

IV. Approval of Agenda

VICKI LUCERO (Building & Development Services Supervisor): Mr. Chair, there is just one correction to the agenda. We inadvertently left out Roman numeral VI but it shouldn't affect the agenda at all.

CHAIR GONZALES: Thank you, Vicki.

MEMBER KATZ: Move to approve the agenda.

MEMBER GRAY: Second.

The motion carried by unanimous [7-0] voice vote.

V. Approval of Minutes: February 15, 2018

MEMBER ANAYA: Move to approve the minutes.

MEMBER MARTIN: Second.

The motion carried by unanimous [7-0] voice vote.

VI. Consent Calendar: Final Orders

- A. **CASE # V17-5350 Santa Fe County Public Works. Santa Fe County, Applicant, Baer Architecture NM, Allan Baer, Agent, request a variance of Chapter 7, Section 7.11.11.3.2, Access to Subdivisions, Non-Residential Development and Multi-Family Development of Ordinance 2016-9, the Sustainable Land Development Code to allow one access point rather than the required two minimum access points for non-residential development exceeding 25,000 square feet. The site is zoned as Public Institutional (PI) within the Airport Noise Zone (O-AN60 DNL). The site is located at 424 NM 599 Frontage Road, within Section 2, Township 16N, Range 8E (Commission District 2). Miguel "Mike" Romero, Case Manager. (Approved 7-0)**

CHAIR GONZALES: We have a final order for case number V 17-5350, Santa Fe County Public Works variance. Do we have a motion for approval?

MEMBER KATZ: So moved.

MEMBER MARTIN: Second.

The motion carried by unanimous [7-0] voice vote.

VII. NEW BUSINESS

CHAIR GONZALES: We will now move to New Business. The only case is the Pilot Travel Center. There are a lot of people here for this case and I would like to ask you all to be respectful of one another and allows to speak without interruptions. Anyone who speaks out of turn or behaves in a disrespectful manner may be asked to leave and be escorted out by one of our Sheriff's deputies.

This is the way we will hear this case: County staff will present the case, then the Commission may have questions of staff. If not, we will continue with the applicant presenting their application including their experts or individuals who represent them.

Then the Commission may have questions of the applicant or their professionals. Then we will take a break before we start with the public hearing part of the meeting. Everyone who wishes to speak will stand-up and get sworn in all at the same time. This includes opposing and supporting views. Upon speaking everyone will be held to a 2-minute time limit. A time clock will be projected on the screen for each individual. Please provide your name and address when you get to the microphone and finish your statement within your allotted time. We will not allow people to cede their time to someone but will allow everyone to speak. Please keep in mind that if the people ahead of you said the same thing that you were going to say, you can state your name, address and say you agree with the same as the individuals who were ahead of you for the record.

After the public hearing, the applicant will have a chance to respond or answer questions or statements brought forward from the public. There will also be additional questions of staff or the applicant from the Commission. Then the Commission will decide to make a motion to approve or deny the project or go into executive session.

As a result of this meeting, this Commission will be making recommendations to the Board of County Commissioners regarding the conceptual plan including whether a truck stop is a conditional use allowed within the employment center district. Okay, let's get started.

- A. CASE # SCSD 17-5330 Pilot Travel Center, LLC Conceptual Plan Exit 278, LLC/Pilot Flying J Travel Centers, LLC, Applicants, James W. Siebert and Associates, Inc., Agent, request approval of a Conceptual Plan to allow a phased development on a 26 acre tract. A minor subdivision will be requested to create a 10 acre + parcel for the Pilot Flying J Travel Center development. Each phase within the minor subdivision will be subject to stand-alone applications to be developed in conformance with the approved conceptual plan. The first phase will consist of a 10 acre + parcel for the Pilot Flying J Travel Center development and approval of the uses for the Pilot Flying J development which will consist of a 13,600 square foot structure housing restaurants, convenience store, restrooms and other amenities to serve as a Travel Center/Truck Stop type of facility. The site is within the Planned Development District Santa Fe Community College District (CCD), Employment Center (CCD-EC). The site is located at the intersection of NM Highway 14 and I-25 within T16N, R8E, Section 24, SDA-1, Commission District 5**

Exhibit 1: Staff presented materials received after the packet was assembled

Exhibit 2: Applicant, Noise Impact Study, Pilot Travel Center

Exhibit 3: Applicant, Conceptual Plan Presentation

Exhibit 4: Applicant, Materials from Terry Brown, P.E., traffic engineer

Exhibit 5: Applicant, Off site open space plan and letter from The Academy for Technology & the Classics

Exhibit 6: Santa Fe Gateway Alliance, Listing of businesses opposed to truck stop, provided by Lisa Burns

Exhibit 7: Bisbee Court Condominium Association letter of opposition

Exhibit 8: League of Women Voters of Santa Fe County – concerns re: proposal

Exhibit 9: Applicant, Two pages of charts from the SLDC, parking standards and uses

Staff report filed with County Clerk's Office

CHAIR GONZALES: Jose, whenever you are ready.

JOSE LARRAÑAGA: Thank you, Mr. Chair. Vicente is passing out some items. There were more items of opposition received after the packet was completed, and letters of support and list of current business licenses in the Bisbee Court area. [Mr. Larrañaga read the bolded case caption as shown above]

On January 11, 2018, this request was presented to the Sustainable Land Development Hearing Officer. The Hearing Officer memorialized findings of fact and conclusions of law in a written order on this request. The Hearing Officer, based on the evidence presented, recommended approval of the Conceptual Plan to allow a phased development on a twenty six acre tract, subject to the following conditions:

1. The Conceptual Plan showing the site layout and conditions of approval shall be recorded at the expense of the applicant in the office of the County Clerk in accordance with Chapter 4, Section 4.9.9.9.
2. Compliance with all Reviewing Agency/Department Comments.

Paragraph #21 of the Hearing Officers Order states "However, the applicant's attorney stated that they had filed a conditional use application and staff would not allow concurrent applications in this circumstance" Staff would like to clarify this statement: A Conditional Use Permit application was submitted to Building Development Services. Upon review of this submittal for completeness it was determined, by staff, that the creation of three lots to allow commercial development on each lot constituted a phased development which requires a Conceptual Plan. The proposed CUP could not be processed until such time that the Conceptual Plan is approved for the phased development.

The written order and the minutes of the January 11th, hearing are attached as Exhibits 10 and 11.

The Applicants are requesting approval of a Conceptual Plan for a phased development on 26.46 acres which will consist of the following: Phase 1, gas station, truck stop, convenience store, and three fast food restaurants one with a drive-thru; Phase 2, two hotels containing 100 rooms each; Phase 3, full-service sit down restaurant, retail shops, warehouse, and manufacturing/light industrial.

The Applicant states, "The use list would include the permitted and conditional uses in an Employment Center Subdistrict as shown on Table 8.4.4 CCD use table provided intensity of use for traffic generation, water and wastewater do not exceed selected uses. The applicants recognize that the gas station/fueling station is a conditional use, but believe that the Board of County Commissioners should be specifically apprised that a gas station/fueling station is proposed and that a conditional use approval will be sought."

The site is within the Planned Development District Santa Fe Community College District- Employment Center of the Sustainable Land Development Code. Table 8.44: CCD Use Table illustrates a gasoline station and gasoline services as a Conditional Use which is an allowed use within the Employment Center Subdistrict upon approval of a Conditional Use Permit. Table 8.44: CCD Use Table illustrates a store or shop with/without drive-through facility, restaurant, with or with no consumption of alcoholic beverages permitted, hotels, motels, and tourist courts, and warehouse structures as permitted uses within the Employment Center Subdistrict upon approval of a Site Development Plan/Development Permit.

At the January 11, 2018, Hearing Officer meeting there was discussion regarding the County's position that a truck stop is an allowable use within the CCD-Employment

Center Subdistrict, as Table 8.44 of the SLDC does not explicitly list “Truck Stops”. The SLDC states that if a use is not listed in the use matrix, the Administrator may determine that the use is materially similar to a use within the same structure or function code as a use listed in the Land Based Classification Standards or within the same industry classification as the North American Industry Classification System. In reviewing these referenced documents, the Administrator found no reference to truck stops.

Table 7.6 of the SLDC lists truck stops as a specific use under the Industrial Use Categories, and more specifically under the sub category of Warehouses and Freight Movement. In Table 8.44 Light Industrial structures and facilities are listed as Permitted Uses, truck freight transportation facilities are listed as Conditional Uses, and warehouses structures are listed as Permitted Uses within and Employment Center. The Employment Center allows for a variety of uses inclusive of light industrial structures and facilities. manufacturing plants, heavy construction, and processing plants are listed in the use table, and include the use of large trucks and hazardous material, these are all listed as Conditional Uses.

The Administrator looked at all of these uses collectively in addition to similar uses listed in the LBCS and the NAICS in order to make a determination as to whether or not the use of a truck stop is allowed in this district. Although general, light industrial uses are listed as permitted uses in the CCD Table, the Administrator is taking a more conservative approach that a truck stop has aspects similar to the heavier industrial uses and maintains that a truck stop is an allowed use upon approval of a Conditional Use Permit within the CCD-EC.

On February 20, 2018, the applicant submitted an Air Quality Assessment, prepared by Trinity Consultants, for the proposed Pilot Flying J-Santa Fe Travel Center. The assessment summarized the following; the analysis included in this report shows that the proposed siting of the Pilot Flying J Travel Center in Santa Fe, New Mexico, is well below the National Ambient Air Quality Standards or New Mexico Ambient Air Quality Standards. As such the Pilot Flying J Travel Center would not be harmful to public health or the environment as defined by the United States Environmental Protection Agency and the State of New Mexico.

Section 4.9.9.1 Conceptual Plan Purpose states, “a conceptual plan is comprehensive in establishing the scope of a project, yet is less detailed than a site development plan. It provides a means to review projects and obtain conceptual approval for proposed development without the necessity of expending large sums of money for the submittals required for a preliminary and final plat approval. A conceptual plan submittal will consist of both plans and written reports.”

Section 8.10.3.5. Conceptual Plan Review Criteria: The criteria for approval of a conceptual plan in the CCD are as follows: 1) conformance to the Sustainable Growth Management Plan as amended by the Community College District Plan; 2) viability of the proposed phases of the project to function as completed developments in the case that subsequent phases of the project are not approved or completed; and 3) conformance to this Section 8.10 and other applicable law and ordinances in effect at the time of consideration, including required improvements, proposed roads and trails, community facilities, design and or construction standards, and open space standards.

The applicant has responded to the Conceptual Plan criteria and staff has responded as contained in the record. The applicant has submitted the following required studies, reports and assessments: Environmental Impact Report, adequate public facilities and service assessment, water service availability report, Traffic Impact Assessment. The

applicant has addressed the following applicable SLDC design standards: fire protection, landscaping and buffering, fences and walls, lighting, signs, parking, loading, utilities, water supply, waste water and water conservation, open space, protection of historic and archaeological resources, terrain management, flood prevent and flood control and the planned district Santa Fe Community College District Employment Center. The applicant has addressed conceptual plan criteria set forth in Section 8.10.3.4 as contained in the report.

The applicant submitted a noise impact study this last week which is not in your packet. The following is the conclusion of the study for the record. I'll read straight out of the conclusion out of the report.

The proposed Pilot Travel Center routine operations and traffic would comply with the federal, state and Santa Fe County Sustainable Development Code noise limits. There are no noise sensitive units such as existing residents, schools, hospitals or daycare centers within 1,000 feet of the proposed Pilot Travel Center. The surrounding communities and residences are located over 1,000 feet away and the proposed travel center would not result in noise increase at that distance. The predicted future peak hour traffic noise levels for the 2019 no build and project build alternatives at 15 off-site receivers are less than the NM DOT residential noise abatement criteria of 67 decibel. The predicted future noise levels for the 2019 project build alternative are either the same as the no build alternative or one decibel higher than the no build alternatives. An increase of one decibel would not be noticeable and is considered insignificant.

The Pilot Travel Center would have a large building berms, masonry walls, and closed dumpster area with the solid door and trees that would shield and mitigate noise from the automobile and truck canopy, speakers and idling trucks. The noise level from routine operations from the proposed Pilot Travel Center would comply with the Santa Fe County noise limit of 10 decibel increase above ambient level during daytime and 75 decibel level for commercial facility. The noise level from the Pilot Travel Center would also comply with the nighttime sustainable development noise limit of 5 decibel increase above ambient level of 60 decibel. The noise study includes that the proposed Pilot Center Travel activities would comply with the federal, state and Santa Fe County Sustainable Development Code noise limits for a new commercial development.

Vicki, were these passed out? Okay.

Building and Development Services staff has reviewed this project for compliance with pertinent SLDC requirements and has found that the facts presented support the request for a Conceptual Plan to allow a phased development on a 26 tract. The proposed Conceptual Plan is comprehensive in establishing the scope of the project; the site is within the Planned Development District Santa Fe Community College District-Employment Center Subdistrict, which is intended to accommodate mixed uses, where large scale employers, anchor businesses and light industry can locate in support of New Community Center Subdistrict development; Table 8.44: CCD Use Table illustrates the proposed uses are allowed as permitted or conditional uses within the Employment Center Subdistrict; the proposed Conceptual Plan has addressed the required Studies Reports and Assessments; and the application satisfies the submittal requirements set forth in the SLDC inclusive of criteria set forth in Section 8.10.3, the Planned Development District Santa Fe Community College District.

The review comments from State Agencies and County staff have established findings that this application for a Conceptual Plan to allow a phased development on a twenty six acre tract is in compliance with State requirements and design standards set forth in the SLDC.

Recommendation: The Administrator has made the determination that a truck stop is a Conditional Use within the CCD Employment Center Subdistrict. Staff recommends that the Planning Commission make a recommendation to the BCC as to whether or not the use of a truck stop should be recognized as a Conditional Use and thereby allowed within the Employment Center Subdistrict.

Staff recommends approval of the request for a Conceptual Plan to allow the proposed phased development on a twenty six acre tract, located at the intersection of New Mexico Highway 14 and I-25, with the following conditions:

1. The Conceptual Plan showing the site layout and conditions of approval shall be recorded at the expense of the applicant in the office of the County Clerk in accordance with Chapter 4, Section 4.9.9.9.
2. Compliance with all Reviewing Agency Comments.

Staff also requests that the Planning Commission consider the SLDC Hearing Officer findings of fact and conclusions of law in support of the application.

The Santa Fe County Board of County Commissioners will be holding a public hearing on this matter which is tentatively scheduled for May 8, 2018.

This Report and the Exhibits listed below are hereby submitted as part of the hearing record.

Mr. Chair, I stand for any questions.

CHAIR GONZALES: Thank you, Jose. Does the Commission have any questions of staff?

MEMBER SHEPHERD: Mr. Chairman. Jose, there is a Turquoise Trail Overlay boundary; where is the north side of that boundary? I wasn't clear on the map.

MR. LARRAÑAGA: And that's the viewshed boundary of Turquoise Trail?

MEMBER SHEPHERD: Yeah, the Turquoise Trail Overlay Boundary, SLDC 8.11.4.7.

MS. LUCERO: Mr. Chair, Commission Member Shepherd, can you repeat the Code section you were referencing?

MEMBER SHEPHERD: 8.11.4.7. I was looking at the map of the different zones. But that map is also contained in the code, so –

MS. LUCERO: Mr. Chair, Commission Member Shepherd, so this is the Community College District Land Use Zoning Map that you referenced and what was your specific question regarding the Turquoise Trail?

MEMBER SHEPHERD: There is a Turquoise Trail Overlay that goes down quite a ways on Turquoise Trail and what I don't know is where does it stop heading north and does it stop prior to this lot or does it include this lot?

MS. LUCERO: Mr. Chair, Commission Member Shepherd, that stops approximately at the 599 intersection.

MEMBER SHEPHERD: Thank you.

CHAIR GONZALES: Any other questions to staff? Mr. Katz.

MEMBER KATZ: Jose, there is a fire house, a County fire house that is up the road on Rancho Viejo Boulevard that is the Western Regional Headquarters for the

Fire Department; what constitutes that region? Do we have a Fire Marshal here that might be able to help us?

MR. LARRAÑAGA: Jaome was here.

MS. LUCERO: Mr. Chair, Commission Member Katz, we do have the Fire Marshal here. He must have stepped away for just a moment.

MEMBER KATZ: We can come back to that later, thanks.

CHAIR GONZALES: Any other questions of staff from the Commission?

MEMBER ANAYA: Mr. Chair.

CHAIR GONZALES: Mr. Anaya.

MEMBER ANAYA: Is it all right if we come back to them later on after the presentation?

CHAIR GONZALES: Yes, we can come back. If there's no other questions of staff, then I guess we're ready to hear from the application. Karl, are you going to be the presenter?

KARL SOMMER: Mr. Chairman Gonzales, yes, I will be doing a portion of the presentation. For all the members of the Commission, my name is Karl Sommer. I practice law here in Santa Fe, New Mexico. I'm here tonight on behalf of the two applicants for this conceptual plan. One of the applicants is a limited liability company called Exit 278 LLC and the principal and representative of that company is Mr. Warren Thompson. He is here. You all are probably familiar with Mr. Thompson and his family, they were integral in the establishment, development and success of the Community College District as a whole. Warren remains active in the community as well as active in the development of the Community College District in accordance with the plans of the district. Also, tonight I am here on behalf of Pilot Travel Centers, LLC and the representative of Pilot Travel Center is Mr. Ross Shaver. He's been involved in this project from day one. It has been over a year that we have been working on this. He's familiar intimately with all the details and can answer any questions you might have related to this project, both of a general and technical nature.

Tonight we have a very brief 20 minute presentation. Obviously, we'll stand for any questions when we get through that you can ask us any questions you want or you can wait until later that is fine with us. We have handed out to you all just a packet of pages that have numbers on the bottom and there are only 19 pages so our presentation takes about 20 minutes and it'll walk you through those 20 pages and we'll refer to them as we go. We weren't sure of what the audio-visual would be here tonight so we didn't have a computer to flip them on the screen. But you have in front of you what you'll need.

Our presentation will consist of this – I'm going to go over just a basic reason behind this conceptual plan and application. Mr. Siebert, James Siebert and Associates, he has been the principal planner, kind of ringleader on this project and he's been on it from day one and he will present the essential elements of our plans and obviously he can answer any questions.

Also here tonight, very important, is Mr. Terry Brown. Mr. Brown is a licensed engineer in the State of New Mexico. He's been doing traffic studies and traffic impact analysis all over the state for the last 40 years. He's done hundreds of traffic impact analyses throughout the state and he'll be giving a very brief presentation about his traffic impact analysis and the conclusions he reached and how they were approved by every agency that has looked at them.

In sum, what we intend to demonstrate here tonight is that our application is complete in all respects. The information provided is accurate. Our application complies completely and fully or exceeds every standards that applies to a conceptual plan and that as demonstrated by the approval, the recommendations of approval by the professionals that have looked at this, we're going to ask for your approval because we think from a legal standpoint there is no justifiable reason to deny this and that the application would be approved and we're going to ask that you recommend to the Board of County Commissioners that it be approved.

With that, let me just turn to page 2 of the packet that you have. We put together a brief chart of the difference between a conceptual plan and a condition use permit. And the reason we did this was twofold. One, so that the Commission had a clear understanding of what it is we're trying to accomplish and the applicants are trying to accomplish with this application and to distinguish it from a condition use permit which will come back to this Commission at a later date with the specific use of the travel center as we've described it in this application. So you might ask; well, why are we talking about the conditional use? Because in prior meetings it was a suggestion that these applications should have been combined. The conceptual plan goes to the Board of County Commissioners, sets broad parameters but it does one important thing that this application demonstrates as doable, that the entire property, the 26 acres that is owned by Exit 278 LLC can be developed effectively in phases and that the infrastructure for each phase is and will be available and that each phase as it is developed can stand on its own. That's the purpose behind the conceptual plan. It's triggered because we have a phased development; meaning, that a portion of this property will be developed first, then another portion then another portion and then another portion.

The conditional use permit is a different zoning action by you all. It establishes specific uses. In the first phase of this there will be proposed to you and we're letting you all know, the Travel Center, which has been widely publicized and is why everybody is here tonight mostly, it is a use that has a truck stop which under the code a truck stop is a permitted use in this district, a restaurant is permitted use in this district, a restaurant with a drive-through is a permitted use in the district and a convenience store is a permitted use. Those are not the subject matter of an application for a conditional use. What is a subject manner for a condition use is the gas station. That is clearly a conditional use in this district under the code. Staff has said, well, we want you to determine whether or not the truck stop is a conditional use. This truck stop has a gas station as a conglomerate we need to get a conditional use. There is no doubt, absolutely no doubt, legally, that a truck stop is allowed in this district and we'll talk a little bit more about that. As staff has pointed out, that the parking requirements specifically refer to truck stops. Clearly, a truck stop is a subcategory of an industrial use called "warehouse and freight movement services." So as a specific sub-use it is an allowed use. The question for you all is is this application going to be a condition use?

As I said, I just wanted to lay those out because that's not really what we're here for tonight. We're here about a conceptual plan but I wanted you to know that you all will be hearing that in the near future.

I'd like to turn it over now to Mr. Jim Siebert and he'll walk you through the elements of our plan and we'll stand for any questions after we're done.

CHAIR GONZALES: Thank you, Karl.

MR. SOMMER: Thank you.

[Duly sworn, Jim Siebert testified as follows:]

JIM SIEBERT: My name is Jim Siebert. My address is 915 Mercer, Santa Fe. Let me begin by just stating that I have been working on this project for a little over a year now and I'll talk to you a little about what the role of the planner is in a project like this. My function is to make absolutely sure that the application is complete, that it is accurate in terms of the data that is presented in it and that it complies with all the criteria and standards of the SLDC. And we feel that this application does all of those. So let me start on page 3, and show you the location of the site. This is actually taken with a drone looking towards the City of Santa Fe, towards the mountains. On the left hand side you have Interstate 25, you see the off-ramp coming off that. And then on the right hand side you see State Road 14 and down kind of toward the middle of the page you see that there is a stub out of the intersection of Rancho Viejo Boulevard and State Road 14. The building that you see to the left there is an auto body shop and it's in the final stages of construction and it's my understanding that that shop should be opened shortly. So I think we may have a difference between yours and mine; what's on page 4 of yours?

CHAIR GONZALES: That would be the SLD Community College District.

MR. SIEBERT: Okay, so what this represents is the area – the pink area is the employment center district of the Community College District Plan. We have the site located within that and what I'd like to do is kind of walk you from the north end of that district to the south end towards the south end of the district. So on page 5, if we start at the north end what this is, is a contractor's yard, currently, a contractor's yard for manufacturer and distribution of pre-fabrication of building panels. What it was previously, and there's a long history of commercial-industrial use within the employment center. And part of that history was 20, 25 years ago there was a bulk plant. A bulk plant being an area where you store and distribute gasoline and fuel. And what this indicates, the truck travel along this particular area of the employment center, particularly on Dinosaur Road, has been historic. There has been a lot of truck and trailer travel to this particular area. And then on page 6, as we move south now, this is a light industrial company that manufactures and implements water features, large scale water features and then in the background you'll see just behind the building, you can see some trailers there. And, once again, the idea is that what occurs is that you have truck traffic having to bring goods in and having to take goods out at this particular location.

And then on page 7, its various contractors offices and these, once again, have a lot of history to them. They're at least 20 to 25 years old.

MEMBER SHEPHERD: Mr. Chairman.

CHAIR GONZALES: Yes.

MEMBER SHEPHERD: Excuse me. Just to clarify your page numbers. The contractors' offices and yards is page 8.

MR. SIEBERT: Yes, we may have skipped a sheet here. I apologize for that. We'll get back on the track. But the top will read contractor's offices and yard. And we're beginning to approach the site now. The way you can see in the background is actually the buildings for the Turquoise Trail Business Park. So, the next photo is of the auto body shop which I pointed out earlier is right adjacent to this particular project on the west side. And then the next photo is the PNM Service Center and once again there's a long history here. The service center has been around for around 25 years. And this consists of a whole variety of things. There's administrative offices. There's assembly of various products that eventually go out in the field. There's some maintenance of automobiles. There's storage. There's a yard that stores materials at this

particular site. Once again, this is just a short ways down from the subject property to the west.

And then keeping going further south you have the Gruda Veterinary Clinic and it basically goes from the interior roadway which you can see a cul-de-sac at the end there down to the right-of-way to State Road 14 and pretty much encompasses all of that particular lot. And then proceeding further south you have the Santa Fe Brewing Company which has expanded and actually is continuing to expand, which I like since I like beer. And then once again you can see tractor trailers, the trailer part of the tractor trailer, there and like any other major manufacturing area it is something that requires trucks to bring the materials in, they're manufactured, and then to take the beer out.

And this where I think I may get out of synch with you. Does the next page say, existing commercial and industrial uses?

CHAIR GONZALES: No, the next page says, conceptual site plan.

MR. SIEBERT: Let's skip over that for now and we'll come back. I'll get in synch with you here.

This is the conceptual site plan for the 26 acres.

MS. LUCERO: Mr. Chair, excuse me. I believe he's looking at page 5 of the handout.

MR. SIEBERT: We should be on the conceptual plan at this point.

CHAIR GONZALES: So are we on the table or sheet 5?

MR. SIEBERT: No, you're on – it will say at the top of the sheet, conceptual site plan, and it will actually show the site plan. You'll have page 13 at the bottom. Has everybody got that; this one here?

CHAIR GONZALES: Okay, thank you.

MR. SIEBERT: Okay. So what that depicts is the entire 26-acre site and the actual phasing that will take place within that 26-acre site. The Pilot Flying J is 9A and will consist of the convenience store, two restaurants, a restaurant with a drive-through, parking area for both cars and a parking area for trucks, gasoline for refueling of trucks – diesel refueling of trucks and gasoline for refueling of automobiles. To the right is 9B which is the second phase of the project. We're proposing to have two hotel sites on that particular location. Each of those would have 100 rooms. We are assuming that they will not be built at the same time. They would be built sequentially. And then on the left hand side which is 9B, there's a variety of uses they would include a restaurant, some retail, warehousing and light manufacturing in that particular area.

As you can see, the main access point is at the existing signalized intersection of Rancho Viejo Boulevard and State Road 14. There is a connector road that will bring it back to another point of access on State Road 14. So eventually and phase 1 doesn't propose to build that connection at this time. It would actually be part of phase 2. And then just to make sure there's something called conceptual plan information; is that the next sheet?

CHAIR GONZALES: Yes.

MR. SIEBERT: Okay. And just to go over this very briefly and reiterate what Karl Sommer had discussed previously, the uses and the timing of the development, phase 1, which is the Pilot Flying J is 2019 to 2020. The gas station is a condition use – we'll just kind of run through each of these uses – the truck stop which Mr. Sommer discussed is subcategory of warehouses and freight movement is actually a permitted use. The convenience store is a permitted use. The two restaurants are a permitted use. The restaurant with a drive-through is a permitted use. All permitted uses under the SLDC.

The two hotels are permitted uses and the phasing for that would be the second phase would be 2021, 2026. The third phase which is 2022 to 2030 would be a full-service sit down restaurant and that's a permitted use. They have retail shops which are permitted use. They would have a warehouse which is permitted use and a manufacturing and light industry which is a permitted use. So with the exception of the gas station, all these are actually, all of these uses are permitted uses.

So what's the difference? What's the difference between a permitted use and a conditional use? A permitted use is something that you submit a detailed site plan for. It's reviewed by staff. There's no hearing. It is administratively acted on. It has all the detail necessary so that the next step is you go to the Construction Industries Division to pull your permit and actually build the structure. A condition use requires that it goes through a hearing process. So it goes to the Hearing Officer and it also goes to this Planning Commission.

So the next one is existing utilities, the next sheet over. Let's talk about that. I think the importance here is what exactly – and Mr. Sommer talked about this – what exactly is the purpose of the phasing plan. And what it is is to determine do you have all the facilities necessary to develop the project. Do you have utilities; do you have roads; do you have the necessary fire protection? And we've gone through that process. So what it is is the water line comes underneath I-25. That's a County water lines, 16 inches. It comes down to State Road 14 and back to a fire hydrant near the intersection on the north side of State Road 14 as a 12 inch line. There's a 2 inch gas line that's potential high pressure gas line capable of substantial capacity. And then there's the telephone and fiber optics that parallels the water line. And then the eaves are an overhead electric line which is a 3-phase 46 kV line. And the point of this is that the utility infrastructure that is on the property now or adjacent to the property has the capacity to serve the development of the entire project. So we've satisfied that kind of element, one of the elements of phasing and the conceptual plan.

The one thing that is missing is sewer and what will happen is there will be an onsite lift station. That lift station will pump into a force main that will go out to a manhole right near the Quill Plant which is the penitentiary wastewater treatment plant and discharge it into that particular plant. [In response to audience laughter] I guess that must have been humorous, I'm sorry.

So let's talk about the advantages of this particular site; that's the next one, I hope.

CHAIR GONZALES: Yes.

MR. SIEBERT: First of all just the fact that it is so adjacent to I-25. You have the off ramps that take the vehicles and trucks directly to the site. The one thing that happened with the reconstruction of the interchange, the I-25 interchange, is that the Highway Department bought what they call, Access Control. In other words, when they pay for that, you can never cross that line ever again. And between the access ramps and this site, the majority of that is under access control. So you will not see, within that area, you will not see any driveways or any roadways. Rancho Viejo Boulevard and State Road 14, you can see by the traffic signal is already a signalized intersection. When they did the improvement for the diverging diamonds they brought the improvements to State Road 14 up to that signalized intersection. I-25 has recently been reconstructed as the diverging diamond versus the conventional diamond interchange that existed there before and Terry Brown is available to talk about that particular issue. So with that I am going to turn it over to Terry and let him talk about traffic.

CLERK SALAZAR: Chair Gonzales, may I – I have a question. May I address request from the presenter?

CHAIR GONZALES: Sure you may.

CLERK SALAZAR: For the record, as the official record keeper of the Santa Fe County and the public's interest I would like your copy that you presented today to take with me to the Clerk's office as the official record that was presented today.

MR. SIEBERT: Certainly.

CLERK SALAZAR: And I also have asked the recorder to hold on to her copy since there is a difference between what they received and what you have.

MR. SIEBERT: Certainly.

CLERK SALAZAR: Thank you, very much.

MEMBER KATZ: Mr. Chairman, may I ask a question of Mr. Siebert before he walks off?

CHAIR GONZALES: Sure.

MEMBER KATZ: On that last slide that we were looking at, am I correct that the two arrows, the four arrows that straddle I-25 from 14 are incorrect, that they're switched. The northbound should be on the left and the southbound on the right on that beautiful, wonderful intersection that everybody likes.

MR. SIEBERT: You're talking about south of I-25?

MEMBER KATZ: Yeah.

CHAIR GONZALES: Excuse, please, if you could hold down the applause.

MR. SIEBERT: The arrow is showing the direction of the traffic movement which the arrow would be actually be correct.

MEMBER KATZ: Then how does a vehicle get from north on 14 to what would be south on I-25?

MR. SIEBERT: Well, you see the three arrows that are going – oh, I see. We're talking about different arrows. Let me get the traffic engineer involved in this and he'll clarify that particular issue.

MEMBER KATZ: Thank you.

[Duly sworn, Terry Brown testified as follows:]

TERRY BROWN: My name is Terry Brown. My mailing address is Post Office Box 92051, Albuquerque, New Mexico, zip code 87199.

As Mr. Sommer spoke earlier, I'm a registered professional engineer in the State of New Mexico and have been since 1977. I have specialized in transportation related studies and more so in traffic impact studies and over my career I have hundreds of traffic impact studies just in the state of New Mexico.

At the onset of the project I met in the field with the New Mexico Department of Transportation District 5 traffic engineer and two representatives from Santa Fe County Public Works, all engineers, to discuss the scope of this traffic impact study that I was to do for the Pilot Travel Center. And it's important to note that I do not determine the scope of the traffic impact study. It is solely under the jurisdiction of the New Mexico Department of Transportation and Santa Fe County and they determine the scope of the study. They mandated that to me and that was the guidelines for my study. If you'll turn to, I think it's page 17, it should be a black and white map with some red circles on it, some blue circles on it, good. Those are the intersections that were required to be analyzed in my traffic impact study. And I'll list those starting on the north end. The signalized intersections are the red circles, red solid circles. Starting at the north end it's

the New Mexico 14 north crossover intersection north of I-25 and then proceeding south the New Mexico 14 south crossover, again, signalized. Proceeding south and a little bit west, the signalized intersection of New Mexico 14 and Rancho Viejo Boulevard and then going to the east it's an all-way stop intersection of Avenida del Sur and Rancho Viejo Boulevard within the Rancho Viejo neighborhood.

Along with that, I analyzed various ramps at the new interchange and they're circled in blue. The dotted red circle in the all-way stop. So in the analysis I projected volumes for the years 2020 which was the implementation year for this project and I went an additional 10 years to the year 2030 which we call the horizon year and I analyzed all those intersections and ramps, submitted the traffic impact study to the New Mexico Department of Transportation District 5 traffic engineer and the Santa Fe County Public Works Department for review and both agencies have approved it. And if you look on page 18, the next page, you will see a copy of the approval letter from the New Mexico Department of Transportation and the approval of Santa Fe County is in your staff comments I believe.

With that I will turn it over to Karl Sommer to complete the presentation.

MEMBER SHEPHERD: Mr. Chairman, I have a question for Mr. Brown.

CHAIR GONZALES: Go ahead, Mr. Shepherd.

MEMBER SHEPHERD: The scope of – when you say your traffic studies you were looking at density, is that mainly what you were looking at?

MR. BROWN: Density?

MEMBER SHEPHERD: You know traffic –

MR. BROWN: Traffic volumes, yes.

MEMBER SHEPHERD: -- volumes, right. Were you looking at merge safety or anything like that as part of your study?

MR. BROWN: Yes.

MEMBER SHEPHERD: So when you look at the trucks coming off of I-25 south and heading down to 14 and then they have to merge into the left hand lane of Highway 14; did you determine that there were no issues with that or were there issues?

MR. BROWN: Not only did I determine that, the designer of the interchange itself made that determination long before I did. And it was supervised and approved by the Federal Highway Administration and the New Mexico Department of Transportation. [Outburst from the audience]

CHAIR GONZALES: Please, let's keep these comments down. Let him finish Please, go ahead.

MR. BROWN: I'm completed. I'm ready to –

MEMBER KATZ: Mr. Chairman, can I ask Mr. Brown a question, the same question I asked Mr. Siebert.

CHAIR GONZALES: Yes, you may.

MEMBER KATZ: On page 16, the four arrows between the – on the divergent; are they misplaced?

MR. BROWN: Those four arrows are backwards, yes.

MEMBER KATZ: Thank you.

MEMBER ANAYA: Mr. Chair.

CHAIR GONZALES: Yes, go ahead, Mr. Anaya.

MEMBER ANAYA: Mr. Chair, Mr. Brown, I have one question, well, actually more, but this one is in particular about the timeframe about traffic, meaning,

from 8 to 5 and then 5 to midnight and then from midnight till 8 o'clock in the morning. Did your findings find that there would be more traffic at a certain time?

MR. BROWN: The requirements of the New Mexico Department of Transportation and the Santa Fe County Public Works Department, I analyzed an a.m. peak hour on a weekday which was from 7 to 9 a.m., a one-hour peak within that two-hour frame. And a p.m. peak hour. I did not analyze any other time of the day. Those are considered to be the peak hour of what we call the adjacent street. That's when your traffic system loads up the most heavily and I analyze those two periods because they are perceived to be the heaviest times.

MEMBER ANAYA: Which is correct. The timeframe is from 7 a.m. till 6 p.m. for heavy traffic for residential for the most part and an area like this that has an intersection that's coming through on and off and also feeding the east mountain area which is through Madrid, Cerrillos and Madrid, I'd kind of like to know more about the impact that that's going to cause. And the reason I am asking this particular question, and I don't know if you did the compact studies or the traffic studies for the Pilot in Moriarty –

MR. BROWN: Uh huh.

MEMBER ANAYA: You did?

MR. BROWN: Uh huh.

MEMBER ANAYA: Great. I drive that road a lot.

MR. BROWN: Uh huh.

MEMBER ANAYA: And I see how the traffic is with the semis and how dangerous they can be and say that not like [audience erupts in applause] No, no, hold down please, please. This is very important. And if you did that study you know what the complaints were in that area also in that location on the East Mountains or Moriarty. They are dangerous and that's why these questions that these guys are asking about the on- and off-ramps and stuff like that, they're not really designed for semis. The business that is coming from there right now is 8 to 5 type business and the semis that go in and out of there are not that many. So that's why I'm asking you – I can read the report and I can read it out loud if you'd like but I'd rather that you just tell me what the report states in those peak times because it is very important to as many of the people who are sitting out here whether or not it's going to affect their timeframe to get in and out of the – to their residence.

MR. BROWN: You're referring to a report there; which report is that?

MEMBER ANAYA: Wouldn't it be your report?

MR. BROWN: Is that my report?

MEMBER ANAYA: Well, that's what I'm asking you. The traffic report that's in here. You know the packet.

MR. BROWN: Yeah, I'm familiar with that, okay, okay. We've had pretty consistent concerns from the neighbors that the diverging diamond interchange was unsafe for various reasons. And one of the things I did to address that issue was several things, but one of them was I contacted the consulting firm that actually designed the interchange and they went through a very extensive process. Creating a very thick extensive report that evaluated various alternative concepts for that interchange and all of that was supervised by the Federal Highway Administration and the New Mexico Department of Transportation and they analyzed at least five different concepts heavily weighted to consider safety issues and they considered that. One, that the diverging diamond interchange was the best concept for this location, and, two, that it was safe.

Also, there have been publications from 2010 on by the Federal Highway Administration about various diverging diamond interchanges. There are about 100 of them in the United States and they concluded that they are safe.

MEMBER ANAYA: Would that be for all size of semis, overload, oversized, and –

MR. BROWN: Yes.

MEMBER ANAYA: And the reason I'm asking that particular question is that when these semis go through the roundabout how is it going to happen or how is it going to destroy the roundabout itself or the turns and stuff because it's not designed for full semi use.

MR. BROWN: Which roundabout? What are you talking about a roundabout?

MEMBER ANAYA: I'm talking about the turn-offs, okay. I call them roundabouts because the way the traffic is designed around the whole freeway system.

MR. BROWN: Okay, and what did they say about that specifically? Okay, like I said, they created a very thick extensive report and I talked to the design engineer because there was some concern expressed about trucks early on in some of the neighborhood meetings and they said they have addressed, and I think they have, they have addressed truck issues on the ramps. I don't have the report here with me but I have their word that they did address the trucks.

MEMBER ANAYA: Okay, and –

MR. BROWN: You have trucks there now, right?

MEMBER ANAYA: Very few.

MR. BROWN: Okay.

MEMBER ANAYA: I do know what the Pilot station does as far as bringing in traffic: there's a lot. Again, I'm from the Moriarty area. I live in Edgewood so I know that area –

MR. BROWN: Okay, but comparing this project to Moriarty I don't think is a fair comparison. Because, first of all in Moriarty it fronts on or it's near I-40 and you've got about 30 to 40 percent truck –

MEMBER ANAYA: You are actually correct. It doesn't compare. This is much more worse than what that is.

[Audience erupts in applause]

MR. BROWN: No, no.

MEMBER ANAYA: Please don't.

CHAIR GONZALES: Let's keep the clapping down and all the comments so that we can continue with this.

MEMBER ANAYA: Sir, I don't want to get into an arguing match. I am just trying to make certain because we are here – we're entitled, we're not entitled – we are here to make a decision whether this process is a condition use. And in order for us to make that determination we need to know all of this stuff. I don't want to pass it on to the BCC and say, oh, it's up to you guys. No, we need to ask these types of questions and get the proper answers to these before we can do this. [applause] Please guys, I appreciate it but.

So if you want to pass this on later on to the attorney and stuff that's fine with me but I'm going to continue to ask these types of questions because that's all my process is tonight. I don't care about whether or not the building where it's going to sit, I'm more concerned about what those trucks are going to impact the on- and off-ramp and the

neighborhood and the along with later on I'll be asking you questions such as where are these vehicles going to park? But that won't be in this particular meeting, that will be in the next one for other plannings. So I thank you very much for your help, okay.

MR. BROWN: And Ross Shaver is here to make a statement also.

[Duly sworn, Ross Shaver testified as follows:]

ROSS SHAVER: Ross Shaver, 5508 Lonas Drive, Knoxville, Tennessee, 37909. So I am the project manager for Pilot Travel Centers. I hire Terry as a consultant so I fully represent Pilot Flying J. I was also the project manager of the Moriarty, New Mexico store: so I built that store. So I fully understand the comparisons between the two and I would like to address your question. Ultimately, as a professional – I'm a professional engineer myself, so I'm involved in the traffic studies, usually in meetings with the DOTs, etc., etc. So to address the diverging diamond interchange, ultimately in order for that to even be considered by Federal Highway Administration it would have to consider all types of permitted vehicles. The specific type of vehicle that you're talking about for the AASHTO criteria is called a WB 67 vehicle. That's a 72 foot overall length vehicle. It's a 53 foot long trailer. So ultimately that's what we design our entire project around and that's what typically the Federal Highway Administration, New Mexico Department of Transportation uses in all their turning movements. Typically, there's a program called Auto Turn that has all these different types of vehicles that you can use in what's called CAD, a drawing situation. What they do is they run that vehicle over all the movements throughout all the interstate and New Mexico highway transportation systems to make sure they're accurate.

So we are fully confident that this interchange is safe. Not only because the FHWA and the DOT believe it and that is their jurisdictional authority and their responsibility to protect the public health, wealth and safety of the state of New Mexico. Okay? That also gets into a pre-existing condition that legally we can't be bound to because it is there responsibility as a Federal Highway Administration and the New Mexico Department of Transportation to keep that infrastructure in a safe condition, okay.

Now we have actually gone ahead and put together some documentation. We'll present that later on. I think it will highlight some of these items. But actually what the Federal Highway Administration, the Department of Transportation have found is the whole reason the interchange was switched out is because there was too many crashes going on and so what they did is they came up with what they believed to be the safest interchange out of all this criteria, okay. And they used it and historic – we've gone back and looked at some of the historical data and as they have stated, that it has increased in safety and that's exactly what we found too and we'll present some of that here after we hear the public comment response.

MEMBER ANAYA: Thank you, sir. But that's one of our concerns too, public safety. We represent the entire Santa Fe County so we are very diligent towards public safety.

MR. SHAVER: Fully understand that but my point in the statement that I made it is fully the New Mexico Department and the Federal Highway Administration's to make sure that that interchange is safe. And it is safe for the type of vehicles that you're talking about.

MEMBER ANAYA: Well, I could expect and I would expect you to say that on the grounds that as a professional I too hold licenses in the state of New Mexico so I understand what it's like to be bonded and the whole nine-yards. I am asking you

these type of questions hoping to get them more in layman's terms so that we can all understand it in the audience.

MR. SHAVER: So, I think in layman's terms the best way and Terry alluded to this, part of the reason we put these pictures in the presentation was to not only show the commercial and industrial uses that have been here for a period of time which we're going to serve those same kinds of commercial industrial uses but when you look in those pictures there's trucks or RVs in almost all of those pictures. So it shows that there's already trucks and RVs using that interchange and based on the data that we have found there has been no major crashes from that standpoint. There's been one fatality and that fatality was due to drugs and alcohol.

MEMBER ANAYA: Unfortunately, that's what they all are pretty much. The – I apologize I just lost my train of thought. I'll turn it over to you, Mr. Chair.

MEMBER GRAY: I have one question. There's been a lot of discussion about the interchange, but what about the 599 exit?

MR. SHAVER: So, and, again, this is all stuff we were going to get into later on but I'm more than happy to address it now. So because, and this is important, because Terry does not set the scope. Okay, he touched on that earlier. The state of New Mexico because they have jurisdictional authority along with the County sets the scope. So we did not study that originally because we weren't asked to but based on the concerns that we heard I went ahead and paid Terry extra money to go out here and analyze this. So what we have found, we have sent that analysis into the DOT for their approval and what we have found to date is that they have no comments as of right now but Terry's analysis found that it meets the acceptable levels of service.

MEMBER GRAY: So going, exiting off the 599 going north towards the proposed truck stop, it is a residential area. You've got Turquoise Trail homes right there.

[Audience interruption urging the speaker to use the microphone]

CHAIR GONZALES: Hey, let's have order over here. You can't talk to people like that.

MEMBER GRAY: I apologize. You are going through a residential area. You've got the Turquoise Trail homes right there and you've got a lot of people. And, yes, you do have RVs and trucks going in there but not the amount that's projected.

MR. SHAVER: So if you're a truck driver the only way you make money is to go the shortest distance from point A to point B. And our project is situated at the south, pretty much call it the southeast/southwest quadrant of that interchange. I mean, literally, I-25 this interchange and New Mexico 14 border. So why would you get off at 599 instead of getting off at the interchange? That's not going to happen. What we see all throughout our 700+ locations across North America is that they're going to take the shortest route. These guys get paid by the mile so the more intersections, the more turns and the longer distance they have to go, they don't do it.

MEMBER GRAY: I understand. That's my district and I live in that area a little bit further south. Having said that though, yes, truck drivers do work by the mile but if they miss an exit and then 599 is the road you take for the bypass so we do see a lot of trucks there. And we do see a lot of difficulties in those trucks maneuvering over there by the Allsup's in that little corner. It's not – that road isn't made to accommodate large vehicles or that many large vehicles.

MR. SHAVER: I can't speak to the traffic that is there currently but what I can tell you is that 60+ percent of our customer base is on track gallons. That means

they're the companies where they have to stop at a Pilot Flying J. It means these guys are using the same routes week-in week-out. They learn the intersection. They learn our site. Not only that we have apps, we have billboards, we tell these guys exactly – we give them the latitude, the longitude and tell them the exact exit they have to get off of. I mean, there's all forms of communication. Again, we don't have these kinds of issues.

MEMBER GRAY: Okay, but I think though that that is going to become an issue. That road is not made to accommodate large trucks, much less a large volume of trucks and to stand there and tell me that they're not going to use is not –

MR. SHAVER: Well, I can't tell you, I can't tell you that not one truck is going to use it. I can't guarantee that. I won't do that. What I'm telling you is that by far the large majority of these trucks are not going to. But I can also tell you to state that it's not designed for trucks and that it's not going to be an acceptable levels of service these are New Mexico engineers that have the profession – as he stated – the professional responsibility as lots of these engineers in the state of New Mexico their number one standard is protection the public health, wealth and safety and we're sitting here giving you a traffic impact study that has already been approved not only by the Department of Transportation but also by the County. It's really irrefutable.

MEMBER GRAY: I just want to see the traffic study for that corner specifically.

MR. SHAVER: I'm sorry, ma'am. I didn't hear you.

MEMBER GRAY: I've only see thus far is just for that exchange. I'd like to see the one for that corner that you said you haven't received yet.

MR. SHAVER: I think but let me check with Karl, but I think the packet that he just handed out is contained in just that. So if you can give me just one minute and confirm that and get a copy of that. So what you should have is there should be four paper-clipped items.

First I want to confirm that you've gotten all four. Okay, I'll wait for everybody to obtain it. These are the ones that Karl handed out while we were discussing, yes, sir. There should be four in all of them, four paperclips.

So you guys, let me say this to before we jump into this. You have to understand if the DOT – just like the County takes on liabilities if they put the public in an unsafe condition, I kind of share that same burden. So if I go into this knowing as my team as professional and me myself as a professional, if I go in here designing a project, and as you can imagine I'm about to spend millions and millions and millions dollars, and set myself up for a liability; does that make any business sense whatsoever? I'm telling you from a business standpoint, we are fully confident that this is safe and it has to be because I'm literally, my customer base is built on this. If they're out here having accidents all the time and we're creating all these issues, I'm not in business and I'm creating liability for myself. It's not going to happen.

So, to answer your question, in this packet – let me get to the right title here – you're going to see, it says regarding here, and it's pretty thick, 4608 New Mexico State Road 14 Project Santa Fe, New Mexico Supplement. Okay. So this is a supplement to the traffic impact study. If I may approach, I'll confirm that it is the right one. Do you mind if I come up?

CHAIR GONZALES: Yes, go ahead.

MR. SHAVER: So what I'll call your attention to is the first four pages which is really this summary of Terry's findings. Everything after that is a lot of engineering data. Just to kind of walk you though it because I know that you're very

interested. This table right here, the 20/20 a.m. peak hour and 20/20 p.m. peak hour, so you have an a.m. and p.m. peak as Terry explained earlier which is your worst case scenario for a.m. and p.m. as you were alluding to earlier, Mr. Commissioner. So you're going to see that this essentially gets analyzed for each movement based upon the levels of service defined by the state of New Mexico, okay. And what it is, there's a weighted average at the very bottom of that and you're going to see that that's a weighted average C. So it's much like a grade card, okay. F is failing and then D through A are acceptable; right, Mr. Brown? Okay. So I think it actually goes A through F including E. So again F and E is failing, D through A are acceptable levels of service. This has a C, okay?

So I'm going to read Terry's summary at the very bottom of page 3. I'll give you a second to get there, okay? It says, In summary the 2020 a.m./p.m. peak hour and the 2030 a.m./p.m. peak hour analysis of no build and build conditions of the signalized intersection of New Mexico 599, New Mexico 14 demonstrates the implementation of the 4608 New Mexico State 14 development including the Pilot Travel Center will not have a significant adverse impact on the signalized intersection. Okay? So, again, what this shows is an acceptable level of service which is defined by the state's requirements which governs and regulates these roads.

So, look guys, we have – I've had five public hearing, okay, not including the Hearing Officer or this. We have heard the same concerns over and over. When I built in Moriarty, New Mexico we did the scope of work as defined by the DOT and the city and we addressed those. We have gone above and beyond and spent tens of thousands of extra dollars to address these concerns, okay. This is engineering analysis backed up by fact and data, alright.

MEMBER GRAY: Thank you.

MR. SHAVER: Yes, ma'am.

MEMBER KATZ: Mr. Chairman.

CHAIR GONZALES: Mr. Katz.

MEMBER KATZ: It's an unfortunate day for you to be speechifying about how wonderful engineers are given what happened in Dade County in Florida today. A brand new overpass collapsed.

MR. SHAVER: I'm sorry, a brand new what?

MEMBER KATZ: Overpass that had been opened a very short period of time. I am sure all of those engineers said it was perfectly safe and wonderful. [audience applause]

MEMBER SHEPHERD: Mr. Chairman.

CHAIR GONZALES: Mr. Shepherd, go ahead.

MEMBER SHEPHERD: While I understand what you're saying and I understand that the double-diamond interchange, higher people than you have determined that that's safe so your responsibility for that interchange is kind of moot, I understand that. I believe in boots on the ground more than charts and tables. And when I talk to truck drivers who I know who run that route unanimously they say you will only go – if they're heading south, they will only take the ramp off of I-25 once because at the end of the ramp they don't have a line of sight back to the traffic light and they will – and so they're blindly getting into a merge lane that is also a merge lane for people trying to go left and getting onto I-25 north. So what they will do instead for their own safety is they will go down to 599. And it will be a matter of course that those trucks after once with a bad experience, they'll go the extra mile and go to 599.

MR. SHAVER: So, we personally have not heard that concern from our customer base. The only time that we've heard that concern was at the Hearing Officer hearing where a supposed truck driver issued that same thing. I can tell you that we have talked about that internally as a team and it just doesn't make any sense to us. I mean, when you think of what is referred to as a cloverleaf interchange which is a true circular interchange. Usually when you're coming up on an interchange for an overpass you're climbing in elevation and you don't actually get parallel to where you're going to use your rearview mirror to look back to see the oncoming traffic that's going through the through lane that you're going to have to merge into. And forgive me for using a technical term here, but until you kind of hit the tangent point of that curve, which means you've kind of hit the curve and now you're parallel to that through line. In this case you're actually coming down in elevation so you can see what's coming at as soon as that vehicle passes the underpass. Okay. And you're already parallel much before a typical cloverleaf type intersection. I mean, I don't know what else to say about that. That's just kind of – that's the facts and the geometry of the intersection.

MEMBER ANAYA: Mr. Chair.

CHAIR GONZALES: Mr. Anaya.

MEMBER ANAYA: Sir, I'm going to ask you one question.

MR. SHAVER: Yes, sir.

MEMBER ANAYA: Being a professional period, a professional.

MR. SHAVER: Yes, sir.

MEMBER ANAYA: You understand about technology, I'm sure.

MR. SHAVER: Uh huh.

MEMBER ANAYA: What happens, and I just happen to have come down that same path using my GPS, 599 did show up.

MR. SHAVER: Uh huh. Are you talking about – what we do is once we move forward in a the construction of this project, we actually the determine the latitude and longitude of this project and then in our first open communication to all of our customer base we give the latitude and longitude of those exact coordinates to our customer base so they can plug it into their own GPS systems.

MEMBER ANAYA: Okay, well, still, GPS is not always correct. I couldn't even get into the parking lot over here coming in now. I had to go all the way around the whole thing and I was using my GPS system. So you've got one entrance into the truck stop, one. They can miss that and then they're causing a bottleneck because they are turning around. So just, again, think outside of the box as we have to when we're making these determinations and we're making this a yes or no vote. We have to think outside the box, inside the box, what the professionals tells us and what the non-professionals tell us. So that's how I'm thinking and so truck drivers make mistakes. They follow their GPS and regardless if it's programmed directly into the system it does not always work. Thank you.

MR. SOMMER: I am not going to belabor the point. But I would like to make one point that goes to the decision, Commissioner Anaya, that you all have to make for all of you, and it is this, the standards under which an applicant, any applicant, whether it be Mr. Ross's company or Mr. Thompson's company or whatever, the standards under which they must apply and submit deal with a traffic study that must address certain items. This discussion that we're talking about, as Commissioner Katz said, this beautiful intersection is one, there are not many of them across the country, there are like 100. It is brand new to Santa Fe. It was imposed on this community by, as

we've talked about, engineers and administrators at the state and federal level not at the County level and it is not the standard fare that we are used to. It is not something we or the County approved. Second thing is there is no analysis in the County code that says you must do a safety analysis of the intersections that you are going through. You must do a traffic analysis based on what's there and you submit in accordance with that. The legal standard to which Mr. Ross and his company and Mr. Thompson and his company are held to is you must address levels of service and the operation of the facilities as they are. There is no study required of any applicant to do an analysis of whether or not the intersection is safe. The discussion that we're having is about a condition that we cannot address in terms of any standard that we must show. But the second thing about that is, it is not something that we can do anything about. Our analysis shows, based on the principles that the levels of service on these facilities will be acceptable. The engineers who approved it, the traffic impact study, did the same analysis. And so that's the standard, and that's the legal standard, we are talking about.

What you all are saying is this, and this is kind of the undercurrent of what I'm hearing: Semi-trailers coming off of this off-ramp in any numbers is unsafe. You can't just say it's unsafe for 100 and not unsafe for two. If it's unsafe for trucks, it is unsafe for trucks. That's what the undercurrent of what you're saying is. That is not a standard under which we are required to apply. And I don't think legally you can apply that standard to this application because what you will be saying is, anybody who comes to do any development at which a truck will come off of this, we're going to disapprove or we're going to hold you to a standard to show us that the intersection is safe for the truck that is coming off – and so the public feels the same way. That is not the legal standard. [The audience erupts]

CHAIR GONZALES: Hey, hey, let's have some order here. Let's have order.

MEMBER ANAYA: Mr. Chair.

CHAIR GONZALES: Mr. Anaya.

MEMBER ANAYA: Karl, I appreciate that very much. I understand your job. It's not easy sometimes when you're court you have a positive or negative or for or against; that's the way it is, that's life. I'm going to read to you the recommendation that we are upheld to, okay. It says that the administration has made a determination that the truck stop is a conditional use within the CCD Employment Center Subdistrict. Staff recommends that the Planning Commission make a recommendation to the BCC as to whether or not the use of a truck stop should be reconsidered as a conditional use and therefore allowed for an employment center. Now, you understand what we are tasked to do and it's going to require a tremendous amount of questioning, whether or not the sky is blue or if it's brown. That's our job. Your job and you're doing a very good job of it by the way, but our job is to find out. We're not attorneys except for – sorry, I'm not even going to bring it up – so we have to find a way to determine what we're tasked to do. So if the questions that we're asking you, please just get ready for them because they're going to come.

MR. SOMMER: If I may, in response to that, just do a brief summary of the information that we have garnered. Here is – since a safety analysis of the divergent diamond is not a standard in a traffic impact analysis to be submitted. We went and did other work. Here is what we determined. That the engineers – good, bad or indifferent – at the federal level and the state level considered five options. They picked this one in large part because of its safety. What they told us was this, one of the safety factors of

this design is that there are 16 points of conflicting movements in the normal or non-diamond diversion there are 24 points. That is mark toward this is safer. The other thing is as we all know who have driven through that, it has curves and the lines are curving, that is designed to slow traffic down. Whether it does or it doesn't, that is what the design is. That was another safety feature that they told us, that they picked this design for.

So we are here telling you what they have told us about safety. Our engineer agrees that those concepts and those principles make this a safe design. That's what we found out. The other thing is that we did a weaving analysis on this. Our analysis shows that at peak hours the weaving movements can be done at a level of service that is acceptable, i.e., not dangerous/not delayed. So that's what our information has shown. We didn't design it. We didn't pick it and we didn't build it and we are all stuck with it. We are giving you the best information that we have about it. And, again, to reiterate, it is not a standard in the code that we have to show that this intersection is safe. So, we've done our best to address your question and if they were here they could answer your questions directly and say to the Commissioner about the movement that he was talking about, I guess it would be the left hand movement going south off of the on-ramp going south on 14 – I can't read it, I'm sorry my eyes are not so good from here – anyway if they were here we could ask that question and we could complain about it. We could all say what we think. We didn't design it. It's not our job to show it's safe. We've done our best to tell you the information we have.

I'd like to conclude our presentation just with a brief summary of what you have in front of you. Let's leave the traffic issue aside for a moment. Your Santa Fe County Land Use code professionals and that's in every department that has looked at this has said that the application for the conceptual plan as applied for meets the criteria and they recommend approval. That means that they have gone through and they have given you a detailed analysis of each of the criteria that they have dealt with and they have recommended approval. That includes County Public Works, County Fire Department, the Sheriff didn't weight in, they don't usually weigh in on this. At the state level, State Historic Preservation, they have accepted the findings of our archaeologist. That is their process of saying, we have not disagreement with what the report is and we concur. The New Mexico Environment Department, you're about to hear tonight and as you read in the record lots and lots and lots about air quality and, again, this is a regulated area of an application so you have to do certain things. We submitted what's called, A Notice of Intent, to the Environment Department. The Environment Department professionals who are engineers and technicians who apply the federal laws have said and I quote to you, Based on the information provided in the submitted application – that's what we submitted – the Department has determined that the potential emission rate of any regulated pollutant from this facility for which there is a national or New Mexico ambient air quality standard is less than 10 pounds per hour and 25 pounds per year. Therefore, in accordance with the Title 20 Chapter 2 Part 72 of New Mexico Administrative Code an air quality permit is not required and construction can commence.

So as an applicant, we've done exactly what the code requires. We've done exactly what state law requires. We've done exactly what federal law requires and what they have said is, no permit is required. What does that mean? That the people who regulate under the EPA have said to you that the information about pollutants is that no permit is required because nothing – because there is no threat or permitted activity that requires some sort of emission control. That's important for you because you're going to

hear a lot about anecdotal evidence about things. What we are held to is a standard under the law and the professionals who have looked at it said there is not permit required and construction can commence.

I think most importantly you had before who heard much of the same evidence you are going to hear a Hearing Officer, and that's Hearing Officer Nancy Long. Ms. Long, as you probably all know, has been practicing law in this jurisdiction for 35 years or more. She is a well trained, very experienced, land use lawyer. She did a thorough, thorough analysis of the code. She did a thorough analysis of the staff report and she did a thorough analysis of the testimony that was presented and she recommended approval of the conceptual plan. I submit to you that there is a reason because the standards for the conceptual plan have been met. Most, if not all of the objections that you're going to hear about deal with a conditional use permit, which we'll come back in front of you and these issues will be hashed out again. So, in short, I believe that our application is complete. And when I say I believe that, my belief is backed up by every professional who has looked at it from your standpoint has said it is complete. The information is accurate: that is indisputable. There is nobody who has attacked a single piece of information that we have provided on the technical data that we are required to submit. And we've met the criteria and everybody has recommended approval. We submit to you that there is no legal basis to deny or to recommend for non-approval. And we'll stand for any questions as you go forward. If you have questions about the noise and that sort of thing we can address them now so that you can hear what there is but that is not a criteria that we have to meet but we've met it. And we'd stand for any other questions that you have. Thank you very much.

MEMBER SHEPHERD: Mr. Chair.

CHAIR GONZALES: Mr. Shepherd, go ahead.

MEMBER SHEPHERD: I do have some questions that are non-traffic related.

MR. SOMMER: Sure.

MEMBER SHEPHERD: On page 3 of our binder that was delivered to us it talks about on February 20th the applicant submitted an air quality assessment prepared by Trinity Consultants. I am assuming that that is the data that led to the assessment that no permit was required.

MR. SOMMER: Yes, sir.

MEMBER SHEPHERD: Okay.

MR. SOMMER: And we have it here if you would like to see it.

MEMBER SHEPHERD: No, but what I do want to know is who is Trinity Consultants and how can I be ensured that that was an impartial assessment?

MR. SOMMER: Well, first of all the assessment by Trinity – well, let me first deal with – Trinity Consultants is a consultant that came out of Albuquerque, New Mexico. Their report – if I may just approach, I'll bring everybody a copy of it.

CHAIR GONZALES: Sure you may.

MR. SOMMER: Mr. Shepherd –

MEMBER SHEPHERD: Thank you, this is in our package that was delivered to us.

MR. SOMMER: That is what's known as the NOI and it's what is required under state law. It qualifies as informing them. So going to your second question: how can I be ensured that they're an impartial person? Well, they are paid professionals. That means that they are licensed professionals. And so the question is, is

their information legitimate. They are held to professional standards. Are they impartial? I think that what they do is they look at the data. They give their opinion and they submit that to the state of New Mexico and the state of New Mexico makes that assessment. If the assessment by the professionals is unduly bias or bias in a sense that it is not supported then, I guess, the state would reject it. I don't think that bias is the question. It's a question of whether their report is supported by the data that they give and the state of the New Mexico Environment Department has said yes, we accept the data.

MR. SHAVER: So let's talk a little bit about the process and I think that will answer your question. So ultimately these are PhDs, these are engineers, these are scientists. And as Karl stated, these are professionals, there's a responsibility there. But the analysis that occurred is that they actually take canisters out there. And I think there's a picture of that canister in the report. So what they do, they actually take true air samples. It goes off to a lab, right. An independent lab and that lab produces the results. They use those results and that's ambient. That means that it exists. So then they take all of the projects, okay, and they use industry type standards, EPA regulated, state regulated and they run the analysis. They combine the two and they compare the results to the threshold that is set by the New Mexico Environment Department. Those thresholds are set by the EPA and then the state has the regulatory authority to uphold those regulations but they can also increase them and make them more restrictive. The state has actually done that in a few of those, okay. What you see in that report is when all that data, that air quality study, okay, where these scientists and engineers they present the facts of what was found, they submit the air quality study and it goes through review by the New Mexico Environmental Department, okay. There was comments, very minor comments to that report. Those comments were addressed and at the end of the addressing of those comment, the New Mexico Environment Department issued this notice of intent – of approval and it states in there that construction can commence.

MEMBER SHEPHERD: Mr. Chair.

CHAIR GONZALES: Go ahead.

MEMBER SHEPHERD: Thank you, sir.

MR. SHAVER: Yes, sir.

MEMBER SHEPHERD: I do have a couple of other questions that you may be the most appropriate to answer.

MR. SHAVER: Okay.

MEMBER SHEPHERD: On page 13 of the big package that we received, landscaping and buffering, Section 7.6 of our code, it says that the proposed conceptual plan meets the purpose and intent outlined and one of the sections 7.6.2.4, prevent air and noise pollution. Could you describe exactly how landscaping and buffering is going to prevent air and noise pollution?

MR. SHAVER: Sure. I think that is stating the generality of the code but to answer your question if you review the noise study the consultant of that noise study who, again, is a professional and also has a doctorate and does this for all throughout the DOT system here in New Mexico and the federal Highway Administration, she actually talks about that. She talks about how landscaping, I believe, it is somewhere between 4 to 10 decibels reduces the noise level because of landscaping of trees, masonry walls and berms. And if you look at our conceptual phase application we actually have 4 foot tall berms and 4 foot tall masonry walls with all the trees that are required per the code. And when you combine all of those essentially you are creating a buffer, okay.

MEMBER SHEPHERD: Mr. Chair.

CHAIR GONZALES: Go ahead, Mr. Shepherd.

MEMBER SHEPHERD: Thank you, sir. Next question, on page 20 of our handout, it talks about open space, Section 7.15. And 50 percent of the 26 acres must be set aside for open space and I haven't seen anything or anything that has been said that that number has been resolved. The last I heard you were like 4 of 5 acres short of the open space requirements. Could you explain exactly how you're getting to 13 acres of open space.

MR. SHAVER: Sure, we'll pass out a little handout here to help assist that. But the code also requires offsite open space and that's exactly what we've done. In fact, to your point we're a little shy on site of 5 acres. I think it's actually 4.86 is what we're shy of but we're actually going to provide offsite of a total of I think 15 acres. So we're going to be almost 80 percent as allowed under the code and not only that, we're going to dedicate open space, per the code, where it helps the trail system and allow some connectivity for open space that is already part of the SGMP plan. And, not only that, we're going to dedicate it adjacent to – which school is it, I'm sorry?

MR. SOMMER: The Academy for Technology and Classics.

MR. SIEBERT: We're handing out an exhibit that discussed that particular issue. And the interesting thing, in the code there are two different standards for open space. There are two different standards for open space. One says that if you're within the PDD district the requirement for open space is 30 percent. Well, we're in the PDD. There's another section of the code that says if you're a subdivision then it's 50 percent. Well, we have basically two lots here so technically it is a subdivision. But it always seemed to us that it was a little inconsistent to have two different standards apply to the same area. So what the handout does is – let's go to the second page first. It shows the site and it there is let me say first of all that there is a deficit from the 50 percent open space and by the code, under the code, we can make that deficit up in another location but it has to be something that is accessible to the public and has a public facility in it and the reference is to trails. So let me talk about that particular issue. We can see where it is, it's off the A Van Nu Po Road, it's right next to the Academy for Technology and Classics which is a charter school, a mid-school and high school. So let's go to the first page. And first of all what is that deficit from 50 percent? The deficit is just a little less than 5 acres of land. And what we're proposing to do in this case it's the Rancho Viejo Partnership is willing to do is to provide 15 acres, offsite, of open space. And that is – so if you take a look at it, the ratio is that you end up with three times the amount of open space that is the actual – over three times – the actual deficit. So let's go into the specifics of this. There's really two different areas. The one area is right next to the ATC charter school and what that would be set aside for would be for their multi-use athletic field. And that actually, the boundary of that, is based on a particular study and layout that I did that determined that it worked for a full-sized field with a running track on it.

The other segment of that which is further to the south is the 9 acres and the 9 acres is along a drainage area and is next to an area that is open space, planned open space shown on the Sustainable Growth Management Plan and the trail is, in fact, shown on the Sustainable Growth Management Plan. So what we're proposing to do, that trail can be – it's not there now, it's to be constructed in the future – what we're doing is allowing for the extension of that trail coming back offsite and actually offsite is where it is shown on the Sustainable Growth Management Plan.

So if you take a look, the total open space is about 23.5 acres. Well, if you take a look at that compared to the 26 acre site that represents actually an open space area of around 88 percent. So we feel that we've more than compensated for the open space that is required onsite by providing what is allowed in the code offsite.

The other thing in your packet is a letter from Susan Lumley who is the president of the foundation that runs the school. And it points out how important this particular dedication of this particular land to the school's future athletic activities. And if you have any questions I'd be –

MEMBER SHEPHERD: Mr. Chair, just a quick question on this point.

CHAIR GONZALES: Okay, a quick one.

MEMBER SHEPHERD: Can you assure me – because one of the things that I understand is that when you designate it as open space as part of your requirement that it can't be designated as open space for any other requirements.

MR. SIEBERT: That's correct.

MEMBER SHEPHERD: So this will be dedicated and assigned and not duplicated.

MR. SIEBERT: Correct.

MR. SOMMER: It can't be double-dipping. If I may add one thing to the answer to Commissioner Shepherd's question. This 50 percent requirement as Jim said arises because we've asked for a minor subdivision. We can do the project in a phased way without doing a minor subdivision which means we just leave the properties out. By doing that, if you follow the code, you're not creating a subdivision. So that's an exemption to the subdivision regulations and we could do it that way but the property owner has chosen to do it with a subdivision which means he'll have to dedicate some open space. And he wants to do that. And why I say he, it's Mr. Thompson who is sitting right over there whose family has got a history of dedicating open space in this district. So I wanted you to know that if the 50 percent on site is a problem, we can simply withdraw the portion of the application that asks for a minor subdivision because that's what kicks in this 50 percent. We're staying with our application the way it is because we think this is an important contribution and an important aspect of the code in terms of what it seeks to do in the Community College District. The trade off being, development in one area, open space in another area.

MEMBER SHEPHERD: Mr. Chair, I just have a couple more question in different sections not that one.

CHAIR GONZALES: Okay, Mr. Shepherd, make it quick. We're going to get ready to take a break.

MEMBER SHEPHERD: Okay, on page 23 in our package it talks about Section 8.10, conceptual plan. And one of the things that is required is an explanation of how each development phase promotes the mixed use intent of this section. And as I read through it, mixed use isn't just, oh, we got a convenience store next to a fast food restaurant. I think their intent here really on mixed use was around neighborhoods, community centers, plazas – those are some of the language that happens in a planned district Santa Fe Community College District. So, help me understand how you are meeting the spirit of this particular district in terms of mixed use.

MR. SOMMER: So, a mixed use in an employment center involves various kinds of uses including industrial, light industrial, commercial – in those categories you have different kinds of uses. So this particular phased development meets all those criteria because in this particular first phase we will have travel services, food

and beverage services. In the next phase there will be a hotel, two hotels. In the third phase there will be light industrial in the form of manufacturing and the others that have been listed. So that is how this particular conceptual plan meets the mixed use intent of an employment district in the Community College District.

MR. SIEBERT: Let me supplement that. If you take a look at the findings of fact from the Hearing Officer. It was her determination that this particular project satisfied the mixed use requirement by the components that Mr. Sommer just talked about. Her concern was what is the linkage between the community centers and this particular project. That was her concern. And what it is is that just as the district is identified, this provides employment. It is employment for those areas that you talked about. The community center that is actually down by 599 and State Road 14, this is suppose to have all of those mixes of both residential and commercial.

MEMBER SHEPHERD: Mr. Chair, one last question and then I'll ease up. This question is for Mr. Shaver, the project manager. You've been through this before. This isn't your first rodeo. This isn't your first truck stop.

MR. SHAVER: Not my first stop.

MEMBER SHEPHERD: So you can probably answer this right off the top of your head.

MR. SHAVER: We'll see.

MEMBER SHEPHERD: From a conceptual standpoint, a truck stop roughly has how many employees full and part time?

MR. SHAVER: So each truck stop is different because we have different uses within those, multiple restaurants and etc., etc. So we expect this one to employ about 90 employees. Nine zero, 90. We usually only bring about two to three employees with us. Those are the top managers and the rest we would hire local. That is right off the top of the head.

MEMBER SHEPHERD: Thank you.

CHAIR GONZALES: Okay. I think it is time for us to take a break. I make a motion that we take a 20-minute break.

MEMBER ANAYA: Second.

The motion carried by consensus.

CHAIR GONZALES: Okay, we're going into break. Back in 20 minutes.

[The Commission recessed from 7:10 p.m. – 7:35 p.m.]

MEMBER KATZ: Mr. Chair, I would move to reconvene.

MEMBER MARTIN: Second.

The motion passed by unanimous [7-0] voice vote.

CHAIR GONZALES: We will now start the public hearing. Let me have a show of hands of how many people would like to speak in favor. Let me see the hands of how many people would like to speak in opposition. Okay, given the number of people here, I'm going to give each person two minutes to speak. Remember there's a timer which will be up on the screen so you can monitor your time. Everyone who's going to speak please stand up to get sworn in. Don't forget to give your name and address and state for the record that you've been sworn in.

[Those wishing to speak were administered the oath.]

CHAIR GONZALES: Okay, also, let's line up to this side and we're going to start speaking, but I'd like to start with this woman over here in the green sweater. She's handicapped. Let her speak first. Go ahead.

MATTHEW MCQUEEN: Mr. Chair, my name's Matthew McQueen. I represent the Santa Fe Gate Alliance. I was told I would be given an opportunity to do a short presentation on behalf of a group of individuals.

CHAIR GONZALES: Do you know how long it's going to take?

MR. MCQUEEN: Mr. Chair, I'd guess about 15 minutes.

CHAIR GONZALES: That's fine.

MR. MCQUEEN: May I proceed first?

CHAIR GONZALES: We'll let the handicapped woman go first, then you can go second.

MR. MCQUEEN: Thank you, Mr. Chair.

CHAIR GONZALES: Thank you.

[Duly sworn, Geraldine Fisher testified as follows:]

GERALDINE FISHER: Hi. My name is Geraldine Fisher and I reside at 72 Canada del Rancho. And I agreed [inaudible] Hi. I'm not sure where to begin. I do have a few comments and questions. Two questions. I would like to know how this new gas station will benefit the county and the city of Santa Fe. I haven't been able to come up with a lot of answers to that for myself. Employing people. The other comment is more about what the city means to me. My husband and I moved here in 2001 from the East Coast, from a small village in Brookford, Rhode Island. We came to Santa Fe because we loved what it was like, and what continues to keep us here are the things that I can't get in a big city – the skies at night. I'd never seen a red moon before till we got here. I had never seen as many shooting stars, the Perseids and all of the other things that come through here. We got to see the eclipse a little bit.

I was an art teacher and I worked primarily with behavior disorders in Rhode Island. So all the art in this beautiful city was important to me. When they build a new bridge it was nice to see. It wasn't just a span with nothing on it. So I think a lot of people care what the city is like. And when I go home to night from here I will drive probably past where the lights – where they want to build this gas station. It will be dark. The only lights will be the traffic lights and a few overhead lights. And I know that it's coming home to a peaceful, lovely place. I don't have to worry about the skies being light. Only when somebody escapes from the prison, of course.

But it's – how do I say it? I don't want it to change. I want you to protect the city. To keep it what it is for all the people who live here.

CHAIR GONZALES: Thank you.

MS. FISHER: Thank you.

CHAIR GONZALES: Proceed.

MR. MCQUEEN: Thank you, Mr. Chair. My name is Matthew McQueen. I'm an attorney. I represent the Santa Fe Gateway Alliance, which is a group of concerned citizens. You'll hear from many of them tonight, who are opposed to this truck stop, and I appreciate being given the additional time to give this presentation. Gentlemen, if I'm blocking your view, I apologize.

First off, there are three basic things I want to cover. The first is that Pilot Flying J is not a gas station. It has a gas station component but the applicant has made it very clear that they're not just a gas station. The Hearing Office concluded that a truck stop is not listed in the SLDC use matrix, and yet the applicant's attorney says that a truck stop is a

permitted use. And I think that's a pretty bold statement and I think it's a little misleading. He's provided you sort of a use matrix of his own and he says conditional permitted, permitted, permitted.

To get to it being a permitted use it takes a couple leaps of faith, or at the very least a legal confusion, which has in my opinion not been made. So in the use matrix, Appendix B of the SLDC, it says if a use is not specifically enumerated the proposed – when the proposed use is not specifically listed in the use matrix the Administrator may determine that the use is materially similar to a listed use if the proposed use is listed as within the same structure or function classification as a use specifically enumerated in the use matrix as determined by the Land-Based Classification Standards of the American Planning Association.

So what that says is if it's not in the use matrix – which it's not – you look to LBCS. It's not in there either. And the Hearing Office, Nancy Long, wondered about this and asked a few questions about this. It appears that staff has done some additional review since the Hearing Officer hearing, and I haven't looked at staff's memo, and I look forward to doing that. But at the Hearing Officer hearing the Hearing Officer asked about this and it appeared that maybe there'd been some discussion about this, but there hadn't been – it hadn't been reduced to writing. There wasn't any memo or anything.

So the Hearing Officer did her own analysis. And the Hearing Officer concluded – incorrectly, I believe – the truck stop fell under the truck and freight transportation services of the LBCS. Now, truck and freight transportation services are establishments in the truck and freight transportation category, provide over the road transportation of cargo using motor vehicles such as trucks and tractor-trailers. So what truck and freight transportation services are are trucking companies. They're not truck stops. So it's providing trucking as a service, not providing service to truckers. And the two are very different.

So truck stop is not in the SLDC use matrix. It's not in the LBCS. A truck stop is not materially similar to a gas station; even Flying J will tell you that. And the truck stop is more than the sum of its parts, so you don't get to just pick and choose from the use matrix and find all these different uses and shove them together and call it a truck stop and say it's permitted. That's not the way it works. And there are uses in a truck stop that are not covered anywhere else in the use matrix, such as the all-night idling, or the sleeping in your vehicles.

And the way I keep thinking about this is imagine if they wanted to build an amusement park there, and they said, well, we're an amusement park. We have restaurants, we have a retail store, we have a swimming pool. Maybe we even had a daycare center. So if you find all those different uses in the use matrix then you have to allow an amusement park. An amusement park also has other things, like a roller coaster. Right? And in this analogy, the roller coaster here is the idling and the overnight stays.

So a truck stop is materially different than anything else in the use matrix and it's not allowed in the SLDC. So when the applicant's attorney says it's permitted, I think you need to take that with a grain of salt.

The second thing I want to talk about is transportation. There's already been some discussion about this and apparently there was a handout which I didn't get and haven't seen, haven't reviewed. So maybe some of the things I want to talk about are covered in the handout. There's going to be a lot of concern about this [inaudible] And I want to show you on this map. Hopefully they can see it on the monitor. This is – I think it's already a dangerous intersection, and I think the applicant's attorney basically conceded

that point and said that it wasn't their responsibility. If you're coming southbound on I-25, you get off here, you're going downhill, turning left and at the bottom of this hill right here, there's a yield sign. So you're coming off an interstate where the speed limit is 75, downhill, turn left, and you hit a yield sign.

I personally think that's pretty dangerous. You come down here and you go through – you cross traffic here. This is one of the diverging diamonds. You come down here, turn right into the truck stop. When you're ready to leave you've got to turn left across traffic, and that's going to be a nightmare. On a busy morning, when all the commuters are going through, and maybe the truckers have slept for the night and they're getting ready to leave, they've got to turn left across traffic – it's uphill. So it's going to be slow. They come up here and at this point it's signalized. They're stopped. So they might have to stop, so they're going to be slow starting off when they stop, and then this is uphill, so they're going to be slow starting off, come all the way around and come back on the highway. That's southbound traffic.

Northbound traffic, when they're leaving they've got to make that same turn and this path, this yellow path here, is all uphill. So again, slow start for a big heavy truck. The worst piece though is this piece here, this yellow piece. If you're coming northbound and you get off where the company says you'll get off, this is a steep, hard right turn, and at the bottom, again, there's a yield sign. So if you hit a yield sign, what that really means is stop, that if there's oncoming traffic, they have the right-of-way, and you have to stop. So again, we have a truck going potentially 75 miles an hour, going downhill, hard turn, hard angle to see that traffic, and do you think they're going to stop? Some of them might, but some of them aren't going to. They're going to come over, they're going to merge over and they're just going to hope that people there get out of the way. And the people there are going to have an incentive to do that because a truck is a lot bigger than they are. But that's what's going to happen.

And that's very dangerous and I don't think it's adequately addressed in the traffic study. So what I'm asking you all to do is not defer the judgment on the adequacy of the traffic study to the consultant that built the intersection, which is – or designed the intersection, because they're obviously going to defend their work, or NMDOT that paid for the intersection. Picked it and paid for it, because they're going to defend their work. I think you should use your own judgment and I don't think the traffic study is adequate because I don't think it addresses these concerns.

It also has omissions. And maybe this is what they handed out; I don't know. But the omissions are this stretch down here. So if you're a trucker and you don't want to mess with this. If you're leaving the site, you can turn right. That's an easier turn. Right? You come down here and you turn right. That's probably a tough intersection but it's still easier than this one. Come down there and get on down there. Someone's going to do that.

Alternatively, someone's going to get off there, right? And the other thing the traffic study doesn't address is 14. And it's off this map. But if you follow 14 it goes all the way down to Route 40. And if you put in this destination, when you're on Route 40 going to that place, into Google maps, Google maps will tell you the shortest, quickest way is Route 14. And that's crazy. No truck should be on Route 14, that goes through Madrid and Cerrillos. And we already have a problem there, but this is going to make it worse and it's not addressed in the traffic study.

Mr. Shaver, he pointed out that truckers are in the business to make money and they will take the shortest route. Well, the shortest route from Route 40 headed

westbound is up 14. And it's not addressed in the traffic study. Maybe it is in the supplement. I don't know if you've had a chance to read it; I certainly haven't.

One – two more things on safety. One, Mr. Shaver said that he wouldn't be creating liability for himself. If Mr. Shaver is accepting liability on behalf of his company for the accidents in this intersection, that's something that his corporate counsel is going to want to know about. I would suggest he's not, that if there are accidents, they're going to say they have no liability. They didn't build it; they didn't design it; they don't maintain it. So I'm not really sure why he's saying that they're accepting, they're taking on liability by building a truck stop. I don't understand that. And Mr. Sommer said, basically I think he conceded the point that the diverging diamond is dangerous, but then argued that it wasn't their responsibility. So I think you need to consider those issues when you look at the traffic study.

The last thing I want to talk about in my four minutes is the economic impact. And they've talked a lot about jobs. And this is the Community College District. And when they adopted the Community College District plan they were trying to do something different, and in a large way, they've succeeded. This business court here, right on Bisbee Court, it's really a diverse place. I mean, these are the small businesses. These are the local businesses. These are the businesses we always talk about supporting. Not throwing millions of dollars at out-of-state corporations hoping they'll come here. These are homegrown, and it's really a pretty dynamic place.

So the employment center subdistrict says, the employment center subdistrict provides a concentrated, planned, multi-use environment for light industrial and business uses. When they're talking about jobs out here, they're not talking about fast food jobs. Those aren't the kind of jobs they're trying to create in this district. And there was a question – the Commissioner had a question about how many jobs would be created, Mr. Shaver said 90. So he said the management jobs will come from out of state, so those aren't local. He didn't specify in the 90 jobs whether those were full time or part time, but you can bet they're starting out at minimum wage. So those are the jobs that they're offering.

At the Hearing Officer hearing it was suggested that this is okay because it provides services to the rest of the Community College District. And so again, I want to read from – it's section 8.10.3.13, Employment Center Subdistrict Development Standards. At the very end it says, Retail uses may be included as necessary to support the needs of the anchor employees. So they argued at the last hearing that this supported the needs of the employees in the center, despite the fact that a truck stop and travel center – this is not for the community out there. And I don't think the community out there would object to – there's all sorts of uses – they'd probably love a restaurant, maybe a pharmacy, things like that, that would actually support that community. This is not that.

It's a travel center. It's marketed to travelers. So truck stops aren't allowed. There's got to be a legal analysis to get to that. The traffic study is deficient. The proposed use isn't in keeping with the Community College District. And for these reasons – and these are just three – you're going to hear a lot more from the public testimony, and we lost a lot of people. I can imagine those metal seats are pretty uncomfortable. These benches are brutal too. So we're not as young as we used to be. A lot of people went home. I'm telling you, it's uncomfortable out here.

But you're going to hear plenty of other testimony about why this shouldn't be approved. And I'm not saying reject it at the initial use permit stage when they come

back. I'm saying reject it now. Because the proposed use is not allowed. It's not a transportation storage facility. It's a truck stop. Truck stops aren't addressed and they're not materially similar to any other use. Mr. Chair, thank you very much for the additional time.

CHAIR GONZALES: Thank you. Please, let's just hold back the clapping so we can get this meeting done. We're going to go into the two-minute times now, and let's start with the next applicant.

[Previously sworn, Roger Taylor testified as follows:]

ROGER TAYLOR: Roger Taylor, 54 Camino los Angelitos, Galisteo, New Mexico. I've been sworn in, under oath. I'm also the vice president of the Turquoise Trail Regional Alliance which represents 22 communities and organizations along the Turquoise Trail scenic byway. We're not opposed to this business; we're opposed to the location. We're opposed because we have concerns about safety, environment, and the potential negative impact tourists along the route.

I'd like to add a little bit to what Mr. McQueen was saying. Some of us in this room, including myself and other officers on our board were part of the code development for the last eight years – the plan, the code, the zoning. Some of us also developed community plans for our communities. I'm the president of the Galisteo Community Association. I worked for several years putting together a community plan. We followed the rules, and I want you to think about that and the intent of the code. Because we went through those mixed-use appendices. We looked at those definitions. We were not told that red and purple, because they're on the same spectrum can be the same color. We had to make decisions on permitted or not, based on red is not purple and purple is not red. And I think that's an argument that you're hearing from the applicant.

We had to make decisions on those things about what was permitted, what was conditional, etc. on defined terms. Truck stop is nowhere in here. To say it's a subcategory of something that's associated with it is not something we got to do when we were doing all this work. And so I want you to think about that part of the code and why it's there.

I think also when we look at the process that's been used in terms of a decision made that this is appropriate, and yet there's no written document, no analysis for something this important, when in our code we have to do permits and forms and applications and fees and the rest of that. And yet somehow this was decided that a truck stop is a gas station.

CHAIR GONZALES: Okay. Thank you, sir. Next. Again, please try to keep it to two minutes.

[Previously sworn, Lisa Burns testified as follows:]

LISA BURNS: I have a handout that he's passing around. Hi. My name is Lisa Burns. I am under oath. I live at #11 Los Caballeros in Santa Fe, New Mexico. This truck stop and motels will provide minimum wage, part-time jobs. Santa Fe is losing its young people. They're going to other states to find living wage jobs. I know this because my sons graduated from high school and that's what they did. They went to another state for college and school.

Do we really want our sons and our daughters to work at a truck stop? Or how about a motel next to a truck stop? Santa Fe needs to attract millennials to purchase homes, to add to our economy. Are fast food restaurants, part-time truck stop jobs going to do this? Why can't Santa Fe promote clean and green, sustainable industries. Our air quality ranks as one of the top in the nation. The businesses across the street from the proposed

truck stop on Bisbee Court and the Turquoise Trail Business Park are light industrial, good paying technology jobs. These are the types of businesses that are more compatible for this location. These tax-paying, existing, local businesses, as well as Gruda Veterinary Hospital will be deeply impacted and many are opposed. I respectfully ask that this truck stop with a countywide impact be denied and a different location on the interstate, away from existing small businesses and residential neighborhoods be considered. Thank you for your time.

CHAIR GONZALES: Thank you, Ms. Burns.

MS. BURNS: The two people following me were kind of in tandem.

CHAIR GONZALES: Okay.

[Previously sworn, Valentin Jordanov testified as follows:]

VALENTIN JORDANOV: My name is Valentin Jordanov, 17 Bisbee Court, Santa Fe, and I'm sworn in. And I have some handouts. So, I'm the president of 17 Bisbee Court Condominium Association, which includes nine business units and we are perhaps the closest property to the land that will be built here. And I will speak on behalf of the association and for myself and I hope to have an extra minute for that. So I will start not following the handouts but to make a note about the traffic study. The traffic study which you have was submitted to the Department of Transportation on December 27th. The Department of Transportation, District 15, approved it on December 29th, in less than two days, actually. It's 150+ page study and there is no actually time to go over it and to care for our safety.

In my exposé you will see that neither the Traffic Technical Support Bureau of the Department of Transportation nor the Access Control Review Committee has looked at it. So I believe this is not for you; it is mostly a question for the Attorney General of New Mexico.

So finally I would like to address the alternative use of the lot subject to this application because it is important to have something else. And I have other investors that are part of the investor group that we believe that the interests of the owner of the lot or the owners is important for the county. So we believe that this lot is perfect for the installation of solar panel and this would be a community solar farm. The lot is perfect because it has a slight slope facing south and it could accommodate up to 4.45 megawatts of installed solar power.

CHAIR GONZALES: See if you can push it. We need to finish this.

MR. JORDANOV: Sorry. So just if you give me five seconds. What the solar power offers to the community is no traffic impact, no toxic fumes, no noise, and will benefit the community by providing power directly to surrounding areas. So that's it.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Thomas Hill testified as follows:]

THOMAS HILL: Commissioners, my name is Thomas Hill. I live on Bisbee Court in the Turquoise Trail Business Park and I own a property and a business there. What I'd like – over the past six months I've taken it upon myself to talk to the other business owners within the park to see if in fact the truck stop is going to add value to them. You have in front of you a few of the businesses that I spoke with. I'd like to just tell you their primary objections at this time.

Mailboxes and Shipping has a lot of customers in Madrid. They're very concerned that the traffic congestion is going to be able to lose those customers. Gruda Veterinary Hospital is very concerned because the reason they purchased the lot that they

are in is because of its easy access from 14 and 25. They believe that they will lose that easy access.

labZY and Yantel, the companies I'm associated with – I am under oath. I forget to say – is a high tech business which designs, manufactures and markets high tech instruments for the measurement of radiation, nuclear radiation. They require quiet. Rich Duran Plumbing and Reliable Tech Plumbing, which are both pictured there are both service businesses as are many of the small businesses in the park. They are concerned about the ability to get their 25 to 40 trucks out every morning to service and to get them back in the evening.

Biagi is an art studio. He needs quiet. The two churches that are listed, Holy Family and Blaze, are within 900 to 1,000 feet of the proposed truck stop. And Aroma Coffee says that they have no plans to introduce a diesel-flavored coffee. Open Eye Software will speak for themselves. Thank you very much.

CHAIR GONZALES: Thank you, sir.

[Previously sworn, Adrian Riddle testified as follows:]

ADRIAN RIDDLE: My name is Adrian Riddle. I live at 15 Los Caballeros and I am under oath. So the SLDC, Section 6.3.1 states each project shall submit an environmental impact study to inform the County and the public of significant environmental effects and impacts of the project. The County Land Use Department is not qualified to analyze these reports, obviously. They're not scientists. Hence, the agency review procedure, which I feel has been greatly ignored in this case, not only with the traffic but with the NMED. Up to, I guess, till tonight, I guess they have another review from the Air Quality, but up to that point, the only review is from Bill Brown stating that he had no comments and because the applicant is proposing to hook up to the County wastewater system, I have no comments regarding the proposed project. That was the extent of our environmental oversight. It's very sad.

So we had two qualified environmental scientists review this environmental impact study and both of them stated it does not meet the requirements of the SLDC. These people that are qualified to look at such a document, both of them concur that no scientific or technical evidence to support the findings in regard to the air quality or water quality or noise impacts exists in these studies.

And as far as the noise impact, personally, I live just down the road. I can't imagine the noise from these diesels trying to climb the grade going north on I-25. I can already hear them on the freeway when they're not under power like that, under a load. And I can't imagine the difference it's going to make.

So – and I can also already smell the coffee roasters and the tortilla factory, so I'm a little concerned about the carcinogens put out. Now, I understand they've got another study on air quality, and I'm not sure that conflicts with the original one, but the original one, according to our guys said that there was 6,900 tons a year –

CHAIR GONZALES: Please start closing out your statement. Your two minutes are over.

MS. RIDDLE: Anywhere, there's far from minimal. The impact is not minimal. My other concern is the Quill Wastewater Plan. My husband helped run that thing for 15 years and according to him it's in a horrible state. It was built in the sixties, for God's sake. There's a 2017 preliminary engineering report prepared by Edward Dubois for the Utilities Department that states the plant requires significant improvements to meet the National Pollutant Discharge Elimination System requirements, and they don't even have a permit yet to discharge treated wastewater.

It repeatedly states the plant's in poor condition, at least 20 years behind on maintenance and the sludge ponds are full. It would take over \$2 million just to clean those out right now.

CHAIR GONZALES: Okay. Thank you very much. We don't want to set precedents. Okay. Thank you.

[Previously sworn, Floyd Cable testified as follows:]

FLOYD CABLE: My name is Floyd Cable. I live at 1561 Kachina Ridge Drive. It's been interesting tonight to hear Flying J advocates shift from arguing that a truck stop is a gas station to now it is a light industrial operation or a trucking facility, meaning a warehouse. Now, like probably a lot of people in this room, I worked my way through school, working in warehouses and working in trucking and deliveries. I can tell you, I've seen some very busy warehouses but I've never seen one that had 300 to 400 trucks in and out every single day. That's between 600 and 800 trips in and out every single day.

So whether or not that diamond was designed the way it should have been, adding this to the factor is going to make for a very dangerous situation for the public.

Now, I've also heard a lot from Flying J today about the studies commissioned and paid for. They're saying not to worry about pollution. Jeez. The first environmental impact statement basically said it will abide by the standards of the EPA, of the environmental impact report. And that's about 40 years old. Now, up until recently it wasn't possible for scientists to measure the microparticle pollution called nanoparticles, which are anywhere from 1/500 to 1/100,000 of the width of a human hair. Those particles are so fine they enter your bloodstream through your lungs, penetrate into the body, lodge and accumulate in the heart and in other body parts.

Just recently there's now technology where we're able to find out how dangerous that is. You may have seen the report in the *New York Times* in the past week about how the city of Stuttgart which is the home of Mercedes Benz and a number of other companies including Porsche has gotten so desperate to try to fight the rising levels of diesel pollutants that they are now seriously talking [Time expired: speaker microphone off.]

CHAIR GONZALES: Thank you.

[Previously sworn, Molly West testified as follows:]

MOLLY WEST: Good evening. Molly West. I'm under oath. I live at 15 Shenandoah Trail. That's off of 14, County 44. My father, who's 80 years old, his father bought one of the first pieces of land; it was a homestead out there, when he was six years old – my dad, who's now 80. We've seen a lot of changes. I really appreciate a lot of what people are bringing up and I want to focus on three main things.

We built our home – my daughter's eight. She attends a nearby school. My husband, myself, we commute daily past that area. We are very invested in that area. And I've noticed a couple things. Already, and there were other mentions about the sewage issue, we close off the vent every time we get to this area already, and so it's not a surprise that I hear that the sewer problems out there are going to take millions of dollars as it is standing at the moment. We already can't breathe the air. So the concerns with the air pollution.

I also just had a concern – I've spoken to several police officers and there is an increase in crime and criminal activity in similar truck stops. In Albuquerque it's confirmed and that is a concern. We care about that community. It's going to be an imposition on the local law enforcement and that is just one of many things. And also of

course just getting to go down the scenic trail, have to close your eyes for half of that scenic, beautiful trail it would be such a shame. So thank you so much. We have Keelan also from this area.

KEELAN RANNEY: Hi. I just don't like it because I drive by there almost every day and I care about my water and I don't want to see a truck stop.

CHAIR GONZALES: Thank you, Keelan.

[Previously sworn, Lucy Ranney testified as follows:]

LUCY RANNEY: My name is Lucy Ranney and I'm under oath and Molly and I grew up together out on the prairie off of Highway 14. Like Molly, I'm here to represent our generation, and there aren't a lot of us here tonight, and the reason for that is that we're parenting, working late, commuting, doing all the things we do when we have young kids. So I'd like to just speak on that piece of it, which is that as my son just said, we've got to be looking ahead. We are facing so many challenges right now, nationwide. So to have something like this happening on the landscape, in the space that I have known every day of my life and that I want my kids to have, it's – I can't even begin to tell you how dear it is to me.

The issue of water is constant out on the prairie where I live and doing things like landscaping and building berms and planting trees, we don't have the water for it. I know that because I try to plant trees out where I live and they won't grow. So I urge every single one of you to think on behalf of kids and the next generation. Molly and I are both school teachers and I'm working with these kids every day. I wake up tomorrow morning and I go and see them. So please be considerate; please think about how this affects the next generation and our land and our community and our town. Thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Douglas Speer testified as follows:]

DOUGLAS SPEER: Douglas Speer, 100 Pine West, Santa Fe, and I'm under oath. I would like to say that I think the key word that I have in my mind that I would like you to take with you tonight is magnitude. The applicants have talked a lot about the impact on this area. They talk about the impact on the traffic and they talk about how it's safe for a truck, and I would say that we need to ask the question how many trucks does Flying J need to make this enterprise economically viable. That's a very key point because the number of trucks they need, and the number of cars and trucks the hotels will need, and the number of patrons that the other businesses will need increase the magnitude far beyond what they're talking about.

It's false equivalence to say that one or two trucks can maneuver without a problem when there are 15 or 20 trucks at one time on those roads. And then think about how that one entrance and exit will handle all that traffic, in and out. That's going to have a huge impact on the flow of traffic on 14. And they talk about the diverging diamond's safety. Since that's gone in – I live south, down by the Lone Butte area, I refuse to get off of 25 at that exchange. I go to 599, because I feel it's unsafe. And I'm talking about now in a car.

I would say they tell you that they don't have to show you that it's safe. I would suggest to you that your responsibility as Commissioners is that you need to know that it's safe, because you are charged to oversee what's in the best interest of our community. Things may be legal theoretically, but that doesn't mean it's the right thing to do.

CHAIR GONZALES: Thank you.

[Previously sworn, Scott Hale testified as follows:]

SCOTT HALE: Good evening. My name is Scott Hale. I live at 27 Eagle Peak, and I am under oath. I want to begin tonight by taking a moment to thank each and every individual in this room. Give yourself a round of applause. Give yourself a pat on the back. This is democracy in action and this is why every one of us is here. I especially want to thank our County Commissioners. I know this is not easy. You guys are doing an incredibly difficult job, and believe it or now, I want to thank the representatives for Flying J. I wouldn't want to be here if I were them tonight and obviously, this is not easy for them, so they deserve our acknowledgement as well.

But that being said I would encourage you also to think about two concepts, which we've heard repeated over and over this evening. And that's legality and that's permissibility. And Flying J has actually gone so far as to say that the law is on our side and if you don't grant us our truck stop, you're in violation of the law. That's not true, particularly if the laws are unjust, and I don't think we need to go through the long litany of examples that we could point to where unjust laws don't necessarily make things right.

The same is true when it comes to the code and the permissibility. And the SLDC may permit such an object but as several other representatives have pointed out this evening, in no way, shape or form does it comply with the spirit of the SLDC.

I also find it very interesting is that we've had some, well, promises about this, that and the other, but I would ask you, just because it's legal, doesn't mean we should do it. And just because it's permissible doesn't mean we should do it. What follows is just because you can pollute doesn't mean we should. This is going to pollute the air. It's going to pollute the light. It's going to pollute the sound. It's going to pollute the water. It's going to pollute the soil. And lastly, while I know that Flying J has no stake in this whatsoever [Time expired: speaker microphone off.]

CHAIR GONZALES: Thank you, sir. That's the Planning Commission.

[Previously sworn, Maureen Cashmon testified as follows:]

MAUREEN CASHMON: Hi. I'm Maureen Cashmon, 20 Arroyo Viejo Road, and I've been sworn in. First of all, I'd like to just thank the County staff for showing the taxpayers the respect and putting those slides up so we could be part of the hearing. Unfortunately, Flying J did not do this and this hasn't been the first time.

The next thing, the open space that you're going to be giving to a school site, I would remind you, that is not public use. How do I know that? I'm an elected school board official. The public will not be able to use and come and go on that space because we have to maintain security of our students. So that's a false assumption, thinking we're getting all of this.

I would also like to ask each of you, think about the last time you went to a gas station, or you went to a truck maintenance facility, like to get repairs done on your RVs or your trucks, or you went to a truck freight facility, like a U-Haul or a moving van or a warehouse, and I know lots about warehouses because I ran those for the military, and I don't recall one time that I could take a shower. One time that I could sit in a massage chair and relax before I moved on. The County staff has made a fundamental flaw in telling Hearing Officer Long that a truck stop is a permitted use; it's not.

The other thing I would like to talk to you about is you're prolonging the process. Everyone here, many people took time off from their work. We're not paid. Unfortunately, your applicants are paid. We care about what's happening here and I think we pay your salaries. I know I've sat through many long school board meetings, so I know what you're going through. We're asking you, listen to the voice of the people that you represent. You don't have to worry about legally. Mr. Sommer has made a false

analogy. A truck stop is not permitted. Follow the code. That's all we're asking. Give us what the code allows. Don't give us more; don't give us less. Thank you.

CHAIR GONZALES: Thank you.

[Previously sworn, Trevor Burrowes testified as follows:]

TREVOR BURROWES: Trevor Burrowes, 2836 State Highway, Madrid. I've been sworn in. Cultural tourism along the Turquoise Trail winds through historic rangeland, towns and villages, all consistent with an old fashioned, rural scenic experience. An important consideration in scenic planning is the viewshed. The Santa Fe National Forest, with headquarters adjacent to the truck stop proposal site, has been undergoing a forest plan revision that impacts the Turquoise Trail viewshed. Why wouldn't Santa Fe County Planning consider the combined Turquoise Trail viewshed concerns with the national forest and the county? My conclusion: We should never have had to contemplate such a viewshed detrimental project as a truck stop on the Turquoise Trail.

But we can't blame all of that on a truck stop company. Our so-called sustainable plan has been so ill-conceived as to enable this proposal. Form-based planning would instead have precluded a non-scenic development of such dramatic proportions as a truck stop. A form-based plan is visual and pro-active, allowing all concerned to know unequivocally beforehand how any development will look. We wouldn't have been impotent to impose a new interchange that was meant only to enable more through traffic on our scenic trail and this despite the heroic efforts of local residents, supported by state legislators to get deadly cement trucks off of our highway. We would be actively engaged in the planning of the city so as to preclude through traffic impacts of single-use, no place development on lower Cerrillos Road [Time expired: speaker microphone off.]

CHAIR GONZALES: Okay, sir. Your time is up.

[Previously sworn, Michael Pschorr testified as follows:]

MICHAEL PSCHORR: Michael Pschorr, 42 Via Punto Nuevo in Rancho Viejo. Doug Dasher, PhD, environmental professor, semi-retired, University of Alaska, in his absence has asked me to deliver this and I quote:

The SLDC defines the EIR as an informational document which shall inform the County, the public and applicant of significant environment effects and impacts of a project identified possible ways to minimize the significant adverse effects and impacts. Travel Pilot Center unambiguously fails to meet the SLDC EIR requirements as follows: The Travel Pilot Center EIR has no scientific or technical evidence to support its findings in regards to air and water quality, noise impacts, etc. Any findings in the EIR for air and water quality, etc., cannot be evaluated and checked scientific and technical errors, any inconsistencies, technical assumptions and etc. The EIR findings are not supported by any substantial scientific evidence. They are only opinions.

For example they examined the key finding from EIR page number 1, any adverse impacts and effects are expected to be minimal. Is this statement factual with regard to air quality? No. Scientific or technical analysis is provided to support the findings yet numerous studies document that truck stops such as Pilot Travel Center introduce significant concentrations of air pollutants locally and regionally. The EIR finding of minimal impact was tested against screening calculations for Pilot Travel Center air pollution emissions on the order of 6,900 tons a year of air pollution emissions which could be released from the proposed Pilot Travel Center demonstrating the impact is far from minimal. The EIR does not meet – [Time expired: speaker microphone off.]

CHAIR GONZALES: Sir, your time is up. Thank you. Next.

[Previously sworn, Stephen Linam, testified as follows:]

STEPHEN LINAM: Mr. Chair and Commissioners, my name is Stephen Linam, 7 Softwind Drive, Santa Fe. And I am speaking here under oath. I should probably also say I have no financial interest in either Pilot Flying J nor the property in question.

I am here to urge that the conceptual plan be approved. The reality of the property in question is that it is some distance from housing in an area of commercial and industrial buildings that might be found along any highway and realistically not fit for any economic use other than something like the proposed plan.

It is unfair and unreasonable to deny a property owner the ability to use their property because of arguments that for the most part boil down, if you really pay attention to, we don't like it. Our decision making process about property use must protect the individual from the tyranny of the majority. And we need to consider the cost, hidden and obvious, of denying this plan. We would give away more than a trivial number of new jobs. Arguments that these jobs are not good enough are nonsense moreover they reflect entitlement and classism of the very worst sort. Creating these jobs will not displace any other jobs that someone else might come here and create. We would give away a major new tax base. We would give away a new participant in the County's economy. But mostly and most importantly we would send a clear message to anyone else thinking of starting a business here and employing people that we are a pain to work with. That we will react emotionally and unpredictably to reasonable proposals. We do not need such a reputation. Please approve the plan, thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Kathryn Shelley testified as follows:]

KATHRYN SHELLEY: I'm Kathryn Shelley, 15 Rocky Slope and I've been sworn in.

Semi trucks require extra time to stop with their hydraulic brakes. I wonder if this is addressed in the traffic impact report. I wonder if the noise impact report is only for Pilot J or the accumulative total of the hotels and the entire project. I wonder if these reports consider human error and reaction time. The elephant in the room is the missing safety analysis. Lack of compliance elements include policy 34.5 of the Sustainable Land Development Code which states, Limit dangerous interactions among roadway users and protect them from inappropriate or dangerous truck traffic. Support the elimination of heavy truck traffic into traditional villages, communities and other inappropriate areas.

I fear for the residents and tourists who walk Madrid small town main road if Pilot J becomes the catalyst for semi trucks to use scenic Highway 14 as the cut through between I-25 and I-40.

Policy 35.1 states, Minimize noise, light, dust, visual and other impact of roadways and traffic. Pilot J's 300 percent sign variance request to accommodate their fast food restaurants, convenience stores, their 70 bays of all day and night truck idling will increase noise, light and visual impacts with the type of business known to fly in the face of sustainable land development.

There is a Trojan horse at our gateway filled with the temptation of low-wage jobs, a pipeline and some cash. I ask the Planning Commission to become the heroes that have the guts and the patience at a minimum to require scientific, thorough environmental impact, traffic impact, air quality and noise reports. Better yet, honorable

Commissioners, we plead that you stick to the vision and policies already written in the County's land development code. [Time expired: speaker microphone off.]

CHAIR GONZALES: Thank you, ma'am. Your time is up, thank you.

[Previously sworn, John Pen LaFarge testified as follows:]

JOHN PEN LaFARGE: Good evening and thank you. My name is John Pen LaFarge. I live at 647 Old Santa Fe Trail. And I am under oath.

I am the president of the Old Santa Fe Association. Since 1926, the Association's mandate has been to look after the authenticity and the integrity of Santa Fe and also the welfare of Santa Fe's citizens. And when I say Santa Fe I mean Santa Fe County as well as Santa Fe City.

Last year Santa Fe was given the single honor by the National Geographic Society of being given the Sense of Place Award. The National Geographic Society picked us out of the entire world, not just the United States, the entire world to give its Sense of Place Award. We earned this by keeping some measure of authenticity and integrity in our city and in our county. I believe, we believe, that this is also includes the entrance to Santa Fe and that is truck stop is very likely to harm the entrance to Santa Fe and the integrity of the entrance of Santa Fe and the integrity of the city and the sense of place. That is goose that laid the golden egg. That authenticity, that integrity, that sense of place is why people come here from thousands of miles away and why we are world famous artists colony, why people want to live here and why we want to live here. We must guard, and I ask you to help us guard, the sense of integrity and the sense of place of Santa Fe and to do that we ask you please to turn this proposal down because of the irreparable harm that it will do to our sense of place and the integrity of Santa Fe. Thank you.

CHAIR GONZALES: Thank you.

[Previously sworn, Janet McVickar testified as follows:]

JANET McVICKAR: My name is Janet McVickar. I'm sworn in. I live at 17 Vista Alondra, Santa Fe.

I'd like to request the Commissioners consider the actual need for a truck stop in this location and number 2 the apparent overwhelming opposition to this plan. This location is 26.5 miles from the San Felipe truck stop center and 70 miles from the nearest truck stop in Las Vegas. I know that truckers can drive much farther than 97 miles between facilities. So a truck stop between these locations appears to be redundant.

The opposition is not against trucks or truck drivers as recently proposed in the *New Mexican*. Instead, the argument is against this particular location on the part of the County citizens who oppose this in part – in most, however, you say it. Many database reasons have already been expressed against this location and I offer one more. This route has been used as a transportation corridor first by the pueblo Indians, then by the Spanish as they moved up the Camino Real to their new capital, Santa Fe. I-25 crisscrosses the Camino Real and historic Route 66 built for early auto travel passes the same corridor. Highway 14 also a route for prehistoric and historic travel followed the same corridor. Fourteen is further acclaimed by the designation of Turquoise Trail Scenic Byway identified this way for its historic significance and unraveled beauty. The overall viewshed of the corridor will be greatly devalued by a truck stop.

As was said previously, this area is considered a gateway to Santa Fe and tourists and locals alike consider this the main route into the city. Approval of a truck stop complex on this historic route is in defensible. I urge you to not approve the plan, thank you.

CHAIR GONZALES: Thank you, Janet.

[Duly sworn, Shannon Augi testified as follows:]

SHANNON AUGI: My name is Shannon Augi. I live at 6543 South Richards Avenue. In the previous hearing there were questions regarding the difference between a truck stop and a gas station and that a gas station may be allowed at this location. Most of us would recognize that a truck stop is not the same as a gas station. The concept of developing the area featuring a truck stop was approved at the last hearing actually it's this hearing where we're going to do that; however, it was noted that the residents' comments were more appropriate for the conditional release – conditional granting of condition.

It would be very disappointing if this hearing defers back to the previous hearing regarding the distinction between these two types of developments and calls the matter settled. This kind of political footballing squeezes out the voices of the residents and citizens that live and work in the immediate area. This should not be a done deal. So please consider the worse case scenarios in this situation. If the truck stop is not approved then Pilot an out of state corporation will likely either build a regular gas station instead of the truck stop or move the truck stop to a more suitable location. Pilot may be out some time and money but in the grand scheme of a multi-billionaire dollar out of state corporation this is of little consequence.

At prior meetings the Pilot representative told Santa Fe residents that Pilot projects that the truck terminal to account for only 20 percent of revenue, 4/5s of revenue is anticipated to come from the automobile gas station and stores what the rep calls a mini-mall. However, if the truck stop is approved and built then the quality of life of resident who and live and work near the affected area will be dramatically impacted in the ways described here by other speakers tonight and at the last hearing. This will be for many years to come and this will never be undone. So please and thank you in advance for doing the right thing, do not allow a truck stop at this location. Thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Mark Bramer testified as follows:]

MARK BRAMER: My name is Mark Bramer. I live at 3 Opera House Road in Madrid and yes, I was sworn in.

New Mexico State Highway 14 remains a shortcut from I-25 to I-40 for through truck traffic. It is also the preferred route for overweight trucks seeking to bypass New Mexico Department of Transportation weigh station at Waldo weigh station on I-25. That is a huge problem. If we site truck stop at the north end of 14 we are going to have not only more through trucks but overweight trucks and that is particularly dangerous for Madrid. Why? It's because prior to the entrance of Madrid per northbound trucks there is a 4 mile descent – excuse me, 2 mile descent. The first part of over 7 percent and the overall average is 4 percent. That places a heavy burden on normal weight trucks but it also places an extreme burden on braking system for overweight trucks. This facility if it is sited at the north end of Highway 14 is going to increase the number of overweight trucks that are going to come down that hill. We've already had one major fatality a year and half ago when a truck came down, lost its brakes and slammed into the middle of Madrid, less than 100 feet from my town and my home. I live in the middle of Madrid, dead center. It crossed the bridge and it went sideways and landed in the arroyo. If we put a truck stop at the end of this road, our problems will only increase. We'll have more speeding trucks. We'll have more trucks crossing the yellow line on the first curve

coming into town. We'll have more Jake braking. We'll have all kinds of problems associated with it and they will only be amplified.

I ask that you deny the Pilot Flying J project at this site to preserve the safety. Anything less is only go to invite another major accident in Madrid. Thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Jesse Shakespeare testified as follows:]

JESSE SHAKESPEARE: My name is Jesse Shakespeare. I live at 2839 Highway 14 in Madrid. It was my house where the truck hit; just for the record.

I want to address three points and I'll do them as quickly as I possibly can. DOT has stated for 30 years to us that they lack the resources and the manpower to ensure safety on the 14. That's a quote. That's from them. So anything that this is being talked about that there's safety there; there isn't. They do not have any, any of the resources to do this. We had a meeting with Brian Egolf and he directed them to give him a report on that. They said they'd have boots on the ground in January. That did not happen. Our senator has put a memorial out and is asking for data on this.

Highway 14 is dangerous. No more trucks on it. We need a moratorium on it not – we need this like we need a hole in our head. On the end of this – I mean, this project that they're talking about is predicated on the idea that you can subvert the laws of this County. Because a without variances they simply can't have it. So they came into with all their studies and everything with the idea that somebody – maybe you guys – will give them a variance. Let's put that in layman's terms. Layman's terms, a variance is a permit to break the law. We have laws. We'd like to uphold them and if we had started with that we would never be at stage to begin with because the variances shouldn't be granted. We shouldn't even be talking about this.

And the last point I'd like to make is that I think we put way too much responsibility and way too much stress on you guys and everybody along the way. And I think if you can't decide to just end this, then this needs to go to a referendum to the people of the County of Santa Fe and we just need to vote this done or vote it in if that's what the people want. Either way, we need to decide in the right way. Thanks.

CHAIR GONZALES: Thank you. Next.

[Duly sworn, Beth Hundley testified as follows:]

BETH HUNDLEY: I am Beth Hundley and I'm sworn in, 1 Coyote Wash. I live in Rancho Viejo. When I bought that property I heard that they already knew for 20 years they were going to develop that. Do I oppose trucking or truck stops? No, I come from a family of trucking. My name owns a trucking company. My step-brother has one in Albuquerque. And you know what; ever since that double-diamond went in he won't even exit off of I-25 to 14 coming up La Bajada Hill to come down in a Prius. Do you think he's going to exit that in his double-decker truck that has cars piled on it? I know what truckers are looking for. They are looking for inexpensive gas. They're looking for an easy way off the freeway and an easy way back on the freeway. They don't want it to be dangerous for us; I know that. But I've also ridden in trucks and they idle and when you stop at a truck stop like they're planning I'm sure there's going to be showers there. And I live in Rancho Viejo and you know what we can only use so much water every year for our plants and our house. But you're going to give showers to travelers coming by. I don't know about you but this is my home and I'm not opposed to a truck stop. I'm opposed to where it is. We haven't addressed the Jake brake. We haven't addressed the idling trucks. We haven't addressed the sound pollution or the pollutions from the chemicals itself. Lastly, I want to remind everyone my friend and

mentor, Susan Popovich, was killed off 285 from a trucker that ran through a light with the too heavy of a load and that just happened in August. And he didn't mean to do that but his load was too heavy and even if he hit the brake he couldn't stop.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Jody Larson testified as follows:]

JODY LARSON: Jody Larson, 207 Tierra Rica in Santa Fe. I am speaking for the League of Women Voters of Santa Fe County and I've been sworn.

We are concerned about the application and approval processes and the potentially damaging precedence that its approval may set. First, we believe the proposed plan fails to meet all code requirements for approval in general and specifically for a CCD employment center. If you approve it, we urge you to impose strict conditions on the applicant to remedy any deficiencies. Approval of a deficient application through would set a damaging precedent. If it's approved will you be pressured to approve future deficient applications to avoid litigation? Second, we don't think a travel center is materially similar to the combination cited. Another potentially damaging precedent if you approve. We believe that if a travel center had been proposed as a conditional use when the code was drafted there would have been significant community pressure to designate it as a prohibited use. Third, can a conceptual plan be approved without implying approval of the permit and future variances? Will you feel pressured to grant future approvals to avoid litigation? Another precedent. If you approve please make a strong statement that this approval doesn't imply approval of any later application for a conditional use permit or variance.

Finally, we believe that in a complex controversial case such as this outside reviews or preferably independent studies are critical. Your decision should be postponed until this is done. Please weigh carefully the merits of this application and its impacts on our community and consider the precedence that will be set by this case. Thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Claudia Calisch testified as follows:]

CLAUDIA CALISCH: Claudia Calisch, 3 Sprit Run Place, Santa Fe, New Mexico. I just want to say that I am in support of all the opposition for all the reasons that you've heard tonight. My family have been long term residents of New Mexico. My great grandfather Albert Calisch was one of the first senators for New Mexico. So public service is in my blood as well as this land. I believe in thinking about the community as a whole rather than one business which you've heard all the reasons why this is not a good business for this area. I recently had the opportunity to buy my first house. Had I known that there was going to be a truck stop a mile and a half down the road from where I bought my home I would not have bought it. I wonder if any of these people live next to a truck stop. It's very doubtful that they do. I've also spent the night in a truck stop before when I was very young and was hitchhiking and I know what goes on in those truck stops at night. We've talked about criminal activity but no one has specified the drug activity, the drug sales and the prostitution that is rampant in those environments. We are near schools. We are near young children. This is not an environment that we want to have where we live. Please consider opposing this proposal. Thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Katherine Bilton testified as follows:]

KATHERINE BILTON: I'm Katherine Bilton, 131 East Chili Line Road in Santa Fe and I've been sworn in.

Mr. Chairman and Commissioners, in evaluating the pros and cons of the proposed truck stop please realize that it must be considered as what the County defines as a quote development of countywide impact or DCI. According to both the Sustainable Growth Management Plan and the Sustainable Land Development Code, DCIs have potential for quote, far-reaching effects on the community. According to the County plan, DCIs are quote developments that have potential to affect the environment, the public health, safety and welfare beyond impacts on immediately neighboring properties. The code notes that DCIs have the potential to create serious adverse noise, light, odor and vibration, explosive hazards, traffic congestion and burdens on County emergency response services. The preceding list of potential adverse impacts practically defines a truck stop. This is because a truck stop operating 24/7 365 hosting 75 idling semi trucks overnight and serving up to 300 trucks of 3,000 other vehicles daily is not a mere gas station. Gas stations do not operate on the scale of a truck stop which in addition to fuel and food provides alcohol, showers, laundry and freight storage. Once built, the County requires a higher standard of regulation of DCIs as necessary to preserve the quality and sustainability of life, the economy, infrastructure, environment, natural resources and natural landscapes. Truck stops – I should say, I'm not a lawyer and not an engineer but I am a doctor with a post doctorate and has scientifically researched quantitative and qualitative data all of my life. What I have learned after eight months of researching national and international data about truck stops is this, they degrade air quality through around the clock diesel emissions, they generate offensive noise levels and –

CHAIR GONZALES: Ma'am, your time is up. Thank you.

MS. BILTON: Thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Dirk Stronck, testified as follows:]

DIRK STRONCK: Good evening. My name is Dirk Stronck, 14 Browncastle Ranch, 87508. I have been sworn in.

I am a truck driver talking about the traffic dangers that I see. Trucks exiting from I-25 south are presented with a difficult to see area as they slow to see to the right after they exit lane splits. This is because the angle to see the traffic stopped at the traffic light is lost as the trucker continues to approach the merged area due to the sleeper cab not having rear windows to look out at. After merging onto southbound on 14 there is only 3 feet of shoulder on the left and a 4-foot bike lane on the right hand side for the entire route underneath overpasses to the proposed project. Either side is inefficient for stopped trucks traffic. After the merge onto southbound 14 it is necessary to merge to the right lane and there is existing southbound traffic to navigate but there is also the road curve to the right which is considered a blind-side merge for truckers to negotiate is dangerous and difficult needing to be done before getting to the traffic signal. And then the truck driver has to allow for merging traffic on to southbound 14 from I-25 northbound trucks. There is no appropriate deceleration or merge lane to prepare the inevitable right hand turn. Now for truck traffic heading I-25 northbound the proposed exit has too little lane for deceleration along I-25 to get from 75 to 35 mile an hour and not enough distance for turn negotiation to prepare for a right turn to merge on to NM 14 southbound. Plus the camber of the turn is leaning away from the inside of the turn which is dangerous for a 13 foot 8 inch high load on a 105 degree turn radius. The 599 exit is way easier and safer exit without the hectic traffic. I propose 271 is a better exit,

undeveloped for this proposal. I'd like to say that this proposal does not meet the spirit of the law for Santa Fe even though it may attempt to better the law. Thank you very much for your time. Good evening.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Dolores Martinez testified as follows:]

DOLORES MARTINEZ: My name is Dolores Martinez. I live at 54 Entrada la Cienega in Santa Fe. I am under oath.

Mr. Chairman and Committee members, I own one unit in the Turquoise Trail Business Park located on Bisbee Court directly across from the proposed site of the Pilot Flying J truck stop on Highway 14. I would like to speak on behalf of myself and my neighbors who have invested their hard earned money in this commercial development to build their local businesses. Since the buildings have been approved to be multi-purpose by Santa Fe County in many cases this location is also their fulltime or part time residence. We also have two churches as part of the Turquoise Trail Business Park community. We have found our neighborhood to be a friendly, safe and peaceful environment to live and work as well as worship. In spite of the various professional studies and assessments that have been discussed this evening we believe the additional traffic congestion, air, light and noise pollution generated by this powerful company will negatively affect us on a professional as well as personal level. It is well known that truck stops, in general, are notorious for attracting prostitution and drug activity. It saddens us to think that this might be a part of our neighborhood. I feel we cannot ignore the fact that Pilot Flying J as a mega-corporation has been involved in litigation for many years. Accused and convicting of defrauding many of their customers. We would hope that Santa Fe County would seek businesses whose character reflects integrity rather than greed.

I respectfully ask you to deny this application and please show your support for the local small business owners and residents on the Highway 14 corridor rather than a huge national company with a history of illegal practices. Thank you for your time.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, J.J. Gonzales, testified as follows:]

J.J. GONZALES: My name is J.J. Gonzales. My address is 54 Entrada la Cienega and I have been sworn in.

I am representing the La Cienega Valley Association. We represent the traditional communities of La Cienega, La Cieneguilla, and the unincorporated areas that have residents of over 1,200 people. We're opposing this application on the ground that the traffic, there's two runoff arroyos – Arroyo Hondo, Arroyo Chamiso – that takes water from the Highway 14 area through the Village of La Cienega. That is going to imperil our groundwater at some point. And also we stand in opposition with the communities that are impacted by this development; this unneeded development which they don't want in their backyards.

The other comments I have is that my take on this is that this is a project about greed and power. The Flying J is – they've told us is the biggest diesel retailer in the United States. They use some very questionable business practices. What they do is they promise a lot of rebates to people then they don't give them. The truckers are promised rebates to buy fuel at their stations, they don't give them the rebate. They short them on rebates. They short them on rebates. I did a little search on the internet and we had like 14 Pilot Flying J ex-employees that agreed to plead guilty to a multimillion dollar fraud. And this is what you need to know. That is what they do. They use questionable business

practices and many of their employees have been sent to prison for their questionable business practices. Thank you very much.

CHAIR GONZALES: Thank you, J.J.. Next.

[Previously sworn, Karen Heldmeyer testified as follows:]

KAREN HELDMEYER: I'm Karen Heldmeyer, 325 East Berger. I'm speaking for the Neighborhood Network. The Network supports the neighborhoods and that's plural that will be negatively affected by this project and we support them in their opposition for this project in this place.

The first thing is that we're totally mystified by this way of approving a conceptual plan that has in the middle of it a conditional approval but the conditional approval is not a concomitant part of the decision about what to do with the conceptual plan. This is going to cause you all kinds of trouble if you do this. Secondly, you've heard a lot about various kinds of environmental impacts that may occur. And it says in the Sustainable Land Use Development Code that the code is there for the health, safety and general welfare of all the residents of the County present and future. You've heard a lot of back and forth about what things may affect neighborhoods and what things may not. But the code also allows the County to hire independent outside experts to evaluate some of these claims. And you've heard from Flying J people, Well, we have experts. What they've done is looked up the standards, the general, the average and particularly for the traffic codes anyone who has ever tried to use those knows a lot of times they don't fit the specific conditions that we're talking about and this clearly seems to be the case here for traffic. It may also very well be the case as we've heard tonight for air pollution, water pollution, light pollution and those are the things that really need to be looked at by someone who is independent of the applicant. And you have the power, at least the County has the power, I'm not sure what the rationale is, the County has the power to do that and that's what you should be doing.

CHAIR GONZALES: Thank you, Karen. Next.

[Previously sworn, Christopher Bayly testified as follows:]

CHRISTOPHER BAYLY: Hello. My name is Christopher Bayly. My address is 3 Sabrosa Place in Santa Fe and I'm under oath.

I work with OpenEye Scientific Software so that's one of the companies on your list and our company is in this light industrial park and we are probably less than 200 feet away from ground zero where that truck stop is proposed. My colleagues and I are dismayed at the prospect of it going in on three counts that I want to mention today. The first count is we feel that this will make our working environment less healthy because of the fumes. It will make it less pleasant because of the noise and we feel it will make it more difficult because of the congestion around that area. I have heard today this evening studies that are saying that these are all acceptable and on that I would say two things. One is I feel these studies are highly suspect. I know studies well in my science. I'm a senior scientist. And these studies are suspect. Why do I say that? I have been at truck stops. We have all been at truck stops and they are noisy, very noisy and they smell strongly of diesel fumes. The prevailing wind is from the west. It blows directly across the street right over all of the business on Bisbee Court including our own. The second point I want to say is that I think this may affect our recruiting efforts as well. We bring scientists from California to Santa Fe. We are hiring into Santa Fe of a company with about 40 employees about half of them are PhDs and the others highly trained IT specialists. And then in my final few seconds, I think the trucker who spoke before me put it very well, I commute every day off that southbound exit and it is dangerous.

Again, what kind of study can say that this either doesn't matter or it's not dangerous. IT may not be their business but it matters to me, my family, all of us and it should matter to you too. So I ask you to not recommend this proposal.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Beverly Perkey, testified as follows:]

BEVERLY PERKEY: Hi, my name is Beverly Perkey, 273 General Goodwin Road in Cerrillos and I'm under oath.

I am speaking as a commuter that travels along Highway 14 five days a week to go to my job in Santa Fe and I just wanted to agree with everybody who has ever taken that exit coming southbound off of 25. I don't need to reiterate how dangerous it is. That you actually have to stop. You have to stop and turn around to see. So I don't want to take up any more of your time because everybody has been expressing the same thoughts. Please, please don't approve this.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Kas Berget testified as follows:]

KAS BERGET: Kas Berget, 82 Cielo de Oro, nearly a 20 year resident there at Lone Butte along the wonderful Turquoise Trail. Let's talk about New Mexico's strongest attribute that is preservation of this state's unique gems of scenic beauty. Oh, I did take the oath. I'm sorry, I forgot.

Turquoise Trail is the State Scenic Byway designation established in 1998 for State Highway 14. That is 52 miles between Santa Fe and Tijeras, New Mexico. The Turquoise Trail is also designated as a National Scenic Byway. There are only 26 National Scenic Byways in all of the United States. Obviously, great scenery is a very important asset to New Mexico. Tourism is very important to the New Mexico economy and critical to the Turquoise Trail merchants who totally depend upon it. The scenic byway program was established to help recognize, preserve and enhance selected roads throughout the states. The truck stop is located as what is known as the top of trail. It is a terrible location for a truck stop that will very negatively impact the scenic byway designation. Truck stops are never positive influences to their surroundings. My strong appeal to all Santa Fe entities, Santa Fe County is to disapprove any truck stop at the top of the Turquoise Trail. This appeal is made to preserve the Turquoise Trail and continue its designation as a state and national scenic byway. It may not be well known that three of original byway designations that New Mexico instigated in [Time expired: speaker microphone off.].

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Nicki Handler, testified as follows:]

NICKI HANDLER: Nicki Handler, I'm trying to conquer nerves because this is a matter of life and death. It is not about elitism. It's not about not liking truckers. I love truckers. I mean, I watch trucking shows. But the idea that a Flying J truck stop would be at that – the first thing that you see when you're coming up 25 into Santa Fe is horrifying. And it's not about elitism. Well founded concerns about air, water, noise, light. These poor people who have bought lovely homes in Rancho Viejo. They never signed up for this. And I just want to put an exclamation point on all the very smart things that you've heard tonight from the opposition and urge you to just end this now because tourism is the lifeblood of Santa Fe and this is like trying to take a giant pooh in the beautiful cereal bowl that is Santa Fe. I'll end there.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Vicki Word, testified as follows:]

VICKI WORD: Vicki Word, 600 General Goodwin Road and I am under oath. I come at this in two view points. I own a business not far from the one that Chris was talking about and I have had my customers express great concern about the traffic. I cater to local customers, it's a pack and ship mailbox and we're dependent on having local customers to continue our business. They have expressed concern. They come to us because we're easy to get to and so I have concerns about that.

My second view point is that I am a truck driver. I have a CDL. I'm not currently driving but my husband is driving at the moment and when I am driving I depend on truck stops. That's what truckers do. That's where they get their life fuel to do their job and that's where they get their showers and all kinds of things. But as a trucker I try to avoid staying in truck stops and I do not think that this particular location is a place as a trucker for a truck stop. We're looking for easy-on/easy-off. This is not an exit that is easy-on/easy-off. My husband just exited from it about a month ago. He could not see traffic. He could see traffic in maybe a thin sliver of his mirror. If I were on the road and I was asked to stop at this truck stop location for fuel I would ask for a reroute because it's just too hard to get on and off at this exit.

So, thank you for your time and your patience. I do believe that another location would be a better suited for a truck stop than this particular one for those two reasons. Thank you.

CHAIR GONZALES: Thank you. Next.

JILL CLIBURN: I'm Jill Cliburn, 45 Crazy Rabbit Drive and sorry to say I did not get sworn in.

[Duly sworn, Jill Cliburn, testified as follows:]

MS. CLIBURN: I'm not speaking officially for any organization but I can say that I have lived in this area for over 20 years. I've been active including the sustainability plans that are being discussed tonight. I'm a member of the Amigos de Cerrillos Hills State Park, the Santa Fe Botanical Gardens, and the Archaeological Conservancy and each of those organizations is impacted by what's happening on the Turquoise Trail. I think it is important to note what somebody said earlier that, what is done here cannot be undone, maybe changed slightly but there are going to be impacts.

So I'm just going to recap, we're getting to the end here, I just want to be sure that you call to mind number one that this is a misappropriated variance. I was involved in all of those hearings early on, the planning process, we contested a few things, we negotiated a few things. It never crossed our minds in our wildest imagination that the businesses that were being discussed for that part of the County could include a truck stop. Second, of course, the inadequate studies but especially traffic beyond the immediate turning lanes, beyond on 14 to 599, Cerrillos and beyond. I'll also like you to consider – go there and count the school busses and think about the ramifications of that one accident. That one unlikely accident that could happen. Also, we don't have a lot of people here from the communities right at 599 and 14. There are two low-income communities there and over and over again we see across New Mexico and beyond environmental justice issues. Those communities aren't here because they're home taking care of their kids, they're getting ready for work the next day, working long hours – we often don't see them here but they will be impacted as traffic moves from the current intersection that we're talking about to the 599 intersection. And, finally, if there were no other opportunities for a truck stop such as San Felipe and I would suggest even perhaps Santo Domingo we might be really pressed into wondering, How can they fuel the trucks. But, in fact, this is really a case of missed opportunities. I work in the field of clean tech and I can tell you in 20

years out truck transportation will not be the same as it is today. Instead we should be looking to the kinds of businesses we heard about tonight in Bisbee Court Business [Time expired: speaker microphone off.]

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Patrick Allen Mohn testified as follows:]

PATRICK ALLEN MOHN: My name is Patrick Allen Mohn. I live at 14 Cerrillos Heights in the Village of Cerrillos, New Mexico and I have affirmed that I will tell the truth.

There's one thing that I actually do like about the new freeway – new interstate interchange at the Turquoise Trail and that is the way it announces the entrance to the Turquoise Trail National Scenic Byway on the overpass. I love this land. The Turquoise Trail passes through pristine savannah grassland, mesa highlands and mountain forests. It is literally, the area is the tierra encantada, the enchanted land. And any truck driver who is planning to go east on Interstate 40 and stops at the Flying J will think to himself, this Highway 14 is a shortcut and instead of making a left turn and going back around to the west side of Albuquerque on Interstate 25 all I have to do is make a right turn and go down the Turquoise Trail National Scenic Byway and the truck traffic will increase incredibly and it will change the entire character of the area. And I live in Cerrillos. I can see the Turquoise Trail from my house. I have a nice view of it. And it's something that I don't want to see is lines of trucks going up and down. It'll really change the character. I think we all have a responsibility those of us who are citizens of this state to protect the character of the Land of Enchantment. Thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Gary Harris testified as follows:]

GARY HARRIS: My name is Gary Harris. I live at 140 Rancho Viejo Boulevard and I am under oath. I don't know that I have anything much in terms of legalistic things to add to the arguments you've heard tonight. I do want to say two things. Had I known that there would be as much traffic on Rancho Viejo Boulevard as there currently is, my husband and I might have thought of building elsewhere. Particularly during what we consider the rush hours from 6 in the morning to 9 when schools are being populated and then from 3 until 5 as schools are letting out including the Community College, it makes a great deal of use of the boulevard there.

So, any addition to our traffic headaches is not welcomed and I will just say that on a personal basis. The other thing is and I don't know the developers of Rancho Viejo have taken the time to look at night from the 56 new opened lots there to stare back at where this proposed truck stop is going to be built. You can see it from these lots. And these houses that are going to be built there are \$300,000 plus. I would sure hate to buy a piece of property there and then find out two years later after building a house there that I get to look over here and see a truck stop off in a distance. It's bad enough that I can already see Presbyterian Hospital and the lights at the interchange. Thank you for listening to me.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Eirik Johnson testified as follows:]

EIRIK JOHNSON: Eirik Johnson of the Johnson Madrid Gallery and I am under oath. Mr. Chairman, I am confident that you and the Board will do exactly the right thing tonight because it is so obvious what it is. Every single person in this room knows what the right thing to do is. We might disagree a little bit about what we want to have happen or even what we think is legal. But what is right is really obviously. We

might be stuck with a double-diamond but we're not stuck with a truck stop. I think that's all I need to say.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Lisa Golden testified as follows:]

LISA GOLDEN: My name is Lisa Golden. I live at 32 Devoy's Peak in Rancho Viejo and if this truck stop goes through I may consider moving. I notice a lot of for sale signs have already gone up. The one thing that I have noticed that was not mentioned this evening was climate change and I'm sorry but gasoline does have to go. Fossil fuels have to go. I have a degree in environmental policy and planning and it is killing us. There are plenty of studies; one recently from London of how the schools and the children – of course, you get asthma, the cognitive functioning goes down tremendously. It's just climate change is occurring and fossil fuels is adding to it.

The other things that I would like the County to understand is that the trucks are coming off on to County streets and you probably will be liable when they start ruining the road. Guess who is going to end up paying for that? It ain't going to be them. Thank you.

CHAIR GONZALES: Thank you. Next.

[Previously sworn, Gail Karr testified as follows:]

GAIL KARR: Hi, I've been sworn in. My name is Gail Karr. I live at 100 Rancho Alegre Road and I agree with almost everybody. Not quite everybody who spoke but almost everybody tonight. But the things that I do want to add that these guys have not mentioned is that whatever works anywhere else doesn't always work in New Mexico. Very rarely does it work. They talk about sound: I live two miles from 14 and I can hear the trucks. There is nothing to break it up on those big plains. You know, you just hear sound for miles. I can hear the train 7 miles away. That's part of why I moved here – I wanted to live someplace quiet. My whole life is dedicated to being environmentally sound. I have a solar system. I know every bit of carbon that I am saving. It is on my meter every day. I try to live consciously as most people on 14 do. We're self-employed. You cannot judge us by the 6 to 9 in the morning because most people are self-employed. They can't use public transportation because they are hauling stuff. But the big thing is that it's also economic discrimination to be putting all the bad stuff on the south side of town. This would never have flown on Old Pecos Trail. This, you know, we're getting dumped on constantly. And that's the economic and development that's happened 20, 30, 40 years ago. Nobody wanted to live on that side of town. We all moved down there because it was all we could afford anymore. You couldn't afford to live in Santa Fe and we've created lives there and we knew what lifestyle we were getting into. And we want to be able to continue to live the rural lifestyle that we choose to without adding another five or ten minutes every time something goes in there, there's another traffic light. I'm burning more gas every time I have to go to town because there's an extra new stop light. This is getting to be a bit ridiculous that we don't need this when we can go 20 minutes, 10 minutes down the road and our gas for 20 cents cheaper a gallon. [Time expired: speaker microphone off.]

CHAIR GONZALES: Thank you. Next. Thank you, ma'am. Okay, is there anyone else that wants to speak for or against this project? I don't see anybody else so that concludes the public hearing. Does the applicant – let's see here, Karl, the Commission still has some questions left over for you as the applicant. But I guess for now what we'll do is go ahead and do your rebuttal and then we'll go from there.

MR. SOMMER: It would save us all some time if you gave us four or five minutes to talk about really what we need to address. We don't want to repeat what we've said already. We think there are some things that need to be addressed succinctly and if you gave us 5 minutes to talk about that, that might cut down on what we do. Is that all right with you all?

CHAIR GONZALES: That's fine.

[The Commission recessed from 9:30 to 9:42]

MR. SOMMER: Mr. Chair, Mr. Chair, thank you very much for the time. We've narrowed our points that we need to address to just a couple, and I'd like to turn it over to Mr. Warren Thompson who is the owner of the property, and then I'll address an issue, then we can answer your questions. One issue.

CHAIR GONZALES: That sounds good. Thank you.

MR. THOMPSON: I've been sworn. Warren Thompson, P.O. Box 236, 87504. I've been sworn. Good evening. Thank you. We own the 26 acres and are on the application for the conceptual use plan as required by the County. The application contains over 25 uses that are allowed under the code and it's a step that we must go through in order to use the property at all.

Tonight I've heard a lot of information regarding the Flying J and in the staff report the County says that requires a conditional use permit. I think that's fine. That's not what we're here for tonight is that permit. If you don't grant that permit at the future hearings, Flying J is gone. But we're still here with this piece of property. Without a conceptual use or without a conceptual use plan we don't have anything. We can't do anything on the property and I think we need to focus on what it is we're here applying for, and that's the conceptual use plan with uses that are permitted under the code.

We went through the six years of this, SLDC. We went through two years of a zoning map. We went through all the use tables and we have to have something to rely on, and we're just following the process that all of that laid out. Whether or not a use is allowed that requires a special permit is a separate question from what we are here for tonight. Thank you.

CHAIR GONZALES: Thank you.

MR. SOMMER: Mr. Chair and members of the Commission, I'll be very brief. I have two – they're combined issues, really. Jim is handing out to you sections of the code, directly out of the code and the issue I'd like to address is this question of is this an allowed use? And how did Karl Sommer jump from it's not found anywhere in the code and all of a sudden it's a permitted use. I want to walk you through where this came from.

So first of all, Mr. McQueen did not read the staff report. He admitted that, a quite frank admission. If he had he would have known that the logic that I applied to this is found in the staff report. So the paid professionals that you all have that advise you month after month, that apply the code day after day after day have interpreted the code and they've given you their interpretation. Their interpretation is that a truck stop is allowed under the code. They believe it's a conditional use.

So what I've handed out to you is two sheets. If it is not a conditional use because Mr. McQueen says it's not found in the code, Section – Table 7.6, which is page 7-30, and I've highlighted the red there, these are uses in the code in this chart that you have to provide parking for. These are the parking standards. So the code itself says this is the general use classification on the far left. The subcategories of use within those classifications is the middle one. And you will see right there it says truck stop, as a

subcategory of warehouse and freight movement. I didn't make that up. They didn't make that up. It's in the code.

So is it a use allowed in the code? Of course it's a use allowed in the code, because they have a parking standard for it.

It is possible – I gave you another sheet which is the code, 8.44. It's that chart. If you look at the chart in this district, for the CCD, I've highlighted, just for you use, warehouse use, it's a permitted use. Now is it possible for the table to list every subcategory of use? It is not possible. It is not practical. You would have page upon page upon page of every specific use. And this demonstrates that exact reality. You can't put every subcategory of use in. But in this particular subcategory of use, they've talked about a truck stop and they have a parking standard for it. So is it an allowed use? Is it a use that the code contemplates as being allowed? Yes. The code says so.

It isn't some leap of faith. It isn't some jump in logic. It's in the code. I just wanted to make that clear to you. There's no question that the use is allowed. The only real question you have to address is is it a permitted use because it's a subcategory of this warehouse use that's permitted? Or is it a conditional use. Staff is telling you we believe it's a conditional use.

So the only other thing I'd like to re-emphasize is what we're here tonight is the conceptual plan and the standards for a conceptual plan are very specific and your staff has outlined and our application has addressed those criteria specifically. And it is a unanimous recommendation by all the agencies under those standards for a conceptual use plan that this plan meets the code. What we've heard is a lot about a conditional use permit that is in front of you. We'd stand for any questions you have. I hope that was brief enough.

CHAIR GONZALES: Thank you, Karl. I believe Susan Martin had a question of the applicant.

MEMBER MARTIN: This is a question about the conceptual plan community meeting that you had on December 6th, and it said the meeting was advertised through next-door neighbor. Was this Next Door app? That's my question. Because I'm not sure if that's an app that's only available for those people that are signed up for that? Is there anyone here that can answer that question?

MR. SIEBERT: Mr. Chair, Commissioner, any public meeting we had we had to comply with the requirements of the SLDC, and that is you have to have notice in the newspaper, you have to have notice within 500 feet of the subject property by different cases. One is registered mail and one is just regular mail. The whole issue of Next Door, we don't do that. I know the City does actually, they will post things on Next Door. I have no idea if the County does that or not, but we follow the requirement of the SLDC.

CHAIR GONZALES: Okay, does the Commission have any other questions?

MEMBER MARTIN: Actually, so I thought – I have a follow-up from that. This is a question for staff because it has to do with the meetings and it was from the testimony of the League of Women Voters and it said that the facilitation meeting held 12/6/2017 did not follow all the procedures outlined in Chapter 4 of the SLDC. Opposition groups were not invited to present their views. The facilitators made no attempt to find areas of agreement in the meeting; notes distributed by the facilitators did not reflect the breadth and depth of the public comments. So they're recommending that

the Commission postpone its decision until a proper facilitation meeting can be scheduled.

I know there was some discussion about a follow-up meeting after that to do lessons learned. Are we going to be – is that what we're going to be doing for the follow-up public meetings we may have? Not necessarily with respect to this case but for other cases?

MS. LUCERO: Mr. Chair, Commission Member Martin, we are looking at the language for facilitation in the code and we'll be looking at that as possible changes that will be made to clarify and list in more detail what has to occur with the facilitation.

CHAIR GONZALES: Okay, any more questions of the applicant?

MEMBER SHEPHERD: Mr. Chair.

CHAIR GONZALES: Mr. Shepherd, go ahead.

MEMBER SHEPHERD: My question is for staff. One of the public comments, a school board member, I don't know if she's still here, she mentioned that – and if I paraphrase it properly; if I don't I'm sorry, but I'll try to get the gist of it. She said that open space that's school property or designated to the school cannot be used as – it's not public space because of the security requirements, and so it can't count against the open space requirement. Could staff please clarify whether that is correct or not?

MS. LUCERO: Mr. Chair, Commission Member Shepherd, the SLDC does allow an applicant to provide a portion of their property or to dedicate a portion of the open space as private open space. However, if you look at the portion they're proposing to dedicate, it's almost six acres would be dedicated to the school. If you remove that as part of the calculation on the overall open space they still meet the 50 percent criteria that's required by code.

CHAIR GONZALES: Any other questions of staff or the applicant? Mr. Katz.

MEMBER KATZ: I think the question before us is whether the truck stop is a use that's allowed in this district. And it helps, I think, to start with what kind of development is intended in the Community College District. The Community College District was enacted in Section 8.10.3.1 of the SLDC. It has this purpose and intent, which is how it starts out. "The Community College District is intended to promote and focus compact, mixed-use development in a village land use pattern. This describes the guiding principle of the CCD and the touchstone for judging any development."

A village use land use pattern is not defined but mixed use is: "A mixed-use district provides a full range of housing choices and promotes a sense of community, vitality and adequate facilities and services. The purpose of the mixed-use designation is to accommodate compact communities which typically have public gathering places or community facilities with a mix of associated land uses such as residential and neighborhood-scale retail, small business and local commercial uses." The initial section of the CCD goes on to describe the various centers with the CCD: new community centers, neighborhood centers and employment centers.

They "should be active places with identities and ambience that attract people. They shall have mixture of uses that keep them active and the heart of commerce and community activities in the district. Centers should be designated to principles that are different than the typical strip commercial. Buildings, plazas, walks, parking and the landscape shall be designated to create centers that will be the focus of community life described in the CCD plan."

And then the portion of the CCD that we're talking about is an employment center subdistrict development, and those are "intended to accommodate mixed uses where large scale employers, anchor businesses and light industry can locate in support of new community center subdistrict development. New community centers accommodate mixed-use, high density residential in a concentration of civic, community, retail and services for the CCD."

And the common theme here is that the CCD is a locally focused, vibrant, walkable, livable neighborhood, combining residential areas with nearby commercial areas that serve and employ residents of the community, like a village. The repeated emphasis is that the businesses serve the community. Now, the applicant has proposed three phases and the only issue really is the truck stop, and I found fascinating when Mr. Siebert made his presentation to the Hearing Officer he never mentioned the word truck stop. He didn't even say that it was part of the deal.

But truck stop is not listed in the CCD as a permitted or a conditional use. And staff understands that this is the issue when they directed that that's what they wanted us to do is to – whether it should be recognized as a conditional use. There are three uses in the CCD that might be considered relevant in some sense – a gasoline station, truck storage and maintenance facilities, and truck freight transportation facilities.

An initial matter of common sense tells us that a major interstate truck stop is not a gas station. I mean, it just boggles my mind that anyone would think that. I think we all know what a truck stop is. We've all seen truck stops. They're a very identifiable item. And so there may be some overlapping functions, yes. They sell you gas, but they are not the same thing as a gas station.

I think there's some key elements to a truck stop. One is that there's a large amount of interstate traffic. I think the estimate here was about 300 trucks a day beginning at the scenic corridor. And this traffic only relates to the community by stopping at the truck stop, and then it leaves. They're open 24/7. There are a lot of parking spots for a truck to idle through the night. There are large storage tanks for diesel fuel and the convenience stores are largely serving those traveling through, rather than the people living here.

Yes, there's a gas station at the development but that's not what we're talking about. The truck stop is not a truck storage or maintenance facility either. While it might have some facilities for minor maintenance it's not what you would expect – it's certainly not a truck storage or maintenance facility that you would find in a village that would be servicing the trucks of the people who live in the village.

And finally, I don't think that the truck stop/travel center can be considered a truck or freight transportation facility. Freight is not what's happening at the truck stop. All the activities revolve around servicing the trucks and the drivers. The freight just sits on the trucks. It's not moving; it's not loaded; it's not unloaded. Truck freight transportation facilities include the trucks that transport the freight, the roads over which the trucks move the freight, and the terminals at which the freight is loaded, unloaded and stored. A truck freight terminal is something that a village would definitely need and we actually heard testimony about folks who make stuff in the light industrial areas and then ship it out to the world. And certainly the people who live in the village want to have the benefit of things shipped to them. So there's going to be a freight terminal that's going to unload trucks that are going to bring in stuff for the village. But that's not what the truck stop does. One generally finds truck stops away from settled areas, certainly away from

residential areas. They don't need the surrounding areas. Truck stops are generally very much self-contained.

Now, maybe I'll – the staff report tries, I think unsuccessfully to cram a truck stop into other categories and one of the things they refer to is what Karl Sommer passed out to us, that references – and this is what the staff report does – Table 7-6, Parking. It lists a truck stop and that section deals with the parking requirements throughout the county, and it lists as a parking requirement for truck stops, and it's under a broader category of warehouse and freight movement.

Because, as Karl tries to claim, the warehouse is an acceptable use, a permitted use, within the CCD, therefore that must include truck stop. I have a different view of it legally. Truck stop is not in the use matrix. It is explicitly listed here and it seems to me that if they meant to put truck stop, clearly the people who wrote this code know what a truck stop is and they said in those parts of the county where there is a truck stop allowed, and there is a parking requirement, there is a parking requirement for the truck stop. They could put it there, and the fact that they did not put truck stop in the CCD Use Table, I think goes exactly the opposite of what Karl Sommer is trying to claim. It is not a use. It's not there at all.

The Hearing Officer tried a different route and tried to argue that you could use – there's language that I think was read earlier: When a proposed use is not specifically listed in the use matrix the administrator may determine that the use – here a truck stop – is materially similar to a listed use if the proposed use is listed within the same structure or functional classification as the use specifically enumerated in the matrix.

So what they're saying there is that if you have a use in the matrix, like a freight terminal or something like that, and that's also in the land-based classification system standards, then you could look at that classification and as long as the proposed use is listed in the land-based classification system, it's not listed there.

They do have the freight terminal type classification, truck and freight transportation services, but they don't have a truck stop listed, and the truck stop has to be listed, and it's not listed. And so I think that the Hearing Officer was just legally dead wrong on her position.

In an effort to justify the truck stop as an allowable use I think the appellant cites the portion of the CCD slotted for the least attractive aspects, at least human-scale support facilities needed to support business in the village, and these employment center subdistrict development standards in 8.10.3.13 recognize that this is with special needs for access, buffering for visual, noise, or other impacts. Technology, storage or size can be located in the employment center subdistrict.

Applicant cites these provisions to suggest, correctly, that trafficky, ugly, smelly, noisy and kind of passive low pedestrian traffic like the storage and technology businesses, they should go at the edges of the district. There are allowable uses of course in the district that would fit that bill, but that language doesn't justify the location of a trafficky, ugly, smelly, noisy truck stop that is not an allowed use. It's got to be an allowed use.

So the staff has directed us to decide “whether or not the use of a truck stop should be recognized as a conditional use.” Because I find that a truck stop cannot be reasonably construed to be a conditional use within the CCD, the conceptual plan can't be approved as submitted. Thank you.

MR. SOMMER: Mr. Chair, may I address just one comment that has been made about this use? I'll be very brief.

CHAIR GONZALES: Sure.

MR. SOMMER: I understand Commissioner Katz to say that because truck stop is not found in this use table it was intentionally omitted and therefore the argument is that it is intended not to be a use. Truck stop is not found in any use table in the code except there. So by your logic, a truck stop is not allowed anywhere in the code, anywhere in the county, because it's not found in a use table. That's simply not logical. Truck stop is a subcategory of a use. The code allows the Land Use Administrator to make a determination. The Land Use Administrator made that determination. So by that logic a truck stop would never be allowed anywhere and I submit that that's not logical.

MEMBER KATZ: If I may respond to that. I think that the CCD is a different category. It's a district that has very clear focus on the local area. The County was obviously, as you read through the whole CCD, was very concerned that this area not be a free-for-all, that it retain a somewhat rural village aspect, and I don't know whether you could argue that there is a truck stop allowed any place else in the county but I think the whole purpose of the CCD is to not have that type of a business. I would make a motion at a time when you think it's appropriate.

CHAIR GONZALES: Thank you, Mr. Katz. Mr. Anaya, do you have a question?

MEMBER ANAYA: No, I have a statement. It's been a long night and everybody is pretty well – pretty tired. But I want to make a comment that there's been a lot of work involved into this project, both by the staff who did an extraordinary job on the packet that we receive; the school here – what is it? Santa Fe High? Mr. Katz for his wisdom. Now you know who our attorney is. And I guess Mr. Katz is going to make a motion.

CHAIR GONZALES: If anyone has any questions, Mr. Katz, go ahead.

MEMBER KATZ: Okay. I would make the finding that employment centers should serve the district and the greater Santa Fe community. That's from the Community College District Plan on employment centers. And one of the standards for approving a conceptual plan is that it comply with the Community College District Plan. I would further make the finding that a truck stop is not an allowed use, either permitted or conditional use in this district. And, therefore, I would move to deny the application for a conceptual plan.

MEMBER ANAYA: Second.

CHAIR GONZALES: Okay, we have a motion and a second. All those in favor. Opposed.

The motion passed by unanimous [7-0] voice vote.

CHAIR GONZALES: The motion carries.

RACHEL BROWN (Deputy County Attorney): Mr. Chair, for the record, can you tell me how many voted in favor of the motion?

CHAIR GONZALES: Seven-zero.

MS. BROWN: Thank you.

VIII. Concluding Business

A. Petitions from the Floor

None were offered.

B. Communications from the Commission Members

None were presented.

C. Communications from the Attorney

None were presented.

D. Matters from Land Use Staff

None were presented

E. Next Planning Commission Meeting: April 19, 2018

F. Adjournment

Having completed the agenda and with no further business to come before this Committee, Chair Gonzales declared this meeting adjourned at approximately 10:15 p.m.

Approved by:

Charlie D. Gonzales 4-24-18
Charlie Gonzales, Chair
Planning Commission

ATTEST TO:

Geraldine Salazar
GERALDINE SALAZAR
SANTA FE COUNTY CLERK



Submitted by:

Karen Farrell
Karen Farrell, Wordswork

SFC CLERK RECORDED 04/26/2018



Mr. Chair,

The following items are being handed out to you:

- I. Letters of opposition that were received after the packet was completed.

- II. Letters of support.

- III. List of current Business Licenses in the Bisbee Court area.

SFC CLERK RECORDED 04/26/2018

La Cienega Valley Association
P.O. Box 23554
Santa Fe, New Mexico 87502
lacienegavalley.com

Preserving Our Rural Way of Life

March 15, 2018

Penny Ellis-Green, Director
Santa Fe County
Growth Management Department
102 Grant Avenue Santa Fe, NM 87501

Re: CASE # SCSD 17-5330 Pilot Travel Center

Dear Ms. Ellis-Green,

The La Cienega Valley Association (LCVA), representing the communities of La Cienega and La Cieneguilla, respectfully expresses our community's opposition to the proposed Flying J Travel Center planned for the intersection of New Mexico Highway 14 and I-25.

The LCVA opposes the proposed travel center for the following reasons:

Increased traffic: Residents from La Cienega and La Cieneguilla frequently use Exit 278 to Cerrillos Road to access services and businesses. Adding large numbers of semi-trucks and their loads to an already dangerous traffic area is unwise and unacceptable and a danger to our residents.

Urban run-off: La Cienega is the watercourse for two major drainages, the Arroyo Hondo and the Arroyo Chamiso. Runoff from the proposed 10 acres of pavement and buildings, that includes diesel fuel and other dangerous fluids, chemicals and substances, would inevitably make its way into these watercourses. Our community, with its long agricultural history, simply cannot allow that to happen.

Unwanted subcultures: The LCVA is aware of the unwanted subcultures that are inherent with truck stop operations. Simply stated, these subcultures simply do not fit in the Santa Fe community.

Finally, the LCVA also wants to express our long and sustained support for community organizations that stand up and oppose unwanted and unneeded development in their communities.

We regret the lateness of our comments on the proposed truck stop. The proposed development is not in our planning area and we did not receive any official County notice requesting our comment.

Sincerely,

Carl Dickens, President
La Cienega Valley Association

CC: Robert Anaya, County Commissioner
LCVA Board

SFC CLERK RECORDED 04/26/2018

Gabriel C. Bustos

From: Manny Washington <mannywashington@yahoo.com>
Sent: Tuesday, March 13, 2018 4:08 PM
To: Jose Larranaga
Subject: Case # SCSD17-5330

Dear Mr. Larra,

The proposed Flying J Truck Stop for the Rancho Viejo/Highway 14 and 25 area is a horrible idea.

There are no positive long term economic benefits to such an undertaking. The environmental impact will have devastating consequences for our land, air, water, and the natural beauty of our region. Santa Fe relies significantly on tourism and this blight would have potential visitors avoid our area and certainly would rule out any repeat visits.

WAKE UP COUNTY REPRESENTATIVES! There are numerous commercial opportunities that compliment our area rather than detract from it!

Sincerely,

Manny Washington

Gabriel C. Bustos

From: Laurie Buffer <lbuffer@aol.com>
Sent: Thursday, March 08, 2018 6:41 PM
To: Jose Larranaga
Subject: CASE #SCSD17-5330.

and we want these people in Santa Fe why?????

KNOXVILLE, Tenn. (AP) -- Secret recordings have been released capturing the ex-president of the country's largest diesel fuel retailer using racial slurs and profanely criticizing his own board of directors and his boss' football team and fans.

The Knoxville News Sentinel reports the recordings made public Thursday are only some of the ones that captured former Pilot Flying J President Mark Hazelwood and a crew of his sales executives using the harsh language.

The recordings were sought by USA Today's Tennessee network.

Hazelwood was convicted of conspiracy, wire fraud and witness tampering by a jury who heard the recordings.

Pilot Flying J is controlled by the family of Cleveland Browns owner Jimmy Haslam and Tennessee Gov. Bill Haslam. The Haslams haven't been charged with any wrongdoing. The governor hasn't been involved in the company in recent years.

SFC CLERK RECORDED 04/26/2018

Gabriel C. Bustos

From: Cynthia Broshi <cynthiabroshi@gmail.com>
Sent: Monday, March 12, 2018 5:25 PM
To: Jose Larranaga
Subject: CASE #SCSD17-5330

Dear Mr. Larranaga,

I oppose a truck stop being built at the intersection of Turquoise Trail and lower Cerrillos Road.

It would cause noise, light, and air pollution and would increase traffic congestion.

Sincerely,

Cynthia Broshi
26 Red Raven Road
Santa Fe, NM 87508

March 12, 2018

Santa Fe County Planning Commission

Attn.: Jose Larrañaga, County Case Manager for the Pilot/Flying J truck stop application

102 Grant Ave.

Santa Fe, NM 87501-2061

Subject: Case #SCSD17-5330

Dear Mr. Larrañaga,

I am submitting this letter to provide formal comments that will hopefully be considered prior to the decision by the Santa Fe County Planning Commission and the Board of County Commissioners (BCC) on whether to approve the permit application, development plan, Conditional Use Permit and Variance application, and proposal to construct the Pilot Flying J truck stop near the intersection of Rancho Viejo Road and NM Highway 14. The primary focus of my comments is on the adequacy of the environmental impact report (EIR) that is intended to inform the Planning Commission decision.

By way of introduction and to establish my qualifications, I should tell you that I am a soil scientist by training and have spent more than 40 years working in planning and designing soil and water management practices, preparing environmental analysis documents that meet the criteria of the federal National Environmental Policy Act of 1969 (NEPA), and reviewing development and stormwater management plans for local government agencies including Planning Commissions. In my career, I have been involved in the successful development of more than 60 environmental impact statements (EIS) and environmental assessments (EA) that meet the requirements under NEPA. These documents range from very complex to relatively straightforward, and include some contracted by the decision-making agency as well as some contracted by the applicant. I managed the development, compilation, and review of many of these environmental analysis documents; on many projects I wrote technical sections with a primary concentration on natural resources. All of the NEPA documents prepared under my management and support have been determined to be legally defensible, sometimes sustaining legal challenges through protests or in court.

With my qualifications and history in mind, I was interested to review the EIR submitted for the Pilot Flying J truck stop. Unfortunately, I found that **the EIR submitted is wholly inadequate to provide a basis for any decision** by the Planning Commission or the BCC. While there are significant environmental impacts identified in the EIR, the conclusions are not based on facts presented in the document. There is no real analysis, just unsubstantiated statements based on the preparer's judgment. The EIR preparers seems to just ask the reader to trust that their statements are correct and based on sound analyses, none of which is presented. The cover letter submitted by Broadbent & Associates who prepared the EIR states, erroneously, that it was prepared in compliance with Section 6.3 of the Santa Fe Sustainable Land

Development Code (SLDC). For reference, *Section 6.3.1. of the SLDC states that "the EIR shall inform the County, the public and the applicant of the significant environmental effects and impacts of a project, identify possible ways to minimize the significant adverse effects or impacts, and describe reasonable alternatives to the project."*

My comments, attached below my signature, demonstrate that the EIR does not meet the requirements of the SLDC or other established NEPA standards that may reasonably be used to fill in gaps where standards are lacking or unclear in the SLDC. My concern is that the Planning Commission staff and the Hearing Officer (decision dated January 11, 2018, Case No. SCSD 17-5330) accepted the EIR as submitted and appear to not have recognized its many errors and omissions that cause it to be inadequate to support their decision. In general, the EIR is poorly written and incomplete because it does not provide enough information, in some cases no information, on the resources that comprise the environmental setting, which is used to establish the current conditions of the site. Because the current conditions are not described adequately (or at all in some cases), no analysis of potential impacts from the proposed project can be presented. The sections in the comments below focus on the most egregious errors and omissions in the EIR, while recognizing that there are numerous other minor typographical and grammatical errors that also exist.

Because the EIR will be used to support decisions by the county government, I am concerned that acceptance of this insufficient document in its current form is likely to open the Planning Commission and the BCC to legal challenges. As a resident of Santa Fe County, I am willing to assist the planning staff with further review and discussions of the EIR and other associated environmental portions of the application in order to help avoid unnecessary expense from defending poorly considered decisions.

Sincerely,



Ellen Dietrich
51 Gold Mine Road
Cerrillos, NM 87010
(505) 474-6535

Cc: Steve Shepherd, Henry Roybal, Anna Hansen, Robert Anaya, Anna Hamilton, Ed Moreno, Liz Stefanics

Specific Comments on the EIR

My comments identify key sections of the EIR, compare the content and analyses to the requirements for an environmental document where appropriate, and draw conclusions as to the adequacy of each section described. Section 6.3.2. of the SLDC lists the required elements to be included in the EIR and states that "each required element shall be covered, and when these elements are not separated into distinct sections, the document shall state where in the document each element is discussed." As you will note in

my comments below, many of the required elements are simply missing or are not adequately addressed or referenced.

EIR Section 1. Summary

According to Section 6.3.3 of the SLDC, the Summary is supposed to describe the significant adverse effects with proposed mitigation measures, the areas of potential controversy, and the issues to be resolved including the "including the choice among alternatives." The Summary section does none of those things.

EIR Section 2. Project Description

2.2 Purpose and Need

Per Section 6.3.4.2. of the SLDC, the EIR should state the objectives and the underlying purpose of the proposed project. The Purpose and Need section of the EIR (Section 2.2 on page 2) does not comply with this requirement. Under NEPA, the purpose and need section is intended to state the purpose for the project and the objectives to be achieved. It also provides the basis or "sideboards" for selecting the reasonable range of alternatives to be analyzed in detail. While this EIR is not a NEPA document, the federal law can be used to provide additional explanation of what should be included in this section, which is very important because it establishes the scope of the analysis by limiting the alternatives analyzed in detail to those that meet the purpose and need. Typically, the purpose and need section should not just describe the applicant's purpose and assumed need for the project, but the reasons for the Planning Commission and BCC to consider the project.

The EIR only briefly describes the proposal and why Pilot Flying J believes it would meet the needs of the public without any justification. This section also states why the proposed location would be "ideal" and how well the project would "fit into the community," incorporating a bias that should not be included in any environmental analysis document. This section, therefore, essentially limits the alternatives to be analyzed to only the Proposed Action (Alternative B) without establishing guidelines for evaluating and selecting a reasonable range of alternatives. It clearly skews the entire document towards the project preferred by the applicant. Despite the document being prepared and submitted by contractors for the applicant, the facts and analysis presented must be clear and unbiased to provide a appropriate basis for decision-making.

2.3 Project Description

Section 6.2.3. (Project Overview Documentation) of the SLDC requires much more information than is provided in Section 2 of the EIR. At a minimum, in addition to the maps provided, the project overview documentation in the EIR is required (by SLDC Section 6.2.3.) to include the items listed below many of which are missing from the discussion (bold text added) without referring the reader to other EIR sections.

The main bullets are quoted from the SLDC and my related comments are in the sub-bullets under each main bullet below.

- The approximate location of all neighboring development areas, subdivisions, residential dwellings, neighborhoods, traditional communities, public and private utility lines and facilities, public buildings, structures or facilities, community centers, and other non-residential facilities and structures **within one mile of the site perimeter** (see SLDC Section 6.2.3.3).
 - None of the EIR maps identify and label the locations of the nearby residential areas, utility lines, or other facilities that are within one mile but not located within the project perimeter.
- The proposed traffic circulation plan, including the number of daily and peak hour trips to and from the site and the proposed traffic routes to the nearest intersection with a state road or interstate (see SLDC Section 6.2.3.5).
 - While there is a brief mention of the traffic study that was submitted, there is no discussion of traffic circulation, daily and peak hour trips, and proposed traffic routes in the EIR.
- The approximate location of all fire, law enforcement, and emergency response service facilities and all roads and public facilities and utilities ...; floodways, floodplains, wetlands, or other environmentally sensitive lands and natural resources on the applicant's property; location of historic, cultural and archeological sites and artifacts;... wildlife and vegetation habitats and habitat corridors **within one mile of the proposed project site perimeter** (see SLDC Section 6.2.3.6).
 - None of this is located on maps or addressed in the project description.
- A statement explaining how the proposed project complies with the goals, objectives, policies and strategies of the SGMP and any area or community plan **covering, adjacent to, or within one mile of the proposed project site perimeter** (see SLDC Section 6.2.3.7).
 - There is no mention of any consideration given to community plans such as the Turquoise Trail Corridor Management Plan¹ that is intended to guide management of the Turquoise Trail National Scenic Byway, or the goals and objectives of nearby landowner associations.
- A statement or visual presentation of how the project will relate to and be compatible with adjacent and neighboring areas, **within a one mile radius of the project site perimeter** (see SLDC Section 6.2.3.8).
 - The EIR project description does not mention the proposed signage and lighting that was included in the Conditional Use Permit and Variance application, and therefore does not analyze the impacts of the additional lighting, large lighted sign, and other signage that requires a variance from Santa Fe County ordinances. The potential impacts of additional

- lighting, especially those that are not proposed to be shielded and facing down to minimize adverse impacts to the night sky are not considered anywhere in the EIR.
- The EIR never addresses how the proposed project would relate to and be compatible with the neighboring residential areas, instead focusing briefly only on the nearby commercial areas.

EIR Section 3. Proposed Project Alternatives

Section 6.3.11.1. (Alternatives to the Proposed Project) of the SLDC states that “The EIR shall describe a range of reasonable alternatives to the project, or to the location, which would feasibly attain some of the basic objectives of the project but would avoid or substantially lessen the significant and adverse impacts or effects of the project, and evaluate the comparative merits of the alternatives, even if those alternatives would impede the attainment of the project objectives or would be more costly.” Given the fact that no real objectives for the project are provided in the EIR (as noted above in the discussion related to EIR Section 2.2), it is impossible for the EIR to meet this requirement in its current form.

3.1 Description of Alternatives, Including Proposed Action and No Project

This section lists alternatives A, B, and C.

- EIR Section 3.1.1. Alternative A: No Project is described as consisting of the parcel without the proposed project, which amounts to leaving the area as it currently exists. This alternative states that it consists of current existing conditions and is to be used as a comparison of impacts to the Proposed Action.
- EIR Section 3.1.2. Alternative B: Proposed Action - Construct Travel Center is very briefly described as the proposed truck stop. It should provide enough detail to help the reader understand the potential impacts of the project, or at least refer to other more detailed documents such as the Conceptual Plan, but it does not. It incorrectly includes a biased statement that suggests the benefits of selecting this alternative rather than just stating the facts of the alternative. Page 4 of the EIR states that “The proposed location provides ease of access from Interstate 25, is located within a commercial district, does not offer scenic resources, and is absent of topographic features.”
 - It is unclear what is meant by “does not offer scenic resources,” especially because it is located at the end of a national scenic byway.
 - Clearly the site is not “absent of topographic features” because topographic features are shown on Figure 2 in Appendix A of the EIR. (It should be noted that this map is of poor quality and is not labeled with the figure number or the correct page number.)
- EIR Section 3.1.3 Alternative C: Proposed Action - Alternate Location is mislabeled. It briefly describes alternative locations for the proposed travel center that were examined but are not analyzed for environmental impacts. It should have been labeled something like “Alternatives Considered But Eliminated from Detailed Analysis.” This section lists many potential sites that

were considered but gives little or no rationale for why they were eliminated from further analysis. Examples of why these alternatives are inadequately described and eliminated are listed below (bold text added).

- The possible site at the intersection of NM 14 and Beckner Road was eliminated because it is considered too far from the I-25 intersection with poor accessibility. However, the access is similar to that of the Proposed Action described under Alternative B in that it is near the diverging diamonds interchange, as is the preferred project site. Surrounded by commercial properties and without nearby residences, this site would have fewer conflicts with existing uses.
- The EIR states that the site at the intersection of I-25 and Entrada La Cienega to the southwest of Santa Fe "is designated as commercial and would allow for the construction of a travel center, but it **would only service motorists traveling along Interstate 25.**" This statement does not consider that most of the traffic utilizing the truck stop would come from I-25 traffic. Indeed, it does not acknowledge the recent and historic efforts of communities along NM 14 to the south (primarily Madrid and Cerrillos) to limit truck traffic to local deliveries for safety reasons, which has recently garnered interest and support among the NM Department of Transportation and the BCC. Should this effort of local groups be successful, then there would be few trucks coming from NM 14 that would be served by the proposed travel center.
- A few alternative sites were eliminated because the EIR states that no sewer and water access is available. However, the Proposed Action would require the installation of new sewer and water pipelines to access the site and expand capacity, and that site was not eliminated.
- Some potential sites were eliminated because they would be too costly to develop. However, SLDC Section 6.3.11.1. states that sites that would be more costly to develop should still be considered and analyzed, not rejected because the applicant may have to spend more money to develop them.
- A few other alternative locations were eliminated because the sites do not comply with zoning requirements. However, variances can be applied for at the other locations just as they have been sought for the Proposed Action.

EIR Section 4. Environmental Setting

The purpose of this EIR section is to establish the current conditions of the proposed travel center site to facilitate the analysis of projected effects resulting from the implementation of the preferred alternative. This is also intended to provide a basis for comparison of Alternative B with Alternative A under which no project would be constructed. In general, the descriptions of the environmental setting lack details that would be useful in the required analysis.

SLDC Section 1.4.1. states the following: "The SLDC is designed to specifically provide protection of environmental, cultural, historical and archeological resources, lessening of air and water pollution, assurance and conservation of water resources, prevention of adverse climate change, promotion of sustainability, green development, and to provide standards to protect from adverse public nuisance or land use effects and impacts resulting from public or private development within the County."

SLDC Section 6.1.2.1. Environmental Impact Report (EIR) states that "This report analyzes adverse effects and impacts on natural habitats and wildlife corridors; flood plains, floodways, stream corridors and wetlands; steep slopes and hillsides; air and water pollution; archeological, historical and cultural resources."

In order to comply with the two sections of the SLDC listed above (1.4.1. and 6.1.2.1.), there needs to be much more information provided on the current conditions of the parcels to be developed. By way of explanation, I list just a few of the many questions that cannot be answered because the information is missing from the EIR.

- What are the pathways for stormwater to flow onto and off the site? EIR Section 4.1 mentions the lack of water features onsite other than a ditch and culverts at the southern property boundary. There is no discussion of other water-carrying structures within one mile of the proposed project, as required by the SLDC.
 - The section briefly mentions the intermittent Arroyo Hondo as the "nearest mapped surface water" to the proposed development property. However, there is no description of whether this is the receiving stream for surface water flows from the project site, how much flow currently comes from the site in a typical storm, the capacity of the arroyo or culverts in the vicinity of the project that might be affected by increased stormwater runoff, or the current condition of this arroyo. This information is necessary in order to determine whether there would significant impacts to surface water resources (such as increased flooding or filling of culverts) from the proposed travel center.
- How can the geology, groundwater, and soils information presented in Section 4.1.1. be used to analyze potential impacts? It briefly describes the geology and aquifers in the region and the soils on the site. It states that the soils data is derived from the soil survey published by the USDA Soil Conservation Service, but does not state the date of the publication or provide the full reference. It appears that the EIR refers to an old publication that has been superseded by the Soil Survey of Santa Fe County Area, New Mexico, dated 2009². While some detailed soils information is described in the EIR and more soil survey information is copied and pasted into the Conceptual Plan submitted by the applicant, the information provided is not useful. The most relevant soil survey is ignored; namely, the soil limitations, improvements needed to overcome the limitations, and the impact of selected land uses on the environment. The detailed information provided by the applicant just wastes space and does not include information that should be useful to the

Planning Commission and BCC because it helps land users identify and reduce the effects of identified soil limitations through feasible mitigation measures.

- EIR Section 4.2 is supposed to describe environmental resources, defined as both socioeconomic and natural resources, although habitat and vegetation resources are addressed in a separate section.
 - Why does it only touch on the location, land uses, air quality, and water resources? This section states that “There are no water resources within or around the property” in conflict with Section 4.1 discussed above.
 - How does this section conclude that there are “limited fugitive air emissions associated with the site” but fails to provide any air quality data to support this statement?
 - What is the basis for stating that the lot is “primarily composed of bare ground with some native vegetation”? Was a vegetation survey completed to actually determine the percentage of bare ground and types of vegetation onsite?
 - What is meant by the statement that “vegetation and wildlife resources will be minimal”? Is this statement intended to mean that *impacts* to vegetation and wildlife resources would be minimal if the project were constructed? Without any supporting evidence or documentation, this statement is meaningless.
- Section 4.6 (Habitat Resources) provides no information to enable a determination of the existing or potential habitats for flora and fauna. This is typically done through a description of the types, quantity, and quality of vegetation, soils, water sources and terrain onsite, and identification of the animals most likely to utilize that habitat. It also considers the range of each type of animal that may utilize the habitat, and whether they reside within that habitat or just use it as a corridor for hunting or traveling through the area. There is so much necessary information missing from this section that it must be greatly expanded based on research and field investigations.
- Why is the only portion of the “view corridor” considered to be potentially affected the view from I-25? This section should describe the views from numerous offsite locations, including from the Turquoise Trail National Scenic Byway and the nearby residences, as well as from I-25. Once the current scenic resources are presented and considered, then the conclusion as to how well the proposed project fits into the viewshed and how scenic resources would be modified can be discussed.

Other information that should have been included in this section reveal the lack of thought and detail in EIR Section 4, such as the following:

- A list of potential threatened, endangered, and candidate species occurring in Santa Fe County should have been presented with statements as to whether each is likely to occur or be affected by the proposed project. It is possible that, once the list is narrowed to account for the habitats and environmental factors onsite that would limit occurrence, it could be concluded that no

federal= or state-listed species are likely to occur and therefore no further analysis is necessary. However, currently, there is no information to make this determination one way or the other.

- Socioeconomic data should be presented to characterize the human populations in the vicinity of the project and to facilitate any conclusions that the economy of the area would be affected (or benefited as asserted by the applicant). Currently, there is no information to support any conclusion regarding socioeconomics. Is this project being proposed in an area that would adversely affect “environmental justice” populations (low income or minority populations)?
- Public health and safety are not even mentioned in the document despite the fact that increased vehicle traffic and adverse impacts from greatly increased vehicle emissions dispersed in the air and deposited on the adjacent properties are likely and must at least be considered.
- What are current traffic levels at key intersections near the proposed travel center? What are the current risks of traffic accidents? This needs to be established to facilitate an analysis of increased traffic levels and risks for accidents should the truck stop be developed. Traffic data should include numbers of vehicles and peak flows from the intersections of NM 14 and I-25, and NM 599 and NM 14, in addition to Rancho Viejo Boulevard.

EIR Section 5. Significant Environmental Effects

This EIR chapter states that it “presents the scientific and analytic basis for the comparisons of the alternatives” and “the probable consequences (impacts and effects) of each alternative on all relevant environmental resources will be discussed.” However, many relevant environmental resources have not been included, as noted in my comments for EIR Section 4.

The introduction to this section of the EIR gives “lip service” to the terms that define context, intensity, and duration of impacts but never actually defines what comprises a significant impact by establishing thresholds for specific resources. In a NEPA document, this threshold may vary depending on the resource being analyzed, but this EIR concludes that some impacts are significant without ever defining the meaning of the term. Because the SLDC does not define this term either, the default definition should come from federal NEPA guidance under 40 CFR 1508.27. The determination of significance is more likely to be objective and legally defensible if there is a sound rationale for the conclusion that is well-documented.

SLDC Section 6.3.6. (Significant Environmental Effects) calls for the following information.

The EIR shall identify and focus on the significant environmental effects of the proposed development project. In assessing the impact of a proposed project on the environment, the EIR shall limit its examination to changes in the Chapter 6 - Studies, Reports and Assessments (SRAs) 6-5 SLDC existing physical conditions in the affected areas as they exist at the time environmental analysis is commenced. Direct and indirect significant effects and impacts of the project on the environment shall be

clearly identified and described, giving due consideration to both the shortterm and long-term effects and impacts. The discussion shall include relevant specifics of the area, the resources involved, physical changes and alterations to soil conditions, water, environmentally sensitive lands and ecological systems, changes induced in the human use of the land, health and safety problems caused by physical changes, and other aspects of the resource base such as historical, cultural and archaeological resources, scenic vistas.

Direct, indirect, and cumulative impacts are often confused in the EIR discussion and should be separated to clarify the conclusions. Many of the resource impacts identified in SLDC Section 6.3.6. are missing from the EIR.

EIR Section 5.1.2 Impacts to Environmental Resources under Alternative B

In the comments below, I would like to point out some of the major deficiencies in the EIR analysis.

- The potential impacts to air quality that may cause indirect health effects are a major concern for nearby residents and land users.
 - This section concludes that there would be negligible to minor impacts to air quality, primarily coming from dust during construction and vehicle emissions during driving, fueling, and idling. As there is no presentation of current ambient air quality values, it is impossible to conclude that the addition of vehicle emissions from the travel center would be negligible.
 - The section seems to conclude, without any basis, that state and federal standards would not be exceeded and that because no state air quality permit is required, the project would meet the requirements of the federal Clean Air Act. This conclusion does not recognize that New Mexico (through NMED) is responsible for enforcing air quality federal standards and has regulatory authority from the state's Environmental Improvement Act, Air Quality Control Act, and State Implementation Plan approved by the EPA.
 - New Mexico Executive Order 2006-069 (signed December 28, 2006) recognizes potential air quality problems from truck stops by calling for truck stop guidance to be developed to address truck stop electrification for anti-idling capability. This potential for adverse impacts to human health is ignored in the EIR.
 - The health and safety issues related to truck stop emissions are so numerous that many studies and reports have been prepared across the county. At least 20 states have state-wide anti-idling regulations and some jurisdictions have local regulations limiting truck stop idling to manage emissions and adverse effects on air quality. The EPA has provided guidance and responses to frequently asked questions on the relationship

between roadway emissions and public health in a helpful reference entitled *Near Roadway Air Pollution and Health: Frequently Asked Questions*³.

- There is clearly national concern over the potential effects of vehicle emissions and especially idling trucks at travel centers as evidenced by the numerous studies performed in many states under varying conditions. See “Effects of Heavy-Duty Diesel Vehicle Idling Emissions on Ambient Air Quality at a Truck Travel Center and Air Quality Benefits Associated with Advanced Truck Stop Electrification Technology”⁴ for one example. An online search will reveal many more.
- There is a reason that these concerns must be addressed in any environmental analysis of a proposed truck stop. At a minimum, the BCC and Planning Commission should require modeling using the recommended atmospheric dispersion modeling system, AERMOD, which is a steady-state dispersion model designed for predicting short-range (up to 50 kilometers) dispersion of air pollutant emissions. A calculation of the likely area of deposition is recommended as part of this analysis prior to a determination of significant environmental effects. This information would be helpful to inform the public, Planning Commission, and BCC to avoid a claim of arbitrary and capricious decision-making.
- This section states that the additional noise resulting from the travel center “will not exceed noise limitations defined in the” SLDC, implying that noise would increase without any basis for comparison or conclusion.

EIR Section 5.4.2 Habitat Resources

There is no basis for the conclusion of negligible impacts to habitat because there is no information on the types of habitat that exist presented in Chapter 4 of the EIR. The conclusion in this section is based on the planned commercial land use for the property, and the fact that native vegetation would be removed. However, the conclusion is not based on a comparison of the potential project effects and the current conditions, as required by the SLDC.

EIR Section 5.5.2 Scenic Resources

The justification for the conclusion of negligible impacts to scenic resources is not adequate because it is based on a comparison to the zoning category and potential future projects rather than being compared to current conditions as required.

EIR Section 8. Discussion of Cumulative Impacts

Cumulative impacts should consider past, present, and reasonably foreseeable future projects that would affect the human and natural environment in combination with the proposed project under consideration.

An important omission in this section is that the EIR does not consider the cumulative impacts of the development of the Phases 2 (hotels) and 3 (Full service sit down restaurant, retail shops,

warehouse, manufacturing/light industrial) that are described in the Conceptual Plan submitted by the applicant. It also does not take into account the other existing land uses within one mile of the project property. All of the increased impervious surfaces are likely to greatly increase stormwater runoff from the full 26 acre parcel that may overload existing culverts and drainages, potentially adding to flooding of nearby lands and NM 14. This may not be the case but there is no basis for a conclusion of no significant adverse impacts without this type of analysis.

Essentially, the discussion of cumulative impacts does not consider reasonably foreseeable future projects or address a large enough area to be considered adequate to inform the decision-makers. This section must be expanded and consideration of real impacts addressed.

EIR Section 9. Other Adverse Effects

This section is mostly a repeat of other sections addressing impacts and is meaningless in its current form. It also fails to recognize, as does the entire EIR, that effects resulting from the project can be either adverse or beneficial, and either can be considered significant if the impact meets an identified threshold.

EIR Section 10. Mitigation Measures

Most of the mitigation measures listed are vague and require the reviewers and readers to trust that the applicant will mitigate adverse effects appropriately. Most of the text is typical boilerplate narrative that was most likely derived from other documents without ensuring that the measures apply to this project site. For example, Mitigation Measure 1 states that best management practices will be implemented without giving any idea what practices will be used or how or when they will be implemented. Mitigation Measure 4 states that "Efforts shall be taken to minimize impacts to wildlife" without stating what wildlife utilizes or resides on the site or what efforts will be implemented. Mitigation Measure 6 states that the project "must comply with the Migratory Bird Treaty Act and avoid potential impacts to protected birds within the project area. However, there is no mention of migratory birds that may utilize the area in the EIR and no consideration of whether the project would affect these species. Mitigation Measure 8 mentions that stormwater management will be implemented during construction, without any explanation of what would be done or how stormwater would be managed following completion of construction to minimize surface water runoff from all of the buildings and parking lots.

This section has little appropriate information and is not even related to the potential significant adverse impacts identified in the rest of the EIR.

Conclusion

The EIR must be revised to ensure that it adequately describes the proposed project, the true alternatives analyzed in detail, the existing conditions, and must provide some actual analysis to identify significant adverse and beneficial impacts resulting from project implementation that are supported by facts.

¹ Turquoise Trail Association. Turquoise Trail Corridor Management Plan. Version 2.0. July 2006. Online at <http://www.turquoisetrail.org/nsb/cmp.html>. Accessed March 10, 2018.

² US Department of Agriculture, Natural Resources Conservation Service. Soil Survey of Santa Fe County Area, New Mexico. Charles D. Hibner. 2009. Online at https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/new_mexico/NM687/0/SantaFe.pdf. Accessed March 10, 2018.

³ United States Environmental Protection Agency. Near Roadway Air Pollution and Health: Frequently Asked Questions. Office of Transportation and Air Quality. EPA-420-F-14-044. August 2014.

⁴ Indale, Guenet Tilahun, "Effects of Heavy-Duty Diesel Vehicle Idling Emissions on Ambient Air Quality at a Truck Travel Center and Air Quality Benefits Associated with Advanced Truck Stop Electrification Technology." PhD diss., University of Tennessee, 2005. Online at http://trace.tennessee.edu/utk_graddiss/2085. Accessed January 30, 2018.

SFC CLERK RECORDED 04/26/2018

Gabriel C. Bustos

From: Ellen Dietrich <ellen.dietrich.env@gmail.com>
Sent: Monday, March 12, 2018 10:07 PM
To: Jose Larranaga; Steve Shepherd; Henry P. Roybal; Anna C. Hansen; Robert A. Anaya; Anna T. Hamilton; Edward H. Moreno; liz.stefanics@nmlegis.gov
Subject: Case #SCSD17-5330 comments
Attachments: Comments to SFPC on Case #SCSD17-5330.pdf

Mr. Larrañaga,

Attached please find my comments to the Planning Commission and BCC regarding the EIR submitted for the Pilot Flying J travel center on the subject case number. I am available for further discussions should you be interested. Thank you.

Ellen Dietrich

Gabriel C. Bustos

From: Eric Saltmarsh <ericsaltmarsh@gmail.com>
Sent: Tuesday, March 13, 2018 10:35 AM
To: Jose Larranaga
Subject: CASE #SCSD17-5330 Opposition to the Proposed Truck Stop at Rte. 14 and Cerrillos Rd.
Attachments: IMG_9216 - Copy.jpg; IMG_0716.jpg

Mr. Larranaga, I'm writing to share my opposition to the proposed truck stop at Rte. 14 and Cerrillos Rd.

I moved to Eldorado two years ago, largely due to the beautiful, dark skies we have. These skies are precious and we're already subject to increased light pollution from the greater Albuquerque area, Santa Fe, and the I-25 corridor. Developing the proposed truck stop will only exacerbate the light pollution problem.

Attached is a photo of the proposed area, as seen from southwestern Eldorado. The proposed site of the truck stop will intensify the light already coming from the prison and airport. I have also attached a photo, showing our beautiful night skies and the Milky Way, looking south, where there is little light pollution.

Please reconsider the development of this truck stop, so we can preserve the beautiful dark skies around Santa Fe that all can continue to enjoy.

Thank you for considering my opinion and request.

Eric Saltmarsh
18 Tarro Rd
Santa Fe, NM 87508
ericsaltmarsh@gmail.com

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Double Cluster in Perseus

Andromeda Galaxy

Prison

SF Airport

Los Alamos

???



Gabriel C. Bustos

From: willett@cybermesa.com
Sent: Thursday, March 15, 2018 8:22 AM
To: Jose Larranaga
Cc: Robert A. Anaya
Subject: CASE #SCSD17-5330

To whom it may concern:

My wife and I, who live at 816 Camino los Abuelos, Galisteo, are strongly opposed to the proposed truck stop. It will dramatically and damage the character of both the City of Santa Fe and the already chaotic new intersection between I25 and NM14. It might also attract even more heavy-truck traffic across CR42, where it is currently forbidden but happens anyhow. I can't see any benefits of this project to the City or County of Santa Fe.

Furthermore, it's hard to see how it's needed. That intersection is only about one hour out of Albuquerque, where there are plenty of services, and Las Vegas is only about one hour further on, where there are plenty more. I seriously doubt if truckers actually stop every hour.

Please don't let them build this! -- John Willett

Gabriel C. Bustos

From: cindy lux- <forbeslux@aol.com>
Sent: Sunday, March 11, 2018 12:39 PM
To: Jose Larranaga
Subject: CASE #SCSD17-5330

this is a terrible idea.

no need, ruins bucolic low density neighborhood, noisy, smelly, confusing entrance/exit off freeway, jake brake noise.

please reconsider this location. this is a bad idea.

thank you... Cynthia forbes, lamy resident.

SFC CLERK RECORDED 04/26/2018

Gabriel C. Bustos

From: Corey VanDerGeest <coreyvdg@hotmail.com>
Sent: Wednesday, March 14, 2018 8:38 AM
To: Jose Larranaga
Cc: Vicki Lucero; Paul Kavanaugh; Vicente Archuleta; John M. Salazar; Miguel Romero; John F. Lovato; Jerome T. Roybal; Nathan C. Manzanares; Erika A. Garcia; Gabriel C. Bustos; cegemora@santafenm.gov; daesquibel@santafenm.gov; gagurule@santafenm.gov; nlberke@santafenm.gov; daesquibel@santafenm.gov; djwynant@santafenm.gov; lrlogston@santafenm.gov; mkambrosino@santafenm.gov; cmartinez@santafenm.gov; cegemora@santafenm.gov; gagurule@santafenm.gov; bksnyder@santafenm.gov; cmvalentine@santafenm.gov; dafernandez@santafenm.gov; ljmcculley@santafenm.gov
Subject: Conceptual Case # SCSD 17-5330 (monumentally ignorant)

Jose Larra et al,

I am emailing you to voice my strong opposition to the proposed Flying-J truckstop in Santa Fe. The idea that a truckstop at the gateway to Santa Fe is anything but based on corruption and greed of public officials is monumentally ignorant. In no possible way could this truck stop be good for Santa Fe or the surrounding communities. People chose Santa Fe as their home, regardless of high taxes, liberal policies and extraordinary crime, because of the culture and beauty of the surrounding community.

This stupid idea that putting an eyesore of a truckstop in Santa Fe, at the entrance no-less, is unbelievably stupid. Truckstops will bring:

1. Crime.
2. Environmental Pollution.
3. Water Pollution
4. Light Pollution.
5. Noise Pollution.
6. Drugs
7. Theft.
8. Prostitution.

Not only that, this horrible proposal will ruin the beauty of Santa Fe. There are countless other areas this monstrosity could be built. Why was this area chosen? Why has this stupid proposal gotten this far? The only logical answer is corrupt politicians that are in the pockets of Flying J.

Do you feel comfortable ruining the community to make Flying-J happy? Do you feel comfortable taking the first step in turning Santa Fe into Albuquerque?

VR,
Corey VanDerGeest

Gabriel C. Bustos

From: seanoutuathail@gmail.com on behalf of JP O'Toole <seanoutuathail@yahoo.com>
Sent: Tuesday, March 13, 2018 11:15 AM
To: Jose Larranaga
Subject: Flying J / Pilot Proposal

To whom it may concern:

Myself, my wife, and all the neighbours of Rancho Viejo are adamantly opposed to the truck stop proposal at Rancho Viejo Blvd and Route 14. The proposal is clearly contrary to the objectives of any new development in Santa Fe County: it will deplete water resources, create light pollution, cause air pollution with increased traffic and continual pumping of fuel around the clock, create noise pollution, increase traffic congestion, create waste and runoff issues for the immediate environment. Health and safety issues will arise in what was once a quiet, safe, and pristine area.

My wife and I recently moved to Rancho Viejo from NE Ohio; had we known this was to follow, we would not have chosen this location. Property values will suffer the moment construction begins. I actually feel a bit deceived as no one mentions any of this a year ago when we were in the process of finding a new home.

Please listen to the locals, those you represent, and outright reject this proposal. Do what's best for the future of Santa Fe and development and growth in this corridor.

Sincerely,

JP O'Toole
17 Calle Agua Clara
Santa Fe NM 87508

(26)973-9869

SFC CLERK RECORDED 04/26/2018

Gabriel C. Bustos

From: Elliott Tate <elliott.ink@gmail.com>
Sent: Tuesday, March 13, 2018 8:50 AM
To: Jose Larranaga
Subject: Flying J

Dear Mr. Larranaga,

My husband and I moved here all the way from Charlotte, North Carolina last fall because we love Santa Fe's air quality, dark night skies, and low traffic. We left Charlotte because of the plummeting air quality, pollution, and hectic traffic.

We are in our 30s, and live here full time. We purchased a nice home in Tesuque--with money we earned ourselves--and plan to grow roots here.

As a local, I wanted to say I am unhappy about the Flying J development. The Flying J will be a clear problem for air, light, and traffic. I'm honestly stunned that its existence here is even being entertained, as it so directly goes against everything Santa Fe is. It will be a blight on the area, and shouldn't be built.

My husband and I are attending the planning meeting Thursday with friends. I hope those officially responsible for the quality of life here will think carefully about the long term consequences the Flying J would have on Santa Fe as a whole.

Thank you,

Elliott Mayer
505-795-1100

Gabriel C. Bustos

From: Kathryn Toll <kathryntoll@gmail.com>
Sent: Sunday, March 11, 2018 12:48 PM
To: Jose Larranaga
Subject: Opposition to the proposed Flying J Truck Stop

Hello Mr. Larranaga,

Please include my email in your file of comments on the proposed Flying J Truck Stop.

I am strongly opposed to this development. Here are my reasons:

1. We have codes in order to have sustainable development. This truck stop would require a waiver of existing restrictions without a true need or benefit as existing truck stop facilities exist.
2. You negatively impact the quality of life and perhaps the property values of people who have invested in nearby communities.
3. The various food and hospitality services that would be provided would be of a commercial chain type and would cannibalize local businesses on the Cerillos business corridor that already exist — a percentage of them being Santa Fe family businesses. The few jobs that would be created Jobs that are often touted as a reason for commercial development would not even replace those that would be lost in local businesses.
4. This development would create hazardous road conditions.
5. This is a Santa Fe gateway and you will irreparably damage it ultimately impacting tourism value.

Thank you,
Kathryn Toll

Kathryn Toll
mobile: 801-560-8014
home: 505-466-1909

65 Camino Acote
Santa Fe, NM 87508

SFC CLERK RECORDED 04/26/2018

Gabriel C. Bustos

From: Margaret O'Toole <maighreadoutauthail@gmail.com>
Sent: Tuesday, March 13, 2018 10:06 AM
To: Jose Larranaga
Subject: Opposition to Truck Stop

Dear Mr. Larra,

I want to let you know that my husband, John, and I are totally opposed to the building of the Pilot J Truck Stop at Rancho Viejo Blvd and Route 14. We moved to New Mexico because of its beauty and positive environmental attitudes, and specifically to Rancho Viejo because of the view, the quiet and the safety of the neighborhood.

To build a truck stop here negatively impacts so many things.....noise pollution, light pollution, and air pollution will all increase. As a recent victim of a rear-end collision by a semi-truck (we were hit by the truck), I do not want an excessive number of trucks in our neighborhood. Drivers are tired, do not practice safe driving habits and will be hazardous to car traffic on Route 14.

One could argue that this truck stop will provide much needed employment. However, the jobs that are well-paid, of course, will be given to corporate and not to the people needing work in Santa Fe. Those will be minimum wage jobs, which, as we know, do nothing to elevate the economic status of anyone.

Perhaps the land could be better used for real, on-going businesses that would benefit everyone. Small businesses and restaurants owned by independents would better serve our community than a dirty, noisy truck stop whose profits will be returned to Circle J.

Please do not approve the building of ANY truck stop in my neighborhood.

Thank you for your serious consideration to my request.

Sincerely,

Margaret B O'Toole

17 Calle Agua Clara, Santa Fe, NM 87508

Gabriel C. Bustos

From: Russell Fory <russellfory@gmail.com>
Sent: Sunday, March 11, 2018 12:16 PM
To: Jose Larranaga
Subject: Proposed Truck Stop at I-25 and Hwy. 14

Mr. Larranaga,

I am a Santa Fe County resident who lives in the La Entrada section of the Rancho Viejo development. I want you to know that I oppose the building of a truck stop in the location near the intersection of I-25 and Hwy. 14. I know a lot of future development is targeted for this part of greater Santa Fe. A good deal of it will be housing and we don't need a brightly lit, busy, noisy, dirty truck stop in the middle of everything. We need to consider the future of this section of town. Traffic, of course, will naturally increase as development spreads south to the I-25 and Hwy.14 intersection. The constant truck traffic at this major intersection will only exacerbate the congestion.

Sincerely,
Russell Fory
25 Avenida Vista Esquisita
Santa Fe, NM 87508

SFC CLERK RECORDED 04/26/2018

Gabriel C. Bustos

From: Avra Leodas <avra.leodas@gmail.com>
Sent: Monday, March 12, 2018 11:26 AM
To: Jose Larranaga
Subject: Stop this truck stop!

I object to the Pilot/Flying J Truck stop in Santa Fe.

Avra Leodas
505-660-9917
avra.leodas@gmail.com

Gabriel C. Bustos

From: Lucy Lippard <flip14@centurylink.net>
Sent: Sunday, March 11, 2018 12:29 PM
To: Jose Larranaga
Subject: truck stop

Can't the County stop this abhorrent plan? Lucy R Lippard, 14 avenida vieja, Galisteo NM 87540

SFC CLERK RECORDED 04/26/2018

March 9, 2018

Santa Fe County Planning Commission
County Land Use Administrator
PO Box 276
Santa Fe, NM 87504-0276

RE: Case #SCSD 17-5330 Pilot Travel Center, LLC Conceptual Plan

To whom it may concern:

I am writing this letter to provide support for the development of the Pilot Flying J Travel Center at I-25 and exit 278. My husband and I both grew up in Santa Fe and we now are local business owners. Our business is the Trailer Ranch RV Resort located at 3471 Cerrillos Road. Our business is a highly desired destination for big Recreational Vehicles (RVs) that all access our location via I-25 and exit 278. Being in this business we must anticipate any driving obstacles that our customers may encounter on their way in and out of our RV park because their larger size does not allow them much flexibility to adjust on the extremely congested Cerrillos Road. One of the main concerns with these large Recreational Vehicles is finding suitable sized gas stations in which they can maneuver in and out of easily. Currently, Santa Fe city and county do not have a single gas station that meets that criteria. Therefore, we end up directing hundreds of patrons either North or South to the Indian Reservation Travel Centers which results in a great deal of lost revenue for our own county. Furthermore, there are other RV parks near us that use the same access point off of the Interstate and they are Santa Fe Skies and Los Suenos RV Park. Farther north and just off the Interstate are KOA and Rancheros de Santa Fe RV parks that also have customers that would benefit from the easily accessible gas station directly off of the Interstate. RVing continues to grow in popularity every year and provides a great deal of tourism dollars to Santa Fe City and County.

As an avid RVer myself, I completely understand the importance of finding a clean, safe and accessible filling station while traveling across country. I have not only experienced many Flying J Travel Centers but I actually seek them out specifically whenever I can because they are usually superior to their competitors.

I feel that the location of this proposed Flying J is perfect and should be developed as it was originally intended for at that exact site location.

Sincerely,



Joni Miller
The Trailer Ranch
3471 Cerrillos Road
Santa Fe, NM 87507

Cc: James Siebert & Associates

SFC CLERK RECORDED 04/26/2018

Jose Larranaga

From: George Raney <buffalogrr@gmail.com>
Sent: Thursday, October 05, 2017 9:21 PM
To: Jose Larranaga
Subject: flying J Truck Stop

I believe that the Flying J is a good use of the land as proposed.
George Raney

Jose Larranaga

From: Penny Ellis-Green
Sent: Tuesday, July 11, 2017 10:26 AM
To: Jose Larranaga
Subject: FW: Flying J

For the file

From: Dirk Williamson [<mailto:DIRKWILLIAMSON@hotmail.com>]
Sent: Monday, July 10, 2017 1:37 PM
To: Penny Ellis-Green
Subject: Flying J

Dear Mrs Green,
I live in Rancho Viejo and want to let you know that I am in full support of the Flying J travel center being built. Santa Fe county certainly needs the jobs and economic gains this entity will bring. We owe it to the hard working men and women of the trucking industry to provide them a safe, clean facility to meet their needs. Our shift workers and first responders will also benefit. It is an opportunity to showcase Santa Fe to the traveling public that otherwise would drive right by. It is the perfect location for this type of business. It is in a commercial/industrial area and the new interchange will serve it well. I look forward to having the center and feel it is exactly what the county needs for a financial shot in the arm.

Respectfully,
Dirk Williamson
1 spur cross place
Santa Fe, NM

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11893	A BR	CREAMLAND DAIRIES INC.	C	2/28/18	35.00
		PO BOX 25067	N	12/01/17	35.00
		ALBUQUERQUE, NM 87125-0067			.00
		505/768-1267			
		MISC INFO	CODE	TEXT	DATE
		OW		CREAMLAND DAIRIES INC.	9/17/99
		BA		42 Bisbee CT.	0/00/00
		BA		SANTA FE, NM 87505	0/00/00
		DP		98-3162	0/00/00
		GR		01003721007	0/00/00
12058	A BR	EWING IRRIGATION PRODUCTS INC	C	2/28/18	35.00
		3441 E HARBOUR DR	N	12/01/17	35.00
		PHOENIX, AZ 85034-7229			.00
		602/437-9530			
		BA		20 Bisbee CT.	0/00/00
		BA		SANTA FE, NM 87505	0/00/00
		DP		00-1414	0/00/00
		GR		02292422001	0/00/00
		TY		WHOLESALE AND RETAIL SALE OF IRRIGATION	0/00/00
12096	A BR	GUY'S PAINTING COMPANY INC	C	2/28/18	.00
		33 Bisbee CT UNIT E	N	12/01/17	.00
		SANTA FE, NM 87508-1338			.00
		505/473-0093			
		OW		GUY A. DOMINGUEZ	2/27/01
		BA		33 Bisbee COURT UNIT E	0/00/00
		BA		SANTA FE, NM 87505	0/00/00
		DP		01-235	0/00/00
		GR		02378837002	0/00/00
		TY		PAINTING CONTRACTOR	0/00/00
		SWPT		89552	8/16/05
12159	A BR	STAR CRYOELECTRONICS LLC	C	2/28/18	.00
		25 Bisbee CT STE A	N	12/01/17	.00
		SANTA FE, NM 87508-1338			.00
		505/424-6454			
		BA		25 Bisbee COURT	0/00/00
		BA		SANTA FE, NM 87505	0/00/00
		DP		01-3105	0/00/00
		GR		02395842001	0/00/00
		TY		DESIGN AND PRODUCTIONS OF SCIENTIFIC INS	0/00/00
12365	A BR	PUEBLO MANAGEMENT COMPANY LLC	C	2/28/18	80.00
		PO BOX 6786	N	12/01/17	80.00
		SANTA FE, NM 87502-6786			.00

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10064 A BR BUILDERS SPECIALTY SERVICE,INC	C		2/28/18	.00
PO BOX 2028	N		12/01/17	.00
SANTA FE, NM 87504-0228				.00
505/438-1040				
BR020	1.00	35.00	2001 Business Regist.	A
OW	Mr. Robert M. Rackley		1/07/96	
BA	28 Bisbee Ct		0/00/00	
BA	Santa Fe, NM 87508		0/00/00	
11267 A BR THE WOOD JOINT	C		2/28/18	170.00
28 Bisbee CT STE A5	N		12/01/17	170.00
SANTA FE, NM 87508-1410				.00
505/474-4124				
BR020	1.00	35.00	2001 Business Regist.	A
OW	PETER S KOVATIS		1/07/96	
BA	#28 Bisbee COURT, UNIT A-5		0/00/00	
BA	SANTA FE, NM 87508		0/00/00	
11798 A BR PDR OF NORTHERN NEW MEXICO INC	C		2/28/18	.00
12 Bisbee CT	N		12/01/17	.00
SANTA FE, NM 87508-1338				.00
505/438-1864				
OW	DOUGLAS MCDOWELL & JOHN R. GREGG		3/22/99	
BA	12 Bisbee COURT		0/00/00	
BA	SANTA FE, NM 87505		0/00/00	
DP	99-3052		0/00/00	
GR	02265820003		0/00/00	
11882 A BR BALLEW CONSTRUCTION CO INC	C		2/28/18	.00
3A Bisbee LN	N		12/01/17	.00
SANTA FE, NM 87508-1437				.00
505/474-4383				
OW	JOHN BALLEW		9/01/99	
BA	24 Bisbee COURT		0/00/00	
BA	SANTA FE, NM 87505		0/00/00	
DP	99-1411		0/00/00	
GR	CRS # 02010733001		0/00/00	
11883 A BR ICF WAREHOUSE INC	C		2/28/18	.00
3A Bisbee LN	N		12/01/17	.00
SANTA FE, NM 87508-1437				.00
505/474-4389				
OW	JOHN BALLEW		9/01/99	
BA	24 Bisbee COURT		0/00/00	
BA	SANTA FE, NM 87505		0/00/00	
DP	99-1412		0/00/00	
GR	CRS # 02290397006		0/00/00	

505/780-2555				
OW	PUEBLO MANAGEMENT CO, JOHN COELHO		10/28/02	
BA	21 Bisbee CT STE F		0/00/00	
BA	SANTA FE, NMN 87505		0/00/00	
DP	02-1500		0/00/00	
GR	02467113004		0/00/00	
TY	PROPERTY MANAGEMENT		0/00/00	
12372 A BR WATER BOYZ INC	C		2/28/18	.00
1700 C ST.MICHAELS DR. STE.112	N		12/01/17	.00
SANTA FE, NM 87505-7712				.00
505/474-7600				
MISC INFO	CODE	TEXT	DATE	
OW		WATER BOYZ, INC.	12/04/02	
BA		36 Bisbee COURT SUITE A	0/00/00	
BA		SANTA FE, NEW MEXICO 87501	0/00/00	
DP		021627	0/00/00	
GR		A-24611560200003	0/00/00	
TY		BOTTLED WATER PLANT	0/00/00	
12436 A BR SANTA FE TORTILLA COMPANY	C		2/28/18	.00
18 Bisbee CT	N		12/01/17	.00
SANTA FE, NM 87508-1338				.00
505/473-7000				
MISC INFO	CODE	TEXT	DATE	
OW		KENNY KALFIN	3/19/03	
BA		18 Bisbee COURT	0/00/00	
BA		SANTA FE, NEW MEXICO 87508	0/00/00	
DP		03-250	0/00/00	
GR		02938716007	0/00/00	
TY		TORTILLA MANUFACTURE	0/00/00	
12500 A BR Fiasco Fine Wine Inc.	C		2/28/18	.00
5 Bisbee Court	N		12/01/17	.00
Box 317	B	Y		.00
SANTA FE, NM 87508				.00
505/920-8633				
OW		THOMAS WOLINSKI	7/02/03	
BA		17 Bisbee COURT	0/00/00	
BA		SANTA FE, NEW MEXICO 87508	0/00/00	
DP		03-654	0/00/00	
GR		02939065006	0/00/00	
TY		WINE AND SPIRITS WHOLESAL	0/00/00	
12617 A BR ENVIRONMENTAL CONSTRUCTION	C		2/28/18	.00
PO BOX 24097	N		12/01/17	.00
SANTA FE, NM 87502-0097				.00

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505/466-6464				
OW	MADLYN R, KINDGRAHICK		5/10/04	
BA	5 Bisbee COURT, SUITE 107		0/00/00	
BA	SANTA FE, NEW MEXICO 87508		0/00/00	
DP	04-182		0/00/00	
GR	CRS 02937095007		0/00/00	
TY	CONSTRUCTION		0/00/00	
EZ2D	NOT-IN		0/00/00	
HOME	NO		0/00/00	
12691 A BR UNDISPUTED FITNESS C 2/28/18 440.00				
	21 Bisbee CT STE A	N	12/01/17	440.00
	SANTA FE, NM 87508-1338			.00
505/473-5453				
OW	MARCOS ARAGON		9/28/04	
BA	21 Bisbee COURT		0/00/00	
BA	SANTA FE, NEW MEXICO 87502		0/00/00	
DP	04-1103		0/00/00	
GR	0302332004		0/00/00	
TY	FITNESS TRAINING CENTER		0/00/00	
EZ2D	NOTIN		0/00/00	
HOME	NO		0/00/00	
12820 A BR AL SHARIFF C 2/28/18 35.00				
	PO BOX 8622	N	12/01/17	35.00
	SANTA FE, NM 87504-8622			.00
505/992-8707				
OW	MOHAMED SHARIF		8/31/05	
BA	28 Bisbee COURT A-4		0/00/00	
BA	SANTA FE, NEW MEXICO 87504		0/00/00	
DP	04-1008		0/00/00	
GR	02287719003		0/00/00	
TY	ART		0/00/00	
EZ2D	NOTIN		0/00/00	
HOME	NO		0/00/00	
12827 A BR HAYDUK KING ADVERTISING INC C 2/28/18 .00				
	P.O. BOX 4492	N	12/01/17	.00
	SANTA FE, NM 87502			.00
505/988-9299				
OW	HAYDUK, DAVID C.		10/19/05	
BA	41 Bisbee COURT, A-1		0/00/00	
BA	SANTA FE, NM 87508		0/00/00	
DP	05-1343		0/00/00	
GR	01-185634-00-3		0/00/00	
TY	ADVERTISING & PUBLIC RELATIONS SERVICES		0/00/00	
EZ2D	NOT IN		0/00/00	

HOME	NO		0/00/00	
12909 A BR	LE MEYER CO	C	2/28/18	.00
5 Bisbee CT STE 101	N		12/01/17	.00
SANTA FE, NM 87508-1419				.00
505/982-5579				
OW	RONALD S. SMOTHERMON, PRESIDENT		3/08/06	
BA	5 Bisbee COURT #101		0/00/00	
BA	SANTA FE, NEW MEXICO 87507		0/00/00	
DP	06-322		0/00/00	
GR	01508782004		0/00/00	
TY	PROPERTY MANAGEMENT		0/00/00	
EZ2D	WITHIN		0/00/00	
12921 A BR	A-1 COMMUNICATION SUPPLY CO	C	2/28/18	170.00
41 Bisbee CT UNIT B5	N		12/01/17	170.00
SANTA FE, NM 87508-1450				.00
505/982-4488				
OW	SHERPLEN STORR/BUSINESS L. NEEL STORR		4/03/06	
BA	41 Bisbee CT. UNIT B-5 & B-6		0/00/00	
BA	SANTA FE, NEW MEXICO 87508		0/00/00	
DP	06-410		0/00/00	
GR	01813895000		0/00/00	
TY	ELECTRONIC PARTS & COMMUNICATIONS EQUIP.		0/00/00	
EZ2D	NOTIN		0/00/00	
HOME	NO		0/00/00	
12931 A BR	CRUMPACKER CORPORATION	C	2/28/18	.00
25 Bisbee CT UNIT D	N		12/01/17	.00
SANTA FE, NM 87508-1338				.00
505/471-6481				
OW	AMY FAGAN CRUMPACKER		4/26/06	
BA	25 Bisbee COURT UNIT D		0/00/00	
BA	SANTA FE, NEW MEXICO 87508		0/00/00	
DP	06-511		0/00/00	
GR	02204232006		0/00/00	
TY	CATERING		0/00/00	
EZ2D	NOTIN		0/00/00	
HOME	NO		0/00/00	
12988 A BR	CLIBURN AND ASSOCIATES LLC	C	2/28/18	.00
5 Bisbee COURT, SUITE 109-35	N		12/01/17	.00
SANTA FE, NM 87508				.00
505/474-7313				
OW	JILL K. CLIBURN		8/28/06	
BA	45 CRAZY RABBIT DRIVE		0/00/00	
BA	SANTA FE, NEW MEXICO 87508		0/00/00	

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DP	06-1112			0/00/00
GR	03-076340-00-1			0/00/00
TY	BUSINESS CONSULTING HOME-OFFICE			0/00/00
EZ2D	NOTIN			0/00/00
HOME	YES			0/00/00
13085 A BR SOOTHING TOUCH		C		2/28/18 35.00
35 Bisbee CT		N		12/01/17 35.00
505/820-1054				
OW	SAT KARTAR BIRD			3/20/07
DP	07-181			0/00/00
GR	03082608000			0/00/00
TY	COSMETIC PRODUCTS DISTRIBUTOR			0/00/00
EZ2D	WITHIN			0/00/00
HOME	NO			0/00/00
13087 A BR SALUD WINERY & VINEYARDS		C		2/28/18 305.00
369 MONTEZUMA AVE #127		N		12/01/17 305.00
SANTA FE, NM 87501-2835				.00
505/820-6455				
OW	KEMOSABE, LLC			3/22/07
BA	20 Bisbee CT. STE D TURQUOISE TRAIL			0/00/00
BA	SANTA FE, NM 87508			0/00/00
DP	07-211			0/00/00
GR	2475272020025			0/00/00
TY	TO PRODUCE AND SELL WINE			0/00/00
EZ2D	WITHIN			0/00/00
HOME	NO			0/00/00
13093 A BR TURQUOISE TRAIL PACK,SHIP		C		2/28/18 .00
& MAILBOXES		N		12/01/17 .00
5 Bisbee CT STE 109		B	Y	.00
SANTA FE, NM 87508-1419				.00
505/474-9030				
PROW	DAVID MERRIMAN			4/03/07
BA	5 Bisbee CT. #109			0/00/00
BA	SANTA FE, NM 87508			0/00/00
DP	06-1732			0/00/00
NOTE	PREVIOUS GR # 02481672008			0/00/00
TY	PACK N SHIP			0/00/00
EZ2D	NOTIN			0/00/00
HOME	NO			0/00/00
OW	VICKI WORD/EUGENE DOYLE			9/05/12
GR	03245158000			0/00/00
13120 A BR GUCITOS WOODWORKING		C		2/28/18 520.00
2808 LA JUNTA ST		N		12/01/17 520.00

SANTA FE, NM 87507-5151			.00
505/670-6020			
BA	25 Bisbee CT UNIT C	0/00/00	
BA	SANTA FE, NM 87507	0/00/00	
DP	07-610	0/00/00	
GR	02420771003	0/00/00	
TY	MANUFACTURING OF WOOD PRODUCTS	0/00/00	
EZ2D	NOTIN	0/00/00	
HOME	NO	0/00/00	
13151 A BR BALLEW INC C 2/28/18 .00			
3A Bisbee LN N			12/01/17 .00
SANTA FE, NM 87508-1437			.00
505/471-1287			
OW	JONATHAN BALLEW	9/11/07	
BA	3-A Bisbee LANE	0/00/00	
BA	SANTA FE, NM 87508	0/00/00	
DP	07-1028	0/00/00	
GR	0301070795001	0/00/00	
TY	RESIDENTIAL & COMMERCIAL EXCAVATION &	0/00/00	
TY	SEPTIC SYSTEMS	0/00/00	
EZ2D	NOTIN	0/00/00	
HOME	NO	0/00/00	
13158 A BR OPEN EYE SCIENTIFIC SOFTWARE C 2/28/18 .00			
9 Bisbee CT #D N			12/01/17 .00
SANTA FE, NM 87508-1338			.00
505/473-7385			
OW	ANTHONY NICHOLLS	9/18/07	
BA	9 Bisbee COURT #D	0/00/00	
BA	SANTA FE, NM 87508	0/00/00	
DP	07-973	0/00/00	
GR	02-337127-00-7	0/00/00	
TY	DEVELOPMENT OF COMPUTER SOFTWARE	0/00/00	
EZ2D	WITHIN	0/00/00	
HOME	NO	0/00/00	
13382 A BR EILEEN GORMAN CLAY LLC C 2/28/18 .00			
5 Bisbee CT, #109-225 N			12/01/17 .00
SANTA FE, NM 87508			.00
505/473-2703			
OW	EILEEN GORMAN	8/27/09	
BA	3 FIREHEARTH PL	0/00/00	
BA	SANTA FE, NM 87508	0/00/00	
DP	09-563	0/00/00	
GR	03046312002	0/00/00	
TY	CREATE & SELL CLAY WARE	0/00/00	

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EZ2D	NOTIN		0/00/00	
HOME	YES		0/00/00	
13436 A BR CERRO AZUL CONSTRUCTION, LLC		C	2/28/18	125.00
PO BOX 483	N		12/01/17	125.00
TESUQUE, NM 87574				.00
505/603-4259				
OW	GREGORY R. SMITH		4/23/10	
BA	5 Bisbee COURT, SUITE 106		0/00/00	
BA	SANTA FE, NM 87508		0/00/00	
DP	10-150		0/00/00	
GR	03162809005		0/00/00	
TY	GENERAL CONTRACTING		0/00/00	
EZ2D	WITHIN		0/00/00	
HOME	NO		0/00/00	
13450 A BR J & J FARM		C	2/28/18	35.00
#6 CAMINO COLORES	N		12/01/17	35.00
SANTA FE, NM 87507				.00
505/920-0849				
OW	ROSELLA JURADO DE SENA		6/01/10	
BA	5 Bisbee COURT #103		0/00/00	
BA	SANTA FE, NM 87508		0/00/00	
DP	10-229		0/00/00	
GR	03036326008		0/00/00	
TY	NUTRIONAL CLUB		0/00/00	
EZ2D	WITHIN		0/00/00	
HOME	NO		0/00/00	
13490 A BR GLOBAL WINE CONNECTION, INC		C	2/28/18	35.00
518 OLD SANTA FE TRAIL #209	N		12/01/17	35.00
SANTA FE, NM 87505				.00
505/440-9926				
OW	NANCY ELIZABETH FORTH		1/20/11	
BA	36 Bisbee CT "B"		0/00/00	
BA	SANTA FE, NM 87508		0/00/00	
DP	11-03		0/00/00	
GR	03147568000		0/00/00	
TY	WHOLE DISTRIBUTING OF WINE & SPIRITS		0/00/00	
EZ2D	WITHIN		0/00/00	
HOME	NO		0/00/00	
13504 A BR ESTANCIA HOMES, LLC		C	2/28/18	35.00-
5 Bisbee COURT SUITE 109-310	N		12/01/17	35.00-
SANTA FE, NM 87508				.00
505/983-6921				
OW	REXFORD ROSS		3/28/11	

PRAD	54 VIA PUNTO NUEVO		0/00/00	
PRAD	SANTA FE, NM 87508		0/00/00	
DP	11-4006		0/00/00	
GR	03209351009		0/00/00	
TY	HOME BUILDING/CONSTRUCTION		0/00/00	
HOME	NO		0/00/00	
BA	46 VIA PUNTO NUEVO		12/19/12	
BA	SANTA FE, NM 87508		0/00/00	
13505 A BR RANCHO VIEJO PROPERTIES, LLC C 2/28/18 .00				
5 Bisbee COURT SUITE 109-310 N 12/01/17 .00				
SANTA FE, NM 87508 .00				
505/473-7700				
OW	UNIVEST RANCHO VIEJO, LLC		3/28/11	
PRAD	54 VIA PUNTO NUEVO		0/00/00	
PRAD	SANTA FE, NM 87508		0/00/00	
DP	11-4006		0/00/00	
GR	03209347000		0/00/00	
TY	REAL ESTATE SALES		0/00/00	
HOME	NO		0/00/00	
BA	46 VIA PUNTO NUEVO		12/19/12	
BA	SANTA FE, NM 87508		0/00/00	
13506 A BR UNIVEST-RANCHO VIEJO, LLC C 2/28/18 .00				
5 Bisbee COURT SUITE 109 N 12/01/17 .00				
SANTA FE, NM 87508 .00				
505/983-6921				
MISC INFO CODE TEXT DATE				
OW	RANCHO VIEJO, LLC		3/28/11	
PRAD	54 VIA PUNTO NUEVO		0/00/00	
PRAD	SANTA FE, NM 87508		0/00/00	
DP	11-4006		0/00/00	
GR	03209349007		0/00/00	
TY	LAND DEVELOPMENT & HOME BUILDING		0/00/00	
HOME	NO		0/00/00	
BA	46 VIA PUNTO NUEVO		12/19/12	
BA	SANTA FE, NM 87508		0/00/00	
13553 A BR SANTA FE TRANSMISSION C 2/28/18 260.00				
15 BARLOW RD. N 12/01/17 260.00				
SANTA FE, NM 87507 .00				
505/474-3232				
OW	CARMEN/ARLENE ROMERO		1/04/12	
BA	28A Bisbee COURT		0/00/00	
BA	SANTA FE, NM 87504		0/00/00	
DP	11-4118		0/00/00	
GR	03233910000		0/00/00	

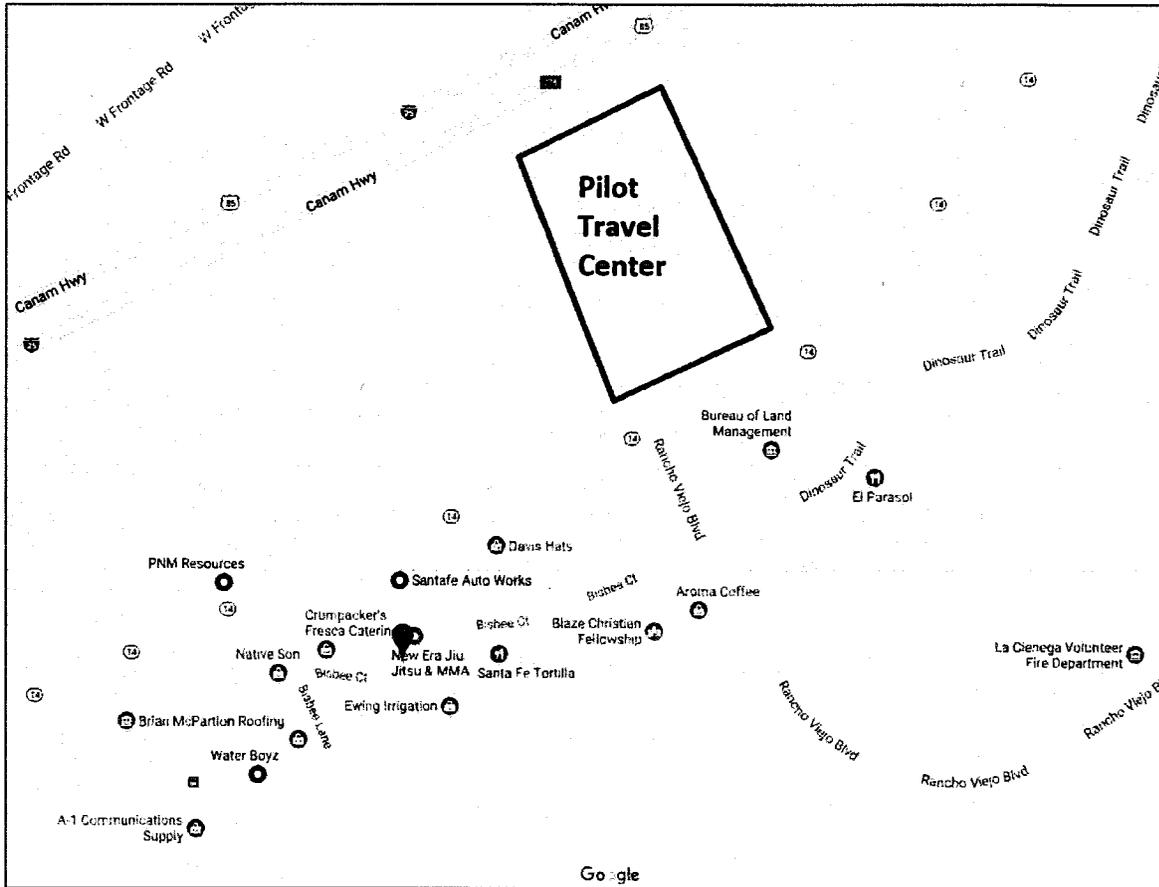
	TY	TRANSMISSION REPAIR		0/00/00
	HOME	NO		0/00/00
13694	A BR	SOLBEE COMPANY LLC	C	2/28/18 80.00
		6 BAYA CT	N	12/01/17 80.00
		SANTA FE, NM 87508		.00
		719/469-8465		
	OW	BRIAN & HANNAH LONG		8/19/14
	BA	33 Bisbee CT SUITE #D		0/00/00
	BA	SANTA FE, NM 87508		0/00/00
	DP	14-4059		0/00/00
	GR	03298051005		0/00/00
	TY	HONEY & BEAUTY PRODUCT MANUFACTURING		0/00/00
	HOME	NO		0/00/00
13714	A BR	Aztec Spirits LLC	P	2/28/18 .00
		HCR 74 Box 21821	N	12/01/17 .00
		EL PRADO, NM 87529		.00
		575/751-7168		
	OW	George Schurman		0/00/00
	BA	36 Bisbee Ct.-Unite B		0/00/00
	BA	Santa Fe, NM 87508		0/00/00
	DP	14-4100		0/00/00
	GR	03-272956-00-1		0/00/00
	HOME	Commercial		0/00/00
	TY	Bottling, Warehousing of Distilled		0/00/00
	TY	Spirits		0/00/00
13716	A BR	BLAZE CHRISTIAN FELLOWSHIP INC	P	2/28/18 .00
		6 Bisbee COURT	N	12/01/17 .00
		SANTA FE, NM 87508		.00
		505/424-3323		
	OW	BLAZE CHRISTIAN FELLOWSHIP INC		0/00/00
	BA	6 Bisbee COURT SANTA FE NM 87508		0/00/00
	DP	14-4091		0/00/00
	GR	02-966932-00-4		0/00/00
	HOME	COMMERCIAL		0/00/00
	TY	CHURCH/NON-PROFIT		0/00/00
13728	A BR	Keyway INC	P	2/28/18 .00
		24 Bisbee Court	N	12/01/17 .00
		SANTA FE, NM 87508		.00
		505/310-2278		
	OW	Keyway Inc, NM Non-Profit		0/00/00
	BA	24 Bisbee Court Santa Fe, NM 87508		0/00/00
	GR	03-320273-00-7		0/00/00
	DP	15-4027		0/00/00

HOME	no		0/00/00	
TY	Nursery-Cultivation, packaging		0/00/00	
13931 A BR	Alissa Kraisosky LTD	P	2/28/18	.00
	5 Bisbee Court #229	N	12/01/17	.00
	SANTA FE, NM 87508			.00
	505/919-7836			
OW	Alissa Kraisosky		0/00/00	
BA	3 Caliente Road Ste6 Santa Fe NM 87508		0/00/00	
GR	03-373462-00-3		0/00/00	
DP	17-4014		0/00/00	
TY	Psychiatry office		0/00/00	
HOME	no		0/00/00	
13977 A BR	Advanced Restoration LLC	P	2/28/18	.00
	5319 Fossil Ridge PL NW	N	12/01/17	.00
	ALBUQUERQUE, NM 87114			.00
	505/363-9463			
OW	Christopher Lucero & John White		0/00/00	
BA	41 Bisbee Ct Unit A5 SF NM 87508		0/00/00	
HOME	no		0/00/00	
GR	03-387670-00-3		0/00/00	
DP	17-4093		0/00/00	
TY	Fire & water restoration		0/00/00	
13984 A BR	Independent PDR Specialists	P	2/28/18	.00
	13170 Central AVE #110	N	12/01/17	.00
	ALBUQUERQUE, NM 87123			.00
	505/858-3368			
OW	Howard & Tawny Simkins		0/00/00	
BA	41 Bisbee CT B# SF NM 87508		0/00/00	
HOME	no		0/00/00	
GR	02310665004		0/00/00	
DP	174115		0/00/00	
TY	on site automotive paintless dent		0/00/00	
90030 A BR	ADOBE PAINTING & DECORATING IN	C	2/28/18	.00
	25 Bisbee CT	N	12/01/17	.00
	SANTA FE, NM 87508			.00
90163 A BR	B.C.C. CONCRETE PUMING-INC.	C	2/28/18	.00
	3-A Bisbee LN	N	12/01/17	.00
	SANTA FE, NM 87508			.00
90462 A BR	PINON PROPERTIES	C	2/28/18	.00
	21 Bisbee COURT STE.#F	N	12/01/17	.00
	SANTA FE, NM 87508			.00

505/660-6127					
90542	A BR DOCUMENT IMAGING SERVICES INC	C		2/28/18	.00
	5 Bisbee CT	N	12/01/17	.00	
	SANTA FE, NM 87508			.00	
90738	A BR GALISTEO DESIGNS	C		2/28/18	.00
	5 Bisbee CT	N	12/01/17	.00	
	SANTA FE, NM 87508			.00	
91467	A BR NATIVE AMERICAN STONEWORKS	C		2/28/18	.00
	5 Bisbee CT 109 PMB72	N	12/01/17	.00	
	SANTA FE, NM 87508			.00	
91521	A BR OKINA SALES INC	C		2/28/18	35.00
	25 Bisbee COURT SUITE-G	N	12/01/17	35.00	
	SANTA FE, NM 87505			.00	
91681	A BR RANCLAND UTILITY COMPANY	C		2/28/18	.00
	5 Bisbee COURT SUITE 109-310	N	12/01/17	.00	
	SANTA FE, NM 87508			.00	
	505/428-2256				
	BA 5 Bisbee COURT SUITE 106		0/00/00		
91832	A BR SANTA FE AWNING	C		2/28/18	.00
	28 Bisbee CT	N	12/01/17	.00	
	SANTA FE, NM 87508			.00	
92029	A BR SYMPHONY HANDMADE PAPERS-INC	C		2/28/18	.00
	25 Bisbee CT SUITE G	N	12/01/17	.00	
	SANTA FE, NM 87508			.00	
	BA 25 Bisbee CT SUITE G		0/00/00		
	BA SANTA FE, NM 87508		0/00/00		
92098	A BR THE MILLER GROUP-INC.	C		2/28/18	35.00
	10 Bisbee CT	N	12/01/17	35.00	
	SANTA FE, NM 87508			.00	
92877	A BR MARVIN DESIGN GALLERY BY SOLAR	C		2/28/18	170.00
	32 Bisbee CT. UNIT A	N	12/01/17	170.00	
	SANTA FE, NM 87508			.00	

Pilot Travel Center – Santa Fe County

Noise Impact Study



SFC CLERK RECORDED 04/26/2018

Prepared by

Brinda Ramanathan, Ph.D., P.E.
Aeraser, LLC
41 Rodeo Drive, Serafina, NM 87569
505-617-0185
March 2018

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SUMMARY

Pilot Travel Centers LLC is proposing to construct a travel center near I-25 milepost 278, south of the I-25/NM State Road 14 Interchange in Santa Fe County, New Mexico. The preliminary site plan is for a 17-fuel position (10 passenger vehicles plus 7 trucks) Pilot Travel Center plus a fast food restaurant with a drive-through window. Construction of the Pilot Travel Center is anticipated to result in about 114 net new trips per PM peak hour to the adjacent transportation system. The land use in the project vicinity is mixed, with retail and industrial facilities interspersed with two churches and office buildings. There are no existing residences, schools, hospitals or day care centers within 1,000 feet of the proposed Pilot Travel Center.

This study analyzes traffic noise impact from the additional traffic on NM State Road 14 that would be generated by vehicles entering and exiting the proposed travel center, and the day and night noise impacts from fuel canopy speakers and potential idling trucks within the proposed facility.

A new development project needs to demonstrate compliance with the Santa Fe County's local noise limits in the *Santa Fe County Sustainable Land Development Code*¹. The daytime industrial and commercial noise limits in Santa Fe County are the lesser of 75 decibels, or 10 decibels above ambient level; during nighttime, the noise limits are the lesser of 60 decibels, or 5 decibels above ambient level.

The Federal Highway Administration's traffic noise model, TNM, was used to predict the vehicle noise levels at 15 off-site locations for future (2019) no-build and project-build alternatives. The predicted future (2019) noise levels at off-site locations during peak traffic for both the no-build and project-build alternatives is less than the New Mexico Department of Transportation, NMDOT, noise-abatement criteria of 67 decibel for residences. TNM predicts that the highest noise level of 65 decibel occurs at a retail site north of I-25 and is due to I-25 traffic and not the Pilot Travel Center project. The future (2019) project-build option noise level at the 15 off-site locations would be either the same as the no-build alternative or result in a 1-decibel increase. An increase of 1 decibel noise level is considered insignificant and would not be noticeable by people.

The proposed Pilot Travel Center building would mitigate noise from the truck canopy speakers and truck idling. Additional noise mitigation objects in the facility include masonry walls north and south of the property, berms, parked trucks and automobiles, and enclosed dumpster area with a solid door. The

¹ Santa Fe County Sustainable Land Development Code (December 2016) Santa Fe County Ordinance No. 2016-9, Section 7.21. Air Quality and Noise.

ambient noise from the project area is predominantly from I-25 and NM State Road 14 traffic. The predicted future noise levels from the fuel canopy speakers would comply with the Santa Fe County daytime noise limits of 75 decibel at the property boundary for a commercial facility and the 10-decibel limit above daytime ambient level. The proposed project activities would also comply with the 60 decibel nighttime noise limit and the 5-decibel limit above nighttime ambient noise level.

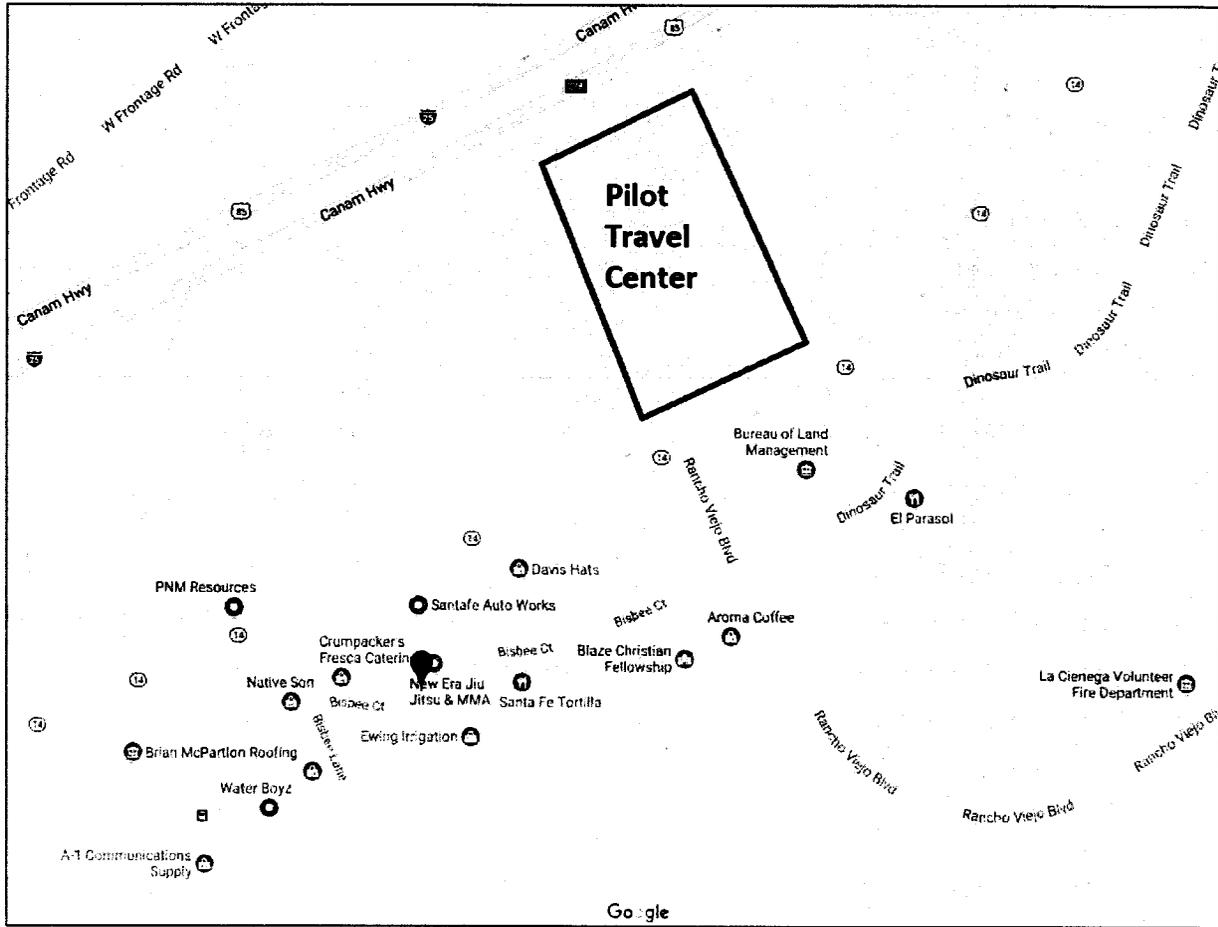
The truck parking area would be located over 500 feet from the south property boundary and at this distance the truck idling noise would not be noticeable. The idling trucks would be located where the I-25 traffic noise north of the Pilot Travel Center would be much higher than the idling truck noise. Trucks parked in a row would shield and mitigate idling noise from adjacent trucks. The facility would be adjacent to commercial facilities to the east and west of the property. The truck idling noise would be less than the Santa Fe noise limits and would comply with the county noise ordinance.

In summary, the noise levels from the proposed Pilot Travel Center traffic would not cause a noticeable increase in noise level at off-site locations when compared to the future no-build traffic noise from I-25 and NM-14. This noise study concludes that the proposed Pilot Travel Center daily activities would comply with the federal, state and Santa Fe County Sustainable Development Code noise limits from a new commercial development.

1. INTRODUCTION

Pilot Travel Centers LLC is proposing to construct and operate a travel center (Pilot Travel Center) near I-25 milepost 278, south of the I-25/NM State Road 14 Interchange in Santa Fe, New Mexico. The preliminary site plan is for a 17-fuel position (10 passenger vehicles plus 7 trucks) Pilot Travel Center plus a fast food restaurant with a drive-through window. Construction of the Pilot Travel Center is anticipated to result in about 114 net new trips per PM peak hour to the adjacent transportation system.

Figure 1 | Project Location and Surrounding Area



The Pilot Travel Center will be located between I-25 and NM State Road 14 (Figure 1). The land use in the project vicinity is mixed, with retail and industrial facilities interspersed with two churches and office buildings. There are no existing residences, schools, hospitals or day care centers within 1,000 feet of the proposed Pilot Travel Center.

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Figure 2 | Pilot Travel Center Site Plan

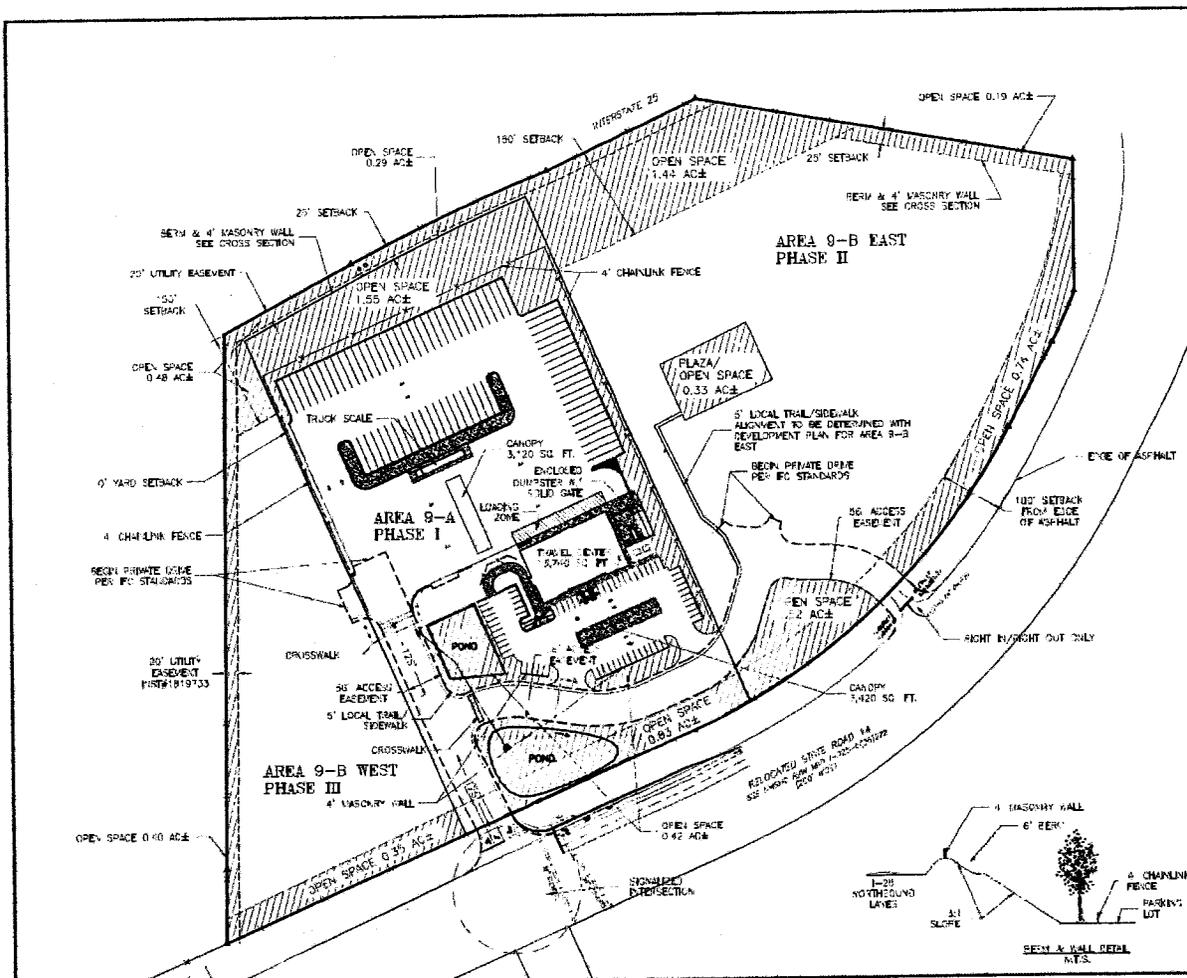
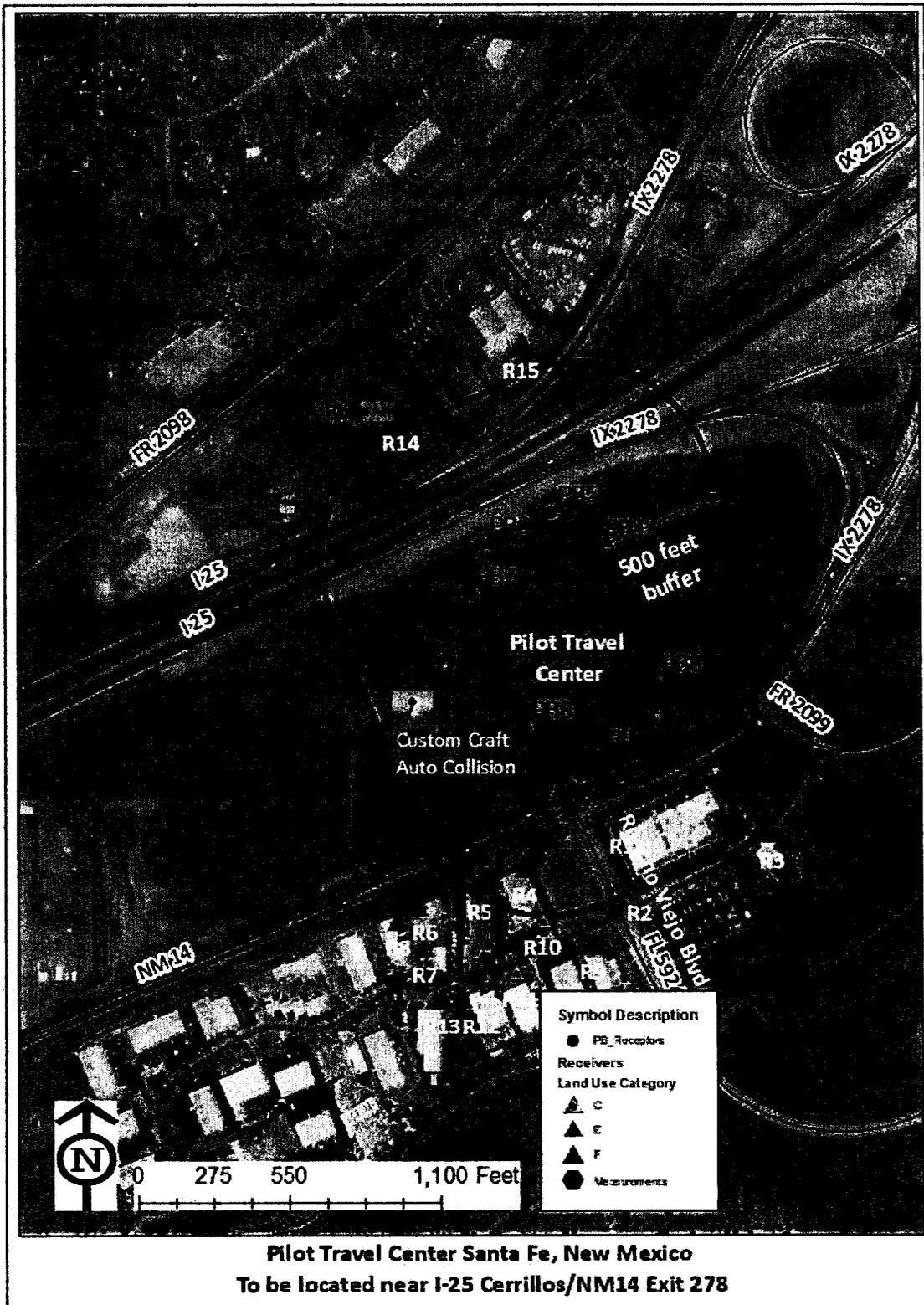


Figure 2 shows the Pilot Travel Center site plan. The proposed travel center will include two canopies, one each for automobile and truck fueling which will contain speakers. The travel center building is located southeast of the truck fueling canopy and would be 90 feet deep, 150 feet long with an average height of 21 feet. The enclosed dumpster area would have a solid gate. The parking area for trucks would be sited north of the travel center building.

2. PROCEDURE USED TO DETERMINE NOISE IMPACT

This study determines potential future noise impacts from traffic related to this project and noise from routine operations at the facility. This study uses a traffic noise model to determine traffic noise impact at off-site locations R1–R15 (Figure 3) and at property boundaries. The noise impact from the facility operations was determined on-site at the property boundary at PB1–PB8 to determine compliance with the Santa Fe County Sustainable Development Code noise limits.

Figure 3 | Pilot Travel Center, Receptors and Measurement Locations



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3. TRAFFIC NOISE

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired. Sound waves are characterized by their frequency in cycles per second, or hertz (Hz): 1 Hz equals one cycle per second. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 Hz and perceives both higher and lower frequency sounds of the same magnitude with less intensity². Sound pressure levels are measured in bels and are logarithmic units of ratios of actual sound pressures to a reference pressure squared. To provide a finer resolution, a bel is divided into tenths, or decibels (dB). The A-weighted scale (dBA) approximates the frequency response of the average healthy ear when listening to everyday sounds. Exposures to very high noise levels can damage hearing. For example, noise levels approaching 140 dBA are nearing the threshold of pain. Changes in noise level that are lower than 3 dBA are not usually noticeable. Humans hear a 3 dBA or higher change in noise, and perceive an increase in noise of 10 dBA as doubling of noise levels.

Roadway traffic sounds are never constant. Sound levels vary in frequency and their intensity fluctuates over time. Therefore, an equivalent sound level, expressed as “Leq”, is used to represent a single number to describe varying traffic sound levels integrated over time. Specifically, Leq is the equivalent steady-state sound level that, in a given time period, contains the same acoustic energy as a time-varying sound level during the same period³. The traffic noise levels in this report are given in Leq (h), which is an hourly equivalent sound level (L) over an A-weighted frequency range and the units are given in dBA. Table 1 lists the NMDOT’s Noise Abatement Criteria (NAC) for different land use activities.

The noise level is considered to approach NAC when the predicted noise level is within 1 dBA of the NAC for the activity category. For example, the residential land use activity category (Category B) NAC is 67 dBA and the noise level is considered to approach NAC at 66 dBA.

A highway traffic noise impact occurs when either of two conditions occurs:

- Future noise levels approach the NAC by 1 dBA, are equal to, or exceed the NAC; or
- Future noise levels result in a substantial increase over the existing noise environment. A substantial increase is determined to be at least a 10-dBA increase over existing ambient noise levels.

² California Department of Transportation (2010), Technical Noise Supplement to Traffic Noise Model.

³ Texas Department of Transportation (2011), Guidelines for Analysis and Abatement of Roadway Traffic Noise version 1, <http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/730-02-gui.pdf> webpage accessed on July 3, 2017.

Table 1 | Traffic Noise Abatement Criteria

Activity Category	Activity Criteria ²		Evaluation Location	Activity Description
	Leq(h)	L10(h)		
A	57	60	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67	70	Exterior	Residential
C	67	70	Exterior	Activity sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52	55	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E	72	75	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A–D or F.
F	–	–	–	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	–	–	–	Undeveloped lands that are not permitted

¹ Either Leq(h) or L10(h) may be used for a project’s Activity Criteria values, but not both.

² The Leq(h) and L10(h) Activity Criteria values are for impact determinations only, and are not actual design standards for noise abatement measures.

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3.1. Site Visit and Noise Measurements

A site visit was conducted to evaluate the project area land use activities, identify existing receivers, and measure traffic noise levels. A receptor or a receiver is a location of a noise sensitive area(s) for any of the land uses listed in Table 1.

The project vicinity has mixed land use with two churches, office buildings, several small manufacturing and industrial facilities, collision repair shops, and small retail businesses located in the area. The offices located south of NM State Road 14 are at a lower elevation when compared to I-25 traffic. There are retaining walls to the south of NM State Road 14. I-25 west bound traffic and portions of NM State Road 14 are not visible due to sloping terrain and buildings west of Rancho Viejo Boulevard (Figure 3).

Existing (2017) noise levels in the project vicinity were measured using an Ono Sokki LA-1250 Integrating Sound Level Meter at three locations between 7:00 and 9:15 AM on June 20, 2017. The noise meter was calibrated using an internal standard prior to taking the readings. The purpose of the traffic noise measurements in this study was to determine the existing (2017) ambient traffic noise levels near buildings located closest to NM State Road 14 and the proposed travel center. The morning rush hour traffic was selected for the measurements because the office buildings are located south of NM State Road 14 and north bound traffic going toward Santa Fe would have higher traffic.

Noise measurement locations are shown in Figure 3. Measurement M1 was taken south of NM State Road 14 in front of the Bureau of Land Management Office. Traffic noise measurement M2 was taken in front of the A.W. Myers office near the intersection of NM State Road 14 and Rancho Viejo Blvd. Measurement M3 was taken outside the Turquoise Trail Pak Ship and Mailboxes office. Measurements were not taken north of NM State Road 14 because there are no other existing occupied buildings besides a retail facility (Table 1, Land use category F) Custom Craft Auto Collision adjacent to the proposed Pilot Travel Center. The existing noise levels measured at M1, M2 and M3 locations were 57–61 decibels (Table A-6).

3.2. Traffic Noise Model Input

The Pilot Travel Center in Santa Fe is proposed to be constructed in 2019. The traffic noise impact of the proposed Pilot Travel Center was determined by comparing the predicted future (2019) noise levels for the no-build alternative with the noise levels from the project-build alternative during peak hour traffic at specific locations called receivers or receptors. The future year 2019 was used in the traffic model to be consistent with the traffic study done for this project⁴. The future noise prediction was determined using

⁴ Terry O. Brown (2017), Pilot Travel Center–Santa Fe, Traffic Impact Study

the Federal Highway Administration’s Traffic Noise Model, TNM. The model input includes road location, road elevation, vehicle counts, vehicle speed, vehicle types, existing walls, and receiver location and elevation. In this study, future ambient noise impact (2019) was predicted at 15 locations using TNM. The measurement locations are denoted as M1–M3 and receiver locations are given the R1–R15 (Figure 3).

The traffic noise study area is a 500-foot buffer surrounding the travel center (Figure 3). The NMDOT guidelines recommend a 500 feet study area since the traffic noise model can predict impacts to this distance with good accuracy². The 2019 no-build and 2019 project-build traffic volume and speed limits were obtained from the traffic study conducted by Terry O. Brown (Table A-2)⁴. This study used the higher PM peak hour traffic counts for local roads as input for the noise model. The data inputs are given in Tables A2–A5. TNM uses five vehicle types for the model input: 1) light vehicles such as automobiles and light trucks, 2) medium trucks (including delivery trucks), 3) heavy trucks, 4) buses, and 5) motorcycles.

Traffic counts for I-25 were obtained from the NMDOT Data Management Bureau⁵. The NMDOT’s “Interstate AADT Listing” document includes I-25 annual average daily traffic count in the project vicinity (Table A-3). The heavy commercial vehicle is defined as the percentage of heavy commercial vehicles larger than a car, passenger truck, or motorcycle and is 15% in the projected vicinity. The 15% percent traffic volume was equally distributed between heavy truck and medium trucks in the TNM input. Ten percent of the I-25 daily traffic was estimated to occur during rush hour. A 2% traffic growth rate per year for I-25 was used in the data input.

3.3. Traffic Noise Results

The traffic noise model results for the future (2019) are summarized in Table A-7 and model outputs are given in Appendix B. The predicted future (2019) noise levels for both the no-build and project-build alternatives at the 15 off-site receivers modeled are lower than 67 decibels which is below the lowest federal and NMDOT threshold for noise abatement criteria applicable to this project (Table 1). The predicted noise levels for the future (2019) project-build option are either the same as the no-build alternative or result in a 1-decibel increase at the 15 receivers studied (Table-A7). An increase of 1-decibel noise level is statistically insignificant and not noticeable.

⁵ NMDOT (2016) Interstate AADT Listing
http://www.dot.state.nm.us/content/dam/nmdot/Data_Management/Interstate_AADT_Listing.pdf obtained from
<http://www.dot.state.nm.us/content/nmdot/en/Planning.html#Data>

The highest future (2019) noise impact of 65 decibels predicted by TNM (Table A-7), for both the no-build and project-build alternatives, occurs to the north of I-25 traffic at Country Boarding Kennels (R14) and CF Collision and Repair (R15). This noise impact is due to I-25 traffic and not the Pilot Travel Center project. The land use category for these two locations is F (Table 1) which does not have a noise abatement criterion.

The highest future (2019) noise levels predicted by TNM south of the proposed travel center, for both the no-build and build alternatives, are 63 decibels and occurs at R1, outside the Bureau of Land Management Office near the intersection of NM State Road 14 and Rancho Viejo Blvd (Table A-7). The results show that the net new trip increase in traffic volume of 114 trips per PM peak hour on NM State Road 14 due to the proposed travel center, does not result in a noticeable increase in predicted future (2019) noise levels at the 15 receivers modeled in this study.

4. SANTA FE COUNTY NOISE ORDINANCE

4.1. Santa Fe County Noise Ordinance and Sustainable Land Development Code

The Santa Fe County Noise Ordinance 2009-11, defines noise sensitive units as any building or portion thereof, vehicle, or other structure adopted or used for the overnight accommodation of persons, including, but not limited to, individual residential units, individual apartment, trailers, hospitals, and nursing homes⁶. There are no noise sensitive units within 1,000 feet of the travel center.

New development projects have to comply with the Santa Fe County's local noise limits in the *Santa Fe County Sustainable Land Development Code*¹.

- The daytime (7 a.m. to 10 p.m.) industrial and commercial noise limits are the lesser of 75 decibels, or 10 decibels above ambient levels.
- During nighttime (10 p.m. to 7 a.m.), the noise limit is the lesser of 60 decibels, or 5 decibels above ambient levels.

4.2. Travel Center Operations Noise and Mitigation

The Pilot Travel Center operations that create noise include fuel canopy speakers, vehicles, and idling trucks. The Travel Center building, parked vehicles, enclosed dumpster area with a solid door, masonry walls and trees would provide approximately 4–10 decibel decrease in noise level.

The canopy speakers' noise level at the property boundary was calculated assuming that the speakers operate continuously at both the truck and automobile fuel canopies although this is conservative. A 6-

⁶ Santa Fe County (2009), An ordinance to prohibit excessive, unnecessary and unreasonable noise and public nuisance, Ordinance Number 2009-11

decibel reduction was used at boundary locations where noise is reduced by the presence of the Travel Center building; a 4-decibel reduction was used for berms and masonry walls. Sound dissipates exponentially with distance from the noise source. For a point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is for noise generated by equipment such as stationary speakers, engines and idling trucks. For line sources such as moving vehicles, sound levels decrease 3 decibels for each doubling of distance. The speaker sound levels were calculated at specific locations at the property boundary using the inverse square law equation. Walls, buildings, other solid objects and vegetation shield and decrease sound level to varying degrees. The following list includes the aspects of Travel Center noise and mitigation considered in this study.

- **Noise mitigation and shielding within the proposed facility:** Noise from the proposed Pilot Travel Center is mitigated by a variety of solid structures within the facility. The Travel Center includes a large building that would shield truck idling noise and truck fueling canopy speaker noise to the south. The Travel Center building would also shield automobile fueling canopy speaker noise to the north. The Travel Center site plan includes 4-foot tall masonry walls to the north and south, a 4-foot tall berm, dumpster area with solid gate, and trees that would mitigate noise from the facility to the south of the property (Figure 2). Additional mitigation is also provided by parked trucks and automobiles parked in rows.
- **Cumulative speaker noise level:** The cumulative speaker noise level at the property boundary includes the truck fuel canopy and the automobile fuel canopy speaker noise. The distance from the canopy speakers to the property boundary in each direction was used to calculate the sound level at the property boundary.
- **Ambient (No-Build) Traffic Noise:** The ambient noise level is the future noise in 2019, when this project does not occur (no-build) but all other existing activities occur. The future ambient noise would exist whether the travel center is built or not. The ambient or background noise levels are a combination of sounds from many sources located both near and far. The predominant ambient noise level in the project area is from I-25 and NM-14. To the west of project area, there is a collision repair shop and to the north of I-25 there are a few commercial facilities that produce intermittent noise. The noise levels of the adjacent commercial activities would vary by the level of activities and operating schedule; the noise levels from existing commercial activities were not quantified and are not included in the future ambient noise prediction. The future ambient noise level was predicted at property boundary locations for the 2019 predicted traffic (no-build) for day and night using TNM.
- **Idling trucks:** A portion of the trucks parked closer to I-25 would idle intermittently. The trucks are located over 500 feet from the south property boundary. The idling truck noise would vary depending on the number of trucks and would be mitigated by structures within the travel center.

The project results in approximately 114 trips per PM peak hour generated on NM State Road 14; however, compared to I-25 traffic, this increase in traffic is less than 1% of peak-hour interstate traffic, and is less than 10% of the NM State Road peak hour traffic. Figure 3 shows locations of property boundary receptors, PB1 through PB8.

4.3. Facility Noise Results

The cumulative speaker noise levels calculated at the 8 property boundary receptors are less than 60 decibel and complies with both the daytime and night noise code. The travel center's highest noise level is 57 decibel during day and night at PB3 located at the east boundary, and the lowest noise level is 48 decibel at location PB5 on the north boundary (Figure 3).

The daytime ambient noise levels were determined during peak volume (rush hour) traffic and ranged from 56 decibel at PB3 to 67 decibel at PB6 on the north property boundary closer to I-25. The facility operations result in noise levels less than the allowed 75 decibels or 10 decibel above ambient noise level limit.

During nighttime, the road traffic volume decreases and the ambient noise is lower. TNM predicts that the nighttime ambient noise varies from 53 decibel at PB3 on the east property boundary to 63 decibel at PB7 on the north property boundary. The nighttime noise levels from the facility operations would be lower than the lesser of 60 decibels or 5-decibel limit above ambient noise levels.

The truck parking area would be located over 500 feet from the south property boundary and at this distance the truck idling noise would not be noticeable. During nighttime, the noise levels from idling trucks would be 47 decibels at the south boundary, much below the ambient noise level of 58 decibel at PB1. At the north property boundary, I-25 traffic noise predominates and would be much higher than the idling truck noise. When there is a row of parked trucks, the adjacent trucks provide noise shielding and mitigate noise from other trucks on the east and west property boundary. In summary, the projected cumulative noise level from the travel center operations would be less than the Santa Fe County day and night noise limits for a commercial facility, and would comply with the Santa Fe County Sustainable Development Code.

5. LIMITATIONS

- This study does not include construction noise from the project. Construction noise impact is short-term, temporary and not a long-term event.
- The New Mexico Rail Runner train line is located in the middle of I-25. This study does not include train noise impact as part of the ambient noise level.

6. CONCLUSION

The proposed Pilot Travel Center routine operations and traffic would comply with the federal, state and Santa Fe County Sustainable Development Code noise limits. There are no noise sensitive units such as existing residences, schools, hospitals or day care centers within 1,000 feet of the proposed Pilot Travel Center. The surrounding communities and residences are located over 1,000 feet away and the proposed

travel center would not result in noise increase at that distance. The predicted future peak-hour traffic noise levels for the 2019 no-build and project-build alternatives at 15 off-site receivers are less than the NMDOT residential noise abatement criteria of 67 decibel. The predicted future noise levels for the 2019 project-build alternative are either the same as the no-build alternative or 1-decibel higher than the no-build alternative. An increase of 1-decibel would not be noticeable and is considered insignificant.

The Pilot Travel Center would have a large building, berms, masonry walls, enclosed dumpster area with a solid door and trees that would shield and mitigate noise from the automobile and truck canopy speakers, and idling trucks. The noise level from routine operations at the proposed Pilot Travel Center would comply with the Santa Fe County noise limit of a 10-decibel increase above ambient level during daytime and the 75 decibel limit for a commercial facility. The noise level from the Pilot Travel Center would also comply with the nighttime sustainable development noise limit of 5-decibel increase above ambient level or 60 decibel.

This noise study concludes that the proposed Pilot Center Travel activities would comply with the federal, state and Santa Fe County Sustainable Development Code noise limits for a new commercial development.

SFC CLERK RECORDED 04/26/2018

APPENDIX A: Data Input and Results

Table A-1 | Net New Trips Generated by Traffic Impact Study

Pilot Travel Center - Santa Fe, NM (1-25 / Cerrillos Rd.)
Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

COMMENT	USE (ITE CODE)	DESCRIPTION	Units	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
				GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet									
Automobile		Gasoline / Service Station w/ Convenience Market (945)	10	1,628	51	51	68	68	
Truck		Pilot (56% of Gasoline / Service Station w/ Convenience Market / Car Wash (946))	7	599	24	23	28	27	
Restaurant		Fast Food Restaurant w/ Drive-Thru Window (934)	2.75	1,364	64	61	47	43	
		Subtotal Trips		3,591	139	135	143	138	
		<i>Internal Capture Trips (30% of Restaurant Trips)</i>		<i>(409)</i>	<i>(19)</i>	<i>(18)</i>	<i>(14)</i>	<i>(13)</i>	
		Net New Trips Adjusted for Internal Capture		3,182	120	117	129	125	
		<i>Pass-by Trip Adjustment (Table 5.29, ITE Trip Generation Manual Handbook / User's Guide)</i>	55%	<i>(1,750)</i>	<i>(66)</i>	<i>(64)</i>	<i>(71)</i>	<i>(69)</i>	
		Net New Trips to Adjacent Transportation System (Adjusted for Internal Capture and Passby Trips)		1,432	54	53	58	56	

Trip generation table is from Terry O. Brown's 2017 Traffic Impact Study, Pilot Travel Center – Santa Fe (Rancho Viejo Blvd. / NM State Road 14), Appendix A-5.

Table A-2 | 2019 Traffic Data from Traffic Impact Study

Source – Traffic Impact Study, Pilot Travel Center – Santa Fe (Rancho Viejo Blvd. / NM State Road. 14)

Pilot Travel Center - SF (Rancho Viejo Blvd. / NM S.R. 14)
 Projected Turning Movements SUMMARY
 PROPOSED DEVELOPMENT (2019) - 100% Development

INTERSECTION: Summary

I-25 WB Offramp / 14 N.Crossover		0.86			0.86			0.86			0.86			PHF
		Eastbound (I-25 WB Offramp)			Westbound (I-25 WB Offramp)			Northbound (14 N.Crossover)			Southbound (14 N.Crossover)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
(1)	3.0% Truck													
Existing (2017)		0	0	0	123	0	0	0	1,073	0	0	553	0	
2019 (NO BUILD - A.M.)		0	0	0	135	0	0	0	1,180	0	0	608	0	
2019 (BUILD - A.M.)		0	0	0	146	0	0	0	1,195	0	0	624	0	
		0.97			0.97			0.97			0.97			PHF
		Eastbound (I-25 WB Offramp)			Westbound (I-25 WB Offramp)			Northbound (14 N.Crossover)			Southbound (14 N.Crossover)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2017)		0	0	0	188	0	0	0	850	0	0	780	0	
2019 (NO BUILD - P.M.)		0	0	0	207	0	0	0	935	0	0	858	0	
2019 (BUILD - P.M.)		0	0	0	219	0	0	0	959	0	0	882	0	
		0.88			0.88			0.88			0.88			PHF
		Eastbound (I-25 EB Offramp)			Westbound (I-25 EB Offramp)			Northbound (14 S. Crossover)			Southbound (14 S. Crossover)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2017)		0	0	46	0	0	0	0	591	0	0	439	0	
2019 (NO BUILD - A.M.)		0	0	51	0	0	0	0	650	0	0	483	0	
2019 (BUILD - A.M.)		0	0	62	0	0	0	0	667	0	0	502	0	
		0.94			0.94			0.94			0.94			PHF
		Eastbound (I-25 EB Offramp)			Westbound (I-25 EB Offramp)			Northbound (14 S. Crossover)			Southbound (14 S. Crossover)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2017)		0	0	17	0	0	0	0	480	0	0	744	0	
2019 (NO BUILD - P.M.)		0	0	19	0	0	0	0	528	0	0	818	0	
2019 (BUILD - P.M.)		0	0	31	0	0	0	0	552	0	0	848	0	
		0.86			0.86			0.86			0.86			PHF
		Eastbound (NM S.R. 14)			Westbound (NM S.R. 14)			Northbound (Rancho Viejo Blvd.)			Southbound (Rancho Viejo Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2017)		0	660	273	233	248	0	149	0	204	0	0	0	
2019 (NO BUILD - A.M.)		0	726	300	256	273	0	164	0	224	0	0	0	
2019 (BUILD - A.M.)		28	882	344	256	251	42	164	7	224	62	7	48	
		0.88			0.88			0.88			0.88			PHF
		Eastbound (NM S.R. 14)			Westbound (NM S.R. 14)			Northbound (Rancho Viejo Blvd.)			Southbound (Rancho Viejo Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2017)		0	437	119	207	529	0	196	0	203	0	0	0	
2019 (NO BUILD - P.M.)		0	481	131	228	582	0	216	0	223	0	0	0	
2019 (BUILD - P.M.)		17	450	182	228	542	71	216	10	223	60	9	56	
		0.75			0.75			0.75			0.75			PHF
		Eastbound (Rancho Viejo Blvd.)			Westbound (Rancho Viejo Blvd.)			Northbound (Avenida del Sur)			Southbound (Avenida del Sur)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2017)		279	18	63	0	50	7	40	14	0	4	21	185	
2019 (NO BUILD - A.M.)		307	20	69	0	55	8	44	15	0	4	23	182	
2019 (BUILD - A.M.)		309	20	69	0	55	13	44	15	0	9	23	183	
		0.76			0.76			0.76			0.76			PHF
		Eastbound (Rancho Viejo Blvd.)			Westbound (Rancho Viejo Blvd.)			Northbound (Avenida del Sur)			Southbound (Avenida del Sur)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2017)		93	46	46	2	25	15	94	28	5	19	13	127	
2019 (NO BUILD - P.M.)		102	51	51	2	28	17	103	31	6	21	14	140	
2019 (BUILD - P.M.)		106	51	51	2	28	22	103	32	6	26	15	144	

Pilot_SF_TURNS.xam - Summary

SFC CLERK RECORDED 04/26/2018

Table A-3 | Annual Average Daily Traffic from NMDOT

New Mexico Department of Transportation
TIMS ROAD SEGMENTS BY POSTED ROUTE/POINT WITH AADT INFO

As of: 6/8/2016

Route	Time	Sec Id	Begin	End	E	F	G	H	AADT				Year	H	I	M	%
									2015	2014	2013	2012					
I-25-M		1137	272,830	273,130	M	INTS	SANTA FE	12,323	12,037	11,922	2008	L	EXIT 271 - LA CIENEGA INTERCHANGE (C.R. 506/	15			15
I-25-P		1139	273,130	277,070	P			14,312	13,980	13,845	2012	L	EXIT 271 - LA CIENEGA INTERCHANGE (C.R. 506/	15			15
I-25-M		1139	273,130	277,070	M			14,467	14,131	13,885	2012	L	EXIT 271 - LA CIENEGA INTERCHANGE (C.R. 506/	15			15
I-25-P		22881	277,070	278,513	P			10,774	10,524	10,423	2012	L	EXIT 276 - NM 509 INTERCHANGE (SANTA FE BYPA	15			15
I-25-M		22881	277,070	278,513	M			10,835	10,681	10,578	2012	L	EXIT 276 - NM 509 INTERCHANGE (SANTA FE BYPA	15			15
I-25-P		1148	278,513	278,528	P			6,186	6,042	6,012	2014	L		15			15
I-25-M		1148	278,513	278,528	M			10,888	10,817	13,322	2014	L		15			15
I-25-P		1151	278,828	283,320	P			13,190	12,884	12,760	2008	L	NM14, CERRILLOS ROAD INTERCHANGE.	15			15
I-25-M		1151	278,828	283,320	M			9,109	8,988	8,812	2008	L		15			15
I-25-P		1157	283,320	283,489	P			10,428	10,186	10,088	2005	L		15			15
I-25-M		1157	283,320	283,489	M			6,755	6,598	6,524	2005	L		15			15
I-25-P		1159	283,489	283,827	P			13,332	13,022	12,897	2004	L		15			15
I-25-M		1159	283,489	283,827	M			8,043	7,857	7,781	2004	L		15			15
I-25-P		1161	283,827	283,954	P			11,857	11,582	11,471		L		15			15
I-25-M		1161	283,827	283,954	M			11,857	11,582	11,471		L		15			15
I-25-P		1163	283,954	284,184	P			13,528	13,215	13,088	2000	L		15			15
I-25-M		1163	283,954	284,184	M			11,820	11,546	11,435	2000	L		15			15
I-25-P		1165	284,184	284,957	P			9,488	9,278	9,001	2014	L		15			15
I-25-M		1165	284,184	284,957	M			8,573	8,374	8,227	2014	L		15			15
I-25-P		1168	284,957	285,332	P			12,165	11,882	11,768	1997	L		15			15
I-25-M		1168	284,957	285,332	M			12,858	12,558	12,536	1997	L		15			15
I-25-P		1171	285,332	285,430	P			11,732	11,357	11,014	2015	A	NM466, US285, OLD PECOS TRAIL INTERCHANGE	15			15
I-25-M		1171	285,332	285,430	M			12,280	11,905	11,614	2015	A		15			15
I-25-P		1171	285,430	286,579	P			11,752	11,357	11,014	2015	A		15			15
I-25-M		1171	285,430	286,579	M			12,280	11,905	11,614	2015	A		15			15
I-25-P		1171	286,579	286,582	P			11,752	11,357	11,014	2015	A		15			15
I-25-M		1171	286,579	286,582	M			12,280	11,905	11,614	2015	A		15			15
I-25-P		1171	286,582	291,700	P			24,032	23,282	22,828	2015	A		15			15
I-25-M		1171	286,582	291,700	M			12,631	12,218	12,036	2005	L	US 285 EXIT 290 (SOUTH TO CLINES CORNERS).	15			15
I-25-P		1183	291,700	291,773	P			12,650	12,430	12,245	2005	L	US285 LAMY INTERCHANGE	15			15
I-25-M		1183	291,700	291,773	M			7,161	6,927	6,824	2008	L	US285 LAMY INTERCHANGE	15			15
I-25-P		1185	291,773	295,470	P			7,550	7,303	7,194	2008	L		15			15
I-25-M		1185	291,773	295,470	M			6,242	6,008	5,846	2005	L	CANONCITO INTERCHANGE	15			15
I-25-P		1185	295,470	295,596	P			6,757	6,536	6,439	2005	L		15			15
I-25-M		1185	295,470	295,596	M									15			15

Run Date : 6/8/2016 TIMS ROAD SEGMENTS BY POSTED ROUTE/POINT WITH AADT INFO Page 17 of 37

Table A-4 | Vehicle Types and Proportion

Vehicle Type	I-25	Local
Auto	84.0%	93.0%
Medium Truck	7.5%	3.0%
Heavy Truck	7.5%	3.0%
Buses	0.5%	0.5%
Motorcycles	0.5%	0.5%
Total	100.0%	100.0%

Table A-5 | Vehicle Speed Limits

Road Name	Auto	Med Trk	Hvy Trk	Bus	Mtrcycle
Interstate 25	75	75	70	75	75
NM14	35	35	35	35	35
Rancho Viejo Blvd	35	35	30	35	35
Pilot Travel Center	30	30	25	30	30
Exit ramps	35	35	30	35	35

Table A-6 | Measured Daytime Noise Levels

ID	Location	Description	Distance to Pilot Travel Center (feet)	Measurement Time	Noise Level Leq (dBA)
M1	South of NM S.R. 14	Outside BLM office	197	20-Jun-17 7:14-7:29 am	61.1
M2	Intersection of NM S. R. 14/Rancho Viejo	Outside L.W. Myer and workforce solutions	279	7:47-8:02 am	56.8
M3	South of NM S.R. 14	Outside mail boxes office	417	8:46-9:01 am	57.3

See Figure 3 for locations

Table A-7 | Model Predicted Future Noise Levels

ID	Description	Land Use Category	Predicted Noise Level		Change in Noise Level
			2019 No-build	2019 Design-build	
			Leq (dBA)		
R1	Office	E	63	63	0
R2	Office	E	61	60	0
R3	Restaurant	E	55	55	0
R4	Office	E	60	60	0
R5	Retail	F	59	60	1
R6	Retail	F	60	61	1
R7	Retail	F	55	56	1
R8	Retail	F	58	59	1
R9	Restaurant	F	59	58	0
R10	Church	C	57	57	0
R11	Church	C	54	54	0
R12	Retail	F	52	53	1
R13	Retail	F	52	53	1
R14	Retail	F	65	65	0
R15	Retail	F	65	65	0

See Figure 3 for receiver locations

APPENDIX B: TNM Output of Noise Results for 2019 No-Build and Build Options

Pilot Travel Centers
Brinda Ramanathan

4 July 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:
RUN:
BARRIER DESIGN:
ATMOSPHERICS:

Pilot Santa Fe Project
I25 NM14 2019 No build
INPUT HEIGHTS
20 deg C, 50% RH

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		With Barrier		Calculated minus Goal	
			LAeq1h	dBA	LAeq1h	Crit'n	Calculated	Type	LAeq1h	Noise Reduction		
R1	1	1	0.0	62.9	66	62.9	10	62.9	0.0	62.9	8	-8.0
R2	2	1	0.0	60.6	66	60.6	10	60.6	0.0	60.6	8	-8.0
R3	3	1	0.0	54.6	66	54.6	10	54.6	0.0	54.6	8	-8.0
R4	4	1	0.0	59.8	66	59.8	10	59.8	0.0	59.8	8	-8.0
R5	5	1	0.0	58.8	66	58.8	10	58.8	0.0	58.8	8	-8.0
R6	6	1	0.0	59.9	66	59.9	10	59.9	0.0	59.9	8	-8.0
R7	7	1	0.0	54.8	66	54.8	10	54.8	0.0	54.8	8	-8.0
R8	8	1	0.0	58.2	66	58.2	10	58.2	0.0	58.2	8	-8.0
R9	9	1	0.0	58.6	66	58.6	10	58.6	0.0	58.6	8	-8.0
R10	10	1	0.0	56.7	66	56.7	10	56.7	0.0	56.7	8	-8.0
R11	11	1	0.0	53.9	66	53.9	10	53.9	0.0	53.9	8	-8.0
R12	12	1	0.0	52.4	66	52.4	10	52.4	0.0	52.4	8	-8.0
R13	13	1	0.0	52.2	66	52.2	10	52.2	0.0	52.2	8	-8.0
R14	14	1	0.0	64.6	66	64.6	10	64.6	0.0	64.6	8	-8.0
R15	15	1	0.0	65.0	66	65.0	10	65.0	0.0	65.0	8	-8.0

Pilot Travel Center Santa Fe County – Noise Impact Study

Pilot Travel Centers
Brinda Ramanathan

4 July 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Pilot Santa Fe Project
125 NM14 2019 Pilot design build

RUN:

INPUT HEIGHTS

ATMOSPHERICS:

20 deg C, 50% RH

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing Calculated	Type	Impact	With Barrier		Noise Reduction		Calculated minus Goal
			LAeq1h dB	LAeq1h dB	LAeq1h dB	LAeq1h dB				Calculated dB	Goal dB			
R1	1	1	0.0	62.9	62.9	10	—	—	62.9	0.0	8	-8.0		
R2	2	1	0.0	60.3	60.3	10	—	—	60.3	0.0	8	-8.0		
R3	3	1	0.0	55.0	55.0	10	—	—	55.0	0.0	8	-8.0		
R4	4	1	0.0	60.2	60.2	10	—	—	60.2	0.0	8	-8.0		
R5	5	1	0.0	59.7	59.7	10	—	—	59.7	0.0	8	-8.0		
R6	6	1	0.0	60.9	60.9	10	—	—	60.9	0.0	8	-8.0		
R7	7	1	0.0	55.8	55.8	10	—	—	55.8	0.0	8	-8.0		
R8	8	1	0.0	59.4	59.4	10	—	—	59.4	0.0	8	-8.0		
R9	9	1	0.0	58.4	58.4	10	—	—	58.4	0.0	8	-8.0		
R10	10	1	0.0	56.8	56.8	10	—	—	56.8	0.0	8	-8.0		
R11	11	1	0.0	54.3	54.3	10	—	—	54.3	0.0	8	-8.0		
R12	12	1	0.0	53.1	53.1	10	—	—	53.1	0.0	8	-8.0		
R13	13	1	0.0	52.9	52.9	10	—	—	52.9	0.0	8	-8.0		
R14	14	1	0.0	64.6	64.6	10	—	—	64.6	0.0	8	-8.0		
R15	15	1	0.0	65.0	65.0	10	—	—	65.0	0.0	8	-8.0		

CASE # SCSD 17-5330
REPORT PREPARED FOR MARCH 15, 2018 PLANNING
COMMISSION MEETING

CONCEPTUAL PLAN PRESENTATION

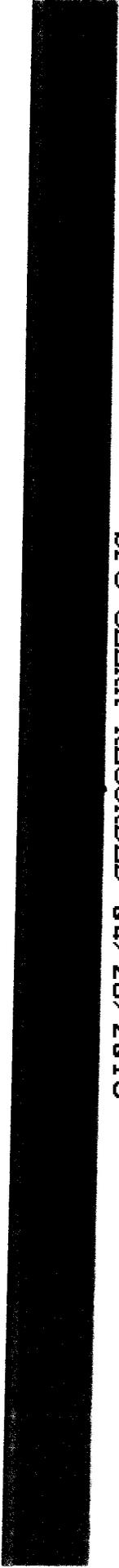
4608 New Mexico, State Road14



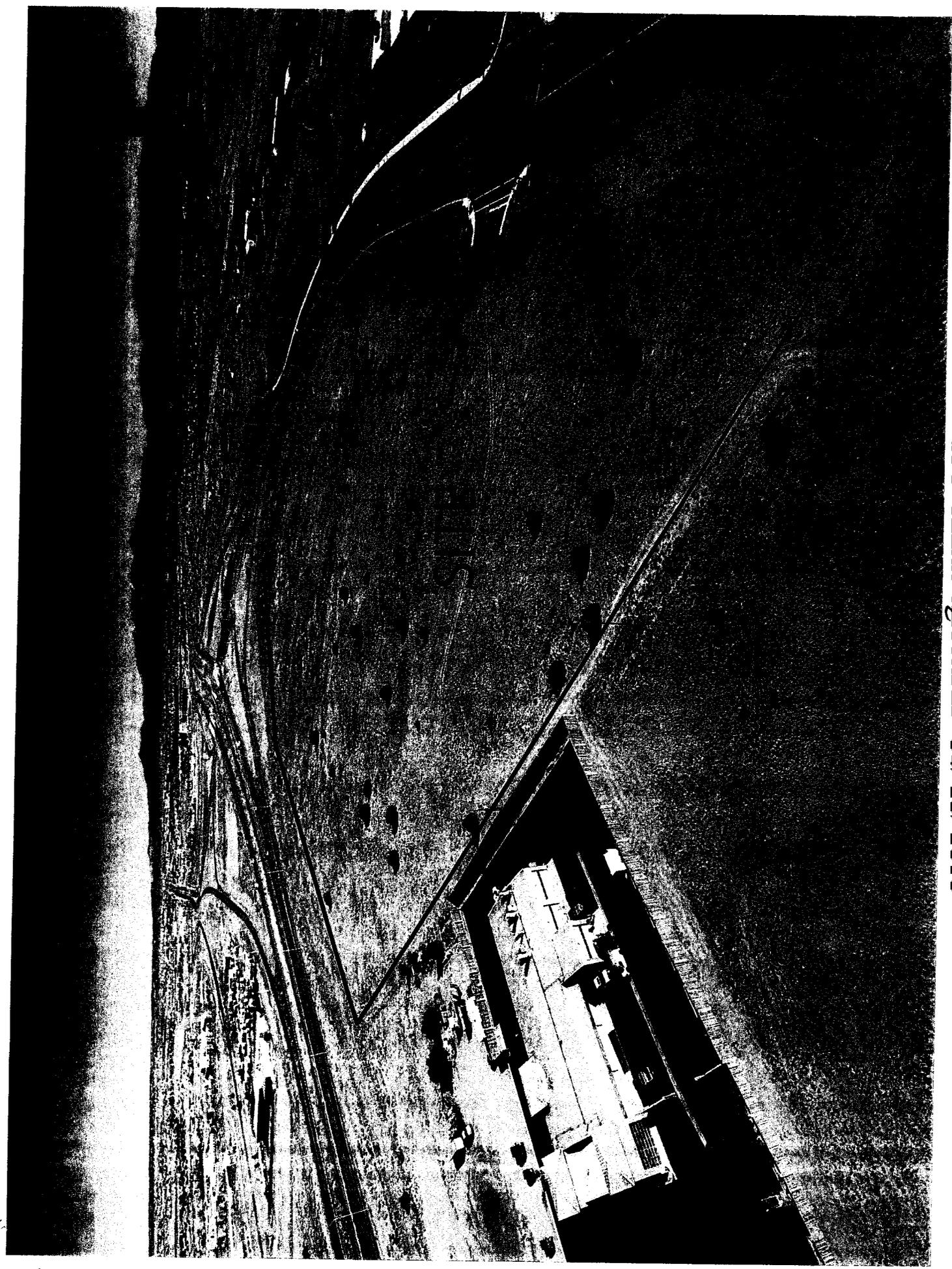
**Planned Development District
Community College District
Employment Center (PDD-CCD-EC)**

Conceptual Plan	Processing Required for multi-phased development (8.10.3.4 SLDC) Establishes the minor Subdivision, (Table 4-1)	Submittals Sufficient to determine traffic, water, sewer impacts and adequate public facilities and compliance with the SLDC	Purpose Less detailed review to establish scope of project	Dev. Review Process Hearing Officer Planning Commission County Commission
Conditional Use Permit	Zoning Action Separate application after Conceptual Plan and creation of the lot for the approval. Final Determination of uses: Permitted use: Truck Stop (Warehouse and Freight movement), restaurant, restaurant w/drive thru, convenience store. Conditional use: Gas Station	Submittals Detailed engineering, mitigation of traffic impacts and architectural/design	Purpose Final plans for architecture and engineering for County and State	Dev. Review Process Hearing Officer Planning Commission Land use permit to construct

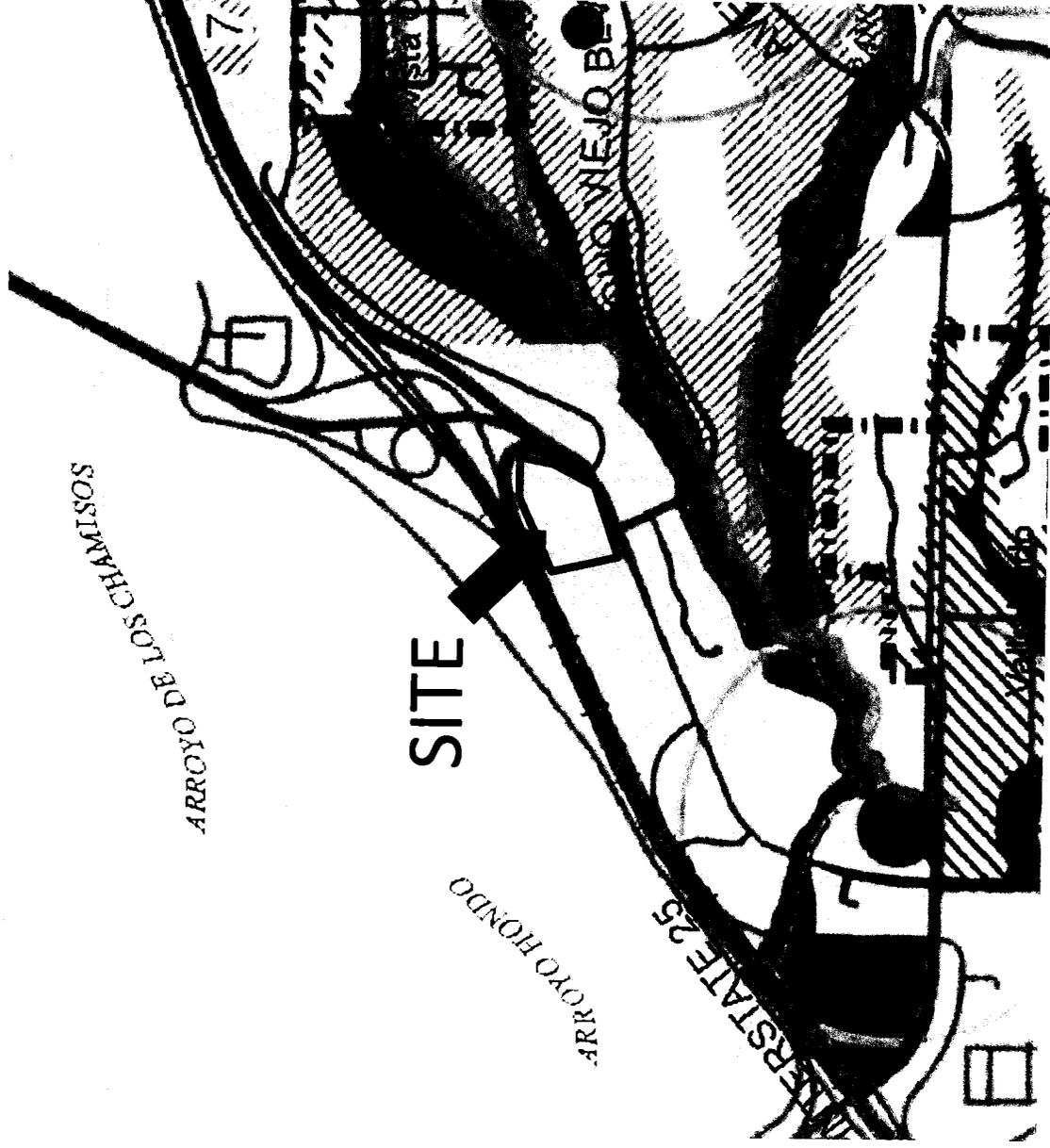
The zoning actions cannot be combined for this reason.



SFC CLERK RECORDED 04/26/2018



SLDC Community College District



Legend

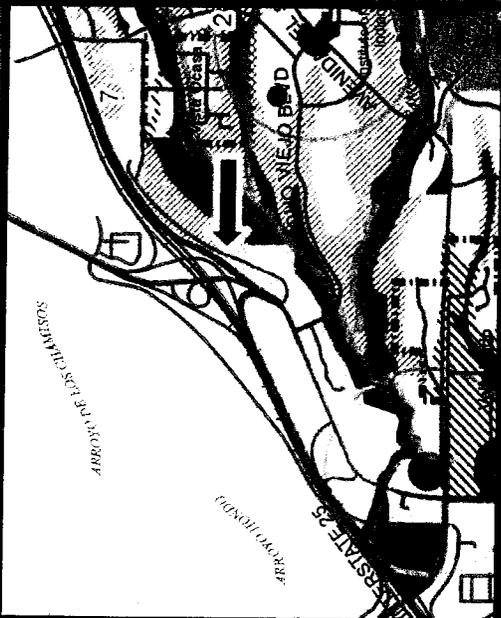
- Santa Fe Community College District Boundary
- Major Drainages**
- District Trails Proposed Alignments
- Existing Railroad
- Proposed Rail Road
- Village Zones**
- Flatland Pinon / Juniper
- Employment Campuses and Centers**
- Media District
- Institutional Campuses
- Arroyo Corridors and Open Space
- Fringe Zones - Buffer Areas (see list lower left)***
- Fringe Zones - Hillisides / Grassland
- Fringe Zones - Hillside / Pinion Juniper
- New Community Centers
- New Community Center Walking Radii
- Village Separators (arrow symbols)
- SFCCD Rural Zones (outline)
- Existing Neighborhood Zones (outline)
- Roads - Proposed & Existing
- All Other Existing Major Roads
- SFCCD Elementary Schools
- SFCCD Middle Schools
- SFCCD High Schools

Existing Commercial & Industrial Uses



Light Industrial

242 DINO INDUSTRIAL



SFC CLERK/RECORDED 04/26/2018

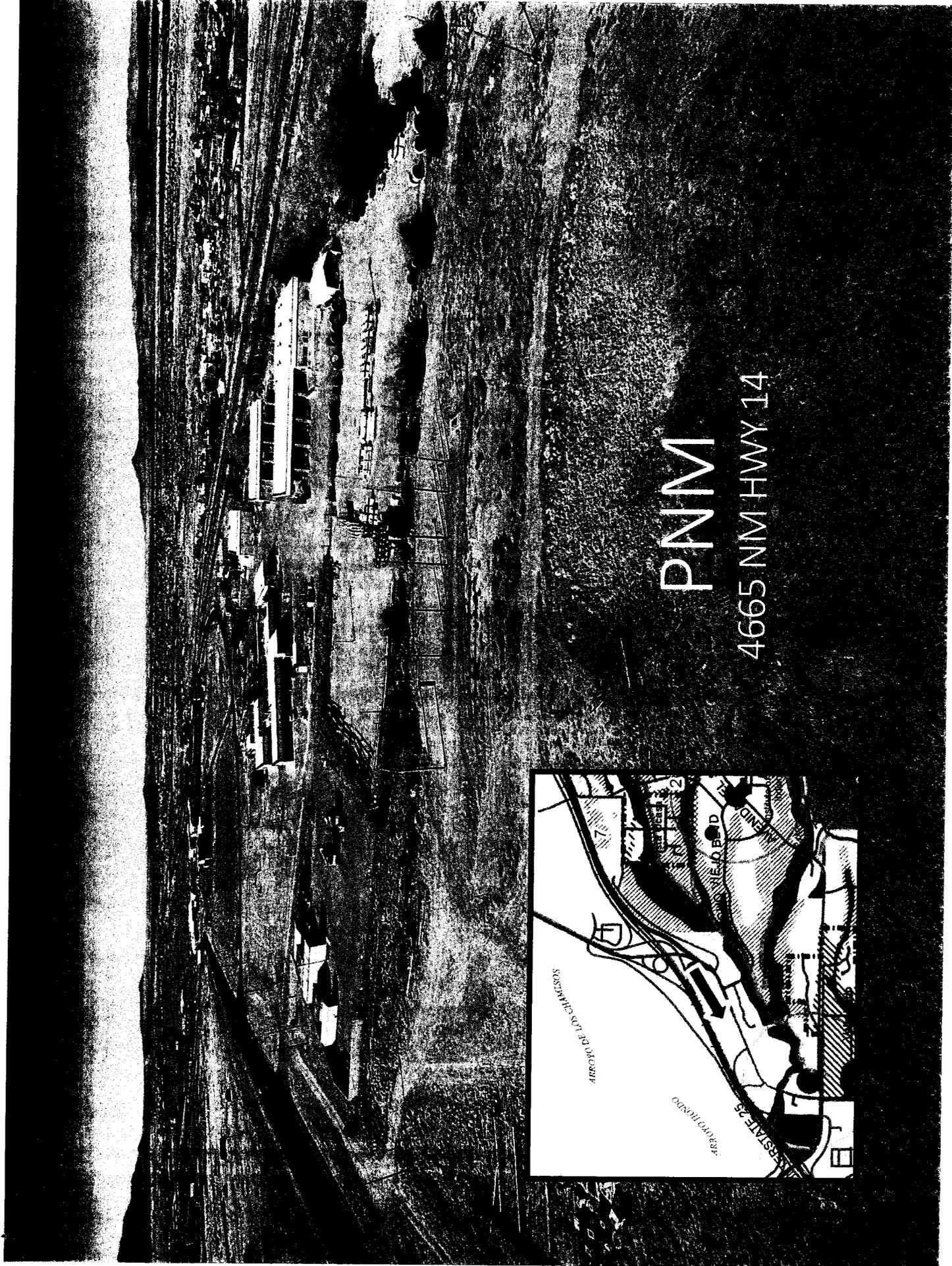
Contractors Offices & Yard

278 Dinosaur Road



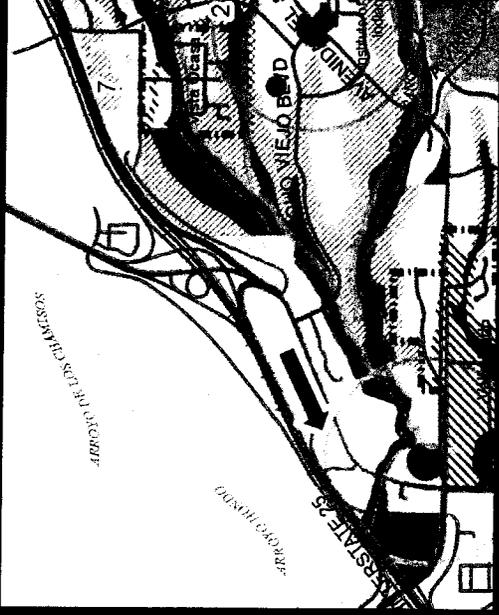
SFC CLERK RECORDED 04/26/2018

PNM
4665 NM HWY 14



Veterinary Clinic

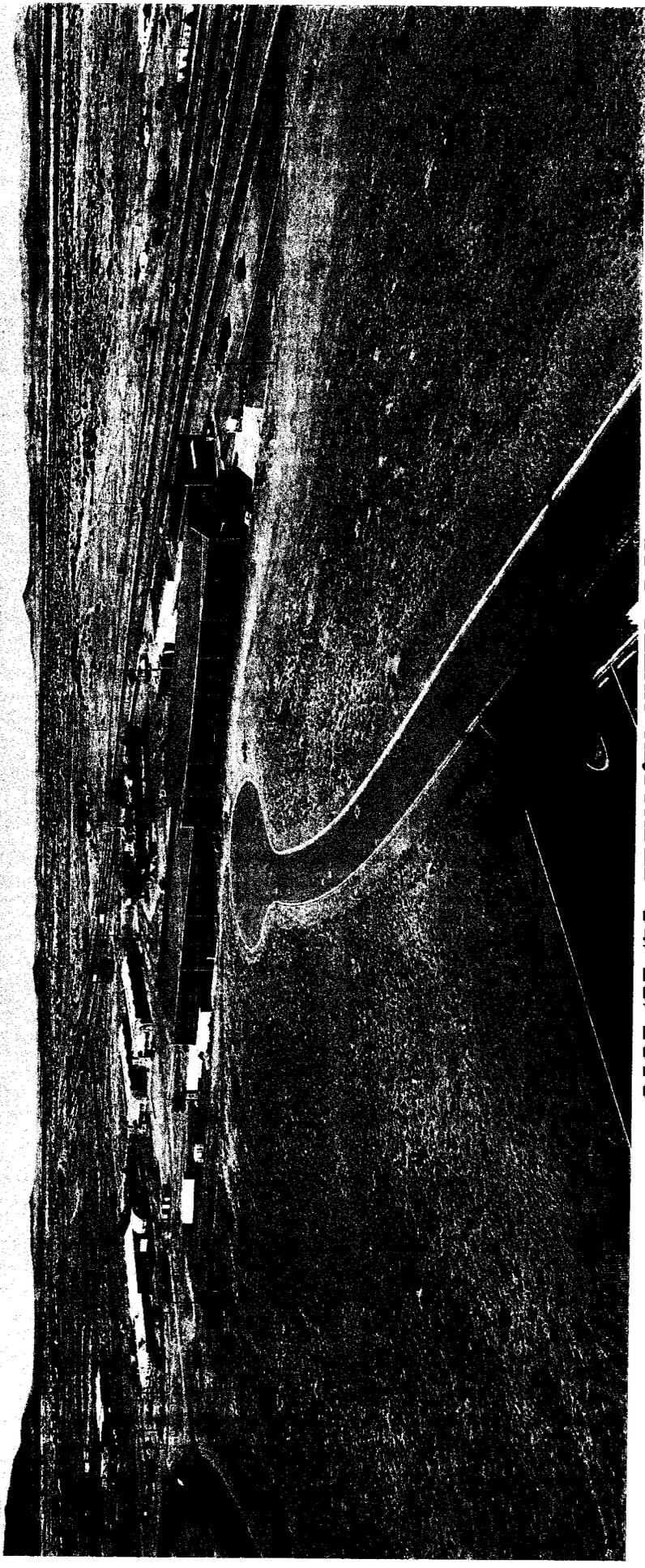
9 Rumble Road



SFC CLERK RECORDED 04/26/2018

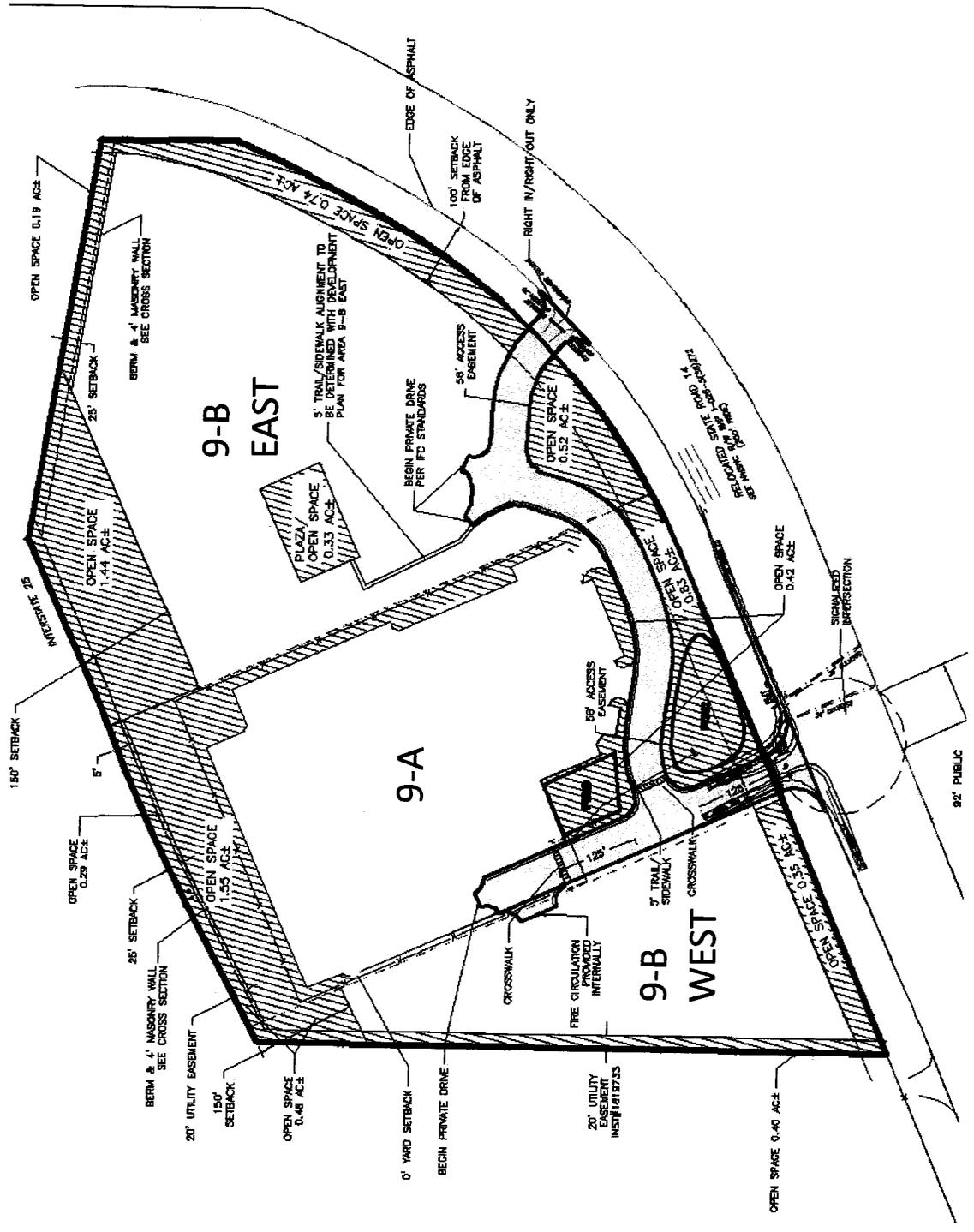
Brewing Facility

35 Fire Place



SFC CLERK RECORDED 04/26/2018

Conceptual Site Plan



SFC CLERK RECORDED 04/26/2018

Conceptual Plan Information

Size of Parcel: 26.46 acres

Zoning: Planned District, Community College District, Employment Center (PD-CCD-EC)

Three Phases of Development

Phase	Build Date	Uses	Zoning	Size of Phase	Water Demand
Phase 1 (Area 9-A)	2019- 2020	Gas Station Truck Stop (sub-category of warehouses & freight movement) Convenience store Restaurants (2) Restaurant with drive-thru	Conditional Use Permitted Use Permitted Use Permitted use Permitted use	9.94 acres	13.50 ac.ft.
Phase 2 (Area 9-B East)	2021- 2026	Two hotels, 100 rooms each	Permitted Use	11.90 acres	31.20 ac.ft.
Phase 3 (Area 9-B West)	2022- 2030	Full service, sit down restaurant Retail shops Warehouse Manufacturing/Light Industrial	Permitted Use Permitted Use Permitted Use Permitted Use	4.58 acres	4.25 ac.ft.

Development review process

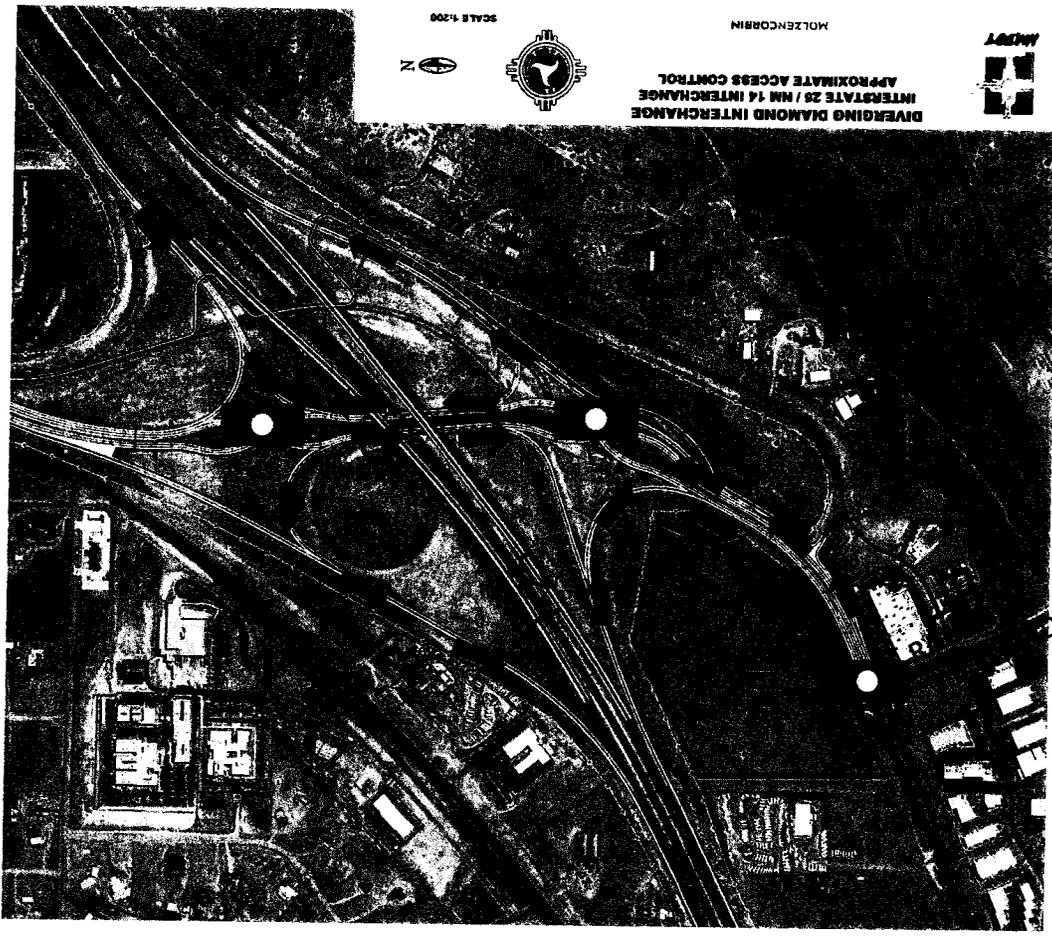
Permitted Use:

Conditional Use:

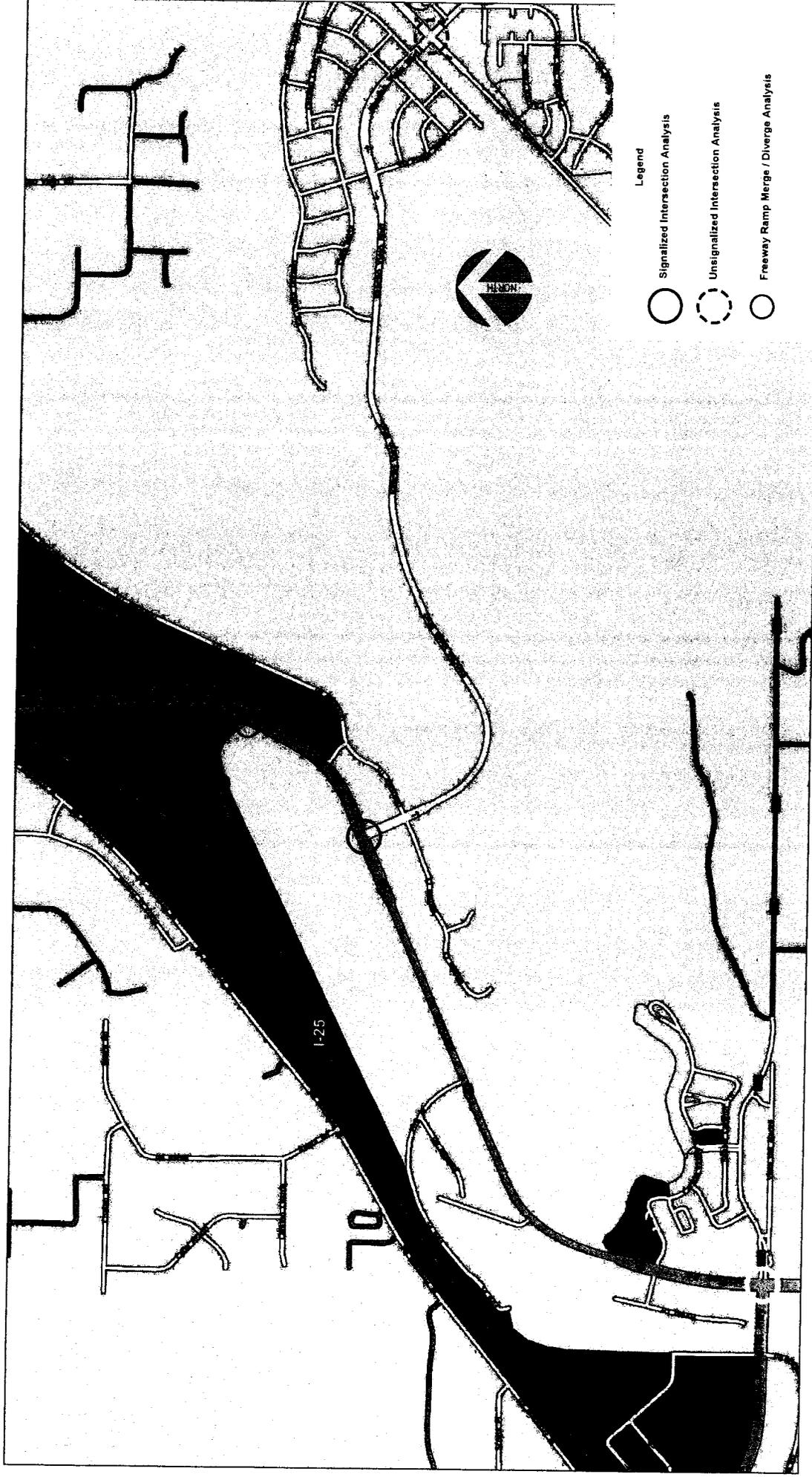
Site/development plan submitted for administrative action
Hearing Officer & Planning Commission

Advantages of this Location

- No access thru residential neighborhood
- Rancho Viejo Blvd & NM SR 14 is a existing signalized intersection
- 1-25/NM SR 14 interchange re-construction recently completed



**Intersections / Ramps Analyzed in Traffic Impact Study for
4608 New Mexico State Rd. 14 Development**



Approval Letter for traffic Report by NMDOT- District Five Traffic Engineer



December 29, 2017

Terry O. Brown, PE
P.O. Box 92051
Albuquerque, NM 87199

RE: 4646 New Mexico State Road 14 Project, Traffic Impact Study, Santa Fe
County, NM

Dear Mr. Brown,

The New Mexico Department of Transportation (NMDOT) District 3 Traffic Engineering Staff has reviewed and approved your revised Traffic Impact Study submitted on December 21, 2017 and concurs with the recommendations made within the report on page 21.

In addition to the recommendations in the report the department will also require an ADA compliant route, from the access point at Rancho Viejo Blvd and NM 14 to the convenience store within the developed property. The department will also require ADA compliant sidewalk along the frontage of the property from Rancho Viejo Blvd, southwest to the corner of the property.

For any new access points the developer will need to apply for an access permit and include a set of construction plans showing improvements to NM 14, for review, before a permit will be issued.

If you need any further information, I can be reached at 505-995-7802.

Sincerely,

William Keasler

William Keasler
District 3 Traffic Station

Cc: Paul Beutler, P.E., Acting District Engineer
Javier Martinez, P.E., Assistant District Engineer - Maintenance

Suzana Morales
Governor

Tom Clark
Cabinet Secretary

Commissioners

David Schmitt
Chairman
District 1

David English
District 2

Mark Haskewitz
District 3

Robert Clark
District 4

John C. ...
District 5

...

District Five PO Box 407 Santa Fe, NM 87503

County- Satisfies section 6.1.2.4 of SLDC for Traffic Impact Assessment

Status of Review by State & County Agencies

County Land Use Department	<ul style="list-style-type: none"> • Recommend approval • Complies with criteria of SLDC
County Public Works	<ul style="list-style-type: none"> • Recommend approval & issued Ready, Willing & Able Letter for water & sewer service
County Fire Department	<ul style="list-style-type: none"> • Recommend approval & compliance with International Fire Code & SLDC standards
County Sheriff	<ul style="list-style-type: none"> • Did not provide comments
State Historic Preservation	<ul style="list-style-type: none"> • Accepted findings of Archeology Report
New Mexico Environmental Department	<ul style="list-style-type: none"> • No air quality permits required & notice of intent has been approved
NMDOT District 5	<ul style="list-style-type: none"> • Approved Traffic Impact Study
County Hearing Officer	<ul style="list-style-type: none"> • Recommends approval of Conceptual Plan supported by Findings of Fact

Terry O. Brown
Civil / Transportation Engineering

Friday, November 17, 2017

Santa Fe County
102 Grant Ave.
Santa Fe, NM 87501

Re: Cerrillos Rd. (NM 14) / I-25 Interchange

To Whom It May Concern:

It was alleged by a neighborhood resident in a recent meeting (September 2017) regarding the proposed Pilot Travel Center that there had been one or more serious crashes and / or fatalities on the new Cerrillos Rd. (NM 14) / I-25 Interchange since it had been reconstructed as a diverging diamond interchange in late 2016. As a result, the New Mexico State Police, the Santa Fe Sheriff's Office, and the City of Santa Fe Police Department were contacted to acquire more information regarding the alleged crash / crashes. The request was made to those agencies on October 2, 2017.

The Santa Fe County Sheriff's office responded on October 3, 2017 (attached) that they have not handled any fatalities with the area since the interchange reconstruction was completed in December 2016.

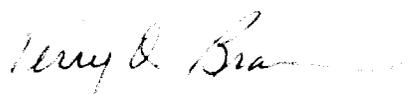
The City of Santa Fe Police Department reported on October 12, 2017 (attached) that they were unable to pull up minor accidents in that area and that they showed one fatality (April 16, 2017) at that location since it opened. The details of the crash are attached in the State of New Mexico Uniform Incident Report and Criminal Complaint report. The driver was at fault and found to have been under the influence of alcohol and drugs. Thus, the crash would not be attributed to any design aspects of the interchange itself.

The New Mexico Department of Public Safety responded on October 16, 2017 (attached) that they had reviewed the department's records and no records exist regarding my request for serious accidents at the new interchange since it was completed in December 2016.

The neighbors' claim that there has been a fatality at the new interchange since its completion is without merit as it relates to the safety and design of the interchange itself and as it relates to the proposed Pilot Travel Center. Cause of the crash can be attributed solely to driver error resulting from one of the drivers operating a vehicle under the influence of both alcohol and drugs as is demonstrated in the attached reports.

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

attachments as noted

SFC CLERK RECORDED 04/26/2018

**Information from Santa Fe County
Sheriff's Department**

SFC CLERK RECORDED 04/26/2018

Terry O. Brown, P.E.

From: Sheriff Records Request <shfrecordsreq@santafecountynm.gov>
Sent: Tuesday, October 3, 2017 2:11 PM
To: Terry O. Brown, P.E.; Sheriff Records Request
Cc: Ross Shaver; Jim Siebert; 'Victoria Dalton'
Subject: RE: Request for Accident Data

Good afternoon,

The Santa Fe County Sheriff's Office has not handled any fatalities within this area or timeframe. Please let me know if you need any further assistance.

Thank you,

Jessica Mascareñas Rodarte
Records Supervisor
Santa Fe County Sheriff's Office



From: Terry O. Brown, P.E. [mailto:tobe@swcp.com]
Sent: Monday, October 02, 2017 2:17 PM
To: Sheriff Records Request
Cc: Ross Shaver; Jim Siebert; 'Victoria Dalton'
Subject: Request for Accident Data

During a mid-September neighborhood meeting in south Santa Fe, NM, a statement was made that there had been two fatalities at the new Cerrillos Rd. (NM 14) / I-25 Interchange since completion of reconstruction in December, 2016. I am requesting information from the Santa Fe County Sheriff's Department Records Division for any information that you may have regarding the accidents that have occurred at the new interchange since its completion in December, 2016. If there is a cost for obtaining the information, I am willing to pay it.

I have attached map of the interchange for clarity.

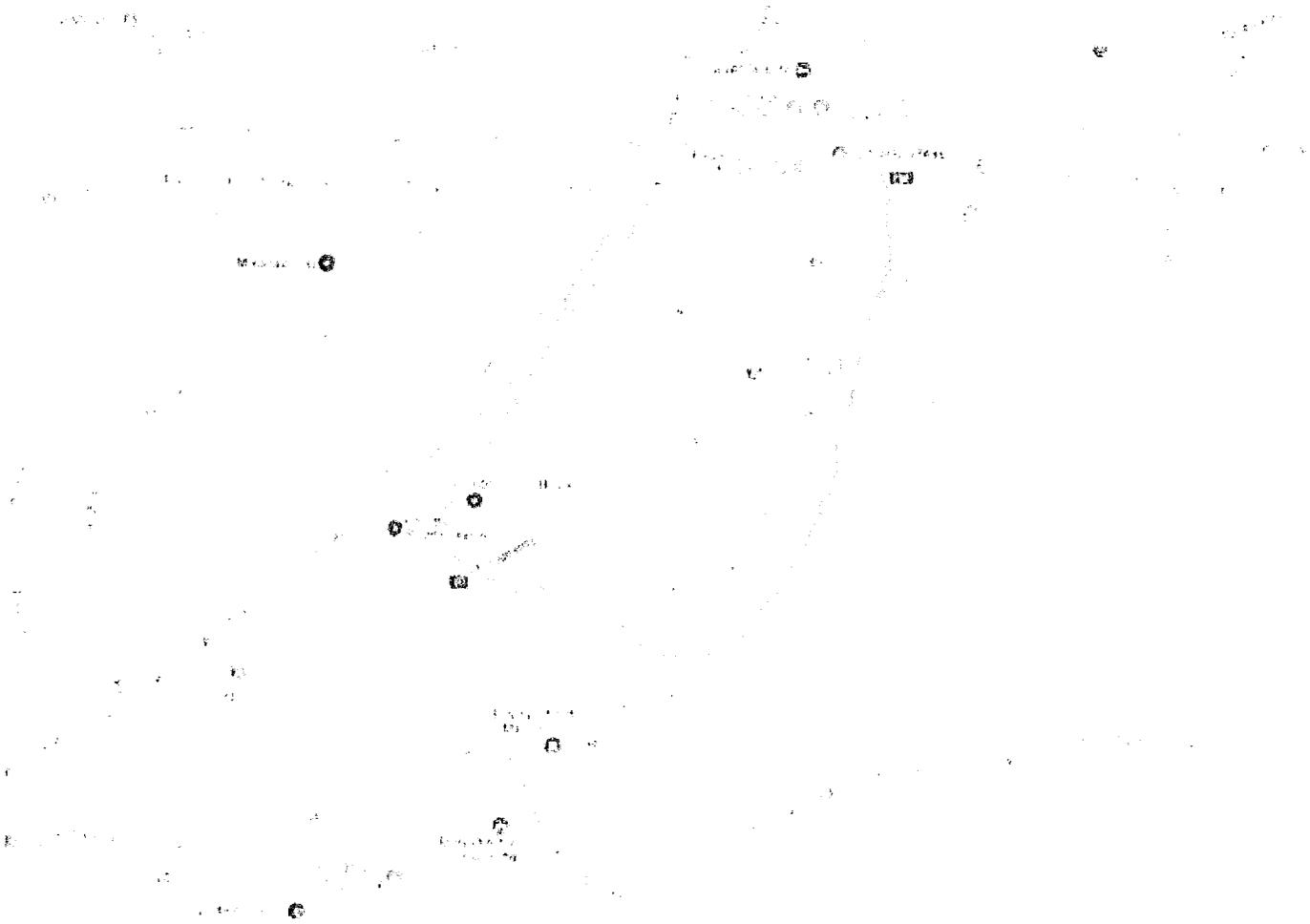
I will also check with the New Mexico State Police and the Santa Fe Police Department to see if their records show fatalities at that interchange.

Please call me if you have questions or need additional information.

Best Regards,

Terry O. Brown, P.E.

P. O. Box 92051
Albuquerque, NM 87199-2051
(505) 883-8807 – Office
(505) 270-6981 – Cell
e-mail: tobe@swcp.com



SFC CLERK RECORDED 04/26/2018

**Information from City of Santa Fe
Police Department**

SFC CLERK RECORDED 04/26/2018



City of Santa Fe, New Mexico

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

www.santafenm.gov

Javier M. Gonzales, Mayor

Councilors:

Signe I. Lindell, Mayor Pro Tem, Dist. 1

Renee Villarreal, Dist. 1

Peter N. Ives, Dist. 2

Joseph M. Maestas, Dist. 2

Carmichael A. Dominguez, Dist. 3

Chris Rivera, Dist. 3

Ronald S. Trujillo, Dist. 4

Mike Harris, Dist. 4

October 12, 2017

Terry O. Brown
P.O. Box 92051
Albuquerque, NM 92051
tobe@swcp.com

Mr. Brown,

This letter is in response to your IPRA we received on October 3, 2017 regarding traffic accidents at the new Diamond Crossover on the south side of Santa Fe. I am unable to pull up minor accidents in that area and we show only one fatality at that site since it opened. I checked with our Traffic Division and those officers do not track crashes there. I also spoke with the Department of Transportation for this region and was informed UNM keeps crash records, but any material that agency has would be at least a year old and out of date for what you are asking for.

This is a joint coverage area with SFPD, the State Police and the Santa Fe County Sheriff's Office sharing responsibility for handling accidents there depending on who has units closest to the scene. Unfortunately I can't track accidents at that location with my database as that section of the road does not have an address designation.

Sincerely,

Greg Gurulé

PIO/IPRA Custodian Santa Fe Police Department
gjgurule@ci.santa-fe.nm.us
Cell: 505-470-8917
Office: 505-955-5009

sfpd.ipra@ci.santa-fe.nm.us

SFC CLERK RECORDED 04/26/2018



CRIMINAL COMPLAINT

STATE OF NEW MEXICO

NO. 17-005903

SANTA FE COUNTY

SANTA FE CITY

IN THE MAGISTRATE COURT

- VS -

STN #: 04
Arrest Date: 04/16/2017
Driver Lic.#: 7894
Citation.#: 1269490 7
Arrest #: 17-005903
Docket #:
Date Filed: 04/16/2017

Name: WEAVER KASEY
Address: 6915 HARTFORD PLACE, NW
City/Zip: ALBUQUERQUE NM 87114
D.O.B.: /1992
S.S.N.:

CRIME: GBH BY VEHICLE

(Common name of Offense or Offenses)

The undersigned, under penalty of perjury, complains and says that on or about 04/16/2017, in the County/City of SANTA FE / SANTA FE, State of New Mexico, the above named Defendant(s) did:

Contrary to Section 66-8-101B NMSA 1978.
Offense, Desc: GREAT BODILY HARM W/VEHICLE

Contrary to Section 66-8-114 NMSA 1978.
Offense, Desc: CARELESS DRIVING

CRIMINAL COMPLAINT

CRIME: GREAT BODILY INJURY BY VEHICLE AND CARELESS DRIVING (CARELESS, INATTENTIVE OR IMPRUDENT).

THE UNDERSIGNED, UNDER PENALTY OF PERJURY, COMPLAINS AND SAYS THAT ON OR ABOUT THE 16TH DAY OF APRIL, 2017, IN THE CITY OF SANTA FE, SANTA FE COUNTY, STATE OF NEW MEXICO, THE ABOVE NAMED DEFENDANT(S) DID:

COUNT I

GREAT BODILY INJURY BY VEHICLE, IN THAT ON OR ABOUT THE 16TH DAY OF APRIL, 2017, IN THE CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO, THE ABOVE NAMED DEFENDANT DID CAUSE GREAT BODILY INJURY TO MR. KIT DUANE FRANCIS II, WHILE IN THE UNLAWFUL OPERATION OF A MOTOR VEHICLE, TO WIT: BLUE, 2002, SATURN, BEARING NEW MEXICO REGISTRATION NMB077, WHILE VIOLATING, NMSA 1978, SECTION 66-8-102, 66 8 113, CONTRARY TO NMSA 1978, SECTIONS 66 8 101B

COUNT II

CARELESS DRIVING (CARELESS, INATTENTIVE OR IMPRUDENT) IN THAT ON OR ABOUT THE 16TH DAY OF APRIL, 2017, IN THE CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO, THE ABOVE NAMED DEFENDANT DID OPERATE A VEHICLE, TO WIT: BLUE, 2002, SATURN, BEARING NEW MEXICO REGISTRATION NMB077, ON A HIGHWAY IN A CARELESS, INATTENTIVE OR IMPRUDENT MANNER, WITHOUT DUE REGARD FOR THE WIDTH, GRADE, CURVES, CORNERS, TRAFFIC, WEATHER, ROAD CONDITIONS OR OTHER ATTENDANT CIRCUMSTANCES, CONTRARY TO NMSA 1978, 66 08 114(B).

STATEMENT OF PROBABLE CAUSE

THE ABOVE DEFENDANT HAS BEEN ARRESTED WITHOUT A WARRANT FOR THE FOLLOWING REASONS:

ON SUNDAY, APRIL 16, 2017, AT APPROXIMATELY 8:30 P.M., I, OFFICER HEINZ A. DE LUCA, WAS ON DUTY IN FULL UNIFORM, DISPLAYING MY BADGE OF OFFICE #325 AND OPERATING A FULLY MARKED SANTA FE POLICE DEPARTMENT UNIT, IN THE CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO.

THE REGIONAL EMERGENCY COMMUNICATIONS CENTER (RECC) DISPATCHED ME TO THE INTERSECTION OF CERRILLOS ROAD AND INTERSTATE HIGHWAY 25, SANTA FE, NEW MEXICO CONCERNING A TRAFFIC CRASH WITH INJURIES WHICH HAD ORIGINALLY BEEN REPORTED AT APPROXIMATELY 8:25 P.M.

NOTE: THE EXACT LOCATION OF THE INCIDENT WAS AT THE INTERSECTION OF THE SOUTHBOUND LANES OF CERRILLOS ROAD WITH THE NORTHBOUND LANES OF CERRILLOS ROAD, IN AN AREA WHERE THE ROAD BRANCHES INTO VARIOUS RAMPS TO ACCESS INTERSTATE HIGHWAY 25 IN BOTH DIRECTIONS (NORTHBOUND AND SOUTHBOUND)

AT APPROXIMATELY 8:34 P.M., I ARRIVED AT THE SCENE AND OBSERVED A BLUE, 2002, SATURN, BEARING NEW MEXICO REGISTRATION NMB077 WHICH WAS IN THE MIDDLE OF THE AFOREMENTIONED INTERSECTION FACING NORTHBOUND WITH EXTENSIVE DAMAGE TO THE FRONT OF THE VEHICLE. ADDITIONALLY, I OBSERVED A WHITE, 2009, TOYOTA COROLLA, BEARING NEW MEXICO REGISTRATION 059PPA, WHICH WAS OFF ROAD TO THE SOUTH OF THE INTERSECTION FACING SOUTHBOUND.

FURTHERMORE, I OBSERVED SKID MARKS LEADING FROM THE ENTRANCE TO THE INTERSECTION ON THE SOUTHBOUND SIDE

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TO THE LOCATION WHERE THE BLUE, 2002, SATURN CAME TO A FINAL STOP.

THERE WERE SEVERAL AMBULANCES AND FIRE DEPARTMENT VEHICLES AT THE SCENE, AS WELL AS POLICE PATROL UNITS PROVIDING TRAFFIC CONTROL DUE TO THE STOPPAGE OF THE FLOW OF TRAFFIC IN BOTH DIRECTIONS AS A RESULT OF THE INCIDENT.

I MET WITH SERGEANT ANTHONY TAPIA OF THE SANTA FE POLICE DEPARTMENT WHO DIRECTED ME TO THE SIDE OF THE ROAD WHERE THERE WAS A FEMALE SUBJECT SEATING DOWN AND LATER IDENTIFIED AS MS. KASEY D. WEAVER, WHO WAS BEING ASSISTED BY PARAMEDICS OF THE SANTA FE FIRE DEPARTMENT. SGT. TAPIA ADDED THAT HE HAD DETECTED AN ODOR OF ALCOHOLIC BEVERAGES COMING FROM HER PERSON.

ADDITIONALLY, I LEARNED THAT THERE WAS A MALE SUBJECT WHO WAS INJURED AND HAD ALREADY BEEN TRANSPORTED FROM THE SCENE BY AMBULANCE.

I OBSERVED AS MS. WEAVER WAS ASSISTED TO CLIMB ONTO A GURNEY AND ONTO THE AMBULANCE. I ENTERED THE AMBULANCE AND ASKED WHAT VEHICLE SHE WAS DRIVING. MS. WEAVER INDICATED THAT SHE DROVE THE BLUE, 2002, SATURN. I ASKED MS. WEAVER WHAT HAD OCCURRED AND SHE EXPLAINED THAT SHE WAS TRAVELING ON CERRILLOS ROAD AND HEADED TO I-25 SOUTHBOUND EN ROUTE TO HER RESIDENCE IN ALBUQUERQUE.

MS. WEAVER ADDED THAT AS SHE APPROACHED THE INTERSECTION, SHE NOTED THAT THE TRAFFIC CONTROL LIGHT WAS RED, ATTEMPTED TO STOP AND COLLIDED WITH THE OTHER VEHICLE. I CONSIDERED THAT MS. WEAVER OPERATED HER VEHICLE IN A CARELESS, INATTENTIVE AND IMPRUDENT MANNER.

AS I SPOKE WITH MS. WEAVER, I NOTED THAT HER EYES WERE BLOODSHOT, HER SPEECH SOUNDED SLURRED AND I DETECTED AN ODOR OF ALCOHOLIC BEVERAGES COMING FROM HER BREATH. I ASKED MS. WEAVER HOW MANY DRINKS SHE CONSUMED THROUGHOUT THE ENTIRE DAY. MS. WEAVER ADMITTED DRINKING THREE OR FOUR DRINKS AND THAT SHE CAME FROM AN ESTABLISHMENT KNOWN AS "MEOW-WOLF".

MS. WEAVER WAS LYING ON THE GURNEY FACING UP. THE PARAMEDICS HAD APPLIED A NECK BRACE TO IMMOBILIZE HER HEAD. I ADMINISTERED THE FOLLOWING FIELD SOBRIETY TESTS:

- HORIZONTAL GAZE NYSTAGMUS: DETECTED 6 VALIDATED CLUES.
- VERTICAL NYSTAGMUS: PRESENT

I ASKED MS. WEAVER IF SHE HAD CONSUMED ANY OTHER SUBSTANCES ASIDE FROM ALCOHOLIC BEVERAGES. MS. WEAVER STATED THAT AT ABOUT NOON THAT DAY, SHE HAD TAKEN A PILL OF A DRUG SHE DESCRIBED AS "HYDROXYZINE" FOR THE TREATMENT OF ANXIETY. I ASKED MS. WEAVER HOW MANY MORE SHE TOOK AND MS. WEAVER ADMITTED TAKING A SECOND PILL SOMETIME IN THE AFTERNOON, AND THAT SHE DID NOT REMEMBER WHEN.

- NUMERIC RECITAL: I DIRECTED MS. WEAVER TO RECITE THE NUMBERS FROM 74 TO 52. MS. WEAVER STATED THAT SHE UNDERSTOOD THE TEST AND DID NOT HAVE ANY QUESTIONS. MS. WEAVER RECITED: 74, 75, 76, 77, 78, 79, 80, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72.

BASED ON THE TOTALITY OF THE CIRCUMSTANCES, WHICH WERE:

- THE DRIVING PATTERN OF MS. WEAVER (CRASHING WITH ANOTHER VEHICLE AND AS A RESULT CAUSING INJURIES HER PASSENGER)
- HER PHYSICAL CHARACTERISTICS (STRONG ODOR ALCOHOLIC BEVERAGES, BLOODSHOT EYES),
- HER ADMISSION OF HAVING CONSUMED ALCOHOLIC BEVERAGES AND HYDROXYZINE PRIOR TO OPERATING THE VEHICLE
- THE OBSERVED CLUES DURING THE PERFORMANCE OF THE FIELD SOBRIETY TESTS

I HAD REASON TO BELIEVE THAT, MS. WEAVER WAS IMPAIRED (LESS ABLE MENTALLY, PHYSICALLY OR BOTH), AT LEAST, TO THE SLIGHTEST DEGREE AND NOT ABLE TO SAFELY OPERATE A MOTOR VEHICLE.

ON SUNDAY, APRIL 16, 2017, AT APPROXIMATELY 8:53 P.M., I PLACED MS. WEAVER UNDER ARREST FOR DWI AND CAUSING INJURIES TO A HUMAN BEING WHILE UNLAWFULLY OPERATING HER MOTOR VEHICLE. MS. WEAVER WAS TRANSPORTED TO THE CHRISTUS SAINT VINCENT'S REGIONAL MEDICAL CENTER.

I READ TO MS. WEAVER THE NEW MEXICO IMPLIED CONSENT ACT ADVISORY FOR A BLOOD TEST AND SHE AGREED TO BE TESTED.

ON APRIL 16, 2017, AT APPROXIMATELY 9:30 P.M., I ADMINISTERED A BLOOD TEST TO MS. WEAVER AND OBSERVED AS MS. MANDY WILLIAMS, A REGISTERED NURSE, DREW APPROXIMATELY 25 CC OF BLOOD EVIDENCE FROM MS. WEAVER'S RIGHT ARM.

I LEARNED THAT THE MALE PASSENGER IN MS. WEAVER'S VEHICLE HAD SEVERE INJURIES TO HIS HEAD AND BRAIN.

ADDITIONALLY, IN ORDER TO BALANCE THE INTERESTS OF MS. WEAVER WITH THOSE OF THE STATE, I CONTACTED JUDGE GEORGE ANAYA OF THE SANTA FE COUNTY MAGISTRATE COURT AND PRESENTED TO HIM, VIA E-MAIL, A SEARCH WARRANT AFFIDAVIT, FOR A SEARCH WARRANT TO DRAW 25 MILLILITERS OF BLOOD EVIDENCE FROM MS. WEAVER, AS MATERIAL EVIDENCE IN THE CRIMINAL PROSECUTION OF MS. WEAVER'S CASE. AT APPROXIMATELY 11:30 P.M., ON APRIL 16, 2017, JUDGE ANAYA SIGNED THE AFOREMENTIONED SEARCH WARRANT.

ON APRIL 16, 2017, AT APPROXIMATELY 11:41 P.M., A BLOOD TEST WAS ADMINISTERED TO MS. WEAVER AT THE CHRISTUS SAINT VINCENT'S REGIONAL MEDICAL CENTER, WHERE OFFICER KEITH KUNSTLER OF THE SANTA FE POLICE DEPARTMENT OBSERVED AS MS. CRYSTAL EDKIN, A REGISTERED NURSE, DREW APPROXIMATELY 25 CC OF BLOOD EVIDENCE FROM MS. WEAVER'S RIGHT ARM.

BASED ON THE ABOVE, OFFICER HEINZ DE LUCA BELIEVES THERE IS PROBABLE CAUSE THAT MS. KASEY D. WEAVER DID

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COMMIT THE CRIMES OF:

**GREAT BODILY INJURY BY VEHICLE
CARELESS DRIVING,
CONTRARY TO NMSA 1978, SECTIONS 66-8-101B AND 66-8-114B.**

THIS COMPLAINT IS SUBMITTED FOR THE LIMITED PURPOSE OF DEMONSTRATING PROBABLE CAUSE, AND OFFICER HEINZ DE LUCA HAS NOT SET FORTH EVERY FACT LEARNED IN THIS CASE.

ARRESTING OFFICER: HEINZ A. DE LUCA, SFPD

I SWEAR OR AFFIRM UNDER PENALTY OF PERJURY THAT THE FACTS SET FORTH ABOVE ARE TRUE TO THE BEST OF MY INFORMATION AND BELIEF. I UNDERSTAND THAT IT IS A CRIMINAL OFFENSE, SUBJECT TO THE PENALTY OF IMPRISONMENT TO MAKE FALSE STATEMENT IN A CRIMINAL COMPLAINT.

Complainant _____
Title(if any) **6568**
Agency(if any) **SANTA FE POLICE DEPARTMENT**

This complaint may not be filed without the prior payment of a filing fee, unless approved by the District Attorney or a law enforcement officer authorized to serve an Arrest or Search Warrant. Approval of the district attorney or a law enforcement officer is not otherwise required.

Approved _____

DISTRICT ATTORNEY OR LAW ENFORCEMENT OFFICER

[As amended, approved by the Supreme Court of New Mexico, effective September 1, 1990; April 1, 1991; November 1, 1991.]

PROBABLE CAUSE DETERMINATION

(For use only if the defendant has been arrested without a warrant and has not been released)

Finding of Probable Cause

I find that there is awritten showing of probable cause to believe that a crime has been committed and that the above named defendant committed it.

It is ordered that the defendant shall be released:

- on personal recognizance.
- on the conditions of release set forth in the release order.

Failure to Make Showing of Probable Cause

I find that probable cause has not been shown that a crime has been committed and that the above named defendant committed it . It is therefore ordered that the complaint against the defendant be and the same is hereby dismissed without prejudice and the defendant be immediately discharged from custody.

Date _____

Judge _____

Unless the defendant has been released on personal recognizance, the amount of bail set and any conditions of release prescribed by a designee must also be reviewed.

[Approved by the Supreme Court of New Mexico, effective September 1,1990.]

SFC CLERK RECORDED 04/26/2018

OCCURRENCE DATE(S)		DATE REPORTED		SANTA FE POLICE DEPARTMENT HOT SHEET				ORI NO.	INCIDENT NO.	STN#	PRIMAR					
ON OR BETWEEN								NM0260100	17-005903	04	YES					
MM/DD/YY	MM/DD/YY	MM/DD/YY	AGENCY				GEOGR. CODE	CASE NUMBER	BURGLAR FORCE NO F.	NO. OF UNITS ENT.						
04/16/2017	04/16/2017	04/16/2017	SANTA FE PD				01075	17-005903	<input type="checkbox"/>							
TIME	DAY OF WEEK	TIME	DAY OF WEEK	TIME	DAY OF WEEK	ADDRESS / LOCATION OF INCIDENT		CITY	CTY.	ZIP	GANG REL. YES NO	HATE / BIAS MOT. CODE				
20:24	SUN	20:24	SUN	20:24	SUN	CERRILLOS RD NORHT/1-25 DIVERSION		SANTA FE	01	87507	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
OFFENSE	OFFENSE / INCIDENT		STATUTE OR ORDINANCE	FEL/ MISD.	ATTEMPTED/ COMPLETED	UCR OFFENSE CODE	DOM. VIOL.	SEX CRIME?	CHILD	CRIMINAL ACTIVITY CODE	LOCAT. CODE	WEAPON CODE UP TO 4 PER OFFENSE	OFFENDER(S) SUSPECTED OF USING			
	1 GREAT BODILY HARM W/VEHICLE		66-8-101B	F	C	90Z	NO	NO	NO		13			ALCOH.	DRUG	COMP.
	2 CARELESS DRIVING		66-8-114	M	C	90Z	NO	NO	NO		13			YES	YES	NO
PERSON CODES V-VICTIM W-WITNESS O-OTHER TYPE CODES P-POLICE O-OTHER I-INJURY CODES ETHNIC CODES A-ASIAN/ORIENTAL W-WHITE G-PARENT/GUARDIAN C-CITIZEN D-DECEASED I-INDIVIDUAL H-HOUSEHOLD G-GOVERNMENT U-UNKNOWN B-APPARENT BROKEN BONE M-APPARENT MINOR INJURY U-UNCONSCIOUSNESS B-BLACK R-REPORTING PERSON S-SUSPECT N-MISSING PERSON R-RELIGIOUS F-FINANCIAL INST. S-SOCIETY/PUB L-POSSIBLE INTERNAL INJURY O-OTHER MAJOR INJURY N-NONE H-HISPANIC/MEXICAN C-CHINESE H-INTERVIEWED A-ARRESTED R-RUNAWAY F-FINANCIAL INST. S-SOCIETY/PUB L-SEVERE LACERATION T-LOSS OF TEETH J-JAPANESE I-AMERICAN INDIAN/NATIVE AMERICAN																
SUBJECTS (VICTIMS / SUSPECTS / PERSONS / BUSINESSES) PERSON CODE TYPE CODE INJURY CODE 1-NAME (LAST, FIRST, MIDDLE, SUFFIX) A I M WEAVER KASEY D STREET ADDRESS APT. NO. CITY CTY. STATE ZIP 6915 HARTFORD PL NW ALBUQUERQUE NM 87114-0000 RES. PHONE BUS. PHONE SEX F HEIGHT WEIGHT HAIR EYES 5' 02" 110 LBS GRN PERSON CODE TYPE CODE INJURY CODE 1-NAME (LAST, FIRST, MIDDLE, SUFFIX) STREET ADDRESS APT. NO. CITY CTY. STATE ZIP RES. PHONE BUS. PHONE SEX HEIGHT WEIGHT HAIR EYES PROPERTY STATUS PROPERTY TYPE TYPE OF ITEM MAKE / BRAND MODEL CALIBER VALUE DRUG VALUE SUSPECTED DRUG TYPE QUANTITY UNIT OF MS. DESCRIPTION (COLOR, SIZE, FEATURES, ETC.) SERIAL / OAN DATE RECOVERED N.I.C. NO. PROPERTY STATUS PROPERTY TYPE TYPE OF ITEM MAKE / BRAND MODEL CALIBER VALUE DRUG VALUE SUSPECTED DRUG TYPE QUANTITY UNIT OF MS. DESCRIPTION (COLOR, SIZE, FEATURES, ETC.) SERIAL / OAN DATE RECOVERED N.I.C. NO. YEAR MAKE MODEL BODY STYLE LICENSE NO. LIC. YEAR LIC. ST. TOP COLOR BTM. COLOR 2002 SATU 4D NMB077 2017 NM BLU BLU VALUE / DAMAGE EST.																
SYNOPSIS KASEY WEAVER WAS ARRESTED AND CHARGED WITH GREAT BODILY INJURY BY VEHICLE AND CARELESS DRIVING AFTER SHE WAS INVOLVED IN A MOTOR VEHICLE CRASH THAT INJURED HER PASSENGER. THE PASSENGER WAS AIR LIFTED TO UNM HOSPITAL. KASEY ADMITTED TO DRINKING ALCOHOL AND TAKING PRESCRIPTION MEDICATION. KASEY WAS BOOKED INTO THE SANTA FE ADULT DETENTION CENTER.																
CERT / STATUS "I WILL PROSECUTE/TESTIFY SHOULD THE OFFENDER BE ARRESTED." YES NO "I UNDERSTAND IT IS A CRIMINAL OFFENSE TO FILE A FALSE REPORT TO POLICE." COMPLAINTANT / VICTIM CERTIFICATION SIGNATURE X DATE REPORTING OFFICER (PRINT) RANK I.D. NO. DATE DETECTIVE/FOLLOW-UP OFFICER/ REFERRED TO I.D. NO. DATE BLEA, PAUL PO IV 3101 04/17/2017 ASSISTING OFFICER (PRINT) RANK I.D. NO. DATE PROCESSED BY DATE DATA ENTRY PERSON DATE APPROVING OFFICER (PRINT) RANK I.D. NO. DATE INCIDENT STATUS EXCEPT CODE I-DEATH OF OFFENDER B-PROSECUTION DECLARED C-EXTRADITION DENIED D-VICTIM REF. TO COOPERATE E-VEHICLE NO CUSTODY H-NOT APPLICABLE MCCORD, CHRISTOPHER 5958 04/18/2017 AGENCY OPTIONAL USE (DISTRIBUTION, OTHER OFFICERS, ETC.) CASES CLEARED BY THIS ARREST CASE NO. CASE NO. PIO																

SFC CLERK RECORDED 04/26/2018

**Information from New Mexico State
Police Department
(NM Dept. of Public Safety)**

SFC CLERK RECORDED 04/26/2018



NEW MEXICO DEPARTMENT OF PUBLIC SAFETY
 POST OFFICE BOX 1628 • SANTA FE, NEW MEXICO 87504-1628



SUSANA MARTINEZ
GOVERNOR

PETE N. KASSETAS
CHIEF/ DEPUTY SECRETARY
LAW ENFORCEMENT OPERATIONS

OFFICE OF THE SECRETARY
505/ 827-3370

ADMINISTRATIVE SERVICES
505/ 827-3332

SCOTT WEAVER
CABINET SECRETARY

AMY L. ORLANDO
DEPUTY SECRETARY
STATEWIDE LAW ENFORCEMENT
SERVICES AND SUPPORT
GENERAL COUNSEL

OFFICE OF THE CHIEF
NEW MEXICO STATE POLICE
505/ 827-9219

INFORMATION TECHNOLOGY
505/ 827-3413

OFFICE OF THE DEPUTY SECRETARY
505/ 827-3367

LAW ENFORCEMENT ACADEMY
505/ 827-9252

Monday, October 16, 2017

Dear Contributor:

RE: Any information on two fatalities at Cerrillos Rd/NM 141-25 interchange

- 1. Your written request for copies of accident report(s) has been received, and the records are available. Incorrect payment submitted please remit a check or money order for \$_____ made payable to the *New Mexico Department of Public Safety*
- 2. Your written request has been received, and the New Mexico Department of Public Safety will respond to your request as soon as the accident report has been approved by the officer.
- 3. Your written request has been received, the accident report you are requesting is not ready for release at this time. We will send an invoice upon completion,
- 4. Your written request has been received, and the accident report you are requesting has been archived, therefore the report will take approximately 3 weeks for retrieval.
- 5. Your written request has been received and has been denied.
 - a. Fatal accident reports are retained for only 25 years.
 - b. Non-Fatal accident reports are retained for only 10 years
 - c. Other: _____
- 6. Your written request has been received. In order to adequately respond to your request, we will need the following additional information:

- 7. Your written request has been received, and the New Mexico Department of Public Safety has reviewed the department's records and no records exist which are responsive to your request.
- 8. Other _____

SFC CLERK RECORDED 04/26/2018



CALEA
ACCREDITED LAW ENFORCEMENT AGENCY

Monday, October 9, 2017

Jim Siebert
James W. Siebert & Associates
915 Mercer St.
Santa Fe, NM 87501

Re: 4608 New Mexico State Rd. 14 Project

Dear Jim:

As requested, I performed a weave analysis for traffic turning southbound from the 4608 NM 14 Project weaving on NM 14 to access I-25 eastbound. Attached are the Highway Capacity Analysis Weaving Reports.

Since NM 14 / Rancho Viejo (project access) is a signalized intersection, then southbound left turn movements will occur when eastbound traffic on NM 14 has a red light. The only traffic impeding the weaving movement of the southbound left turn traffic will be northbound right turn traffic which will also have a green light. So the southbound left turn traffic desiring to weave into the right lane on NM 14 to take the I-25 Northbound on-ramp will be weaving in to merge with the northbound right turn volumes from Rancho Viejo. The following table summarizes those volumes:

Time	Southbound Left Turn Vol. (2020 BUILD)	Northbound Right Turn Vol. (2020 BUILD)
AM Peak Hour	108	235
PM Peak Hour	142	223

The weave analysis assumes that 25% of the southbound left turn traffic will make the subject weave and 15% of those will be heavy commercial vehicles. Based on those volumes and assumptions, the following table summarizes the results of the weave analysis:

Time	Level-of-Service	Weave Density (pc/mi/ln)
2020 AM Peak Hour	A	3.5
2020 PM Peak Hour	A	4.1

The weaving issue is far from being problematic. Please call me if you have questions.

Best Regards,


Terry O. Brown, P.E.

attachments as noted

cc: Ross Shaver, Pilot Travel Centers w/attachments

HCS7 Freeway Weaving Report

Project Information

Analyst	tob	Date	10/8/2017
Agency	Terry O. Brown, P.E.	Analysis Year	2020
Jurisdiction	New Mexico Department of Transportation	Time Period Analyzed	AM Peak Hour
Project Description	2020 AM Peak Hour BUILD Condition		

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Highway/CD Roadway
Short Length (L _s), ft	500	Number of Maneuver Lanes (N _{wl}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC _{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC _{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC _{RR}), lc	1
Interchange Density (ID), int/mi	4.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Volume (V), veh/h	100	100	25	5
Peak Hour Factor (PHF)	0.85	0.85	0.85	0.85
Total Trucks, %	3.00	15.00	15.00	3.00
Heavy Vehicle Adjustment Factor (f _{HV})	0.971	0.870	0.870	0.971
Flow Rate (v), pc/h	121	135	34	6
Weaving Flow Rate (v _w), pc/h	34	Freeway Max Capacity (c _{FL}), pc/h/ln		2200
Non-Weaving Flow Rate (v _{nw}), pc/h	262	Density-Based Capacity (c _{NW}), pc/h/ln		1717
Total Flow Rate (v), pc/h	296	Demand Flow-Based Capacity (c _{DW}), pc/h		40000
Volume Ratio (VR)	0.115	Weaving Segment Capacity (c _w), veh/h		3334
Minimum Lane Change Rate (LC _{MIN}), lc/h	34	Adjusted Weaving Area Capacity (c _{wa}), veh/h		3227
Maximum Weaving Length (L _{MAX}), ft	6818	Volume-to-Capacity Ratio (v/c)		0.09

Speed and Density

Non-Weaving Vehicle Index (I _{NW})	52	Average Weaving Speed (S _w), mi/h	42.0
Non-Weaving Lane Change Rate (LC _{NW}), lc/h	0	Average Non-Weaving Speed (S _{NW}), mi/h	42.9
Weaving Lane Change Rate (LC _w), lc/h	114	Average Speed (S), mi/h	42.8
Total Lane Change Rate (LC _{TOT}), lc/h	114	Density (D), pc/mi/ln	3.5
Weaving Intensity Factor (W)	0.070	Level of Service (LOS)	A

HCS7 Freeway Weaving Report

Project Information

Analyst	tob	Date	10/8/2017
Agency	Terry O. Brown, P.E.	Analysis Year	2020
Jurisdiction	New Mexico Department of Transportation	Time Period Analyzed	PM Peak Hour
Project Description	2020 PM Peak Hour BUILD Condition		

Geometric Data

Number of Lanes (N), ln	2	Segment Type	Highway/CD Roadway
Short Length (Ls), ft	500	Number of Maneuver Lanes (Nwl), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	1
Interchange Density (ID), int/mi	4.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Volume (Vi), veh/h	120	120	30	5
Peak Hour Factor (PHF)	0.85	0.85	0.85	0.85
Total Trucks, %	3.00	15.00	15.00	3.00
Heavy Vehicle Adjustment Factor (f _{HV})	0.971	0.870	0.870	0.971
Flow Rate (vi), pc/h	145	162	41	6
Weaving Flow Rate (v _w), pc/h	41	Freeway Max Capacity (c _{FFL}), pc/h/ln		2200
Non-Weaving Flow Rate (v _{nw}), pc/h	313	Density-Based Capacity (c _{wl}), pc/h/ln		1716
Total Flow Rate (v), pc/h	354	Demand Flow-Based Capacity (c _w), pc/h		40000
Volume Ratio (VR)	0.116	Weaving Segment Capacity (c _w), veh/h		3332
Minimum Lane Change Rate (LC _{MIN}), lc/h	41	Adjusted Weaving Area Capacity (c _{wa}), veh/h		3225
Maximum Weaving Length (L _{MAX}), ft	6828	Volume-to-Capacity Ratio (v/c)		0.11

Speed and Density

Non-Weaving Vehicle Index (I _{nw})	63	Average Weaving Speed (S _w), mi/h	41.9
Non-Weaving Lane Change Rate (LC _{nw}), lc/h	0	Average Non-Weaving Speed (S _{nw}), mi/h	42.8
Weaving Lane Change Rate (LC _w), lc/h	121	Average Speed (S), mi/h	42.7
Total Lane Change Rate (LC _{all}), lc/h	121	Density (D), pc/mi/ln	4.1
Weaving Intensity Factor (W)	0.074	Level of Service (LOS)	A

SEC CLERK RECORDED 04/25/2018

Monday, February 26, 2018

Ross Shaver
Pilot Travel Centers
5508 Lonas Rd.
Knoxville, TN 37909

Re: 4608 New Mexico State Rd. 14 Project – Santa Fe, NM [Supplement]

Dear Jim:

A portion of the neighborhood commenters at the Hearing Officer Meeting in January, 2018 publicly stated that the Traffic Impact Study was deficient since it did not analyze the intersection of NM S.R. 599 / NM S.R. 14 to the south of the proposed project. The New Mexico Department of Transportation and the County of Santa Fe are the ones who define the scope of the Traffic Impact Study, and neither one of them required the analysis of NM 599 / NM 14 to be included in the Scope of the Traffic Impact Study. In the interest of addressing the neighbors' claims, this is a supplemental analysis of the signalized intersection of NM State Rd. 599 / NM State Rd. 14 and how the new traffic from the 4608 New Mexico State Rd. 14 Project (including the Pilot Travel Center) will impact the intersection.

James W. Siebert & Associates collected traffic count data (AM and PM Peak Hour Turning Movements Volumes) on Wednesday, February 14, 2018 from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm. The new traffic count data was utilized as the basis to analyze the forecast 2020 AM and PM Peak Hour NO BUILD and BUILD conditions and the 2030 AM and PM Peak Hour NO BUILD and BUILD conditions for the signalized intersection of NM State Rd. 599 / NM State Rd. 14. The results of the 2020 AM and PM Peak Hour NO BUILD and BUILD analyses are summarized in the following table:

Re: 4608 New Mexico State Rd. 14 Project – Santa Fe, NM [Supplement]

Intersection: 5 - NM 599 / NM 14

		<u>2020 AM Peak Hour BUILD</u>				<u>2020 PM Peak Hour BUILD</u>				
		<u>(EXIST. GEOM.)</u>				<u>(EXIST. GEOM.)</u>				
		<u>NO BUILD</u>		<u>BUILD</u>		<u>NO BUILD</u>		<u>BUILD</u>		
		<u>Lanes</u>	<u>LOS-Delay</u>	<u>Lanes</u>	<u>LOS-Delay</u>	<u>Lanes</u>	<u>LOS-Delay</u>	<u>Lanes</u>	<u>LOS-Delay</u>	
EB	L	1	B - 15.1	1	B - 15.5	L	1	B - 16.5	1	B - 16.7
	R	1	B - 16.3	1	B - 16.6	R	1	B - 16.9	1	B - 19.2
WB	L	1	C - 23.2	1	C - 23.4	R	1	C - 23.7	1	C - 24.2
	R	1	B - 17.4	1	B - 17.8	L	1	B - 17.2	1	B - 17.8
NB	L	2	C - 22.2	2	C - 22.6	R	2	C - 20.9	2	C - 21.6
	R	>	C - 22.4	>	C - 22.9	R	>	C - 20.9	>	C - 21.6
SB	L	1	C - 27.8	1	C - 27.8	L	1	C - 26.2	1	C - 25.8
	R	2	D - 36.4	2	D - 36.6	R	2	C - 29.3	2	C - 29.0
SB	L	1	C - 25.5	1	C - 25.6	L	1	C - 25.2	1	C - 24.8
	R	2	C - 30.8	2	C - 30.7	R	2	D - 35.1	2	C - 34.4
Intersection:			C - 27.6		C - 27.8		C - 29.4		C - 29.5	

Note: ">" designates a shared right or left turn lane.

The preceding table demonstrates that 1) the signalized intersection of NM 599 / NM 14 will operate acceptably for both the NO BUILD and BUILD conditions during the 2020 AM and PM Peak Hours, and 2) the impact of the implementation of the 4608 New Mexico State Rd. 14 Project (including the Pilot Travel Center) is minimal (0.2 second increase in average intersection delay for the AM Peak Hour and 0.1 second increase in average intersection delay for the PM Peak Hour) for the 2020 analyses.

The results of the 2030 AM and PM Peak Hour NO BUILD and BUILD analyses are summarized in the following table:

SFC CLERK RECORDED 04/26/2018

Re: 4608 New Mexico State Rd. 14 Project – Santa Fe, NM [Supplement]

Intersection: 5 - NM 599 / NM 14

		2030 AM Peak Hour BUILD				2030 PM Peak Hour BUILD				
		(EXIST. GEOM.)				(EXIST. GEOM.)				
		NO BUILD		BUILD		NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	1	B - 19.6	1	C - 22.2	L	1	C - 20.1	1	C - 23.2
	T	1	B - 18.0	1	B - 18.2	T	1	C - 22.5	1	C - 24.1
WB	R	1	C - 29.8	1	C - 30.2	R	1	B - 16.8	1	B - 18.7
	L	1	B - 19.4	1	B - 19.5	L	1	C - 20.8	1	C - 22.1
NB	T	2	C - 24.9	2	C - 25.1	T	2	C - 24.8	2	C - 26.6
	R	>	C - 25.4	>	C - 25.6	R	>	C - 25.1	>	C - 26.7
SB	L	1	C - 35.0	1	D - 36.0	L	1	C - 28.5	1	C - 27.8
	T	2	D - 40.1	2	D - 40.6	T	2	C - 27.1	2	C - 25.9
SB	R	>	D - 39.6	>	D - 40.1	R	>	C - 27.1	>	C - 25.9
	L	1	C - 24.5	1	C - 25.2	L	1	C - 22.8	1	C - 21.2
SB	T	2	C - 29.2	2	C - 29.1	T	2	C - 33.9	2	C - 30.7
	R	1	C - 31.3	1	D - 38.3	R	1	D - 50.4	1	D - 51.7
Intersection:		C - 30.9		C - 32.0		C - 29.0		C - 28.9		

Note: ">" designates a shared right or left turn lane.

Similarly, the preceding table demonstrates that 1) the signalized intersection of NM 599 / NM 14 will operate acceptably for both the NO BUILD and BUILD conditions during the 2030 AM and PM Peak Hours, and 2) the impact of the implementation of the 4608 New Mexico State Rd. 14 Project (including the Pilot Travel Center) is minimal (1.1 second increase in average intersection delay for the AM Peak Hour and 0.1 second decrease in average intersection delay for the PM Peak Hour) for the 2030 analyses. It should be noted that the overall average intersection delay is a weighted average. Therefore, the average intersection delay can decrease if a project adds traffic to turning movements that have less than the average delay.

In summary, the 2020 AM / PM Peak Hour and the 2030 AM / PM Peak Hour analyses of NO BUILD and BUILD conditions for the signalized intersection of NM 599 / NM 14 demonstrates that implementation of the 4608 New Mexico State 14 Development (including the Pilot Travel Center) will not have a significant adverse impact on the signalized intersection.

SFC CLERK RECORDED 04/26/2018

Page 4 of 4
Ross Shaver
Monday, February 26, 2018

Re: 4608 New Mexico State Rd. 14 Project – Santa Fe, NM [Supplement]

Attached for your use are the following supporting documents related to this analysis:

- 2018 AM and PM Peak Hour Traffic Counts for NM 599 / NM 14
- 2020 AM and PM Peak Hour Turning Movements Volumes Worksheet
- 2030 AM and PM Peak Hour Turning Movements Volumes Worksheet
- Synchro (Version 10) HCM 6th Signalized Intersection Reports

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

attachments as noted

cc: Jim Siebert, James W. Siebert & Associates w/attachments

SFC CLERK RECORDED 04/26/2018

Terry O. Brown, P.E.
P. O. Box 92051
Albuquerque, NM 87199-2051
(505) 883-8807 - Office
e-mail: tobe@swcp.com

File Name : PILOT 599
Site Code : 00000000
Start Date : 2/14/2018
Page No : 1

Groups Printed- Unshifted

Start Time	NM 599 Eastbound					NM 599 Westbound					SR 14 Northbound					SR 14 Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00	51	8	36	0	95	3	12	11	0	26	33	85	3	0	121	5	17	23	0	45	287
07:15	50	6	50	0	106	9	18	20	0	47	37	99	0	0	136	6	49	22	0	77	366
07:30	78	20	103	0	201	14	23	19	0	56	68	163	1	0	232	10	62	34	0	106	595
07:45	75	18	87	0	180	8	21	13	0	42	74	177	6	0	257	11	72	33	0	116	595
Total	254	52	276	0	582	34	74	63	0	171	212	524	10	0	746	32	200	112	0	344	1843
08:00	68	9	45	0	122	9	13	17	0	39	56	127	1	0	184	13	69	33	0	115	460
08:15	61	14	36	0	111	3	16	18	0	37	44	107	0	0	151	13	39	27	0	79	378
08:30	58	7	19	0	84	5	15	14	0	34	35	97	1	0	133	11	42	34	0	87	338
08:45	47	14	34	0	95	6	12	9	0	27	34	90	0	0	124	11	44	19	0	74	320
Total	234	44	134	0	412	23	56	58	0	137	169	421	2	0	592	48	194	113	0	355	1496
*** BREAK ***																					
16:00	34	20	41	0	95	7	13	7	0	27	44	50	0	0	94	31	74	30	0	135	351
16:15	27	20	46	0	93	8	6	8	0	22	41	68	1	0	110	27	89	58	0	174	399
16:30	36	13	51	0	100	14	11	12	0	37	51	92	0	0	143	37	96	48	0	181	461
16:45	33	20	35	0	88	7	6	8	1	22	50	86	2	0	138	33	107	56	0	196	444
Total	130	73	173	0	376	36	36	35	1	108	186	296	3	0	485	128	366	192	0	686	1655
17:00	40	12	52	0	104	6	7	10	0	23	71	79	0	0	150	31	108	50	0	189	466
17:15	52	23	76	0	151	7	13	9	0	29	49	83	1	0	133	38	89	64	0	191	504
17:30	36	17	65	0	118	8	5	10	0	23	54	67	3	0	124	35	102	42	0	179	444
17:45	40	22	58	0	120	10	9	12	1	32	40	63	1	0	104	24	97	37	0	158	414
Total	168	74	251	0	493	31	34	41	1	107	214	292	5	0	511	128	396	193	0	717	1828
Grand Total	786	243	834	0	1863	124	200	197	2	523	781	1533	20	0	2334	336	1156	610	0	2102	6822
Apprch %	42.2	13	44.8	0		23.7	38.2	37.7	0.4		33.5	65.7	0.9	0		16	55	29	0		
Total %	11.5	3.6	12.2	0	27.3	1.8	2.9	2.9	0	7.7	11.4	22.5	0.3	0	34.2	4.9	16.9	8.9	0	30.8	

SFC CLERK RECORDED 04/26/2018

Terry O. Brown, P.E.
P. O. Box 92051
Albuquerque, NM 87199-2051
(505) 883-8807 - Office
e-mail: tobe@swcp.com

File Name : PILOT 599
Site Code : 00000000
Start Date : 2/14/2018
Page No : 2

Start Time	NM 599 Eastbound					NM 599 Westbound					SR 14 Northbound					SR 14 Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	78	20	103	0	201	14	23	19	0	56	68	163	1	0	232	10	62	34	0	106	595
07:45	75	18	87	0	180	8	21	13	0	42	74	177	6	0	257	11	72	33	0	116	595
08:00	68	9	45	0	122	9	13	17	0	39	56	127	1	0	184	13	69	33	0	115	460
08:15	61	14	36	0	111	3	16	18	0	37	44	107	0	0	151	13	39	27	0	79	378
Total Volume	282	61	271	0	614	34	73	67	0	174	242	574	8	0	824	47	242	127	0	416	2028
% App. Total	45.9	9.9	44.1	0		19.5	42	38.5	0		29.4	69.7	1	0		11.3	58.2	30.5	0		
PHF	.904	.763	.658	.000	.764	.607	.793	.882	.000	.777	.818	.811	.333	.000	.802	.904	.840	.934	.000	.897	.852

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	36	13	51	0	100	14		12		37		92									
16:45	33	20	35	0	88	7	6	8	1	22	50	86	2	0	138	33	107	56	0	196	444
17:00	40	12	52	0	104	6	7	10	0	23	71	79	0	0	150	31	108	50	0	189	466
17:15	52	23	76	0	151	7	13	9	0	29	49	83	1	0	133	38	89	64	0	191	504
Total Volume	161	68	214	0	443	34	37	39	1	111	221	340	3	0	564	139	400	218	0	757	1875
% App. Total	36.	15.	48.	0		30.	33.	35.	0.9		39.	60.		0		18.	52.	28.	0		
	3	3	3			6	3	1			2	3	0.5			4	8	8			
PHF	.77	.73	.70	.00	.733	.60	.71	.81	.25	.750	.77	.92	.37	.00	.940	.91	.92	.85	.00	.966	.930
	4	9	4	0		7	2	3	0		8	4	5	0		4	6	2	0		

SFC CLERK RECORDED 04/26/2018

4608 New Mexico 14 Project (Comprehensive) - SF (Rancho Viejo Blvd. / NM S.R. 14)
 Projected Turning Movements Worksheet
NM 599 / NM 14

INTERSECTION: NM 599 (5)
 N-S Street: NM 14
 Year of Existing Counts: 2019
 Implementation Year: 2020

Growth Rates

5.00%			5.00%			5.00%			5.00%		
Eastbound (NM 599)			Westbound (NM 599)			Northbound (NM 14)			Southbound (NM 14)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
282	61	271	34	73	67	242	574	8	47	242	127
14	3	14	2	4	3	12	29	0	2	12	6
296	64	285	36	77	70	254	603	8	49	254	133
20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.80%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.80%	5.00%	30.00%
0	0	0	0	0	0	0	0	0	0	0	0
324	64	285	36	77	70	254	615	8	71	262	180

Existing Volumes
 Background Traffic Growth
Subtotal (NO BUILD - A.M.)
 Percent Commercial Trips Generated(Entering)
 Percent Commercial Trips Generated(Exiting)
 Pass-by Trip Adjustments

Total AM Peak Hour BUILD Volumes

5.00%			5.00%			5.00%			5.00%		
Eastbound (NM 599)			Westbound (NM 599)			Northbound (NM 14)			Southbound (NM 14)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
161	68	214	34	37	39	221	340	3	139	400	218
8	3	11	2	2	2	11	17	0	7	20	11
169	71	225	36	39	41	232	357	3	146	420	229
21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.97%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.97%	2.00%	20.00%
39	0	0	0	0	0	0	17	0	15	4	39
208	71	225	36	39	41	232	374	3	161	424	268

Existing Volumes
 Background Traffic Growth
Subtotal (NO BUILD - P.M.)
 Percent Commercial Trips Generated(Entering)
 Percent Commercial Trips Generated(Exiting)
 Total Trips Generated

Total PM Peak Hour BUILD Volumes

Number of Commercial Trips Generated

Entering	Exiting	
141	156	A.M.
186	194	P.M.

100% Commercial Development

4608 New Mexico 14 Project (Comprehensive) - SF (Rancho Viejo Blvd. / NM S.R. 14)
 Projected Turning Movements Worksheet
NM 599 / NM 14

INTERSECTION : E-W Street: NM 599 (5)
 N-S Street: NM 14

Year of Existing Counts: 2019
 Horizon Year: 2030

Growth Rates

Existing Volumes Background Traffic Growth	2.50%			2.50%			2.50%			2.50%		
	Eastbound (NM 599)			Westbound (NM 599)			Northbound (NM 14)			Southbound (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	282	61	271	34	73	67	242	574	8	47	242	127
	78	17	75	9	20	18	67	158	2	13	67	35
Subtotal (NO BUILD - A.M.)	360	78	346	43	93	85	309	732	10	60	309	162
Percent Commercial Trips Generated(Entering)	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.80%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.80%	5.00%	30.00%
Total Trips Generated	28	0	0	0	0	0	0	12	0	22	8	47
Total AM Peak Hour BUILD Volumes	388	78	346	43	93	85	309	744	10	82	317	209

Existing Volumes Background Traffic Growth	2.50%			2.50%			2.50%			2.50%		
	Eastbound (NM 599)			Westbound (NM 599)			Northbound (NM 14)			Southbound (NM 14)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	161	68	214	34	37	39	221	340	3	139	400	218
	44	19	59	9	10	11	61	94	1	38	110	60
Subtotal (NO BUILD - P.M.)	205	87	273	43	47	50	282	434	4	177	510	278
Percent Commercial Trips Generated(Entering)	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.97%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.97%	2.00%	20.00%
Total Trips Generated	39	0	0	0	0	0	0	17	0	15	4	39
Total PM Peak Hour BUILD Volumes	244	87	273	43	47	50	282	451	4	192	514	317

Number of Commercial Trips Generated
 Entering: 141
 Exiting: 156
 186 A.M.
 194 P.M.
 100% Commercial Development

HCM 6th Signalized Intersection Summary
 1: NM 14 & NM 599

Terry O. Brown, P.E.
 02/21/2018

SFC CLERK RECORDED 04/26/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↕	↗	↙	↕	↗	↙	↕	↗
Traffic Volume (veh/h)	296	64	285	36	77	70	254	603	8	49	254	133
Future Volume (veh/h)	296	64	285	36	77	70	254	603	8	49	254	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	348	75	335	42	91	82	299	709	9	58	299	156
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	662	707	599	478	529	432	419	870	11	242	596	266
Arrive On Green	0.16	0.38	0.38	0.06	0.29	0.29	0.14	0.24	0.24	0.06	0.17	0.17
Sat Flow, veh/h	1767	1856	1572	1767	1843	1504	1767	3565	45	1767	3526	1572
Grp Volume(v), veh/h	348	75	335	42	87	86	299	351	367	58	299	156
Grp Sat Flow(s), veh/h/ln	1767	1856	1572	1767	1763	1585	1767	1763	1847	1767	1763	1572
Q Serve(g_s), s	10.4	2.1	13.4	1.3	2.9	3.3	10.9	15.0	15.0	2.1	6.2	7.3
Cycle Q Clear(g_c), s	10.4	2.1	13.4	1.3	2.9	3.3	10.9	15.0	15.0	2.1	6.2	7.3
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	662	707	599	478	506	455	419	430	451	242	596	266
V/C Ratio(X)	0.53	0.11	0.56	0.09	0.17	0.19	0.71	0.81	0.81	0.24	0.50	0.59
Avail Cap(c_a), veh/h	673	707	599	478	506	455	419	529	554	242	793	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	16.0	19.5	17.3	21.4	21.5	22.1	28.5	28.5	25.0	30.2	30.7
Incr Delay (d2), s/veh	0.7	0.3	3.7	0.1	0.7	0.9	5.7	7.9	7.6	0.5	0.7	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.9	5.2	0.5	1.3	1.3	4.9	7.0	7.3	0.9	2.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	16.3	23.2	17.4	22.1	22.4	27.8	36.4	36.1	25.5	30.8	32.7
LnGrp LOS	B	B	C	B	C	C	C	D	D	C	C	C
Approach Vol, veh/h		758			215			1017			513	
Approach Delay, s/veh		18.8			21.3			33.8			30.8	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	24.5	10.0	35.5	16.0	18.5	17.5	28.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	24.0	5.0	26.0	11.0	18.0	13.0	18.0				
Max Q Clear Time (g_c+I1), s	4.1	17.0	3.3	15.4	12.9	9.3	12.4	5.3				
Green Ext Time (p_c), s	0.0	2.5	0.0	1.2	0.0	1.6	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			27.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: NM 14 & NM 599

Terry O. Brown, P.E.
02/24/2018

SFC CLERK RECORDED 04/26/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	64	285	36	77	70	254	608	8	56	257	149
Future Volume (veh/h)	307	64	285	36	77	70	254	608	8	56	257	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	361	75	335	42	91	82	299	715	9	66	302	175
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	663	704	597	471	516	421	418	876	11	241	601	268
Arrive On Green	0.16	0.38	0.38	0.06	0.28	0.28	0.14	0.25	0.25	0.06	0.17	0.17
Sat Flow, veh/h	1767	1856	1572	1767	1843	1504	1767	3565	45	1767	3526	1572
Grp Volume(v), veh/h	361	75	335	42	87	86	299	353	371	66	302	175
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1767	1763	1585	1767	1763	1847	1767	1763	1572
Q Serve(g_s), s	10.9	2.1	13.4	1.3	3.0	3.3	10.9	15.1	15.1	2.4	6.2	8.3
Cycle Q Clear(g_c), s	10.9	2.1	13.4	1.3	3.0	3.3	10.9	15.1	15.1	2.4	6.2	8.3
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	663	704	597	471	493	444	418	433	454	241	601	268
V/C Ratio(X)	0.54	0.11	0.56	0.09	0.18	0.19	0.72	0.82	0.82	0.27	0.50	0.65
Avail Cap(c_a), veh/h	664	704	597	471	493	444	418	529	554	241	793	354
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(f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	16.1	19.6	17.7	21.8	21.9	22.0	28.5	28.5	25.0	30.1	31.0
Incr Delay (d2), s/veh	0.9	0.3	3.8	0.1	0.8	1.0	5.8	8.1	7.8	0.6	0.7	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.9	5.3	0.5	1.3	1.3	4.9	7.1	7.4	1.0	2.6	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	16.4	23.4	17.8	22.6	22.9	27.8	36.6	36.2	25.6	30.7	33.6
LnGrp LOS	B	B	C	B	C	C	C	D	D	C	C	C
Approach Vol, veh/h		771			215			1023			543	
Approach Delay, s/veh		19.0			21.8			33.9			31.1	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	24.6	10.0	35.4	16.0	18.6	18.0	27.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	24.0	5.0	26.0	11.0	18.0	13.0	18.0				
Max Q Clear Time (g_c+I1), s	4.4	17.1	3.3	15.4	12.9	10.3	12.9	5.3				
Green Ext Time (p_c), s	0.0	2.5	0.0	1.2	0.0	1.6	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			27.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: NM 14 & NM 599

Terry O. Brown, P.E.
02/24/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	71	225	36	39	41	232	357	3	146	420	229
Future Volume (veh/h)	169	71	225	36	39	41	232	357	3	146	420	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	199	84	265	42	46	48	273	420	4	172	494	269
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	652	693	587	521	590	526	387	899	9	397	723	322
Arrive On Green	0.09	0.37	0.37	0.06	0.33	0.33	0.14	0.25	0.25	0.10	0.21	0.21
Sat Flow, veh/h	1767	1856	1572	1767	1763	1572	1767	3578	34	1767	3526	1572
Grp Volume(v), veh/h	199	84	265	42	46	48	273	207	217	172	494	269
Grp Sat Flow(s), veh/h/ln	1767	1856	1572	1767	1763	1572	1767	1763	1849	1767	1763	1572
Q Serve(g_s), s	6.5	2.7	11.4	1.3	1.6	1.9	10.5	9.0	9.0	6.8	11.7	14.8
Cycle Q Clear(g_c), s	6.5	2.7	11.4	1.3	1.6	1.9	10.5	9.0	9.0	6.8	11.7	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	652	693	587	521	590	526	387	443	465	397	723	322
V/C Ratio(X)	0.31	0.12	0.45	0.08	0.08	0.09	0.71	0.47	0.47	0.43	0.68	0.83
Avail Cap(c_a), veh/h	662	693	587	521	590	526	506	607	637	402	823	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	18.5	21.2	17.1	20.5	20.5	23.2	28.6	28.6	24.4	33.1	34.3
Incr Delay (d2), s/veh	0.3	0.4	2.5	0.1	0.3	0.3	3.0	0.8	0.7	0.7	2.0	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.2	4.5	0.5	0.7	0.7	4.5	3.8	4.0	2.8	5.1	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	18.9	23.7	17.2	20.7	20.9	26.2	29.3	29.3	25.2	35.1	48.1
LnGrp LOS	B	B	C	B	C	C	C	C	C	C	D	D
Approach Vol, veh/h		548			136			697			935	
Approach Delay, s/veh		20.4			19.7			28.1			37.0	
Approach LOS		C			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	27.6	10.0	38.6	17.9	23.5	13.5	35.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	9.0	31.0	5.0	25.0	19.0	21.0	9.0	21.0				
Max Q Clear Time (g_c+I1), s	8.8	11.0	3.3	13.4	12.5	16.8	8.5	3.9				
Green Ext Time (p_c), s	0.0	2.4	0.0	1.1	0.4	1.7	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									

SEC CLERK RECORDED 04/26/2018

HCM 6th Signalized Intersection Summary
1: NM 14 & NM 599

Terry O. Brown, P.E.
02/24/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	71	225	36	39	41	232	362	3	150	421	240
Future Volume (veh/h)	181	71	225	36	39	41	232	362	3	150	421	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	213	84	265	42	46	48	273	426	4	176	495	282
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	647	683	579	510	571	510	389	914	9	401	743	332
Arrive On Green	0.10	0.37	0.37	0.06	0.32	0.32	0.14	0.26	0.26	0.10	0.21	0.21
Sat Flow, veh/h	1767	1856	1572	1767	1763	1572	1767	3579	34	1767	3526	1572
Grp Volume(v), veh/h	213	84	265	42	46	48	273	210	220	176	495	282
Grp Sat Flow(s), veh/h/ln	1767	1856	1572	1767	1763	1572	1767	1763	1849	1767	1763	1572
Q Serve(g_s), s	7.0	2.7	11.5	1.4	1.6	1.9	10.4	9.1	9.1	6.9	11.6	15.5
Cycle Q Clear(g_c), s	7.0	2.7	11.5	1.4	1.6	1.9	10.4	9.1	9.1	6.9	11.6	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	647	683	579	510	571	510	389	450	472	401	743	332
V/C Ratio(X)	0.33	0.12	0.46	0.08	0.08	0.09	0.70	0.47	0.47	0.44	0.67	0.85
Avail Cap(c_a), veh/h	648	683	579	510	571	510	510	607	637	404	823	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	18.8	21.6	17.7	21.1	21.2	22.9	28.3	28.3	24.0	32.6	34.1
Incr Delay (d2), s/veh	0.3	0.4	2.6	0.1	0.3	0.4	2.9	0.8	0.7	0.8	1.8	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.2	4.5	0.6	0.7	0.7	4.5	3.8	4.0	2.9	5.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	19.2	24.2	17.8	21.4	21.6	25.8	29.1	29.0	24.8	34.4	50.1
LnGrp LOS	B	B	C	B	C	C	C	C	C	C	C	D
Approach Vol, veh/h		562			136			703			953	
Approach Delay, s/veh		20.6			20.3			27.8			37.3	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	28.0	10.0	38.1	17.9	24.0	14.0	34.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	9.0	31.0	5.0	25.0	19.0	21.0	9.0	21.0				
Max Q Clear Time (g_c+I1), s	8.9	11.1	3.4	13.5	12.4	17.5	9.0	3.9				
Green Ext Time (p_c), s	0.0	2.4	0.0	1.1	0.4	1.5	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

SFC CLERK RECORDED 04/26/2018

HCM 6th Signalized Intersection Summary
1: NM 14 & NM 599

Terry O. Brown, P.E.
02/25/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	78	346	43	93	85	309	732	10	60	309	162
Future Volume (veh/h)	360	78	346	43	93	85	309	732	10	60	309	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	409	89	393	49	106	97	351	832	11	68	351	184
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	613	655	555	430	461	385	426	969	13	233	695	310
Arrive On Green	0.16	0.35	0.35	0.06	0.25	0.25	0.14	0.27	0.27	0.06	0.20	0.20
Sat Flow, veh/h	1767	1856	1572	1767	1824	1520	1767	3563	47	1767	3526	1572
Grp Volume(v), veh/h	409	89	393	49	102	101	351	412	431	68	351	184
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1767	1763	1582	1767	1763	1847	1767	1763	1572
Q Serve(g_s), s	13.0	2.6	17.2	1.6	3.7	4.1	11.0	17.7	17.7	2.4	7.1	8.5
Cycle Q Clear(g_c), s	13.0	2.6	17.2	1.6	3.7	4.1	11.0	17.7	17.7	2.4	7.1	8.5
Prop In Lane	1.00		1.00	1.00		0.96	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	613	655	555	430	446	400	426	480	503	233	695	310
V/C Ratio(X)	0.67	0.14	0.71	0.11	0.23	0.25	0.82	0.86	0.86	0.29	0.51	0.59
Avail Cap(c_a), veh/h	613	655	555	430	446	400	426	529	554	233	793	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	17.6	22.3	19.3	23.7	23.8	22.7	27.7	27.7	23.8	28.6	29.2
Incr Delay (d2), s/veh	2.8	0.4	7.4	0.1	1.2	1.5	12.3	12.4	11.9	0.7	0.6	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.2	7.2	0.6	1.6	1.6	6.4	8.8	9.1	1.0	3.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	18.0	29.8	19.4	24.9	25.4	35.0	40.1	39.6	24.5	29.2	31.3
LnGrp LOS	B	B	C	B	C	C	D	D	D	C	C	C
Approach Vol, veh/h		891			252			1194			603	
Approach Delay, s/veh		23.9			24.0			38.4			29.3	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	26.8	10.0	33.2	16.0	20.8	18.0	25.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	24.0	5.0	26.0	11.0	18.0	13.0	18.0				
Max Q Clear Time (g_c+I1), s	4.4	19.7	3.6	19.2	13.0	10.5	15.0	6.1				
Green Ext Time (p_c), s	0.0	2.0	0.0	1.1	0.0	1.8	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									

SFC CLERK RECORDED 04/26/2018

HCM 6th Signalized Intersection Summary
1: NM 14 & NM 599

Terry O. Brown, P.E.
02/25/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	388	78	346	43	93	85	309	744	10	82	317	209
Future Volume (veh/h)	388	78	346	43	93	85	309	744	10	82	317	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	441	89	393	49	106	97	351	845	11	93	360	238
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	610	650	551	427	457	381	421	979	13	232	704	314
Arrive On Green	0.16	0.35	0.35	0.06	0.25	0.25	0.14	0.27	0.27	0.06	0.20	0.20
Sat Flow, veh/h	1767	1856	1572	1767	1824	1520	1767	3564	46	1767	3526	1572
Grp Volume(v), veh/h	441	89	393	49	102	101	351	418	438	93	360	238
Grp Sat Flow(s), veh/h/ln	1767	1856	1572	1767	1763	1582	1767	1763	1847	1767	1763	1572
Q Serve(g_s), s	13.0	2.6	17.3	1.6	3.7	4.1	11.0	18.0	18.0	3.3	7.3	11.4
Cycle Q Clear(g_c), s	13.0	2.6	17.3	1.6	3.7	4.1	11.0	18.0	18.0	3.3	7.3	11.4
Prop In Lane	1.00		1.00	1.00		0.96	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	610	650	551	427	441	396	421	484	507	232	704	314
V/C Ratio(X)	0.72	0.14	0.71	0.11	0.23	0.25	0.83	0.86	0.86	0.40	0.51	0.76
Avail Cap(c_a), veh/h	610	650	551	427	441	396	421	529	554	232	793	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	17.7	22.5	19.4	23.9	24.0	22.7	27.6	27.6	24.0	28.5	30.2
Incr Delay (d2), s/veh	4.2	0.4	7.7	0.1	1.2	1.5	13.3	13.0	12.5	1.1	0.6	8.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.2	7.2	0.6	1.6	1.7	6.5	9.0	9.4	1.4	3.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	18.2	30.2	19.5	25.1	25.6	36.0	40.6	40.1	25.2	29.1	38.3
LnGrp LOS	C	B	C	B	C	C	D	D	D	C	C	D
Approach Vol, veh/h		923			252			1207			691	
Approach Delay, s/veh		25.2			24.2			39.1			31.8	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	27.0	10.0	33.0	16.0	21.0	18.0	25.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	24.0	5.0	26.0	11.0	18.0	13.0	18.0				
Max Q Clear Time (g_c+1), s	5.3	20.0	3.6	19.3	13.0	13.4	15.0	6.1				
Green Ext Time (p_c), s	0.0	1.9	0.0	1.1	0.0	1.4	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

SEC CLERK RECORDED 04/26/2018

HCM 6th Signalized Intersection Summary
1: NM 14 & NM 599

Terry O. Brown, P.E.
02/25/2018

SEC CLERK RECORDED 04/26/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	87	273	43	47	50	282	434	4	177	510	278
Future Volume (veh/h)	205	87	273	43	47	50	282	434	4	177	510	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	241	102	321	51	55	59	332	511	5	208	600	327
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	572	596	760	443	488	436	416	1041	10	426	843	376
Arrive On Green	0.10	0.32	0.32	0.06	0.28	0.28	0.16	0.29	0.29	0.11	0.24	0.24
Sat Flow, veh/h	1767	1856	1572	1767	1763	1572	1767	3577	35	1767	3526	1572
Grp Volume(v), veh/h	241	102	321	51	55	59	332	252	264	208	600	327
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1767	1763	1572	1767	1763	1849	1767	1763	1572
Q Serve(g_s), s	8.7	3.6	11.9	1.8	2.1	2.5	12.1	10.6	10.6	7.8	14.0	18.0
Cycle Q Clear(g_c), s	8.7	3.6	11.9	1.8	2.1	2.5	12.1	10.6	10.6	7.8	14.0	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	572	596	760	443	488	436	416	513	538	426	843	376
V/C Ratio(X)	0.42	0.17	0.42	0.12	0.11	0.14	0.80	0.49	0.49	0.49	0.71	0.87
Avail Cap(c_a), veh/h	572	596	760	443	488	436	503	607	637	448	901	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	21.9	15.1	20.6	24.3	24.4	21.1	26.4	26.4	21.9	31.4	32.9
Incr Delay (d2), s/veh	0.5	0.6	1.7	0.1	0.5	0.6	7.4	0.7	0.7	0.9	2.5	17.5
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(50%),veh/ln	3.5	1.6	4.4	0.7	0.9	1.0	5.6	4.5	4.7	3.3	6.1	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	22.5	16.8	20.8	24.8	25.1	28.5	27.1	27.1	22.8	33.9	50.4
LnGrp LOS	C	C	B	C	C	C	C	C	C	C	C	D
Approach Vol, veh/h		664			165			848			1135	
Approach Delay, s/veh		18.9			23.6			27.7			36.6	
Approach LOS		B			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	31.2	10.0	33.9	19.6	26.5	14.0	29.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	31.0	5.0	23.0	19.0	23.0	9.0	19.0				
Max Q Clear Time (g_c+I1), s	9.8	12.6	3.8	13.9	14.1	20.0	10.7	4.5				
Green Ext Time (p_c), s	0.1	2.9	0.0	1.2	0.5	1.5	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			29.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: NM 14 & NM 599

Terry O. Brown, P.E.
02/25/2018

SFC CLERK RECORDED 04/26/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	87	273	43	47	50	282	451	4	192	514	317
Future Volume (veh/h)	244	87	273	43	47	50	282	451	4	192	514	317
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	287	102	321	51	55	59	332	531	5	226	605	373
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	544	556	718	422	450	401	422	1105	10	443	935	417
Arrive On Green	0.10	0.30	0.30	0.06	0.26	0.26	0.16	0.31	0.31	0.11	0.27	0.27
Sat Flow, veh/h	1767	1856	1572	1767	1763	1572	1767	3578	34	1767	3526	1572
Grp Volume(v), veh/h	287	102	321	51	55	59	332	261	275	226	605	373
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1767	1763	1572	1767	1763	1849	1767	1763	1572
Q Serve(g_s), s	9.0	3.7	12.5	1.8	2.2	2.6	11.8	10.8	10.8	8.2	13.7	20.6
Cycle Q Clear(g_c), s	9.0	3.7	12.5	1.8	2.2	2.6	11.8	10.8	10.8	8.2	13.7	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	544	556	718	422	450	401	422	544	571	443	935	417
V/C Ratio(X)	0.53	0.18	0.45	0.12	0.12	0.15	0.79	0.48	0.48	0.51	0.65	0.89
Avail Cap(c_a), veh/h	544	556	718	422	450	401	478	607	637	458	979	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	23.4	16.7	22.0	25.8	25.9	20.3	25.3	25.3	20.2	29.3	31.8
Incr Delay (d2), s/veh	1.0	0.7	2.0	0.1	0.6	0.8	7.5	0.7	0.6	0.9	1.4	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	1.7	4.7	0.8	1.0	1.1	5.5	4.5	4.7	3.4	5.8	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	24.1	18.7	22.1	26.3	26.7	27.8	25.9	25.9	21.2	30.7	51.7
LnGrp LOS	C	C	B	C	C	C	C	C	C	C	C	D
Approach Vol, veh/h		710			165			868			1204	
Approach Delay, s/veh		21.3			25.2			26.6			35.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	32.8	10.0	32.0	19.2	28.9	14.0	28.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	31.0	5.0	23.0	17.0	25.0	9.0	19.0				
Max Q Clear Time (g_c+I1), s	10.2	12.8	3.8	14.5	13.8	22.6	11.0	4.6				
Green Ext Time (p_c), s	0.1	3.0	0.0	1.1	0.3	1.3	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
3: NM 599

Terry O. Brown, P.E.
02/25/2018

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↕	↗	↙	↕	↗	↘	↕	↗	↙	↕	
Traffic Volume (veh/h)	60	450	60	60	650	60	60	60	60	60	60	60
Future Volume (veh/h)	60	450	60	60	650	60	60	60	60	60	60	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	529	71	71	765	71	71	71	71	71	71	71
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	514	2077	927	632	1922	178	206	308	261	259	141	141
Arrive On Green	0.07	0.59	0.59	0.07	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1767	3526	1572	1767	3261	303	1237	1856	1572	1237	851	851
Grp Volume(v), veh/h	71	529	71	71	413	423	71	71	71	71	0	142
Grp Sat Flow(s), veh/h/ln	1767	1763	1572	1767	1763	1801	1237	1856	1572	1237	0	1702
Q Serve(g_s), s	1.1	5.5	1.5	1.1	9.5	9.5	4.2	2.5	3.0	4.0	0.0	5.7
Cycle Q Clear(g_c), s	1.1	5.5	1.5	1.1	9.5	9.5	9.9	2.5	3.0	6.5	0.0	5.7
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	514	2077	927	632	1039	1061	206	308	261	259	0	282
V/C Ratio(X)	0.14	0.25	0.08	0.11	0.40	0.40	0.34	0.23	0.27	0.27	0.00	0.50
Avail Cap(c_a), veh/h	620	2077	927	714	1039	1061	386	577	489	439	0	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	7.5	6.7	4.9	8.3	8.3	33.2	27.3	27.5	30.1	0.0	28.7
Incr Delay (d2), s/veh	0.1	0.3	0.2	0.1	1.1	1.1	1.0	0.4	0.6	0.6	0.0	1.4
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(50%),veh/ln	0.3	1.9	0.5	0.3	3.4	3.5	1.3	1.1	1.1	1.2	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	7.8	6.8	5.0	9.5	9.4	34.2	27.7	28.1	30.7	0.0	30.1
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	A	C
Approach Vol, veh/h		671			907			213			213	
Approach Delay, s/veh		7.4			9.1			30.0			30.3	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	49.0		17.0	9.5	49.0		17.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	43.5		23.5	8.5	44.5		23.5				
Max Q Clear Time (g_c+l1), s	3.1	11.5		11.9	3.1	7.5		8.5				
Green Ext Time (p_c), s	0.1	6.1		0.6	0.1	4.3		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									

SFC CLERK RECORDED 04/26/2018

Wednesday, March 14, 2017

Jim Siebert
James W. Siebert & Associates
915 Mercer St.
Santa Fe, NM 87501

Re: 4608 New Mexico State Rd. 14 Project

Dear Jim:

Safety concerns have been expressed at recent public hearings related to the NM State Rd. 14 corridor from I-25 south to Madrid. One fatality was mentioned involving a large truck in or near Madrid. There was concern expressed by neighborhood groups that the additional truck traffic generated by the Pilot Travel Center proposed in this development would significantly affect the safety of trucks driving on NM 14 which is already experiencing safety problems with truck traffic.

To address this issue, the New Mexico Department of Transportation was asked to provide a list of crashes on NM State Rd. 14 from I-25 to NM 344 (south of Golden) from 2014 to the end of 2016 (the most current three-year time period available for crash data). The crash data that they supplied indicated that there were a total of 132 crashes over the 32-mile corridor over the three year period of time. Sixteen of those crashes involved DUI (alcohol or drugs). Crashes not involving alcohol, then, were 116. That translates to approximately 39 crashes per year over the 32-mile corridor or 1.2 crashes per mile per year. Of the 116 crashes, only two involved a large truck. Both were rollovers, one at a roadway curve and the other on a straight segment of roadway. Both crashes occurred between 5:30 and 6:00 am. Neither one involved alcohol or drugs. The one on the curved section of roadway resulted in a fatality and the other resulted in property damage only. Of the 116 crashes, approximately half resulted in bodily injury or fatality and the rest were property damage only. There were a total of five (5) fatalities during the three-year period over the 32-mile corridor. From the above data, it cannot be concluded that there is a safety problem inherent in the NM State Rd. 14 corridor from I-25 to NM 344, especially a safety problem caused by large truck traffic. Only one truck in three years over a 32-mile corridor experience a crash resulting in a fatality. Also, it is not anticipated that the proposed New Mexico State Rd. 14 Development will add a significant volume of heavy trucks (or any other motor vehicles) to the NM 14 corridor to the south.

Additionally, while traffic fatalities are tragic, only one incident of a traffic fatality involving a truck is not sufficient evidence that a roadway safety issue is present. Such isolated incidences could have several other causes including driver inattention, driver fatigue (driver falling asleep at the wheel), marginal or poor lighting conditions in the twilight hours or dusk, etc. Most of these types of accidents cannot be attributed to unsafe design of the

Page 2 of 2
Jim Siebert
Wednesday, March 14, 2017

Re: 4608 New Mexico State Rd. 14 Project

roadway and / or roadway facilities and, therefore, cannot be corrected by redesign / reconstruction of the roadway and facilities.

In summary, our research and investigation demonstrate that the safety related claims regarding the NM State Rd. 14 corridor are unsupported by empirical data.

Best Regards,



Terry O. Brown, P.E.

attachments as noted

cc: Ross Shaver, Pilot Travel Centers w/attachments

SFC CLERK RECORDED 04/26/2018

Off site open space

N/F INSTITUTE OF AMERICAN INDIAN AND
ALASKA NATIVE CULTURE AND ARTS DEVELOPMENT
B 752, P 280
PLAT 210/046

A-VAN-NU PO ROAD
CONDITIONAL 66' DEDICATION PLATS 210/046 & 286/043

TEXICO CONFERENCE
OF SEVENTH-DAY
ADVENTISTS

FUTURE
GYM

ATC CHARTER SCHOOL

Future Trail by SGMP

Proposed off site
open space for future
school multi-use
athletic field

Proposed off site
open space

Total Open space on conceptual plan:	8.39 acres	(31.7% of total site)
Deficit from 50% open space:	4.84 acres	
Proposed off-site open space:	15.04 acres	
Total open space:	23.43 acres	(88.5% of 26.46 acres)



The Academy for Technology & the Classics

Susan Lumley
Principal
75 A Van Nu Po
Santa Fe, New Mexico 87508
susan.lumley@atcschool.org
www.atcschool.org

March 14, 2018

Dear Board of County Commissioners:

The Academy for Technology and the Classics Charter School (ATC) located in Rancho Viejo at 74 A Van Nu Po is respectfully requesting your approve of the proposal submitted by Exit 278, LLS and Pilot Travel Centers, LLC. If this proposal is approved, ATC will be granted additional open space that will be used to develop a track and field and soccer facility for the 400+ students who attend the school.

ATC has brought state and national recognition to Santa Fe by being ranked in the top 2% of all high schools in the United States in *US News and World Report*. ATC is currently ranked the second best high school in New Mexico. ATC students were state champions in girls' cross country and over the last several years, ATC has had numerous state champions in track and field. Over 1/3 of our student population participates in track and field.

Our track and soccer teams currently have to train at locations in the city that requires us to transport them to facilities. Many students are forced to work out at ATC without any training facility. Finding facilities to use is always a challenge and has at times caused us to have to eliminate practices and use Pecos High School as a home gym.

The ATC Campus is owned by the school's supporting foundation and is a public facility. ATC would benefit from the permanent additional green space; our footprint is currently only ten acres. For a high school, this is well below the PSFA recommendation. Our use of this land would allow our physical education students, our highly successful track team, and soccer team to have facilities needed for our academic and athletic programming.

Please consider approving this proposal because without the additional open space, ATC will not have any usable property for outdoor student fitness activities, and with the open space our school will broaden the opportunities for our children's success.

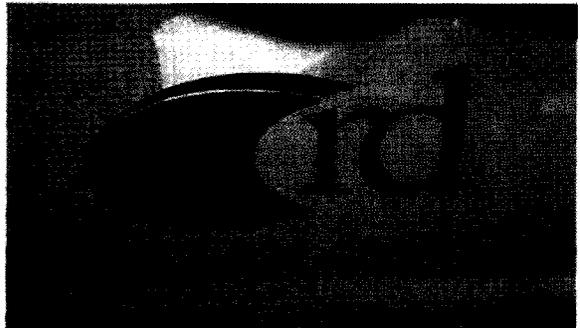
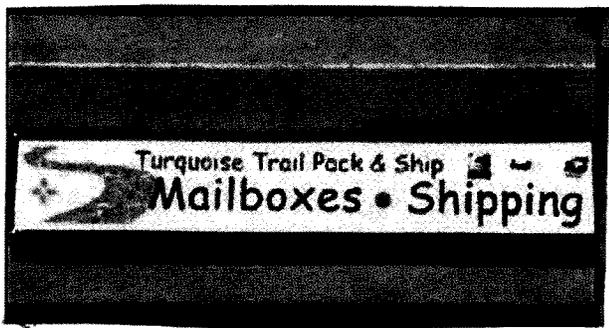
SFC CLERK RECORDED 04/26/2018

Cultivating Fearless Learners,

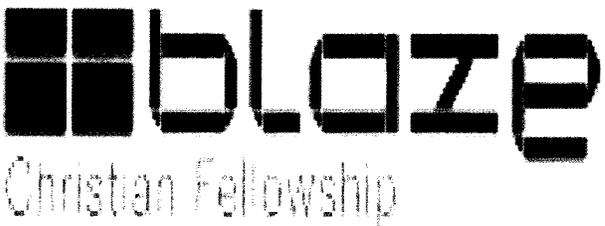
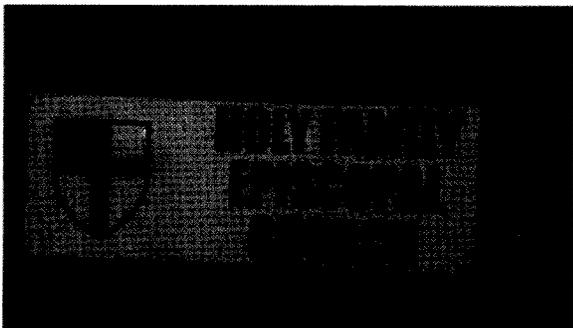
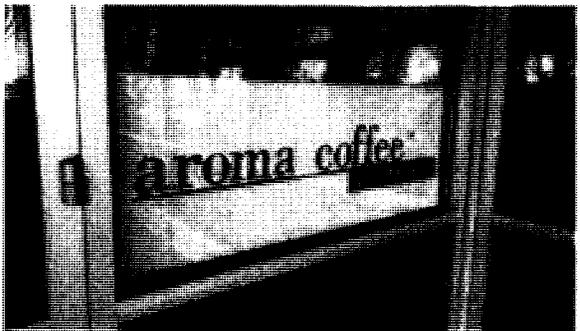
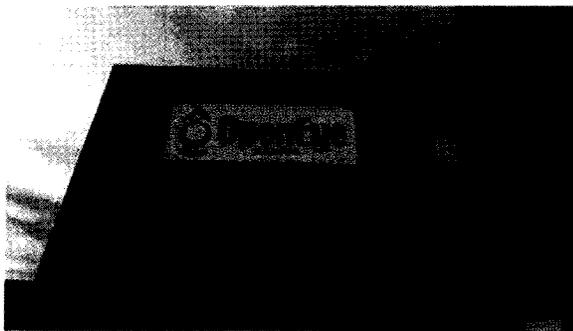
Susan Lumley

Susan Lumley
Principal

SFC CLERK RECORDED 04/26/2018



Opposing a Truck Stop



SFC CLERK RECORDED 04/26/2018



SFGA opposes construction of a Pilot Flying J Travel Center/Truck Terminal at the junction of NM14 and Rancho Viejo Blvd on the basis that this site is incompatible with the character of local communities. The proposed truck stop threatens air, terrain, and water quality, as well as generating a serious traffic safety hazard. While acknowledging the value of the interstate trucking industry, SFGA objects to the proposed truck stop location as a likely source of noise and light pollution, unhealthy fuel emissions, and unsafe traffic conditions. The truck stop site challenges environmental justice precepts as the location would directly impact vulnerable populations (children, seniors, low income residents).

email: admin@santafegatewayalliance.org

SantaFeGatewayAlliance.org

My name is Valentin Jordanov. I am the president of 17 Bisbee Court Condominium Association (COA) which includes 9 business units. I will speak on the behalf of the association and for myself.

We, 17 Bisbee COA, believe that the Santa Fe county planning commission should deny the application SCSD 17-5330 Pilot Travel Center, LLC Conceptual plan to build a truck stop in the Santa Fe Community College District because of the following:

1. In accordance with section 4.6.10. of Santa Fe County Sustainable Land Development Code ("SLDC") the planning board shall reject the application of Case # SCSD 17-5330 Pilot Travel Center, LLC Conceptual plan because the application is not consistent with and does not relate to the notices of community meetings dated April 24, 2017 and June 5, 2017 ("NOTICES"). As required by section 4.6.3.2. NOTICES were mailed to us as we are owners of lots within 500 feet of the proposed development property. NOTICES fail to meet the requirements of Section 4.6.8. of SLDC, in particular:

- a) The name of the applicant is not stated in NOTICES as required by section 4.6.8.1. of SLDC. The name of the applicant in the application is Pilot Travel Center, LLC ("PFJ") which is not found in NOTICES.
- b) NOTICES do not include road address or a legal description by metes and bounds as required by section 4.6.8.3. of SLDC.
- c) NOTICES do not comply with section 4.6.8.5. of SLDC as they do not include a brief description of the proposed development, zoning classification and uses requested. NOTICES do not include structure description. The uses of gas station, freight tracking terminal and motel, for example, are not included in NOTICES.
- d) NOTICES do not provide a phone number to contact the County which does not comply with section 4.6.8.7. of SLDC.

2. The Santa Fe Community College District Plan on page 56 **EXPLICITLY PROHIBITS** activities that produce "High noise levels (sustained) except for special public events". This is one of the only two prohibited items defined by the plan. It is common knowledge that truck stops are source of sustained high levels of noise due to the engine idling of the trucks parked at the truck stop (75 truck parking spaces are outlined in the PFJ application). The noise from the trucks maneuvering within the truck stop, entering and exiting the truck stop (one truck every 150 seconds as estimated in the PFJ application) are additional source of high level sustained noise. Therefore, the PFJ truck stop application should be denied because if built the truck stop will be in violation of the Santa Fe Community College District Plan.

3. The attempt to bypass the SLDC requirements by presenting the truck stop as combination of a gas station and a freight tracking terminal is totally unacceptable and irrational. If PFJ is in the freight trucking business they would not have had service contracts and agreements executed with freight trucking competitors - e.g. W N MOREHOUSE TRUCK LINE, INC named in the FBI search warrant (available upon request) as a victim of PFJ diesel fuel rebate scam. Which company in the world has their competitors as customers and on top of that giving them rebates and discounts? PFJ is a truck servicing company providing diesel refueling services, parking services and services to truck drivers - this is the TRUCK STOP definition which is not allowed by the current SLDC.

4. PFJ is a company that has been involved in criminal activities. The Santa Fe county planning commission has the responsibility to protect the interests of the county residents, businesses and natural resources. Therefore, the planning commission should not allow a criminal, such as PFJ, to settle in our neighborhood.

5. We believe the traffic study submitted with the PFJ application and the traffic review by the NM DOT lack in depth analysis of the impact of the Truck Stop on the traffic on SR 14 and Rancho Viejo Blvd. For example the study excludes SR 599 and especially the traffic bottlenecks created by the single lanes of SR 14 between SR 599 and Rancho Viejo Blvd. Further, the effect on the traffic of the additional signalization at the intersection of SR 14 and Rancho Vejo Blvd has not been analyzed. The traffic study has elements and proposals that require a review by the NM DOT Traffic Technical Support Bureau and NM DOT Access Control Review Committee but no such reviews have been conducted (supporting materials are available). In our opinion, the planning commission should not allow the PFJ application to proceed without an in depth traffic study.

Finally, I would like to address the alternative use of the lot subject to PFJ application. It is understandable that the owner/owners of the land have an interest and right to benefit from their ownership. It is also clear that such interest may or may not be well accepted by the public. So, is there an alternative use of this lan lot besides the truck stop. I am a part of investors group which is willing to invest in a Community Solar Farm. The lot is perfect for the installation of solar panels - it has a gradual slope facing south, has no large vegetation (trees), it is close to power lines for easy connection to the grid. Our estimate is that the lot can accommodate 4.5 MW of installed solar power. This power may be sufficient to power Rancho Viejo and the surrounding businesses. What the solar power offers - no traffic impact, no toxic fumes, no noise, benefit for the community. The Community Solar Farm fits perfectly with The Santa Fe Community College District Plan which encourages the use of solar energy.

Attachments: NOTICES



**JAMES W. SIEBERT
AND ASSOCIATES, INC.**

915 MERCER STREET * SANTA FE, NEW MEXICO 87505
(505) 983-5588 * FAX (505) 989-7313
jim@jwsiebert.com

April 24, 2017

NOTICE OF COMMUNITY MEETING

Dear Land Owner/Association Representative:

Notice is hereby given that a community meeting will be held at Genoveva Chavez Community Center to present a special use request associated with a site development plan and three lot subdivision to allow for a Pilot/Flying J Travel Center/Truck Terminal. The property is located North of the State Road 14 & Rancho Viejo Blvd. intersection, within the Employment Center of the Community College District.

The Community meeting will be held at the Genoveva Chavez Community Center on May 9, 2017 at 6:00 PM.

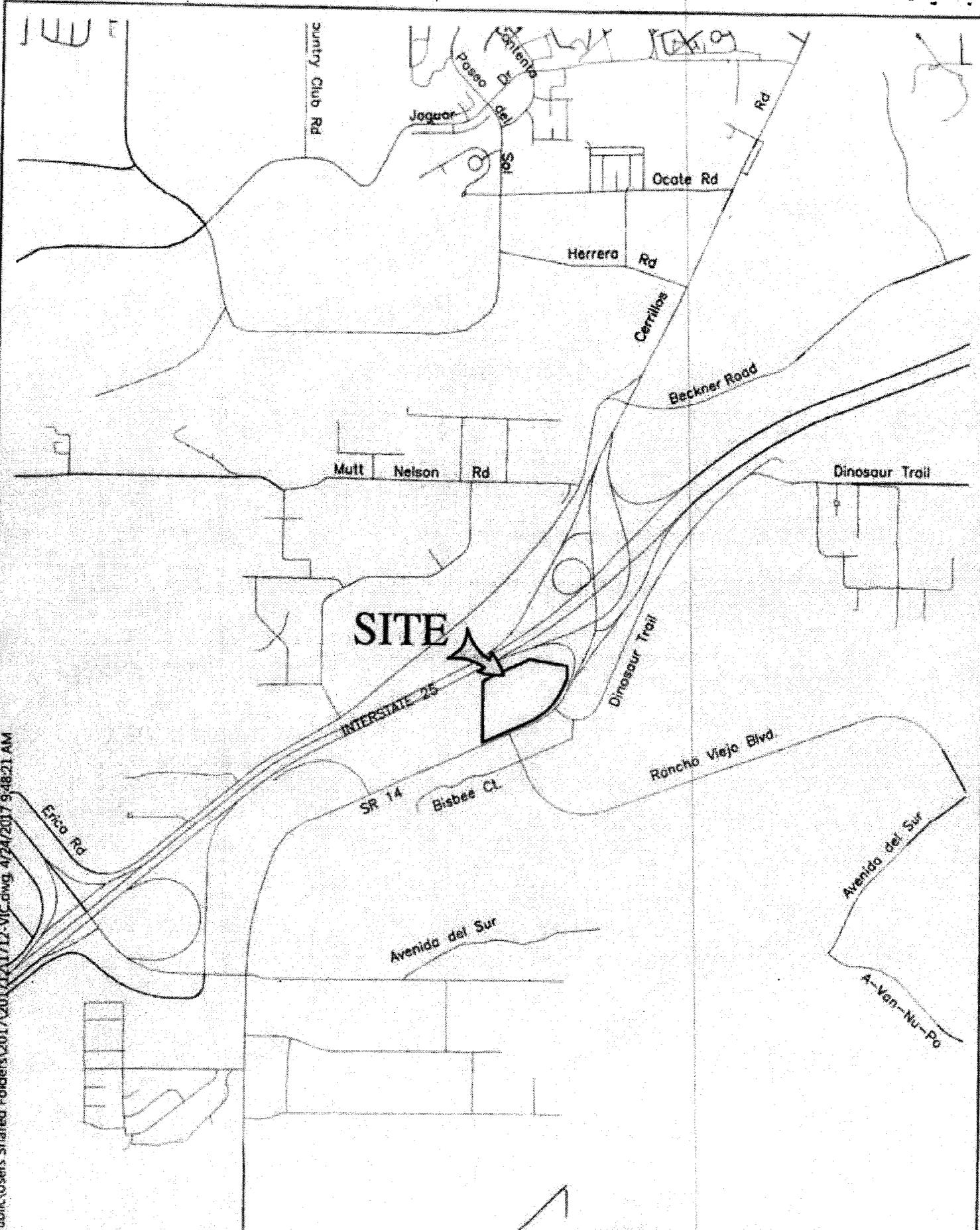
Sincerely,

James W. Siebert

Vicinity map of proposed project on reverse side of letter

SFC CLERK RECORDED 04/26/2018

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JAMES W. SIEBERT <small>AN ASSOCIATE, INC.</small>	PILOT	<small>SCALE</small> 1"=2,000'
<small>210 W. BERRY STREET • SUITE 111 NEW BRUNSWICK, NJ 08901</small>  <small>(732) 827-5500 FAX (732) 827-7212</small>	VICINITY MAP	<small>INDEX</small> 



**JAMES W. SIEBERT
AND ASSOCIATES, INC.**

**915 MERCER STREET * SANTA FE, NEW MEXICO 87505
(505) 983-5588 * FAX (505) 989-7313
jim@jwsiebert.com**

June 5, 2017

NOTICE OF COMMUNITY MEETING

Dear Land Owner/Association Representative:

Notice is hereby given that a Community meeting will be held at the Inn at Santa Fe located at 8376 Cerrillos Road to present to the Rancho Viejo Community for variances of Section 7.9 (Signs) for proposed signage which includes total square footage of sign area, number of signs and setback/height of a monument sign and a division of land into three lots to allow for a Pilot/Flying J Travel Center/Truck Terminal. The property is located north of the State Road 14 & Rancho Viejo Blvd. intersection, within the Employment Center District of the Community College District.

The Community meeting will be held at the Inn at Santa Fe on June 20, 2017 at 6:00 PM.

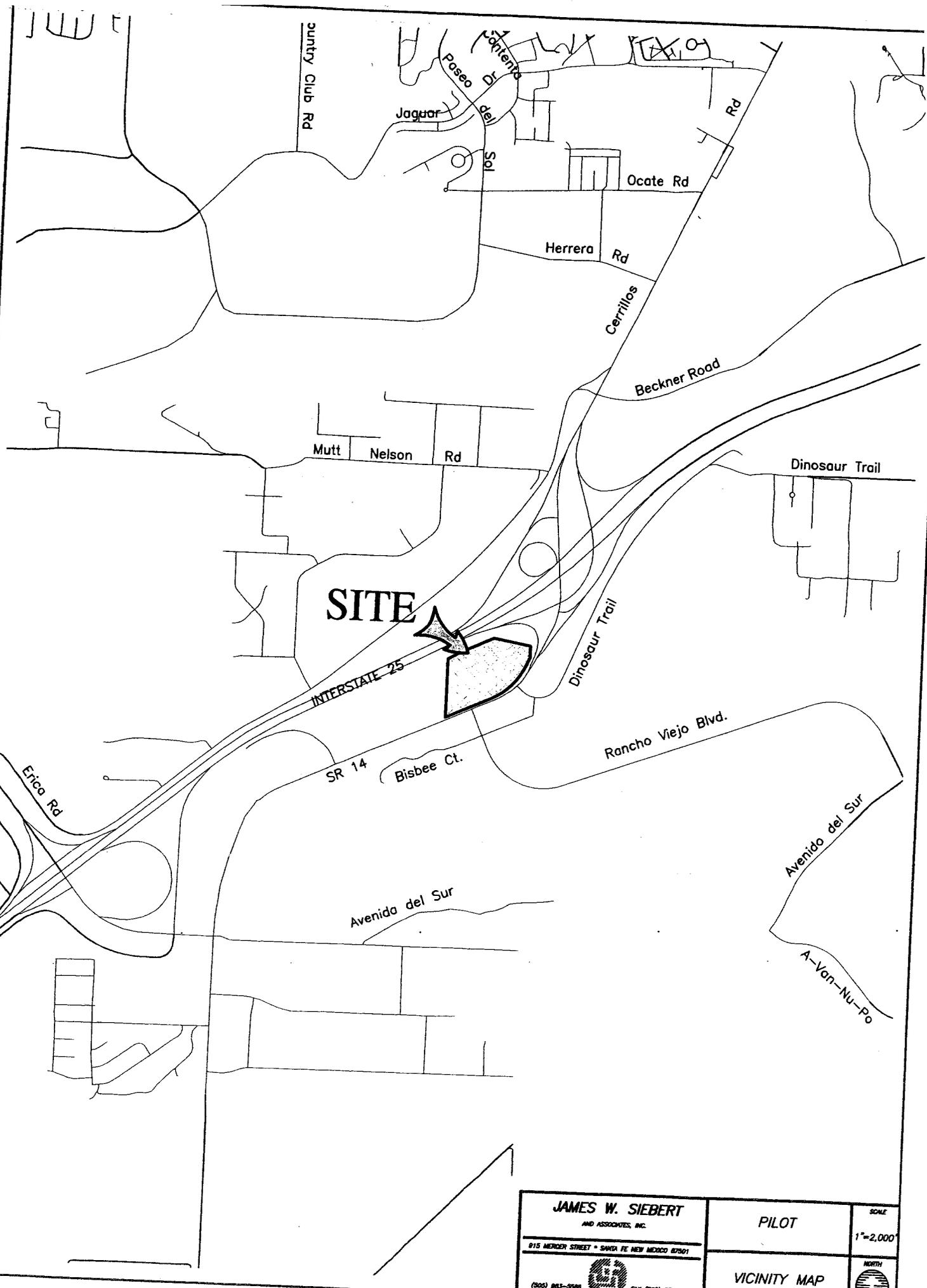
Sincerely,

James W. Siebert

Vicinity map of proposed project on reverse side of letter

SFC CLERK RECORDED 04/26/2018

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JAMES W. SIEBERT AND ASSOCIATES, INC. 815 MERCER STREET • SANTA FE NEW MEXICO 87501 (505) 863-5588 FAX (505) 888-7313	PILOT	SCALE 1"=2,000'
	VICINITY MAP	NORTH



LEAGUE OF WOMEN VOTERS[®]
OF SANTA FE COUNTY



To: Santa Fe County Planning Commission

March 15, 2018

CC: Jose Larrañaga, Case Manager

Re: Pilot Flying J Conceptual Plan: Case SCSD 17-5330 (formerly Case CUV/VAR17-5240)

The League of Women Voters of Santa Fe County has serious concerns about the proposed Pilot Flying J (PFJ) project. We were involved in the development of both the Sustainable Growth Management Plan (SGMP) and the Sustainable Land Development Code (SLDC) and supported the adoption of both ordinances. We strongly believe that all land use decisions must be made "to protect and promote the health, safety, and general welfare of the present and future residents of the County" as stated in section 1.4.1 of the SLDC.

We are concerned about the application and approval processes for the proposed conceptual plan and the potentially damaging precedents that approval of the conceptual plan may set.

- 1) We do not believe the conceptual plan meets the criteria for approval both in general and within a Community College District - Employment Center (CCD-EC) zoning district;**
- 2) We do not believe the recommendation to consider the proposed travel center to be a Conditional Use within a CCD-EC district is appropriate;**
- 3) We do not believe a conceptual plan that includes a known conditional use development should be approved before the specifics of the development application are known;**
- 4) We are concerned about the adequacy of the studies, reports and assessments submitted by the applicant; and**
- 5) We believe an additional facilitation meeting should be held, as the previous one did not follow county procedures.**

[Note: in the following paragraphs, italicized text is taken directly from the SLDC.]

1) Does the conceptual plan meet the approval criteria spelled out in the SLDC?

First, Section 8.10.3.5 of the SLDC lists criteria for approval of a conceptual plan in the CCD. The League questions whether this conceptual plan meets criterion 8.10.3.5.3: *...conformance to this Section 8.10 and other applicable law and ordinances in effect at the time of consideration, including required improvements, proposed roads and trails, community facilities, design and or construction standards, and open space standards.*

The applicant stated at the 12/6/2017 facilitation meeting that at least one variance would be requested for the proposed site development; this implies that the conceptual plan does not meet the design and/or construction standards.

Secondly, Section 8.10.3.13, lists a specific set of criteria for approval of a conceptual plan within a CCD-EC. Selected criteria include:

- 1. General. The Employment Center subdistrict shall be located on Flatlands/Grasslands and Flatlands/Pinon, Juniper land types, provided housing opportunities and a New Community Center Subdistrict are located within one mile...Living or Mixed Priority Roads are required and shall include*

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direct primary road connection to a New Community Center with potential transit connections...

2. Parking and Loading. Parking shall be designed around internal pedestrian walkways, with parking in a series of small parking areas.

3. Open Space, Parks, Plazas and Trails. Village and Local trails are required to connect the Employment Center Subdistrict to the CCD district trail system.

As we understand the proposed conceptual plan, it does not meet these criteria.

Third, per Table 8-31, development within a CCD-EC must include a Plaza of at least .33 acres; this Plaza is defined (8.10.3.7.6ci) as a *developed community gathering areas, including seating, walks, shade trees and landscaping*. The conceptual plan does show a Plaza in Phase 2 of the plan (Area 9-B) but there is no guarantee that Phase 2 will happen. In addition, a .33 acre space within a travel center/hotel complex hardly qualifies as a community gathering area.

Taken together we believe these code requirements provide multiple reasons to deny approval – or, minimally, to impose strict conditions on the applicant as part of any approval.

More importantly, we believe that approval of an application with such clear deficiencies would set a damaging precedent for Santa Fe County. If this application is approved, will the County be pressured to approve future deficient applications? We are concerned that the enormous amount of time spent in drafting the SGMP and SLDC will have been in vain if the rigorous standards in those documents are ignored. We ask you to strictly apply the existing criteria for approval and demonstrate that the County intends to adhere to the Code.

Also, should this proposal be approved as is, will the applicant assume this is also implicit approval that future variances and exceptions will be granted? Will the County feel pressured to grant future variances to avoid litigation? Again, approval of this plan would set a precedent for future decisions.

2) Can a travel center be declared a conditional use?

The Use Table for CCD-EC zoning district does not include a travel center; it does list gas stations, truck freight transportation facilities, and truck storage/maintenance facilities separately as conditional uses. Staff has determined that a travel center is materially similar to a combination of those three uses; this determination has allowed the plan application to proceed. It is, however, difficult to understand how some characteristics of a travel center – including showers, laundry facilities and overnight parking/sleeping for truckers – are characteristic of any of those three uses.

We believe the preferred action would be for staff to propose amending the SLDC to include a travel center as a conditional use in the CCD-EC Use Table before ruling on the PFJ conceptual plan. That would allow public comment on whether a travel center should be a permitted (conditionally or not) or a prohibited use. We believe that if such a travel center had been proposed as a conditional use when the SLDC was drafted and finalized, there would have been significant pressure from the community to designate a travel center as a prohibited use.

Alternatively, will the Use Table be amended after the fact to include a travel center line item? Will this require public comment? The County should consider the implications of the current case for future applications that may also propose novel uses. Again, the County risks setting a risky precedent if a new conditional use can be defined by a controversial staff decision.

3) Can a conceptual plan that includes a conditional use development be approved before the specifics of the development application are known?

A core – and critical - issue – is whether a conceptual plan can be approved without a simultaneous determination on the required conditional use permit for the site development. With two separate approval processes – one for the conceptual plan and a second process, if the conceptual plan is approved, for any conditional uses in the site development - is the County implicitly approving the conditional use?

We believe this is also a case where granting approval to the PFJ conceptual plan will set a damaging precedent for future applicants whose plans will require conditional use permits.

We strongly suggest that if approval of the PFJ conceptual plan is granted, the County should make a strong statement that such approval does not in any way imply approval of a subsequent application for a conditional use permit.

4) Are the studies, reports and assessments adequate for the County to make a truly informed decision?

We understand that the applicant has submitted the required studies, reports and assessments (SRAs).

During the drafting process for the SLDC, the League strongly suggested that the County be empowered to commission independent SRAs at the applicant's expense. To ensure impartiality, we suggested that contracts for these SRAs should be between the County and the consultant.

The final SLDC language in Section 6.2.2 says: *Expert Review. The County may hire outside experts to review any of the submitted SRAs at the expense of the applicant in accordance with the approved Fee Schedule.*

We believe that, particularly in a controversial case such as this, independent SRAs – or, minimally, reviews of the applicant's SRAs by outside experts, are critical for informed decision making. We ask that a Planning Commission decision be postponed until the appropriate independent reviews can be completed and assessed. We are especially concerned about the environmental impact and traffic impact studies.

5) Should the County require an additional facilitation meeting that adheres to the SLDC parameters?

The facilitation meeting held 12/6/2017 did not follow all the procedures outlined in the Chapter 4 of the SLDC. Opposition groups were not invited to present their views, the facilitators made no attempt to find areas of agreement, and the meeting notes distributed by the facilitators did not reflect the breadth and depth of the public comments.

We request that the Planning Commission postpone its decision until a proper facilitation meeting can be scheduled and held and the Commission can consider the findings.

Conclusions

In addition to the concerns described above, we believe there are several attributes of the proposed PFJ travel center that are not likely to promote the health, safety and general welfare of the Santa Fe community; these include air, light and noise pollution; traffic congestion; water availability, and wastewater treatment capacity.

The LWVSFC urges County decision makers to consider carefully the merits of the PFJ proposal and its impacts on the community before granting approval to the conceptual plan. Should the plan be approved, the League strongly urges you to impose conditions so that the plan complies with all the relevant criteria in the SLDC for the CCD-EC zoning district. We urge you to consider the precedents that will be set by the resolution of the case and their impact on future plan and development applications.

Thank you for considering our views.

Sincerely,


Hannah Burling, Chair
Action & Advocacy Committee, LWVSFC

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<u>Use classification</u>	<u>Specific use</u>	<u>Minimum # of spaces required</u>
	Convention or conference center	1.0 per 4 seats
	Entertainment and recreation, indoor	1.0 per 200 sq. ft.
Outdoor Recreation	All outdoor recreation not listed below	Sec. 7.10.5
	Racetracks and stadiums	1.0 per 4 seats
Restaurants and Bars	All restaurants and bars	1.0 per 3 seats, 2 spaces minimum
Retail Sales and Service	All indoor retail sales and services	1.0 per 200 sq. ft.
Vehicle Sales and Service	All vehicle sales and service	1.0 per 400 sq. ft.
Storage	All storage	Sec. 7.10.5
Industrial Use Categories		
Industrial Sales and Service	Industrial sales and service not listed below	1 per 500 sq. ft.
	Manufactured home sales and service	1.0 per 500 sq. ft., plus 1.0 per employee
	Manufacturing	1 per 500 sq. ft.
Warehouse and Freight Movement	Warehouse and freight movement not listed below	1.0 per employee
	Truck stops	1.0 per 400 sq. ft.
Waste-related Services	All Waste-related services	1.0 per employee
Wholesale Trade	All wholesale trade not listed below	1.0 per 500 sq. ft. plus 1.0 per employee
Heavy Industrial	All heavy industrial	1.0 per 500 sq. ft.
Resource Extraction	All resource extraction	Sec. 7.10.5
Open Use Categories		
Agriculture	All agriculture not listed below	Sec. 7.10.5
	Agriculturally-related supplies and equipment	1.0 per employee
	Greenhouses and plant nurseries	1.0 per 200 sq. ft. of retail space
	Veterinary clinics (large animal)	1.0 per 500 sq. ft.
	Veterinary clinics (small animal)	1.0 per 300 sq. ft.

7.10.5 Alternative Parking Requirements. Uses that are neither listed in Table 7-6 nor are reasonably similar to those listed in Table 7-6, shall be determined by applying recommended guidelines and principles set forth in the publication "Parking Generation, 4th Edition" or as amended from time to time, published by the Institute of Traffic Engineers.

7.10.6 Bicycle Parking Facilities. Bicycle parking facilities for nonresidential uses shall be required in accordance with AASHTO's latest edition of "Guide for the Development of Bicycle Facilities"

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Use	CCD V	CCD NCC	CCD NC	CCD VN	CCD F	CCD IC	CCD RUR	CCD EN	CCD Open Space	CCD EC	CCD M	Special Conditions
Machinery related	X	X	X	X	X	X	X	X	X	C	C	
Trade contractor, plumbing, electrical, roofing, painting, landscaping	X	C	C	X	X	X	C	X	X	P	P	
Automotive paint and body	X	C	C	X	X	X	X	X	X	P	P	
Automotive wrecking and graveyards, salvage yards, and junkyards	X	X	X	X	X	X	X	X	X	X	X	
Vehicle storage for towing or related business	X	X	X	X	X	X	X	X	X	X	X	
Demolition, building and structure business	X	X	X	X	X	X	X	X	X	C	C	
Warehouse or storage facility Structure	X	X	X	X	X	X	X	X	X	P	P	
Mini-warehouse, mini-storage units	X	C	C	X	X	X	X	X	X	C	C	
High-rise mini-warehouse	X	C	C	X	X	X	X	X	X	C	C	
Warehouse structure	X	X	X	X	X	X	X	X	X	P	P	
Produce warehouse	X	X	X	X	X	X	X	X	X	P	P	
Refrigerated warehouse or cold storage	X	X	X	X	X	X	X	X	X	P	P	
Large area distribution or transit warehouse	X	X	X	X	X	X	X	X	X	P	P	
Wholesale trade - durable goods	X	X	X	X	X	X	X	X	X	P	P	
Wholesale trade nondurable goods	X	X	X	X	X	X	X	X	X	P	P	
Food, textiles, and related products	X	X	X	X	X	X	X	X	X	C	C	
Wood, paper, and printing products	X	X	X	X	X	X	X	X	X	C	C	
Tank farms	X	X	X	X	X	X	X	X	X	C	C	
Public assembly structures												
Performance theater	X	P	P	X	X	P	X	X	X	C	P	
Movie theater	X	P	C	X	X	C	X	X	X	P	P	
Amphitheater	X	P	C	X	X	C	X	X	X	X	P	
Drive-in theaters	X	P	C	X	X	C	X	X	X	X	X	
Indoor games facility	X	P	C	X	X	C	X	X	X	X	P	
Amusement, sports, or recreation establishment not specifically enumerated	X	P	C	X	X	C	X	X	X	X	C	
Amusement or theme park	X	X	X	X	X	X	X	X	X	C	C	
Arcade	X	P	C	X	X	C	X	X	X	X	C	
Miniature golf establishment	X	P	P	C	C	P	X	X	X	X	X	
Fitness, recreational sports, gym, or athletic club	X	P	P	X	X	P	X	X	X	P	P	
Bowling, billiards, pool, etc.	X	P	C	X	X	C	X	X	X	X	X	
Skating rinks	X	P	C	X	X	C	X	X	X	X	X	
Sports stadium or arena	X	P	P	P	X	P	P	X	C	C	C	
Racetrack or raceway	X	X	X	X	X	X	X	X	X	C	C	