

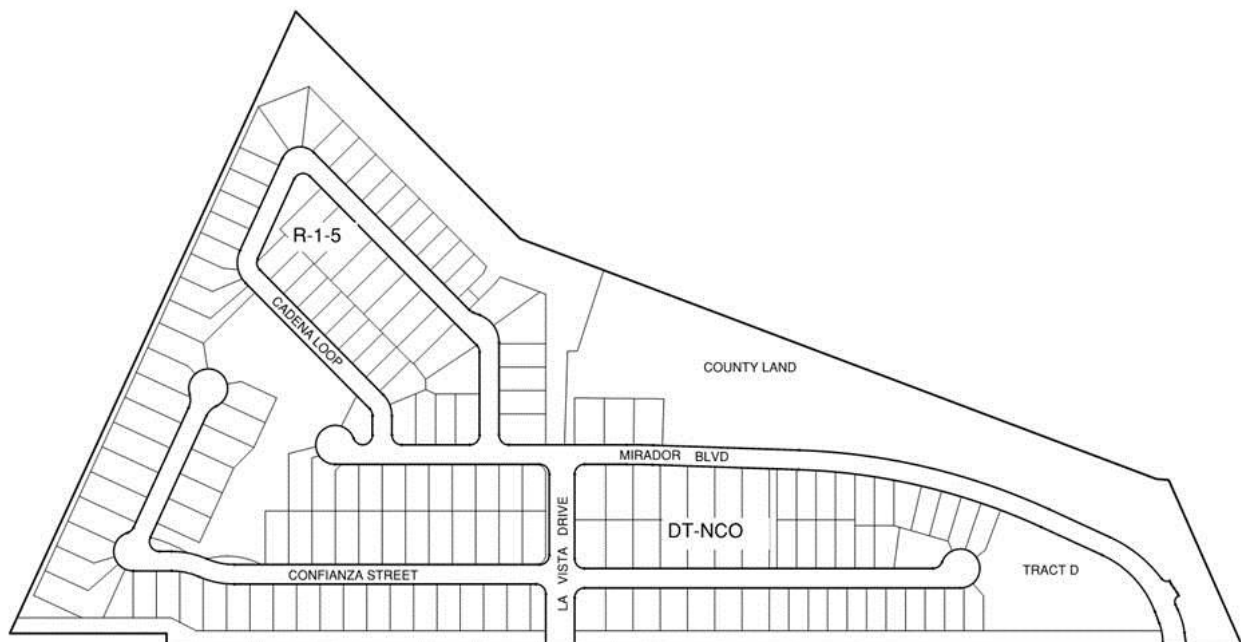


Los Alamos County  
Community Development Department

**To:** Sriram Swaminarayan, Chair, and Members of the Transportation Board  
**From:** Terry Priestley, Chair of Planning and Zoning Commission, and  
Tamara Baer, Planning Manager and Liaison to P&Z  
**Meeting Date:** May 3, 2018  
**Subject:** Mirador (A-19) Subdivision in White Rock

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On April 11, 2018, the Los Alamos Planning and Zoning Commission approved the Final Subdivision Plat for 161 new residential lots and one commercial lot, located on the north side of State Road 4, west of the Visitor Center in White Rock. The project, formerly known as A-19, is now named Mirador. It is anticipated that house construction could begin before the end of this year. The project reflects several years of planning and review, including incorporation of elements of the White Rock Center Master Plan & Economic Development Strategy, adopted by Council in 2008.



**Mirador Subdivision: 161 single-family lots and one commercial lot, Tract D**

During the course of their review, the Commission raised concerns in regard to safe crossing of SR 4 by pedestrians and bicyclists. Directly across SR 4 are several key activity, educational and retail centers that would attract new residents of Mirador. (See graphic.) In response to those concerns, Public Works staff members Eric Martinez and Dan Erickson presented a “toolbox” of pedestrian crossing options to the Commission. The Commission was reassured by knowing that there are alternatives to a full traffic signal, and that the Public Works staff will continue to monitor the project and consider options to ensure pedestrian safety.

A number of conditions, as recommended by staff, and accepted by the applicant, were associated with Final Plat approval. Two of the conditions of approval relate directly to traffic impacts at or during build-out of the project:

1. *The developer shall be responsible for future installation of a traffic signal and related equipment at the NM 4/Mirador/Sherwood Boulevard intersection if engineering warrants are met. This shall not preclude the developer from seeking financial participation from other sources.*
2. *The developer shall provide an updated Traffic Impact Analysis (TIA) at the time of any of the following:*
  - *Site Plan submittal for Commercial Tract D, or any portion thereof; or*
  - *As may be required by the County Engineer based on traffic operational performance, safety and/or capacity issues upon completion of Phases I, II or III of residential build-out; or*
  - *As may be required by the New Mexico Department of Transportation.*

It is anticipated that a traffic signal will be warranted and installed at the intersection of SR 4 and Sherwood/Mirador at some time in the future. Prior to such time as the warrants are met, Engineering staff anticipates that other, perhaps incremental, traffic safety devices could be installed. These range from the least technical and least expensive, such as crosswalk striping, to flashing beacons. These would eventually be replaced with or supplemented by full signalization.

It should be noted that a traffic study was prepared in 2011 by the Albuquerque firm Bohannon Huston, and updated specifically for the Mirador project in January of 2018. The study examined four current and proposed intersections on SR 4: two existing signalized intersections at Rover and Pajarito, and two intersections at Sherwood and La Vista. It looked at existing conditions, a no-build scenario, and full buildout of the site. The study concluded that the two existing signalized intersections at Rover and Pajarito, as well as the unsignalized intersection at La Vista, will perform at acceptable levels of service (LOS) in all three scenarios. It further concluded that the left turn movements out of Mirador onto SR 4 would operate at LOS F in the full build condition. The study also noted that, “The high volume of traffic will impact the ability of pedestrians to cross SR 4 and a traffic signal will promote the viability of pedestrians to walk to the commercial center, a key objective of the Master Plan.”

Underground conduit for signalization, as well as pole pedestals, have already been installed at both the Sherwood/Mirador and La Vista intersections. The study recommended monitoring delays and operations at these intersections to determine if and when warrants may trigger the need for signal installation. This recommendation is reflected in and further detailed in the conditions of approval for the Final Plat, above.

At their meeting of April 25, 2018, and upon hearing the presentation by Public Works staff, the Planning and Zoning Commission expressed their desire to inform the Transportation Board of this forthcoming project, share their concerns and encourage the Board to pro-actively address pedestrian safety issues.

