*	*268*	*103*	*0*	*291*	*121*
Peak Hour Vol. (PM)		**476**	**314**	**19**	**414**	**528**	**37**	**0**	**1431**	**387**	**0**	**1089**	**547**
% of Total Traffic		10.0%	6.6%	0.4%	8.7%	11.1%	0.8%	0.0%	30.1%	8.1%	0.0%	22.9%	11.5%
% Directional			17.0%			20.6%	**PHF =**	**0.95**	38.2%			34.4%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Cordova Rd.**
N-S Street: **Cerrilos Rd.**

Signalized

Speed Limit (Cordova Rd.)= **30**
Speed Limit (Cerrilos Rd.)= **35**
8/19/25

Begin Time	End Time	Eastbound (Cordova Rd.)			Westbound (Cordova Rd.)			Northbound (Cerrilos Rd.)			Southbound (Cerrilos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*0*	*0*	*0*	*15*	*0*	*2*	*0*	*121*	*40*	*11*	*77*	*0*
7:15 AM	7:30 AM	*0*	*0*	*0*	*30*	*0*	*9*	*0*	*126*	*33*	*18*	*102*	*0*
7:30 AM	7:45 AM	**0**	**0**	**0**	**26**	**0**	**17**	**0**	**202**	**76**	**14**	**167**	**0**
7:45 AM	8:00 AM	**0**	**0**	**0**	**51**	**0**	**17**	**0**	**221**	**92**	**55**	**168**	**0**
8:00 AM	8:15 AM	**0**	**0**	**0**	**74**	**0**	**11**	**0**	**185**	**69**	**45**	**203**	**0**
8:15 AM	8:30 AM	**0**	**0**	**0**	**66**	**0**	**11**	**0**	**185**	**60**	**26**	**156**	**0**
8:30 AM	8:45 AM	*0*	*0*	*0*	*38*	*0*	*10*	*0*	*180*	*72*	*10*	*149*	*0*
8:45 AM	9:00 AM	*0*	*0*	*0*	*56*	*0*	*7*	*0*	*207*	*65*	*14*	*154*	*0*
Peak Hour Vol. (AM)		**0**	**0**	**0**	**217**	**0**	**56**	**0**	**793**	**297**	**140**	**694**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	9.9%	0.0%	2.5%	0.0%	36.1%	13.5%	6.4%	31.6%	0.0%
% Directional			0.0%			12.4%	**PHF =**	**0.91**	49.6%			38.0%	

Begin Time	End Time	Eastbound (Cordova Rd.)			Westbound (Cordova Rd.)			Northbound (Cerrilos Rd.)			Southbound (Cerrilos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	*0*	*0*	*0*	*85*	*0*	*9*	*0*	*199*	*57*	*15*	*247*	*0*
4:15 PM	4:30 PM	*0*	*0*	*0*	*98*	*0*	*10*	*0*	*178*	*62*	*15*	*248*	*0*
4:30 PM	4:45 PM	**0**	**0**	**0**	**85**	**0**	**13**	**0**	**166**	**43**	**13**	**271**	**0**
4:45 PM	5:00 PM	**0**	**0**	**0**	**74**	**0**	**15**	**0**	**199**	**49**	**11**	**220**	**0**
5:00 PM	5:15 PM	**0**	**0**	**0**	**91**	**0**	**11**	**0**	**200**	**56**	**23**	**267**	**0**
5:15 PM	5:30 PM	**0**	**0**	**0**	**88**	**0**	**10**	**0**	**180**	**49**	**13**	**279**	**0**
5:30 PM	5:45 PM	*0*	*0*	*0*	*72*	*0*	*9*	*0*	*198*	*50*	*21*	*227*	*0*
5:45 PM	6:00 PM	*0*	*0*	*0*	*70*	*0*	*15*	*0*	*196*	*62*	*5*	*200*	*0*
Peak Hour Vol. (PM)		**0**	**0**	**0**	**338**	**0**	**49**	**0**	**745**	**197**	**60**	**1037**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	15.4%	0.0%	2.2%	0.0%	33.9%	9.0%	2.7%	47.2%	0.0%
% Directional			0.0%			17.6%	**PHF =**	**0.94**	42.9%			49.9%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **NM School for the Deaf NE Driveway**

N-S Street: **Cerrilos Rd.**

Speed Limit (NM School for the Deaf NE Dr **25**

Speed Limit (Cerrilos Rd.)= **35**

Signalized

8/19/25

Begin Time	End Time	EB (NMSFTD NE Dwy)			WB (NMSFTD NE Dwy)			Northbound (Cerrilos Rd.)			Southbound (Cerrilos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	0	2	120	0	0	88	1
7:15 AM	7:30 AM	0	0	1	0	0	0	3	131	0	0	124	0
7:30 AM	7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**198**	**0**	**0**	**187**	**1**
7:45 AM	8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**239**	**0**	**0**	**218**	**3**
8:00 AM	8:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**183**	**0**	**0**	**249**	**0**
8:15 AM	8:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**194**	**0**	**0**	**171**	**0**
8:30 AM	8:45 AM	1	0	3	0	0	0	2	191	0	0	153	1
8:45 AM	9:00 AM	0	0	0	0	0	0	0	205	0	0	168	1
Peak Hour Vol. (AM)		**0**	**0**	**8**	**0**	**0**	**0**	**18**	**814**	**0**	**0**	**825**	**4**
% of Total Traffic		0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	1.1%	48.8%	0.0%	0.0%	49.4%	0.2%
% Directional			0.5%			0.0%	**PHF =**	**0.90**	49.9%			49.7%	

Begin Time	End Time	EB (NMSFTD NE Dwy)			WB (NMSFTD NE Dwy)			Northbound (Cerrilos Rd.)			Southbound (Cerrilos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	0	3	0	0	0	1	213	0	0	252	1
4:15 PM	4:30 PM	2	0	4	0	0	0	1	186	0	0	255	0
4:30 PM	4:45 PM	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**187**	**0**	**0**	**283**	**1**
4:45 PM	5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**208**	**0**	**0**	**212**	**0**
5:00 PM	5:15 PM	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**209**	**0**	**0**	**283**	**0**
5:15 PM	5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**188**	**0**	**0**	**286**	**0**
5:30 PM	5:45 PM	0	0	1	0	0	0	2	214	0	0	251	0
5:45 PM	6:00 PM	0	0	1	0	0	0	0	199	0	0	202	0
Peak Hour Vol. (PM)		**3**	**0**	**8**	**0**	**0**	**0**	**2**	**792**	**0**	**0**	**1064**	**1**
% of Total Traffic		0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.1%	47.5%	0.0%	0.0%	63.8%	0.1%
% Directional			0.7%			0.0%	**PHF =**	**0.94**	47.6%			63.8%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **NM School for the Deaf SW Driveway** Speed Limit (NM School for the Deaf SW Dr **25**

N-S Street: **Cerrilos Rd.** Speed Limit (Cerrilos Rd.)= **35**

Signalized **8/19/25**

Begin Time	End Time	Eastbound (NMSFTD SW Dwy)			Westbound (NMSFTD SW Dwy)			Northbound (Cerrilos Rd.)			Southbound (Cerrilos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	0	0	123	0	0	88	0
7:15 AM	7:30 AM	0	0	1	0	0	0	6	132	0	0	121	0
7:30 AM	7:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**16**	**203**	**0**	**0**	**181**	**7**
7:45 AM	8:00 AM	**0**	**0**	**6**	**0**	**0**	**0**	**11**	**241**	**0**	**0**	**215**	**1**
8:00 AM	8:15 AM	**1**	**0**	**4**	**0**	**0**	**0**	**5**	**186**	**0**	**0**	**249**	**3**
8:15 AM	8:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**198**	**0**	**0**	**172**	**0**
8:30 AM	8:45 AM	2	0	2	0	0	0	4	190	0	0	156	1
8:45 AM	9:00 AM	0	0	1	0	0	0	1	212	0	0	168	0
Peak Hour Vol. (AM)		**1**	**0**	**15**	**0**	**0**	**0**	**35**	**828**	**0**	**0**	**817**	**11**
% of Total Traffic		0.1%	0.0%	0.9%	0.0%	0.0%	0.0%	2.1%	48.5%	0.0%	0.0%	47.9%	0.6%
% Directional			0.9%			0.0%	**PHF =**	**0.90**	50.6%			48.5%	

Begin Time	End Time	Eastbound (NMSFTD SW Dwy)			Westbound (NMSFTD SW Dwy)			Northbound (Cerrilos Rd.)			Southbound (Cerrilos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	0	6	0	0	0	1	213	0	0	251	2
4:15 PM	4:30 PM	1	0	7	0	0	0	2	187	0	0	256	0
4:30 PM	4:45 PM	0	0	4	0	0	0	2	179	0	0	282	0
4:45 PM	5:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**210**	**0**	**0**	**216**	**1**
5:00 PM	5:15 PM	**2**	**0**	**8**	**0**	**0**	**0**	**1**	**208**	**0**	**0**	**282**	**2**
5:15 PM	5:30 PM	**1**	**0**	**2**	**0**	**0**	**0**	**2**	**185**	**0**	**0**	**286**	**0**
5:30 PM	5:45 PM	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**213**	**0**	**0**	**248**	**3**
5:45 PM	6:00 PM	0	0	2	0	0	0	2	199	0	0	201	1
Peak Hour Vol. (PM)		**5**	**0**	**16**	**0**	**0**	**0**	**9**	**816**	**0**	**0**	**1032**	**6**
% of Total Traffic		0.3%	0.0%	0.9%	0.0%	0.0%	0.0%	0.5%	47.8%	0.0%	0.0%	60.5%	0.4%
% Directional			1.2%			0.0%	**PHF =**	**0.94**	48.3%			60.8%	

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2025**
E-W Street: **Cerrillos Rd.**
N-S Street: **St Francis Rd.**
Speed Limit (Cerrillos Rd.)= **35** MPH
Speed Limit (St Francis Rd.)= **35** MPH
Signalized
8/19/25

Begin	End	Eastbound (Cerrillos Rd.)				Westbound (Cerrillos Rd.)				Northbound (St Francis Rd.)				Southbound (St Francis Rd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	7:30 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	7:45 AM	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	3
7:45 AM	8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	8:15 AM	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0
8:15 AM	8:30 AM	1	1	0	2	0	0	0	4	0	0	0	0	0	0	0	2
8:30 AM	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1
8:45 AM	9:00 AM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1
AM Peak Hour Volumes		1	1	0	5	1	0	0	6	0	0	0	4	0	0	0	4

Begin	End	Eastbound (Cerrillos Rd.)				Westbound (Cerrillos Rd.)				Northbound (St Francis Rd.)				Southbound (St Francis Rd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	4:30 PM	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	1
4:30 PM	4:45 PM	0	0	0	2	0	0	0	1	0	1	0	1	0	0	0	6
4:45 PM	5:00 PM	0	0	0	3	0	0	0	2	0	0	0	3	0	0	0	1
5:00 PM	5:15 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
5:15 PM	5:30 PM	0	0	0	3	0	0	0	6	0	0	0	2	0	0	0	1
5:30 PM	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
5:45 PM	6:00 PM	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	2
PM Peak Hour Volumes		0	0	0	10	0	0	0	10	0	1	0	6	0	0	0	11

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2025**
E-W Street: **Cordova Rd.**
N-S Street: **Cerrilos Rd.**
Signalized
Speed Limit (Cordova Rd.)= **30** MPH
Speed Limit (Cerrilos Rd.)= **35** MPH
8/19/25

Begin	End	Eastbound (Cordova Rd.)				Westbound (Cordova Rd.)				Northbound (Cerrilos Rd.)				Southbound (Cerrilos Rd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		0	0	0	0	2	0	0	2	0	1	0	0	0	0	0	4

Begin	End	Eastbound (Cordova Rd.)				Westbound (Cordova Rd.)				Northbound (Cerrilos Rd.)				Southbound (Cerrilos Rd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour Volumes		0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2025**
E-W Street: **NM School for the Deaf NE Driveway**
N-S Street: **Cerrilos Rd.**
Signalized
Speed Limit (NM School for the Deaf NE Drivewa **25** MPH
Speed Limit (Cerrilos Rd.)= **35** MPH
8/19/25

Begin	End	EB (NM School for the Deaf NE Driveway)				WB (NM School for the Deaf NE Driveway)				Northbound (Cerrilos Rd.)				Southbound (Cerrilos Rd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0

Begin	End	EB (NM School for the Deaf NE Driveway)				WB (NM School for the Deaf NE Driveway)				Northbound (Cerrilos Rd.)				Southbound (Cerrilos Rd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour Volumes		0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2025**
E-W Street: **NM School for the Deaf SW Driveway**
N-S Street: **Cerrilos Rd.**
Signalized
Speed Limit (NM School for the Deaf SW Drivewa **25** MPH
Speed Limit (Cerrilos Rd.)= **35** MPH
8/19/25

Begin	End	EB (NM School for the Deaf SW Driveway)				WB (NM School for the Deaf SW Driveway)				Northbound (Cerrilos Rd.)				Southbound (Cerrilos Rd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0

Begin	End	EB (NM School for the Deaf SW Driveway)				WB (NM School for the Deaf SW Driveway)				Northbound (Cerrilos Rd.)				Southbound (Cerrilos Rd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour Volumes		0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0

City of Santa Fe

ECONOLITE

MOVING TRAFFIC FORWARD

St. Francis & Cerrillos - St. Francis @ Cerrillos - Econolite Type - EOS

Configuration Cabinet Settings

Cabinet Type (MM) 1-1-1

Cabinet Type: TS2-1

Channel	1	2	3	4
BIU Terminal & Facility	X	X		
BIU Detector	X			
Critical BIU				

Enable SDLC Stop Time: Yes

Latch 3 Critical Errors: Yes

Load Switch Configuration (MM) 1-1-2

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Channel Type	.	V	V	V	.	V	V	V	P	P	P	P	O	O	O	O
Phase/Overlap	0	2	3	4	0	6	7	8	2	4	6	8	1	2	3	4

Color Check Enable (MM) 1-1-3

Enable Color Check: Yes

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red		X	X	X		X	X	X	X	X	X	X		X	X	
Yellow		X	X	X		X	X	X						X	X	
Green		X	X	X		X	X	X	X	X	X	X		X	X	

Monitor Programming (MM) 1-1-4

Channel Can Serve With Channel	
Channel 1	**Channel 2**
2	6
2	9
2	11
2	15
3	7
3	8
3	12
3	14
3	15
4	7
4	8
4	10
4	12
4	14
4	15

Secondary Stations/Tests (MM) 1-1-6

The Cabinet Type does not support this feature.

6	9
6	11
6	15
7	10
7	15
8	10
8	12
8	14
9	11
9	15
10	12
10	14
10	15
11	15
12	14

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	S	E	W	S	N	W	E	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

City of Santa Fe

ECONOLITE

MOVING TRAFFIC FORWARD

St. Francis & Cerrillos - St. Francis @ Cerrillos - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	10	3	10	0	10	3	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	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
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	0.0	4.0	2.0	2.0	2.0	4.0	2.0	2.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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
	Volume Occupancy															
Time B4	0	10	10	10	0	10	10	10	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	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
TTReduc	0	5	5	5	0	5	5	5	0	0	0	0	0	0	0	0
Min Gap	0.0	3.0	1.5	3.0	0.0	3.0	1.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-3	Max Green Data															
Max1	0	45	25	35	0	45	25	35	35	35	35	35	35	35	35	35
Max2	0	65	35	55	0	65	35	55	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Ped Clear	0	30	0	30	0	38	0	24	0	16	0	16	0	16	0	16
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk															

Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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
Yellow	0.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	0.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Max Extension															
Red Max	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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	0.0	2.0	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
Yellow	0.0	4.0	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
Red	0.0	2.0	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial															

Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	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
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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
	Volume Occupancy															
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	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
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Max Extension															
Red Max	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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																

Ped Recall														
Max Recall														
Soft Recall														
No Rest														

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	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
Adv. Ped	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
Delay FYA	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
Trailing																
Lag Green	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
Yellow	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
Red	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	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
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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
	Volume Occupancy															
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	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
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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

2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Max Extension															
Red Max	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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	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
Yellow	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
Red	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															

City of Santa Fe

ECONOLITE

MOVING TRAFFIC FORWARD

St. Francis & Cerrillos - St. Francis @ Cerrillos - Econolite Type - EOS

Time Base Event Plan
Event Plan (MM) 5-2

Event Plan - 1 - Event Type: "Coord"

Cycle Length: 120 Offset Value: 110s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	0	60	24	36	0	60	32	28	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall				X				X								
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 3
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAX 2
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	120s	120s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	15	0	0	0

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0
Override Sys: No Ped Det Diag Plan: 0
Backup Prevent Plan: 0 Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 2 - Event Type: "Coord"

Cycle Length:	120	Offset Value:	110s	Actuated Coord:	Yes	Splits In:	Seconds	Offsets In:	Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	0	60	24	36	0	60	32	28	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall				X				X								
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	3
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAX 2
Max Transition:	0
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	120s	120s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	15	0	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 3 - Event Type: "Coord"

135	55s	Yes	Seconds	Seconds

Cycle Length:	Offset Value:	Actuated Coord:	Splits In:	Offsets In:

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	0	69	32	34	0	69	32	34	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall				X				X								
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	1
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAX 2
Max Transition:	0
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	135s	135s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	15	0	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

City of Santa Fe

ECONOLITE

MOVING TRAFFIC FORWARD

St. Francis & Cerrillos - St. Francis @ Cerrillos - Econolite Type - EOS

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Event Plan	Start Time
1	5	00:00
2	4	06:00
3	2	11:00
4	2	18:30
5	4	20:30
6	5	22:00

Day Plan #2 - "2"

Event	Event Plan	Start Time
1	5	00:00
2	4	06:00
3	1	07:00
4	4	09:00
5	2	11:00
6	2	13:30
7	3	15:00
8	2	18:30
9	4	20:30
10	5	22:00

Day Plan #6 - "6"

Event	Event Plan	Start Time
1	5	00:00
2	4	06:00
3	1	07:00
4	4	09:00
5	2	11:00
6	3	13:30
7	3	15:00
8	2	18:30
9	4	20:30
10	5	22:00

Day Plan #7 - "7"

Event	Event Plan	Start Time
1	5	00:00
2	4	06:00
3	3	09:30
4	2	18:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X		

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 6

Day Plan No.: 6

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
						X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X

City of Santa Fe

ECONOLITE

MOVING TRAFFIC FORWARD

Cerrillos & Cordova - Cerrillos @ Cordova - Econolite Type - EOS

Configuration Cabinet Settings

Cabinet Type (MM) 1-1-1

Cabinet Type: TS1

Channel	1	2	3	4
BIU Detector				
Critical BIU				

I/O Mode: 0

Load Switch Configuration (MM) 1-1-2

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Channel Type	V	V	.	V	.	V	.	.	P	P	.	.	.	.	.	.
Phase/Overlap	1	2	0	4	0	6	0	0	2	4	0	0	1	2	3	4

Color Check Enable (MM) 1-1-3

The Cabinet Type does not support this feature.

Monitor Programming (MM) 1-1-4

The Cabinet Type does not support this feature.

Secondary Stations/Tests (MM) 1-1-6

The Cabinet Type does not support this feature.

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	N	S	E	W	S	N	W	E	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

City of Santa Fe

ECONOLITE

MOVING TRAFFIC FORWARD

Cerrillos & Cordova - Cerrillos @ Cordova - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
2-1-1	Minimum Green															
Delay Green	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	3	15	0	5	0	15	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	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
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	4.0	0.0	2.0	0.0	4.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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
	Volume Occupancy															
Time B4	5	10	0	10	0	10	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	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
TTReduc	5	5	0	5	0	5	0	0	0	0	0	0	0	0	0	0
Min Gap	1.0	3.0	0.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-3	Max Green Data															
Max1	20	45	0	25	0	45	0	0	35	35	35	35	35	35	35	35
Max2	25	65	0	35	0	65	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	0	0	10	0	10	0	10	0	10
Ped Clear	0	26	0	22	0	0	0	0	0	16	0	16	0	16	0	16
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk															

Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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
Yellow	4.0	4.0	3.5	3.5	4.0	4.0	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Max Extension															
Red Max	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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	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
Yellow	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
Red	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial															

Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	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
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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
	Volume Occupancy															
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	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
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Max Extension															
Red Max	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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																

Ped Recall														
Max Recall														
Soft Recall														
No Rest														

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	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
Adv. Ped	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
Delay FYA	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
Trailing																
Lag Green	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
Yellow	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
Red	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	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
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	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
	Volume Occupancy															
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	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
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	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
2-1-3	Max Green Data															
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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

2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Max Extension															
Red Max	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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	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
Yellow	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
Red	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															

City of Santa Fe

ECONOLITE

MOVING TRAFFIC FORWARD

Cerrillos & Cordova - Cerrillos @ Cordova - Econolite Type - EOS

Time Base Event Plan
Event Plan (MM) 5-2

Event Plan - 1 - Event Type: "Coord"

Cycle Length: 120 Offset Value: 110s Actuated Coord: No Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	18	70	0	32	0	88	0	32	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 1
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAX 2
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	120s	120s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	15	0	0

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0
Override Sys: No Ped Det Diag Plan: 0
Backup Prevent Plan: 0 Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 2 - Event Type: "Coord"

Cycle Length:	120	Offset Value:	110s	Actuated Coord:	No	Splits In:	Seconds	Offsets In:	Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	18	70	0	32	0	88	0	32	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	1
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAX 2
Max Transition:	0
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	120s	120s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	15	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 3 - Event Type: "Coord"

135	65s	No	Seconds	Seconds

Cycle Length:	Offset Value:	Actuated Coord:	Splits In:	Offsets In:

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	18	85	0	32	0	103	0	32	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall				X												
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase																

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	1
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAX 2
Max Transition:	0
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	135s	135s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	15	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

City of Santa Fe

ECONOLITE

MOVING TRAFFIC FORWARD

Cerrillos & Cordova - Cerrillos @ Cordova - Econolite Type - EOS

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Event Plan	Start Time
1	5	00:00
2	4	06:00
3	2	11:00
4	2	18:30
5	4	20:30
6	5	22:00

Day Plan #2 - "2"

Event	Event Plan	Start Time
1	5	00:00
2	4	06:00
3	1	07:00
4	4	09:00
5	2	11:00
6	2	13:30
7	3	15:00
8	2	18:30
9	4	20:30
10	5	22:00

Day Plan #6 - "6"

Event	Event Plan	Start Time
1	5	00:00
2	4	06:00
3	1	07:00
4	4	09:00
5	2	11:00
6	3	13:30
7	3	15:00
8	2	18:30
9	4	20:30
10	5	22:00

Day Plan #7 - "7"

Event	Event Plan	Start Time
1	5	00:00
2	4	06:00
3	3	09:30
4	2	18:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X		

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 6

Day Plan No.: 6

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
						X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X

TIERRA WEST, LLC

Traffic Impact Study Scoping Letter

Project Name:	[Proj. 2025080] – AC Marriott Hotel
Location:	Cerrillos Rd. Nouth of Cordova Rd
Project Descr.	Retail / Hotel Uses
Date / Time:	08/12/2025 – 1:30 PM
Attendees:	Leroy Pacheco and Phil Gallegos (City of Santa Fe); Jennifer Jenkins and Margaret Ambrosino (Jenkins-Gavin), Ian Robertson, Rafael Castellanos, Josh Rogers (Titan); Ron Bohannan, Derek Bohannan, Jay Nelson, and Terry Brown (Tierra West, LLC).

Scope of Report:

Traffic Data Collection:	Collect New Volumes
Peak Hour? / Peak x 15	Peak hour factor
Demand Volumes?	No
Traffic Count Data:	7:00 to 9:00 AM and 4:00 to 6:00 PM
Trip Generation:	ITE Trip Generation, 11th Edition (see attached)
Growth Rates:	Based on Santa Fe MPO AADT data (10 year history)
Minimum Growth Rate:	0.5% (justify growth rate in report)
Implementation Year:	2027
Horizon Year:	2037
Trip Distribution:	Based on City of SF Socioeconomic Data (Employment area wide inversely proportional to the distance of the project from the subarea.
Other Projects:	N/A

Study Area:

Intersection	Count?	Control	Comment
1 – Cordova Rd. / Cerrillos Rd.	Yes	Signalized	Existing Signal Timing
2 – St. Francis Dr. / Cerrillos Rd.	Yes	Signalized	Existing Signal Timing
3 – Project Access (School for Blind Dwy)	Yes	Unsignalized	

5571 Midway Park Pl. NE Albuquerque, NM 87109
(505) 858-3100 fax (505) 858-1118 1 (800) 245-3102
tierrawestllc.com

Analysis Conditions Required:

	Condition	Yes / No	Year
	Existing Analysis	No	N/A*
	Implementation Year Analysis (AM/PM)	Yes	2027
	Horizon Year Analysis (AM/PM)	Yes	2037

* - 2027 NO BUILD Analysis should approximate the Existing Analysis.

Special Considerations:

1) Consider pedestrian mobility and the Santa Fe Pick-Up free transit service near the project.
2) Address RailRunner trips through intersection in text of report. No analysis necessary.
3) NM DOT has project to restrict access on Cerrillos Rd. from St. Michael's to St. Francis. Discuss this project in the TIS.
4) Discuss bike facilities near the project in the TIS.

Crash Analysis: Crash Analysis for 3-years for study area (2021 – 2023)

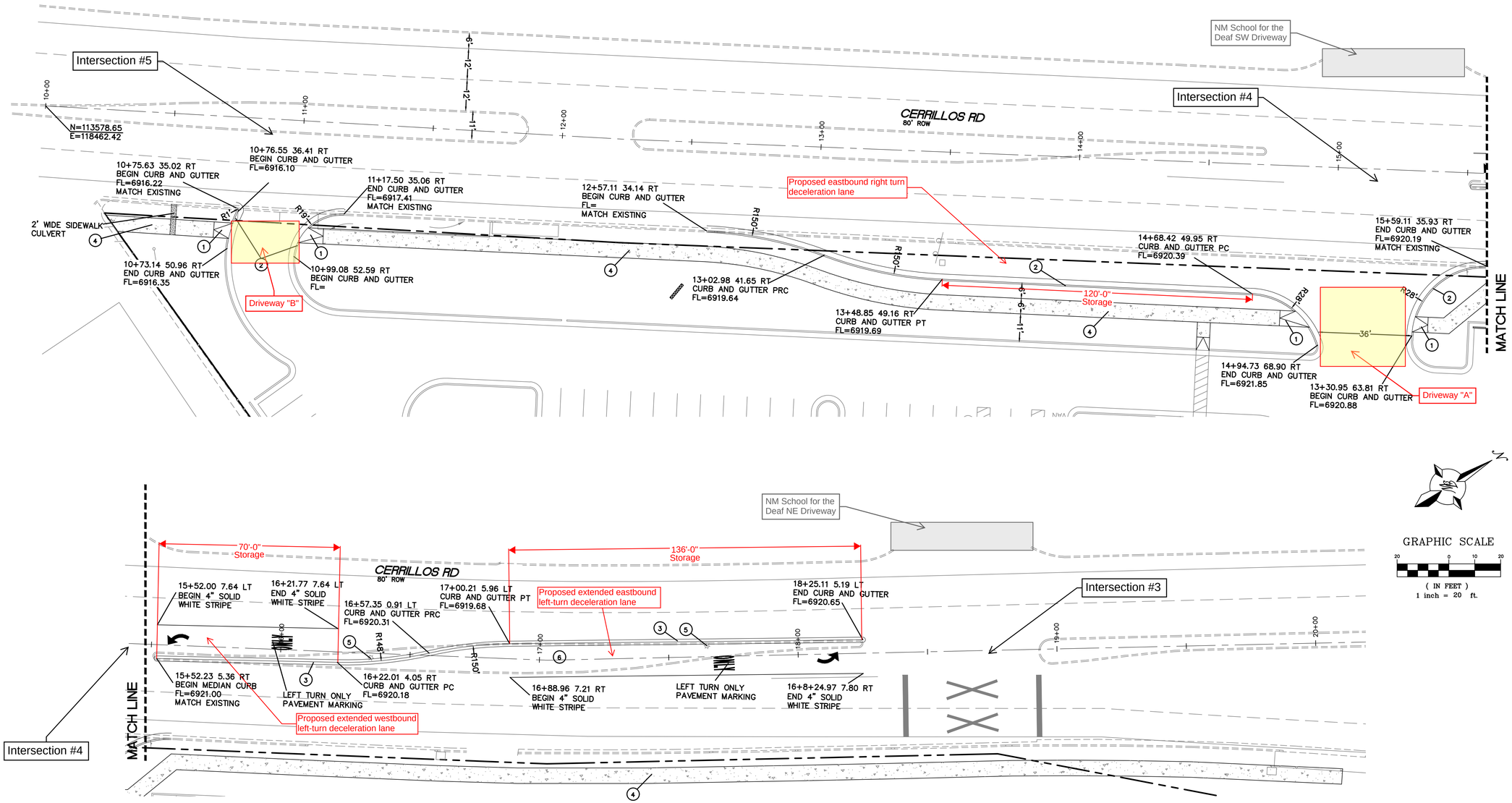
Report Submittals:

To:	Hard Copies	Electronic Copy
City of Santa Fe	0	Yes

Intersection	Agency

Site Plan Received from Developer? **Y** / N

Land Use List Received from Developer? **Y** / N



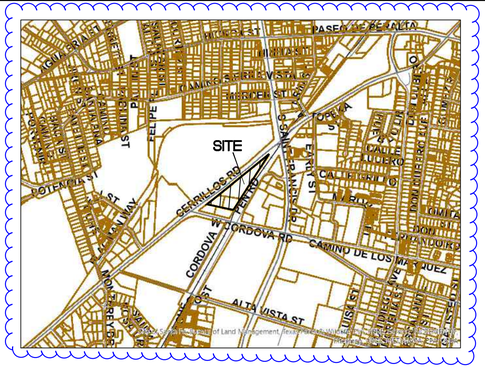
KEYED NOTES

1. UNIDIRECTIONAL ACCESSIBLE RAMP PER NMDOT DWG 608-001-8
2. CURB AND GUTTER TYPE C PER NMDOT DWG 609-01
3. MOUNTABLE MEDIAN CURB (BACK TO BACK) PER NMDOT DWG 609-01
4. 6' CONCRETE SIDEWALK
5. REMOVE AND SALVAGE EXISTING LIGHT POLES
6. REMOVE AND DISPOSE EXIST MEDIAN CURB AND LANDSCAPE

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- CONCRETE SIDEWALK

ENGINEER'S SEAL	1000, 1101, 1103 CERRILLOS RD SANTA FE, NM	DRAWN BY pm
		DATE 11-27-25
	CERRILLOS RD IMPROVEMENTS	DRAWING
	TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	SHEET #
RONALD R. BOHANNAN P.E. #7868		JOB # 2025080


SITE
CERRILLOS RD
W CORDOVA RD
CAMINO DE LOS MARQUEZ
ALTA VISTA ST
PASEO DE PERALTA
CALLE CORAZON
CALLE LOMITA
CALLE DOMINGO
CALLE LUISA
CALLE SAN FRANCISCO
CALLE TOLEDO
CALLE CAMPANA
CALLE CAMPANERO
CALLE CAMPANILLA
CALLE CAMPANILLO
CALLE CAMPANITA
CALLE CAMPANITO
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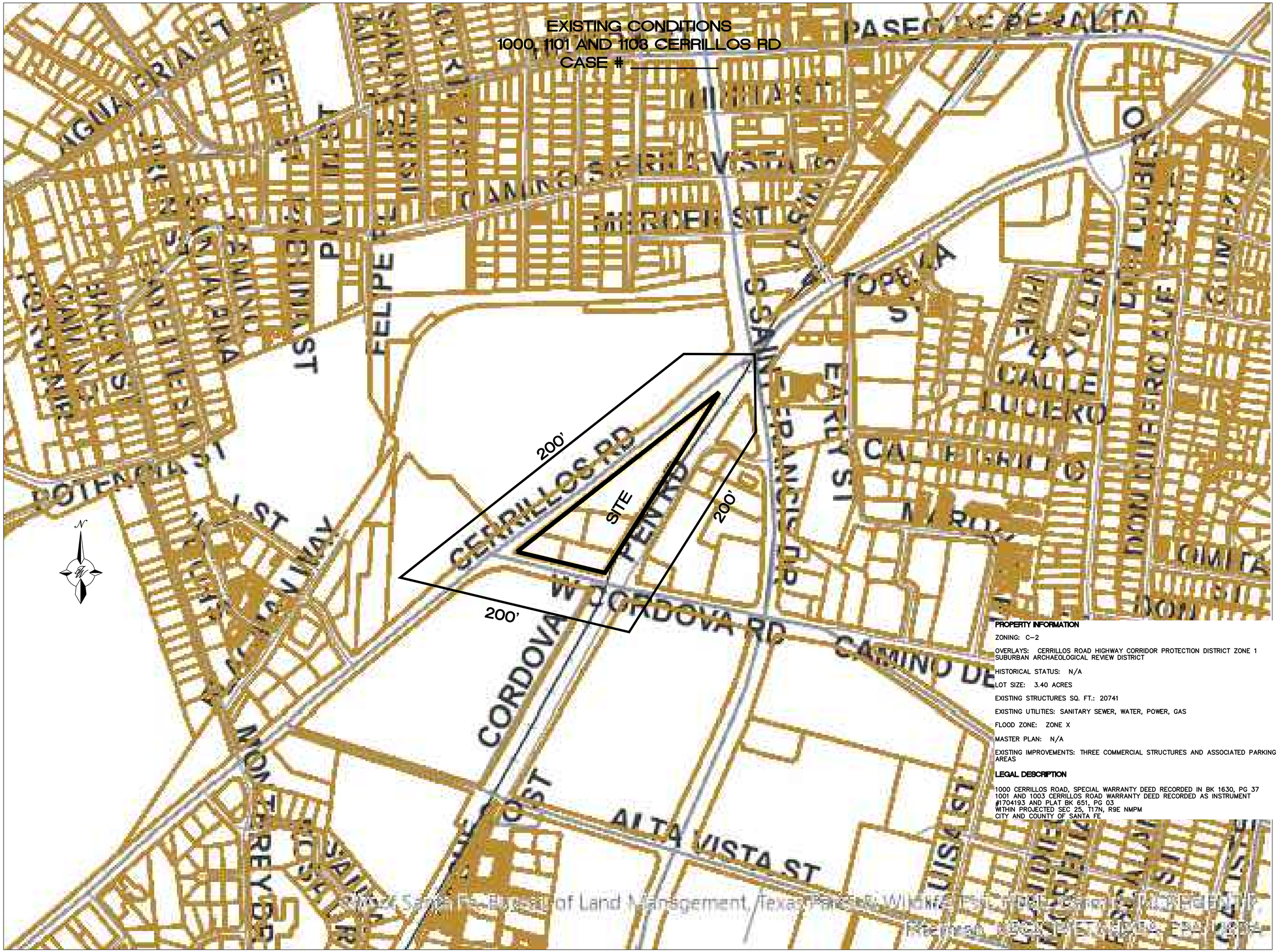
CALLE CAMPANIT

EXISTING CONDITIONS
1000, 1101 AND 1103 CERRILLOS RD
CASE # _____



PROPERTY INFORMATION

ZONING: C-2

OVERLAYS: CERRILLOS ROAD HIGHWAY CORRIDOR PROTECTION DISTRICT ZONE 1
SUBURBAN ARCHAEOLOGICAL REVIEW DISTRICT

HISTORICAL STATUS: N/A

LOT SIZE: 3.40 ACRES

EXISTING STRUCTURES SQ. FT.: 20741

EXISTING UTILITIES: SANITARY SEWER, WATER, POWER, GAS

FLOOD ZONE: ZONE X

MASTER PLAN: N/A

EXISTING IMPROVEMENTS: THREE COMMERCIAL STRUCTURES AND ASSOCIATED PARKING AREAS

LEGAL DESCRIPTION

1000 CERRILLOS ROAD, SPECIAL WARRANTY DEED RECORDED IN BK 1630, PG 37
1001 AND 1003 CERRILLOS ROAD WARRANTY DEED RECORDED AS INSTRUMENT #1704193 AND PLAT BK 651, PG 03
WITHIN PROJECTED SEC 25, T17N, R9E NMPM
CITY AND COUNTY OF SANTA FE

Source: Santa Fe, Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS

NOTES:

FOR ADDITIONAL INFORMATION AFFECTING THIS LOT. SEE RECORDED PLATS, DOCUMENTS, FOR NOTES, RESTRICTIONS AND EASEMENTS. THIS PROPERTY IS SUBJECT TO ALL 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.

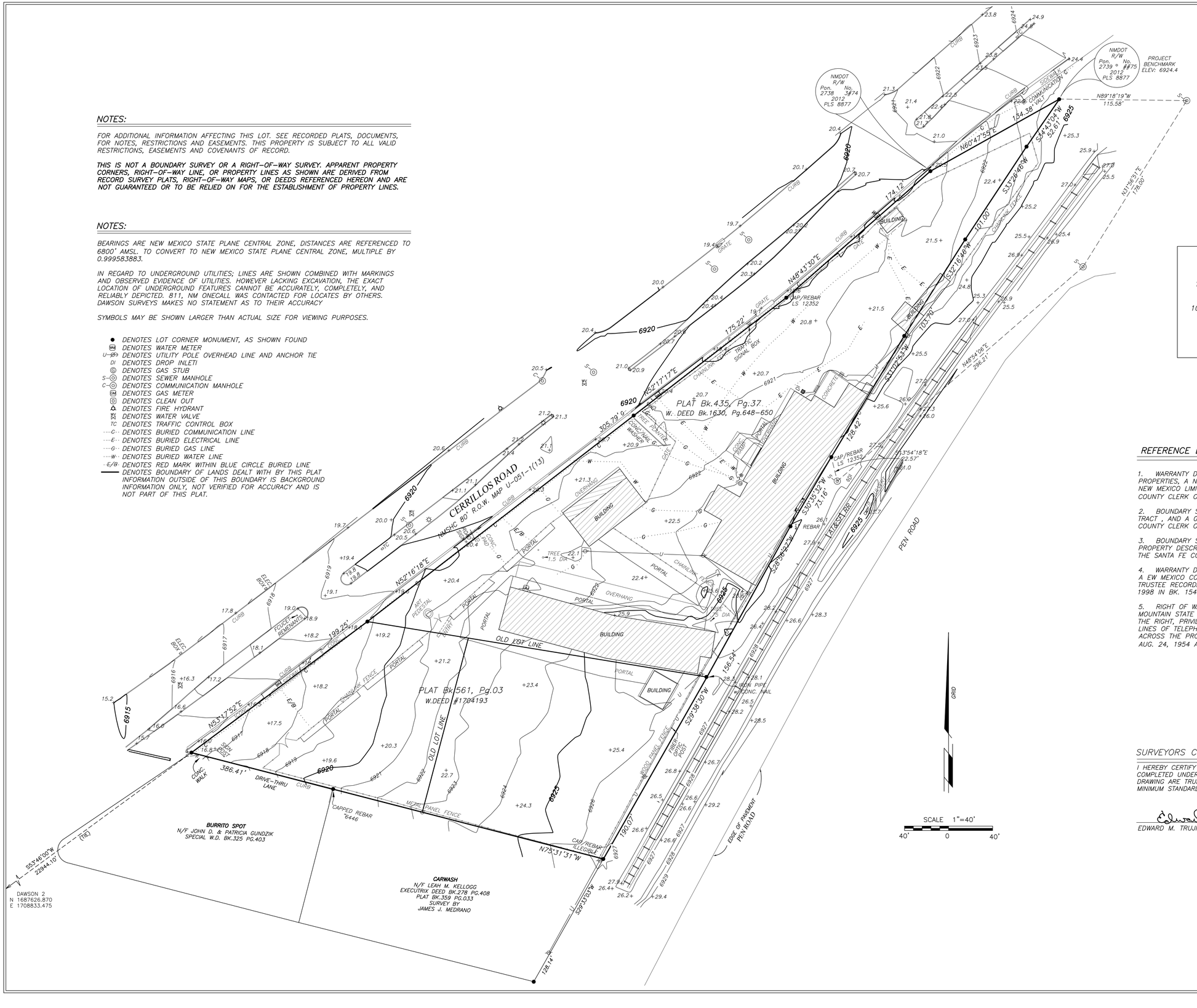
NOTES:

BEARINGS ARE NEW MEXICO STATE PLANE CENTRAL ZONE, DISTANCES ARE REFERENCED TO 6800' AMSL. TO CONVERT TO NEW MEXICO STATE PLANE CENTRAL ZONE, MULTIPLE BY 0.999583883.

IN REGARD TO UNDERGROUND UTILITIES; LINES ARE SHOWN COMBINED WITH MARKINGS AND OBSERVED EVIDENCE OF UTILITIES. HOWEVER LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. 811, NM ONECALL WAS CONTACTED FOR LOCATES BY OTHERS. DAWSON SURVEYS MAKES NO STATEMENT AS TO THEIR ACCURACY

SYMBOLS MAY BE SHOWN LARGER THAN ACTUAL SIZE FOR VIEWING PURPOSES.

- ● *DENOTES LOT CORNER MONUMENT, AS SHOWN FOUND*
- WM *DENOTES WATER METER*
- U—Ø *DENOTES UTILITY POLE OVERHEAD LINE AND ANCHOR TIE*
- DI *DENOTES DROP INLETI*
- Ⓖ *DENOTES GAS STUB*
- S—Ⓢ *DENOTES SEWER MANHOLE*
- C—Ⓒ *DENOTES COMMUNICATION MANHOLE*
- GM *DENOTES GAS METER*
- Ⓒ *DENOTES CLEAN OUT*
- *DENOTES FIRE HYDRANT*
- WV *DENOTES WATER VALVE*
- TC *DENOTES TRAFFIC CONTROL BOX*
- ····C··· *DENOTES BURIED COMMUNICATION LINE*
- ····E··· *DENOTES BURIED ELECTRICAL LINE*
- ····G··· *DENOTES BURIED GAS LINE*
- ····W··· *DENOTES BURIED WATER LINE*
- ·E/B· *DENOTES RED MARK WITHIN BLUE CIRCLE BURIED LINE*
- ——— *DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.*



TOPOGRAPHIC MAP
PREPARED FOR

TITAN DEVELOPMENT

1000 CERRILLOS ROAD, SPECIAL WARRANTY DEED RECORDRD IN Bk. 1630, Pg.649 AND PLAT Bk. 435, Pg.37,
1001 AND 1003 CERRILLOS ROAD, WARRANTY DEED RECORDED AS INSTRUMENT #1704193, AND PLAT Bk.651, Pg.03,
WITHIN
PROJECTED SEC. 26, T.17N, R.9E, N.M.P.M.
CITY AND COUNTY OF SANTA FE, NEW MEXICO

REFERENCE DOCUMENT:

1. WARRANTY DEED, 1001 CERRILLOS ROAD AND 1003 CERRILLOS ROAD FROM: JT PROPERTIES, A NEW MEXICO LIMITED LIABILITY COMPANY, TO: MGT INVESTMENTS, LLC, A NEW MEXICO LIMITED LIABILITY COMPANY, RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON MAY 1, 2013 AS INSTRUMENT #1704193.

2. BOUNDARY SURVEY PLAT PREPARED FOR LOS SECOS, LLC. SHOWING A 0.56 ACRES± TRACT , AND A 0.77 ACRES± TRACT, RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON JUNE 4, 2003 IN PLAT BK.561, PG.03.

3. BOUNDARY SURVEY PLAT PREPARED FOR GILLIAM IRREVOCABLE TRUST SHOWING PROPERTY DESCRIBED IN WARRANTY DEED Bk.1630, Pg.648, RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON FEBRUARY 15, 2000 IN PLAT Bk. 435, Pg.37.

4. WARRANTY DEED, 1000 CERRILLOS ROAD FROM: SANTA FE RENTALS AND SALES, INC., A EW MEXICO CORPORATION, TO: GILLIAM IRREVOCABLE TRUST, W. THOMAS KELLAHIN, TRUSTEE RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON SEPTEMBER 15, 1998 IN BK. 1540, PG.351-353.

5. RIGHT OF WAY FROM: ESTATE OF JOSEPH BRYNE, J. ELMO TIPTON TRUSTEE TO: THE MOUNTAIN STATE TELEPHONE AND TELEGRAPH Co. AND PUBLIC SERVICE COMPANY OF N.M. THE RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, OPERATE AND MAINTAIN THEIR LINES OF TELEPHONE, TELEGRAPH AND ELECTRIC POWER, FIXTURES UPON, OVER AND ACROSS THE PROPERTY, RECORDED IN THE OFFICE OF THE SANTA FE COUNTY CLERK ON AUG. 24, 1954 AS INSTRUMENT #119,841.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS MAP IS A TRUE REPRESENTATION OF A TOPOGRAPHIC SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION IN AUGUST OF 2025. THE SURVEY AND DRAWING ARE TRUE AND CORRECT, TO THE BEST OF MY KNOWLEDGE, AND MEET THE MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS IN NEW MEXICO.

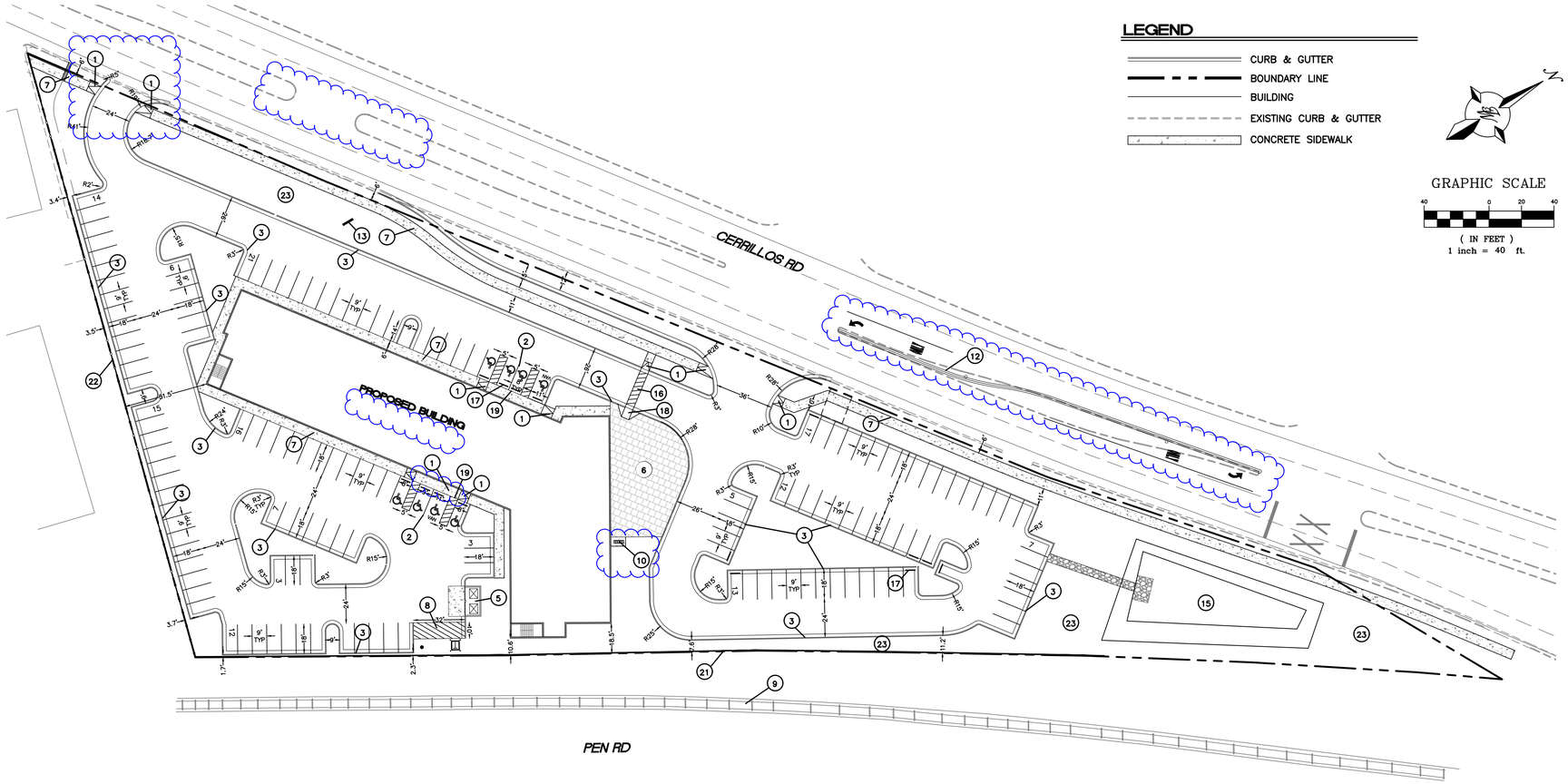
EDWARD M. TRUJILLO, N.M.P.L.S. #12352 *SEPT. 03, 2025*
DATE

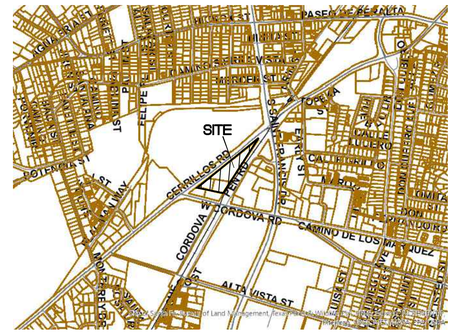
EDWARD M. TRUJILLO NEW MEXICO 12352 REGISTERED PROFESSIONAL SURVEYOR

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
SANTA FE, N.M. Tel:(505)471-6660
E-mail dawsonsurveys@gmail.com

FILE#10890\TOPO DATE:09\03\2025

C-003





VICINITY MAP

KEYED NOTES

1. UNIDIRECTIONAL ACCESSIBLE RAMP SEE DETAIL SHEET DET-8
2. ACCESSIBLE PARKING PER ADA REQUIREMENTS (5)
3. STANDARD CURB AND GUTTER, SEE DETAIL SHEET DET-8
4. CONCRETE SIDEWALK
5. DOUBLE DUMPSTER
6. STAMPED CONCRETE, SEE ARCHITECTURAL PLANS FOR PATTERN AND COLOR
7. NEW 6' CONCRETE SIDEWALK PER CITY OF SANTA FE STANDARDS
8. LOADING ZONE
9. EXISTING RAILROAD TRACK
10. BICYCLE RACK (6)
11. SITE LIGHTING
12. MOUNTABLE MEDIAN CURB TYPE A PER NMDOT 609-01-1/1
13. MONUMENT SIGN
14. DIRECTIONAL SIGN
15. DRAINAGE POND
16. 6' PEDESTRIAN CROSSWALK
17. CONCRETE WHEEL STOP (TYP)
18. ACCESSIBLE RAMP SEE DETAIL SHEET DET 8
19. ZERO CURB
20. TRANSFORMER
21. 8' TALL SCREEN/SOUND (560 LF) WALL SEE DETAIL SHEET 11
22. WROUGHT IRON FENCE (375 LF) SEE DETAIL SHEET 11
23. OPEN SPACE

LEGAL DESCRIPTION:

1000 CERRILLOS ROAD, SPECIAL WARRANTY DEED RECORDRD IN Bk. 1630, Pg.649 AND PLAT Bk. 435, Pg.37, 1001 AND 1003 CERRILLOS ROAD, WARRANTY DEED RECORDED AS INSTRUMENT #1704193, AND PLAT Bk.651, Pg.03,

SITE DATA

PROPOSED USE HOTEL

LOT AREA 148122 SF (3.40 ACRES)

ZONING C-2
ROOFED AREA 19853 GSF

LOT COVERAGE 13.4%
MAXIMUM PERMISSIBLE HEIGHT 45'
PROPOSED HEIGHT 45'

BUILDING SETBACK
STREET 15'
REAR 10'
SIDE 0'
GFA 79491 SF

PARKING REQUIRED 150 SPACES (1 PER HOTEL ROOM)
PARKING PROVIDED 151 SPACES
ACCESSIBLE PARKING REQUIRED 8 SPACES (2 VAN)
ACCESSIBLE SPACES PROVIDED 8 SPACES (2 VAN)

BICYCLE SPACES REQUIRED 6 (1 PER 15 ROOMS OR 6 IF MORE THAN 75 ROOMS)
BICYCLE SPACES PROVIDED 6

OPEN SPACE REQUIRED 20% 0.68 AC
OPEN SPACE PROVIDED 25.3% 0.86 AC

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-2-25
RONALD R. BOHANNAN P.E. #7868

1000, 1101, 1103 CERRILLOS RD
SANTA FE, NM

DEVELOPMENT PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY pm
DATE 12-2-25
DRAWING
SHEET # DP-1
JOB # 2025080

AC MARRIOTT HOTEL
CONDITIONS OF APPROVAL
1000, 1101 AND 1103 CERRILLOS RD
CASE # 2025-11380

CONDITIONS OF APPROVAL

1. 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.
2. AN APPROVED WATER PLAN WILL BE REQUIRED FOR ALL NEW PUBLIC WATER INFRASTRUCTURE AND FIRE SERVICES.
3. AN APPROVED AGREEMENT TO CONSTRUCT AND DEDICATE (ACD) WILL BE REQUIRED WITH THE WATER DIVISION FOR ALL NEW PUBLIC WATER INFRASTRUCTURE AND FIRE SERVICES.
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 BE INSTALLED BEYOND THE METER ON ANY NEW IRRIGATION SERVICE.
5. DEVELOPMENT COMPLY WITH THE 2021 INTERNATIONAL FIRE CODE (IFC) AND ADOPTED CITY ORDINANCES UPON BUILDING PERMIT APPROVAL.

ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 12-2-25 RONALD R. BOHANNAN P.E. #7868	1000, 1101, 1103 CERRILLOS RD SANTA FE, NM CONDITIONS OF APPROVAL TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	DRAWN BY pm DATE 12-2-25 DRAWING SHEET # C-004 JOB # 2025080

AC MARRIOTT HOTEL
INFRASTRUCTURE PLAN
1000, 1101 AND 1103 CERRILLOS RD
CASE # 2025-11380

NOTES:

1. NO VARIANCES ARE APPROVED FOR THIS DEVELOPMENT PLAN. THE CITY CODE AND APPLICATION CHAPTERS SHALL GOVERN AND APPLYTO THIS DEVELOPMENT PLAN IN ITS ENTIRETY.

2. CITY OF SANTA FE DRAINAGE:
   a. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

   b. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

OWNER/DEVELOPER:

TITAN DEVELOPMENT
6300 RIVERSIDE PLAZA, SUITE 200
ALBUQUERQUE, NM 87120
505-998-0163 IAN ROBERTSON

SURVEYOR (ALTA/TOPO):

EDWARD M TRUJILLO
DAWSON SURVEYS INC
7505 MALLARD WAY, SUITE A
SANTA FE, NM
505-471-6660

PLANNER:

JENKINSGAVIN
130 GRANT AVE SUITE 101
SANTA FE, NM 87501
505-820-7444
JENKINSGAVIN.COM JENNIFER JENKINS

CIVIL ENGINEER:

TIERRA WEST,LLC
5571 MIDWAY PARK PL, NE
ALBUQUERQUE, NM
505.858.3100
TIERRAWESTLLC.COM

ARCHITECT:

5G STUDIO COLLABORATIVE, LLC
1217 MAIN STREET
DALLAS, TX 75202
214-670-0050 CHRISTINE ROBBINS-ELROD

LANDSCAPE:

YELLOWSTONE LANDSCAPE
7525 SECOND STREET NW
ALBUQUERQUE, NM 87107
505-998-9615 CODY McNALLEN

MEP:

BLUM CONSULTING ENGINEERS, INC
12790 MERIT DRIVE, BUILDING 9, SUITE 700
DALLAS, TX 75251
214-373-8222 JAKE MUSICK

SHEET LIST

C-001	COVER SHEET		**SHEET #**	**SHEET NAME**
TR-1	TERRAIN MANAGEMENT PLAN		E1.00	PHOTOMETRIC SITE PLAN
DEM-1	DEMOLITION PLAN		E1.01	LIGHTING FIXTURES CUTSHEET
GR-1	GRADING AND DRAINAGE PLAN			
MU-1	MASTER UTILITY PLAN		A101	OPEN SPACE PLAN
DET-1	CONSTRUCTION DETAILS			
DET-2	CONSTRUCTION DETAILS		A201	LEVEL 1 FLOOR PLAN
DET-3	CONSTRUCTION DETAILS		A202	LEVEL 2 AND 3 FLOOR PLAN
DET-4	CONSTRUCTION DETAILS		A203	LEVEL 4 FLOOR PLAN
PAV-1	PAVING PLAN			
RD-1	CERRILLOS ROAD IMPROVEMENT PLAN		A301	BUILDING ELEVATIONS
RD-2	CERRILLOS ROAD MEDIAN PLAN AND PROFILE		A302	BUILDING ELEVATIONS
FO-1	FIRE PROTECTION PLAN		A303	SIGNAGE
21	WATER PLAN			
LS-00	MATERIAL PLAN OVERALL			
LS-01	MATERIAL PLAN ENLARGEMENT			
LS-02	MATERIAL PLAN ENLARGEMENT			
LS-03	MATERIAL PLAN ENLARGEMENT			
LP-00	PLANTING PLAN OVERALL			
LP-01	PLANTING PLAN ENLARGEMENT			
LP-02	PLANTING PLAN ENLARGEMENT			
LP-03	PLANTING PLAN ENLARGEMENT			
LI-00	IRRIGATION PLAN OVERALL			
LI-01	IRRIGATION PLAN ENLARGEMENT			
LI-02	IRRIGATION PLAN ENLARGEMENT			
LI-03	IRRIGATION PLAN ENLARGEMENT			
LI-04	IRRIGATION DETAILS			

ENGINEER'S STATEMENT

I, RONALD BOHANNAN, NEW MEXICO REGISTERED PROFESSIONAL ENGINEER NO. 7868, DO HEREBY STATE THAT I HAVE PERSONALLY MADE AN ON-SITE FIELD INSPECTION OF THE SUBJECT PROPERTY, AND HAVE FOUND THAT NO RECENT GRADING, FILLING, OR CUTTING, HAD TAKEN PLACE ON SAID SITE PRIOR TO THE PREPARATION OF THE TOPOGRAPHY SURVEY SHOWN ON THE PLAN HEREON.

SIGNATURE DATE

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-2-25

RONALD R. BOHANNAN P.E. #7868

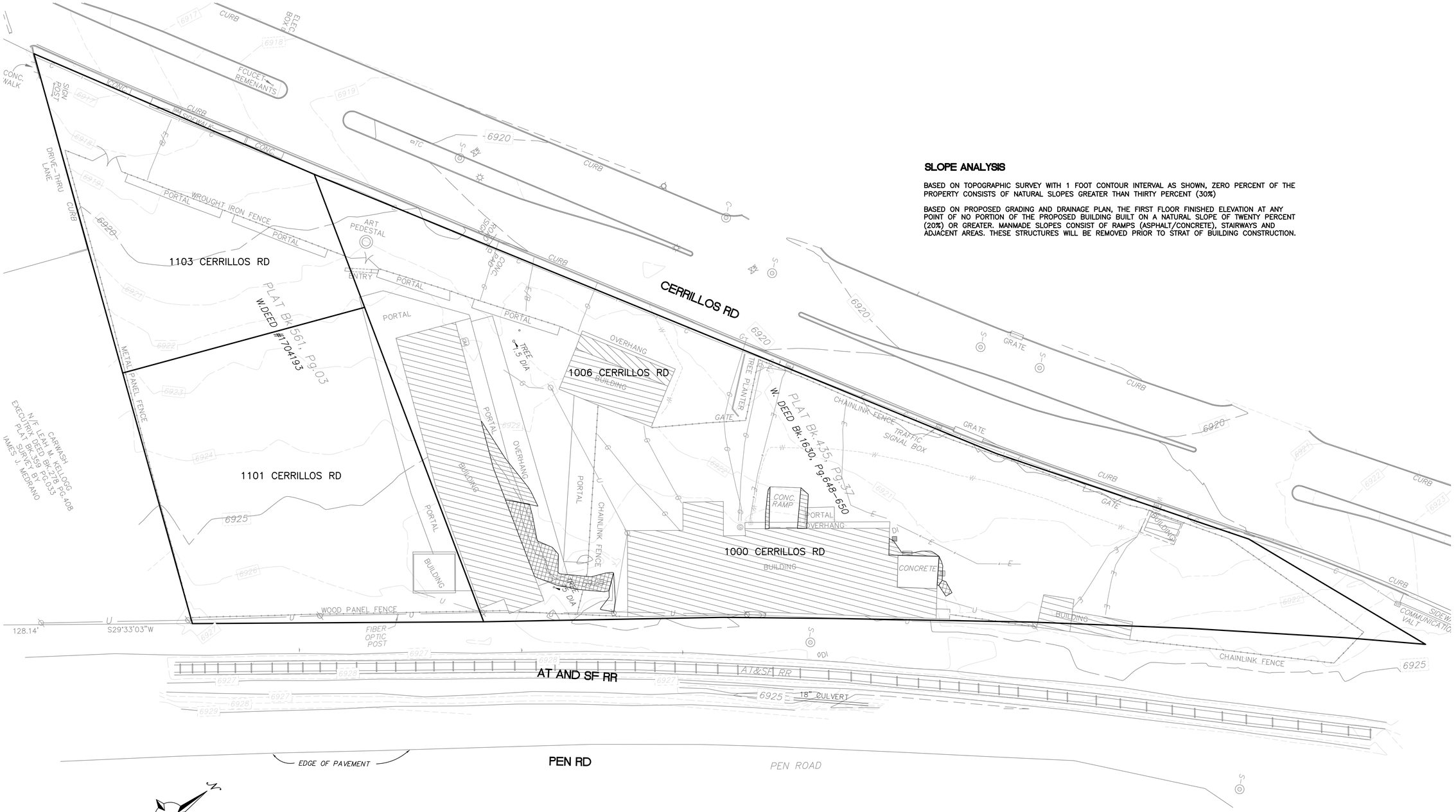
JURISDICTION: CITY OF SANTA FE
PROJECT NAME: AC MARRIOTT HOTEL
DRAWING TYPE: COVER SHEET
DRAWING DATE: 12-2-25

C-001

SLOPE ANALYSIS

BASED ON TOPOGRAPHIC SURVEY WITH 1 FOOT CONTOUR INTERVAL AS SHOWN, ZERO PERCENT OF THE PROPERTY CONSISTS OF NATURAL SLOPES GREATER THAN THIRTY PERCENT (30%)

BASED ON PROPOSED GRADING AND DRAINAGE PLAN, THE FIRST FLOOR FINISHED ELEVATION AT ANY POINT OF NO PORTION OF THE PROPOSED BUILDING BUILT ON A NATURAL SLOPE OF TWENTY PERCENT (20%) OR GREATER. MANMADE SLOPES CONSIST OF RAMPS (ASPHALT/CONCRETE), STAIRWAYS AND ADJACENT AREAS. THESE STRUCTURES WILL BE REMOVED PRIOR TO STRAT OF BUILDING CONSTRUCTION.



GRAPHIC SCALE

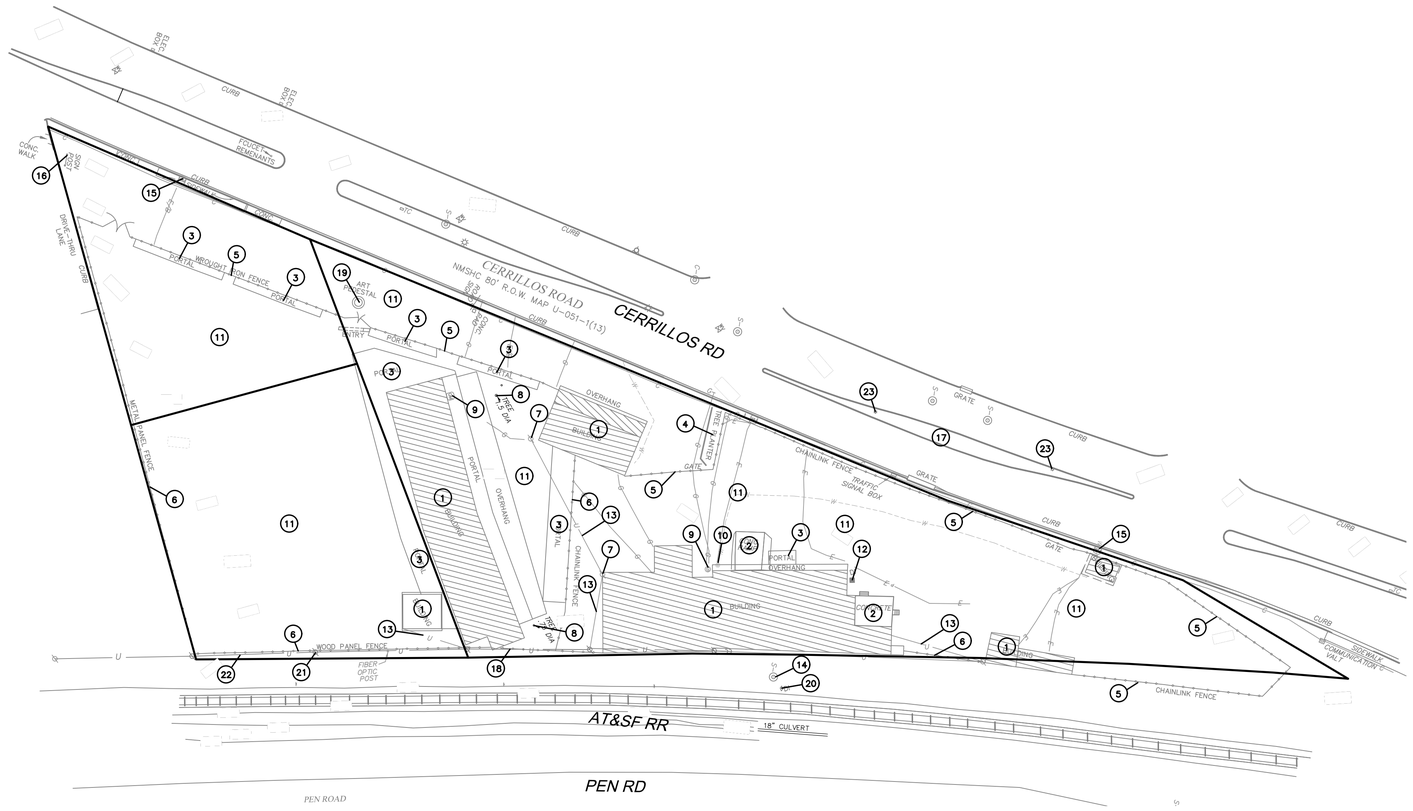
30 0 15 30

(IN FEET)
1 inch = 30 ft.

LEGEND

- AREA OF 30% OR GREATER (MAN MADE/DISTURBED)
- AREA OF 20% TO 30% (MAN MADE/DISTURBED)

ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 12-2-25 RONALD R. BOHANNAN P.E. #7868	AC MARRIOTT HOTEL 1000, 1006, 1101 AND 1103 CERRILLOS RD SANTA FE, NM TERRAIN MANAGEMENT PLAN TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	DRAWN BY pm DATE 12-2-25 DRAWING SHEET # TR-1 JOB # 2025080



KEYED NOTES

1. REMOVE AND DISPOSE EXISTING BUILDING ANS APPURTENANCES
2. REMOVE AND DISPOSE EXISTING CONCRETE
3. REMOVE AND DISPOSE EXISTING COVERED AREA
4. REMOVE AND DISPOSE EXISTING PLANTER
5. REMOVE AND DISPOSE EXISTING FENCE AND GATE
6. REMOVE AND DISPOSE EXISTING FENCE
7. REMOVE AND DISPOSE EXISTING POWER POLE
8. REMOVE AND DISPOSE EXISTING TREE
9. REMOVE AND DISPOSE EXISTING GAS METER
10. REMOVE AND DISPOSE EXISTING CLEANOUT
11. REMOVE AND DISPOSE EXISTING ASPHALT AND/OR GRAVEL
12. REMOVE AND DISPOSE EXISTING INLET
13. REMOVE AND DISPOSE EXISTING POWER LINE
14. EXISTING SAS MH TO REMAIN
15. REMOVE AND DISPOSE EXISTING WATER METER
16. REMOVE AND DISPOSE EXISTING SIGN AND POSTS
17. REMOVE AND DISPOSE MEDIAN CURB AND LANDSCAPING
18. REMOVE AND DISPOSE 410 LF EXISTING OVERHEAD POWER LINE AND 4 POWER POLES
19. REMOVE AND DISPOSE EXISTING ART PEDESTAL
20. EXISTING DROP INLET TO REMAIN
21. EXISTING POWER POLE TO REMAIN
22. EXISTING POWER LINE TO REMAIN
23. REMOVE AND SALVAGE EXISTING LIGHTS

GENERAL DEMOLITION AND REMOVAL NOTES:

1. ITEMS OF SITE DEMOLITION SHALL BE GOVERNED BY THE CITY OF SANTA FE PUBLIC WORKS
2. REGULATORY REQUIREMENTS

a. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS REQUIRED FOR DEMOLITION, PAYING ALL SPECIFIED FEES.

b. CONFORM TO ALL APPLICABLE CODES AND REGULATIONS FOR DEMOLITION, SAFETY OF ADJACENT STRUCTURES, DUST CONTROL, RUNOFF CONTROL AND DISPOSAL OF DEBRIS.

c. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS.

d. DO NOT CLOSE OR OBSTRUCT ROADWAYS AND FIRE HYDRANTS WITHOUT PERMITS.

e. CONFORM TO APPLICABLE REGULATORY PROCEDURES WHEN DISCOVERING HAZARDOUS MATERIALS OR CONTAMINATED MATERIALS.

3. DEMOLITION REQUIREMENTS

a. CONDUCT DEMOLITION TO MINIMIZE INTERFERENCE WITH ADJACENT ITEMS.

b. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. DO NOT RESUME OPERATIONS UNTIL DIRECTED.

4. DEMOLITION

a. IT IS THE INTENT OF THIS PLAN THAT ALL EXISTING BUILDINGS, PAVEMENTS, SIDEWALK, TREES AND OTHER ABOVE GROUND FEATURES WITHIN THE PROJECT LIMITS SHALL BE DEMOLISHED AND REMOVED FROM THE SITE UNLESS OTHERWISE INDICATED.

b. SEE THE SITE UTILITY PLAN FOR CONNECTIONS AND NEW LOCATIONS OF THE EXISTING UTILITIES ON THE SITE. COORDINATE ALL RELOCATIONS AND INTERRUPTION OF SERVICE WITH APPROPRIATE UTILITY COMPANY. ALLOW ADEQUATE TIME FOR SCHEDULING.

c. ALL FOUNDATIONS SHALL BE REMOVED TO 18" BELOW PROPOSED GRADE. ANY FOUNDATIONS NOT COMPLETELY REMOVED SHALL HAVE ANY PIPES PLUGGED WITH NON-SHRINK GROUT AND THE FLOOR RUBBLIZED.

d. BACKFILL AREAS EXCAVATED AND ANY OPEN PITS AND HOLES CAUSED AS A RESULT OF DEMOLITION WITH PIT RUN SAND AND GRAVEL.

e. ROUGH GRADE AND COMPACT AREAS AFFECTED BY DEMOLITION TO MAINTAIN SITE GRADES AND CONTOURS. PROVIDE POSITIVE DRAINAGE.

f. REMOVE DEMOLISHED MATERIALS FROM SITE AND LEGALLY DISPOSE OF AT A SITE TO BE ARRANGED FOR BY CONTRACTOR.

g. DO NOT BURN OR BURY MATERIALS ON SITE. LEAVE SITE IN CLEAN CONDITION.

h. EXISTING TREES SHALL BE COMPLETELY REMOVED BELOW EXISTING GROUND ELEVATION INCLUDING ALL ROOTS. STUMPS SHALL NOT BE BURIED ON SITE.

i. EXISTING TOPSOIL TO BE REMOVED AND STOCK PILED ON SITE FOR USE IN PLATING SLOPES AS DIRECTED BY OWNER.

5. PROVIDE FULL DEPTH SAW CUTS AT EDGES OF EXISTING PAVEMENT AND SIDEWALK REMOVAL LOCATIONS AS REQUIRED.

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-2-25

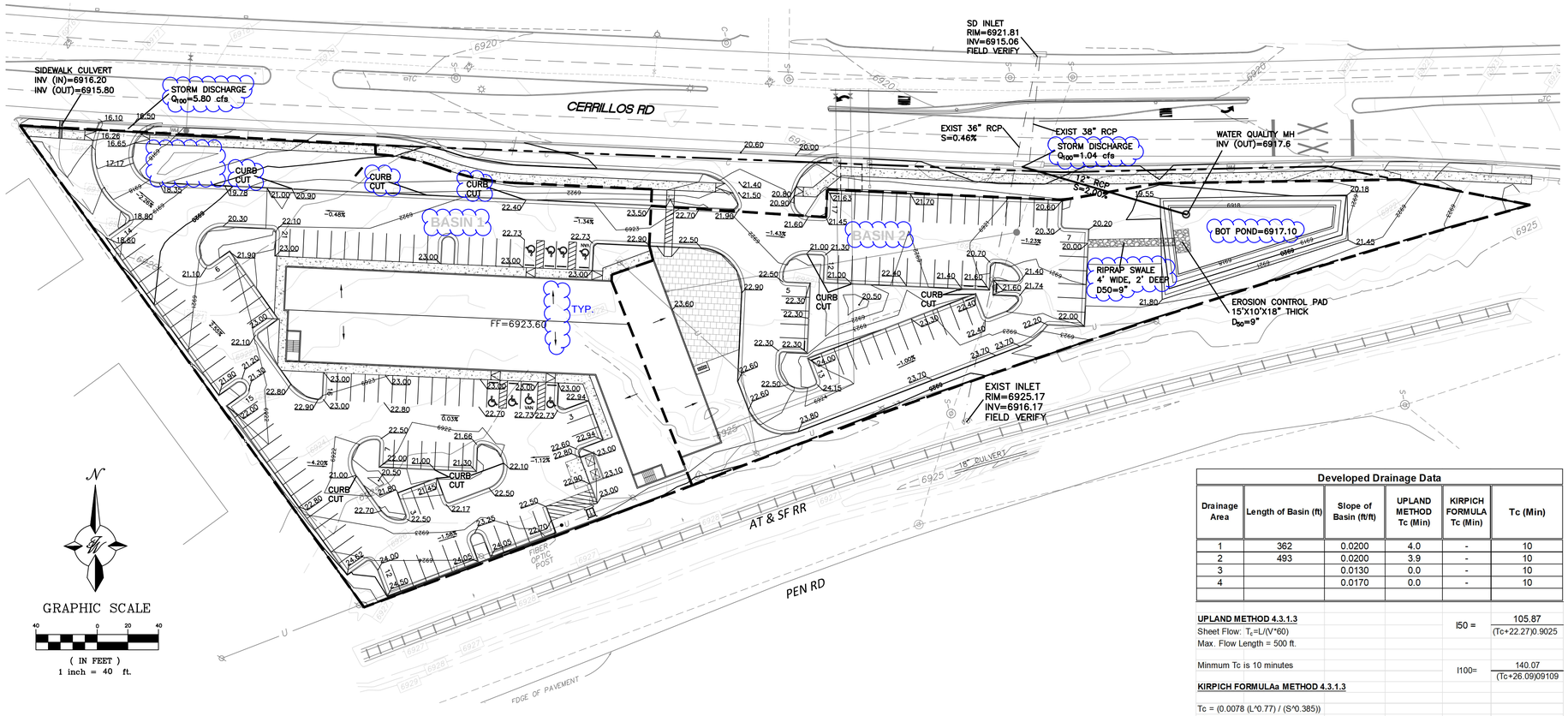
RONALD R. BOHANNAN P.E. #7868

1000, 1101, 1103 CERRILLOS RD SANTA FE, NM

DEMOLITION PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: pm
DATE: 12-2-25
DRAWING: 2025080-DEMO
SHEET #: DEM-1
JOB #: 2025080



VICINITY MAP

GRAPHIC SCALE

40 0 20 40

(IN FEET)
1 inch = 40 ft.

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- PROPOSED HYDRANT
- NEW SD MH
- AREA INLET
- EXISTING SAS MH
- EXISTING GATE VALVE
- EXISTING WATERLINE
- EXISTING SAS
- RETAINING WALL
- WATER BLOCK
- STORM DRAIN
- BASINS

NOTICE TO CONTRACTORS

1. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.
2. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED, EXCEPT AS OTHERWISE STATED OR PROVIDED HERON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF SANTA FE SPECIFICATIONS
3. TWO WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE, 765-1234, FOR LOCATION OF EXISTING UTILITIES.
4. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL CONNECTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
5. BACKFILL COMPACTION SHALL BE ACCORDING TO TRAFFIC/STREET USE.
6. MAINTENANCE OF THESE FACILITIES SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY SERVED.
7. WORK ON ARTERIAL STREETS SHALL BE PERFORMED ON A 24-HOUR BASIS.

EROSION CONTROL NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A TOPSOIL DISTURBANCE PERMIT PRIOR TO BEGINNING WORK.
2. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RUN-OFF ON SITE DURING CONSTRUCTION.
3. CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL SEDIMENT THAT GETS INTO EXISTING RIGHT-OF-WAY.
4. REPAIR OF DAMAGED FACILITIES AND CLEANUP OF SEDIMENT ACCUMULATIONS ON ADJACENT PROPERTIES AND IN PUBLIC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.
5. ALL EXPOSED EARTH SURFACES MUST BE PROTECTED FROM WIND AND WATER EROSION PRIOR TO FINAL (CITY) ACCEPTANCE OF ANY PROJECT.
6. ALL SLOPES NOT STABILIZED AT THE END OF THE PROJECT SHALL BE STABILIZED IN ACCORDANCE WITH COA SPECS OR ¾" GRAVEL

NOTE
ALL PROPOSED GRADES ARE TO FLOWLINE UNLESS OTHERWISE INDICATED

ALL PROPOSED SLOPES ARE 3:1 MAXIMUM UNLES OTHERWISE NOTED

RIPRAP: DUMPED, 18" DEPTH W/CLASS 1 NON-WOVEN GEOTEXTILE PER NMDOT SPECS, D50=9"

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

Developed Drainage Data

Drainage Area	Length of Basin (ft)	Slope of Basin (ft/ft)	UPLAND METHOD Tc (Min)	KIRPICH FORMULA Tc (Min)	Tc (Min)
1	362	0.0200	4.0	-	10
2	493	0.0200	3.9	-	10
3		0.0130	0.0	-	10
4		0.0170	0.0	-	10

UPLAND METHOD 4.3.1.3
Sheet Flow: T_c=L/(V*60)
Max. Flow Length = 500 ft.

I50 = 105.87
(Tc+22.27)0.9025

Minmum Tc is 10 minutes

I100= 140.07
(Tc+26.09)09109

KIRPICH FORMULAa METHOD 4.3.1.3

Tc = (0.0078 (L^0.77) / (S^0.385))
Minmum Tc is 10 minutes
L=Longest length for drainage
S=Average Slope in foot per foot

Existing Drainage Data

Drainage Area	Area (Sq. Ft.)	Area (Ac)	Tc (Min)	C-value	I_{50yr} (in/hr)	Q_{50yr} (cfs)	V_{50yr} (ac-ft)	I_{100yr} (in/hr)	Q_{100yr} (cfs)	V_{100yr} (ac-ft)
1	148,023	3.398	10.00	0.83	2.82	7.99	0.82	3.13	8.86	**0.936**

Proposed Drainage Data

Drainage Area	Area (Sq. Ft.)	Area (Ac)	Tc (Min)	C-value	I_{50yr} (in/hr)	Q_{50yr} (cfs)	V_{50yr} (ac-ft)	I_{100yr} (in/hr)	Q_{100yr} (cfs)	V_{100yr} (ac-ft)
Basin 1	90,631	2.081	10.00	0.88	2.82	5.23	0.54	3.13	5.80	0.613
Basin 2	57,392	1.318	10.00	0.90	2.82	3.37	0.35	3.13	3.74	0.395
Totals	**148,023**	**3.398**				**8.6**	**0.9**		**9.5**	**1.008**

V_{100yr}= ARC/12
A= 100% of contributing watershed area in acres
R= Rainfall in inches Taken from NOAA Atlas 14, Volume 1, Version 5 for 100-year, 24-hr event = 3.13 inches
C= Runoff Factor

Existing Developed Weighted "C" Values

Drainage Area	Area (Sq. Ft.)	Area (Ac)	Percent Impervious Surface	Percent Landscaping	C-Value for Impervious Surface	C-value for Landscaping/ Gravel	Weighted C-Value
Total Site	148,023	3.398	68%	32%	0.98	0.50	0.83
	Total	3.398					

Proposed Developed Weighted "C" Values

Drainage Area	Area (Sq. Ft.)	Area (Ac)	Percent Impervious Surface	Percent Landscaping	C-Value for Impervious Surface	C-value for Landscaping	Weighted C-Value
Basin 1	90,631	2.081	80%	20%	0.98	0.50	0.88
Basin 2	57,392	1.318	83%	17%	0.98	0.50	0.90
	Total	3.398					

VOLUME CALCULATIONS

AC Hotel
NORTH POND

Ab - Bottom Of The Pond Surface Area
At - Top Of The Pond Surface Area
D - Water Depth
Dt - Total Pond Depth
C - Change In Surface Area / Water Depth

Volume = Ab * D + 0.5 * C * D²
C = (At - Ab) / Dt

Ab =	2,865.00	B.O.P.=	6917.60
At =	4,445.00	T.O.P. =	6919.55
Dt =	1.95		
C =	810.26		
B Elev. =	6,917.60		

ACTUAL ELEV.	DEPTH (FT)	VOLUME (AC-FT)	Q (CFS)
6917.60	0	0	0.000
6918.60	1.00	0.0751	0.697
6919.55	1.95	0.1636	1.042

Orifice Equation
Q = CA SQRT(2gH)

C =	0.6
Diameter (in)	5.5
Area (ft^2)=	0.164988156
g =	32.2
H (Ft) =	Depth of water above center of orifice
Q (CFS)=	Flow

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-2-25
RONALD R. BOHANNAN P.E. #7868

1000, 1101, 1103 CERRILLOS RD
SANTA FE, NM

GRADING AND DRAINAGE PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: pm
DATE: 12-2-25
DRAWING:
SHEET #: GR-1
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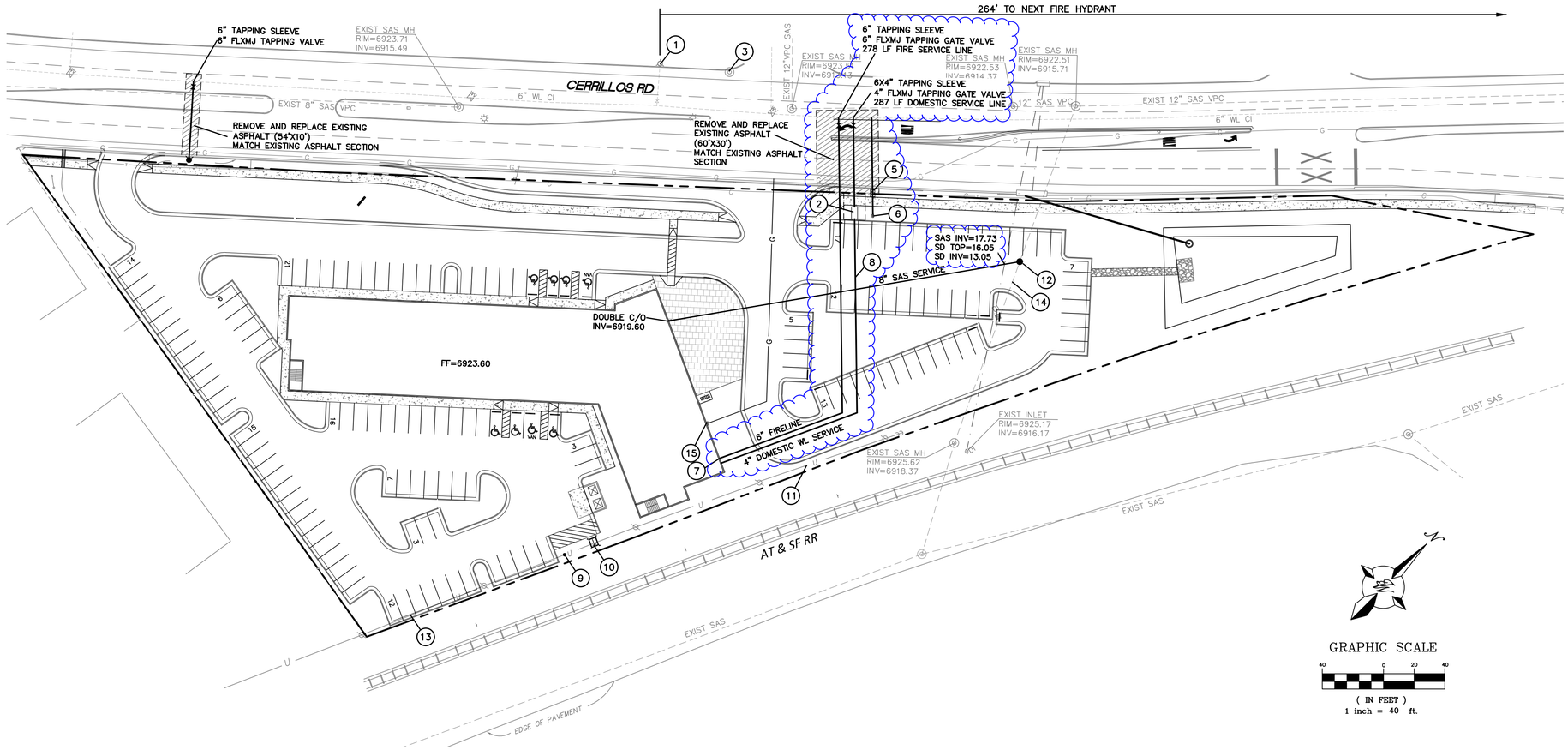

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- EXISTING SAS MH
- EXISTING GATE VALVE
- EXISTING WATERLINE
- EXISTING SAS
- 8" SAS — SANITARY SEWER LINE
- 8" WL — WATERLINE
- PROPOSED HYDRANT
- NEW SAS MH
- NEW WATER VALVE
- NEW SINGLE WATER METER
- SAWCUT LINE
- EXISTING GAS LINE
- G — NEW GAS LINE

GRAPHIC SCALE

40 0 20 40

(IN FEET)

1 inch = 40 ft.

KEYED NOTES

1. EXISTING FIRE HYDRANT (PUBLIC)
2. 4" DOMESTIC SERVICE METER AND VAULT
3. EXISTING UTILITY VAULT
4. EXISTING 10" SAS SDR26, S=1.75%
5. 1" IRRIGATION METER/SERVICE
6. BACKFLOW PREVENTER (IRRIGATION) REFERENCE LANDSCAPE IRRIGATION PLAN SHEETS LI-101 AND LI-102 FOR CONTINUATION
7. 6" BACKFLOW PREVENTER LOCATED INSIDE BUILDING
8. 4" DOMESTIC SERVICE WL
9. NEW POWER POLE W/SERVICE RISER
10. TRANSFORMER
11. REMOVE 410 LF EXISTING OVERHEAD POWER LINE AND 4 POWER POLES
12. NEW 4' SAS MANHOLE
    RIM=6920.72
    INV=6917.90
    EXIST INVERT TO BE FIELD VARIFIED
13. EXISTING OVERHEAD POWER LINE TO REMAIN
14. EXISTING 10" VPC SAS
15. GAS METER
16. PROPOSED FIRE HYDRANT, 6"X12" TEE, 6" GATE VALVE

GENERAL UTILITY NOTES:

1. ALL WATER AND SEWER UTILITY WORK TO BE DONE IN ACCORDANCE WITH CITY OF SANTA FE STANDARDS AND SPECIFICATIONS LATEST EDITION.
2. 4' MINIMUM BURY REQUIRED FOR ALL UTILITIES UNLESS OTHERWISE NOTED.
3. REFERENCE PLUMBING PLANS FOR WATER LINE RISER LOCATIONS. BACKFLOW PREVENTOR LOCATED INSIDE BUILDING UNLESS OTHERWISE NOTED ON THIS PLAN
4. CLEAN OUTS ARE TO BE BUILT PER UNIFORM PLUMBING CODE STANDARDS AT LOCATIONS INDICATED AND AT MID RUN IF LONGER THAN 100'
5. ALL PLUMBING PIPE MATERIAL TO BE USED PER UPC.
6. FIRE LINE AND DOMESTIC WATERLINE MUST HAVE BACKFLOW PREVENTORS PER UPC. TO BE PROVIDED IN THE BUILDING UNLESS OTHERWISE NOTED ON THIS PLAN
7. ALL EX. SD INLETS AND MH'S SHALL HAVE CONCRETE COLLARS POURED AND BE ADJUSTED TO FINISHED GRADE.
8. ALL EXCAVATION, TRENCHING AND SHORING ACTIVITIES MUST BE CARRIED-OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.650 SUBPART P.
9. ALL UTILITY DISTANCES SHOWN ARE FOR REFERENCE ONLY.
10. PNM HAS NUMEROUS ELECTRIC FACILITIES AT THIS SITE CURRENTLY SERVING EXISTING CUSTOMERS. THE APPLICANT SHALL COORDINATE WITH PNM REGARDING THESE EXISTING FACILITIES. ANY RELOCATION, CHANGES OR REALIGNMENT OF EXISTING ELECTRIC UTILITIES WILL BE THE DEVELOPER EXPENSE. IN SOME CASES, RELOCATION OR CHANGES TO EXISTING FACILITIES MAY NOT BE FEASIBLE DUE TO PHYSICAL, USE OR SAFETY CLEARANCE CONSTRAINTS.
11. PNM WILL REVIEW ALL TECHNICAL NEEDS, ISSUES AND SAFETY CLEARANCES FOR ITS ELECTRIC POWER SYSTEMS. ANY EXISTING AND PROPOSED PUBLIC UTILITY EASEMENTS SHALL BE INDICATED ON THE SITE PLAN UTILITY SHEET PNM'S STANDARD FOR PUBLIC UTILITY EASEMENTS IS 10 FEET IN WIDTH TO ENSURE ADEQUATE, SAFE CLEARANCES.
12. SCREENING SHALL BE DESIGNED TO ALLOW FOR ACCESS TO UTILITY FACILITIES. IT IS NECESSARY TO PROVIDE ADEQUATE CLEARANCE OF TEN FEET SURROUNDING ALL GROUND-MOUNTED UTILITIES FOR SAFE OPERATION, MAINTENANCE AND REPAIR PURPOSES.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-2-25

RONALD R. BOHANNAN P.E. #7868

1000, 1101, 1103 CERRILLOS RD SANTA FE, NM

MASTER UTILITY PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
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DRAWN BY: pm

DATE: 12-2-25

DRAWING:

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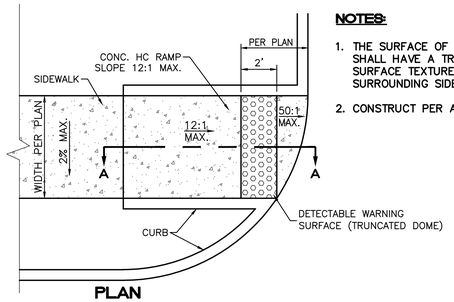
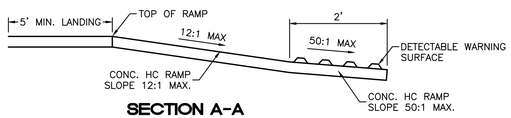


PLAN

NOTES:

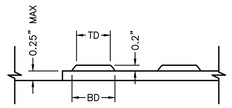
1. THE SURFACE OF RAMP AND SIDES SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
2. CONSTRUCT PER A.D.A. STANDARDS.



SECTION A-A

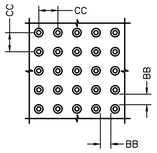
UNIDIRECTIONAL HC RAMP

NOT TO SCALE



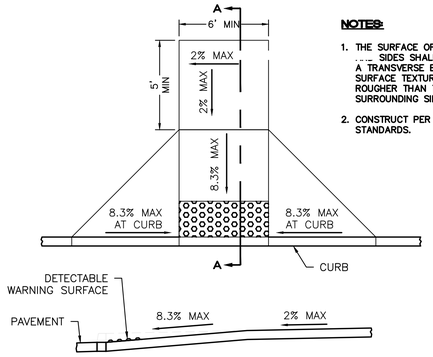
DOME SECTION

BD – BASE DIAMETER 0.9" MIN
TD – TOP DIAMETER 50% OF BD MIN TO 65% OF BD MAX



DOME SPACING

CC – CENTER TO CENTER SPACING 2.35"
BB – BASE TO BASE SPACING 1.48" MIN



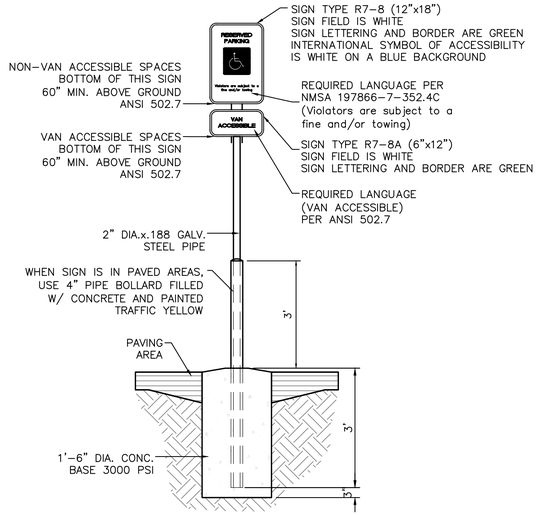
NOTES:

1. THE SURFACE OF RAMP AND SIDES SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
2. CONSTRUCT PER A.D.A. STANDARDS.

SECTION A-A

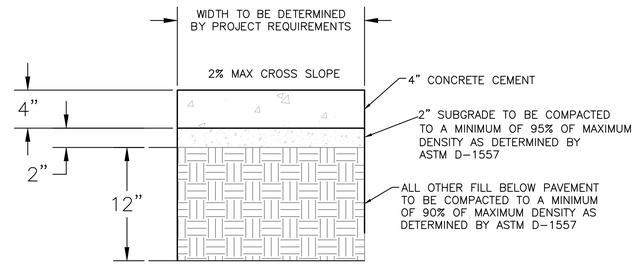
FLAIRED CURB HC RAMP

NOT TO SCALE



ACCESSIBLE PARKING SIGN

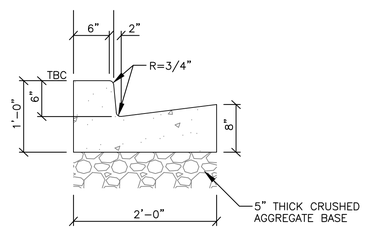
NTS



CONCRETE SIDEWALK SECTION

ALL SIDEWALKS SHALL BE PER NMDOT STANDARDS AND BE ADA COMPLIANT

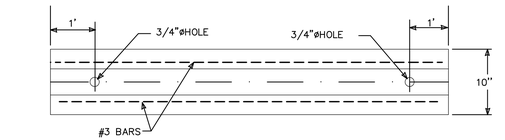
1



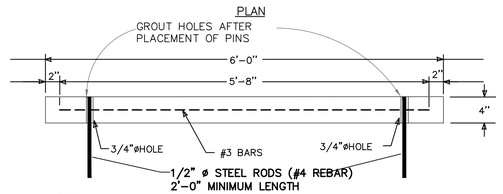
STANDARD CURB AND GUTTER

NTS

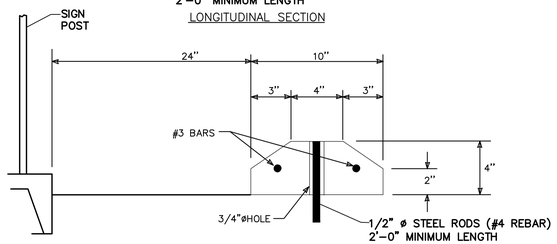
PLAN VIEW



PLAN

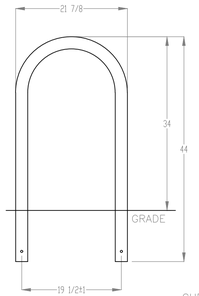


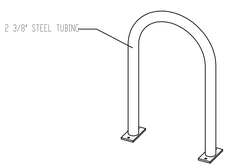
LONGITUDINAL SECTION

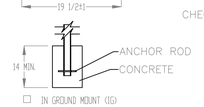


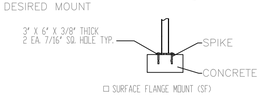
CROSS SECTION

WHEEL STOP









MADRAX DIVISION
GRABER MANUFACTURING, INC.
1089 LNDEX DRIVE
WAUNAKEE, WI 53597
P(800) 448-7931, P(608) 849-1888, F(608) 849-1081
WWW.MADRAX.COM, E-MAIL: SALES@MADRAX.COM

PRODUCT: U238-1G(SF)
DESCRIPTION 'U' BIKE RACK
2 BIKE, SURFACE OR IN GROUND MOUNT

DATE: 10-4-18
ENG: SMC

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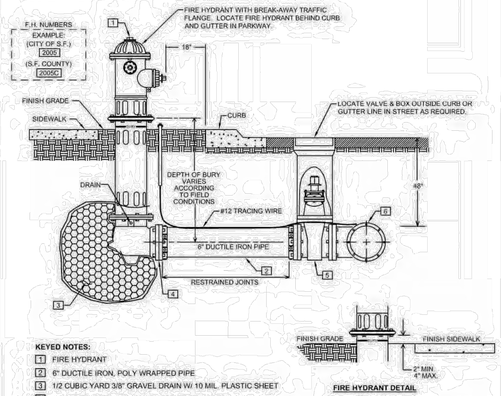
NOTES:
1. INSTALL BIKE RACKS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
2. CONSULTANT TO SELECT COLOR (FINISH). SEE MANUFACTURER'S SPECIFICATIONS.
3. SEE SITE PLAN FOR LOCATION OR CONSULT OWNER.
3. BIKE RACK SHALL HAVE A 1-FTDIT CLEAR ZONE ALL AROUND.
3. EACH BIKE RACK SPACE SHALL BE AT LEAST 6 FEET LONG AND 2 FEET WIDE.

BIKE RACK DETAIL

SCALE: NONE

ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 12-2-25 RONALD R. BOHANNAN P.E. #7868	1000, 1101, 1103 CERRILLOS RD SANTA FE, NM CONSTRUCTION DETAILS TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	DRAWN BY pm DATE 12-2-25 DRAWING 2025080-DET SHEET # DET-1 JOB # 2025080



KEYED NOTES:

1. FIRE HYDRANT
2. 6" DUCTILE IRON, POLY WRAPPED 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

FIRE HYDRANT DETAIL

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 CoSFWD 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 CoSFWD)

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.

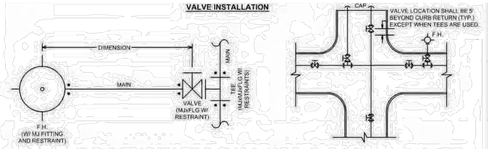
D - FIRE HYDRANT SHALL BE PAINTED AND REFLECTIVE NUMBERS INSTALLED AFTER INSTALLATION.

CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

FIRE HYDRANT — 07

DRAWN BY: | DATE: 08/2008
CHECKED: | SCALE: NTS
APPROVED:

VALVE INSTALLATION



VALVES

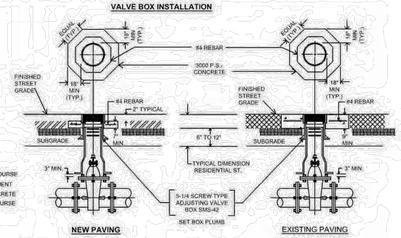
1.) VALVES SHALL BE LOCATED AT ROAD INTERSECTIONS WITH THE INTENT OF ISOLATING THE WATER DISTRIBUTION SYSTEM, AS APPROVED BY CoSFWD.

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.

VALVE BOX INSTALLATION



LEGEND
- FINAL PAVING COURSE
- EXISTING PAVEMENT
- 3000 P.S.I. CONCRETE
- 1 ST. PAVING COURSE
- SUBGRADE

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.

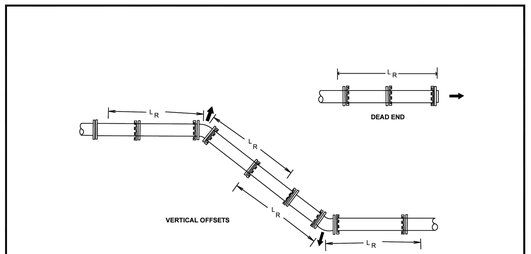
UNPAVED AREAS IN DIRT OR GRAVEL STREETS, TOP OF VALVE BOX AND CONCRETE COLLAR SHALL BE LEFT 0" BELOW THE STREET GRADE. IN OTHER UNPAVED AREAS, VALVE BOX AND CONCRETE COLLAR SHALL BE LEFT 2" ABOVE FINISHED GRADE OR AS DIRECTED BY CoSFWD.

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 CoSFWD AS KEY SHUT OFF VLAVES SHALL REMAIN AT GRADE DURING ALL PHASES OF CONSTRUCTION. BLUE CARSONITE SIGNS DEMARKING VALVE BOX LOCATIONS TO BE PROVIDED BY THE CONTRACTOR.

CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

VALVE & VALVE BOX INSTALLATION — 08

DRAWN BY: | DATE: 08/2008
CHECKED: | SCALE: N/A
APPROVED:

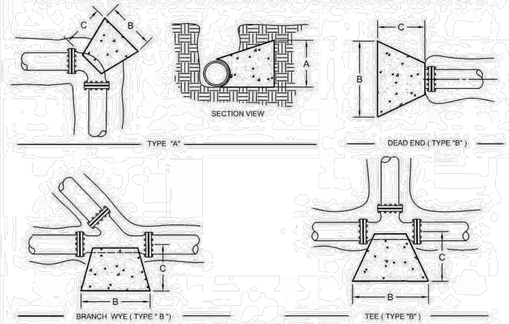


CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

JOINT RESTRAINT DETAIL — 10B

DRAWN BY: | DATE: 08/2008
CHECKED: | SCALE: N/A
APPROVED:

USE MECHANICALLY RESTRAINED FITTINGS & PIPE JOINTS FOR THRUST RESTRAINT UNLESS CONCRETE BLOCKING IS SPECIFICALLY CALLED FOR BY SDCW.



THRUST BLOCK SIZING TABLE

PIPE DIAMETER	TYPE "A" BENDS												TYPE"B" FITTINGS		
	11-1/4°			22-1/2°			45°			90°					
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
4"	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
6"	12	12	12	12	12	12	12	18	12	18	24	12	12	24	12
8"	12	12	12	12	18	12	18	24	12	24	30	18	18	30	12
10"	12	12	12	12	24	12	20	30	12	24	42	18	24	36	18
12"	12	18	12	18	24	12	24	36	18	32	48	24	24	42	18
14"	12	24	12	18	36	18	30	42	24	36	60	24	30	48	24
16"	18	24	24	24	36	24	30	40	24	42	66	24	36	54	24
18"	18	30	24	24	40	24	36	54	24	48	72	24	42	60	24
20"	20	30	24	30	42	24	42	60	24	54	80	24	42	76	24
24"	24	36	24	36	54	24	48	72	24	66	96	30	54	80	30

1. TABLE BASED ON 200 P.S.I. (130 P.S.I. WORKING PRESSURE) AND 3000 LB/FT^2 ALLOWABLE SOIL BEARING PRESSURE.
2. USE TEE OUTLET DIAMETER TO DETERMINE THRUST BLOCK SIZING. USE BRANCH DIAMETER ON WYE TO DETERMINE THRUST BLOCK SIZING.
3. THE "C" DIMENSION LISTED IS A MINIMUM DIMENSION. CONCRETE BLOCKING MUST BE POURED TO THE UNDISTURBED SOIL OF THE TRENCH WALL.

CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

CONCRETE THRUST BLOCKING — 13

DRAWN BY: | DATE: 08/2008
CHECKED: | SCALE: N/A
APPROVED:

THRUST RESTRAINT TABLE - PVC
(RESTRAINED JOINT LENGTHS IN FEET)
BENDS, TEES, CAPS/VALVES, & REDUCERS

DIAMETER (IN.)	HORIZONTAL BENDS 11-1/4° L_R	22-1/2° L_R	45° L_R	90° L_R	CAPS / PLUGS / VALVES L_R	SIZE (IN.) Run X Br.	TEES Run L_R	Branch L_R	Run L_R	Branch L_R	Run L_R	Branch L_R	REDUCERS L_R
4	2	3	6	13	34	**4 X 4**	F.O.	29	5	8	10	F.O.	N/A
6	2	4	8	18	48	**6 X 6**	F.O.	43	5	22	10	F.O.	N/A
8	3	4	10	23	63	6 X 4	F.O.	26	5	F.O.	10	F.O.	N/A
10	3	6	12	27	75	**8 X 8**	F.O.	57	5	36	10	10	N/A
12	4	7	14	32	89	8 X 6	F.O.	41	5	13	10	F.O.	27
						8 X 4	F.O.	24	5	F.O.	10	F.O.	45
						10 X 10	F.O.	70	5	49	10	22	N/A
						10 X 8	F.O.	56	5	29	10	F.O.	26
						10 X 6	F.O.	39	5	4	10	F.O.	46
						10 X 4	F.O.	21	5	F.O.	10	F.O.	61
						12 X 12	F.O.	83	5	62	10	35	N/A
						12 X 10	F.O.	69	5	43	10	11	26
						12 X 8	F.O.	55	5	22	10	F.O.	47
						12 X 6	F.O.	37	5	F.O.	10	F.O.	65
						12 X 4	F.O.	19	5	F.O.	10	F.O.	77

DIAMETER (IN.)	VERTICAL BENDS TOP/BOTTOM 11-1/4° L_R	TOP/BOTTOM 22-1/2° L_R	TOP/BOTTOM 45° L_R	TOP/BOTTOM 90° L_R
4	4 / 2	7 / 3	14 / 6	N/A
6	5 / 2	10 / 4	20 / 8	N/A
8	7 / 3	13 / 5	26 / 10	N/A
10	8 / 3	15 / 6	31 / 12	N/A
12	9 / 4	18 / 7	37 / 14	N/A

Table: This table is based on the EBAA Iron Megalug joint calculations program with the following input criteria: 3.5 ft. depth of bury (conservative), trench type 4, PVC material, DM soil type, 150 psi test pressure, 1.5 safety factor. Specific calculations for restrained lengths are required for conditions not covered by this table. Values for ductile bends provided assume 3.5 feet of cover on the low side.

L_R Length of restrained pipe, in feet, for each side of the fitting.

Minimum Restrained Length: A minimum restrained length of 5 ft. from the fitting joint is recommended. Vertical offsets shall be completely restrained between the top vertical fitting and the bottom vertical fitting.

F.O.: Fitting Joint Only – This includes at least a 1 ft. length of restrained pipe beyond the fitting joint.

Vertical Offset: Use 11-1/2° bends or 22-1/2° bends wherever possible due to the shorter restrained length requirements.

Caps/Plugs: Concrete blocking may be required by CoSFWD on a case-by-case basis in addition to mechanical restraint.

Pipe Lengths: Piping shall be laid out to minimize pipe joints near fittings. Wherever possible, full 20 ft. pipe lengths shall be utilized when connecting to fittings or valves. No pipe spool joints shall be used where fittings are less than 20 ft. apart.

CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

JOINT RESTRAINT TABLE PVC — 10C

DRAWN BY: | DATE: 08/2008
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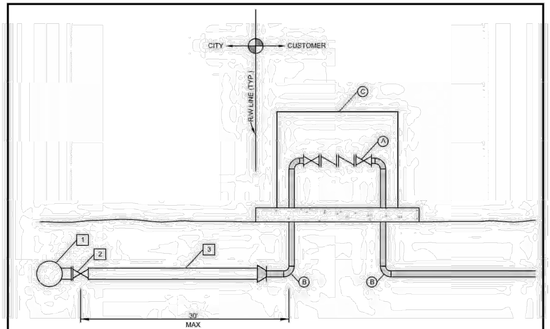
APPROVED:



ITEM

1. TEE OR TAPPING SLEEVE WITH FLG. OUTLET (4" MIN.)
2. GATE VALVE FLG. x MJ (4" MIN.)
3. RESTRAINED DIP-PW (4" MIN.)
- (A) REDUCED PRESSURE ZONE BACKFLOW PREVENTER W/DETECTOR ASSEMBLY
- (B) CUSTOMER PIPING (REDUCER/TAPPED CAP FOR PIPING LESS THAN 4")
- (C) HEATED ENCLOSURE

CITY OF SANTA FE WATER DIVISION
SANTA FE, NEW MEXICO
STANDARD DETAILS

TYPICAL FIRE SERVICE — 32

DRAWN BY: | DATE: 01/2019
CHECKED: | SCALE: SCA

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-2-25
RONALD R. BOHANNAN P.E. #7868

1000, 1101, 1103 CERRILLOS RD SANTA FE, NM

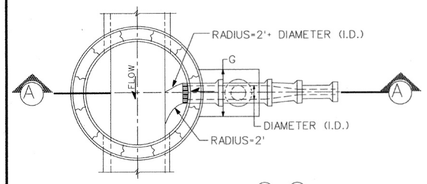
CONSTRUCTION DETAILS

DRAWN BY: pm
DATE: 12-2-25
DRAWING: 2025080-DET
SHEET #: DET-2
JOB #: 2025080

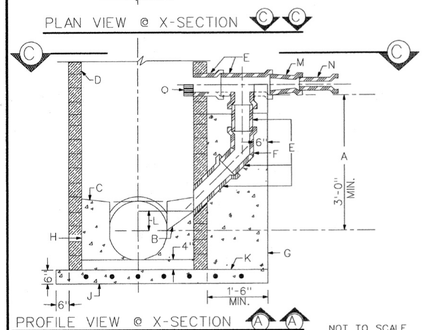
TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

LEGEND

ITEM	DESCRIPTION
1	MANHOLE FRAME & COVER, refer to manhole frame and cover detail Dwg. No. SAS-4
2	CONCRETE ADJUSTMENT RINGS or CONCRETE BRICK, refer to concrete adjustment detail Dwg. No. SAS-5
3	CONCRETE COLLAR, refer to concrete collar detail Dwg. No. SAS-6
4	PRECAST REINFORCED CONCRETE RISER, CONE or FLAT TOP, with 5"(in) wall thickness, refer to general note CM-2
5	PRECAST REINFORCED CONCRETE BASE RISER, with suitable sized openings, refer to general note CM-2A
6	CONCRETE BASE, refer to concrete base detail Dwg. No. SAS-7
7	SEWER PIPE, refer to general note CM-1
8	6"(in) GROUT FILLET, on upper half of pipe and around base
9	ADAPTER, MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
10	PIPE PENETRATION INTO MANHOLE, refer to manhole adapter detail Dwg. No. SAS-8
11	PIPE SUPPORT, CONCRETE, shall extend out-side of manhole a maximum of 18"(in) to bell of first joint and shall cradle pipe half pipe
12	CONCRETE FILL, 3000 p.s.i., refer to general note CR-6
13	SHELF, to be 9"(in) minimum width with 1"(in) per 1'-0" slope, from crown of pipe
14	CUT UPPER HALF OF PIPE, after manhole has been completed and inspected by engineer
15	HAND FORMED CHANNELS, shall be on a uniform radius and shall not hold water
16	INVERT ELEVATIONS OF LATERAL LINES, shall be the same as the springline elevation of the sewer main, where possible
17	CHANGE SLOPE OF PIPE, at center of manhole
18	APPROVED WATER STOP, to be with type of pipe



PLAN VIEW @ X-SECTION C C



PROFILE VIEW @ X-SECTION A A

NOT TO SCALE

CONSTRUCTION NOTES

A. 3'(FT) MINIMUM DISTANCE OF VERTICAL DROP. LESS THAN 3'(FT) DISALLOWS DROP MANHOLE.

B. FORM PIPE INVERT IN SHELF. INVERT TO SPRINGLINE.

C. SHELF SLOPE, 1"(IN) PER FT.

D. MANHOLE TYPE FOR UPPER PORTION IS SPECIFIED IN MANHOLE TYPE "E" DETAIL DWG NO. SAS-2.

E. USE D.I. OR P.V.C.(SDR 35) PIPE THROUGHOUT DROP. ALL PIPING IN DROP STRUCTURE FROM THE TEE IS INCREASED ONE PIPE SIZE FROM THE SERVICE LINE. (SERVICE=8" DROP=10")

F. USE BELL AND SPIGOT 45° LONG RADIUS BEND.

G. CONCRETE SUPPORT WIDTH EQUALS PIPE O.D. PLUS 6"(IN) MINIMUM EACH SIDE.

H. CONCRETE FILL.

J. CAST IN PLACE REINFORCED CONCRETE BASE REQUIRED. CONCRETE BASE TO BE POURED IN PLACE USING NO.4 BARS AT 6"(IN) O.C. EACH WAY FOR MANHOLE DEPTH OF 16'(FT) OR GREATER. NO.4 BARS AT 12"(IN) O.C. EACH WAY FOR MANHOLE DEPTH LESS THAN 16'(FT) IN DEPTH.

K. FOR NEW DROP ON EXISTING MANHOLE CONSTRUCT 3X3 REINFORCED CONCRETE BASE BEFORE CONSTRUCTING DROP SUPPORT.

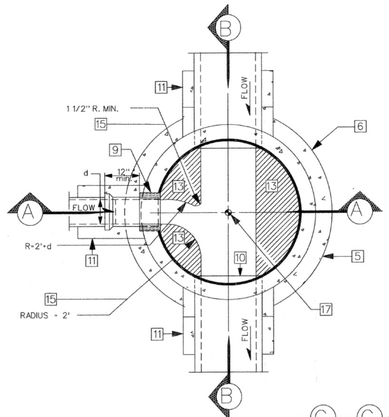
L. MINIMUM 2"(IN) ABOVE SPRINGLINE OR AS SHOWN ON PLAN.

M. REDUCER

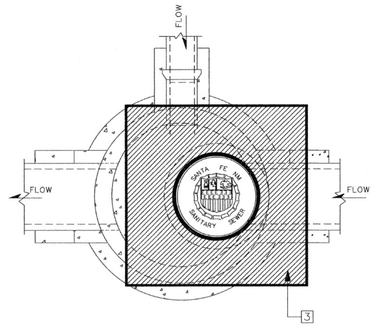
N. SERVICE LINE

O. EXTEND PIPE 3"(IN) MINIMUM 6"(IN) MAXIMUM INTO MANHOLE TOP. 1/2 PIPE REMOVED.

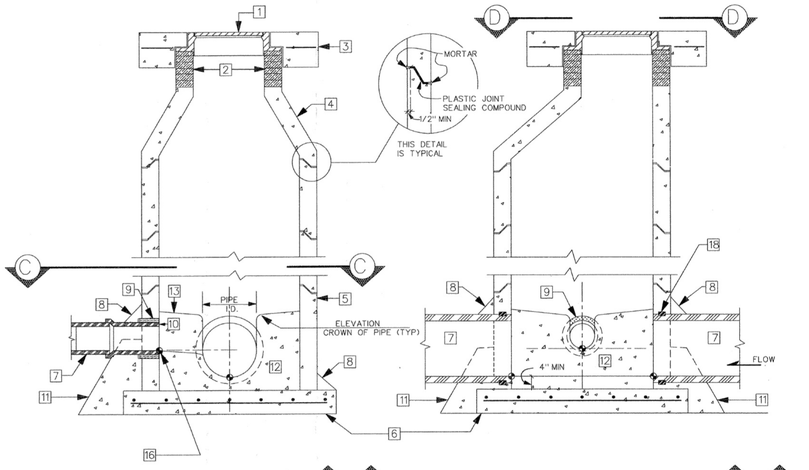
DROP MANHOLE DETAIL DWG. #: SAS-1



PLAN VIEW @ X-SECTION C C



PLAN VIEW @ X-SECTION D D



PROFILE VIEW @ X-SECTION A A

PROFILE VIEW @ X-SECTION B B

DENOTES ELEVATION PER ENGINEERS DESIGN

(See Dwg. # SAS-14 for Type "C" Flat Top)

MANHOLE TYPE "E" DETAIL DWG # SAS-2

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 ORIGINAL SIGNATURE OF THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS WILL BE REJECTED.

CR-3 SEWER HOOK-UP PERMIT:
OBTAIN PERMITS FOR THE PROJECT BEFORE COMMENCING ANY SEWER CONSTRUCTION. CONSTRUCTION PERFORMED WITHOUT OBTAINING PERMITS SHALL BE REJECTED.
A. CONSTRUCTION PLANS SHALL INDICATE THE CLASS OF BEDDING TO BE USED. CHANGE OF BEDDING MAY REQUIRE A CHANGE IN PIPE CLASSIFICATION OR WALL THICKNESS.

CR-4 SUBSTITUTIONS OR CHANGES:
ALL SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE CITY WATER QUALITY DIVISION OR CITY APPROVED REPRESENTATIVE PRIOR TO CONSTRUCTION. ALL SUBSTITUTIONS OR CHANGES MUST BE SUBMITTED BY THE DESIGN ENGINEER TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE. WHERE APPROPRIATE, SUBMITTAL MUST INCLUDE FABRICATION DRAWINGS, WORKING DRAWINGS AND MATERIAL SPECIFICATIONS OR TEST DATA TO JUSTIFY SUBSTITUTIONS OR CHANGES. DESIGN ENGINEER SHALL AUTHORIZE ANY DRAWINGS FOR SUBSTITUTIONS AND CHANGES AND SUBMIT THEM TO THE CITY WATER QUALITY DIVISION FOR APPROVAL. UNAUTHORIZED SUBMITTALS WILL BE REJECTED.

CR-5 MANUFACTURER'S CERTIFICATES:
WHEN CERTIFICATES OF COMPLIANCE AND TEST REPORTS ARE REQUIRED FOR MATERIALS, DOCUMENTS SHALL BE SUBMITTED TO THE CITY WATER QUALITY DIVISION OR APPROVED REPRESENTATIVE AT THE TIME OF MATERIALS DELIVERY TO THE JOBSITE.

CR-6 CONTRACTOR REQUIREMENTS:
CONTRACTOR PERFORMING WORK ON PUBLIC SEWER LINES SHALL BE A LICENSED UTILITY CONTRACTOR.

INSTALLATION

I-1 LAYING PIPE:
AS PER SECTION 900, NM APWA: PIPE SHALL BE PLACED AND BEDDED IN A FROST FREE TRENCH: GASKET SHALL BE FULLY SEATED AND NOT SLIPPED: PIPE SHALL BE LAID THROUGH MANHOLE LOCATIONS ON STRAIGHT AND UP TO 22 1/2 DEGREE DEFLECTIONS.
A. IF PIPE TRENCH INSTALLATION CONFIGURATION EXCEEDS THE LIMITS OF NM APWA STANDARDS, SECTION 700, OR AS DEFINED ON THE CONSTRUCTION PLANS, THE DESIGN ENGINEER WILL SPECIFY THE NEW PIPE CLASSIFICATION OR WALL THICKNESS.
B. TYPE I TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 8'(FT.) OR LESS. TYPE II TRENCH CONFIGURATION IS NORMALLY USED WHEN TRENCH DEPTHS ARE 9'(FT.) AND OVER, DEPENDING ON SOIL CONDITIONS. REFER TO NM APWA STANDARDS SECTION 700.

I-2 MANHOLE CONSTRUCTION:
A. BASE:
1. CAST IN PLACE: ON UNDISTURBED FROST FREE SUBGRADE
2. PRECAST UNIT: ON PEA GRAVEL WITH COMPLETE EVEN BEARING
B. PRECAST BARREL:
1. JOINTS: FILL COMPLETELY WITH NON-SHRINK GROUT AND TROWEL.
2. MANHOLE ADAPTOR: INSTALL OVER PVC PIPE AND FILL IN PENETRATION WITH NON-SHRINK GROUT.
3. CAST IN PLACE BASES: SHALL ACHIEVE A MINIMUM OF 2500 PSI COMPRESSIVE STRENGTH BEFORE SETTING PRECAST BARREL SECTIONS.

I-3 EXCAVATION AND BACKFILL:
AS PER SECTION 700, NM APWA: SATURATION BY FLOODING OR JETTING METHODS IS NOT PERMITTED WITHOUT A SOILS ENGINEERING REPORT RECOMMENDING THESE METHODS. MECHANICAL OR VIBRATORY COMPACTORS SHALL NOT BE USED ON THE BEDDING AND 12"(IN.) OF INITIAL BACKFILL. COMPACTION SHALL BE DETERMINED PER AASHTO T-180.

CONSTRUCTION MATERIALS

CM-1 SEWER PIPE: (CERTIFICATES REQUIRED)
A. VITRIFIED CLAY: REFER TO SECTION 125, NM APWA FOR EXTRA STRENGTH VCP.
B. PLASTIC (PVC): REFER TO SECTION 121, NM APWA, AS MODIFIED BY THE CITY.
1. 4" THRU 15" (inch) DIAMETER, ASTM D-3034 OR ASTM F-789 PIPE, MINIMUM PS-46 STRENGTH. SDR-35 OR EQUAL.
2. LARGER THAN 15" (IN.) DIAMETER: ASTM F 679 VOL. 08.04.
C. HDPE PIPE PER ASTM D-1248, CLASS III WHEN APPROVED BY WATER QUALITY DIVISION ENGINEER.
D. PVC RESTRAINED JOINTS: SERIES 1350 OR SERIES 1390 FOR COUPLINGS PRODUCED BY UNI-FLANGE CORPORATION, LOCKING COUPLINGS WITH NYLON SPLINE, MARKETED AS "YELLOWMINE" AND PRODUCED BY CERTAINTEED CORPORATION, OR APPROVED EQUAL.
E. MANHOLE ADAPTERS: ASBESTOS CEMENT (AC) MANHOLE ADAPTERS, OR AC/PVC ADAPTER COUPLINGS.
F. BUILDING SERVICE STUBS: CAST IRON DWV, PVC SCH. 40 DWV.
G. SERVICE CONNECTIONS:
1. VCP PIPE: FACTORY TEE FITTINGS: SECTION 125 NM APWA.
2. PVC PIPE: CAST IRON BODIES TAPPING SADDLE WITH STAINLESS STEEL TENSION STRAP AND FITTINGS: FOWLER "QUICKWAY", GENECO, HERSEY "PIONEER", OR APPROVED EQUAL.
H. SOIL CLASSIFICATION: THE UNIFIED SOIL CLASSIFICATION SYSTEM PER ASTM D 2487 TABLE 701.3.5 NM APWA.

CM-2 MANHOLES:
A. CONCRETE MANHOLES: PRECAST REINFORCED CONCRETE RISERS, REDUCING CONES, AND ADJUSTMENT RINGS PER ASTM C 478 VOL. 04.05. BASES MAY BE FIELD PLACED CONCRETE OR PRECAST CONCRETE PER ASTM C 478 VOL. 04.05 (CERTIFICATES REQUIRED). CRACKED OR VISIBLY DEFECTIVE UNITS WILL BE REJECTED.
B. PIPE PENETRATIONS: PRECAST UNITS SHALL HAVE SUITABLE SIZED OPENINGS CAST INTO BARREL AT PROPER ANGLES FOR PIPE AND MANHOLE ADAPTERS.
C. MANHOLE STEPS: REFER TO SECTION 920.4.7 NM APWA POLYPROPYLENE ENCASED GRADE 60 STEEL BY M.A. INC. OR APPROVED EQUAL: 14"(IN.) WIDE, 16"(IN.) MAXIMUM SPACING.
D. FRAMES AND COVERS:
1. CASTING: SHALL CONFORM TO SECTION 160, 161 & 162, NM, APWA CLASS 30B. (CERTIFICATES AND SHOP DRAWINGS REQUIRED)
2. MINIMUM COVER WEIGHT: 165 POUNDS
3. MINIMUM COMBINED WEIGHT: 365 POUNDS +/- 5%
4. BEARING SURFACES: SHALL BE MATCHED FOR A FIRM NON ROCKING SEAT BETWEEN FRAME AND COVER. MINIMUM SEATING WIDTH: 7/8"(IN.)
5. COATING: NONE
6. COVER LETTERINGS: SANTA FE, N.M. SANITARY SEWER
7. CASTINGS: CAST MANUFACTURER AND MODEL NUMBER ON FRAME AND COVER.
8. CASTINGS TOLERANCE: +/- 1/16"(IN.) PER FOOT OF OVERALL DIMENSION. OUT OF ROUND CASTINGS AND LOOSE FITTING UNITS WILL BE REJECTED IN THE FIELD.

CM-3 CONCRETE ENCASEMENT:
A. REQUIREMENTS:
1. WHEN THE PIPE COVER IS 36" (IN.) OR LESS.
2. WHEN VITRIFIED CLAY CROSSES AN ARROYO.
3. WHEN A WATER LINE PASSES BELOW OR LESS THAN 18" (IN.) ABOVE THE EXISTING SEWER LINE.
4. WHEN A PARALLEL WATER LINE IS LESS THAN 10'(FT.) HORIZONTALLY AND LESS THAN 2'(FT.) ABOVE THE SEWER LINE.
5. THE SEWER LINE SHALL BE ENCASED IN CONCRETE 6"(IN.) THICK AS DETAILED, AND EXTEND AT LEAST 10'(FT.) ON EACH SIDE OF THE WATER LINE.

FIELD QUALITY CONTROL

FQC-1 TESTING AND INSPECTION:
A. SUPERVISION: CONDUCTED BY DESIGN ENGINEER.
B. CERTIFICATION: DESIGN ENGINEER SHALL CERTIFY THAT THE PROJECT HAS BEEN COMPLETED IN ACCORDANCE TO PLANS & SPECIFICATIONS AND SHALL SUBMIT A CERTIFICATION OF COMPLIANCE STATEMENT WITH STAMP AND SIGNATURE.
C. EQUIPMENT AND ASSISTANCE: PROVIDED BY CONTRACTOR.

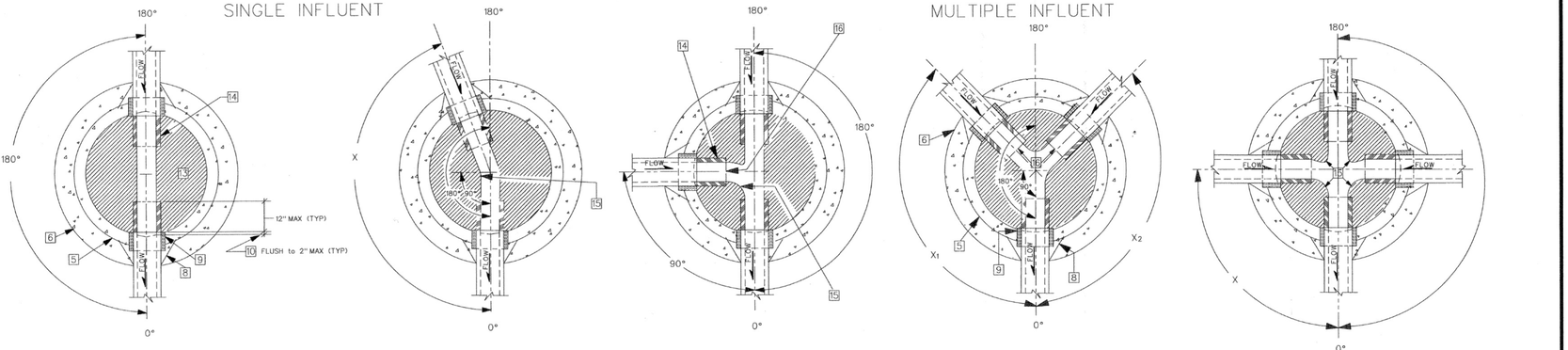
FQC-2 LINE AND GRADE: ALLOWABLE TOLERANCE BETWEEN STRUCTURES FROM DESIGN:
A. LINE: 0.20 FOOT
B. GRADE: 0.02 FOOT: PIPE SHALL NOT HOLD BACK ANY WATER.

FQC-3 LEAKAGE TEST:
AIR TEST REQUIRED: REFER TO SECTION 901.7 NM APWA.

FQC-4 TELEVISION INSPECTION:
CONTRACTOR SHALL PROVIDE A CERTIFIED CCTV SEWERLINE INSPECTION AND RECORD TAPES AT HIS OWN EXPENSE.

FQC-5 ALL CONNECTIONS TO EXISTING MANHOLES INCLUDES REHABILITATING THE TIE IN MANHOLE TO MEET THESE STANDARD CONSTRUCTION DETAILS.

NOTE: REVISIONS TO THIS SHEET SHALL BE MADE UNDER THE AUTHORITY OF THE CITY OF SANTA FE ONLY.



180° or STRAIGHT THROUGH

PLAN VIEW OF MANHOLE BASE CONNECTION DWG. # SAS-3

NOT TO SCALE

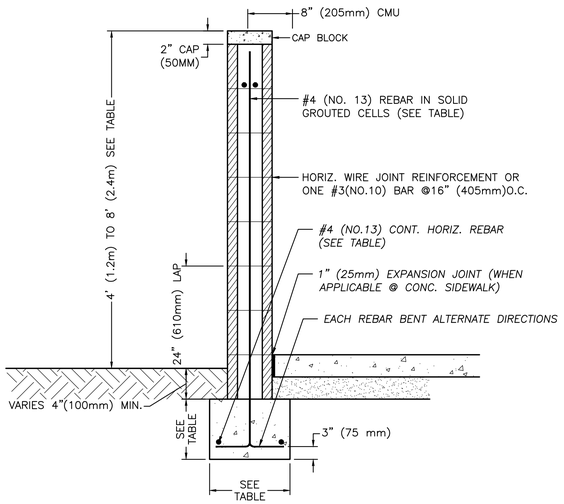
CONTRACT NO. DACA47-03-D-0012 TASK ORDER NO.3

CITY OF SANTA FE
WATER QUALITY DIVISION

TITLE: SANITARY SEWER STANDARD CONSTRUCTION DETAILS - A

DATE: JULY 1992	REVISIONS	FILE = E:\AUTO\DWG\SCDT1-4
DRAWN BY: G. CHAVEZ	1 8-3-92	
CADD RENDITION BY: G. CHAVEZ	2 12-14-92	SHEET 3 OF 12
APPROVED BY: E. BROWN	3 11-16-94	

DET-3



SCREEN WALL SECTION
NTS

NOTES:

FOOTING TO BE UNDISTURBED SOIL OR IN COMPACTED SOIL @ 95%

CONCRETE TO BE 2500 PSI (17.2 MPc) (MIN.)

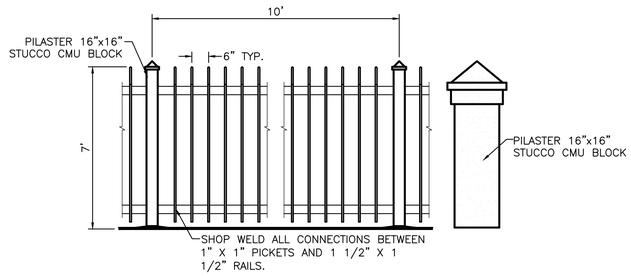
REBAR TO BE GRADED 40

8" (205 mm) CMU TO BE fm= 1350 PSI (9.3 MPc)

COLOR AND TEXTURE OF BLOCK TO BE AS SPECIFIED ON PLANS.

DESIGN WIND PRESSURE IS 15psf (718 pa) AND SOIL PRESSURE 1000 psi (6.9 MPa) MORTAR/GROUT, TYPE S Fm=1800 psi (12.4 MPa)

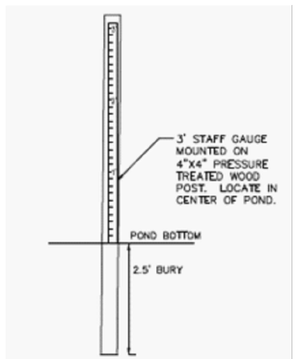
WALL HEIGHT (MAX.)	VERT. BAR SPACING	FOOTING WIDTH	FOOTING DEPTH	FOOTING HORIZ. BAR
4'–0" (1.2m)	48" (1.2m)	14" (355mm)	8" (205mm)	2 #4(NO. 13)
4'–8" (1.4m)	48" (1.2m)	16" (405mm)	10"(255mm)	2 #4(NO. 13)
5'–4" (1.6m)	48" (1.2m)	18" (460mm)	12"(305mm)	2 #4(NO. 13)
6'–0" (1.8m)	48" (1.2m)	20" (510mm)	12"(305mm)	3 #4(NO. 13)
6'–8" (2.0m)	32" (810mm)	22" (550mm)	12"(305mm)	3 #4(NO. 13)
7'–4" (2.2m)	32" (810mm)	24" (610mm)	12"(305mm)	3 #4(NO. 13)
8'–0" (2.4m)	32" (810mm)	26" (660mm)	15"(380mm)	4 #4(NO. 13)



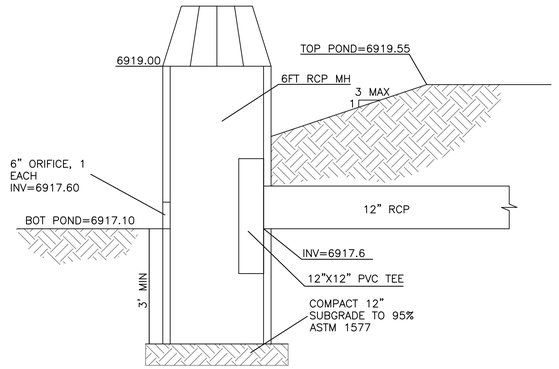
WROUGHT IRON FENCE DETAIL
NTS

GUNNISON'S PRAIRIE DOG NOTE

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



POST & STAFF GAUGE
NTS



RISER DETAIL

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12–2–25

RONALD R. BOHANNAN P.E. #7868

1000, 1101, 1103 CERRILLOS RD SANTA FE, NM

CONSTRUCTION DETAILS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858–3100
www.tierrawestllc.com

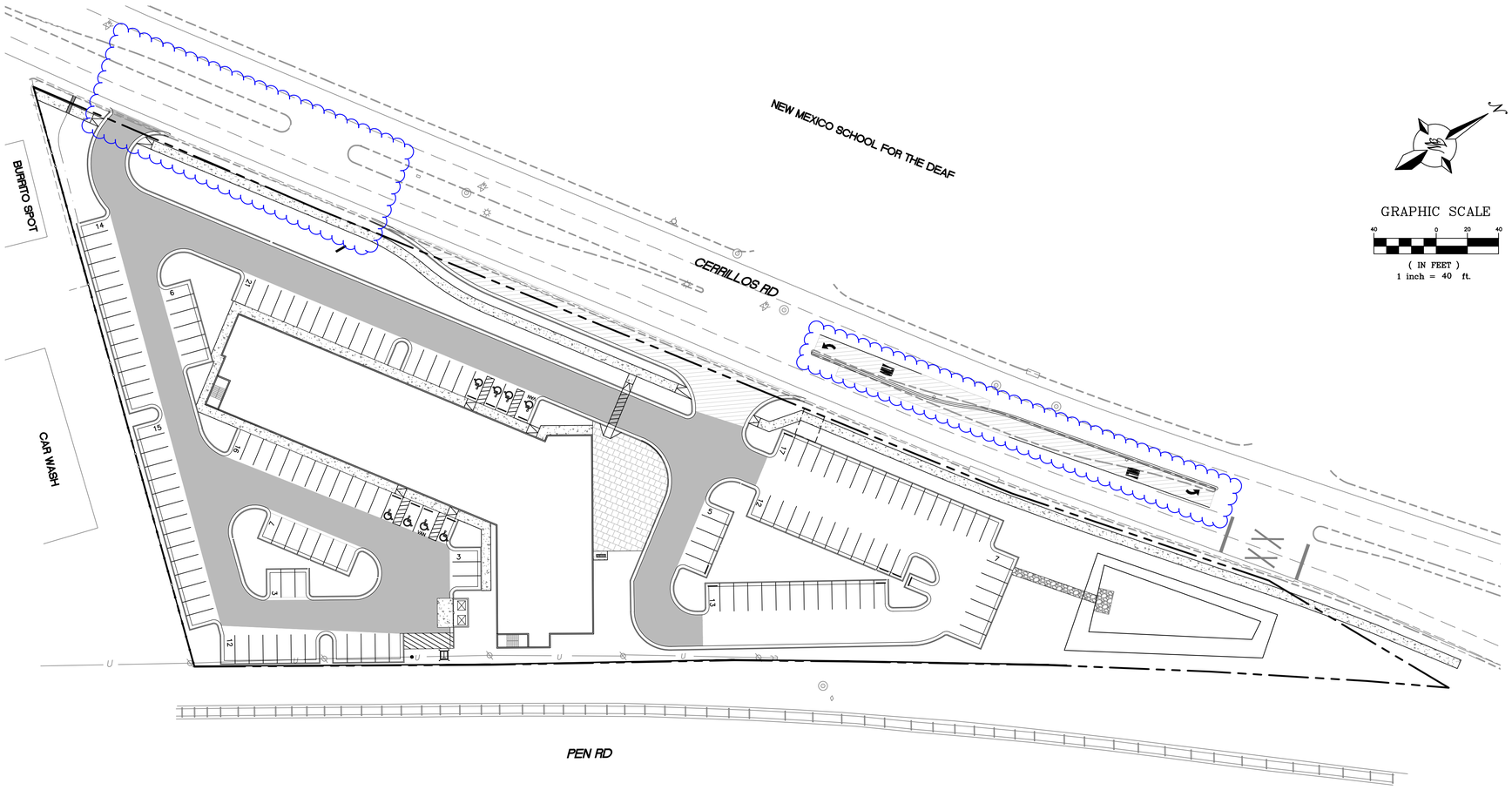
DRAWN BY: pm

DATE: 12–2–25

DRAWING: 2025080–DET

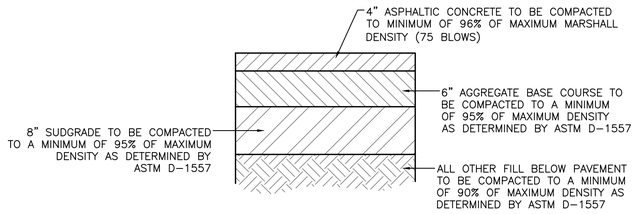
SHEET #: DET-4

JOB #: 2025080



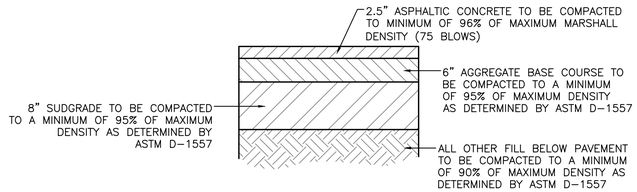
LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- CONCRETE SIDEWALK
- LIGHT DUTY PAVING
- HEAVY DUTY PAVING
- RURAL PAVING



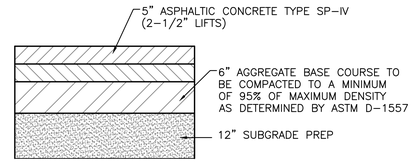
AUTOMOBILE DRIVEWAYS AND AREAS SUBJECT TO SEMI-TRUCKS TYPICAL PAVING SECTION

1" = 1'



AUTOMOBILE PARKING TYPICAL PAVING SECTION

1" = 1'



RURAL PAVING TYPICAL SECTION

1" = 1'

NOTE

PAVING SECTIONS SHALL BE CONFIRMED WITH RECOMMENDATION PROVIDED IN THE GEOTECHNICAL REPORT PREPARED BY TERRACON (9-14-22)

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-2-25

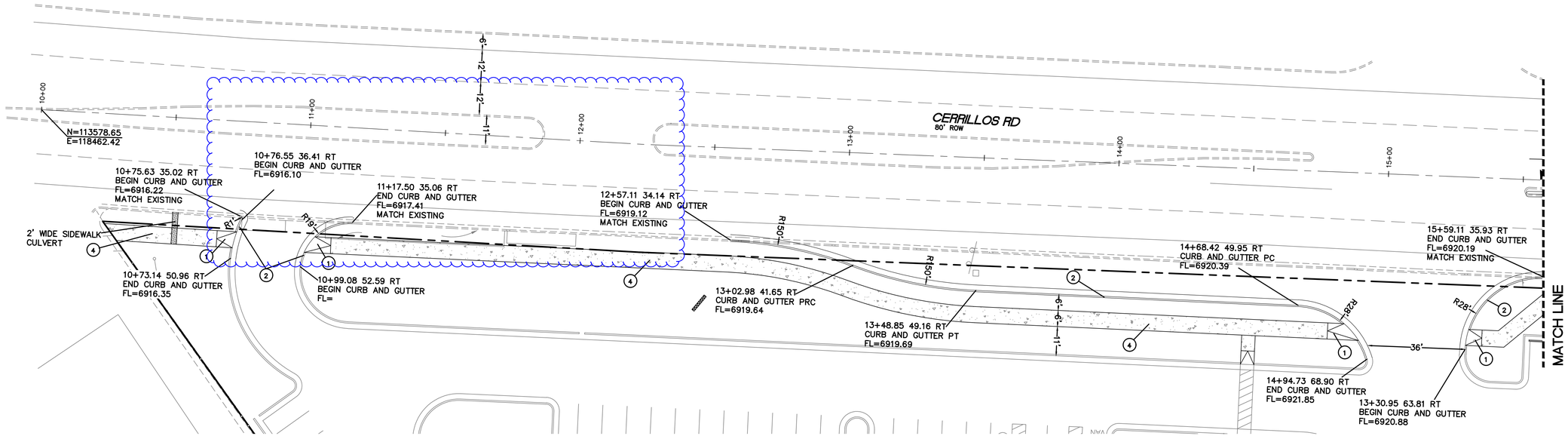
RONALD R. BOHANNAN P.E. #7868

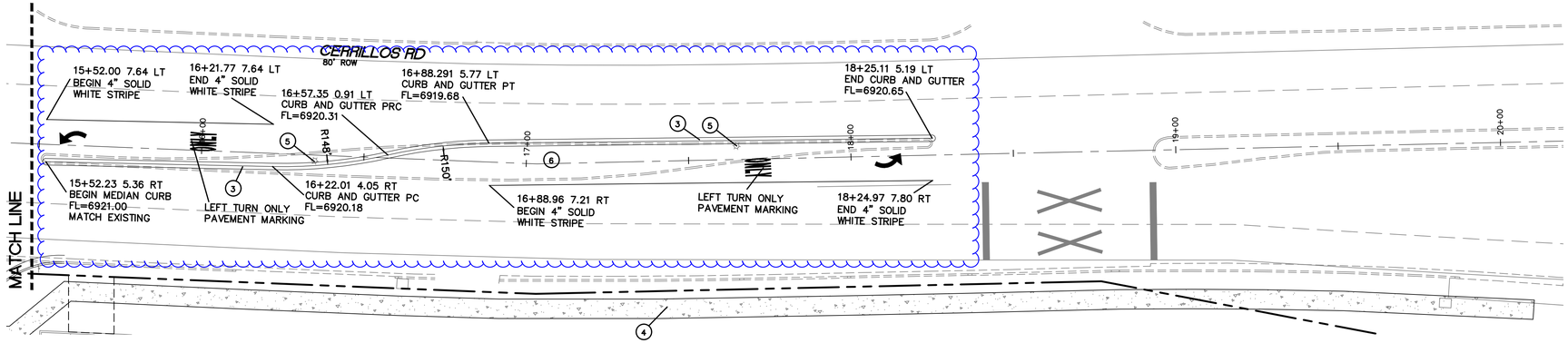
1000, 1101, 1103 CERRILLOS RD
SANTA FE, NM

PAVING PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: pm
DATE: 12-2-25
DRAWING
SHEET #: PAV-1
JOB #: 2025080





GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

KEYED NOTES

1. UNIDIRECTIONAL ACCESSIBLE RAMP PER NMDOT DWG 608-001-8
2. CURB AND GUTTER TYPE C PER NMDOT DWG 609-01
3. MOUNTABLE MEDIAN CURB (BACK TO BACK) PER NMDOT DWG 609-01
4. 6' CONCRETE SIDEWALK
5. REMOVE AND SALVAGE EXISTING LIGHT POLES
6. REMOVE AND DISPOSE EXIST MEDIAN CURB AND LANDSCAPE

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- CONCRETE SIDEWALK

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-2-25

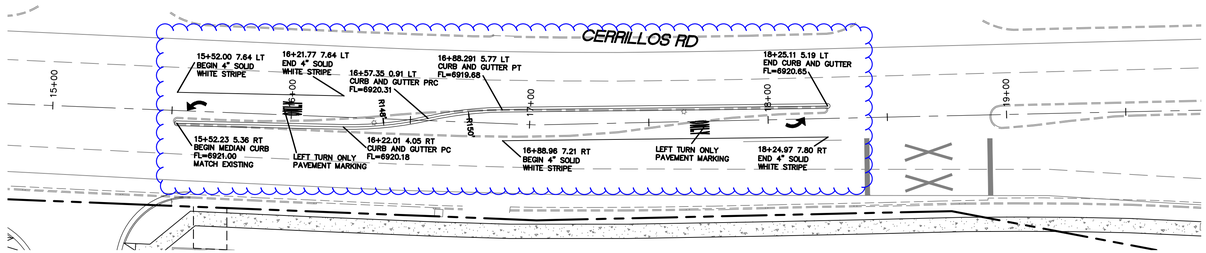
RONALD R. BOHANNAN
P.E. #7868

1000, 1101, 1103 CERRILLOS RD SANTA FE, NM

CERRILLOS RD IMPROVEMENTS

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

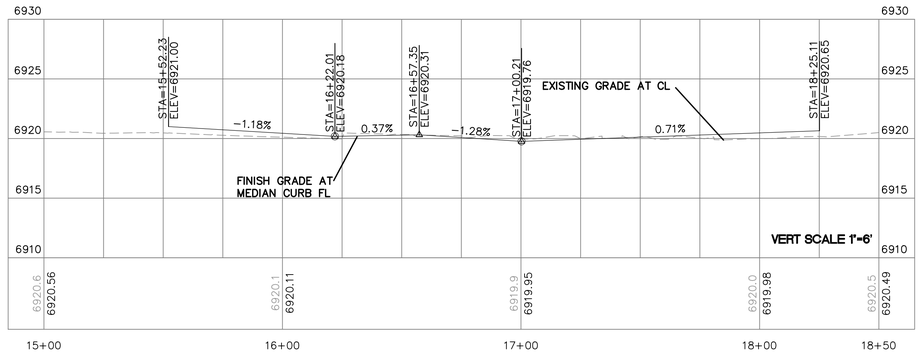
DRAWN BY: pm
DATE: 12-2-25
DRAWING
SHEET #: RD-1
JOB #: 2025080



GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.



LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- CONCRETE SIDEWALK

ENGINEER'S SEAL

RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

12-2-25

RONALD R. BOHANNAN
P.E. #7868

1000, 1101, 1103 CERRILLOS RD SANTA FE, NM

CERRILLOS RD MEDIAN PLAN AND PROFILE

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

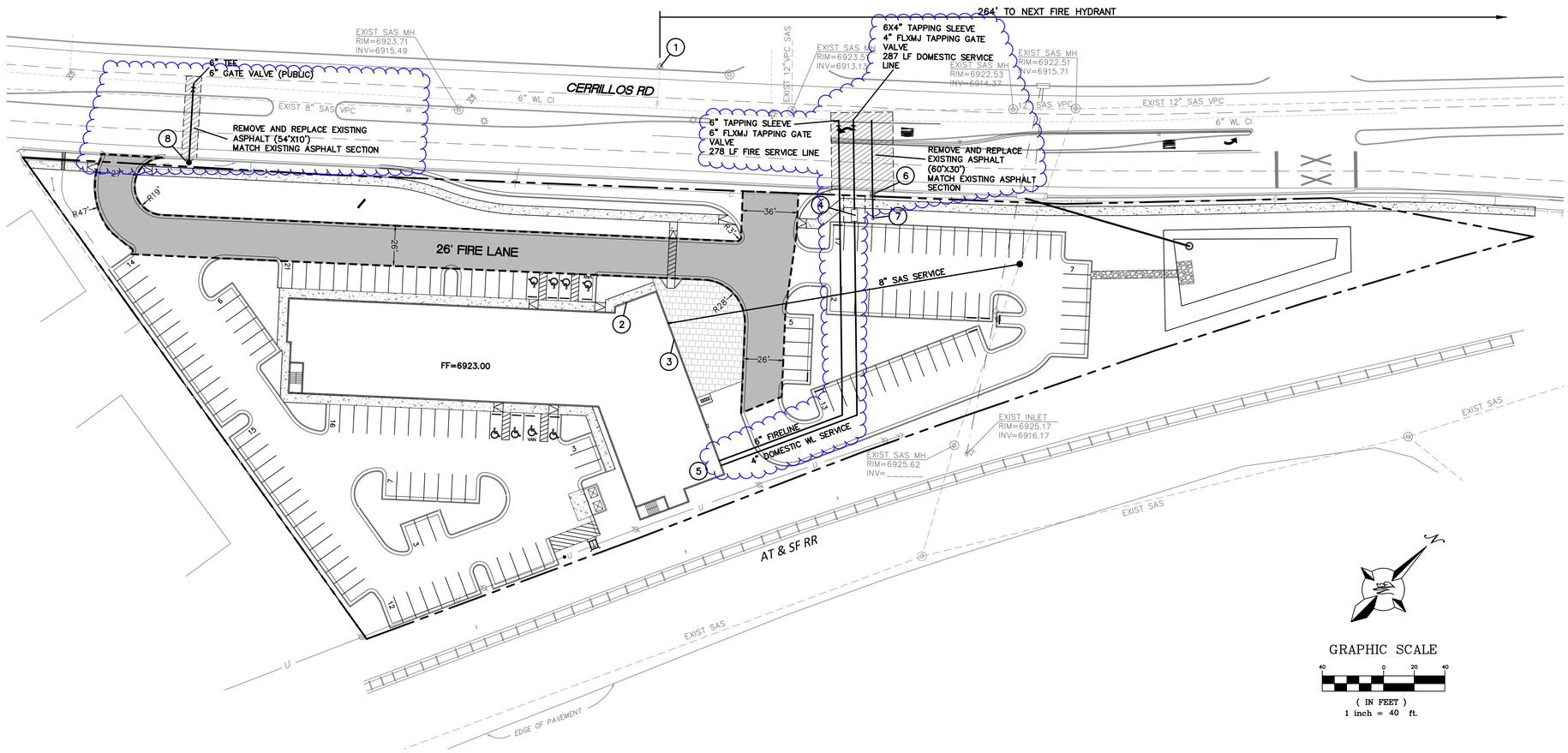
DRAWN BY: pm

DATE: 12-2-25

DRAWING

SHEET # RD-2

JOB # 2025080



VICINITY MAP

LEGAL DESCRIPTION:

1000 CERRILLOS ROAD, SPECIAL WARRANTY DEED RECORDRD IN Bk. 1630, Pg.649 AND PLAT Bk. 435, Pg.37, 1001 AND 1003 CERRILLOS ROAD, WARRANTY DEED RECORDED AS INSTRUMENT #1704193, AND PLAT Bk.651, Pg.03,

SANTA FE HOTEL
1000, 1101 AND 1103 CERRILLOS RD
SANTA FE, NM

HOTEL
OCCUPANCY TYPE R-1

LOT AREA	148122 SF (3.40 AC)
BUILDING SIZE	19853 GSF
BUILDING OVERALL AREA	79491 GSF
CONSTRUCTION TYPE	TYPE V-A
FULLY SPRINKLED	
MAX BUILDING HEIGHT	45'

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

NOTES

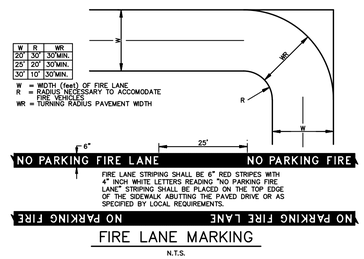
1. ON SITE FIRE LANE ROAD SHALL BE MARKED ON BOTH SIDES, AS DIRECTED BY FIRE MARSHALL
2. FIRE APPARATUS ACCESS ROADS SHALL NOT EXCEED 10 PERCENT IN GRADE AND SHALL HAVE AN ALL WEATHER DRIVING SURFACE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS WEIGHING AT LEAST 75000 LBS
3. KEY BOX (KNOX BOX) SHALL BE MOUNTED BETWEEN 4 AND 6 FEET ABOVE GRADE AND SHALL BE ILLUMINATED.
4. MECHANICAL PENTHOUSE AND ROOF SCREENS MAY EXCEED MAXIMUM BUILDING HEIGHT LISTED ABOVE BY 8 FEET

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- EXISTING SAS MH
- EXISTING GATE VALVE
- EXISTING WATERLINE
- EXISTING SAS
- 8" SAS — SANITARY SEWER LINE
- 8" WL — WATERLINE
- PROPOSED HYDRANT
- NEW SAS MH
- NEW WATER VALVE
- NEW SINGLE WATER METER
- SAWCUT LINE
- FIRE LANE

KEYED NOTES

1. EXISTING FIRE HYDRANT (PUBLIC)
2. BUILDING ADDRESS
3. KNOX BOX
4. 3" WATER METER AND VAULT
5. 8" BACKFLOW PREVENTER INSIDE BUILDING
6. 1" IRRIGATION METER
7. BACKFLOW PREVENTER (IRRIGATION)
8. NEW FIRE HYDRANT



FIRE LANE MARKING
N.T.S.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

12-2-25

RONALD R. BOHANNAN
P.E. #7868

1000, 1101, 1103 CERRILLOS RD
SANTA FE, NM

FIRE PROTECTION PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: pm
DATE: 12-2-25
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SHEET #: FO-1
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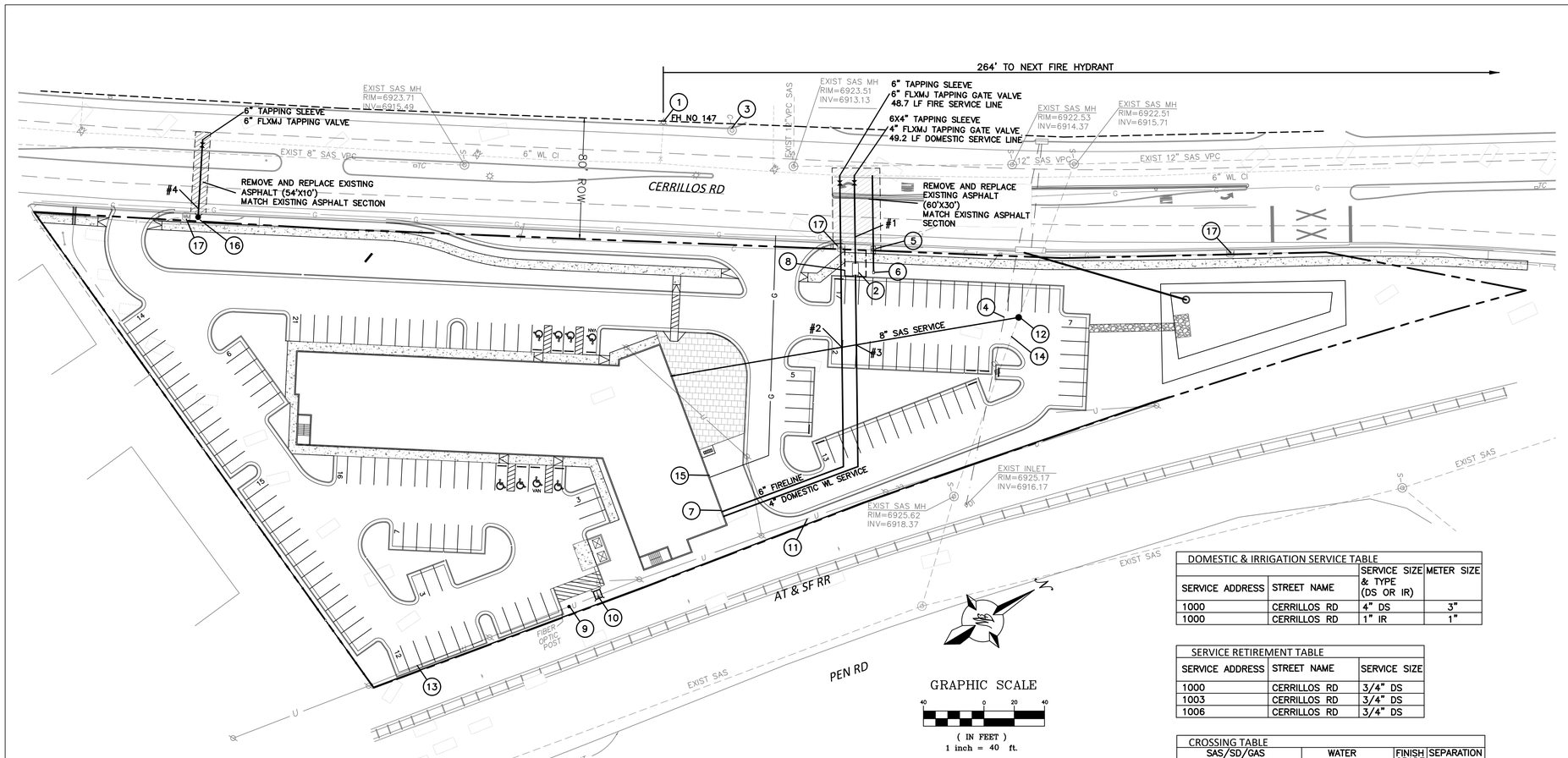
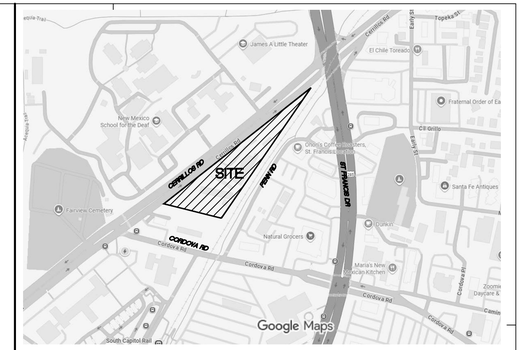




VICINITY MAP N.T.S.

NOTE:
ALL WATERLINES SHALL BE CONSTRUCTED OF POLY WRAPPED DUCTILE IRON

NOTE:
PIPE JOINTS SHALL BE MECHANICALLY RESTRAINED PER UPDATED COSF WATER DIVISION DETAIL 10A. SEE COSF WATER DIVISION STANDARD DETAIL 10B FOR DIAGRAMMATIC REPRESENTATION OF JOINT RESTRAINT LENGTHS

UTILITY CONTACT INFORMATION

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES–WATER DIVISION

CITY OF SANTA FE DEPARTMENT OF PUBLIC UTILITIES–WASTE WATER DIVISION
GARY MARTINEZ (505) 670–0480

NEW MEXICO GAS COMPANY
STEVE LARRANGA (505) 412–2904

DOMESTIC & IRRIGATION SERVICE TABLE

SERVICE ADDRESS	STREET NAME	SERVICE SIZE & TYPE (DS OR IR)	METER SIZE
1000	CERRILLOS RD	4" DS	3"
1000	CERRILLOS RD	1" IR	1"

SERVICE RETIREMENT TABLE

SERVICE ADDRESS	STREET NAME	SERVICE SIZE
1000	CERRILLOS RD	3/4" DS
1003	CERRILLOS RD	3/4" DS
1006	CERRILLOS RD	3/4" DS

CROSSING TABLE

	SAS/SD/GAS			WATER			FINISH GRADE	SEPARATION
NO.	SIZE	INV	TOP	SIZE	INV	TOP		
1	6" GAS	6914.74	6915.24	4"	6916.99	6917.24	6920.24	1.75'
2	6" SAS	6918.80	6519.30	6"	6916.50	6917.00	6921.00	1.80
3	6" SAS	6918.73	6919.23	4"	6916.67	6917.00	6921.00	1.73
4	6" GAS	6911.71	6912.21	6"	6913.71	6914.21	6917.21	1.50'

FIRE DESIGN TABLE

SERVICE SIZE	REQUIRED FLOW* GPM	RESIDUAL PRESSURE	BUILDING(S) SERVED
6"	500 GPM	100 psi	HOTEL

– ALL FIRE SERVICES SHALL BE EQUIPPED WITH A BACKFLOW PREVENTION DEVICE MEETING THE REQUIREMENTS OF THE COSFW DESIGN CRITERIA, LATEST VERSION. REQUIRED FLOW RATE SHALL NOT EXCEED MANUFACTURE'S RATED CAPACITY FOR BACKFLOW PREVENTION DEVICE TO BE USED.
– TESTING, INSPECTION, AND MAINTENANCE OF PRIVATE FIRE HYDRANTS, BACKFLOW PREVENTERS AND OTHER FIRE SERVICE APPURTENANCES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND SHALL COMPLY WITH ALL COSFW, SFFD, AND NFPA REQUIREMENTS.
* REQUIRED FLOW RATE
– FOR FIRE SERVICE LINES SERVING ONLY AUTOMATIC FIRE SPRINKLER SYSTEMS, INCLUDE ONLY THE REQUIRED FLOW RATE OF SPRINKLER SYSTEM TO BE SERVED.
– FOR FIRE SERVICE LINES THAT WILL BE SERVING PRIVATE FIRE HYDRANTS (WITH OR WITHOUT AUTOMATIC FIRE SPRINKLER SYSTEMS), INCLUDE THE REQUIRED FLOW RATE FOR THE SITE AS DETERMINED BY APPENDIX B OF THE INTERNATIONAL FIRE CODE, LATEST VERSION ADOPTED BY THE CITY OF SANTA FE FIRE DEPARTMENT (SFFD).
** RESIDUAL PRESSURE LISTED SHALL BE CALCULATED AT THE REQUIRED FLOW RATE AT THE POINT OF CONNECTION TO THE MAIN AS DETERMINED BY THE COSFW'S WATER MODEL OR FIELD TEST. RESIDUAL PRESSURES LESS THAN 20 PSI ARE NOT PERMITTED.

RECORD DRAWING

THIS RECORD DRAWING HAS BEEN PREPARED BASED ON INFORMATION FURNISHED BY OTHERS. THE ARCHITECT/ENGINEER HAS NOT VERIFIED THE ACCURACY OR COMPLETENESS OF THIS INFORMATION AND SHALL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS INCORPORATED INTO THIS DRAWING AS A RESULT FIELD VERIFICATION IS REQUIRED BEFORE USING INFORMATION REPRESENTED BY THIS DRAWING.

ENGINEER _____ PE _____ DATE _____

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- EXISTING SAS MH
- EXISTING GATE VALVE
- EXISTING WATERLINE
- EXISTING SAS
- 8" SAS — SANITARY SEWER LINE
- 8" WL — WATERLINE
- PROPOSED HYDRANT
- NEW SAS MH
- NEW WATER VALVE
- NEW SINGLE WATER METER
- SAWCUT LINE
- EXISTING GAS LINE
- G — NEW GAS LINE

KEYED NOTES

1. EXISTING FIRE HYDRANT (PUBLIC)
2. 3" DOMESTIC SERVICE METER AND VAULT SEE COSFWD DETAIL 18
3. EXISTING UTILITY VAULT
4. EXISTING 36" SD RCP
5. 1" IRRIGATION METER/SERVICE PER COSFWD DETAIL NO 03 (PEAK DESIGN FLOW=9.8 GPM)
6. 1" BACKFLOW PREVENTER (IRRIGATION) REFERENCE LANDSCAPE IRRIGATION PLAN SHEETS LI–101 AND LI–102 FOR CONTINUATION
7. 6" REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER LOCATED INSIDE BUILDING PER COSFWD STANDARDS
8. 15' WATERLINE EASEMENT
9. NEW POWER POLE W/SERVICE RISER
10. TRANSFORMER
11. REMOVE 410 LF EXISTING OVERHEAD POWER LINE AND 4 POWER POLES
12. NEW 4' SAS MANHOLE RIM=6920.72 INV=6917.00
13. EXISTING OVERHEAD POWER LINE TO REMAIN
14. EXISTING 10" VPC SAS
15. GAS METER
16. NEW FIRE HYDRANT, 6" TAPPING SLEEVE, 6" GATE VALVE
17. RETIRED WATER SERVICE, CUT AND CAP AT MAIN CLOSE CORP, REMOVE METER CAN AND RETURN METER TO COSFWD

CITY OF SANTA FE WATER DIVISION GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE CITY OF SANTA FE WATER DIVISION (CoSFWD) FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK.
2. CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CoSFWD CONSTRUCTION STANDARDS AND SPECIFICATIONS.
3. ALL EASEMENTS SHALL BE DEDICATED, CLEARED, GRADED AND STAKED PRIOR TO WATER LINE INSTALLATION.
4. ALL STREETS SHALL BE CUT TO WITHIN ±6" OF FINAL GRADE PRIOR TO WATER LINE INSTALLATION.
5. LOT CORNERS SHALL BE STAKED PRIOR TO SERVICE LINE INSTALLATION. CURB, GUTTER AND DRIVEWAY APRON SHALL BE INSTALLED PRIOR TO SERVICE LINE INSTALLATION UNLESS OTHERWISE APPROVED, IN WRITING, BY CoSFWD.
6. CONTRACTOR (DEVELOPER) SHALL PROVIDE CONSTRUCTION STAKING UTILIZING THE APPROPRIATE RIGHT–OF–WAY MAPS, SIGNED PLATS AND CoSFWD DRAWINGS.
7. MATERIAL SUBMITTALS SHALL BE APPROVED BY CoSFWD PRIOR TO CONSTRUCTION.
8. CONTACT NEW MEXICO ONE CALL AT 811 TWO (2) WORKING DAYS IN ADVANCE OF CONSTRUCTION FOR UTILITY SPOTS.
9. PRESSURE REGULATORS SHALL BE INSTALLED ON ALL SERVICES DOWNSTREAM FROM THE METER.
10. 4 FEET COVER TO TOP OF PIPE SHALL BE MAINTAINED ON ALL WATER MAINS AND SERVICES.
11. CONTRACTOR SHALL SUBMIT AS–BUILT CONSTRUCTION PACKET WITHIN FIVE (5) DAYS OF COMPLETION OF CONSTRUCTION INCLUDING: VALVE TIES, AS–BUILT DRAWINGS (INCLUDING, BUT NOT LIMITED TO: FITTING–TO–FITTING MEASUREMENTS, SERVICE–TO–SERVICE MEASUREMENTS, CENTER OF MAIN TO CENTER OF SERVICE MEASUREMENTS, LENGTH OF MAIN INSTALLED, FITTINGS INSTALLED, ETC.) AND POTABILITY RESULTS.
12. ALL VALVE BOXES SHALL BE BROUGHT UP TO GRADE OF THE FINAL PAVING MATERIAL SO THAT THE CONCRETE IS EXPOSED.
13. FIRE HYDRANTS SHALL BE NUMBERED USING REFLECTIVE NUMERALS. THE REFLECTIVE NUMERALS SHALL BE OBTAINED BY THE CONTRACTOR FOR THE CoSFWD FIELD REPRESENTATIVE AT THE TIME THE NOTICE TO PROCEED (NTP) IS ISSUED. NUMBERS SHALL BE LEGIBLE FROM THE ROAD. PRIOR TO INSTALLING NUMBERS, FIRE HYDRANTS SHALL BE PAINTED.
14. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING SHALL BE USED ONLY FOR SPECIAL CONDITIONS (E.G. CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) AS SPECIFICALLY APPROVED BY CoSFWD.
15. ANY FIELD CHANGES TO THESE PLANS REQUIRE APPROVAL OF BOTH THE DESIGN ENGINEER AND CoSFWD.
16. WORK ON CoSFWD FACILITIES SHALL NOT BEGIN UNTIL CoSFWD HAS ISSUED A NTP TO THE APPROVED UTILITY CONTRACTOR.
17. ANY AND ALL EASEMENTS FOR CITY–OWNED INFRASTRUCTURE SHALL BE OBTAINED/VERIFIED AND RECORDED BY DEVELOPER BEFORE PROJECT COMMENCEMENT. CONTRACTOR SHALL VERIFY THE EASEMENT IS IN PLACE BEFORE INSTALLING ANY INFRASTRUCTURE.

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
12-2-25

RECORD MAPPING

	BY	DATE
AS BUILT		
VALVE MAPS		
GIS		
INSPECTOR		

2025080–WATER

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858–3100
www.tierrawestllc.com

AC MARRIOTT HOTEL
1000, 1101 AND 1103 CERRILLOS RD,SANTA FE, NM

PUBLIC WATER PLAN

PLAT RECORDING INFORMATION
BOOK _____
PAGE _____
FILE _____
DATE _____

APPROVED
CITY OF SANTA FE WATER DIVISION DATE
SANTA FE FIRE DEPARTMENT DATE

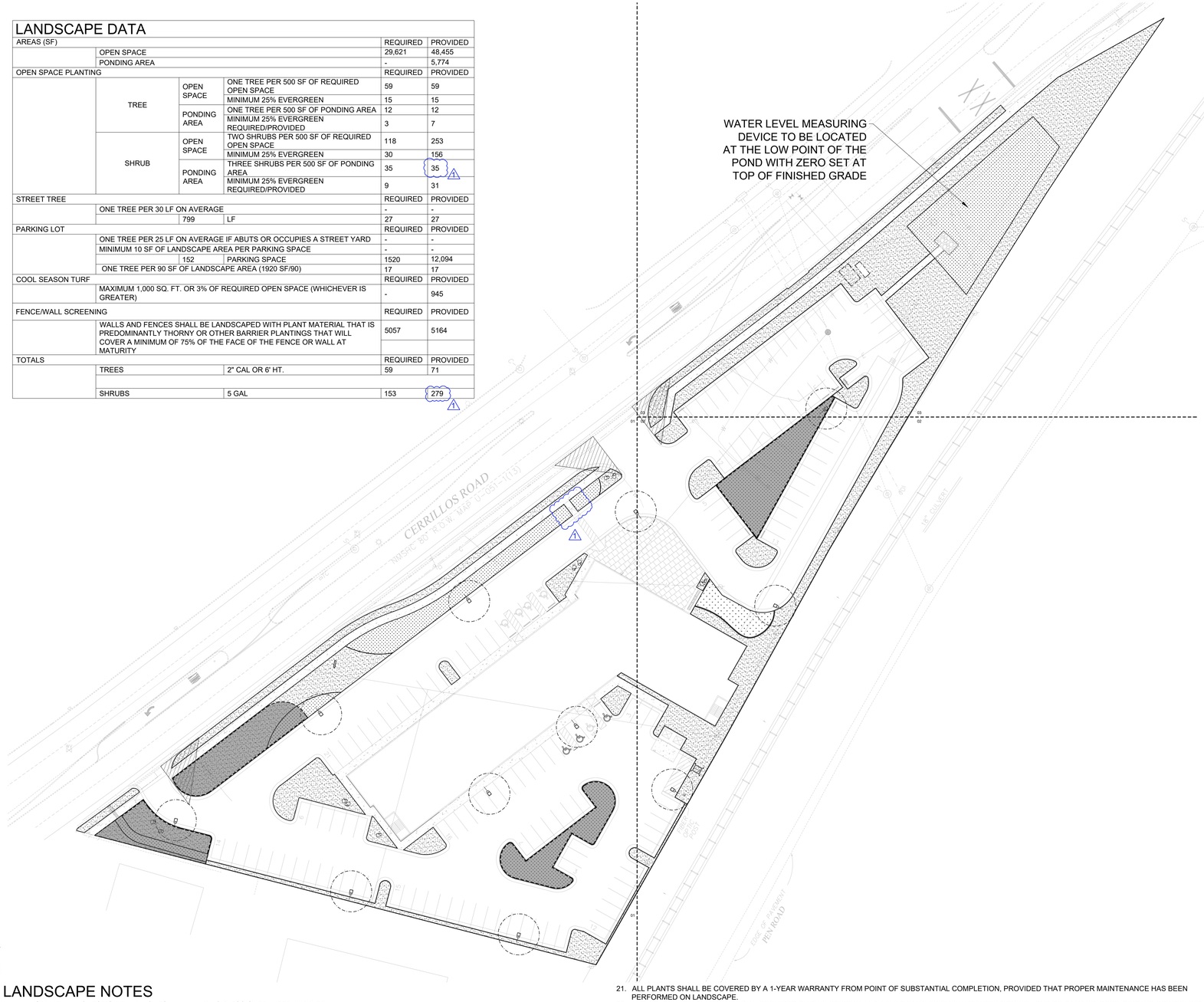
INSPECTOR
DATE:

AERIAL	TOWNSHIP RANGE SECTION	WORK ORDER NO.
I–17	SEC25,T17N,R9E	#_____

2025
21
(1 OF 1)

LANDSCAPE DATA

				REQUIRED	PROVIDED
AREAS (SF)					
	OPEN SPACE			29,621	48,455
	PONDING AREA			-	5,774
OPEN SPACE PLANTING				REQUIRED	PROVIDED
	TREE	OPEN SPACE	ONE TREE PER 500 SF OF REQUIRED OPEN SPACE	59	59
			MINIMUM 25% EVERGREEN	15	15
		PONDING AREA	ONE TREE PER 500 SF OF PONDING AREA	12	12
			MINIMUM 25% EVERGREEN REQUIRED/PROVIDED	3	7
	SHRUB	OPEN SPACE	TWO SHRUBS PER 500 SF OF REQUIRED OPEN SPACE	118	253
			MINIMUM 25% EVERGREEN	30	156
		PONDING AREA	THREE SHRUBS PER 500 SF OF PONDING AREA	35	35
			MINIMUM 25% EVERGREEN REQUIRED/PROVIDED	9	31
STREET TREE				REQUIRED	PROVIDED
	ONE TREE PER 30 LF ON AVERAGE			-	-
		799	LF	27	27
PARKING LOT				REQUIRED	PROVIDED
	ONE TREE PER 25 LF ON AVERAGE IF ABUTS OR OCCUPIES A STREET YARD			-	-
	MINIMUM 10 SF OF LANDSCAPE AREA PER PARKING SPACE			-	-
		152	PARKING SPACE	1520	12,094
	ONE TREE PER 90 SF OF LANDSCAPE AREA (1920 SF/90)			17	17
COOL SEASON TURF				REQUIRED	PROVIDED
	MAXIMUM 1,000 SQ. FT. OR 3% OF REQUIRED OPEN SPACE (WHICHEVER IS GREATER)			-	945
FENCE/WALL SCREENING				REQUIRED	PROVIDED
	WALLS AND FENCES SHALL BE LANDSCAPED WITH PLANT MATERIAL THAT IS PREDOMINANTLY THORNY OR OTHER BARRIER PLANTINGS THAT WILL COVER A MINIMUM OF 75% OF THE FACE OF THE FENCE OR WALL AT MATURITY			5057	5164
TOTALS				REQUIRED	PROVIDED
	TREES		2" CAL OR 6' HT.	59	71
	SHRUBS		5 GAL	153	279



LANDSCAPE NOTES

1. ALL GRAVEL MULCHES TO BE A 2-INCHES MINIMUM THICKNESS OVER WEED BARRIER.
2. FILTER FABRIC UNDER ALL GRAVEL MULCHES AND RIP RAP ROCK. MULCH TO BE ONE HALF INCH BELOW CONCRETE AND TWO INCHES BELOW TOP OF CURB AND NOTED ON LANDSCAPE PLAN.
3. PLANTS TO BE IRRIGATED WITH AUTOMATIC DRIP IRRIGATION SYSTEM PROTECTED WITH BACKFLOW PREVENTION DEVICE (SEE DETAILS).
4. EXISTING LANDSCAPE AREAS OUTSIDE PROJECT AREA TO BE PROTECTED DURING CONSTRUCTION.
5. STREET TREES PROVIDED AT APPROX. 30' ON CENTER.
6. PROPOSED COOL SEASON SOD AREA WILL BE FOR RECREATIONAL USE. SOD USED WILL BE THE SIEMPRE VERDE FESCUE MIX FROM EVERGREEN TRUF.
7. TURF GRASS SOD OR TURF GRASS SEED MIXES CONTAIN NO MORE THAN TWENTY-FIVE PERCENT KENTUCKY BLUEGRASS PER 14-8.4(F)(3)(A) .
8. PLANTS LOCATED IN BOTTOM THIRD OF POND AREAS ARE ADAPTED TO PERIODS OF INUNDATION.
9. NO OBJECTS, WALLS, FENCES, PARKED VEHICLES OR VEGETATION SHALL BE PLACED WITHIN CLEAR-SIGHT TRIANGLES BETWEEN 3' AND 6' HEIGHT.
10. STREET TREES WILL BE INSTALLED SO AS TO NOT OBSTRUCT STREET SIGNS.
11. STREET TREES TO BE LOCATED/ADJUSTED TO BE A MINIMUM OF 15' FROM STREET LIGHT STANDARDS AND FIRE HYDRANTS PER ZONING SECTION 14-8.4(G)(3)(e)(f).
12. ALL PROJECT STREET TREES SHALL BE IRRIGATED AND MAINTAINED BY THE DEVELOPER.
13. NO TREES SHALL BE SITUATED WITHIN 15 FEET OF A WATERMAIN OR WASTEWATER MAIN PER CITY UTILITY CODES.
14. ALL PROJECT STREET TREES SHALL BE IRRIGATED AND MAINTAINED BY THE DEVELOPER.
15. A LANDSCAPE IRRIGATION PLAN BY A QUALIFIED IRRIGATION DESIGNER PER COSF CODE CHAPTER 14-8.4(E) WATER HARVESTING AND IRRIGATION STANDARDS AND COSF LANDSCAPE IRRIGATION DESIGN STANDARDS TO BE PROVIDED.
16. THIS PLAN INCORPORATES PASSIVE WATER HARVESTING TECHNIQUES FOR LANDSCAPE IRRIGATION WHEREVER MADE POSSIBLE BY THE GRADING AND DRAINAGE PLAN. DETENTION AND RETENTION PONDS ARE INTENDED AS INTEGRATED LANDSCAPE FEATURES RATHER THAN SINGLE USE FLOOD CONTROL FEATURES.
17. TRANSITION LINE BETWEEN EXCAVATION AND NATIVE SOIL SHALL BE SMOOTHLY RAKED, CREATING A CLEAN CONSISTENT GRADE. EXISTING GRADE BELOW NATIVE TREES AND SHRUBS SHALL REMAIN UNDISTURBED THROUGHOUT THE DRIPLINE OF THE PLANT MATERIAL. NO MOUNDING OF SOIL, FILL DIRT, ORGANIC OR INORGANIC DEBRIS SHALL BE ABANDONED UNDER NATIVE PLANT MATERIAL CANOPIES.
18. ALL DISTURBED AREAS DUE TO CONSTRUCTION AND NOT PART OF THE LANDSCAPE PLAN SHALL BE REVEGETATED AND IRRIGATED INCLUDING SPOIL PILES AND STOCKPILES OF ANY MATERIAL. GRASS SEED MIX SHALL BE DRYLAND BLEND NATIVE GRASS MIXTURE FROM PLANTS OF THE SOUTHWEST OR EQUAL. THE SEED RATE SHALL BE 2 LBS. PER 1,000 SF.
19. 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.
20. TRANSITION LINE BETWEEN EXCAVATION AND NATIVE SOIL SHALL BE SMOOTHLY RAKED, CREATING A CLEAN CONSISTENT GRADE. EXISTING GRADE BELOW NATIVE TREES AND SHRUBS SHALL REMAIN UNDISTURBED THROUGHOUT THE DRIPLINE OF THE PLANT MATERIAL. NO MOUNDING OF SOIL, FILL DIRT, ORGANIC OR INORGANIC DEBRIS SHALL BE ABANDONED UNDER NATIVE PLANT MATERIAL CANOPIES.
21. ALL PLANTS SHALL BE COVERED BY A 1-YEAR WARRANTY FROM POINT OF SUBSTANTIAL COMPLETION, PROVIDED THAT PROPER MAINTENANCE HAS BEEN PERFORMED ON LANDSCAPE.
22. 14-8.4(F)(2)(f) ANY PLANT MATERIAL REQUIRED BY THIS SECTION 14-8.4 THAT FAILS TO SHOW HEALTHY GROWTH DUE TO DAMAGE, PEST, DISEASE OR NEGLECT SHALL BE PROMPTLY REPLACED WITH A SIMILAR PLANT.
23. 14-8.4(F)(2)(j) THE OWNER SHALL PROPERLY MAINTAIN ALL MATERIALS AND INSTALLATION REQUIRED BY THIS SECTION 14-8.4 INCLUDING PROPER PRUNING, SOIL TESTING, FERTILIZING, AND WEEDING.
24. ALL REMOVED SIGNIFICANT TREES SHALL BE REPLACED TREE FOR TREE.
25. NUMBER OF 2" CALIPER DECIDUOUS AND 6' OR TALLER EVERGREEN SIGNIFICANT TREES REQUIRED BY CODE MUST BE MAINTAINED.
26. 14-8.4(F)(5)(a)(ii) SIGNIFICANT TREES THAT ARE TO BE PRESERVED OR RELOCATED SHALL BE HEALTHY AND FREE FROM SERIOUS INSECT OR PARASITE INFESTATION. CITY STAFF SHALL INSPECT SIGNIFICANT TREES PRIOR TO REMOVALS FOR TREE HEALTH. CITY STAFF TO COMPLETE AN INSPECTION PRIOR TO ANY TREE REMOVALS. INSPECTION DATE SHALL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.
27. 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.
28. 14-8.4(G)(3)(f) 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. CITY STAFF TO COMPLETE AN INSPECTION PRIOR TO ANY TREE REMOVALS. INSPECTION DATE SHALL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.
29. 14-8.4(E)(4)(g) PLANTING BEDS SHALL BE SWALED, SLOPED OR RECESSED BELOW GRADE PREVENT FUGITIVE WATER.
30. 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. 14-8.4(J)(1) WALL AND FENCES: FOR ANY PROJECT TO WHICH THIS SUBSECTION 14-8.4(J) APPLIES, PUBLICLY VISIBLE WALLS AND FENCES SHALL BE WROUGHT IRON OR SIMULATED WROUGHT IRON, WOOD OR SIMULATED WOOD, CEDAR POLE, ADOBE, SPLIT-FACED CONCRETE BLOCK, STONE, STUCCOED OR RECTANGULAR MESH WIRE ON WOODEN POSTS IN COMBINATION WITH VINES OR OTHER CLIMBING PLANT MATERIAL 14-8.4(J)(2)(b)(i) ANY WALL OR FENCE THAT IS MORE THAN THREE(3) FEET INHEIGHT ABOVE FINISHED GRADE ON THE SIDE FACING THE STREET, SHALL BE SET BACK FROM THE STREET RIGHT OF WAY LINE A DISTANCE EQUAL TO OR GREATER THAT THE HEIGHT.
31. A WATER LEVEL MEASURING DEVICE WITH ZERO SET AT FINISH GRADE LOCATED AT THE CENTER OF EACH POND IS REQUIRED.
32. RETENTION PONDS REQUIRE AN OVERFLOW DEVISE. REFER TO CIVIL DRAWINGS FOR RETENTION PONDS OVERFLOW DEVICES.
33. ALL GRAVEL AND COBBLE TO BE SCREENED AND WASHED.
34. 14-8.4(J)(2)(b)(ii) THE SETBACK AREA REQUIRED BY SUBSECTION (b)(i) SHALL BE LANDSCAPED WITH PLANT MATERIAL THAT CONSISTS OF PREDOMINANTLY THORNY OR OTHER BARRIER PLANTINGS THAT WILL COVER A MINIMUM OF SEVENTY-FIVE PERCENT OF THE GROUND AREA OF THE PLANTER AND THAT WILL SCREEN A MINIMUM OF SEVENTY-FIVE PERCENT OF THE FACE OF THE FENCE OR WALL AT MATURITY.
35. THE RP MUST BE INSTALLED A MINIMUM DISTANCE OF FIVE (5) FEET FROM THE METER SERVICE. BACKFLOW PREVENTERS SHALL BE PLACED OUTSIDE OF STREET RIGHT OF WAY. BACKFLOW PREVENTERS SHALL NOT BE LOCATED WITHIN THE PLANTER STRIP WITHOUT WATER DIVISION WRITTEN APPROVAL.

WATER BUDGET CALCULATIONS

ALL SITE LANDSCAPING

YEAR 1 AND YEAR 2
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 4 RUN TIMES PER WEEK
APPROX. 90 RUN CYCLES PER YEAR

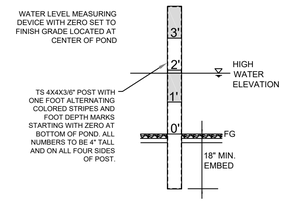
71	TREES	=	426	GALLONS PER RUN CYCLE			
365	SHRUBS	=	730	GALLONS PER RUN CYCLE			
1156	GALLONS PER RUN CYCLE X 90 RUN TIMES	=	104040	GPY	/	0.32	ACRE FT.
SPRAY IRRIGATION TO LAWN							
945	SF X 3' PER YEAR	=	21207.27	GPY	/	0.07	ACRE FT.
TOTAL WATER USE PER YEAR		=	125247.27	GPY	/	0.38	ACRE FT.

YEAR 3 AND BEYOND
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 3 RUN TIMES PER WEEK
APPROX. .77 RUN CYCLES PER YEAR

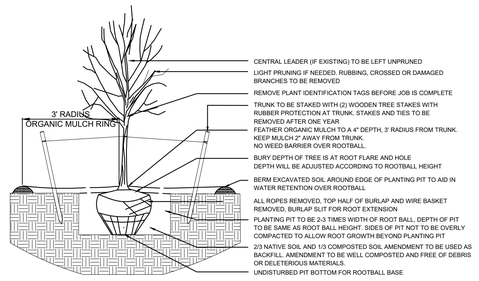
71	TREES	=	426	GALLONS PER RUN CYCLE			
365	SHRUBS	=	730	GALLONS PER RUN CYCLE			
1156	GALLONS PER RUN CYCLE X .77 RUN TIMES	=	89012	GPY	/	0.27	ACRE FT.
SPRAY IRRIGATION TO LAWN							
945	SF X 3' PER YEAR	=	21207.27	GPY	/	0.07	ACRE FT.
TOTAL WATER USE PER YEAR		=	110219.27	GPY	/	0.34	ACRE FT.

NOTE: THIS WATER BUDGET IS APPROXIMATE AND IS TO BE USED AS A GUIDELINE AND ADJUSTED ACCORDING TO SITE CONDITIONS

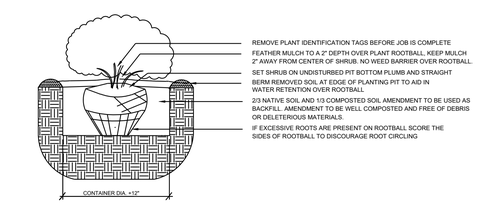
1



1 WATER LEVEL MEASURING DEVICE NTS



2 TREE PLANTING DETAIL N.T.S.



3 SHRUB PLANTING DETAIL N.T.S.

YELLOWSTONE LANDSCAPE
www.yellowstonelandscape.com
PO Box 10597
Albuquerque, NM 87184
505.898.9615
design@yellowstonelandscape. com

STATE OF NEW MEXICO
CODY McNALLEN
650
REGISTERED LANDSCAPE ARCHITECT
12/01/25

Date: 10/14/2025
Revisions:
1 12/01/2025

Drawn by: PL
Reviewed by: CM

AC by Marriott Hotel

1000, 1101 & 1103 Cerrillos Road
Santa Fe, New Mexico

NORTH

Scale: 1" = 40'

20 0 40 80

Sheet Title:
Material Plan Overall

Sheet Number:
LS-00

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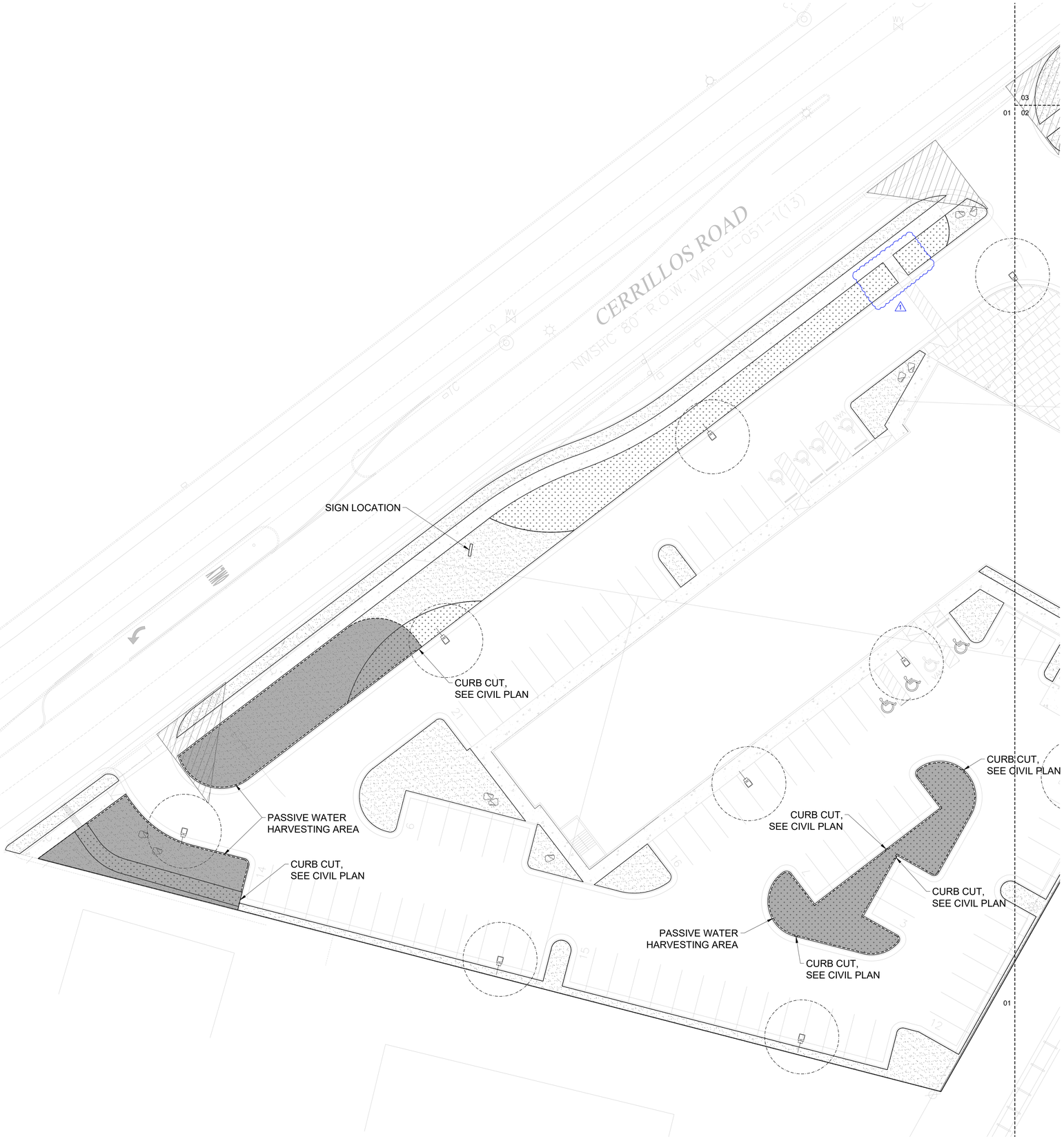

Material Schedule

SYMBOL	DESCRIPTION
	MOUNTAINAIR BROWN 7/8" GRAVEL 3" DEPTH OVER FILTER FABRIC
	MOUNTAINAIR BLUSH 2-4" ANGULAR COBBLE 4" DEPTH OVER FILTER FABRIC
	SIEMPRE VERDE FESCUE SOD
	LARGE BOULDER
	PASSIVE WATER HARVESTING AREA
	15' POLE LIGHT BUFFER

LANDSCAPE DATA

				REQUIRED	PROVIDED
AREAS (SF)					
	OPEN SPACE			29,621	48,455
	PONDING AREA			-	5,774
OPEN SPACE PLANTING				REQUIRED	PROVIDED
	TREE	OPEN SPACE	ONE TREE PER 500 SF OF REQUIRED OPEN SPACE	59	59
			MINIMUM 25% EVERGREEN	15	15
		PONDING AREA	ONE TREE PER 500 SF OF PONDING AREA	12	12
			MINIMUM 25% EVERGREEN REQUIRED/PROVIDED	3	7
	SHRUB	OPEN SPACE	TWO SHRUBS PER 500 SF OF REQUIRED OPEN SPACE	118	253 ⚠1
			MINIMUM 25% EVERGREEN	30	156
		PONDING AREA	THREE SHRUBS PER 500 SF OF PONDING AREA	35	35
			MINIMUM 25% EVERGREEN REQUIRED/PROVIDED	9	31
STREET TREE				REQUIRED	PROVIDED
	ONE TREE PER 30 LF ON AVERAGE			-	-
		799	LF	27	27
PARKING LOT				REQUIRED	PROVIDED
	ONE TREE PER 25 LF ON AVERAGE IF ABUTS OR OCCUPIES A STREET YARD			-	-
	MIINIMUM 10 SF OF LANDSCAPE AREA PER PARKING SPACE			-	-
		152	PARKING SPACE	1520	12,094
	ONE TREE PER 90 SF OF LANDSCAPE AREA (1920 SF/90)			17	17
COOL SEASON TURF				REQUIRED	PROVIDED
	MAXIMUM 1,000 SQ. FT. OR 3% OF REQUIRED OPEN SPACE (WHICHEVER IS GREATER)			-	945
FENCE/WALL SCREENING				REQUIRED	PROVIDED
	WALLS AND FENCES SHALL BE LANDSCAPED WITH PLANT MATERIAL THAT IS PREDOMINANTLY THORNY OR OTHER BARRIER PLANTINGS THAT WILL COVER A MINIMUM OF 75% OF THE FACE OF THE FENCE OR WALL AT MATURITY			5057	5164
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⚠1 12/01/2025

Drawn by: PL
Reviewed by: CM

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NORTH

Scale: 1" = 20'

10 0 20 40

Sheet Title:
Material Plan Enlargement

Sheet Number:
LS-01

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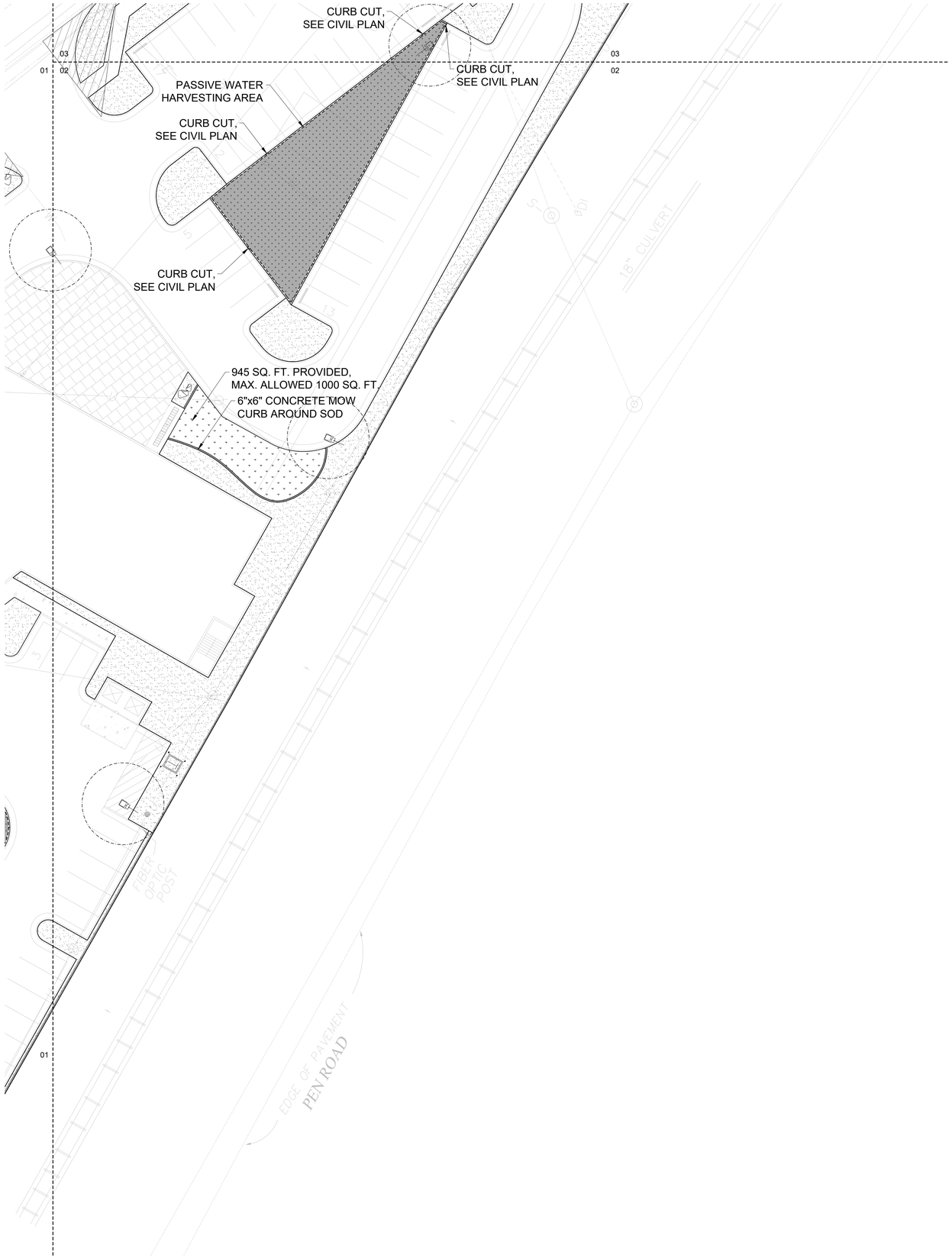

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REGISTERED LANDSCAPE ARCHITECT
12/01/25

Date: 10/14/2025
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Drawn by: PL
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Santa Fe, New Mexico

NORTH

Scale: 1" = 20'

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Sheet Title:
Material Plan Enlargement

Sheet Number:
LS-02

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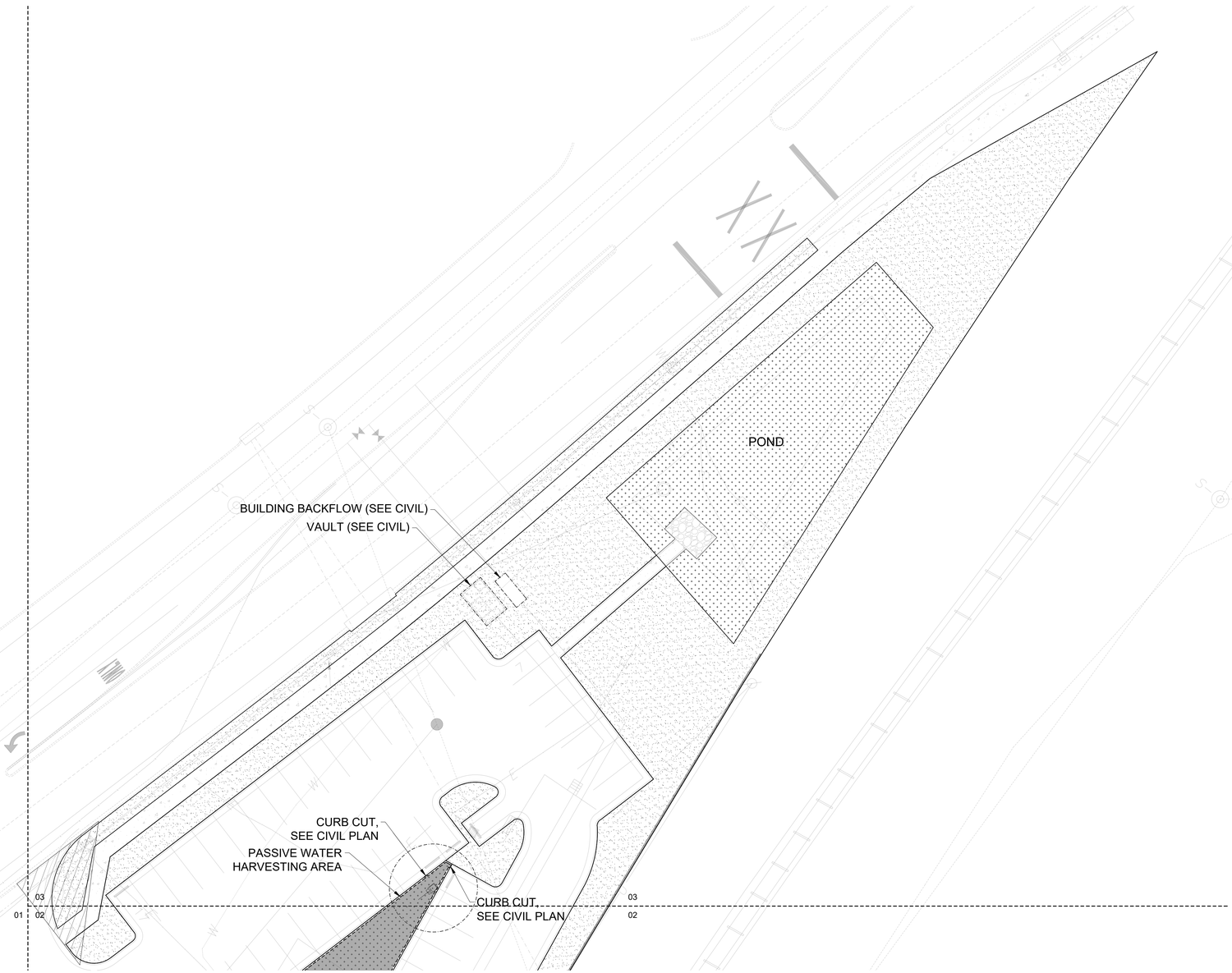

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		PONDING AREA	ONE TREE PER 500 SF OF PONDING AREA	12	12
			MINIMUM 25% EVERGREEN REQUIRED/PROVIDED	3	7
	SHRUB	OPEN SPACE	TWO SHRUBS PER 500 SF OF REQUIRED OPEN SPACE	118	253 ⚠1
			MINIMUM 25% EVERGREEN	30	156
		PONDING AREA	THREE SHRUBS PER 500 SF OF PONDING AREA	35	35
			MINIMUM 25% EVERGREEN REQUIRED/PROVIDED	9	31
STREET TREE				REQUIRED	PROVIDED
	ONE TREE PER 30 LF ON AVERAGE			-	-
		799	LF	27	27
PARKING LOT				REQUIRED	PROVIDED
	ONE TREE PER 25 LF ON AVERAGE IF ABUTS OR OCCUPIES A STREET YARD			-	-
	MINIMUM 10 SF OF LANDSCAPE AREA PER PARKING SPACE			-	-
		152	PARKING SPACE	1520	12,094
	ONE TREE PER 90 SF OF LANDSCAPE AREA (1920 SF/90)			17	17
COOL SEASON TURF				REQUIRED	PROVIDED
	MAXIMUM 1,000 SQ. FT. OR 3% OF REQUIRED OPEN SPACE (WHICHEVER IS GREATER)			-	945
FENCE/WALL SCREENING				REQUIRED	PROVIDED
	WALLS AND FENCES SHALL BE LANDSCAPED WITH PLANT MATERIAL THAT IS PREDOMINANTLY THORNY OR OTHER BARRIER PLANTINGS THAT WILL COVER A MINIMUM OF 75% OF THE FACE OF THE FENCE OR WALL AT MATURITY			5057	5164
TOTALS				REQUIRED	PROVIDED
	TREES		2" CAL OR 6' HT.	59	71
	SHRUBS		5 GAL	153	279 ⚠1

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REGISTERED LANDSCAPE ARCHITECT
12/01/25

Date: 10/14/2025
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⚠1 12/01/2025

Drawn by: PL
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AC by Marriott Hotel

1000, 1101 & 1103 Cerrillos Road
Santa Fe, New Mexico

NORTH

Scale: 1" = 20'

10 0 20 40

Sheet Title:
Material Plan Enlargement

Sheet Number:
LS-03

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LANDSCAPE DATA

				REQUIRED	PROVIDED
AREAS (SF)					
	OPEN SPACE			29,621	48,455
	PONDING AREA			-	5,774
OPEN SPACE PLANTING				REQUIRED	PROVIDED
	TREE	OPEN SPACE	ONE TREE PER 500 SF OF REQUIRED OPEN SPACE	59	59
			MINIMUM 25% EVERGREEN	15	15
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STREET TREE				REQUIRED	PROVIDED
	ONE TREE PER 30 LF ON AVERAGE			-	-
		799	LF	27	27
PARKING LOT				REQUIRED	PROVIDED
	ONE TREE PER 25 LF ON AVERAGE IF ABUTS OR OCCUPIES A STREET YARD			-	-
	MINIMUM 10 SF OF LANDSCAPE AREA PER PARKING SPACE			-	-
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COOL SEASON TURF				REQUIRED	PROVIDED
	MAXIMUM 1,000 SQ. FT. OR 3% OF REQUIRED OPEN SPACE (WHICHEVER IS GREATER)			-	945
FENCE/WALL SCREENING				REQUIRED	PROVIDED
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TOTALS				REQUIRED	PROVIDED
	TREES		2" CAL OR 6' HT.	59	71
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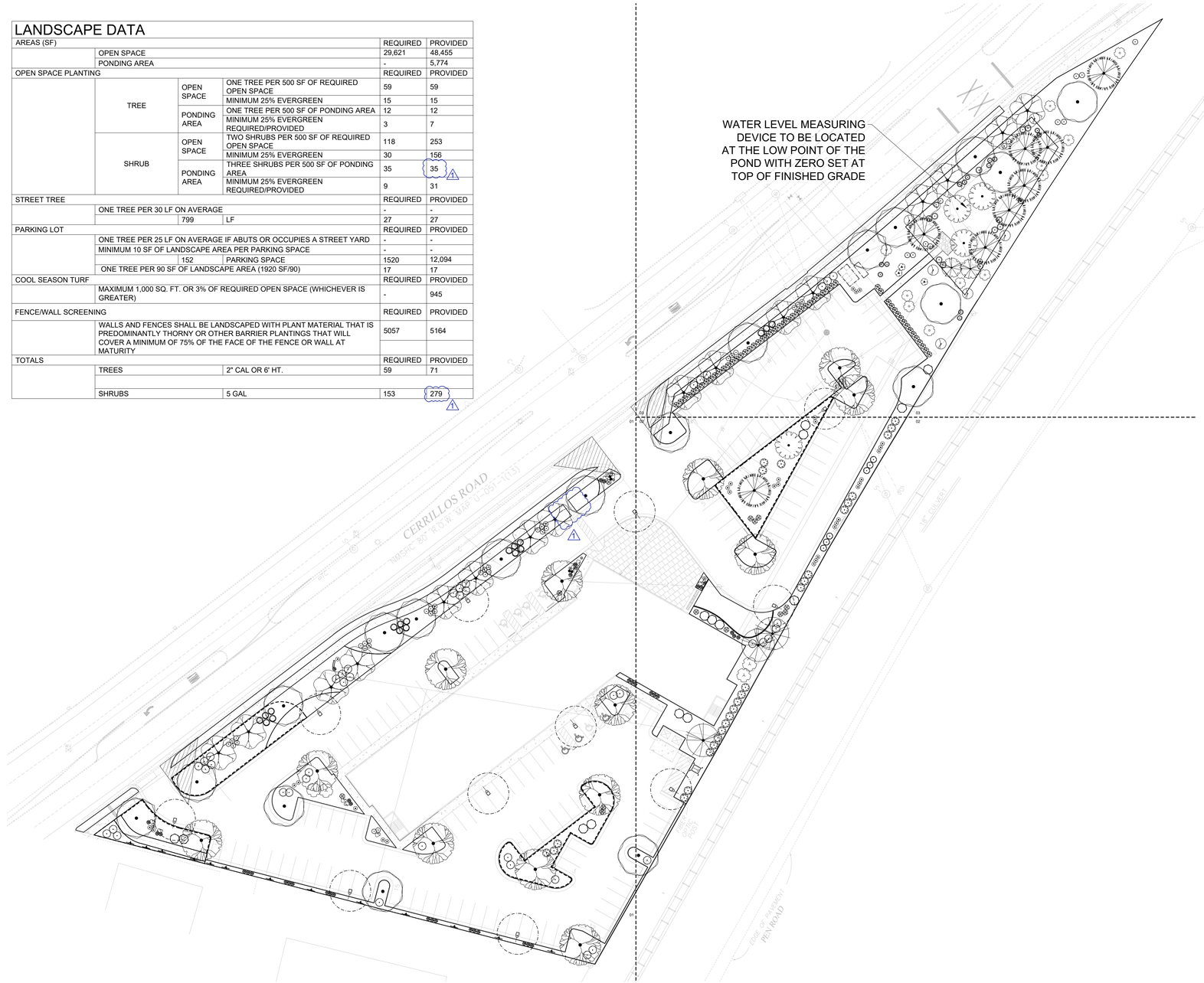


LANDSCAPE NOTES

1. ALL GRAVEL MULCHES TO BE A 2-INCHES MINIMUM THICKNESS OVER WEED BARRIER.
2. FILTER FABRIC UNDER ALL GRAVEL MULCHES AND RIP RAP ROCK. MULCH TO BE ONE HALF INCH BELOW CONCRETE AND TWO INCHES BELOW TOP OF CURB AND NOTED ON LANDSCAPE PLAN.
3. PLANTS TO BE IRRIGATED WITH AUTOMATIC DRIP IRRIGATION SYSTEM PROTECTED WITH BACKFLOW PREVENTION DEVICE (SEE DETAILS).
4. EXISTING LANDSCAPE AREAS OUTSIDE PROJECT AREA TO BE PROTECTED DURING CONSTRUCTION.
5. STREET TREES PROVIDED AT APPROX. 30' ON CENTER.
6. PROPOSED COOL SEASON SOD AREA WILL BE FOR RECREATIONAL USE. SOD USED WILL BE THE SIEMPRE VERDE FESCUE MIX FROM EVERGREEN TRUF.
7. TURF GRASS SOD OR TURF GRASS SEED MIXES CONTAIN NO MORE THAN TWENTY-FIVE PERCENT KENTUCKY BLUEGRASS PER 14-8.4(F)(3)(A) .
8. PLANTS LOCATED IN BOTTOM THIRD OF POND AREAS ARE ADAPTED TO PERIODS OF INUNDATION.
9. NO OBJECTS, WALLS, FENCES, PARKED VEHICLES OR VEGETATION SHALL BE PLACED WITHIN CLEAR-SIGHT TRIANGLES BETWEEN 3' AND 6' HEIGHT.
10. STREET TREES WILL BE INSTALLED SO AS TO NOT OBSTRUCT STREET SIGNS.
11. STREET TREES TO BE LOCATED/ADJUSTED TO BE A MINIMUM OF 15' FROM STREET LIGHT STANDARDS AND FIRE HYDRANTS PER ZONING SECTION 14-8.4(G)(3)(e)(f).
12. ALL PROJECT STREET TREES SHALL BE IRRIGATED AND MAINTAINED BY THE DEVELOPER.
13. NO TREES SHALL BE SITUATED WITHIN 15 FEET OF A WATERMAIN OR WASTEWATER MAIN PER CITY UTILITY CODES.
14. ALL PROJECT STREET TREES SHALL BE IRRIGATED AND MAINTAINED BY THE DEVELOPER.
15. A LANDSCAPE IRRIGATION PLAN BY A QUALIFIED IRRIGATION DESIGNER PER COSF CODE CHAPTER 14-8.4(E) WATER HARVESTING AND IRRIGATION STANDARDS AND COSF LANDSCAPE IRRIGATION DESIGN STANDARDS TO BE PROVIDED.
16. THIS PLAN INCORPORATES PASSIVE WATER HARVESTING TECHNIQUES FOR LANDSCAPE IRRIGATION WHEREVER MADE POSSIBLE BY THE GRADING AND DRAINAGE PLAN. DETENTION AND RETENTION PONDS ARE INTENDED AS INTEGRATED LANDSCAPE FEATURES RATHER THAN SINGLE USE FLOOD CONTROL FEATURES.
17. TRANSITION LINE BETWEEN EXCAVATION AND NATIVE SOIL SHALL BE SMOOTHLY RAKED, CREATING A CLEAN CONSISTENT GRADE. EXISTING GRADE BELOW NATIVE TREES AND SHRUBS SHALL REMAIN UNDISTURBED THROUGHOUT THE DRIPLINE OF THE PLANT MATERIAL. NO MOUNDING OF SOIL, FILL DIRT, ORGANIC OR INORGANIC DEBRIS SHALL BE ABANDONED UNDER NATIVE PLANT MATERIAL CANOPIES.
18. ALL DISTURBED AREAS DUE TO CONSTRUCTION AND NOT PART OF THE LANDSCAPE PLAN SHALL BE REVEGETATED AND IRRIGATED INCLUDING SPOIL PILES AND STOCKPILES OF ANY MATERIAL. GRASS SEED MIX SHALL BE DRYLAND BLEND NATIVE GRASS MIXTURE FROM PLANTS OF THE SOUTHWEST OR EQUAL. THE SEED RATE SHALL BE 2 LBS. PER 1,000 SF.
19. 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.
20. TRANSITION LINE BETWEEN EXCAVATION AND NATIVE SOIL SHALL BE SMOOTHLY RAKED, CREATING A CLEAN CONSISTENT GRADE. EXISTING GRADE BELOW NATIVE TREES AND SHRUBS SHALL REMAIN UNDISTURBED THROUGHOUT THE DRIPLINE OF THE PLANT MATERIAL. NO MOUNDING OF SOIL, FILL DIRT, ORGANIC OR INORGANIC DEBRIS SHALL BE ABANDONED UNDER NATIVE PLANT MATERIAL CANOPIES.
21. ALL PLANTS SHALL BE COVERED BY A 1-YEAR WARRANTY FROM POINT OF SUBSTANTIAL COMPLETION, PROVIDED THAT PROPER MAINTENANCE HAS BEEN PERFORMED ON LANDSCAPE.
22. 14-8.4(F)(2)(f) ANY PLANT MATERIAL REQUIRED BY THIS SECTION 14-8.4 THAT FAILS TO SHOW HEALTHY GROWTH DUE TO DAMAGE, PEST, DISEASE OR NEGLECT SHALL BE PROMPTLY REPLACED WITH A SIMILAR PLANT.
23. 14-8.4(F)(2)(i) THE OWNER SHALL PROPERLY MAINTAIN ALL MATERIALS AND INSTALLATION REQUIRED BY THIS SECTION 14-8.4 INCLUDING PROPER PRUNING, SOIL TESTING, FERTILIZING, AND WEEDING.
24. ALL REMOVED SIGNIFICANT TREES SHALL BE REPLACED TREE FOR TREE.
25. NUMBER OF 2" CALIPER DECIDUOUS AND 6' OR TALLER EVERGREEN SIGNIFICANT TREES REQUIRED BY CODE MUST BE MAINTAINED.
26. 14-8.4(F)(5)(a)(ii) SIGNIFICANT TREES THAT ARE TO BE PRESERVED OR RELOCATED SHALL BE HEALTHY AND FREE FROM SERIOUS INSECT OR PARASITE INFESTATION. CITY STAFF SHALL INSPECT SIGNIFICANT TREES PRIOR TO REMOVALS FOR TREE HEALTH. CITY STAFF TO COMPLETE AN INSPECTION PRIOR TO ANY TREE REMOVALS. INSPECTION DATE SHALL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.
27. 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.
28. 14-8.4(G)(3)(f) 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. CITY STAFF TO COMPLETE AN INSPECTION PRIOR TO ANY TREE REMOVALS. INSPECTION DATE SHALL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.
29. 14-8.4(E)(4)(g) PLANTING BEDS SHALL BE SWALED, SLOPED OR RECESSED BELOW GRADE PREVENT FUGITIVE WATER.
30. 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. 14-8.4(J)(1) WALL AND FENCES: FOR ANY PROJECT TO WHICH THIS SUBSECTION 14-8.4(J) APPLIES, PUBLICLY VISIBLE WALLS AND FENCES SHALL BE WROUGHT IRON OR SIMULATED WROUGHT IRON, WOOD OR SIMULATED WOOD, CEDAR POLE, ADOBE, SPLIT-FACED CONCRETE BLOCK, STONE, STUCCOED OR RECTANGULAR MESH WIRE ON WOODEN POSTS IN COMBINATION WITH VINES OR OTHER CLIMBING PLANT MATERIAL. 14-8.4(J)(2)(b)(i) ANY WALL OR FENCE THAT IS MORE THAN THREE(3) FEET INHEIGHT ABOVE FINISHED GRADE ON THE SIDE FACING THE STREET, SHALL BE SET BACK FROM THE STREET RIGHT OF WAY LINE A DISTANCE EQUAL TO OR GREATER THAT THE HEIGHT.
31. A WATER LEVEL MEASURING DEVICE WITH ZERO SET AT FINISH GRADE LOCATED AT THE CENTER OF EACH POND IS REQUIRED.
32. RETENTION PONDS REQUIRE AN OVERFLOW DEVISE. REFER TO CIVIL DRAWINGS FOR RETENTION PONDS OVERFLOW DEVICES.
33. ALL GRAVEL AND COBBLE TO BE SCREENED AND WASHED.
34. 14-8.4(J)(2)(b)(ii) THE SETBACK AREA REQUIRED BY SUBSECTION (b)(i) SHALL BE LANDSCAPED WITH PLANT MATERIAL THAT CONSISTS OF PREDOMINANTLY THORNY OR OTHER BARRIER PLANTINGS THAT WILL COVER A MINIMUM OF SEVENTY-FIVE PERCENT OF THE GROUND AREA OF THE PLANTER AND THAT WILL SCREEN A MINIMUM OF SEVENTY-FIVE PERCENT OF THE FACE OF THE FENCE OR WALL AT MATURITY.
35. THE RP MUST BE INSTALLED A MINIMUM DISTANCE OF FIVE (5) FEET FROM THE METER SERVICE. BACKFLOW PREVENTERS SHALL BE PLACED OUTSIDE OF STREET RIGHT OF WAY. BACKFLOW PREVENTERS SHALL NOT BE LOCATED WITHIN THE PLANTER STRIP WITHOUT WATER DIVISION WRITTEN APPROVAL.

WATER BUDGET CALCULATIONS

ALL SITE LANDSCAPING

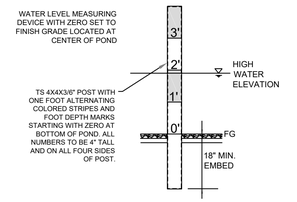
YEAR 1 AND YEAR 2
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 4 RUN TIMES PER WEEK
APPROX. 90 RUN CYCLES PER YEAR

71	TREES	=	426	GALLONS PER RUN CYCLE			
365	SHRUBS	=	730	GALLONS PER RUN CYCLE			
1156	GALLONS PER RUN CYCLE X 90 RUN TIMES	=	104040	GPY	/	0.32	ACRE FT.
SPRAY IRRIGATION TO LAWN							
945	SF X 3' PER YEAR	=	21207.27	GPY	/	0.07	ACRE FT.
TOTAL WATER USE PER YEAR		=	125247.27	GPY	/	0.38	ACRE FT.

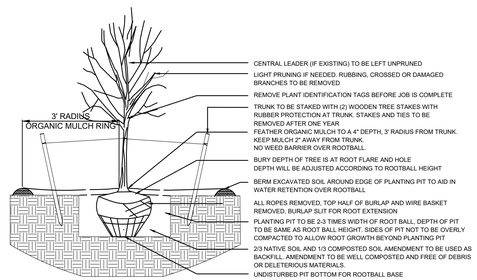
YEAR 3 AND BEYOND
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 3 RUN TIMES PER WEEK
APPROX. .77 RUN CYCLES PER YEAR

71	TREES	=	426	GALLONS PER RUN CYCLE			
365	SHRUBS	=	730	GALLONS PER RUN CYCLE			
1156	GALLONS PER RUN CYCLE X .77 RUN TIMES	=	89012	GPY	/	0.27	ACRE FT.
SPRAY IRRIGATION TO LAWN							
945	SF X 3' PER YEAR	=	21207.27	GPY	/	0.07	ACRE FT.
TOTAL WATER USE PER YEAR		=	110219.27	GPY	/	0.34	ACRE FT.

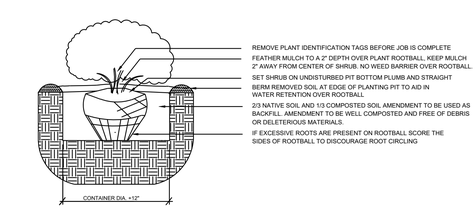
NOTE: THIS WATER BUDGET IS APPROXIMATE AND IS TO BE USED AS A GUIDELINE AND ADJUSTED ACCORDING TO SITE CONDITIONS



1 WATER LEVEL MEASURING DEVICE NTS



2 TREE PLANTING DETAIL N.T.S.



3 SHRUB PLANTING DETAIL N.T.S.

YELLOWSTONE LANDSCAPE
www.yellowstonelandscape.com
PO Box 10597
Albuquerque, NM 87184
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design@yellowstonelandscape. com

STATE OF NEW MEXICO — CODY McNALLEN — 650 — REGISTERED LANDSCAPE ARCHITECT — 12/01/25

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Revisions:
1 12/01/2025

Drawn by: PL
Reviewed by: CM

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NORTH

Scale: 1" = 40'

20 0 40 80

Sheet Title:
Planting Plan Overall

Sheet Number:
LP-00

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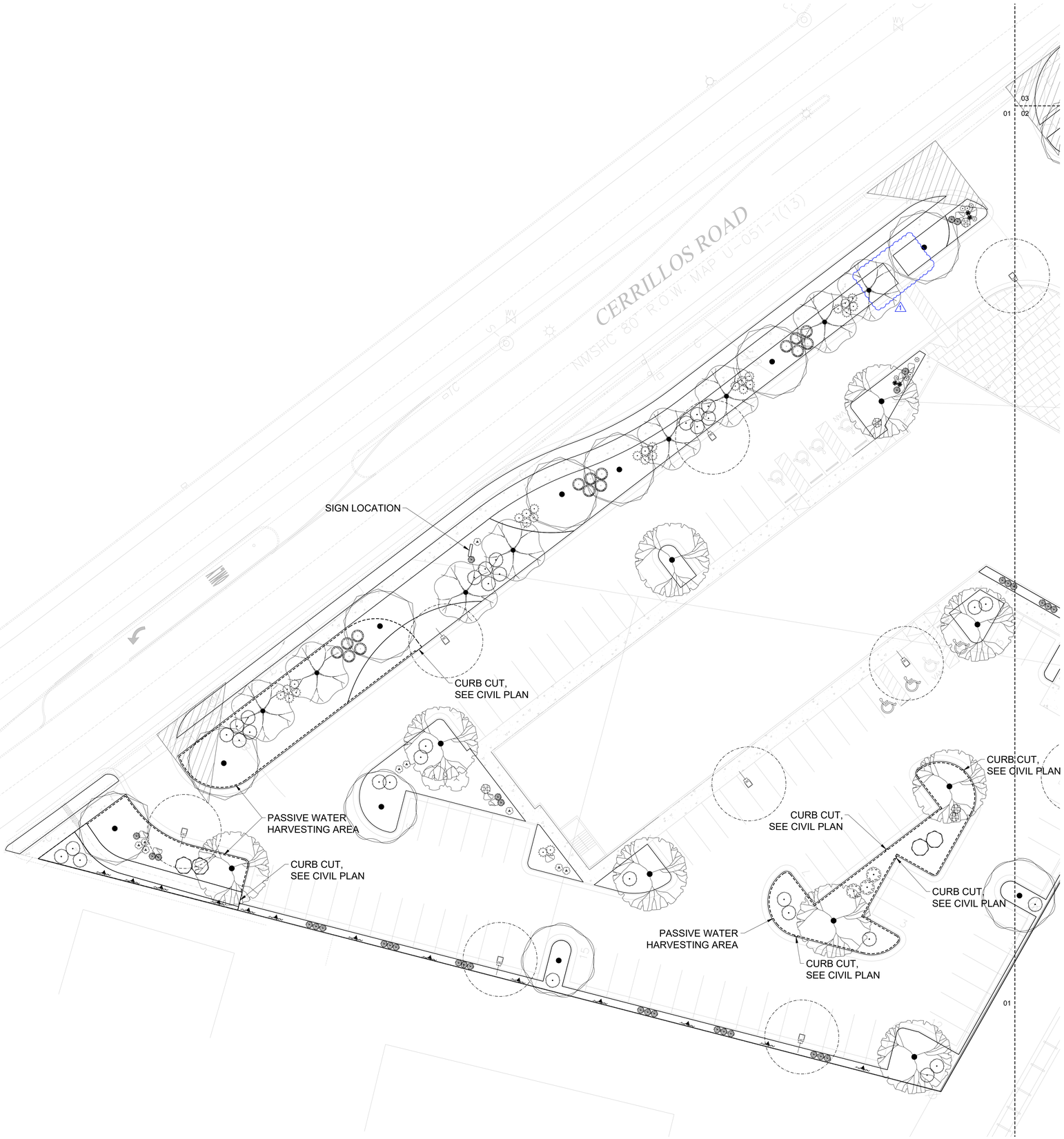

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	WATER
DECIDUOUS TREE				
	12	ACER NEGUNDO `SENSATION` / SENSATION BOX ELDER MAPLE	2" B&B	L-M
	2	CRATAEGUS AMBIGUA / RUSSIAN HAWTHORN	2" B&B	L-M
	3	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	2" B&B	L-M
	4	PRUNUS VIRGINIANA `CANADA RED` / CANADA RED CHOKECHERRY	2" B&B	L-M
	13	ULMUS PARVIFOLIA `ALLEE` / ALLEE® LACEBARK ELM	2" B&B	L-M
	16	ULMUS PROPINQUA `EMERALD SUNSHINE` / EMERALD SUNSHINE ELM	2" B&B	L-M
EVERGREEN TREE				
	6	JUNIPERUS CHINENSIS 'SPARTAN' / SPARTAN JUNIPER	6`	L-M
	8	PINUS NIGRA / AUSTRIAN BLACK PINE	6`	L-M
	7	QUERCUS FUSIFORMIS / ESCARPMENT LIVE OAK	2" B&B	L-M
DESERT ACCENT				
	3	DASYLIRION TEXANUM / TEXAS SOTOL	5 GAL	VL-L
	32	HESPERALOE PARVIFLORA / RED YUCCA	5 GAL	L-M
PERENNIAL				
	4	ACHILLEA X `MOONSHINE` / MOONSHINE YARROW	1 GAL	L-M
	7	GAILLARDIA X GRANDIFLORA / BLANKETFLOWER	1 GAL	L-M
	5	NEPETA X FAASSENII `SELECT BLUE` / CATMINT	1 GAL	L-M
ORNAMENTAL GRASS				
	39	BOUTELOUA GRACILIS `BLONDE AMBITION` / BLONDE AMBITION BLUE GRAMA	1 GAL	L-M
VINE				
	13	LONICERA SEMPERVIRENS `MAJOR WHEELER` / MAJOR WHEELER TRUMPET HONEYSUCKLE	5 GAL	MEDIUM
DECIDUOUS SHRUBS				
	13	BERBERIS THUNBERGII `ROSE GLOW` / ROSE GLOW JAPANESE BARBERRY	5 GAL	L-M
	14	BUDDLEJA DAVIDII / BUTTERFLY BUSH	5 GAL	L-M
	11	CERCOCARPUS MONTANUS / ALDERLEAF MOUNTAIN MAHOGANY	5 GAL	VL-L
	43	RHUS AROMATICA `GRO-LOW` / GRO-LOW FRAGRANT SUMAC	5 GAL	L-M
	27	RIBES AUREUM / GOLDEN CURRANT	5 GAL	L-M
	6	ROSA WOODSII / MOUNTAIN ROSE	5 GAL	VL-L
EVERGREEN SHRUBS				
	13	ARTEMISIA TRIDENTATA / BIG SAGEBRUSH	5 GAL	VL-L
	54	BUXUS MICROPHYLLA / LITTLELEAF BOXWOOD	5 GAL	L-M
	16	ERICAMERIA LARICIFOLIA `AGUIRRE` / AGUIRRE TURPENTINE BUSH	5 GAL	VL-L
	10	JUNIPERUS SABINA 'BUFFALO' / BUFFALO JUNIPER	5 GAL	VL-L
	33	MAHONIA AQUIFOLIUM `COMPACTA` / COMPACT OREGON GRAPE	5 GAL	L-M
	18	PINUS MUGO / MUGO PINE	5 GAL	L-M
	4	VAUQUELINIA CALIFORNICA / ARIZONA ROSEWOOD	5 GAL	L-M

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	ONE TREE PER 30 LF ON AVERAGE			-	-
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	ONE TREE PER 25 LF ON AVERAGE IF ABUTS OR OCCUPIES A STREET YARD			-	-
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NORTH

Scale: 1" = 20'

10 0 20 40

Sheet Title:
Planting Plan Enlargement

Sheet Number:
LP-01

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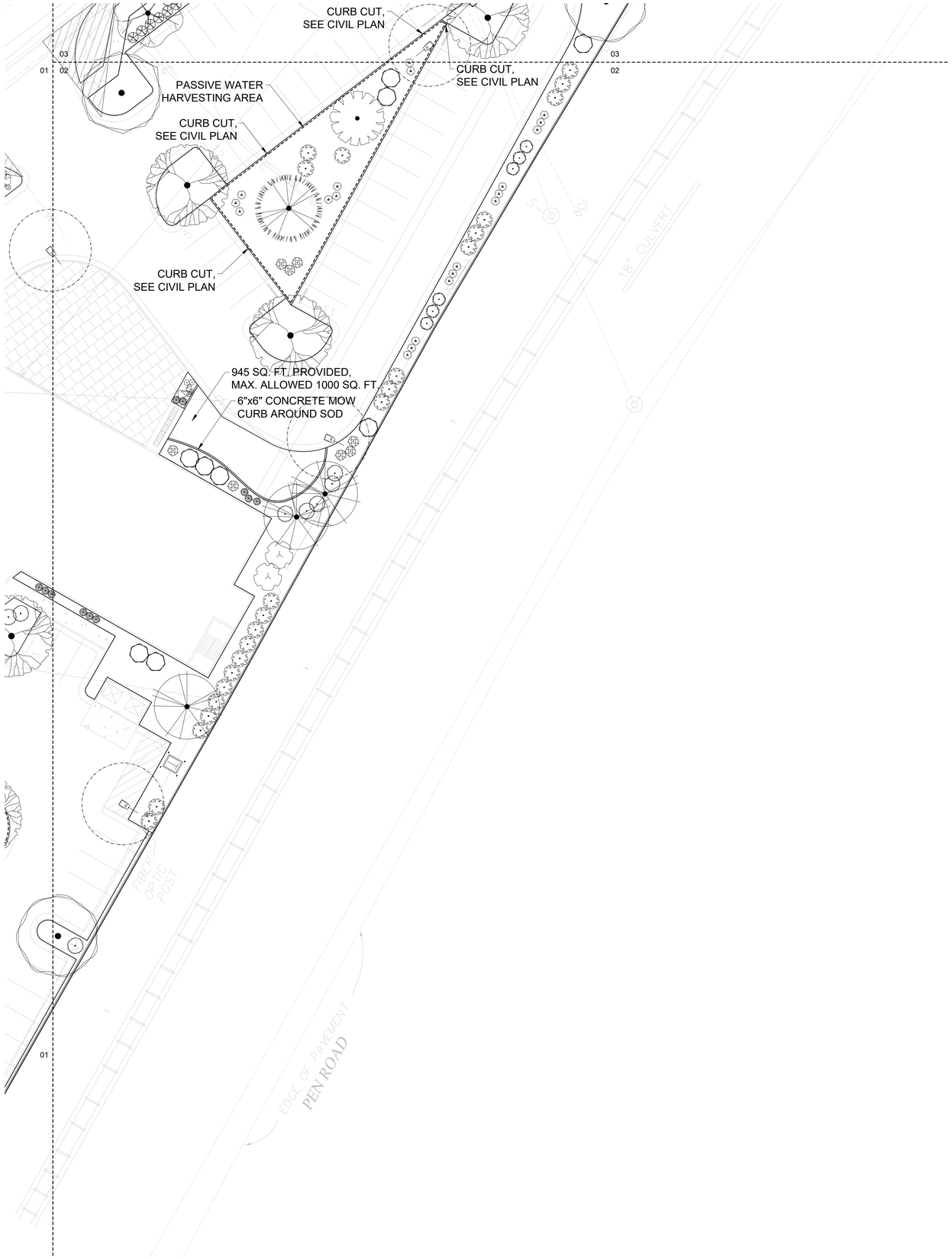

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	5	NEPETA X FAASSENII `SELECT BLUE` / CATMINT	1 GAL	L-M
ORNAMENTAL GRASS				
	39	BOUTELOUA GRACILIS `BLONDE AMBITION` / BLONDE AMBITION BLUE GRAMA	1 GAL	L-M
VINE				
	13	LONICERA SEMPERVIRENS `MAJOR WHEELER` / MAJOR WHEELER TRUMPET HONEYSUCKLE	5 GAL	MEDIUM
DECIDUOUS SHRUBS				
	13	BERBERIS THUNBERGII `ROSE GLOW` / ROSE GLOW JAPANESE BARBERRY	5 GAL	L-M
	14	BUDDLEJA DAVIDII / BUTTERFLY BUSH	5 GAL	L-M
	11	CERCOCARPUS MONTANUS / ALDERLEAF MOUNTAIN MAHOGANY	5 GAL	VL-L
	43 ⚠1	RHUS AROMATICA `GRO-LOW` / GRO-LOW FRAGRANT SUMAC	5 GAL	L-M
	27	RIBES AUREUM / GOLDEN CURRANT	5 GAL	L-M
	6	ROSA WOODSII / MOUNTAIN ROSE	5 GAL	VL-L
EVERGREEN SHRUBS				
	13	ARTEMISIA TRIDENTATA / BIG SAGEBRUSH	5 GAL	VL-L
	54	BUXUS MICROPHYLLA / LITTLELEAF BOXWOOD	5 GAL	L-M
	16	ERICAMERIA LARICIFOLIA `AGUIRRE` / AGUIRRE TURPENTINE BUSH	5 GAL	VL-L
	10	JUNIPERUS SABINA 'BUFFALO' / BUFFALO JUNIPER	5 GAL	VL-L
	33	MAHONIA AQUIFOLIUM `COMPACTA` / COMPACT OREGON GRAPE	5 GAL	L-M
	18	PINUS MUGO / MUGO PINE	5 GAL	L-M
	4	VAUQUELINIA CALIFORNICA / ARIZONA ROSEWOOD	5 GAL	L-M

LANDSCAPE DATA

				REQUIRED	PROVIDED
AREAS (SF)					
	OPEN SPACE			29,621	48,455
	PONDING AREA			-	5,774
OPEN SPACE PLANTING				REQUIRED	PROVIDED
	TREE	OPEN SPACE	ONE TREE PER 500 SF OF REQUIRED OPEN SPACE	59	59
			MINIMUM 25% EVERGREEN	15	15
		PONDING AREA	ONE TREE PER 500 SF OF PONDING AREA	12	12
			MINIMUM 25% EVERGREEN REQUIRED/PROVIDED	3	7
	SHRUB	OPEN SPACE	TWO SHRUBS PER 500 SF OF REQUIRED OPEN SPACE	118	253 ⚠1
			MINIMUM 25% EVERGREEN	30	156
		PONDING AREA	THREE SHRUBS PER 500 SF OF PONDING AREA	35	35
			MINIMUM 25% EVERGREEN REQUIRED/PROVIDED	9	31
STREET TREE				REQUIRED	PROVIDED
	ONE TREE PER 30 LF ON AVERAGE			-	-
		799	LF	27	27
PARKING LOT				REQUIRED	PROVIDED
	ONE TREE PER 25 LF ON AVERAGE IF ABUTS OR OCCUPIES A STREET YARD			-	-
	MINIMUM 10 SF OF LANDSCAPE AREA PER PARKING SPACE			-	-
		152	PARKING SPACE	1520	12,094
	ONE TREE PER 90 SF OF LANDSCAPE AREA (1920 SF/90)			17	17
COOL SEASON TURF				REQUIRED	PROVIDED
	MAXIMUM 1,000 SQ. FT. OR 3% OF REQUIRED OPEN SPACE (WHICHEVER IS GREATER)			-	945
FENCE/WALL SCREENING				REQUIRED	PROVIDED
	WALLS AND FENCES SHALL BE LANDSCAPED WITH PLANT MATERIAL THAT IS PREDOMINANTLY THORNY OR OTHER BARRIER PLANTINGS THAT WILL COVER A MINIMUM OF 75% OF THE FACE OF THE FENCE OR WALL AT MATURITY			5057	5164
TOTALS				REQUIRED	PROVIDED
	TREES		2" CAL OR 6' HT.	59	71
	SHRUBS		5 GAL	153	279 ⚠1

YELLOWSTONE LANDSCAPE
www.yellowstonelandscape.com
PO Box 10597
Albuquerque, NM 87184
505.898.9615
design@yellowstonelandscape. com

STATE OF NEW MEXICO
CODY McALLEN
650
REGISTERED LANDSCAPE ARCHITECT
12/01/25

Date: 10/14/2025
Revisions:
1 12/01/2025

Drawn by: PL
Reviewed by: CM

AC by Marriott Hotel

1000, 1101 & 1103 Cerrillos Road
Santa Fe, New Mexico

NORTH

Scale: 1" = 20'

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Sheet Title:
Planting Plan Enlargement

Sheet Number:
LP-02

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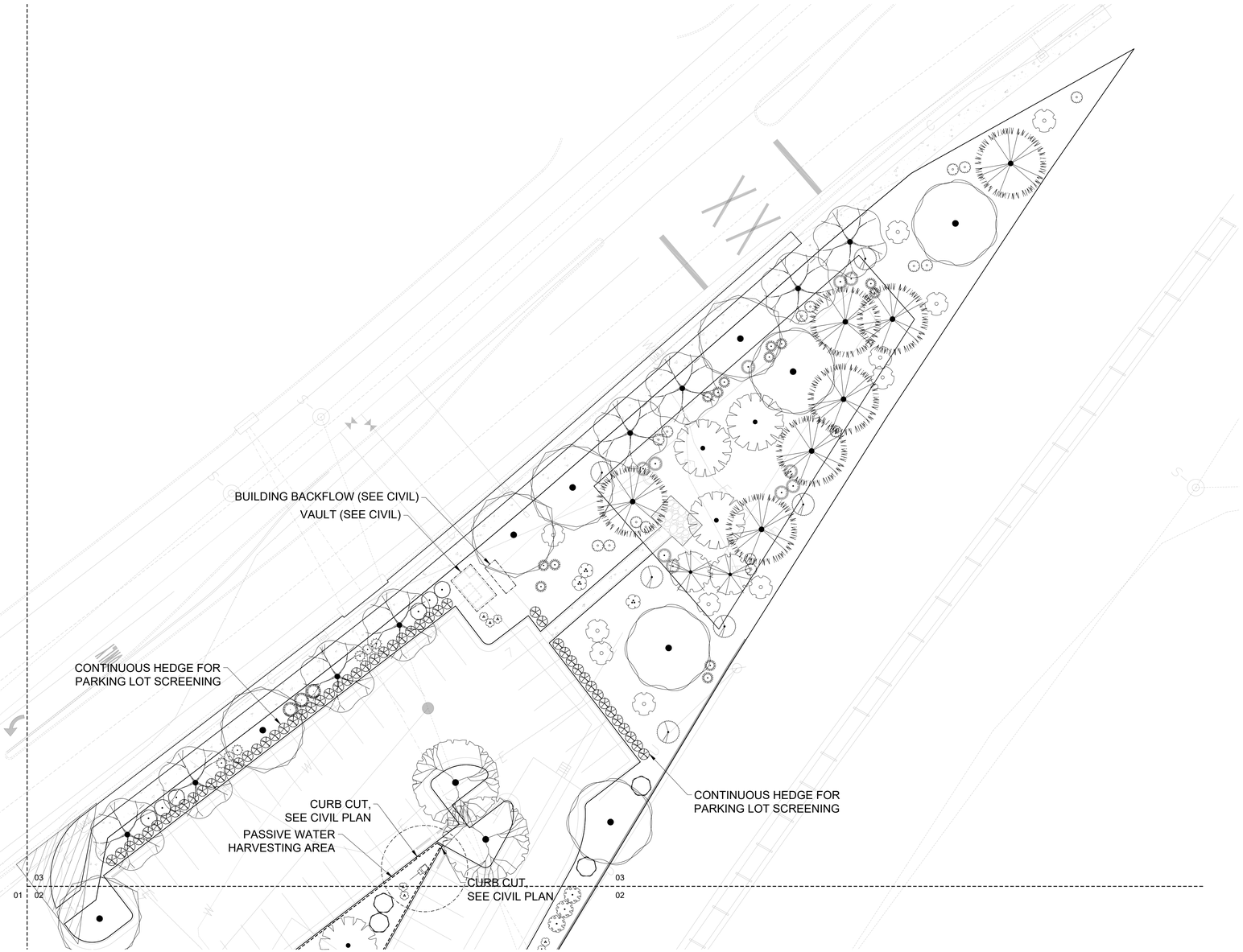

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	WATER
DECIDUOUS TREE				
	12	ACER NEGUNDO `SENSATION` / SENSATION BOX ELDER MAPLE	2" B&B	L-M
	2	CRATAEGUS AMBIGUA / RUSSIAN HAWTHORN	2" B&B	L-M
	3	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	2" B&B	L-M
	4	PRUNUS VIRGINIANA `CANADA RED` / CANADA RED CHOKECHERRY	2" B&B	L-M
	13	ULMUS PARVIFOLIA `ALLEE` / ALLEE® LACEBARK ELM	2" B&B	L-M
	16	ULMUS PROPINQUA `EMERALD SUNSHINE` / EMERALD SUNSHINE ELM	2" B&B	L-M
EVERGREEN TREE				
	6	JUNIPERUS CHINENSIS 'SPARTAN' / SPARTAN JUNIPER	6`	L-M
	8	PINUS NIGRA / AUSTRIAN BLACK PINE	6`	L-M
	7	QUERCUS FUSIFORMIS / ESCARPMENT LIVE OAK	2" B&B	L-M
DESERT ACCENT				
	3	DASYLIRION TEXANUM / TEXAS SOTOL	5 GAL	VL-L
	32	HESPERALOE PARVIFLORA / RED YUCCA	5 GAL	L-M
PERENNIAL				
	4	ACHILLEA X `MOONSHINE` / MOONSHINE YARROW	1 GAL	L-M
	7	GAILLARDIA X GRANDIFLORA / BLANKETFLOWER	1 GAL	L-M
	5	NEPETA X FAASSENII `SELECT BLUE` / CATMINT	1 GAL	L-M
ORNAMENTAL GRASS				
	39	BOUTELOUA GRACILIS `BLONDE AMBITION` / BLONDE AMBITION BLUE GRAMA	1 GAL	L-M
VINE				
	13	LONICERA SEMPERVIRENS `MAJOR WHEELER` / MAJOR WHEELER TRUMPET HONEYSUCKLE	5 GAL	MEDIUM
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EVERGREEN SHRUBS				
	13	ARTEMISIA TRIDENTATA / BIG SAGEBRUSH	5 GAL	VL-L
	54	BUXUS MICROPHYLLA / LITTLELEAF BOXWOOD	5 GAL	L-M
	16	ERICAMERIA LARICIFOLIA `AGUIRRE` / AGUIRRE TURPENTINE BUSH	5 GAL	VL-L
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PARKING LOT				REQUIRED	PROVIDED
	ONE TREE PER 25 LF ON AVERAGE IF ABUTS OR OCCUPIES A STREET YARD			-	-
	MINIMUM 10 SF OF LANDSCAPE AREA PER PARKING SPACE			-	-
		152	PARKING SPACE	1520	12,094
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TOTALS				REQUIRED	PROVIDED
	TREES		2" CAL OR 6' HT.	59	71
	SHRUBS		5 GAL	153	279 ⚠1

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NORTH

Scale: 1" = 20'

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Sheet Title:
Planting Plan Enlargement

Sheet Number:
LP-03

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WATER BUDGET CALCULATIONS

ALL SITE LANDSCAPING

YEAR 1 AND YEAR 2
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 4 RUN TIMES PER WEEK
APPROX. 90 RUN CYCLES PER YEAR

71	TREES	=	426	GALLONS PER RUN CYCLE			
365	SHRUBS	=	730	GALLONS PER RUN CYCLE			
1156	GALLONS PER RUN CYCLE X 90 RUN TIMES	=	104040	GPY	/	0.32	ACRE FT.

SPRAY IRRIGATION TO LAWN

945	SF X 3' PER YEAR	=	21207.27	GPY	/	0.07	ACRE FT.
TOTAL WATER USE PER YEAR		=	125247.27	GPY	/	0.38	ACRE FT.

YEAR 3 AND BEYOND
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 3 RUN TIMES PER WEEK
APPROX. .77 RUN CYCLES PER YEAR

71	TREES	=	426	GALLONS PER RUN CYCLE			
365	SHRUBS	=	730	GALLONS PER RUN CYCLE			
1156	GALLONS PER RUN CYCLE X .77 RUN TIMES	=	89012	GPY	/	0.27	ACRE FT.

SPRAY IRRIGATION TO LAWN

945	SF X 3' PER YEAR	=	21207.27	GPY	/	0.07	ACRE FT.
TOTAL WATER USE PER YEAR		=	110219.27	GPY	/	0.34	ACRE FT.

NOTE: THIS WATER BUDGET IS APPROXIMATE AND IS TO BE USED AS A GUIDELINE AND ADJUSTED ACCORDING TO SITE CONDITIONS

IRRIGATION NOTES

1. A LANDSCAPE IRRIGATION PLAN BY A QUALIFIED IRRIGATION DESIGNER PER COSF CODE CHAPTER 14-8.4(E) WATER HARVESTING AND IRRIGATION STANDARDS AND COSF LANDSCAPE IRRIGATION DESIGN STANDARDS TO BE PROVIDED.
2. PER 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
3. IRRIGATION SYSTEM HAS BEEN DESIGNED TO A MINIMUM DYNAMIC PRESSURE OF 75 PSI AT 50 GPM. IF THE PSI/GPM ARE LOWER THAN 75/50 THE LANDSCAPE ARCHITECT MUST BE NOTIFIED IMMEDIATELY.
4. ALL NEW PLANTINGS TO BE WATERED BY AUTO DRIP IRRIGATION SYSTEM.
5. WATER MANAGEMENT AND THE MAINTENANCE OF THE IRRIGATION SYSTEM IS THE SOLE RESPONSIBILITY OF THE PROPERTY OWNER.
6. THE IRRIGATION SYSTEM SHALL BE CONNECTED TO CITY WATER. THE POINT OF CONNECTION SHALL CONSIST OF A WATER METER, BACKFLOW PREVENTOR, AND MASTER VALVE.
7. USE SIX 2 GPH EMITTERS PER EACH TREE AND TWO 2 GPH EMITTERS PER EACH SHRUB/GROUNDCOVER. USE SIX 2 GPH DRIP EMITTERS PER TREE. IRRIGATION ZONES SHALL BE DESIGNED FOR TREES AND SHRUBS/GROUNDCOVERS.
8. PRESSURE COMPENSATING EMITTERS ARE REQUIRED FOR SYSTEMS WITH LATERAL DISTANCE OF MORE THAN 150 FEET AND ROLLING TERRAIN PER COSF IRRIGATION DESIGN STANDARDS.
9. IRRIGATION ZONES SHALL BE DESIGNED FOR TREES AND SHRUBS/GROUNDCOVERS.
10. INSTALL SLEEVES TWO SIZES LARGER THAN THE SLEEVED PIPE UNDER ALL HARD SURFACES.
11. THE BACKFLOW SIZE AND LOCATION IS ASSUMED ONLY, BASED ON THE LATEST AVAILABLE UTILITY PLAN. GENERAL CONTRACTOR TO PROVIDE THE IRRIGATION WATER STUB OUT AND ELECTRICITY FOR THE HOTBOX.
12. IRRIGATION EQUIPMENT IS SHOWN ON A LARGER SCALE FOR CLARITY. THE PIPE ROUTING ON THE PLAN IS SCHEMATIC AND MAY REQUIRE FIELD ADJUSTMENTS TO AVOID INSTALLING PIPE WITHIN THE ROOT ZONE OF PLANTS OR IN CONFLICT WITH UTILITY EASEMENTS.
13. ALL SLEEVES ARE ASSUMED TO BE PLACED PRIOR HARDSCAPE WITHOUT THE NEED OF BORING.
14. BACKFILL FOR TRENCHES SHALL BE CLEANED OF ALL ROCK AND DEBRIS.
15. THE RP MUST BE INSTALLED A MINIMUM DISTANCE OF FIVE (5) FEET FROM THE METER SERVICE. BACKFLOW PREVENTERS SHALL BE PLACED OUTSIDE OF STREET RIGHT OF WAY. BACKFLOW PREVENTERS SHALL NOT BE LOCATED WITHIN THE PLANTER STRIP WITHOUT WATER DIVISION WRITTEN APPROVAL.
16. MAINLINE & IRRIGATION EQUIPMENT IS SHOWN SCHEMATICALLY AS PLACED IN THE ROAD OR OUTSIDE OF THE LANDSCAPED AREAS FOR CLARITY ONLY. ALL MAINLINE, & IRRIGATION EQUIPMENT IS TO BE PLACED IN THE LANDSCAPE BEDS.
17. BACKFLOW PREVENTER YEARLY TESTING REQUIRED PER IAPMO 603.4.2.
18. 14-8.4(E)(4)(g) PLANTING BEDS SHALL BE SWALED, SLOPED OR RECESSED BELOW GRADE PREVENT FUGITIVE WATER.

Irrigation Schedule

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
18 ADJ 18 FT	RAIN BIRD R-VAN18 - TURF ROTARY 1804-SAM-P45, 13FT.-18FT. 45-270 DEGREES AND 360 DEGREES. HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 4IN. POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR. 1/2IN. NPT FEMALE THREADED INLET.	7
24 ADJ 24 FT	RAIN BIRD R-VAN24 - TURF ROTARY 1804-SAM-P45, 17FT.-24FT. 45-270 DEGREES AND 360 DEGREES. HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 4IN. POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR. 1/2IN. NPT FEMALE THREADED INLET.	2

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	DRIP CONTROL VALVE - SHRUB - L-M RAIN BIRD XCZ-100-PRF, MEDIUM FLOW DRIP CONTROL KIT, 1IN. DV VALVE, 1IN. PRESSURE REGULATING FILTER, 40PSI PRESSURE REGULATOR. 5 GPM-20 GPM.	3
	DRIP CONTROL VALVE - SHRUB - VL-L RAIN BIRD XCZ-100-LC, WIDE FLOW DRIP CONTROL KIT, FOR LIGHT COMMERCIAL USES. 1IN. PEB VALVE, WITH 1IN. PRESSURE REGULATING 40PSI BASKET FILTER. 0.3-20 GPM.	1
	DRIP CONTROL VALVE - TREE - L-M RAIN BIRD XCZ-100-PRF, MEDIUM FLOW DRIP CONTROL KIT, 1IN. DV VALVE, 1IN. PRESSURE REGULATING FILTER, 40PSI PRESSURE REGULATOR. 3 GPM-15 GPM.	3
	TRANSITION FITTING PIPE TRANSITION POINT FROM PVC LATERAL TO DRIP TUBING WITH RISER IN 6IN. DRIP BOX.	3
F	FLUSH CAP NDS CEP900	43
	DRIP EMITTER - SHRUB - L-M (2) RB XB20-PC DRIP EMITTERS	306
	DRIP EMITTER - SHRUB - VL-L (2) RB XB20-PC DRIP EMITTERS	59
	DRIP EMITTER - TREE (6) RB XB20-PC DRIP EMITTERS	71

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	CONTROL VALVE RAIN BIRD PEB. 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
	MAIN SHUT OFF VALVE SPEARS SCH80 PVC COMPACT BALL VALVE	1
MV	MASTER VALVE 1" RAIN BIRD PEB. 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL MASTER VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
BF	REDUCED PRESSURE BACKFLOW PREVENTER 1" FEBCO 825Y	1
C	CONTROLLER - RAIN BIRD ESP-2WIRE 50 STATION 2-WIRE, INDOOR/ OUTDOOR CONTROLLER W/ DECODER AUTO-ADDRESS. FOR RESIDENTIAL OR LIGHT COMMERCIAL USE. LNK WIFI MODULE AND FLOW SENSOR READY. USE WITH 2W-1 SINGLE STATION DECODERS AND STANDARD DIRECT BURIAL WIRE. LOCATION TO BE DETERMINED.	1
FS	FLOW SENSOR CREATIVE SENSOR TECHNOLOGY FSI-T10-001 1IN. PVC TEE TYPE FLOW SENSOR W/SOCKET ENDS, CUSTOM MOUNTING TEE AND ULTRA-LIGHTWEIGHT IMPELLER ENHANCES LOW FLOW MEASUREMENT. 2 WIRE DIGITAL OUTPUT COMPATIBLE W/ALL IRRIGATION CONTROLLERS. FLOW RANGE: .86 GPM - 52 GPM.	1
M	WATER METER 1"	1

IRRIGATION LATERAL LINE: PVC SCHEDULE 40

IRRIGATION LATERAL LINE: A940 DRIP POLYLINE - SHRUB - L-M

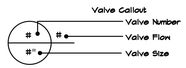
IRRIGATION LATERAL LINE: A940RDS DRIP POLYLINE - TREE

IRRIGATION LATERAL LINE: A940YS DRIP POLYLINE - SHRUB - VL-L

IRRIGATION MAINLINE: PVC SCHEDULE 40

PIPE SLEEVE: PVC CLASS 200 SDR 21

PIPE SLEEVE: PVC CLASS 200 SDR 21 - WIRE



VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM
1	DRIP CONTROL VALVE - SHRUB - VL-L	1"	DRIP EMITTER	3.94
2	DRIP CONTROL VALVE - TREE - L-M	1"	DRIP EMITTER	5.6
3	DRIP CONTROL VALVE - SHRUB - L-M	1"	DRIP EMITTER	4.8
4	CONTROL VALVE	1"	TURF ROTARY	7.88
5	DRIP CONTROL VALVE - SHRUB - L-M	1"	DRIP EMITTER	6.47
6	DRIP CONTROL VALVE - TREE - L-M	1"	DRIP EMITTER	4
7	DRIP CONTROL VALVE - TREE - L-M	1"	DRIP EMITTER	4.6
8	DRIP CONTROL VALVE - SHRUB - L-M	1"	DRIP EMITTER	9.14

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20 0 40 80

Sheet Title:
Irrigation Plan Overall

Sheet Number:
LI-00

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WATER BUDGET CALCULATIONS

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4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 4 RUN TIMES PER WEEK
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365	SHRUBS	=	730	GALLONS PER RUN CYCLE				
1156	GALLONS PER RUN CYCLE X 90 RUN TIMES	=	104040	GPY	/	0.32	ACRE FT.	

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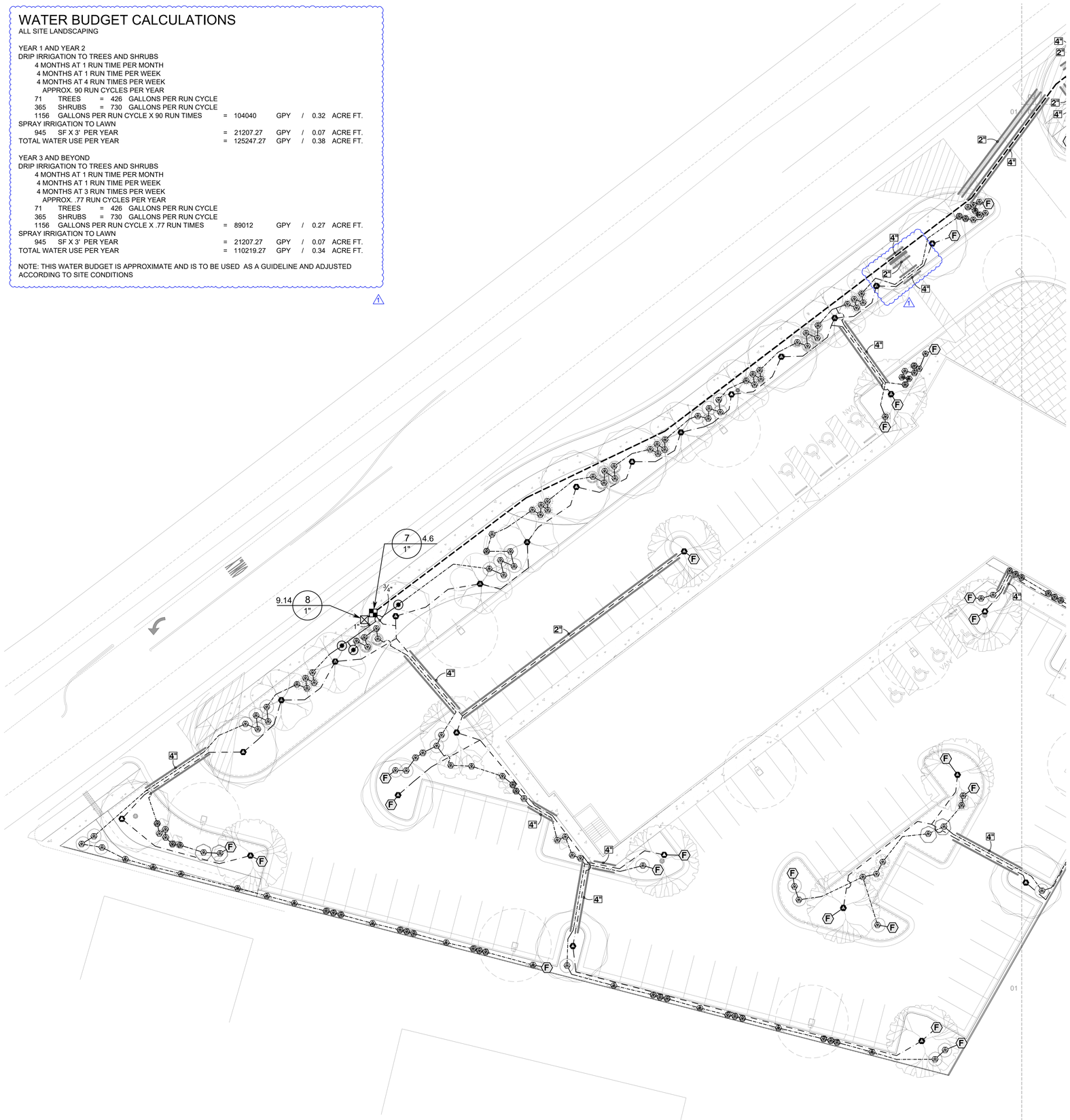

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24 ADJ 24' F	RAIN BIRD R-VAN24 - TURF ROTARY 1804-SAM-P45, 17FT.-24FT. 45-270 DEGREES AND 360 DEGREES. HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 4IN. POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR. 1/2IN. NPT FEMALE THREADED INLET.	2

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
⊠	DRIP CONTROL VALVE - SHRUB - L-M RAIN BIRD XCZ-100-PRF, MEDIUM FLOW DRIP CONTROL KIT, 1IN. DV VALVE, 1IN. PRESSURE REGULATING FILTER, 40PSI PRESSURE REGULATOR. 5 GPM-20 GPM.	3
⊞	DRIP CONTROL VALVE - SHRUB - VL-L RAIN BIRD XCZ-100-LC, WIDE FLOW DRIP CONTROL KIT, FOR LIGHT COMMERCIAL USES. 1IN. PEB VALVE, WITH 1IN. PRESSURE REGULATING 40PSI BASKET FILTER. 0.3-20 GPM.	1
⬛	DRIP CONTROL VALVE - TREE - L-M RAIN BIRD XCZ-100-PRF, MEDIUM FLOW DRIP CONTROL KIT, 1IN. DV VALVE, 1IN. PRESSURE REGULATING FILTER, 40PSI PRESSURE REGULATOR. 3 GPM-15 GPM.	3
⊗	TRANSITION FITTING PIPE TRANSITION POINT FROM PVC LATERAL TO DRIP TUBING WITH RISER IN 6IN. DRIP BOX.	3
F	FLUSH CAP NDS CEP900	43
⊛	DRIP EMITTER - SHRUB - L-M (2) RB XB20-PC DRIP EMITTERS	306
⊛	DRIP EMITTER - SHRUB - VL-L (2) RB XB20-PC DRIP EMITTERS	59
⊛	DRIP EMITTER - TREE (6) RB XB20-PC DRIP EMITTERS	71

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	CONTROL VALVE RAIN BIRD PEB. 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
	MAIN SHUT OFF VALVE SPEARS SCH80 PVC COMPACT BALL VALVE	1
MV	MASTER VALVE 1" RAIN BIRD PEB. 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL MASTER VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
BF	REDUCED PRESSURE BACKFLOW PREVENTER 1" FEBCO 825Y	1
C	CONTROLLER - RAIN BIRD ESP-2WIRE 50 STATION 2-WIRE, INDOOR/ OUTDOOR CONTROLLER W/ DECODER AUTO-ADDRESS. FOR RESIDENTIAL OR LIGHT COMMERCIAL USE. LNK WIFI MODULE AND FLOW SENSOR READY. USE WITH 2W-1 SINGLE STATION DECODERS AND STANDARD DIRECT BURIAL WIRE. LOCATION TO BE DETERMINED.	1
FS	FLOW SENSOR CREATIVE SENSOR TECHNOLOGY FSI-T10-001 1IN. PVC TEE TYPE FLOW SENSOR W/SOCKET ENDS, CUSTOM MOUNTING TEE AND ULTRA-LIGHTWEIGHT IMPELLER ENHANCES LOW FLOW MEASUREMENT. 2 WIRE DIGITAL OUTPUT COMPATIBLE W/ALL IRRIGATION CONTROLLERS. FLOW RANGE: .86 GPM - 52 GPM.	1
M	WATER METER 1"	1

IRRIGATION LATERAL LINE: PVC SCHEDULE 40

IRRIGATION LATERAL LINE: A940 DRIP POLYLINE - SHRUB - L-M

IRRIGATION LATERAL LINE: A940RDS DRIP POLYLINE - TREE

IRRIGATION LATERAL LINE: A940YS DRIP POLYLINE - SHRUB - VL-L

IRRIGATION MAINLINE: PVC SCHEDULE 40

PIPE SLEEVE: PVC CLASS 200 SDR 21

PIPE SLEEVE: PVC CLASS 200 SDR 21 - WIRE

Valve Callout
Valve Number
Valve Flow
Valve Size

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM
1	DRIP CONTROL VALVE - SHRUB - VL-L	1"	DRIP EMITTER	3.94
2	DRIP CONTROL VALVE - TREE - L-M	1"	DRIP EMITTER	5.6
3	DRIP CONTROL VALVE - SHRUB - L-M	1"	DRIP EMITTER	4.8
4	CONTROL VALVE	1"	TURF ROTARY	7.88
5	DRIP CONTROL VALVE - SHRUB - L-M	1"	DRIP EMITTER	6.47
6	DRIP CONTROL VALVE - TREE - L-M	1"	DRIP EMITTER	4
7	DRIP CONTROL VALVE - TREE - L-M	1"	DRIP EMITTER	4.6
8	DRIP CONTROL VALVE - SHRUB - L-M	1"	DRIP EMITTER	9.14

YELLOWSTONE LANDSCAPE
www.yellowstonelandscape.com
PO Box 10597
Albuquerque, NM 87184
505.898.9615
design@yellowstonelandscape. com

STATE OF NEW MEXICO
CODY McNALLEN
660
REGISTERED LANDSCAPE ARCHITECT
12/01/25

Date: 10/14/2025
Revisions:
1 12/01/2025

Drawn by: PL
Reviewed by: CM

AC by Marriott Hotel

1000, 1101 & 1103 Cerrillos Road
Santa Fe, New Mexico

NORTH

Scale: 1" = 20'

10 0 20 40

Sheet Title:
Irrigation Plan Enlargement

Sheet Number:
LI-01

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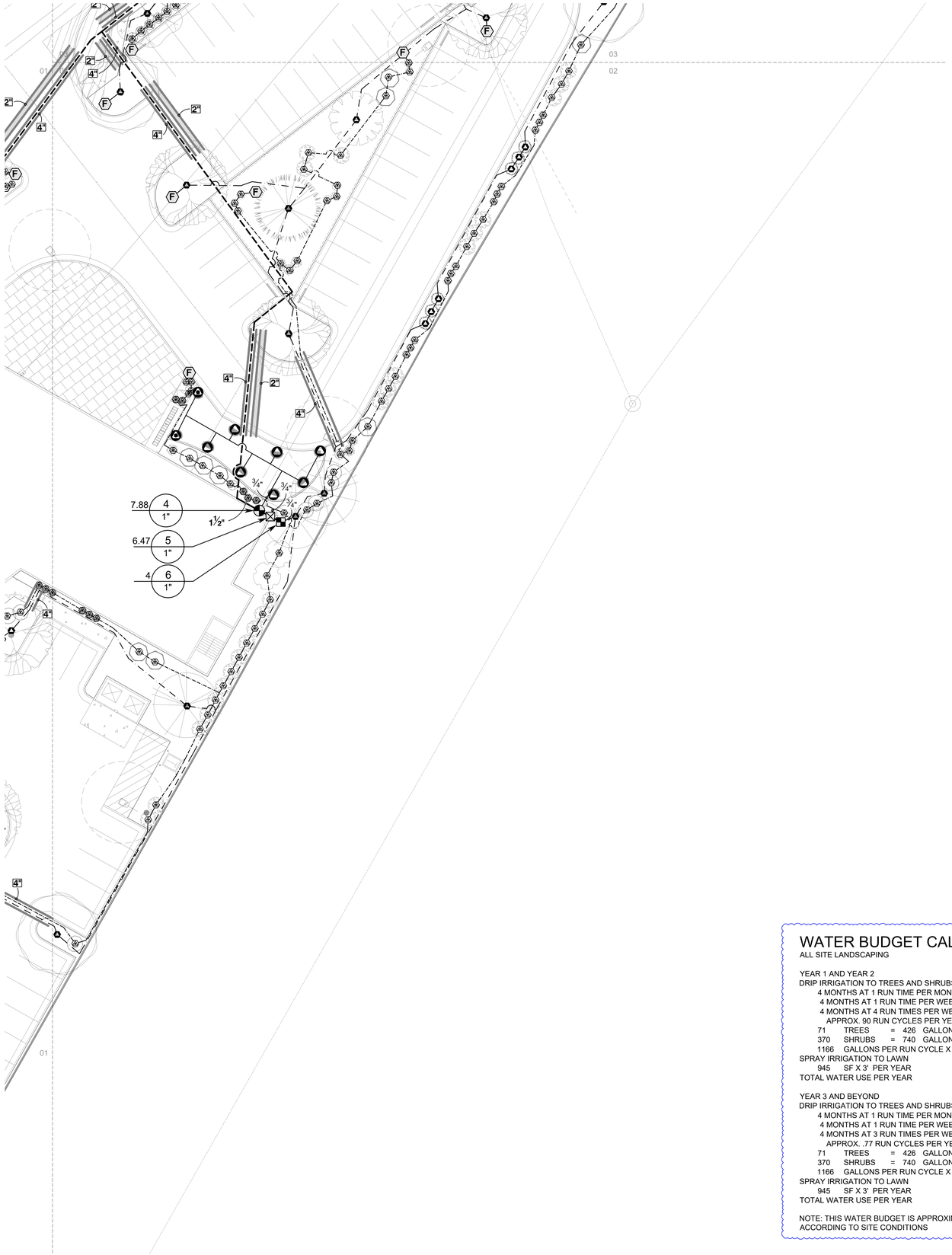
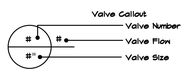


Irrigation Schedule

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
18 ADJ 18 F	RAIN BIRD R-VAN18 - TURF ROTARY 1804-SAM-P45, 13FT.-18FT. 45-270 DEGREES AND 360 DEGREES. HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 4IN. POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR. 1/2IN. NPT FEMALE THREADED INLET.	7
24 ADJ 24 F	RAIN BIRD R-VAN24 - TURF ROTARY 1804-SAM-P45, 17FT.-24FT. 45-270 DEGREES AND 360 DEGREES. HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 4IN. POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR. 1/2IN. NPT FEMALE THREADED INLET.	2

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
⊠	DRIP CONTROL VALVE - SHRUB - L-M RAIN BIRD XCZ-100-PRF, MEDIUM FLOW DRIP CONTROL KIT, 1IN. DV VALVE, 1IN. PRESSURE REGULATING FILTER, 40PSI PRESSURE REGULATOR. 5 GPM-20 GPM.	3
⊞	DRIP CONTROL VALVE - SHRUB - VL-L RAIN BIRD XCZ-100-LC, WIDE FLOW DRIP CONTROL KIT, FOR LIGHT COMMERCIAL USES. 1IN. PEB VALVE, WITH 1IN. PRESSURE REGULATING 40PSI BASKET FILTER. 0.3-20 GPM.	1
⬛	DRIP CONTROL VALVE - TREE - L-M RAIN BIRD XCZ-100-PRF. MEDIUM FLOW DRIP CONTROL KIT, 1IN. DV VALVE, 1IN. PRESSURE REGULATING FILTER, 40PSI PRESSURE REGULATOR. 3 GPM-15 GPM.	3
⊗	TRANSITION FITTING PIPE TRANSITION POINT FROM PVC LATERAL TO DRIP TUBING WITH RISER IN 6IN. DRIP BOX.	3
F	FLUSH CAP NDS CEP900	43
❁	DRIP EMITTER - SHRUB - L-M (2) RB XB20-PC DRIP EMITTERS	306 ⚠1
❁	DRIP EMITTER - SHRUB - VL-L (2) RB XB20-PC DRIP EMITTERS	59
❁	DRIP EMITTER - TREE (6) RB XB20-PC DRIP EMITTERS	71

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
◕	CONTROL VALVE RAIN BIRD PEB. 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
⋈	MAIN SHUT OFF VALVE SPEARS SCH80 PVC COMPACT BALL VALVE	1
MV	MASTER VALVE 1" RAIN BIRD PEB. 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL MASTER VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
BF	REDUCED PRESSURE BACKFLOW PREVENTER 1" FEBCO 825Y	1
C	CONTROLLER - RAIN BIRD ESP-2WIRE 50 STATION 2-WIRE, INDOOR/ OUTDOOR CONTROLLER W/ DECODER AUTO-ADDRESS. FOR RESIDENTIAL OR LIGHT COMMERCIAL USE. LNK WIFI MODULE AND FLOW SENSOR READY. USE WITH 2W-1 SINGLE STATION DECODERS AND STANDARD DIRECT BURIAL WIRE. LOCATION TO BE DETERMINED.	1
FS	FLOW SENSOR CREATIVE SENSOR TECHNOLOGY FSI-T10-001 1IN. PVC TEE TYPE FLOW SENSOR W/SOCKET ENDS, CUSTOM MOUNTING TEE AND ULTRA-LIGHTWEIGHT IMPELLER ENHANCES LOW FLOW MEASUREMENT. 2 WIRE DIGITAL OUTPUT COMPATIBLE W/ALL IRRIGATION CONTROLLERS. FLOW RANGE: .86 GPM - 52 GPM.	1
M	WATER METER 1"	1
———	IRRIGATION LATERAL LINE: PVC SCHEDULE 40	
- - - - -	IRRIGATION LATERAL LINE: A940 DRIP POLYLINE - SHRUB - L-M	
— — — —	IRRIGATION LATERAL LINE: A940RDS DRIP POLYLINE - TREE	
—·—·—	IRRIGATION LATERAL LINE: A940YS DRIP POLYLINE - SHRUB - VL-L	
— — — —	IRRIGATION MAINLINE: PVC SCHEDULE 40	
═══	PIPE SLEEVE: PVC CLASS 200 SDR 21	
═══	PIPE SLEEVE: PVC CLASS 200 SDR 21 - WIRE	



WATER BUDGET CALCULATIONS

ALL SITE LANDSCAPING

YEAR 1 AND YEAR 2
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 4 RUN TIMES PER WEEK
APPROX. 90 RUN CYCLES PER YEAR

71	TREES	=	426	GALLONS PER RUN CYCLE			
370	SHRUBS	=	740	GALLONS PER RUN CYCLE			
1166	GALLONS PER RUN CYCLE X 90 RUN TIMES	=	104940	GPY	/ 0.32	ACRE FT.	

SPRAY IRRIGATION TO LAWN

945	SF X 3' PER YEAR	=	21207.27	GPY	/ 0.07	ACRE FT.	
TOTAL WATER USE PER YEAR		=	126147.27	GPY	/ 0.39	ACRE FT.	

YEAR 3 AND BEYOND
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
4 MONTHS AT 3 RUN TIMES PER WEEK
APPROX. .77 RUN CYCLES PER YEAR

71	TREES	=	426	GALLONS PER RUN CYCLE			
370	SHRUBS	=	740	GALLONS PER RUN CYCLE			
1166	GALLONS PER RUN CYCLE X .77 RUN TIMES	=	89782	GPY	/ 0.28	ACRE FT.	

SPRAY IRRIGATION TO LAWN

945	SF X 3' PER YEAR	=	21207.27	GPY	/ 0.07	ACRE FT.	
TOTAL WATER USE PER YEAR		=	110989.27	GPY	/ 0.34	ACRE FT.	

NOTE: THIS WATER BUDGET IS APPROXIMATE AND IS TO BE USED AS A GUIDELINE AND ADJUSTED ACCORDING TO SITE CONDITIONS

⚠1

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM
1	DRIP CONTROL VALVE - SHRUB - VL-L	1"	DRIP EMITTER	3.94
2	DRIP CONTROL VALVE - TREE - L-M	1"	DRIP EMITTER	5.6
3	DRIP CONTROL VALVE - SHRUB - L-M	1"	DRIP EMITTER	4.8
4	CONTROL VALVE	1"	TURF ROTARY	7.88
5	DRIP CONTROL VALVE - SHRUB - L-M	1"	DRIP EMITTER	6.47
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12/01/25

Date: 10/14/2025
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AC by Marriott Hotel

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NORTH

Scale: 1" = 20'

10 0 20 40

Sheet Title:
Irrigation Plan Enlargement

Sheet Number:
LI-02

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WATER BUDGET CALCULATIONS

ALL SITE LANDSCAPING

YEAR 1 AND YEAR 2
DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
4 MONTHS AT 1 RUN TIME PER WEEK
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APPROX. 90 RUN CYCLES PER YEAR

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DRIP IRRIGATION TO TREES AND SHRUBS
4 MONTHS AT 1 RUN TIME PER MONTH
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APPROX. .77 RUN CYCLES PER YEAR

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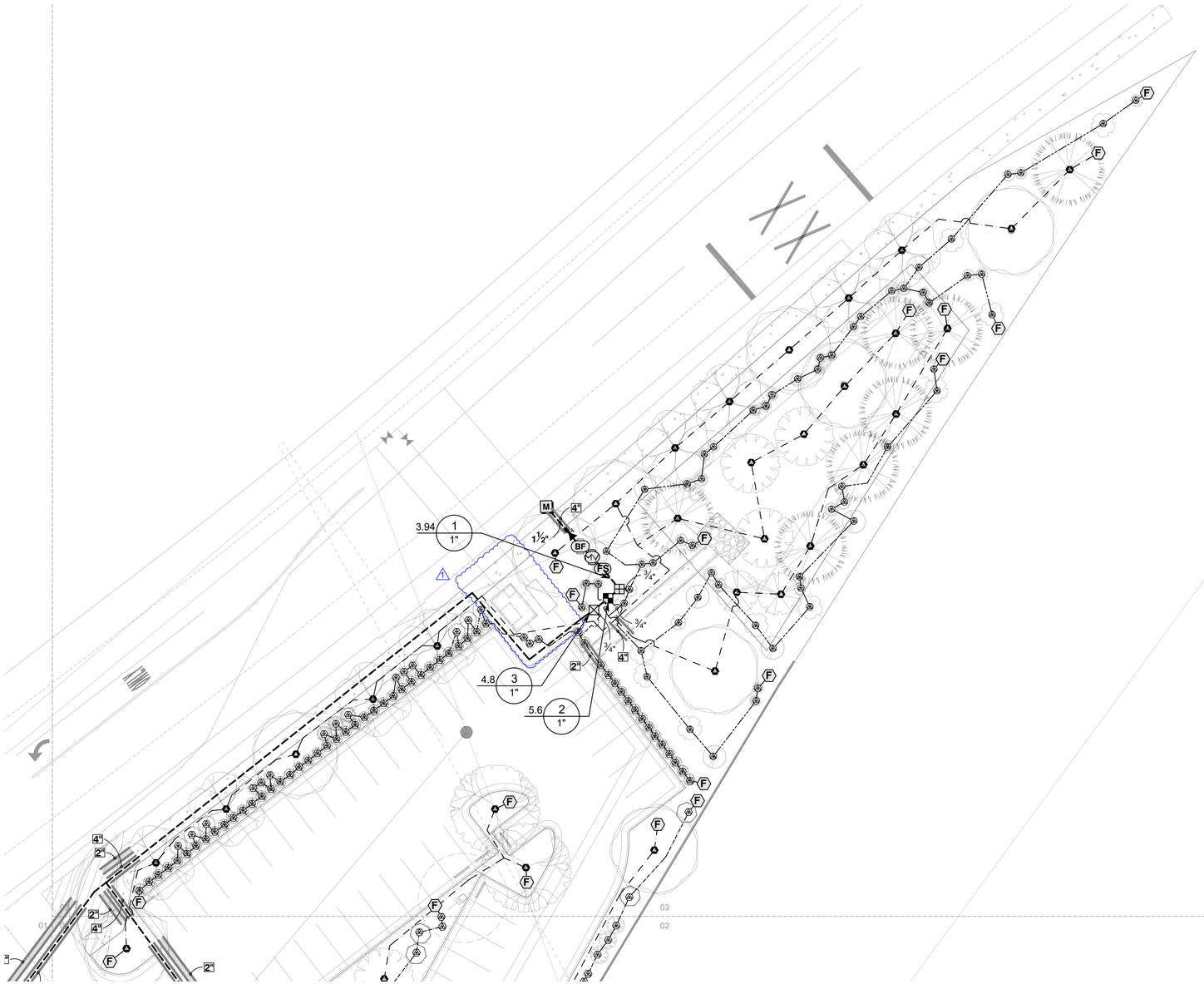

Irrigation Schedule

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
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24 ADJ 24 F	RAIN BIRD R-VAN24 - TURF ROTARY 1804-SAM-P45, 17FT.-24FT. 45-270 DEGREES AND 360 DEGREES. HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 4IN. POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR. 1/2IN. NPT FEMALE THREADED INLET.	2

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	DRIP CONTROL VALVE - SHRUB - L-M RAIN BIRD XCZ-100-PRF, MEDIUM FLOW DRIP CONTROL KIT, 1IN. DV VALVE, 1IN. PRESSURE REGULATING FILTER, 40PSI PRESSURE REGULATOR. 5 GPM-20 GPM.	3
	DRIP CONTROL VALVE - SHRUB - VL-L RAIN BIRD XCZ-100-LC, WIDE FLOW DRIP CONTROL KIT, FOR LIGHT COMMERCIAL USES. 1IN. PEB VALVE, WITH 1IN. PRESSURE REGULATING 40PSI BASKET FILTER. 0.3-20 GPM.	1
	DRIP CONTROL VALVE - TREE - L-M RAIN BIRD XCZ-100-PRF, MEDIUM FLOW DRIP CONTROL KIT, 1IN. DV VALVE, 1IN. PRESSURE REGULATING FILTER, 40PSI PRESSURE REGULATOR. 3 GPM-15 GPM.	3
	TRANSITION FITTING PIPE TRANSITION POINT FROM PVC LATERAL TO DRIP TUBING WITH RISER IN 6IN. DRIP BOX.	3
F	FLUSH CAP NDS CEP900	43
	DRIP EMITTER - SHRUB - L-M (2) RB XB20-PC DRIP EMITTERS	306 ⚠1
	DRIP EMITTER - SHRUB - VL-L (2) RB XB20-PC DRIP EMITTERS	59
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MV	MASTER VALVE 1" RAIN BIRD PEB. 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL MASTER VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
BF	REDUCED PRESSURE BACKFLOW PREVENTER 1" FEBCO 825Y	1
C	CONTROLLER - RAIN BIRD ESP-2WIRE 50 STATION 2-WIRE, INDOOR/ OUTDOOR CONTROLLER W/ DECODER AUTO-ADDRESS. FOR RESIDENTIAL OR LIGHT COMMERCIAL USE. LNK WIFI MODULE AND FLOW SENSOR READY. USE WITH 2W-1 SINGLE STATION DECODERS AND STANDARD DIRECT BURIAL WIRE. LOCATION TO BE DETERMINED.	1
FS	FLOW SENSOR CREATIVE SENSOR TECHNOLOGY FSI-T10-001 1IN. PVC TEE TYPE FLOW SENSOR W/SOCKET ENDS, CUSTOM MOUNTING TEE AND ULTRA-LIGHTWEIGHT IMPELLER ENHANCES LOW FLOW MEASUREMENT. 2 WIRE DIGITAL OUTPUT COMPATIBLE W/ALL IRRIGATION CONTROLLERS. FLOW RANGE: .86 GPM - 52 GPM.	1
M	WATER METER 1"	1
	IRRIGATION LATERAL LINE: PVC SCHEDULE 40	
	IRRIGATION LATERAL LINE: A940 DRIP POLYLINE - SHRUB - L-M	
	IRRIGATION LATERAL LINE: A940RDS DRIP POLYLINE - TREE	
	IRRIGATION LATERAL LINE: A940YS DRIP POLYLINE - SHRUB - VL-L	
	IRRIGATION MAINLINE: PVC SCHEDULE 40	
	PIPE SLEEVE: PVC CLASS 200 SDR 21	
	PIPE SLEEVE: PVC CLASS 200 SDR 21 - WIRE	

Valve Callout
Valve Number
Valve Flow
Valve Size

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM
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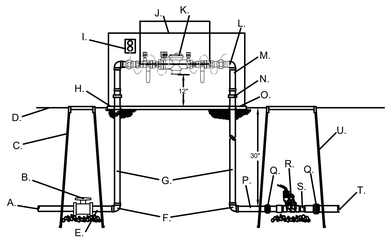
NORTH

Scale: 1" = 20'

10 0 20 40

Sheet Title:
Irrigation Plan Enlargement

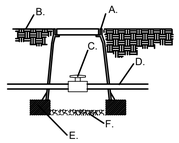
Sheet Number:
LI-03



A. IRRIGATION SUPPLY LINE
B. SCH. 80 UTILITY BALL VALVE
C. APPLIED ENGINEERING PRODUCTS 910 ROUND VALVE BOX WITH EXTENSIONS AS NEEDED
D. FINISH GRADE
E. SCH. 80 NIPPLE
F. GAL. 90°
G. GAL. 30" NIPPLE
H. 4" THICK CONCRETE PAD (6" WIDER THAN ASSEMBLY ON ALL SIDES)
I. OUTLET FOR HEAT TAPE PROVIDED BY OTHERS
J. HOT BOX (HEATED ENCLOSURE)
K. REDUCED PRESSURE BACKFLOW PREVENTER
L. GAL. STREET 90°
M. GAL. NIPPLE (TYP.)
N. GAL. UNION (TYP.)
O. PVC SLEEVE THROUGH CONCRETE (TYP.)
P. SCH. 80 NIPPLE
Q. SCH. 80 TRUE UNION
R. MASTER VALVE
S. SLIP X THREAD MALE ADAPTER
T. SCH. 40 PVC MASTERLINE
U. APPLIED ENGINEERING PRODUCTS 1320 VALVE BOX WITH EXTENSIONS AS NEEDED

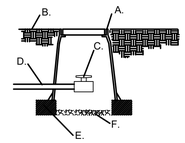
NOTE: INSTALL BACKFLOW PREVENTER AS REQUIRED BY LOCAL CODES AND HEALTH DEPARTMENT. VERIFY LOCAL REQUIREMENTS PRIOR TO INSTALLATION.

1 RP BACKFLOW/MASTER VALVE DETAIL
N.T.S.



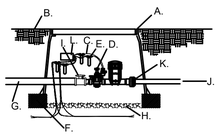
A. APPLIED ENGINEERING PRODUCTS 910 ROUND VALVE BOX WITH EXTENSIONS AS NEEDED
B. FINISH GRADE
C. SCH. 80 UTILITY BALL VALVE
D. MAINLINE/24" BURY
E. 8" X 8" X 16" CMU CONCRETE BLOCK
F. 4" LAYER OF 3/4" GRAVEL

2 MAINLINE ISOLATION VALVE DETAIL
N.T.S.



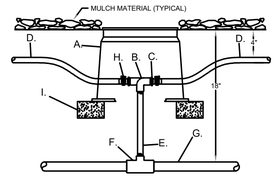
A. APPLIED ENGINEERING PRODUCTS 910 ROUND VALVE BOX WITH EXTENSIONS AS NEEDED
B. FINISH GRADE
C. SCH. 80 UTILITY BALL VALVE
D. MAINLINE/24" BURY
E. 8" X 8" X 16" CMU CONCRETE BLOCK
F. 3/4" GRAVEL SUMP UNDER MANUAL DRAIN TO BE A MINIMUM OF 12" DEEP

3 MANUAL DRAIN VALVE DETAIL
N.T.S.



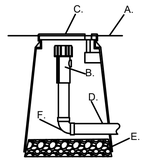
A. APPLIED ENGINEERING PRODUCTS 1320 VALVE BOX WITH EXTENSIONS AS NEEDED
B. FINISH GRADE
C. SOLENOID WIRE
D. RAIN BIRD XCZ CONTROL ZONE KIT WITH BASKET FILTER, SEE SCHEDULE.
E. DRY SPLICE CONNECTOR OR EQUAL
F. 8" X 8" X 16" CMU CONCRETE BLOCK
G. MASTERLINE/24" BURY
H. 4" LAYER OF 3/4" GRAVEL
I. SCH. 80 TRUE UNION BALL VALVE
J. LATERAL LINE. SEE PLAN.
K. SCH. 80 UNION
L. FIELD DECODER, SEE SCHEDULE.

4 DRIP VALVE WITH FILTER & PRESSURE REGULATOR FOR 2-WIRE IRRIGATION
N.T.S.



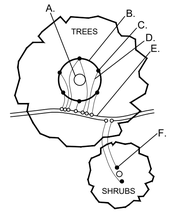
A. 6" ROUND BOX WITH LID
B. SCH.40 PVC THREADED TEE OR THREADED ELL (REFER TO PLAN) - 3/4"
C. BARBED DRIP INSERT FITTING (TYPICAL) (3/4" MIPT x 3/4" BARB)
D. 3/4" POLY DRIP TUBING - MAXIMUM RUN OF 150' IN EACH DIRECTION
E. SCH.80 PVC NIPPLE - 3/4" x 6" (OR LENGTH AS REQUIRED)
F. SCH.40 PVC LATERAL FITTING WITH 3/4" THREADED OUTLET (SEE PLAN FOR SIZE)
G. LATERAL PIPING (SEE PLAN FOR SIZE AND TYPE)
H. 1" STAINLESS STEEL HOSE CLAMP (TYPICAL) - SECURE TUBING TO INSERT FITTING
I. SOLID BRICK (2 BRICKS REQUIRED)

5 PVC TO POLY TRANSITION
N.T.S.



A. FINISH GRADE
B. END FLUSH CAP
C. 6" ROUND BOX WITH LID
D. 3/4" POLY DRIP PIPE
E. 2" DEPTH OF GRAVEL
F. 90° FITTING

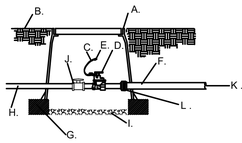
6 END FLUSH CAP
N.T.S.



A. TREE TRUNK/ ROOT CROWN
B. 24" CIRCLE FROM TRUNK
C. EMITTERS
D. 1/4" DISTRIBUTION LINE
E. 3/4" POLYETHYLENE DRIPLINE
F. EMITTER PLACED AT THE EDGE OF THE ROOT BALL

NOTE:INSTALL EMITTERS ABOVE THE ROOT BALL IF PLANT IS INSTALLED ON A SLOPE.

7 EMITTER PLACEMENT DETAIL
N.T.S.

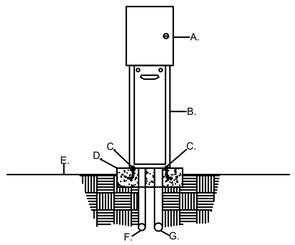


A. APPLIED ENGINEERING PRODUCTS 1320 VALVE BOX WITH EXTENSIONS AS NEEDED
B. FINISH GRADE
C. 24" WIRE LOOP
D. AUTOMATIC VALVE, SEE IRRIGATION LEGEND
E. DRY SPLICE CONNECTOR OR EQUAL
F. LATERAL LINE/24" BURY
G. 8" X 8" X 16" CMU CONCRETE BLOCK
H. MASTERLINE/24" BURY
I. 4" LAYER OF 3/4" GRAVEL
J. SCH. 80 TRUE UNION BALL VALVE
K. SCH. 40 PVC LATERAL LINE
L. SCH. 80 UNION

8 AUTOMATIC VALVE
N.T.S.

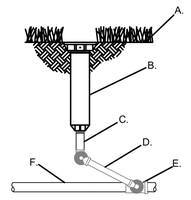
A. PVC IRRIGATION MAINLINE, SEE PLAN.
B. WATERPROOF CONNECTIONS.
C. APPLIED ENGINEERING PRODUCTS MODEL 1320 VALVE BOX WITH EXTENSIONS AS REQUIRED AND FLUSH BOLT-DOWN COVER.
D. SHIELDED CABLE CONNECTED TO IRRIGATION CONTROLLER - SEE IRRIGATION LEGEND.
E. FLOW SENSOR - SEE IRRIGATION LEGEND.
F. SIZE OR DIRECTION CHANGE AT DISTANCE EQUAL TO 10X PIPE DIAMETER FROM FLOW SENSOR.
G. SIZE OR DIRECTION CHANGE AT DISTANCE EQUAL TO 5X PIPE DIAMETER FROM FLOW SENSOR.
H. 1" DIAMETER WASHED ROCK, 8" DEPTH.
I. 8"X8"X16" SOLID CMU BLOCK - 4 PER VALVE BOX.

9 FLOW SENSOR
N.T.S.



A. AUTOMATIC CONTROLLER, SEE IRRIGATION LEGEND
B. PEDESTAL (SAME AS CONTROLLER MANUFACTURER)
C. 1/2' X 6" ANCHOR BOLTS, FOUR PER PEDESTAL
D. 3000 PSI CONCRETE PAD, 18" X 24" X 8" THICK
E. FINISH GRADE
F. 3/4" RIGID PVC SWEEP ELL (120 VOLT WIRE)
G. 2" RIGID PVC SWEEP ELL (24 VOLT WIRE)

10 PEDESTAL MOUNTED AUTOMATIC CONTROLLER
N.T.S.



A. FINISH GRADE
B. SEE PLAN FOR HEAD TYPE
C. PVC SCH.40 NIPPLE
D. HUNTER SWING JOINT
E. PVC SCH.40 TEE
F. PVC LATERAL LINE

11 ROTOR/ROTARY HEAD
N.T.S.

YELLOWSTONE LANDSCAPE
www.yellowstonelandscape.com
PO Box 10597
Albuquerque, NM 87184
505.898.9615
design@yellowstonelandscape. com

STATE OF NEW MEXICO
CODY McNALLEN
650
REGISTERED LANDSCAPE ARCHITECT
12/01/25

Date: 10/14/2025
Revisions:
1 12/01/2025

Drawn by: PL
Reviewed by: CM

AC by Marriott Hotel
1000, 1101 & 1103 Cerrillos Road
Santa Fe, New Mexico

Sheet Title:
Irrigation Details

Sheet Number:
LI-04

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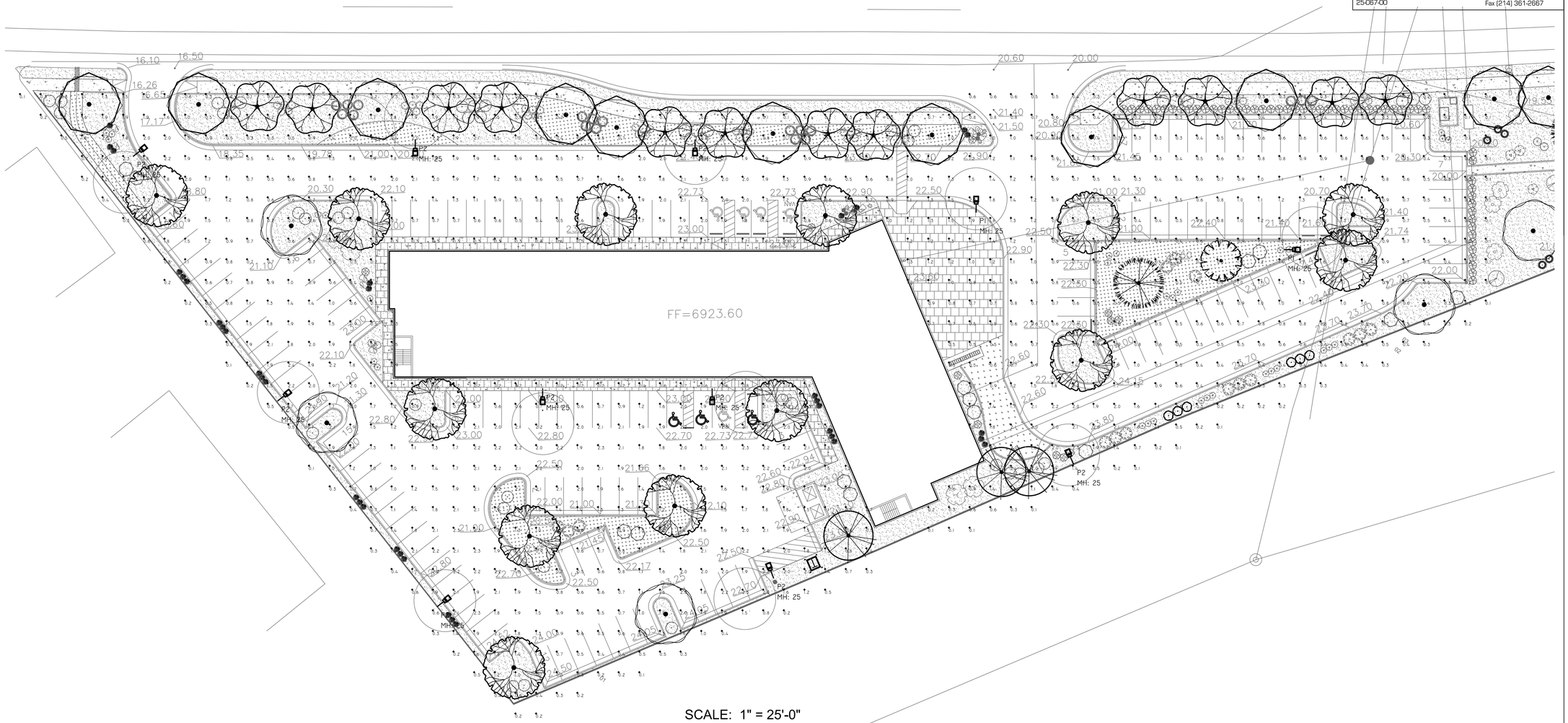
BLUM CONSULTING ENGINEERS, INC.
12790 Merit Drive, Suite 700
Dallas, Texas 75251
www.blumeng.com
JOB NO. 25-087-00
(214) 373-8222
Fax (214) 361-2667

5GSTUDIO COLLABORATIVE



SCALE: 1" = 25'-0"

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Calc Ht.
SITE	Illuminance	Fc	1.00	2.4	0.1	10.00	24.00	0

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Manufacturer	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	2	P1	Single	GALN-SA3B-740-U-SWQ	COOPER LIGHTING SOLUTIONS - McGRAW-EDISON (FORMERLY EATON)	0.912	17778	121	242
	9	P2	Single	GALN-SA3B-740-U-T4W-HSS	COOPER LIGHTING SOLUTIONS - McGRAW-EDISON (FORMERLY EATON)	0.912	12288	121	1089

Average Maintained Horizontal Footcandles at Grade		Maximum Illuminance	Pattern Style
Area	Commercial	Commercial	
Sidewalks	1.0	1.9	
Pedestrian Area	2.0	3.5	
Parking Lots	1.0	2.3	
Building Entrances	5.0	6.5	
Building Grounds	1.0	2.4	
Public Spaces	3.0	n/a	
The maximum illumination at any point shall not exceed the allowed average by more than 1.5 footcandles			

OUR PHOTOMETRICS ARE MOSTLY SIDEWALKS/PARKING LOTS/BUILDING GROUNDS WHICH ARE THE SAME PHOTOMETRIC ALLOWANCES SO WE HAVE ELECTED TO HAVE NO PATTERN STYLE FOR THESE SPACES.

OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
JenkinsGavin
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
(505-820-7444 Jennifer Jenkins)

LANDSCAPE ARCHITECT
Yellowstone Landscape
7525 Second Street NW
Albuquerque, New Mexico 87107
(505-998-9615 Cody McNallen)

MEP
Blum Consulting Engineers, Inc.
12790 Merit Drive, Building 9, Suite 700
Dallas, Texas 75251
(214-373-8222 Jake Musick)

REV.	DATE	ISSUE TITLE
	10/14/25	DEVELOPMENT PLAN

SCOTT SWAN
NEW MEXICO
22823
PROFESSIONAL ENGINEER

10.14.25

AC BY MARRIOTT HOTEL
DEVELOPMENT PLAN
1000, 1101 & 1103 CERRILLOS RD
SANTA FE, NM 87505

PHOTOMETRIC SITE PLAN

250008
PROJECT NUMBER

E1.00
SHEET NUMBER

Cooper Poles

Square Straight Steel Anchor Bolt Construction – SSS-AB

Ordering Information

Sample Number: SSS-20-4-11-AB-N4-BK

Domestic Preference	Product Family	Mounting Height(ft) [11]	Shaft Size-Wall Thickness	Installation Type
Blank = None **BABA** = Build America, Buy America funding [1]	**SSS** = Square Straight Steel	**5** = 5' **10** = 10' **12** = 12' **14** = 14' **15** = 15' **16** = 16' **18** = 18' **20** = 20' **22** = 22' **25** = 25' **27** = 27' **28** = 28' **30** = 30' **35** = 35' **37** = 37' **39** = 39'	**4-11** = 4", 11ga (.120")[14] **4-7** = 4", 7ga (.187") [1] **5-11** = 5", 11ga (.120") [1] **5-7** = 5", 7ga (.188") **5-3** = 5", 3ga (.250") **6-11** = 6", 11ga (.120") **6-7** = 6", 7ga (.188") **6-3** = 6", 3ga (.250")	**AB** = Anchor Base Installation

Mounting Types	Pre-Finish	Finish	Options (Add as Suffix)
[blank] = no mounting defined **T23S** = 2-3/8" OD x 4" long tenon **T23L** = 2-3/8" OD x 6" long tenon **T300** = 3" OD x 4" long tenon **T350** = 3-1/2" OD x 5" long tenon **T40S** = 4" OD x 6" long tenon **T40L** = 4" OD x 10" long tenon **M1** = Single M-drilling **M2** = M-drilling, 2 at 180° **M3** = M-drilling, 3 at 90° **M4** = M-drilling, 4 at 90° **M5** = M-drilling, 2 at 90° **N1** = Single N-drilling **N2** = N-drilling, 2 at 180° **N3** = N-drilling, 3 at 90° **N4** = N-drilling, 4 at 90° **N5** = N-drilling, 2 at 90° **S13** = CLS Simplex fitting for 13" rise to support 2" arm [8] **S15** = CLS Simplex fitting for 15" rise to support 2.5" arm [8] **S19** = CLS Simplex fitting for 19" rise to support 4" arm [8] **S24** = CLS Simplex fitting for 24" rise to support 6" arm [8] **S30** = CLS Simplex fitting for 30" rise to support 7.5" arm [8] **S(ABCD)[x]** = simplex fitting mounted at custom location [6,7,15]	**[blank]** = none [9] **GV** = Galvanized [10]	**[blank]** = none [9] **WTB** = Summit White, smooth **WHT** = New White, textured **WH** = New White, smooth **TWS** = True White, smooth **BZ** = Bronze, smooth **BZT** = Bronze, textured **CB** = Carbon Bronze **DP** = Dark Platinum **GN** = Hartford Green **VGS** = Verde Green, smooth **VGT** = Verde Green, textured **SY** = Silver **GM** = Graphite Metallic **AP** = Grey **APT** = Grey, textured **BK** = Black, smooth **BT** = Black, textured **XX** = Custom color [16] **RALxxxx** = RAL####, smooth or textured [16]	**CO/[ABCD][x]** = Convenience Outlet less electrical [11,13] **ECO/[ABCD][x]** = Convenience Outlet with 20A GFCI plug 125V AC and in-use electrical cover (in hardware kit) [11,13] **ITC050/[ABCD][x]** = 1/2" coupling - internal thread [11,13] **ITC075/[ABCD][x]** = 3/4" coupling - internal thread [11,13] **ITC100/[ABCD][x]** = 1" coupling - internal thread [11,13] **ITC125/[ABCD][x]** = 1-1/4" coupling - internal thread [11,13] **ITC150/[ABCD][x]** = 1-1/2" coupling - internal thread [11,13] **ITC200/[ABCD][x]** = 2" coupling - internal thread [11,13] **ETC050/[ABCD][x]** = 1/2" coupling - external thread [11,13] **ETC075/[ABCD][x]** = 3/4" coupling - external thread [11,13] **ETC100/[ABCD][x]** = 1" coupling - external thread [11,13] **ETC125/[ABCD][x]** = 1-1/4" coupling - external thread [11,13] **ETC150/[ABCD][x]** = 1-1/2" coupling - external thread [11,13] **ETC200/[ABCD][x]** = 2" coupling - external thread [11,13] **EHH/[ABCD][x]** = Extra Handhole with grounding provision [11] **VDP** = Vibration Dampener - Factory Installed for 2nd mode vibration **INT** = Interior coating (8 feet from base inside pole; 3 mils of epoxy or "tar") **ABS** = ABS Base Cover & handhole cover (black, bronze, or white - closest match to chosen finish) **TR** = Tamper Resistant handhole cover(s) **CMB-A/[ABCD][x]** = Camera Mounting Bracket "A" with 1/2" hole [11] **BMODxxxx** = Base Modification (where xxxx is reference number) [16] **UL** = UL listed with label (includes NEC) **CSA** = CSA listed with label **DP1** = DuraPro Level 1 extended corrosion resistance premium finish **DP3** = DuraPro Level 3 extended corrosion resistance premium pre-treatment & finish [14] **LAB** = Less Anchor Bolts and template **EAB** = Anchor Bolts and Template Shipped Early

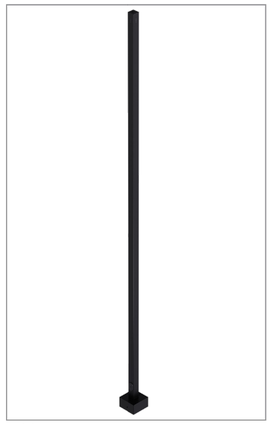
NOTES:
1. Only product configurations with this prefix are built to be compliant with the Buy American Act of 1933 (BAA) or the Buy America Build America Act (BABA). BABA is the minimum government compliance requirement for the Buy America Build America standards which is part of the Infrastructure and Investment Jobs Act (IIJA). Individual government agencies may have more stringent compliance standards. Please refer to the DOMESTIC PREFERENCES website or consult the CLS Domestic Preferences team for more information. Components shipped separately may be separately analyzed under domestic preference requirements.
6. Up to 30' mounting height
7. Up to 35' mounting height
8. CLS Simplex arm ordered separately. See page 4 for details.
9. Available only with galvanized pre-finish.
10. Requires approval. Additional lead times may apply
11. Specify quadrant A, B, C, or D using mounting details, pg. 3. Specify height [x] in inches (min = 12" above base. Max = 6" below pole mounting height). Consult factory for exceptions
12. When location not specified by "[ABCD][x]", the default location will be A48 (same side as handhole, 4-feet from base).
13. Specify each one required, maximum of 4, with it's [ABCD][x] location.
14. Requires -GV = Galvanization option.
15. Refer to EPA tables for published size, lengths, and wall thicknesses. Shorter length available in 1/2-foot increments.

Accessories (Order Separately) [1]

BCP-SSS-xxxxxx = premium 2pc metal base cover [1]
HCP-SSS-xxxxxx = premium metal handhole cover [1]
BCABS-SSS-xxxxxx = 2pc ABS base cover (BK, BZ, or WH finish) [1]
HCABS-SSS-xxxxxx = ABS handhole cover (BK, BZ, or WH finish) [1]
VDF-SSS-xx = vibration dampener [1]
ABKIT-SSS-xxxxx-STD = Anchor Bolt Kit and template [4]
PTC-SSS-xxxxx = Pole cap assembly, ABS smooth black [4]
GRD-KIT = Electrical grounding kit
DRL-PLUG-KIT-xxxx = drill plugs, painted to match pole finish [1]

NOTES:
1. 'ABI' SABA' as prefix for BABA-compliant accessories
2. xxxxxx = shaft size,wall thickness, and finish (ex. BCP-SSS-4-11-GM or BCABS-SSS-4-11-BZ)
3. xx = mounting height (ex. VDF-SSS-20)
4. xxxx = shaft size and wall thickness (ex. ABKIT-SSS-4-11-STD, PTC-SSS-4-11)
5. xxxx = Drill pattern and finish (ex. DRL-PLUG-KIT-N4-BZ)

Project		Catalog #		Type	
Prepared by		Notes		Date	



Cooper Poles

Square Straight Steel - SSS

Anchor Base Installation

Product Certifications & Features

Base Cover

- 2-piece metal cover, painted to match pole
- Optional ABS cover, 3 basic finishes
- Corrosion resistant hardware

Handhole

- Handhole Assembly, 3"x5", 14" minimum above base
- Grounding provision Included
- Extra handhole locations available
- Metal handhole cover, painted to match pole
- Optional ABS Handhole cover, 3 basic finishes
- Corrosion resistant hardware
- Optional vandal resistant mechanism

Finish

BK - Black, Smooth | BZ - Bronze, Smooth

Featured Colors

- Highly durable TGIC polyester powder paint
- ASTM D3359 5B classification
- Optional hot-dipped galvanized pre-treat
- 10+ colors, custom finishes available

Domestic Preferences

BABA option supports both the USA Buy America (BAA) and Infrastructure Investment and Jobs Act (IIJA) domestic preference procurement requirements.

Quick Facts

- Weldable grade carbon steel
- One-year limited warranty
- Fully galvanized anchor bolts & template included

Interactive Menu

- Ordering Information page 2
- Base Plate Details page 3
- Mounting Type Details page 4
- Options Details page 5
- Certification & Additional Details Page 7
- EPA Data page 8
- Considerations page 14

Project		Catalog #		Type	
Prepared by		Notes		Date	

McGraw-Edison

GALN Galleon II

Area / Site Luminaire

Product Features

Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Optical Distributions page 5
- Product Specifications page 5
- Energy and Performance Data page 6
- Control Options page 17

Product Certifications

Quick Facts

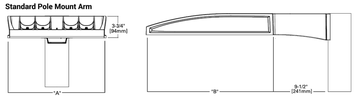
- Lumen packages range from 3,300 - 102,700 (33W - 658W)
- 22 optical distributions
- Efficacy up to 178 LPW

Connected Systems

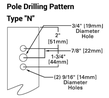
- Wavelinx LITE Wireless
- Wavelinx PRO Wireless
- AirMesh Wireless

Dimensional Details

Standard Pole Mount Arm



Pole Drilling Pattern
Type "N"



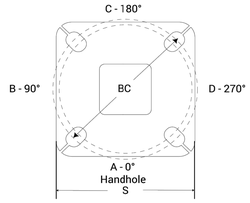
Number of Light Squares	Width "A"	Housing Length "B"	Weight with Standard or OM Arm	EPA with Standard or OM Arm
1-4	16"	22"	29 lb	0.95
5-6	22"	22"	39 lb	0.95
7-9	22"	28-1/8"	48 lb	1.1

NOTES: For arm selection requirements and additional line art, see Mounting Details section.
1. IDA Certified (3000K CCT and warmer only, fixed mounting options)

Cooper Poles

Square Straight Steel Anchor Bolt Construction – SSS-AB

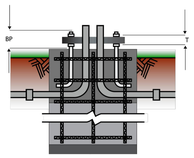
Mounting Plate Details



Shaft size & guage	Base Size		Anchor Bolt Details [1]		
	Square Size (S)	Thickness (T)	Bolt Circle (BC)	Bolt Size	Bolt projection (BP)
4-11, & 4-7	8	0.75	8.5	.75 x 17 x 3	3.0 - 3.5
5-11	11	0.75	11	.75 x 17 x 3	3.0 - 3.5
5-7 & 5-3	11	1	11	1 x 36 x 4	3.5 - 4.0
6-11, 6-7, & 6-3	11.5	1	11.5	1 x 36 x 4	3.5 - 4.0

NOTES: Dimensions in inches
1. Anchor Bolts and template included.

A/B/C/D denote pole quadrants. Handhole always at 'A' or 0°



NOTE:
If custom base option required, please specify BMODxxxx option and provide drawing. Approval required, additional lead times may apply. Premium metal base cover included.

McGraw-Edison

GALN Galleon II

Ordering Information

SAMPLE NUMBER: **GALN-SA4C-740-U-T4FT-GM**

Product Family [1,2]	Light Engine Configuration			Color Temperature	Voltage	Distribution	Mounting	Finish
	Light Square	Square Count	Lumen Output					
GALN=Galleon II **BAA-GALN**=Galleon II Buy American Act Compliant [3] **TAA-GALN**=Galleon II Trade Agreements Act Compliant [3] **BABA-GALN**=Galleon II BABA/IIJA Compliant [3]	**SA**=16 LED Light Square **SB**=26 LED Light Square	**1**=1 Light Square **2**=2 Light Squares **3**=3 Light Squares **4**=4 Light Squares **5**=5 Light Squares **6**=6 Light Squares **7**=7 Light Squares **8**=8 Light Squares **9**=9 Light Squares	**A**=Output Level 1 **B**=Output Level 2 **C**=Output Level 3 **D**=Output Level 4 [4, 5] **Z**=Configured Output[49]	**722**=722CRI, 2200K **727**=727CRI, 2700K **730**=730CRI, 3000K **735**=735CRI, 3500K **740**=740CRI, 4000K **750**=750CRI, 5000K **760**=760CRI, 6000K **827**=827CRI, 2700K **830**=830CRI, 3000K **835**=835CRI, 3500K **840**=840CRI, 4000K **930**=930CRI, 3000K **935**=935CRI, 3500K **940**=940CRI, 4000K **950**=950CRI, 5000K **AMB**=Amber[45, 46]	**U**=120-277V **H**=347V-480V [1, 39] **1**=120V **2**=208V **3**=240V **4**=277V **8**=480V [1,39] **9**=347V [1] **DV**=277V-480V Dural Volt Drivers [38, 39, 44]	**T1**=Type I **T2**=Type II **T2R**=Type II Roadway **T3**=Type III **T3R**=Type III Roadway **T4FT**=Type IV Forward Throw **T4W**=Type IV Wide **SNQ**=Type V Narrow **SMQ**=Type V Square Medium **SWQ**=Type V Square Wide **SL2**=Type II w/Spill Control **SL3**=Type III w/Spill Control **SL4**=Type IV w/Spill Control **SLL**=90° Spill Light Eliminator Left **SLR**=90° Spill Light Eliminator Right **RW**=Rectangular Wide Type I **AFL**=Automotive Frontline **T2BC**=Type II w/ Backlight Control [34] **T3BC**=Type III w/ Backlight Control [34] **T4BC**=Type IV w/ Backlight Control [34] **LBC**=90° Left w/ Backlight Control [34] **RBC**=90° Right w/ Backlight Control [34]	**[blank]**=Standard Pole Mount Arm **QQ**=Quick Mount Universal Arm **QM**=Pole Mount Arm with Quick Mount Adapter **PA**=Pole Mount, Adjustable **SP**=3" Slipfitter, Adjustable [4] **SP3**=3-3/8" Slipfitter, Adjustable [4] **QMA**=Quick Mount Mast Arm, Fixed **MA**=Mast Arm, Fixed **WM**=Wall Mount, Fixed **WA**=Wall Mount, Adjustable **UP**=Upswept Arm	**AP**=Grey **BZ**=Bronze **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White **RALXX**=Custom Color

Options (Add as Suffix)	Controls and Systems Options (Add as Suffix)	Accessories (Order Separately) [37]
DIM=External 0-10V Dimming Leads [18] **F**=Single Fuse (120, 277 or 347V Specify Voltage) **FF**=Double Fuse (208, 240 or 480V Specify Voltage) **20K**=20kV UL 1449 fused surge protective device [28] **ZL**=Two Circuits [18] **HA**=-50°C High Ambient [16] **HSS**=Installed House Side Shield [42] **BCS**=Backlight Control Shield [41,51] **GRSBK**=Glare Reducing Shield, Black [42] **GRSWH**=Glare Reducing Shield, White [42] **LCF**=Light Square Trim Painted to Match Housing [9] **TH**=Tool-less Door Hardware [7] **SPD**=Separate Surge Protection [8] **L90**=Optics Rotated 90° Left **R90**=Optics Rotated 90° Right **3SDCM**=3 Standard Deviation Color Matching [36] **AHB14S**=After Hours Dim, 5 Hours [31] **AHB24S**=After Hours Dim, 6 Hours [31] **AHB25S**=After Hours Dim, 7 Hours [31] **AHB35S**=After Hours Dim, 8 Hours [31] **DALI**=DALI Drivers	**BPC**=Button Type Photocontrol. Must specify voltage 120V, 208V, 240V or 277V. [4] **PR**=NEMA 3-PIN Photocontrol Receptacle **PR7**=NEMA 7-PIN Photocontrol Receptacle [48] **FADC**=Field Adjustable Dimming Controller [24] **PSC**=Photocontrol Shorting Cap **SPB2**=Dimming Motion Sensor, 9'-20' mounting [20] **SPB4**=Dimming Motion Sensor, 21'-40' mounting [20] **SPB2/X**=Dimming Motion Sensor, limited square count, 9'-20' mounting [20] **SPB4/X**=Dimming Motion Sensor, limited square count, 21'-40' mounting [20] **MS/DIM-L20**=Motion Sensor for Dimming Operation, 9'-20' Mounting [6, 20] **MS/DIM-L40**=Motion Sensor for Dimming Operation, 21'-40' Mounting [6, 40] **WLSXX**=WaveLinx LITE, SB Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting [12, 13, 24] **WLSAXX**=WaveLinx LITE, SB Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting [12, 13, 24, 40] **WPS2XX**=WaveLinx PRO, SB Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting [12, 13, 24, 29] **WPS4XX**=WaveLinx PRO, SB Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [12, 13, 24, 40] **DIM10-L20**=AirMesh Occupancy Sensor (9'-20' Mounting) [16, 20] **DIM10-L40**=AirMesh Occupancy Sensor (21'-40' Mounting) [16, 40]	**OA/RA1016**=NEMA Photocontrol Multi-Tap - 105-285V **OA/RA1027**=NEMA Photocontrol - 480V **OA/RA1201**=NEMA Photocontrol - 347V **OA/RA1013**=Photocontrol Shorting Cap **OA/RA1014**=120V Photocontrol **MA1232**=10kV Surge Module Replacement **MA1036-XX**=Single Tenon Adapter for 2-3/8" O.D. Tenon **MA1037-XX**=(2)180° Tenon Adapter for 2-3/8" O.D. Tenon **MA1197-XX**=(3)120° Tenon Adapter for 2-3/8" O.D. Tenon **MA1188-XX**=4@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1189-XX**=2@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1190-XX**=3@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1191-XX**=2@120° Tenon Adapter for 2-3/8" O.D. Tenon **MA1038-XX**=Single Tenon Adapter for 3-1/2" O.D. Tenon **MA1039-XX**=2@180° Tenon Adapter for 3-1/2" O.D. Tenon **MA1192-XX**=3@120° Tenon Adapter for 3-1/2" O.D. Tenon **MA1193-XX**=4@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1194-XX**=2@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1195-XX**=3@90° Tenon Adapter for 3-1/2" O.D. Tenon **RAA2354**=Mast Arm Adapter for 3-1/2" O.D. vertical tenon **FSIR-100**=Wireless Configuration Tool for MS/DIM [6] **LS/HSS**=Field Installed House Side Shield for SA Light Squares [4, 42] **LS/HSS-SB**=Field Installed House Side Shield for SB Light Squares [4, 42] **LS/BCS**=Backlight Control Shield [4, 41, 51] **LS/GRSBK-2PK** =Glare Reducing Shield, Black [4, 42] **LS/GRSWH-2PK** =Glare Reducing Shield, White [4, 42] **LS/PPS**=Perimeter Shield, Black [35] **WCLC-7P-10A**=WaveLinx Outdoor Control Module [12, 13] **TL7-CI-HV**= AirMesh 7-PIN node, 110-480V [13, 16, 24] **CBSSM-450-002**= AirMesh central base station with 5-button control [26]

NOTES:
1. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WPS1501EN for additional support information.
2. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
3. Coastal construction finish salt spray tested to over 5,000 hours per ASTM B117, with a scribe rating of 9 per ASTM D1654. Not available with TH option.
4. Available only in SA light squares. Output Level 4 not available with color temperatures 722, 727, 827, 830 or 930 when HSS is used.
5. TH option not SO rated. Not available with Coastal Construction (CC) option.
6. Not available with voltage options H, 8 or 9.
7. Not available with SB1A or SB2A configurations. Not available in combination with HA high ambient and sensor options at 40' mounting. Not available in combination with SPD surge protection. Limited to 8 or 9.
8. DP arm limited to 2"O.D. vertical tenon. SP3 limited to 3-3/8"O.D. vertical tenon.
9. Use required for each Light Square.
10. 20kV not available with SB light squares. Not available with SPB at 347V or 480V. Not available with WaveLinx or 20kV surge Level 2.
11. Requires IR07.
12. Replace RX with sensor color (WH, BZ or BK).
13. WAC Gateway required to enable field configurability: Order WAC-PoE and WPOE-120 (10V to PoE injector) power supply if not using PoE switch. Not available with SB.
14. Narrow-band 590nm +/- 5nm for wildlife and observatory use. Chrome Output Level 1, supplied at 500mA drive current only. Not available with SB light squares. Exact lumirwire wattage available in IES files. Available with SWQ, SMQ, SLQ, SL3 and SL4 distributions. Can be used with HSS option.
15. Set of 4 pcs. One set required per Light Square.
16. Not available with Backlight Control (BCS) or AMB Amber.
17. Not for use with T1, SNQ, SMQ, SWQ or RW optics.
18. Cannot be used with other control options.
19. Low voltage control lead brought out 18" outside fixture. Not available with DALI or integrated controls options.
20. Not available if any SPB, or WaveLinx sensor is selected. Motion sensor has an integral photocell.
21. Not for use with SB light squares. Requires the use of a NEMA 7-PIN photocontrol receptacle with photocontrol accessory. Not available with SB light squares when using Output Level 4.
22. Not for use with T1, T4FT, T4W or SL optics. See IES files for details. Not available with SB light squares.
23. Sensor configuration mobile application required for configuration. See controls page for details.
24. Replace X with number of Light Squares controlled by the SPB, referencing the "SPB/X Availability Table" on the controls page.
25. Not available with HSS, GRSBK or GRSBK.
26. Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic preference requirements.
27. For BAA or TAA requirements, Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information.
28. Duralroit drivers feature added protection from power quality issues such as loss of neutral, transients and voltage fluctuations. Visit www.signify.com/duralroit for more information.
29. Not available with SA light squares. Requires compliance grounded systems.
30. Not available with SA14 or SA18. Not available with SDT, or any SB configuration using Output Level 1. Not available with any control option except SPB
31. Cannot be used with DALI, PR7, or other motion response control options. Not available with SB light squares when using Output Level 1.
32. Use GALN Product Configurator to specify lumen output, drive current and wattage. Not available with AMB. Not available with SB light squares.
33. Uses the FSIR-211 motion sensor. The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, photocell operation, and time delay. Not available with SB configurations. Consult factory for more information.
34. Controls system is not available with photocontrol receptacles (PR, PR7) or other controls systems (FADC, BPC).
35. Requires AirMesh central base station CBSSM-450-002 and Synapse commissioning for operation.
36. 3-step MacAdam ellipse binning. Available in 740 CRI/CCT only. Longer lead times apply, consult your lighting representative at Cooper Lighting Solutions for more information.
37. Accessories sold SEPARATELY.
38. Only product configurations with these prefixes are built to be compliant with theBuy American Act of 1933 (BAA) or the Build America Buy America Act (BABA).BABA is the minimum Government compliance requirement for the Build America Buy America standards which is part of the Infrastructure and Investment JobsAct (IIJA). Individual Government Agencies may have more stringent compliancestandards. Please refer to the DOMESTIC PREFERENCES website or consult the CLSDomestic Preferences team for more information. Components shipped separately may be separately analyzed under domestic preference requirements.
39. Select SA light squares. Only available with Output Levels 1, 2 or 3. Not compatible with HSS, GRS, BCS or PFS shield options, or LCF.
40. Not compatible with DALI.

BLUM CONSULTING ENGINEERS, INC.
12790 Merit Drive, Suite 700
Dallas, Texas 75251
www.blumeng.com
JOB NO. 25-087-00
(214) 373-8222
Fax (214) 361-2667

5GSTUDIO COLLABORATIVE

OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
JenkinsGavin
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
(505-820-7444 Jennifer Jenkins)

LANDSCAPE ARCHITECT
Yellowstone Landscape
7525 Second Street NW
Albuquerque, New Mexico 87107
(505-998-9615 Cody McNallen)

MEP
Blum Consulting Engineers, Inc.
12790 Merit Drive, Building 9, Suite 700
Dallas, Texas 75251
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REV.	DATE	ISSUE TITLE
	10/14/25	DEVELOPMENT PLAN

SCOTT SWAN — NEW MEXICO — 22823 — PROFESSIONAL ENGINEER

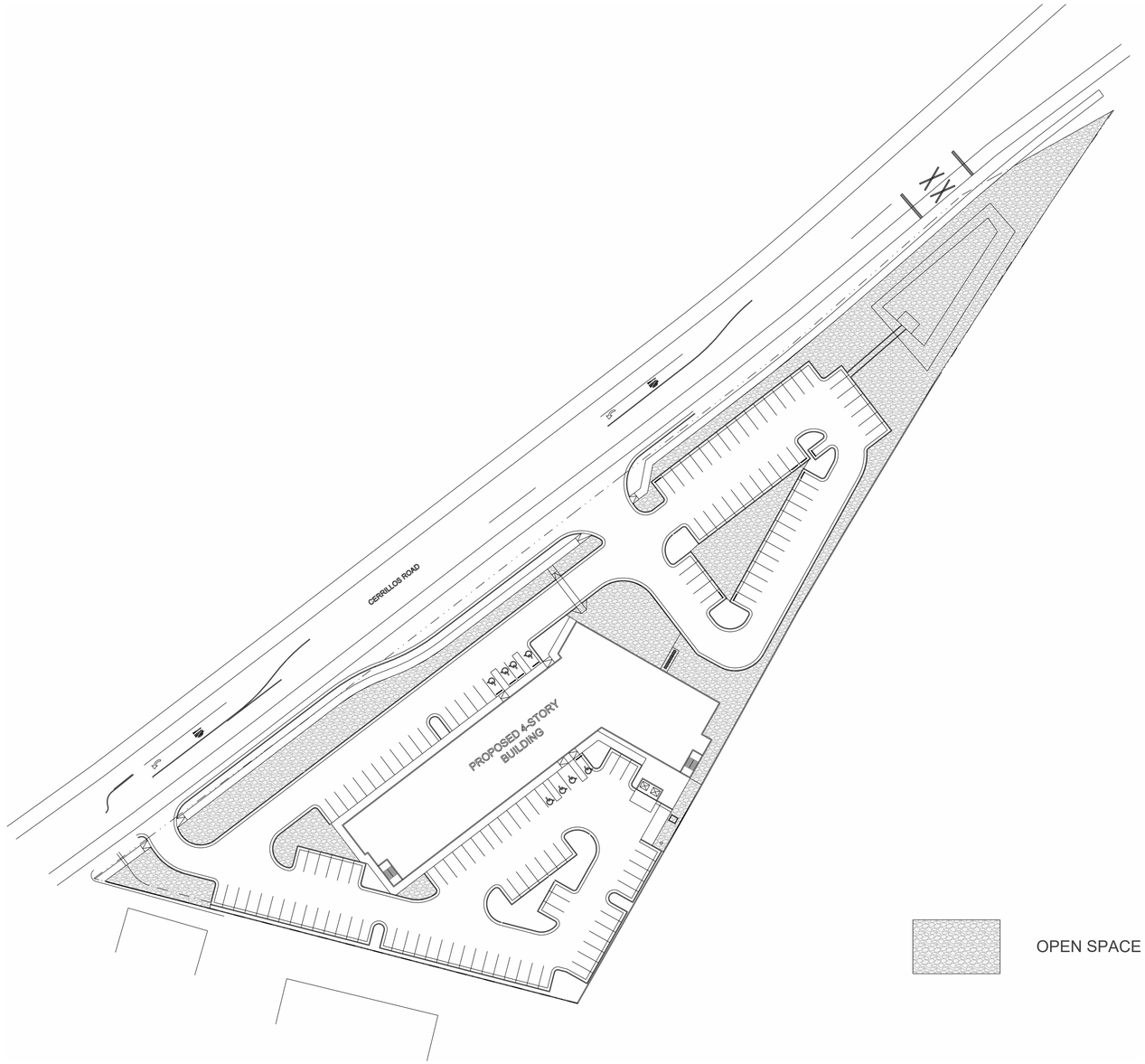
10.14.25

AC BY MARRIOTT HOTEL
DEVELOPMENT PLAN
1000, 1101 & 1103 CERRILLOS RD
SANTA FE, NM 87505

LIGHTING FIXTURE CUTSHEETS

250008 PROJECT NUMBER

E1.01 SHEET NUMBER



OPEN SPACE : 27.5%

01 OPEN SPACE DIAGRAM

SCALE 1"=50'

0 5'10' 20' 50'

5GSTUDIO COLLABORATIVE

OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
JenkinsGavin
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
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LANDSCAPE ARCHITECT
Yellowstone Landscape
7525 Second Street NW
Albuquerque, New Mexico 87107
(505-998-9615 Cody McNallen)

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12790 Merit Drive, Building 9, Suite 700
Dallas, Texas 75251
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REV.	DATE	ISSUE TITLE
	10/14/25	DEVELOPMENT PLAN
	12/01/25	DEVELOPMENT PLAN REV 1

STATE OF NEW MEXICO
ONG YEN ONG
No. 005683
REGISTERED ARCHITECT

12.01.25

AC BY MARRIOTT HOTEL
DEVELOPMENT PLAN

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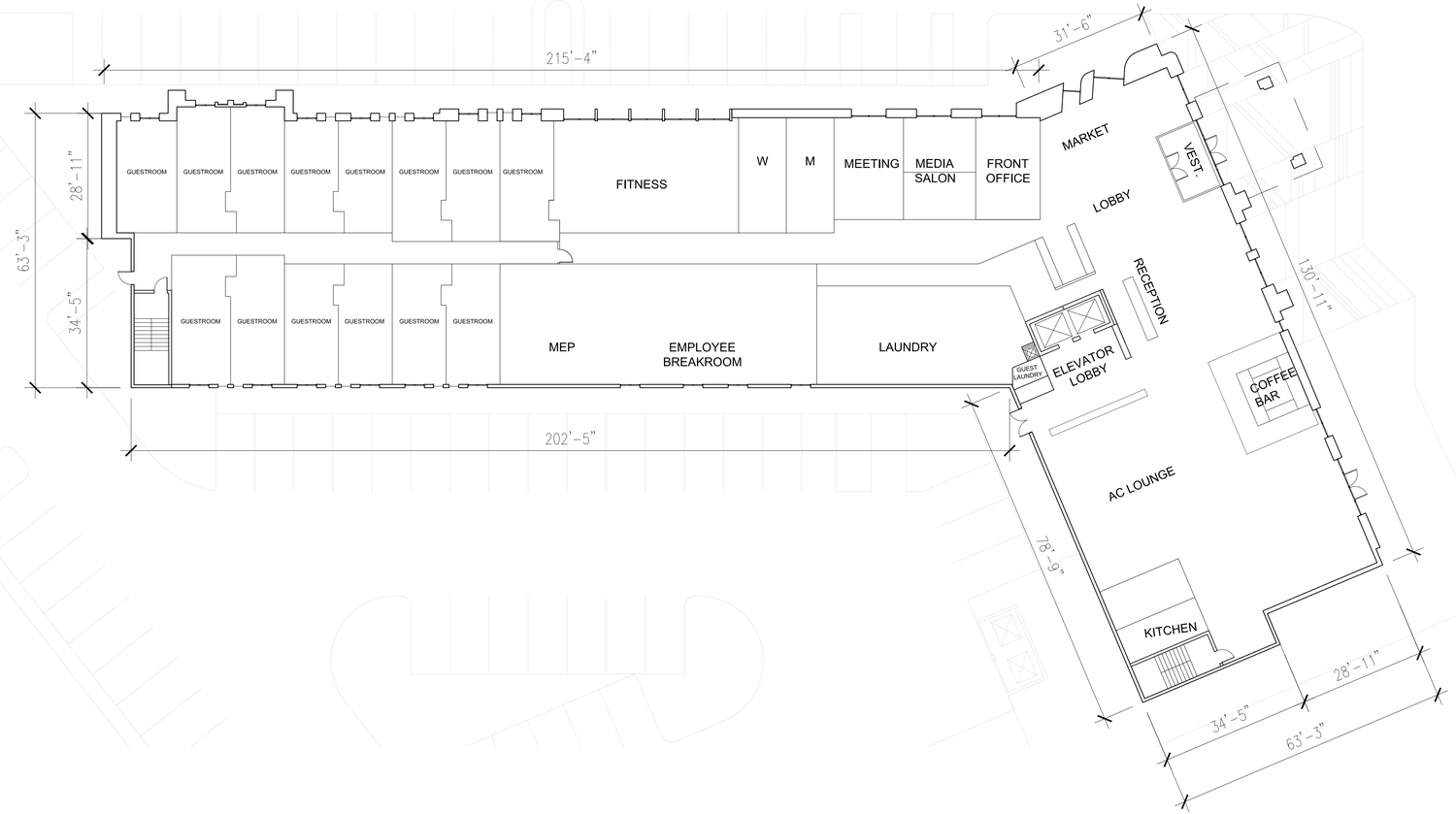
OPEN SPACE DIAGRAM

250008
PROJECT NUMBER

A101
SHEET NUMBER



01 FIRST FLOOR PLAN

SCALE 1/16"=1'-0"

0' 5' 10' 20'

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OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
JenkinsGavin
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
(505-820-7444 Jennifer Jenkins)

LANDSCAPE ARCHITECT
Yellowstone Landscape
7525 Second Street NW
Albuquerque, New Mexico 87107
(505-998-9615 Cody McNallen)

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12790 Merit Drive, Building 9, Suite 700
Dallas, Texas 75251
(214-373-8222 Jake Musick)

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STATE OF NEW MEXICO
ONG YEN ONG
No. 005683
REGISTERED ARCHITECT

12.01.25

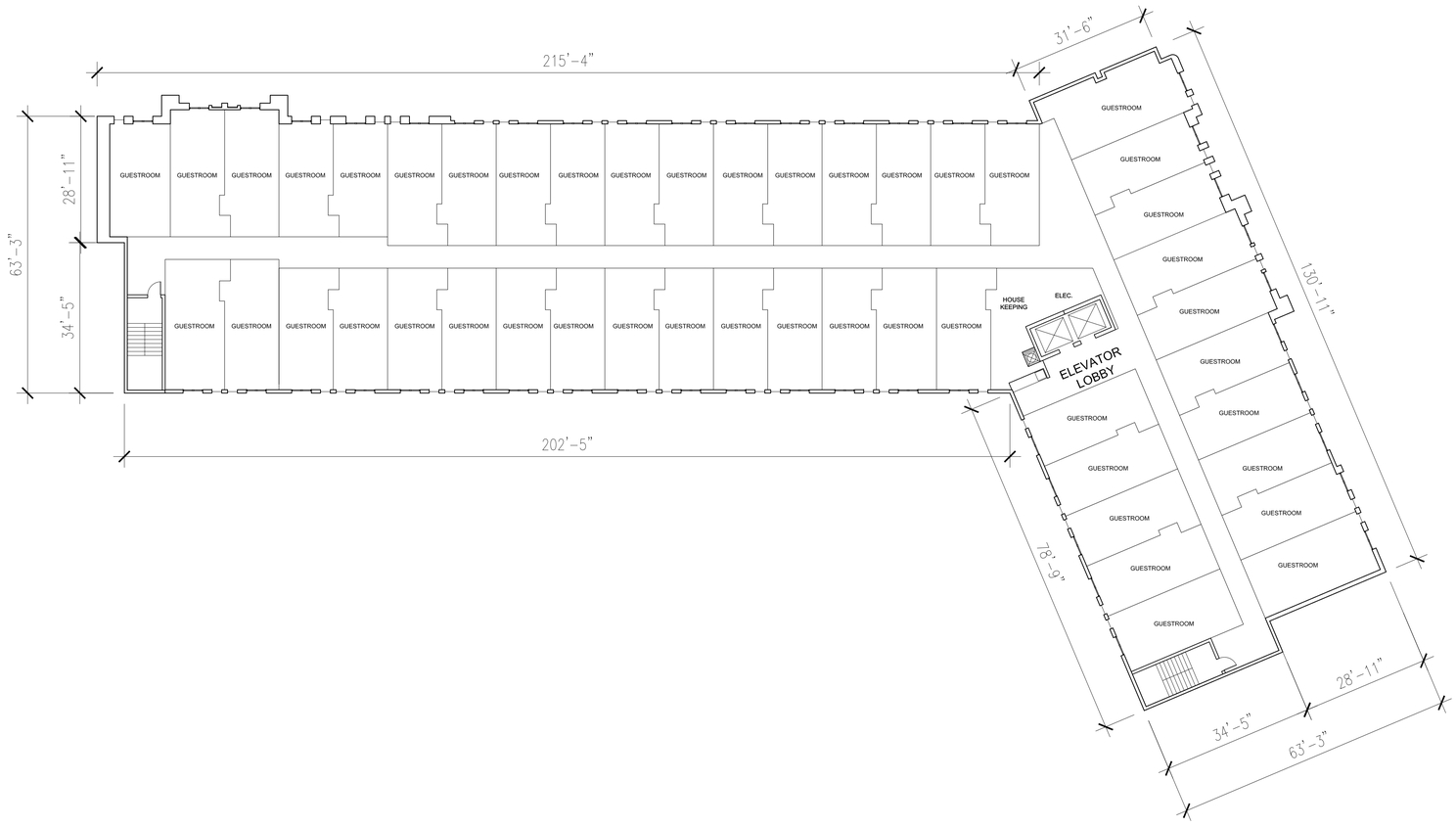
AC BY MARRIOTT HOTEL
DEVELOPMENT PLAN

1000, 1101 & 1103 CERRILLOS RD
SANTA FE, NM 87505

FIRST FLOOR PLAN

250008
PROJECT NUMBER

A201
SHEET NUMBER



02 SECOND/THIRD FLOOR PLAN

SCALE 1/16"=1'-0"

0' 5' 10' 20'

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OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
JenkinsGavin
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
(505-820-7444 Jennifer Jenkins)

LANDSCAPE ARCHITECT
Yellowstone Landscape
7525 Second Street NW
Albuquerque, New Mexico 87107
(505-998-9615 Cody McNallen)

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Blum Consulting Engineers, Inc.
12790 Merit Drive, Building 9, Suite 700
Dallas, Texas 75251
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REV.	DATE	ISSUE TITLE
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STATE OF NEW MEXICO
ONG YEN ONG
No. 005683
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12.01.25

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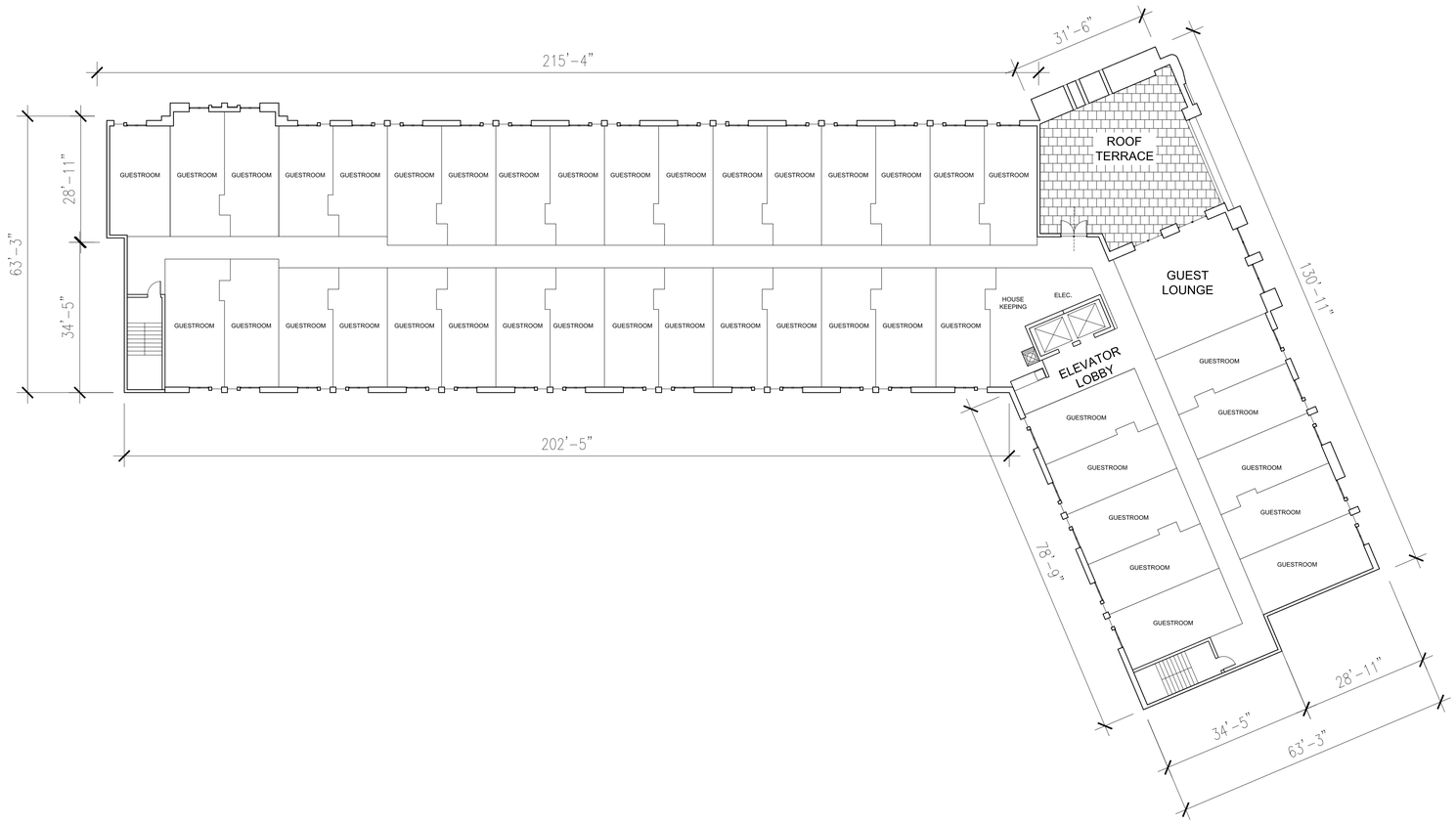
SECOND/THIRD FLOOR PLAN

250008
PROJECT NUMBER

A202
SHEET NUMBER



03 FOURTH FLOOR PLAN

SCALE 1/16"=1'-0"

0 1' 5' 10' 20'

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OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
JenkinsGavin
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
(505-820-7444 Jennifer Jenkins)

LANDSCAPE ARCHITECT
Yellowstone Landscape
7525 Second Street NW
Albuquerque, New Mexico 87107
(505-998-9615 Cody McNallen)

MEP
Blum Consulting Engineers, Inc.
12790 Merit Drive, Building 9, Suite 700
Dallas, Texas 75251
(214-373-8222 Jake Musick)

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	10/14/25	DEVELOPMENT PLAN
1	12/01/25	DEVELOPMENT PLAN REV 1

STATE OF NEW MEXICO
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12.01.25

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DEVELOPMENT PLAN
1000, 1101 & 1103 CERRILLOS RD
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FOURTH FLOOR PLAN

250008
PROJECT NUMBER

A203
SHEET NUMBER

Architectural Points Analysis Highlight

- Stucco is the predominant exterior surface material. 30
- Earthtones are the colors of predominant exterior surface material. 30
- More than 75% of exterior wall surfaces are with monolithic treatment. 10
- Flat roof surfaces are entirely concealed from public view by parapets. 20
- Roofing surfaces are entirely concealed from public view. 20
- Roofing material color is entirely concealed from public view. 15
- All windows and doors are recessed a min. 3" from exterior wall surfaces. 20
- The total area of windows and doors is less than 50% of the façade area. 20
- No doors or windows are located less than 2' from the corners. 20
- Window glazing color is neutral gray. 10
- MEP equipment is screened from public view by parapets. 10

02 NORTH ELEVATION

SCALE 1/16"=1'-0"

0 1' 5' 10' 20'

01 WEST ELEVATION (CERRILLOS ROAD)

SCALE 1/16"=1'-0"

0 1' 5' 10' 20'

5GSTUDIO COLLABORATIVE

OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
JenkinsGavin
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
(505-820-7444 Jennifer Jenkins)

LANDSCAPE ARCHITECT
Yellowstone Landscape
7525 Second Street NW
Albuquerque, New Mexico 87107
(505-998-9615 Cody McNallen)

MEP
Blum Consulting Engineers, Inc.
12790 Merit Drive, Building 9, Suite 700
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(214-373-8222 Jake Musick)

REV.	DATE	ISSUE TITLE
	10/14/25	DEVELOPMENT PLAN
	12/01/25	DEVELOPMENT PLAN REV 1

STATE OF NEW MEXICO
ONG YEN J ONG
No. 005683
REGISTERED ARCHITECT

12.01.25

AC BY MARRIOTT HOTEL
DEVELOPMENT PLAN

1000, 1101 & 1103 CERRILLOS RD
SANTA FE, NM 87505

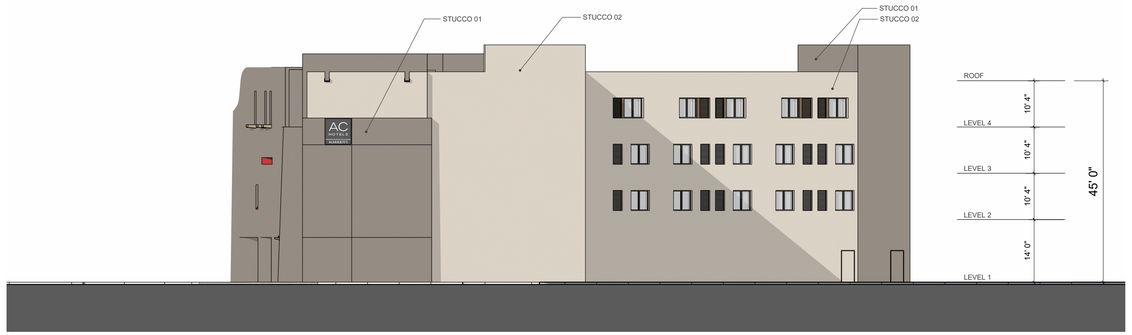
BUILDING ELEVATIONS

250008
PROJECT NUMBER

A301
SHEET NUMBER

Architectural Points Analysis Highlight

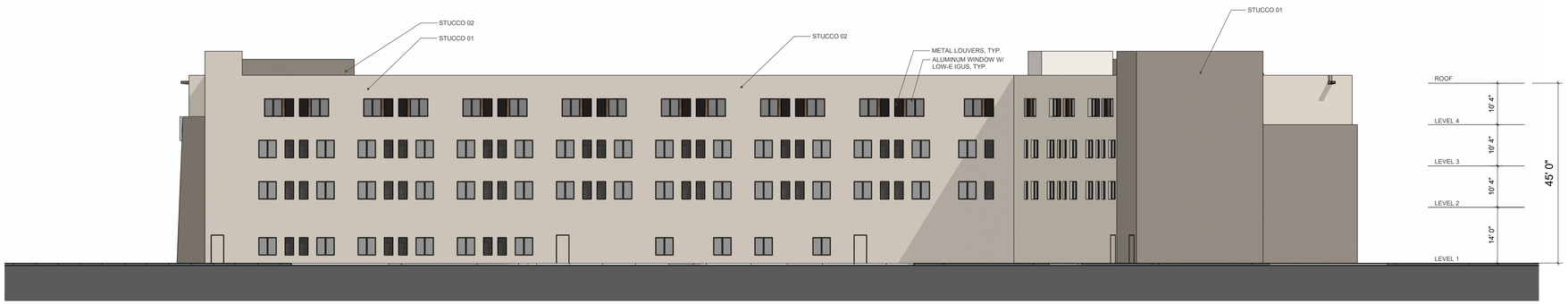
- Stucco is the predominant exterior surface material. 30
- Earthtones are the colors of predominant exterior surface material. 30
- More than 75% of exterior wall surfaces are with monolithic treatment. 10
- Flat roof surfaces are entirely concealed from public view by parapets. 20
- Roofing surfaces are entirely concealed from public view. 20
- Roofing material color is entirely concealed from public view. 15
- All windows and doors are recessed a min. 3" from exterior wall surfaces. 20
- The total area of windows and doors is less than 50% of the façade area. 20
- No doors or windows are located less than 2' from the corners. 20
- Window glazing color is neutral gray. 10
- MEP equipment is screened from public view by parapets. 10



02 SOUTH ELEVATION (CORDOVA ROAD)

SCALE 1/16"=1'-0"

0 1' 5' 10' 20'



01 EAST ELEVATION (RAILROAD)

SCALE 1/16"=1'-0"

0 1' 5' 10' 20'

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OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
JenkinsGavin
130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
(505-820-7444 Jennifer Jenkins)

LANDSCAPE ARCHITECT
Yellowstone Landscape
7525 Second Street NW
Albuquerque, New Mexico 87107
(505-998-9615 Cody McNallen)

MEP
Blum Consulting Engineers, Inc.
12790 Merit Drive, Building 9, Suite 700
Dallas, Texas 75251
(214-373-8222 Jake Musick)

REV.	DATE	ISSUE TITLE
	10/14/25	DEVELOPMENT PLAN
	12/01/25	DEVELOPMENT PLAN REV 1

STATE OF NEW MEXICO
ONG YEN J ONG
No. 005683
REGISTERED ARCHITECT

12.01.25

AC BY MARRIOTT HOTEL
DEVELOPMENT PLAN

1000, 1101 & 1103 CERRILLOS RD
SANTA FE, NM 87505

BUILDING ELEVATIONS

250008
PROJECT NUMBER

A302
SHEET NUMBER

D/F DIRECTIONAL SIGN

Main id:
D/f fabricated aluminum cabinet
Cabinet painted to match pms 425c gray (satin finish)

.177" white solar grade polycarbonate faces
W/ 1st surface vinyl or digitally printed graphics

Translucent film digitally printed to match pms 425c gray
w/ weed-out sho-thru white graphics

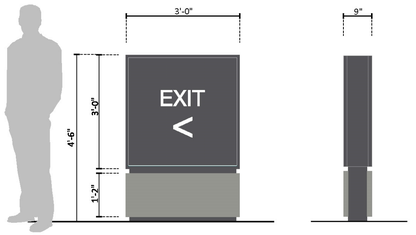
Font: Helvetica

Internally illuminated w/ GE 7100k white led's

Fabricated aluminum base
Painted to match pms 425c gray (satin finish)

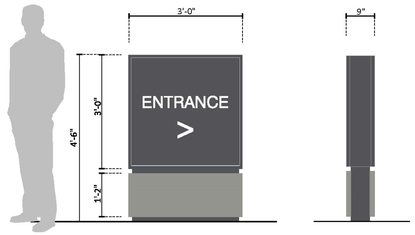
Aluminum pan-type accent panels
Painted to match pms 423c light gray (satin finish)

Standard steel supports & concrete pier
Foundations



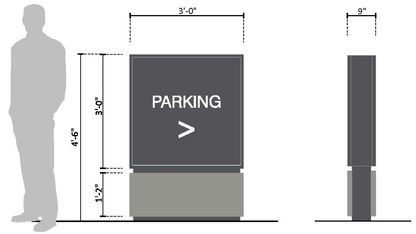
END VIEW

D/F DIRECTIONAL SIGN SCALE: 3/4" = 1'-0"



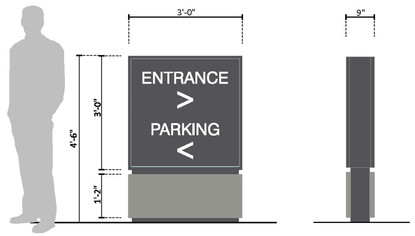
END VIEW

DIRECTIONAL SIGN SCALE: 3/4" = 1'-0"



END VIEW

D/F DIRECTIONAL SIGN SCALE: 3/4" = 1'-0"



END VIEW

D/F DIRECTIONAL SIGN SCALE: 3/4" = 1'-0"

OPPOSITE FACE LAYOUT

OPPOSITE FACE LAYOUT

OPPOSITE FACE LAYOUT

OPPOSITE FACE LAYOUT

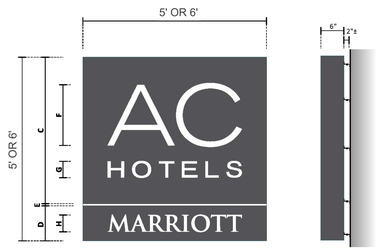
BUILDING SIGNAGE - WALL SIGN

Signcomp extruded aluminum #2107
Bleed face frame w/ #2124 cover & internal 1½"
Aluminum square tube frame
Exterior painted to match pms 425c gray (satin finish)

Flexible bleed faces w/ digitally printed vinyl graphics
Background to be pms 425c gray
Logo copy & divider to show-thru white

Internally illuminated w/ 7100k white led's
Remote led power supplies
(verify access behind wall)

Clip-mount to wall w/ non-corrosive
Hardware as req'd per site conditions



S/F WALL SIGN

END VIEW

A	B	C	D	E	F	G	H	SQ FT
4'-0"	4'-0"	3'-2½"	9"	⅝"	1'-3¼"	4"	4¼"	16 SQ FT
5'-0"	5'-0"	4'-0"	1 1⅛"	½"	1'-8"	5¼"	5¼"	25 SQ FT
6'-0"	6'-0"	4'-9½"	1'-1¼"	¾"	1'-11"	6¼"	6¼"	36 SQ FT

PORTE COCHERE SIGNAGE - 18"

Aluminum channel letters
Wrisco brite clear anodized .040 aluminum
White l.e.p inside

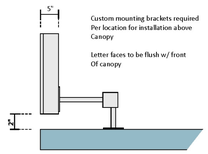
1" silver jewelite retainers

#7328 white acrylic faces

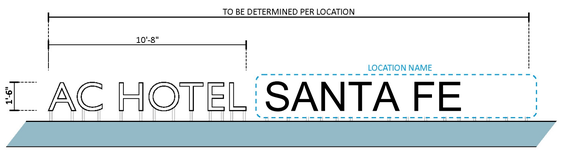
White GE tetra l.e.d. illumination

Power supplies in raceway on mounting bracket

Flush mounted to wall surface
With rivnut anchors as required



END VIEW



MONUMENT SIGN

Main id:
D/f fabricated aluminum cabinet
Cabinet painted to match pms 425c gray (satin finish)

.177" white solar grade polycarbonate faces
W/ 1st surface vinyl or digitally printed graphics

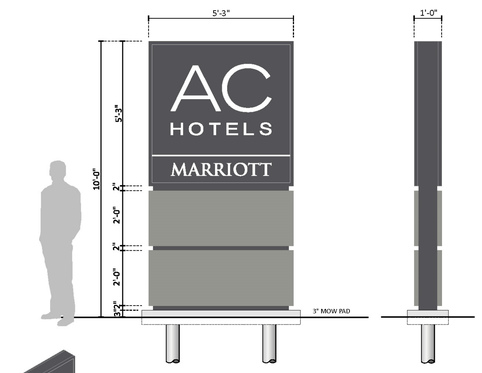
Translucent film digitally printed to match pms 425c gray
3m 3630-20 white translucent film

Internally illuminated w/ GE 7100k white led's

Fabricated aluminum base
Painted to match pms 425c gray (satin finish)

Aluminum pan-type accent panels
Painted to match pms 423c light gray (satin finish)

Standard steel supports & concrete pier
foundations



MONUMENT SIGN SCALE: 3/4" = 1'-0"
10'-0" OAH

END VIEW

ISOMETRIC VIEW

5GSTUDIO COLLABORATIVE

OWNER/DEVELOPER
Titan Development
6300 Riverside Plaza, Ste 200
Albuquerque, New Mexico 87120
(505-998-0163 Ian Robertson)

ARCHITECT
5G Studio Collaborative, LLC..
1217 Main Street
Dallas, TX 75202
(214-670-0050 Christine Robbins-Elrod)

CIVIL ENGINEER
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, New Mexico 87109
(505-858-3100 Ronald R. Bohannan)

CONSULTANT
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130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
(505-820-7444 Jennifer Jenkins)

LANDSCAPE ARCHITECT
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7525 Second Street NW
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SANTA FE, NM 87505

SIGNAGE

250008
PROJECT NUMBER

A303
SHEET NUMBER

City of Santa Fe, New Mexico

Attachment D

D-1: ENN Packet
D-2: ENN Meeting Notes

EARLY NEIGHBORHOOD NOTIFICATION MEETING

Request for Staff Attendance

Project Information	
Project Name:	Titan Hotel
Address:	1000, 1101,1103 Cerrillos Road, Santa Fe, NM
Parcel Size:	3.4 acres
Zoning:	C-2
Future Land Use:	Community Commercial
Preapplication Conference Date:	August 14, 2025
Detailed Project Description:	Redevelopment of 2-3 tracts of land for a future hotel

Property Owner Information	
Name:	Gilliam Land Trust & MGT Properties (see attached)
Address:	
Phone:	
E-mail Address:	

Applicant/Agent Information (if different from owner):	
Name:	JenkinsGavin, Inc.
Address:	130 Grant Avenue Suite 101, Santa Fe, NM 87501
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:	September 30, 2025	September 29, 2025
TIME:	**5:30 p.m.**	**5:30 p.m.**
LOCATION:		

August 6, 2025

RE: 1000 Cerrillos Road, NM ("Property")

To Whom It May Concern:

This letter shall serve as authorization for Titan Property Management, LLC, its successors or assigns, and JenkinsGavin, Inc. to act on our behalf with respect to the Property regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

(*insert ownership entity name*)

Richard Gillian — Printed Name

Owner — Title

Richard Gillian — Signature

8/11/25 — Date

State of New Mexico)
) ss
County of Santa Fe

The foregoing instrument was acknowledged before me this 11 day of August, 2025 by Richard Gillian

William G. Takala — Notary Public

My Commission Expires: 12-3-26

STATE OF NEW MEXICO
NOTARY PUBLIC
WILLIAM A. TAKALA
COMMISSION # 1015596
EXPIRES DECEMBER 3, 2026

August 6, 2025

RE: 1101 Cerrillos Road, NM ("Property")

To Whom It May Concern:

This letter shall serve as authorization for Titan Property Management, LLC, its successors or assigns, and JenkinsGavin, Inc. to act on our behalf with respect to the Property regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

(*insert ownership entity name*)

Michelle Torrez — Printed Name

Owner — Title

Signature

8/11/25 — Date

State of New Mexico)
) ss
County of Santa Fe

The foregoing instrument was acknowledged before me this 11 day of August, 2025 by Michelle Torrez

Notary Public

My Commission Expires: 12-3-26

STATE OF NEW MEXICO
NOTARY PUBLIC
WILLIAM A. TAKALA
COMMISSION # 1015596
EXPIRES DECEMBER 3, 2026

August 6, 2025

RE: 1103 Cerrillos Road, NM ("Property")

To Whom It May Concern:

This letter shall serve as authorization for Titan Property Management, LLC, its successors or assigns, and JenkinsGavin, Inc. to act on our behalf with respect to the Property regarding land use applications to be submitted to the City of Santa Fe.

Thank you.

Sincerely,

(*insert ownership entity name*)

Michelle Torrez — Printed Name

Owner — Title

Signature

8/11/25 — Date

State of New Mexico)
) ss
County of Santa Fe

The foregoing instrument was acknowledged before me this 11 day of August, 2025 by Michelle Torrez.

Notary Public

My Commission Expires: 12-3-26

STATE OF NEW MEXICO
NOTARY PUBLIC
WILLIAM A. TAKALA
COMMISSION # 1015596
EXPIRES DECEMBER 3, 2026

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)*

PROJECT SUMMARY: The subject property is zoned C-2 General Commercial and within Zone 1 of the Cerrillos Road Highway Corridor (CRHC) Protection District Overlay. It is south of the intersection of Cerrillos and St. Francis, a high profile area that serves as one of Santa Fe's important gateways to downtown. More specifically situated and bounded by Cerrillos Road to the west, the AT&SF / Pen Road to the east, and a car wash and restaurant to the south. The subject properties form a triangle that currently houses older commercial establishments.

The existing structures will be demolished and redeveloped to a single structure, a four-story, 150-room hotel by AC by Marriott that melds the brand's modern, stylish ethos and the rich architectural heritage of Santa Fe.The proposed building massing is in keeping with the nearby Montoya Building and Capitol Flats Apartments. The structure will respect the 45-foot height limit for the C-2 District, and also meets the minimum setback of 15 feet for CRHC Zone 1. The proposed Cerrillos Road frontage landscaping maintains the minimum depth of 10 feet along the entire length of the frontage. Trash enclosures are currently situated on the Railroad ROW side of the property and will be screened with a 6-foot high masonry wall. Adjacent to the enclosures, the loading area will be screened by landscaping and a wall along the Railroad Right-Of-Way eastern boundary. Lighting will be in conformance with City Code Standards and will be demonstrated in the forthcoming photometric plan. All wall-mounted light packs shall be shielded downwards along with appropriate downward shielding for freestanding parking area light poles to prevent light trespass onto adjacent commercial property to the south.

The subject development aligns perfectly with the City of Santa Fe's public Rail Trail, offering convenient bike and pedestrian access for hotel guests and patrons. The development is also situated just north of the South Capital Transit Station across Cordova Road to the south.

(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 proposed development will not trigger any adverse impacts to existing landscaping, which is very minimal if existent at all, and primarily currently consists of Siberian Elm and naturally-occurring shrubs.

The development is situated in a semi-lowland and urbanized area of town, far from escarpments, outcroppings, rivers or arroyos, and due to the minimal existing vegetation and proposed site clearance, no hazmat or fire-related risks are present.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN *For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.*

The subject property is located in the Suburban Archaeological Review District and is not adjacent to any designated acequia areas, nor is it within the Historic Downtown.

The subject property comprises 3.4 acres, and thus does not trigger archaeological clearance. Furthermore, no new utility mains or extensions of 550 feet or more are proposed to be constructed, which would otherwise require additional study.

(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.*

According to the City's 1999 General Plan and the City's official GIS map, the subject area's Future Land Use designation is Community Commercial, which extends to properties to the east and north of the site. The Future Land Use Designation to the west and south is Public/Institutional. The proposed hotel aligns with the commercial/institutional pattern of development in the vicinity, both in terms of use and scale.

The subject development comports with the following General Plan Themes:

Economic Diversity: The proposed development will create jobs and support the critical tourism industry.
Urban Form: With the redevelopment of an infill site, the hotel promotes a compact urban form.
Character: The lot on which the development is proposed is uniquely shaped by historic AT&SF Railroad Right-Of-Way and Cerrillos Road. The subject development maximizes the use of of this lot with a viable commercial enterprise, thus creating a unique infill opportunity that contributes to Santa Fe's character, just as recent infill developments over the past decade have done in this important corridor and gateway.

(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.*

The site plan includes one parking space per hotel room in accordance with City Code, within which the required number ADA-accessible parking spaces will be provided.

A Traffic Impact Analysis (TIA) is underway to assess traffic impacts at peak travel times. The TIA will also confirm and clarify ingress and egress to the hotel, which will be limited to Cerrillos Road only, and in line with the NMDOT's planned Cerrillos Road improvements. Lastly, new public sidewalk improvements will be constructed along Cerrillos Rd., greatly enhancing pedestrian connectivity in the area.

(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 hotel development will create a positive economic impact on the City of Santa Fe by providing employment for residents and for generation of Gross Receipts Tax to be reinvested into amenities and services benefiting residents of the City. Because of the urban infill that will take place in an already developed retail center of town, it is certainly anticipated the hotel guests will patronize local retail establishments, grocery, and restaurants.

(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)*

As this is a commercial development, there will not be any impact on availability to affordable housing.

(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 developer proposes to take advantage of existing water, sewer, and storm water infrastructure and dry utility connections that already serve the site, primarily via Cerrillos Road. The project will also be served by existing emergency services.

The development will be served directly by Santa Fe Trails Bus Route #2 along Cerrillos, Route #4 on St. Francis, and is a short walk to the South Capital Transit Facility which offers North Central Regional Transit "Blue Bus" service, as well as Rail Runner train service.

(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.*

In accordance with City requirements, the project's water demand will be offset by acquiring water rights or water conservation credits, so there will be no new demand on the City's water system. The project will comply with the City's regulations governing landscaping and water conservation.

(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.*

Between the Cerrillos Road improvements and the hotel infill development in a highly urbanized area, multi-modal connections already exist to provide convenient access. The Cerrillos Road and Saint Francis Dr. nexus is one of the most significant and highly-visited gateways to the City of Santa Fe. The benefit of improving the property with a new hotel as quality infill development will further enhance community interest, integration and social balance through continued visits through bustling, transit-rich significant City corridor.

(k) EFFECT UPON SANTA FE'S URBAN FORM *For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? The project's effect on intra-city travel; and between employment and residential centers.*

The project aligns with the City's General Plan by promoting a compact urban form through appropriate infill development. Furthermore, the project supports a mix of uses in the existing neighborhood.

ADDITIONAL COMMENTS (Optional)

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

NOTICE OF EARLY NEIGHBORHOOD NOTIFICATION MEETING

September 15, 2025

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss a pending Development Plan application to be submitted to the City of Santa Fe. The 3.4-acre subject property at 1000, 1101 and 1103 Cerrillos Road is comprised of two parcels – Lot 1 totaling 2.07 acres; and Lot 2 totaling 1.33 acres, which are zoned C-2 (General Commercial). The proposed development is a four-story, 150-room hotel +/- 80,000 SF in accordance with Ch.14-3.8 of the City of Santa Fe Code of Ordinances. 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 **September 30, 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/88646618134?pwd=K05ZyIFDP0c55HLpazdvg2C9Hjo723.1
Meeting ID: 886 4661 8134; Passcode: 385379
Call-in number: (669) 444 9171

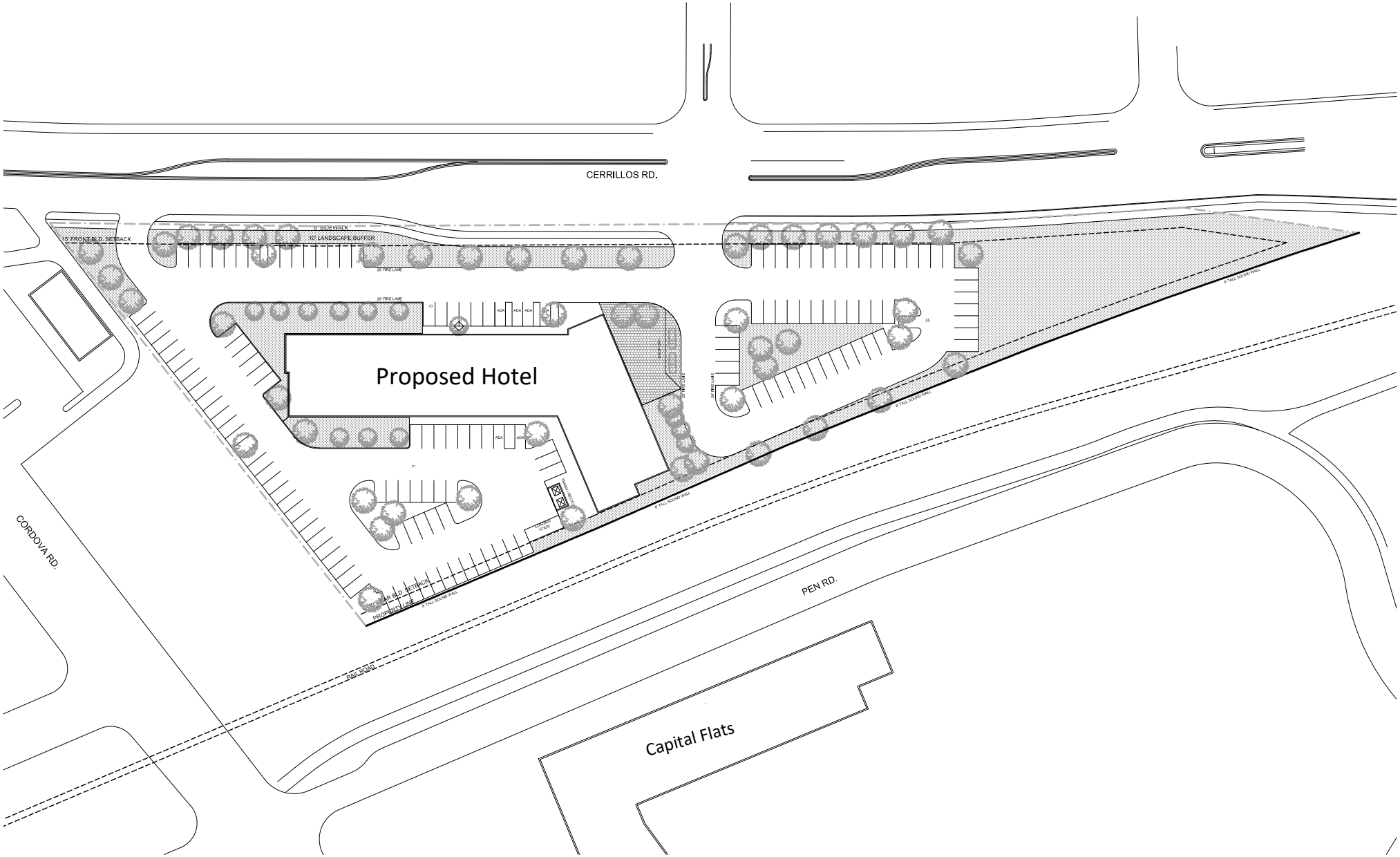
Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer 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

Vicinity Map
1000, 1101, 1103 Cerrillos Road



SANTA FE AC HOTEL
SANTA FE, NEW MEXICO

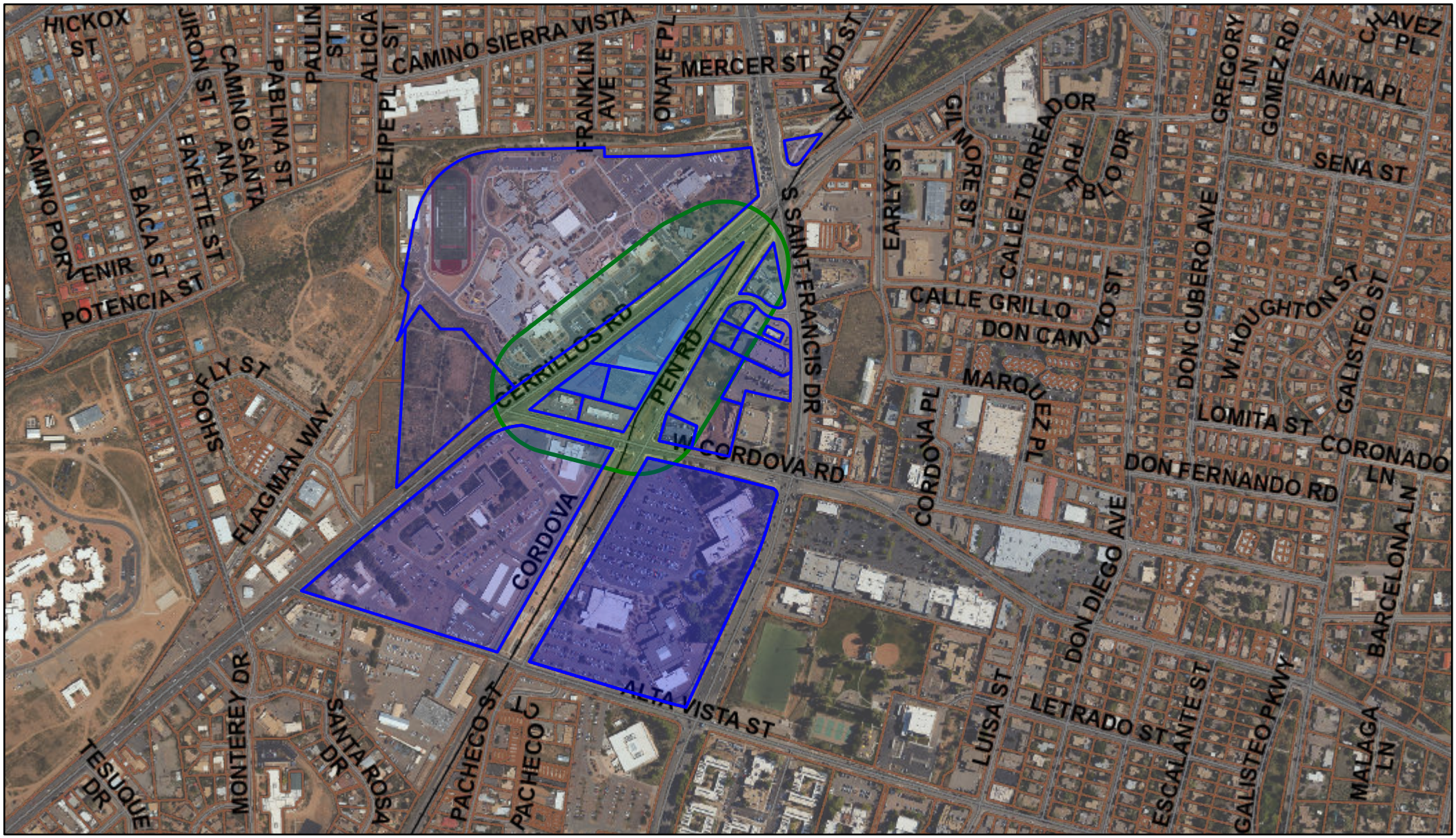
N

0 100'

SITE PLAN
09.09.2025

5GSTUDIO

300-foot Buffer Map: 1000, 1101, 1103 Cerrillos Road



8/26/2025, 12:18:02 PM

Parcels
Major Roads
Rail Road
Roads

1:9,028

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

City of Santa Fe, Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS |

OWNER NAME	ADDRESS	CITY	ST	ZIP
DETAILS DETAILS	990 W CORDOVA RD	SANTA FE	NM	87505
CERRILLOS SELF-SERVICE	1103 CERRILLOS RD	SANTA FE	NM	87505
WCW CAPITOL FLATS SF LLC	500 THROCKMORTON ST STE 300	FORT WORTH	TX	76102-3745
STATE OF NEW MEXICO	GEN DEL	SANTA FE	NM	87501
BREWER OIL CO	2701 CANDELARIA RD NE	ALBUQUERQUE	NM	87107-1954
FIELD OF STARS LLC	1113 N PLATA CIR	SANTA FE	NM	87501-1614
NH APARTMENTS LLC	1390 QUAIL LAKE LOOP	COLORADO SPRINGS	CO	80906-4648
TAMONE PROPERTIES LLC	990 W CORDOVA RD	SANTA FE	NM	87505-1836
NH APARTMENTS LLC	1390 QUAIL LAKE LOOP	COLORADO SPRINGS	CO	80906-4648
NH APARTMENTS LLC	1390 QUAIL LAKE LOOP	COLORADO SPRINGS	CO	80906-4648
CIMINO FAMILY LMT PARTNERSHIP	PO BOX 64633	LUBBOCK	TX	79464
NM STATE HIGHWAY DEPT	GEN DEL	SANTA FE	NM	87501
THREE BELL CARTEL, LLC	8 LAGUNA LN	SANTA FE	NM	87508-2243
MGT INVESTMENTS LLC	PO BOX 4848	SANTA FE	NM	87502
NM SCHOOL FOR THE DEAF	1060 CERRILLOS RD	SANTA FE	NM	87501
GUNDZIK, JOHN D	644 E BARCELONA RD	SANTA FE	NM	87501
FAIRVIEW CEMETERY PRESERVATION	2006 BOTULPH RD	SANTA FE	NM	87501
WALGREENS #02900	104 WILMOT RD #3301	DEERFIELD	IL	60015
GILLIAM IRREVOCABLE TRUST	PO BOX 4848	SANTA FE	NM	87502
MGT INVESTMENTS LLC	PO BOX 4848	SANTA FE	NM	87502
ACUITY SPECIALTY PRODUCTS, INC	C/O MAULDIN & JENKINS LLC	ATLANTA	GA	30339
ARC EQUIPMENT FINANCE LLC	19 CORPORATE CIR STE 3	EAST SYRACUSE	NY	13057-1143
NIC INC & SUBSIDIARIES	7701 COLLEGE BLVD	OVERLAND PARK	KS	66210-1991

City of Santa Fe, New Mexico

PUBLIC MEETING NOTICE

Development plan approval for new hotel with +/- 80,000 SF in accordance with Ch.14-3.8 of the City of Santa Fe Code of Ordinances.

Type of project

1000, 1101, 1103 Cerrillos Road

Project Location

Early Neighborhood Notification

Type of Meeting

5:30 pm

Time

Date

Virtual at: https://santafe.primegov.com/public/portal

Meeting Location

JenkinsGavin, Inc.

Applicant / Agent

For information call 505-820-7444

Phone #

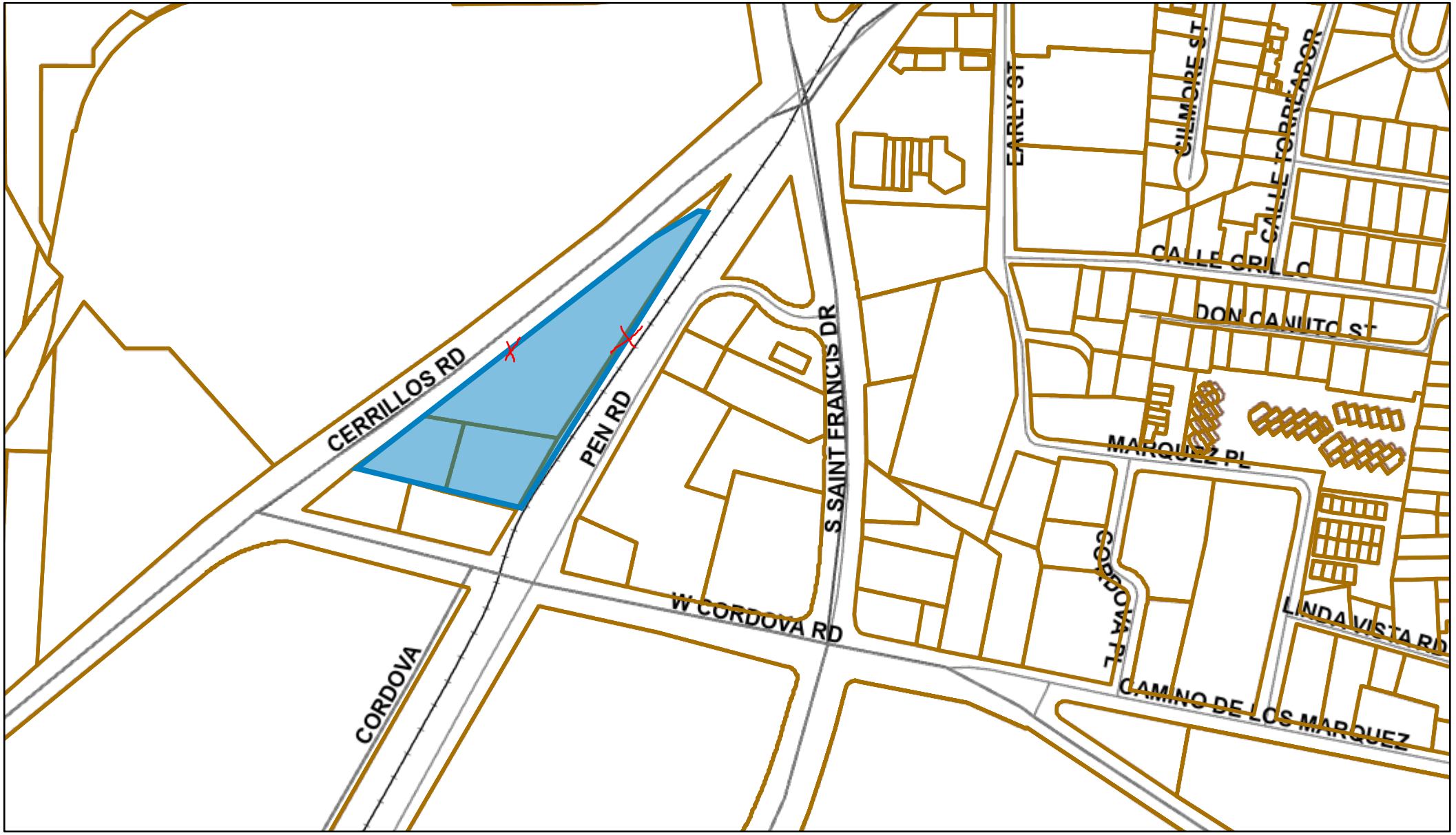
Refer to Case Titan Hotel

Required to be posted and visible from a public street from (9/15/25) **to** (9/30/25)

POST 15 DAYS PRIOR TO HEARING

Clear Form

ENN Sign Posting Locations



9/2/2025, 11:32:53 AM

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

Santa Fe County Parcels

Roads

Rail Road

Major Roads

Parcels

X = Proposed Sign Locations

City of Santa Fe, Bureau of Land Management, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS |

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

TITAN DEVELOPMENT HOTEL DEVELOPMENT PLAN
EARLY NEIGHBORHOOD NOTIFICATION MEETING NOTES

Date: September 30, 2025
Time: 5:30 – 6:45 p.m.
Location: Virtual Meeting held via Zoom
Attendees: City and Land Use Department Representative (Rachel Hamilton)
JenkinsGavin, Inc (Jennifer Jenkins, Margaret Ambrosino)
Titan Development (Ian Robertson,
Thirty total members of the public including New Mexico School for the Deaf (NMSD) and local residents.

This ENN meeting addressed the Development Plan to construct a new 150-room hotel at 1000,1101, and 1103 Cerrillos Road. A presentation was given by Jennifer Jenkins of JenkinsGavin, Inc, and Ian Robertson of Titan Development, regarding an upcoming Development Plan application to the City of Santa Fe. 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**
Additional traffic is of great concern to one of the busiest intersections in the city.	A Traffic Impact Analysis (TIA) is in progress with a report to be submitted with the Development Plan Application to the city. This will address existing traffic conditions and future traffic counts with the proposed development. The Development Team is in close coordination with NMDOT on the Cerrillos Road improvements already planned between St. Francis and St. Michaels Drive.
Architecture is too contemporary and does not evoke the style and local vernacular; looks like a municipal building.	Elevations shown are conceptual and under further development. The development team is receptive to any constructive feedback to enhance the style at this important gateway/corridor to the city. The color palette as shown here addresses a typical Santa Fe style.
How is the development going to address the existing large prairie dog colony? Thought though the colony is adjacent to the development at ground level they are subterranean and can cross into the development site, thus the fence line delineating the development on the surface does not prevent them from crossing into the site.	Excavation for the development will not touch the colony. Prairie dog relocation as needed will be conducted through strict adherence to the development code and it was noted that the colony will still continue to proliferate and move back in post relocation.

Shade on to Cerrillos Road will be caused by a four-story building will have negative impacts for properties to the west.	This is pending further study, with the architect preparing a shade modeling analysis that will evaluate impacts to neighboring properties as well as shade cast onto Cerrillos Road.
Stormwater flows are creating problems for NMSD, and it is believed that the drop inlet on Cerrillos Road adjacent to the property is overwhelmed. Water is overtopping the roadway, curb, and gutter, flooding the NMSD site and one building is unusable as a result. The acequia adjacent to the NMSD property is already overwhelmed during storm events and cannot accommodate the overflow.	The Development Team is in the process of assessing the drop inlet with NMDOT to evaluate if it is clogged or undersized both for current and future development conditions; the existing condition of the development site is largely impervious paved surface, contributing to the problem. The Team is further evaluating increase of pond capacity to decrease stormwater runoff along with this and other inlets; the new development will contain an adequate volume of new landscape to absorb stormwater flows as well. Furthermore, the Team will be meeting with NMSD on site to evaluate the flood situation.
Noise to the site is problematic, including vehicles, trains	None/noted for record.
The NMSD is a special education environment serving students from 18-months to 22 years of age, with eighty kids on campus during school session. The hotel would be built directly across from our school's elementary student building. This is not safe for children, particularly during nighttime hours.	None/noted for record.
Portions of the site were previously used for underground gas tank storage posing environmental concerns.	The site has been remediated with an environmental report generated confirming that the site is clean of contaminants and ready for the proposed development.
Safety and security of school staff and students with traffic and turning movements for students and staff accessing the NMSD	Addressed in the forthcoming TIA final report.
Can a hotel with a bar be located in proximity to a school?	The development team is reviewing state regulations for restaurant/bars located in proximity to schools and will follow regulations accordingly.
What is the need for another hotel and what happens if Marriot pulls out? Outside Magazine was converted to a hotel recently and we have too many already. With the existing volume of hotels and when there is low occupancy, this would be a wasted utilization of this site.	The market research conducted by the Development Team indicates that an additional hotel is viable and needed to serve the community and future market conditions remain to be seen.
A four-story building's north orientation will be full of ice in the winter	None/noted for record.

The building is too tall for Santa Fe and two or even three stories would work much better.	The economics of the site and the number of rooms mandate that we build to the allowable height; building meets the height limits for the zone district and matches that of other four-story buildings in the corridor and closer to St. Francis.
In support of the hotel for economic reasons; it will provide additional lodging for the tourist season	None/noted for record.

Concerns

- Increase Traffic *****
- Concept design******
- Four stories ****
- The effect on drainage ***
- Impacts to existing prairie dog colony***
- Bar or bar/restaurant in close proximity to a school**
- Increase in noise **
- Lighting **
- Environmental remediation of site

Comments

- New development will improve the site
- Good for Santa Fe's economy and tourism
- Important "gateway" and corridor to Santa Fe

Recommendations

- Address drainage and stormwater retention

*Restated items