



QR: Ch. 16
Development
Code

DEVELOPMENT APPLICATION

PROJECT INFORMATION

Title:

Project Address:

Description:

Check all application types, if applicable:

- | | |
|--|---|
| <ul style="list-style-type: none"> <input type="checkbox"/> Administrative Deviation ... \$25 <input type="checkbox"/> Temporary Use Permit ... \$25 <input type="checkbox"/> Comprehensive Plan Adoption & Amendment* <input type="checkbox"/> Conditional Use Permit* ... \$300 <input type="checkbox"/> County Landmark or Historic District Adoption/Amendment* ... \$250 <input type="checkbox"/> Development Plan* ... \$500 <input type="checkbox"/> Major Development Plan Amendment* ... \$500 <input type="checkbox"/> Minor Development Plan Amendment ... \$250 <input type="checkbox"/> Summary Plat... \$125 plus \$10 / acre for non-residential <input type="checkbox"/> Sketch Plat, Subdivision*... \$250 plus
\$175/lot (1-10 lots)
\$125/lot (11-30 lots)
\$75/lot (30+ lots) <input type="checkbox"/> Preliminary Plat, Subdivision* ... \$250 plus
\$175/lot (1-10 lots)
\$125/lot (11-30 lots)
\$75/lot (30+ lots) <input type="checkbox"/> Final Plat, Subdivision* ... \$250 plus
\$175/lot (1-10 lots)
\$125/lot (11-30 lots)
\$75/lot (30+ lots) <input type="checkbox"/> Landscaping Plan ...\$500 <input type="checkbox"/> Lighting Plan ...\$500 | <ul style="list-style-type: none"> <input type="checkbox"/> Site Plan* ... \$500 plus
\$75 per/Million \$ estimated construction cost <p>Estimated Construction Cost: _____</p> <ul style="list-style-type: none"> <input type="checkbox"/> Major Site Plan Amendment* ... \$500 <input type="checkbox"/> Minor Site Plan Amendment ... \$250 <input type="checkbox"/> Major Zone Map Amendment* ... \$150
No fee if initiated by County Council or County Manager <input type="checkbox"/> Minor Zone Map Amendment* ... \$150
No fee if initiated by County Council or County Manager <input type="checkbox"/> Master Plans* (Major, Minor) <input type="checkbox"/> Text Amendment* ... \$150
No fee if initiated by County Council or County Manager <input type="checkbox"/> Variance ... \$250
No fee if application is a part of a Site Plan review <input type="checkbox"/> Administrative Wireless Telecommunication Facility ... \$250 <input type="checkbox"/> Discretionary Wireless Telecommunication Facility* ... \$500 <input type="checkbox"/> Small Wireless Telecommunication Facility <input type="checkbox"/> Major Historic Demolition* ... \$250 <input type="checkbox"/> Major Historic Property Alteration Certification* ... \$250 <input type="checkbox"/> Minor Historic Property Alteration Certificate |
|--|---|

*** Application reviews require a pre-application meeting.**

PROPERTY & OWNER INFORMATION

Property Address: _____
Address City State ZIP

Zoning District: _____ Lot Size - Acres / Sq. Ft.: _____

Existing Structure(s) Sq. Ft.: _____ Lot Coverage: _____

Property Owner(s) Name: _____

Owner(s) Email: _____

Owner(s) Phone(s)#: _____

Owner's Address same as Property Address

Owner(s) Address: _____
Address City State ZIP

APPLICANT / OWNER'S AGENT INFORMATION

Applicant is same as Owner

Applicant Name: _____

Applicant Address: _____
Address City State ZIP

Applicant Email: _____

Applicant Phone(s)#: _____

ASSOCIATED APPLICATIONS

Application Type: _____

Case Number: _____

I hereby certify and affirm, under penalty of perjury, that the information I have provide in this application is true and accurate to the best of my knowledge, information, and belief. [NMSA 1978, §30-25-1]

Signature:  Date: _____

STAFF USE ONLY

Date Received: _____ Staff: _____

Case No.#: _____ Meeting Date: _____

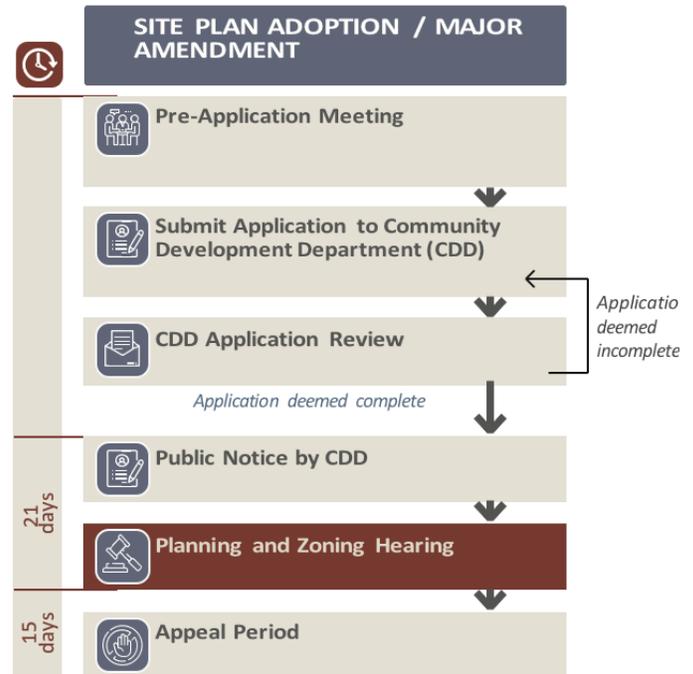
SUBMITTALS

- | | |
|---|---|
| <input type="checkbox"/> Proof of Ownership or Letter of Authorization from Owner | <input type="checkbox"/> Complete Application – Date: _____ |
| <input type="checkbox"/> Items from associated Application Checklist | <input type="checkbox"/> Payment – Accepted upon verification of a complete application - Date: _____ |

SITE PLAN CHECKLIST

Applicants for all development application reviews must complete this checklist and submit it with the Development Application. Refer to the referenced code sections for additional information. Contact the Planning Division with questions regarding these requirements: planning@lacnm.us.

PRE-APPLICATION MEETING	
Date Held:	
APPLICATION TYPE	
<input type="checkbox"/> Site Plan Adoption	
<input type="checkbox"/> Major Amendment to an approved Site Plan	
PLANS	
Scaled plans at a minimum of 1" = 100' that illustrates the following:	
<input type="checkbox"/> <u>Site Plan</u>	<input type="checkbox"/> Graphic Scale and North Arrow <input type="checkbox"/> Property Lines according to recorded survey <input type="checkbox"/> Existing and proposed structures <input type="checkbox"/> Existing and proposed easements <input type="checkbox"/> Existing and proposed setbacks <input type="checkbox"/> Existing and proposed utility lines <input type="checkbox"/> Existing and proposed fencing <input type="checkbox"/> Existing and proposed signage
<input type="checkbox"/> <u>Parking Plan</u>	<input type="checkbox"/> Access and parking related to site <input type="checkbox"/> Parking analysis based on proposed use <input type="checkbox"/> Width of aisle(s) <input type="checkbox"/> Parking stall dimensions
<input type="checkbox"/> <u>Lighting Plan</u>	<input type="checkbox"/> Proposed lighting that notes the Correlated Color Temperature, Color Rendering Index, Lumens and all other attributes related to lighting to show compliance with Ch. 16, Division 6: Outdoor Lighting.
<input type="checkbox"/> <u>Landscaping Plan</u>	<input type="checkbox"/> Existing plant material, amount and species & size <input type="checkbox"/> Proposed plant material, amount and species & size
ELEVATIONS	
Elevations drawing(s) at a minimum scale of 1/8" = 1' that indicates:	
<input type="checkbox"/> Height (above existing grade) of all four sides	
<input type="checkbox"/> Materials and colors	



See Reverse.

c. If the subject property is within an approved PD zone district, the Site Plan is consistent with any applicable terms and conditions in any previously approved PD zoning covering the subject property and any related development agreements and/or regulations. Explain.

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- Staff finds that this criterion has been met*
- Staff finds that this criterion has not been met - more information is needed*

d. The Site Plan is in conformance with all applicable provisions of this Code and other adopted County regulations. Explain.

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- Staff finds that this criterion has been met*
- Staff finds that this criterion has not been met - more information is needed*

e. The County's existing public infrastructure and services, including but not limited to water, sanitary sewer, electricity, gas, storm sewer, streets, trail and sidewalks have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated in compliance with the County's construction standards to the maximum extent practicable. Explain.

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- Staff finds that this criterion has been met*
- Staff finds that this criterion has not been met - more information is needed*

DECISION CRITERIA 16-74-(i)(4)

f. The Site Plan mitigates any significant adverse impacts to properties within the vicinity to the maximum extent practicable. Explain.

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- Staff finds that this criterion has been met*
- Staff finds that this criterion has not been met - more information is needed*

g. Provisions shall be made to serve the development with tot lots and/or neighborhood parks in accordance with the Comprehensive Plan. A fee may be paid as approved by County Council to accomplish the purpose of the Comprehensive Plan in lieu of the development of tot lots or neighborhood parks. Explain.

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- Staff finds that this criterion has been met*
- Staff finds that this criterion has not been met - more information is needed*

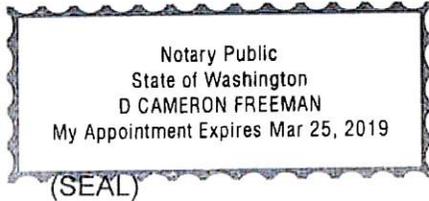
Attach additional sheets, if needed.

ACKNOWLEDGMENT

State of Washington)
County of King)

I certify that I know or have satisfactory evidence that **Michael E. Andrews** is the person who appeared before me, and said person acknowledged that he signed this instrument and on oath stated that he was authorized to execute this instrument and acknowledged that it was the free and voluntary act of **Michael E. Andrews**, acting in his capacity of co-manager of **Los Alamos Investors LLC**, a Washington limited liability company, and Michael E. Andrews acknowledged it to be the free and voluntary act of **Los Alamos Investors LLC**, a Washington limited liability company, for the uses and purposes mentioned in this instrument.

Dated: December 21, 2018



Notary Public in and for the State of Washington

My Commission Expires: MARCH 25, 2019

- a. The Site Plan substantially conforms to the intent and policies of the Comprehensive Plan and other adopted County policies and plans. Explain.**

Century Bank is pleased to develop the presently vacant lot to include an all-service bank, office space and appropriate off-street parking. The development aligns with the Comprehensive Plan's core themes to redevelop vacant and blighted areas and focus development priorities downtown. Understanding Los Alamos County's long-term goal to redevelop Trinity Drive and create a vibrant, pedestrian-friendly downtown that encourages the retention of existing businesses, the Century Bank development will provide a connection to the Canyon Rim pedestrian trail, community service space and business enhancements.

- b. If the subject property is within an approved Master Plan, the Site Plan is in conformance with any relevant standards in the Master Plan. Explain.**

The subject property does fall within an approved Master Plan. Per the Los Alamos Downtown Master Plan executive summary, the subject property is highlighted as a redevelopment opportunity and targeted for mixed-use development.

Per the Master Plan Table 9 Downtown Los Alamos Development Standards Recommendations the proposed site plan provides a sidewalk along the rights-of-way, all off-street parking is placed to the south of the building to avoid the placement of parking between building and sidewalk edge. Parking counts have been reduced by the downtown district reductions.

The building design is compliant with the urban design standards to activate the ground level elevations; providing 30% glazing, a north public entrance that faces Trinity, and less than 100' of building façade without a change in elevation plane. Landscaping has been provided to 4 trees per parking stall, and a maximum of 25' on center along the Trinity drive sidewalk.

- c. If the subject property is within an approved PD zone district, the Site Plan is consistent with any applicable terms and conditions in any previously approved PD zoning covering the subject property and any related development agreements and/or regulations. Explain.**

Per the Los Alamos Development Code Section 16-8 and the Official Zoning Map of Los Alamos County PD-O District Overlay, the subject property is not within an approved PD zone district.

- d. The Site Plan is in conformance with all applicable provisions of this Code and other adopted County regulations. Explain.**

Building setbacks and primary building height are noted on the site plan and exterior elevations and are in conformance with the Los Alamos Development Code, Table 16: DTLA Dimensional Standards. Off-street parking is provided on the subject property in compliance with Section 16-

6 (c)(3)(d) Off-street Parking. The surface parking lot is located behind the primary building, with access to the lot from secondary drives. Shared parking, proximity to transit and DTLA zone parking reductions per Section 16-30, Table 29 and Table 30, have been accounted for in our parking calculations. Accessible parking spaces per Section 16-29, Table 28, have been provided in the surface parking lot.

Landscaping along the portion of the lot that abuts the public street has been designed in accordance with Section 16-39 (e). Landscaping has been designed in compliance with Section 16-39 (a) and Table 365 Minimum Plant Material and Standards.

The lighting plan and photometrics illustrate conformance with property line light trespass illuminance limits, total allowable site lumens & individual luminaire limits.

Grading and drainage plans have been completed and pre-application meetings have been held with the design team and Los Alamos County. Feedback has been gathered and reflected in the grading & drainage drawings. Full site grading and drainage report and drawings will be completed and submitted prior to commencement of Phase 2 construction.

- e. The County's existing public infrastructure and services, including but not limited to water, sanitary sewer, electricity, gas, storm sewer, streets, trail and sidewalks have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated in compliance with the County's construction standards to the maximum extent practicable. Explain.**

All civil engineering systems (water, sewer, and storm water) have been designed to minimize any burdens on County systems. Civil design and the stormwater management approach was discussed during pre-application meetings and proposed drawings have addressed concerns presented during the meetings and have been designed in compliance with County's construction standards to the maximum extent practicable.

Additionally, a percolation test was performed on the site to address concerns and questions discussed in the pre-application meeting regarding the stormwater management retention and percolation rates. The results of the percolation test have been included in the submission packet and incorporated into the grading & drainage calculations.

- f. The Site Plan mitigates any significant adverse impacts to properties within the vicinity to the maximum extent practicable. Explain.**

Understanding that the 20th Street and Trinity Drive redevelopment is forthcoming, the Century Bank project at 2201 Trinity coincides with the long-term upgrades. To avoid impacting the neighboring properties, the proposed development conforms to the subject property's Traffic

Impact Study recommendations. All property driveways' openings have been designed as necessary to accommodate WB-50 trucks to provide clear vehicular circulation at ingress/egress points at the property. Sidewalk crossings at Driveways A and B along Trinity Drive have been designed in accordance with ADA and Los Alamos County design standards to maximize pedestrian safety.

The Traffic Impact Study has been included in the submission packet and incorporated into the site plans design.

Additionally, to avoid adverse impacts to the neighboring properties, the parking stalls that serve Tract A-R, which are being eliminated to provide the extension of the Canyon Rim Trail on the subject property, will be relocated to the proposed surface parking lot. Thereby avoiding impacts to surface parking in the vicinity.

Existing site conditions, beyond the disturbance indicated on the site plan, to remain in the current state.

- g. Provisions shall be made to serve the development with tot lots and/or neighborhood parks in accordance with the Comprehensive Plan. A fee may be paid as approved by County Council to accomplish the purpose of the Comprehensive Plan in lieu of the development of tot lots or neighborhood parks. Explain.**

In alignment with the Comprehensive Plan's trail goals to develop and expand trails connecting downtown to surrounding open space, the site plan includes the extension of the Canyon Rim trail and connection to the Trinity Drive sidewalk along the west side of the subject property. The sidewalk trail is detached from the west private drive and parking stalls. A sidewalk crossing is provided at driveways to maximize pedestrian safety and accessibility along the trail.

Additionally, a patio is provided along the west exterior elevation. The patio area is defined with landscape elements, planters & paving patterns distinguishable from the pedestrian sidewalk, per Los Alamos Development Section Section 16-6 (c)(3)(g) to allow for areas of seating outside of designated vehicular traffic flow.

Century Bank - Los Alamos

Site Plan Application
28 February 2024

2201 Trinity Drive
Los Alamos, NM 87544



AndersonMasonDale
Architects

SITE PLAN LEGEND

- WATER UTILITY LINE
- SEWER UTILITY LINE
- WOOD FENCE
- CHAIN LINK FENCE
- ⊕ WATER METER
- ⊕ HYDRANT
- ⊕ UTILITY MANHOLE

PARKING REQUIREMENTS

LAND USE 4-3(C)(III)	REQUIRED PARKING 4-3(C)(III)	AREA	REQUIRED SPACES
RESTAURANT	10 SPACES PER 1,000 SF	1,285 SF	12.85 SPACES
FINANCIAL INSTITUTION	5 SPACES PER 1,000 SF	3,025 SF	15.125 SPACES
OFFICE	4 SPACES PER 1,000 SF	2,455 SF	9.74 SPACES
			128.115 SPACES

PARKING REDUCTIONS

DOWNTOWN DISTRICT PARKING REDUCTION 4.3(B)(III)(4)(V)	128.115 x .50 = 64.058	64.06 SPACES
DOWNTOWN DISTRICT .50% SHARED PARKING REDUCTION 4.3(B)(II)	64.058 x .50 = 32.029	32.03 SPACES
ADDITIONAL PARKING REDUCTIONS 4.3(B)(II) FROM TRACT A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z	32.029 x .25 = 8.007	8.01 SPACES
RELOCATED PARKING SPACES PER AGREEMENT WITH TRACT A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z	35 + 19 = 54	54 SPACES PROVIDED

ACCESSIBLE PARKING REQUIREMENTS

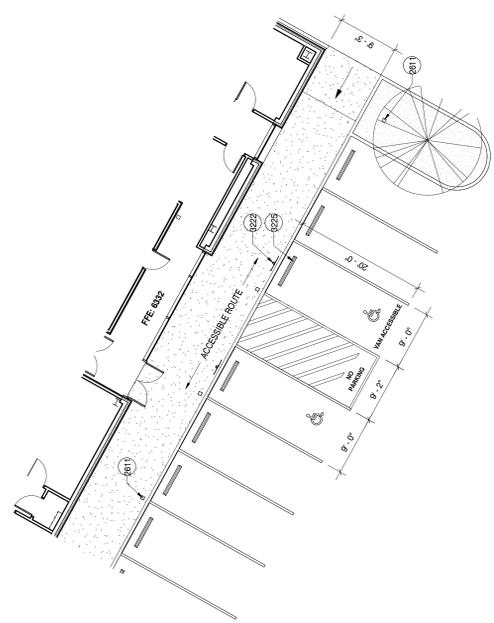
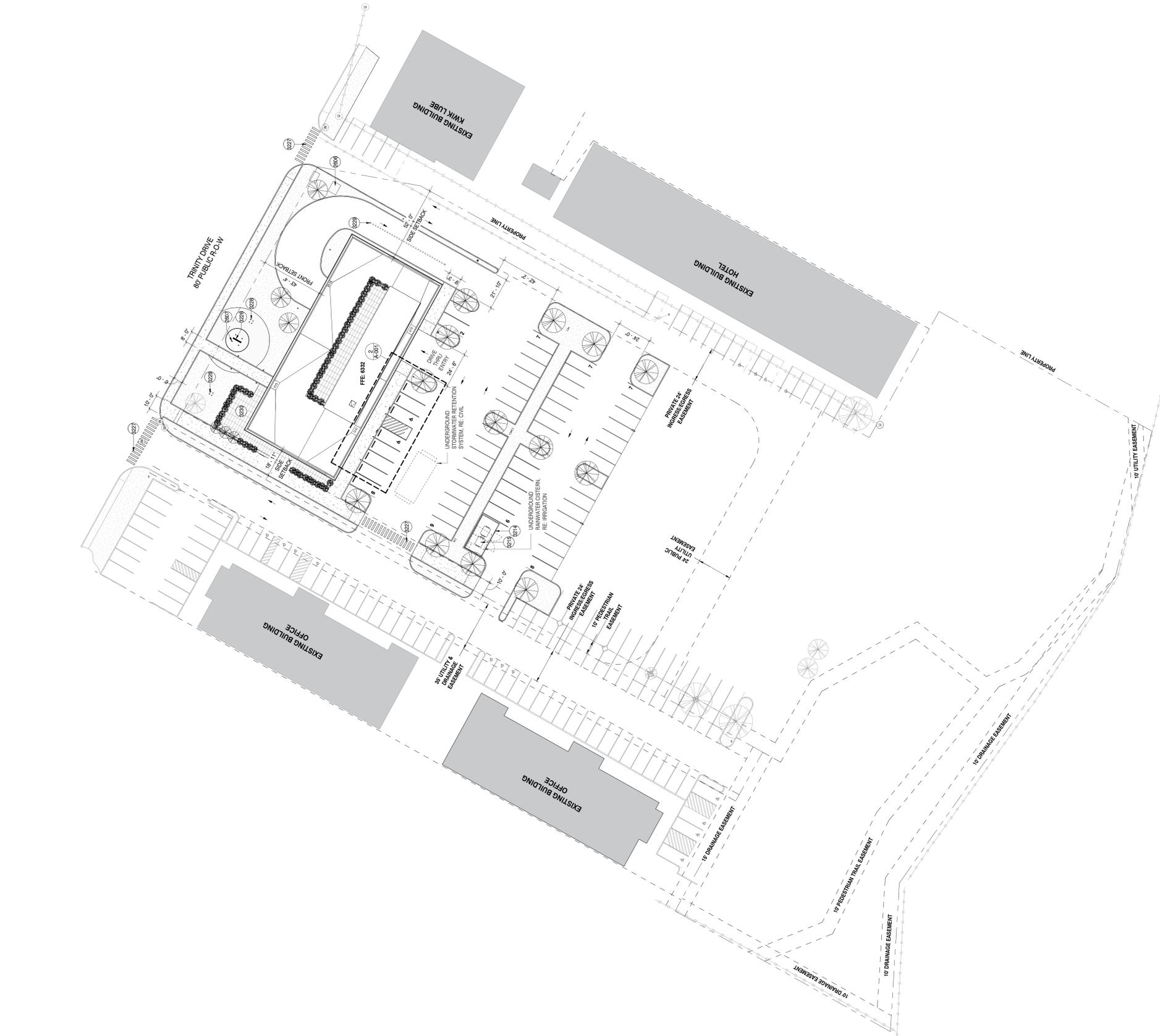
TOTAL NUMBER OF PARKING SPACES 4-3(D)	28-35	1 VAN ACCESSIBLE SPACES
ACCESSIBLE PARKING SPACES PROVIDED	2	1 VAN ACCESSIBLE SPACES PROVIDED

WORK NOTES

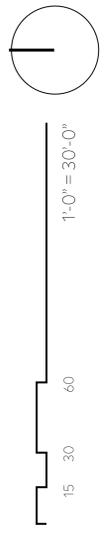
- 2806 TRANSFORMER, RE-ELEC. ON TRACT B, SEE ELECTRICAL PLAN FOR LIGHT FIXTURES, F. FOR SINGLE SQUARE
- 2807 LIGHTING FIXTURE, RE-LOCATED TO TRACT B, SEE ELECTRICAL PLAN FOR LIGHT FIXTURES, F. FOR SINGLE SQUARE
- 2811 DOWNED DUMPSTER ENCLOSURE & GATE PROVIDED BY OWNER
- 2815 ACCESSIBLE PARKING SPACES AND SIGNAGE, RE-CIVIL
- 2822 FORGED STEEL SCULPTURE PROVIDED BY OWNER
- 2828 PEDESTRIAN CROSSWALK
- 2829 CATCH BASIN, RE-CIVIL
- 2830 RIGID PAVEMENT SECTION, CONCRETE PAVERS OVER SAND SETTING BED ON 4" CONCRETE SUB-BASE, ARCHITECTURE PAVERS BASE OF DESIGN, MANHOLE EXPANSION

GENERAL NOTES

1. REFER TO LANDSCAPE AND CIVIL PLANS FOR ADDITIONAL SCOPE AND COORDINATION TO LIGHTING PLANS FOR SITE LIGHTING SCOPE.



Enlarged Site Plan 3/32" = 1'-0"



RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE INFORMATION PROVIDED BY THE CLIENT. WALKER ENGINEERING HAS OBTAINED AND CERTIFIED BY OTHERS. WALKER ENGINEERING HAS UNDERGONE NO FIELD VERIFICATION OF THIS TOPOGRAPHY INFORMATION, AND MAKES NO WARRANTY, REPRESENTATION, OR LIABILITY THEREFOR. WALKER ENGINEERING'S RESPONSIBILITY IS LIMITED TO THE ENGINEERING ANALYSIS THAT UTILIZES THE TOPOGRAPHY SURVEY.

ROBERT E. BOONWALTER P.E. 13847 DATE

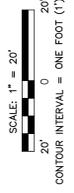
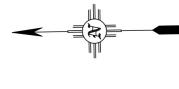
STAKING NOTE

INFORMATION SHOWN IS FOR GRADING AND DRAINAGE ONLY AND IS NOT TO BE USED FOR CONSTRUCTION PURPOSES. SEE SITE PLAN FOR ACTUAL LOCATION OF IMPROVEMENTS.

TOPOGRAPHY NOTE

ALL EXISTING TOPOGRAPHY DATA SHOWN ON THESE PLANS HAS BEEN OBTAINED AND CERTIFIED BY OTHERS. WALKER ENGINEERING HAS UNDERGONE NO FIELD VERIFICATION OF THIS TOPOGRAPHY INFORMATION, AND MAKES NO WARRANTY, REPRESENTATION, OR LIABILITY THEREFOR. WALKER ENGINEERING'S RESPONSIBILITY IS LIMITED TO THE ENGINEERING ANALYSIS THAT UTILIZES THE TOPOGRAPHY SURVEY.

Walker Engineering 595 Camino Sur, Suite 100 San Diego, CA 92108		Project No: 22-228 Date: 2/1/2024	
Stormwater Drainage Calculations Project: Los Alamos Century Bank		Developable Area: 1.57 Acres 68464.00 Sq Ft	
Present Land Use	Description	Area (SF)	C
Existing Impervious (Historic w/ Hotel Bldg)		0.00	0.95
Undeveloped		68464.00	1.57
Composite		68464.00	0.824
Proposed Land Use	Description	Area (AC)	C
Impervious		47531.00	0.95
Unimproved		10336.00	0.24
Unimproved Landscaping		10336.00	0.53
Composite		68464.00	0.83
Discharge Calculations		C*A	Runoff (MGY)
Present Land Use		0.86	1.04
Proposed Land Use		1.30	6.26
Difference		0.44	0.00
Pond Volume Required (100 yr Storm)		3277	ft³
Drainage Pond Design		Top Elev. (ft)	Bottom Elev. (ft)
Pond 1		7328	7327
Pond 2		7329.5	7328
Increased Pond Volume Provided = (100 Year Storm Capacity)		3790	ft³
There is adequate capacity in the ponds to control the increase in runoff from this site.			
Cistern Calculations:		11117	ft³
Total Roof Area:		9449	gallons
Required Roof Area to be Captured - 85%:		10867	gallons



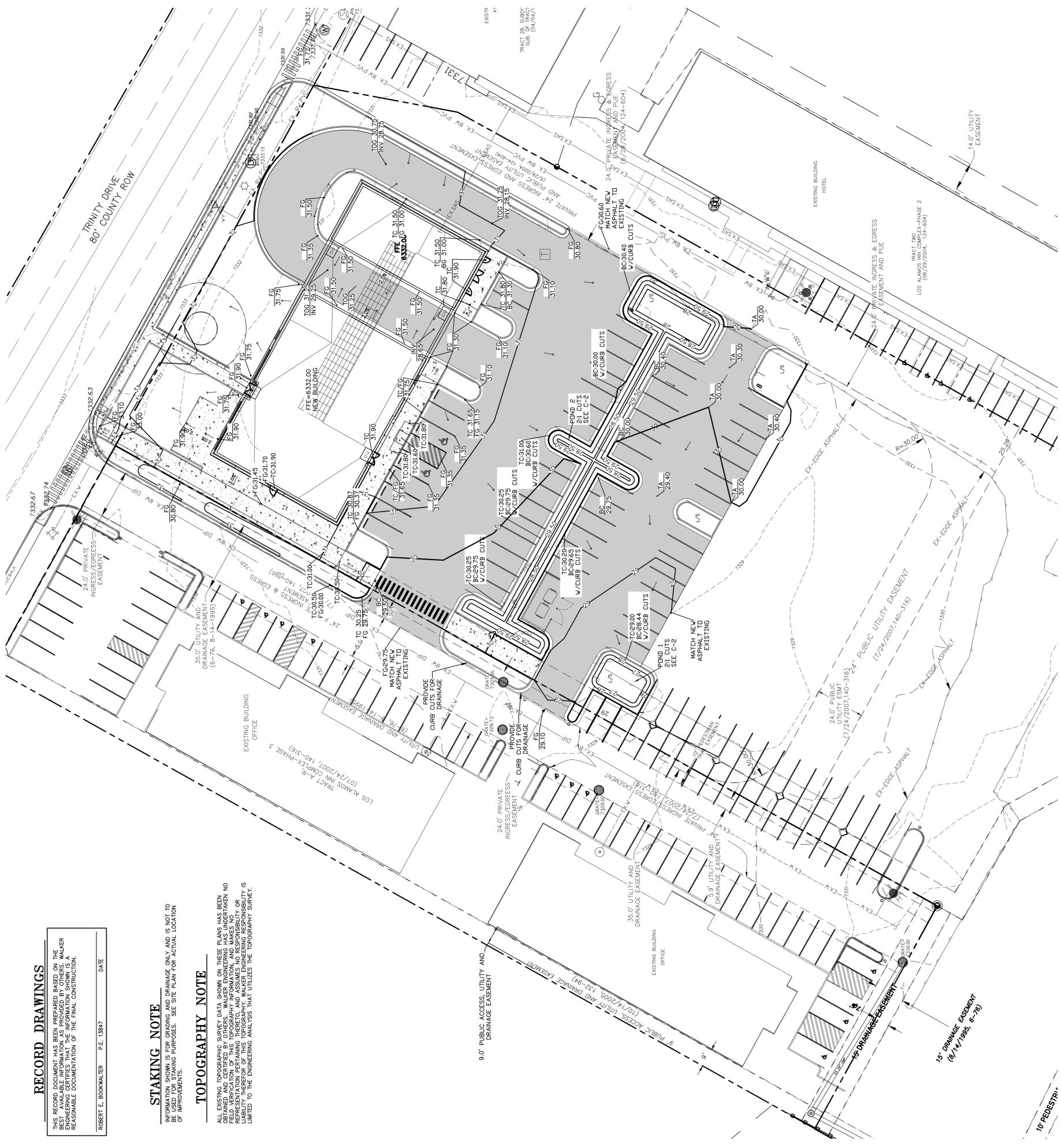
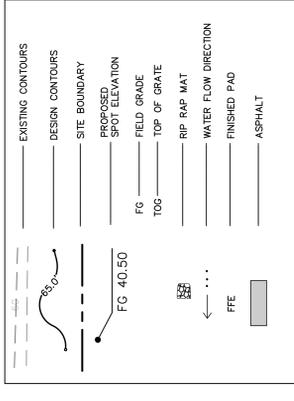
PAVEMENT SECTION

PER THE GREATEST REPORT THE FOLLOWING PAVEMENT SECTIONS ARE RECOMMENDED:
 FLEXIBLE PAVEMENT (AUTOMOBILE PARKING AND DRIVE LANES, 1\"/>

CISTERN ROOF RUNOFF NOTE

SEE LANDSCAPE PLAN FOR MORE INFORMATION ON CISTERN. ONE HUNDRED PERCENT OF ROOF RUNOFF WILL BE CAPTURED IN CISTERN TO BE USED IN LANDSCAPING.

LEGEND



RECORD DRAWINGS

THIS RECORD DOCUMENT HAS BEEN PREPARED BASED ON THE BEST AVAILABLE INFORMATION AS PROVIDED BY OTHERS. WALKER ENGINEERING HAS CONDUCTED VISUAL VERIFICATION OF THE REASONABLE DOCUMENTATION OF THE FINAL CONSTRUCTION.

ROBERT E. BOOKWALTER P.E. 13847 DATE

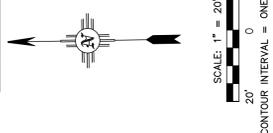
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Walker Engineering 907 Camino Santa Anita San Jose, CA 95128 Project No. 15-228 Date: 01/11/2023			
Stormwater Drainage Calculation Project: Los Alamos Century Bank Site: EX-1301-0301			
Developable Area: 8.57 Acres 0.616400 SFT			
Present Land Use	Area (Ac) C CFA		
Single-Family Residential (Medium-Density)	0.02 0.02 0.00		
Undeveloped Land	0.616400 1.57 0.55 0.864		
Composite	0.616400 1.57 0.55 0.864		
Proposed Land Use	Area (Ac) C CFA		
Residential	0.02 0.02 0.00		
Undeveloped Land	0.616400 1.57 0.55 0.864		
Composite	0.616400 1.57 0.55 0.864		
Discharge Calculations			
Description	CFA	Rainfall (in/hr)	Discharge (cfs)
Proposed Land Use	1.30	0.26	0.14
Undeveloped Land	0.14	0.00	2.73
Difference			
Peak Volume Required (100-yr Storm)	5277 ft ³		
Drainage Pond Design			
Top Elev. (ft)	Bottom Elev. (ft)	Bottom Area (ft ²)	Vol. (ft ³)
Pond 1	7330	451	3227
Pond 2	7330.5	257	2129
Pond 3	7329	101	7327
Pond 4	7328	519	7325
Pond 5	7328	519	7325
Undeveloped Land			1500
Increased Pond Volume Provided = (100 Year Storm Capacity)	3310 ft ³		
There is adequate capacity in the ponds to control the increase in runoff from this site.			
Cistern Calculations			
Peak Roof Area	11117 ft ²		
Required Roof Area to be Captured-85%	9449 ft ²		
Required Cistern Volume (65% Roof Area x 1.15)	10867 gallons		



GRADING & DRAINAGE

THE SITE RUN-OFF CURRENTLY FLOWS FROM THE NORTH OF SIDE OF THE BUILDING TO THE SOUTH. THE EXISTING DRAINAGE PATTERN WILL BE MAINTAINED. SITE RUN-OFF WILL CONTINUE TO FLOW INTO EXISTING DROP INLETS.

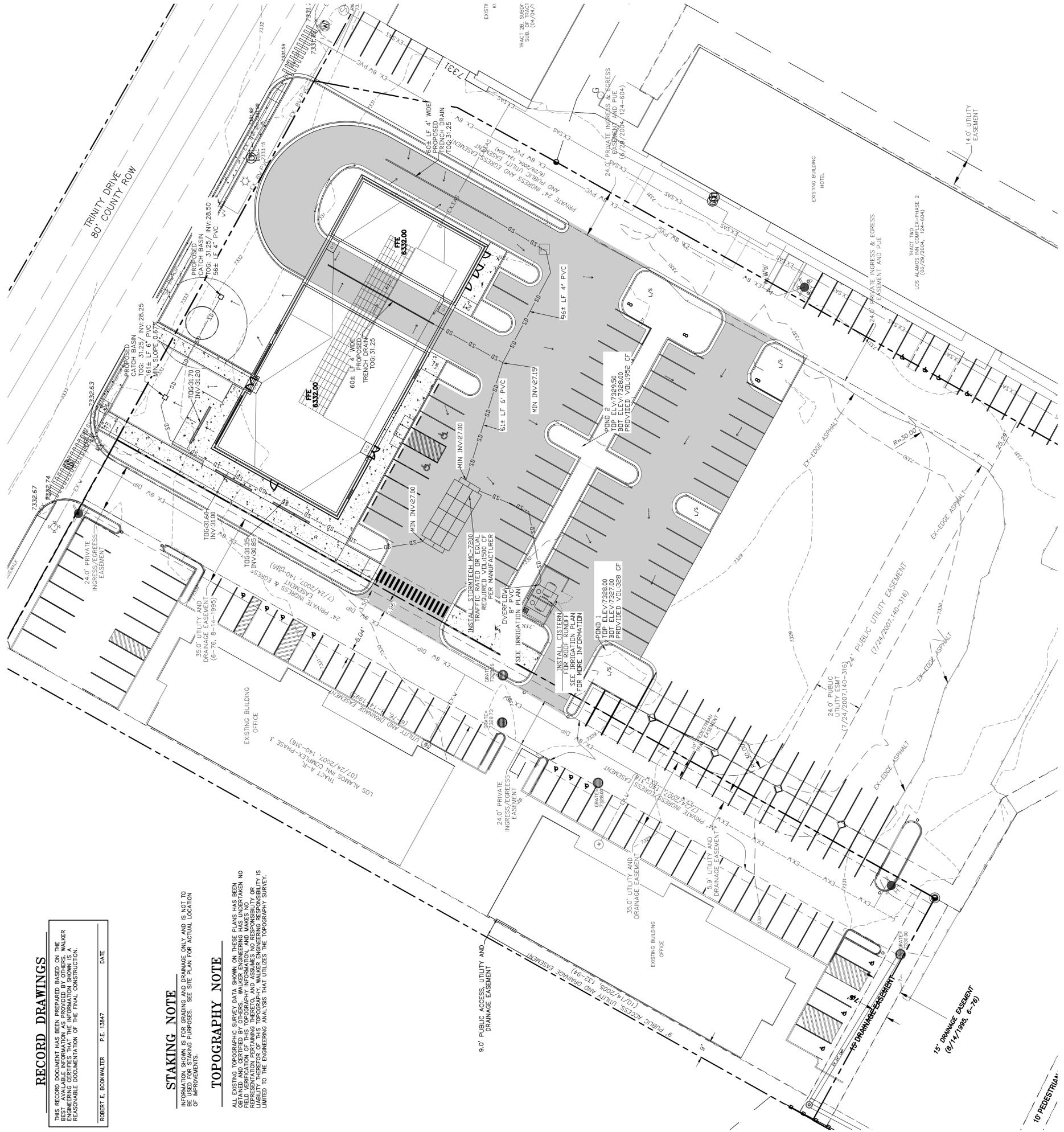
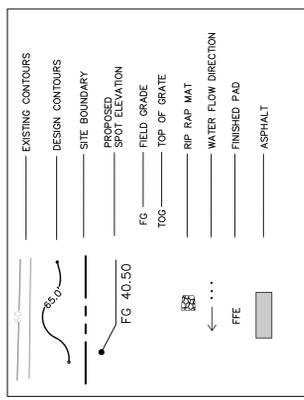
PAVEMENT SECTION

PER THE GREATEST REPORT THE FOLLOWING PAVEMENT SECTIONS ARE RECOMMENDED:
 FLEXIBLE PAVEMENT (AUTOMOBILE PARKING AND DRIVE LANES): 4" OF HOT MIX ASPHALT (HMA) PLACED DIRECTLY OVER A MINIMUM OF 12 INCHES OF PROPERLY COMPACTED NATIVE SUBGRADE MATERIAL.
 FOR HEAVY DUTY FLEXIBLE PAVEMENT (TRUCK PARKING AND DRIVE LANES, DRIVEWAYS, AND DRIVEWAYS): 4" OF HOT MIX ASPHALT (HMA) PLACED DIRECTLY OVER A MINIMUM OF 12 INCHES OF PROPERLY COMPACTED NATIVE SUBGRADE MATERIAL.
 THE HMA SHALL BE SP3 OR SP4

CISTERN ROOF RUNOFF NOTE

SEE LANDSCAPE PLAN FOR MORE INFORMATION ON CISTERN. ALL ROOF RUNOFF WILL BE CAPTURED IN CISTERN TO BE USED IN LANDSCAPING.

LEGEND



CONSTRUCTION NOTE

ALL CONSTRUCTION FOR THIS SITE MUST BE CONSTRUCTED PER LOS ALAMOS STANDARDS.

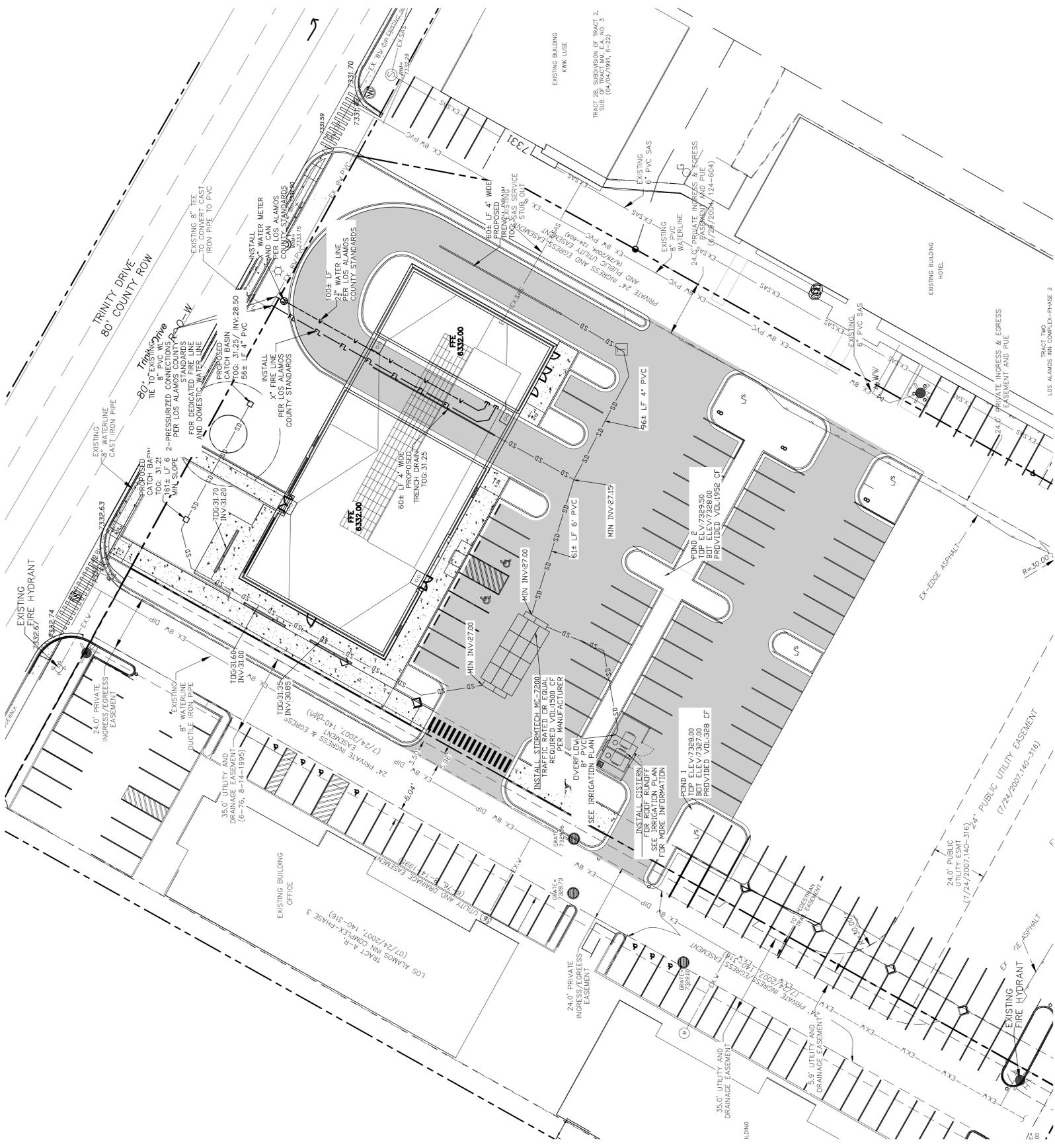
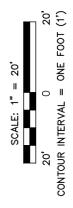
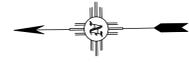
UTILITIES

WATERLINE: 8" CAST IRON PIPE AND 8" PVC IS LOCATED ON THE NORTH SIDE OF THE PROPERTY (SOUTH SIDE OF TRINITY DRIVE).

A DOMESTIC WATER LINE AND FIRE LINE FOR THE FIRE SPRINKLER SYSTEM WILL BE INSTALLED WITH TWO PRESSURIZED CONNECTIONS PER LOS ALAMOS STANDARDS. WATER METER AND CAN WILL BE INSTALLED SOUTH OF THE PROPOSED SIDEWALK.

THERE ARE CURRENTLY TWO EXISTING FIRE HYDRANTS, ONE LOCATED WEST OF THE NORTHWEST PROPERTY CORNER AND SOUTHWEST PROPERTY CORNER.

SANITARY SEWER: AN EXISTING 6" PVC SANITARY SEWER (SAS) LINE IS LOCATED ON THE EAST SIDE OF THE PROPERTY. THERE IS CURRENTLY A SAS SERVICE STUB OUT TO THE PROPERTY. THE INVERT AND SIZE OF THE SAS SERVICE WILL BE FIELD VERIFIED TO ENSURE GRAVITY FLOW INTO THE EXISTING SYSTEM.



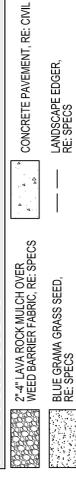
PLANTING NOTES

1. FINAL LAYOUT OF PLANT MATERIAL TO BE APPROVED BY LANDSCAPE ARCHITECT IN THE FIELD.
2. STAKE ALL NEW TREE LOCATIONS BASED ON THESE PLANS. OBTAIN LANDSCAPE ARCHITECTS APPROVAL OF LOCATIONS PRIOR TO PLANTING.
3. PLANT QUANTITIES ARE PROVIDED FOR CONTRACTOR'S CONVENIENCE ONLY AND SHALL BE VERIFIED BY CONTRACTOR BY REVIEWING PLANTING PLAN SYMBOLS.
4. PLANT LAYOUT SHALL TAKE PRIORITY OVER IRRIGATION VALVE BOX LOCATIONS. INSTALLED VALVE BOXES WHICH CONFLICT WITH ACCEPTED PLANT AND EDGING LAYOUT SHALL BE MOVED TO A LOCATION BETWEEN PLANTS AS DIRECTED BY ARCHITECT AT NO ADDITIONAL COST TO OWNER.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PLANT MATERIAL IN A HEALTHY STATE DURING CONSTRUCTION. ANY DAMAGE TO PLANT MATERIAL DUE TO NEGLIGENCE BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
6. PROJECT INCLUDES EXTENSIVE IRRIGATION AND UTILITY SYSTEMS MANY OF WHICH ARE CLOSE TO THE FINISHED SURFACE. VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO PLANTING. REPORT ANY CONFLICTS TO ARCHITECT.
7. ALL PLANTING AREAS ARE TO BE COVERED WITH ROCK MULCH OVER WEED BARRIER FABRIC UNLESS OTHERWISE NOTED. ROCK MULCH AND WOOD MULCH TO BE SEPARATED BY LANDSCAPE EDGER.

LANDSCAPE PERFORMANCE STANDARDS - NOTES

2. ALL LANDSCAPING AND IRRIGATION WILL COMPLY WITH LOS ALAMOS CURRENT LANDSCAPE PERFORMANCE STANDARDS.
3. ALL LANDSCAPING SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM. WATER WILL BE DELIVERED VIA DRIP OR BUBBLERS.
4. LANDSCAPING SHALL COMPLY WITH SIGHT VISIBILITY TRIANGLES AT DRIVEWAY INTERSECTIONS, PER LOS ALAMOS COUNTY STANDARDS. REFER TO THE SIGHT VISIBILITY TRIANGLES ON THE PLANS.
5. EVERGREEN TREES - MIN. 2' CAL. EVERGREEN TREES - MIN. 6 FT. SHRUBS - MIN. 5 GAL.

SYMBOLS LEGEND



PLANT LEGEND

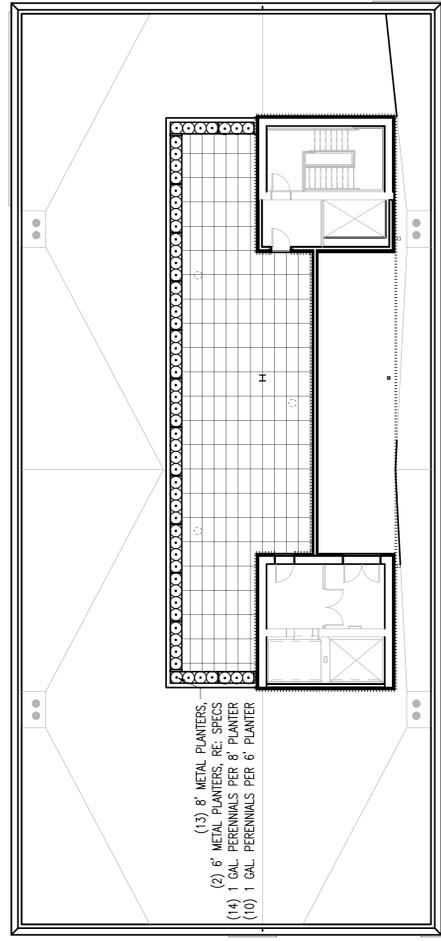
ABBR	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
ASE	DECIDUOUS TREES			
GOE	AMELANCHIER LARIX SPRING FLURRY	SPRING FLURRY SERVICEBERRY	2' CAL	B&B, STAKE & GUY
PA	CYNOCARPUS ESCALONIA ESPRESSO	SEEDLESS KENTUCKY COFFEE TREE	2' CAL	B&B, STAKE & GUY
OM	QUERCUS ALBA LAEVEBERGII	LAUREL OAK (MALE)	2' CAL	B&B, STAKE & GUY
PE	EVERGREEN TREES			
PI	PINUS EDULIS	PINON PINE	6 FT.	B&B, STAKE & GUY
AB	SHRUBS			
CI	ARONIA MELANOCARPA TROCUIOSUS BEAUTY	ROQUOIS BEAUTY BLACK CHOKEBERRY	5 GAL.	CONT.
CM	CEROCARPUS INTRICATUS	LITTLELEAF MOUNTAIN MAHOGANY	5 GAL.	CONT.
CS1	CHAMAEBATARIA MILLEFOLIUM	FERNBUSH	5 GAL.	CONT.
CS2	CORNUS SERICEA 'SANTIT'	ISANTI DOGWOOD	5 GAL.	CONT.
CSK	CORNUS SERICEA 'KELSEY'	KELSEY DOGWOOD	5 GAL.	CONT.
ENS	ERICAMERIA MAUSOGSA VAR. SPECIOSA	TALL BLUE RABBITBUUSH	5 GAL.	CONT.
LVC	LIGULSTRUM VULGARIS 'CHEYENNE'	CHEYENNE PRIVET	5 GAL.	CONT.
PAT	PEROVSKIA ATRIPLEXIFOLIA	RUSSIAN SAGE	5 GAL.	CONT.
PPS	POTENTILLA DAURICA 'PRAIRIE SNOW'	PRAIRIE SNOW SHRUBBY CINQUEFOIL	5 GAL.	CONT.
PON	PHYSCARPUS OPULIFOLIUS 'VANUS'	DWARF NINEBARK	5 GAL.	CONT.
RGL	RHUS AROMATICA 'GRO-LOW'	GRO-LOW DWARF FRAGRANT SUMAC	5 GAL.	CONT.
RA	RIBES ALPIMUM 'GREENMOUND'	GREENMOUND ALPINE CURRANT	5 GAL.	CONT.
SNS	SPIRAEA NIPPONICA 'SNOWMOUND'	GOLDEN CURRANT	5 GAL.	CONT.
SA	SYMPHORICARPOS ALBUS	SNOWMOUND SPIREA	5 GAL.	CONT.
ACB	ARCTOSTAPHYLOS X COLORADOENSIS PANICHTO'	PANICHTO MANZANITA	5 GAL.	CONT.
JSB	JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	5 GAL.	CONT.
CKF	PERENNIALS AND GRASSES			
PVS	CALAMAGROSTIS ACUTILOBA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL.	CONT.
	PANICUM VIRGATUM 'SHEENWOODHART'	SHEENWOODHART SWITCHGRASS	1 GAL.	CONT.

LANDSCAPE KEY NOTES

- 1.1 MULTISTEM TREE PLANTING, RE: JL-301
- 1.2 EVERGREEN TREE PLANTING, RE: 2L-301
- 1.3 DECIDUOUS TREE PLANTING, RE: 3L-301
- 1.4 SHRUB PLANTING ON SLOPE, RE: 4L-301
- 1.5 SHRUB PLANTING ON SLOPE, RE: 5L-301
- 1.6 BOULDER, RE: 6L-301 + SPECS
- 1.7 PERENNIALS AND GRASS PLANTING, RE: 7L-301 + SPECS
- 1.8 DEER FENCE, RE: 8L-301 + SPECS
- 1.9 ROCK RUNDOWN AT ROOF DRAIN OUTFALL, RE: 9L-301
- 1.10 LANDSCAPE EDGING, RE: SPECS.

COUNTY LANDSCAPE REQUIREMENTS

LANDSCAPE TYPE	CALCULATION - REQUIRED	TOTAL REQUIRED	TOTAL PROVIDED
SITE TREES	2 TREES PER 1,000 S.F. OF LANDSCAPING AREA (10,617 S.F.)	TREES - 22	TREES - 22
SITE SHRUBS	10 SHRUBS PER 1,000 S.F. OF LANDSCAPING AREA (10,617 S.F.)	SHRUBS - 110	SHRUBS - 266
PARKING LOT LANDSCAPING	1 TREE PER 12 PARKING SPACES (56 SPACES)	TREES - 5	TREES - 14



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

PLANTING NOTES

1. FINAL LAYOUT OF PLANT MATERIAL TO BE APPROVED BY LANDSCAPE ARCHITECT IN THE FIELD.
2. STAKE ALL NEW TREE LOCATIONS BASED ON THESE PLANS. OBTAIN LANDSCAPE ARCHITECT'S APPROVAL OF LOCATIONS PRIOR TO PLANTING.
3. PLANT QUANTITIES ARE PROVIDED FOR CONTRACTOR'S CONVENIENCE ONLY AND SHALL BE VERIFIED BY CONTRACTOR WITH ACCEPTED PLANTING PLAN SYMBOLS.
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5. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PLANT MATERIAL FROM A HEALTHY STATE NURSERY. CONTRACTOR SHALL VERIFY THE HEALTH OF ALL PLANTS PRIOR TO PLANTING. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING PLANTS AND UTILITIES DURING CONSTRUCTION. ANY DAMAGE TO PLANT MATERIAL DUE TO PROJECT INCLUDES EXTENSIVE IRRIGATION AND UTILITY SYSTEMS MANY OF WHICH ARE CLOSE TO THE FINISHED SURFACE. VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO PLANTING. REPORT ANY CONFLICTS TO ARCHITECT.
6. ALL PLANTING AREAS ARE TO BE COVERED WITH ROCK MULCH OVER WEED BARRIER FABRIC UNLESS OTHERWISE NOTED. ROCK MULCH AND WOOD MULCH TO BE SEPARATED BY LANDSCAPE EDGER.

LANDSCAPE PERFORMANCE STANDARDS - NOTES

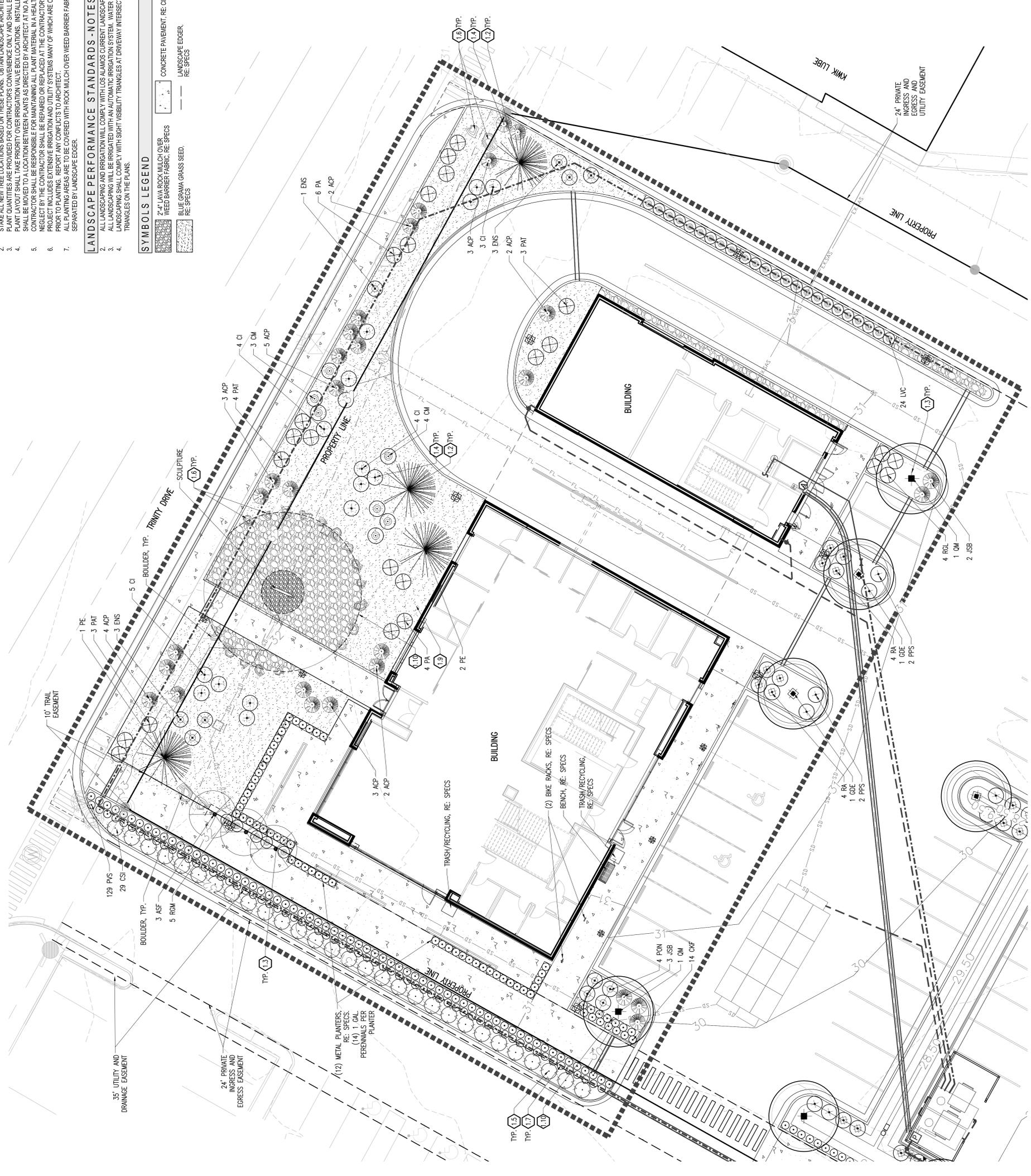
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4. LANDSCAPING SHALL COMPLY WITH SIGHT VISIBILITY TRIANGLES AT DRIVEWAY INTERSECTIONS. PER LOS ALAMOS COUNTY'S STANDARDS. REFER TO THE SIGHT VISIBILITY TRIANGLES ON THE PLANS.

SYMBOLS LEGEND

- 7'-4" LAVA ROCK MULCH OVER WEED BARRIER FABRIC, RE. SPECS
- CONCRETE PAVEMENT, RE. CIVIL
- BLUE GRAMA GRASS SEED, RE. SPECS
- LANDSCAPE EDGER, RE. SPECS

LANDSCAPE KEY NOTES

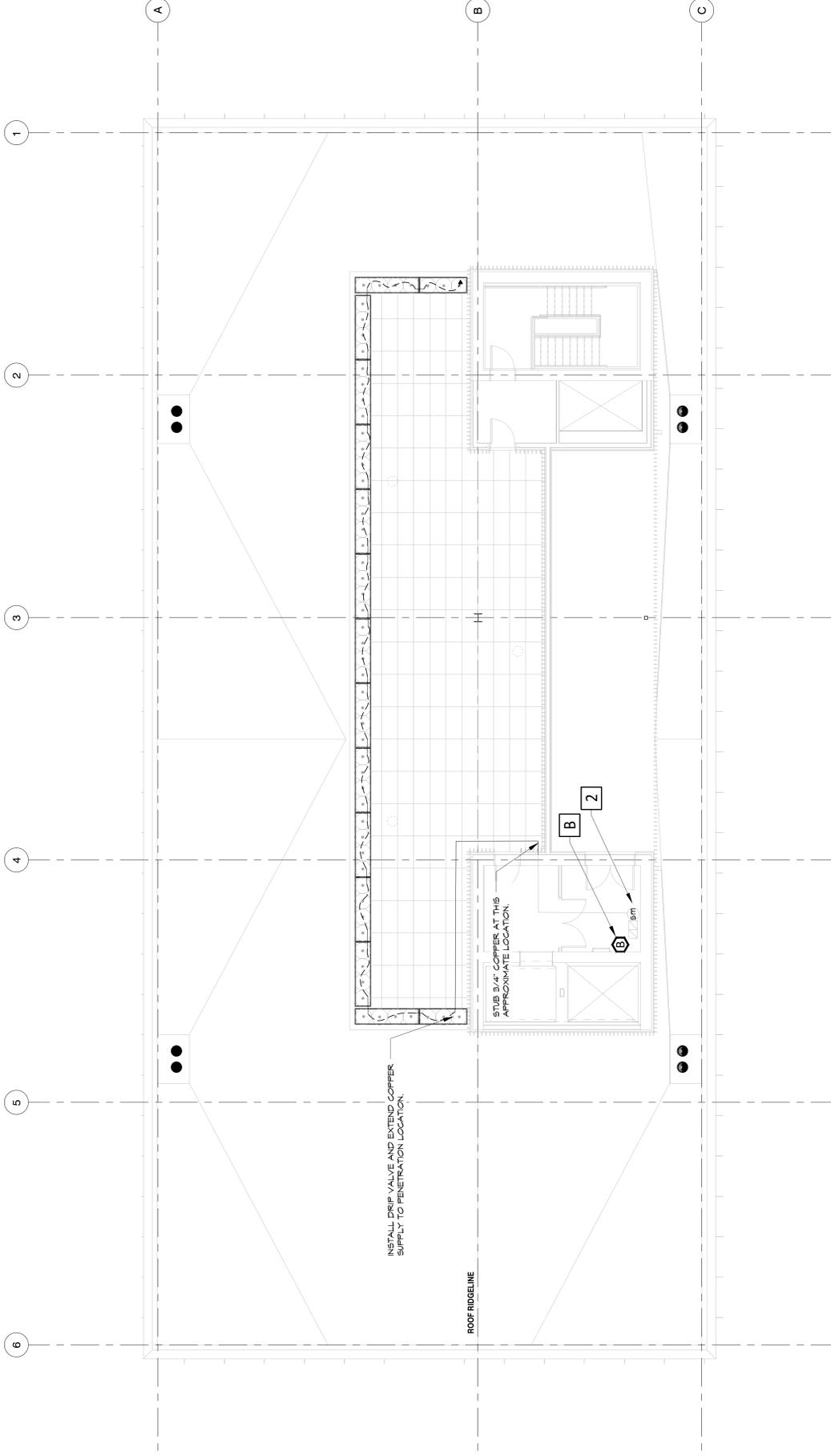
- LANDSCAPE**
- 1.1 MULTISTEM TREE PLANTING, RE. 6L-301
 - 1.2 EVERGREEN TREE PLANTING, RE. 2L-301
 - 1.3 DECIDUOUS TREE PLANTING, RE. 3L-301
 - 1.4 SHRUB PLANTING, RE. 4L-301
 - 1.5 SHRUB PLANTING ON SLOPE, RE. 5L-301
 - 1.6 BOULDER, RE. 6L-301 + SPECS
 - 1.7 PERENNIAL ORNAMENTAL GRASS/GROUND COVER PLANTING, RE. 6L-301
 - 1.8 DEER FENCE, RE. L-301 + SPECS
 - 1.9 ROCK RUNDOWN AT ROOF DRAIN OUTFALL, RE. 6L-301
 - 1.10 LANDSCAPE EDGING, RE. SPECS



28 February 2024
Scale: As Indicated

Century Bank - Los Alamos
Design Development

Planting Plan



2 POINT OF CONNECTION #2 - 3/4"

PEAK FLOW REQUIREMENT: 10 GPM, REQUIRED STATIC PRESSURE: 75 PSI
 THE ONTO 3/4" COPPER STUB-OUT AT THIS APPROXIMATE LOCATION. CONNECTION DOWNSTREAM OF BUILDING METER AT THE WATER ENTRY. INSTALLATION OF ONE 3/4" REDUCED PRESSURE BACKFLOW PREVENTER (RPP) SHALL BE INSTALLED AT THE WATER ENTRY. THE RPP SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND STUB TO THIS LOCATION IS BY OTHERS. SEE PLUMBING/MET (TBC). CONNECT AND INSTALL ONE MANUAL DRAIN VALVE, ONE IRRIGATION SUBMETER, ONE FLOW SENSOR, ONE MASTER VALVE AND ONE LINE SIZE BOILER DRAIN. SPLIT SUPPLY THE MAINS IN 3/4" HARD COPPER AND ONE CONDENSATE DRAIN TO ROOF LEVEL. THE CONDENSATE DRAIN SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND STUB TO THIS LOCATION IS BY OTHERS. SEE PLUMBING/MET (TBC). INSTALL 1" MANLINE AS SHOWN TO PLANTERS. SLOPE ALL COPPER WITHIN BUILDING TO BOILER DRAIN. INSTALL 3/4" INVERTED BOILER DRAIN AT LOW SPOT IN COPPER. CONTRACTOR IS RESPONSIBLE FOR WATERPROOF SEALING ALL FOUNDATION PENETRATION.

FINAL CONTROLLER LOCATION SHALL BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. ALL CONTROL WIRING WITHIN BUILDING SHALL BE INSTALLED IN EMT CONDUIT.

NO COPPER TUBING SHALL BE VISIBLE ON BUILDING EXTERIOR. COORDINATE WORK WITH PLUMBING CONTRACTOR. WORK SHALL CONFORM TO LOCAL CODE. FEES, PERMITS AND INSPECTIONS ASSOCIATED WITH WORK ARE TO BE OBTAINED AND PAID FOR BY CONTRACTOR. FINAL BACKFLOW PREVENTER LOCATION SHALL BE REVIEWED AND APPROVED BY CONSULTANT PRIOR TO INSTALLATION.

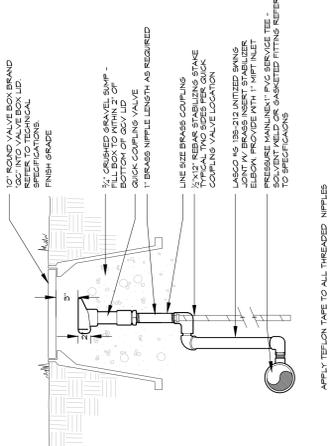
B CONTROLLER LOCATION "B"

MOUNT ONE CONTROLLER (REFER TO SCHEDULE FOR MODEL & STATION COUNT). REMOVE ALL WIRING FROM THIS LOCATION. THE CONTROLLER SHALL BE INSTALLED IN A LOCATION THAT IS NOT IN THE PATH OF TRAFFIC. THE CONTROLLER LOCATION FROM BUILDING BY OTHERS. ELECTRICAL CONTROLLER CANNOT BE IN FIRE PUMP ROOM. ELECTRICAL WIRE/CONDUIT AND POWER CONNECTION TO CONTROLLER IS BY CONTRACTOR WITH WORK CONFORMING TO LOCAL CODES. FINAL CONTROLLER LOCATION SHALL BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. ALL CONTROL WIRING WITHIN BUILDING SHALL BE INSTALLED IN EMT CONDUIT.

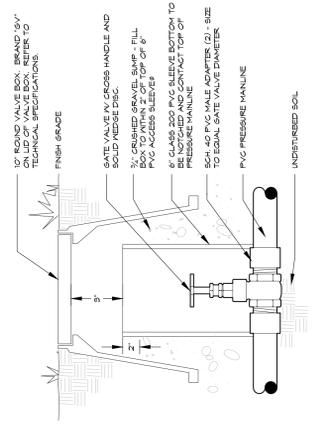
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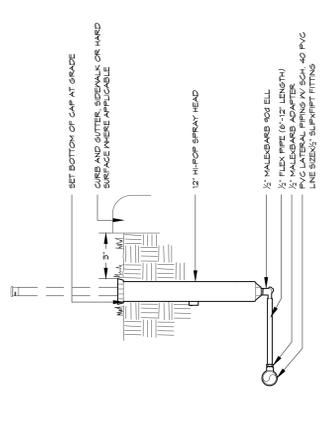




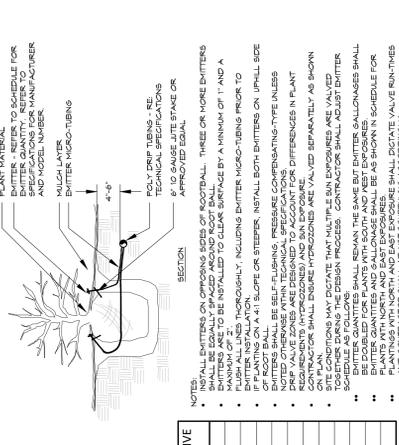
5
QUICK COUPLING VALVE
 LASCOSWING - TYPICAL



6
GATE VALVE
 2.5" & SMALLER - X-HANDLE



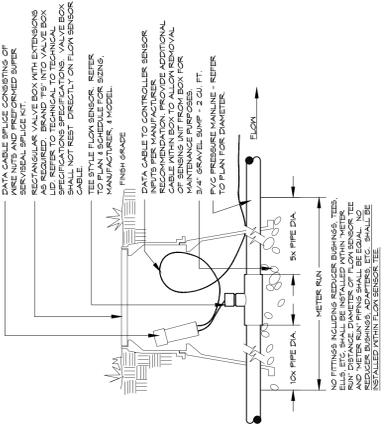
10
HI-POP SPRAY HEAD
 SWING PIPE - PVC



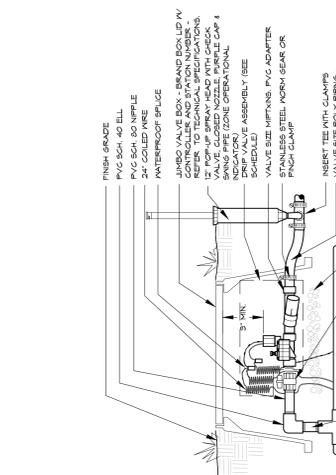
13
DRIP EMITTER
 BELOW GRADE

PLANT SIZE	EMITTER FLOW RATE	EMITTER QTY. AT MULCHED BED LOCATIONS	EMITTER QTY. AT NATIVE SEED LOCATIONS
1-2 GALLON MATERIAL	0.8 GPH	ONE EACH	ONE EACH
3 GALLON MATERIAL	0.8 GPH	TWO EACH	TWO EACH
4 GALLON MATERIAL	0.8 GPH	THREE EACH	THREE EACH
5 GALLON MATERIAL	0.8 GPH	FOUR EACH	FOUR EACH
6 GALLON MATERIAL	0.8 GPH	SIX EACH	SIX EACH
7 GALLON MATERIAL	0.8 GPH	EIGHT EACH	EIGHT EACH
8 GALLON MATERIAL	0.8 GPH	TEN EACH	TEN EACH
9 GALLON MATERIAL	0.8 GPH	THIRTEEN EACH	THIRTEEN EACH
10 GALLON MATERIAL	0.8 GPH	SIXTEEN EACH	SIXTEEN EACH
11 GALLON MATERIAL	0.8 GPH	TWENTY EACH	TWENTY EACH
12 GALLON MATERIAL	0.8 GPH	TWENTYFOUR EACH	TWENTYFOUR EACH
13 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
14 GALLON MATERIAL	0.8 GPH	THIRTYSIX EACH	THIRTYSIX EACH
15 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
16 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
17 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
18 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
19 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
20 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
21 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
22 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
23 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
24 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
25 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
26 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
27 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
28 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
29 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
30 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
31 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
32 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
33 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
34 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
35 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
36 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
37 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
38 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
39 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
40 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
41 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
42 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
43 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
44 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
45 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
46 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
47 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
48 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH
49 GALLON MATERIAL	0.8 GPH	THIRTYEIGHT EACH	THIRTYEIGHT EACH
50 GALLON MATERIAL	0.8 GPH	THIRTYTWO EACH	THIRTYTWO EACH

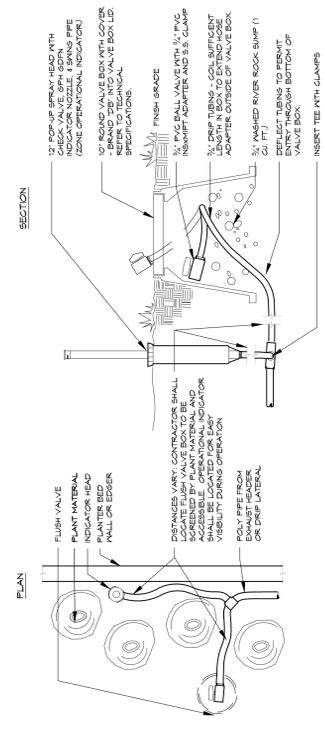
9
ELECTRIC CONTROL VALVE
 24V - PVC Lateral



8
FLOW SENSOR
 VIA DATA CABLE - TEE STYLE



11
DRIP VALVE
 24V - POLY LATERAL



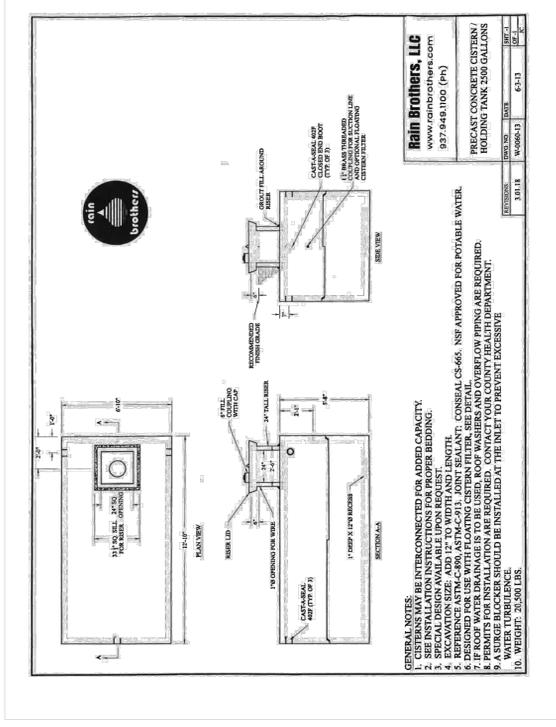
12
DRIP FLUSH VALVE
 WITH OPERATIONAL INDICATOR

Pumping System Notes

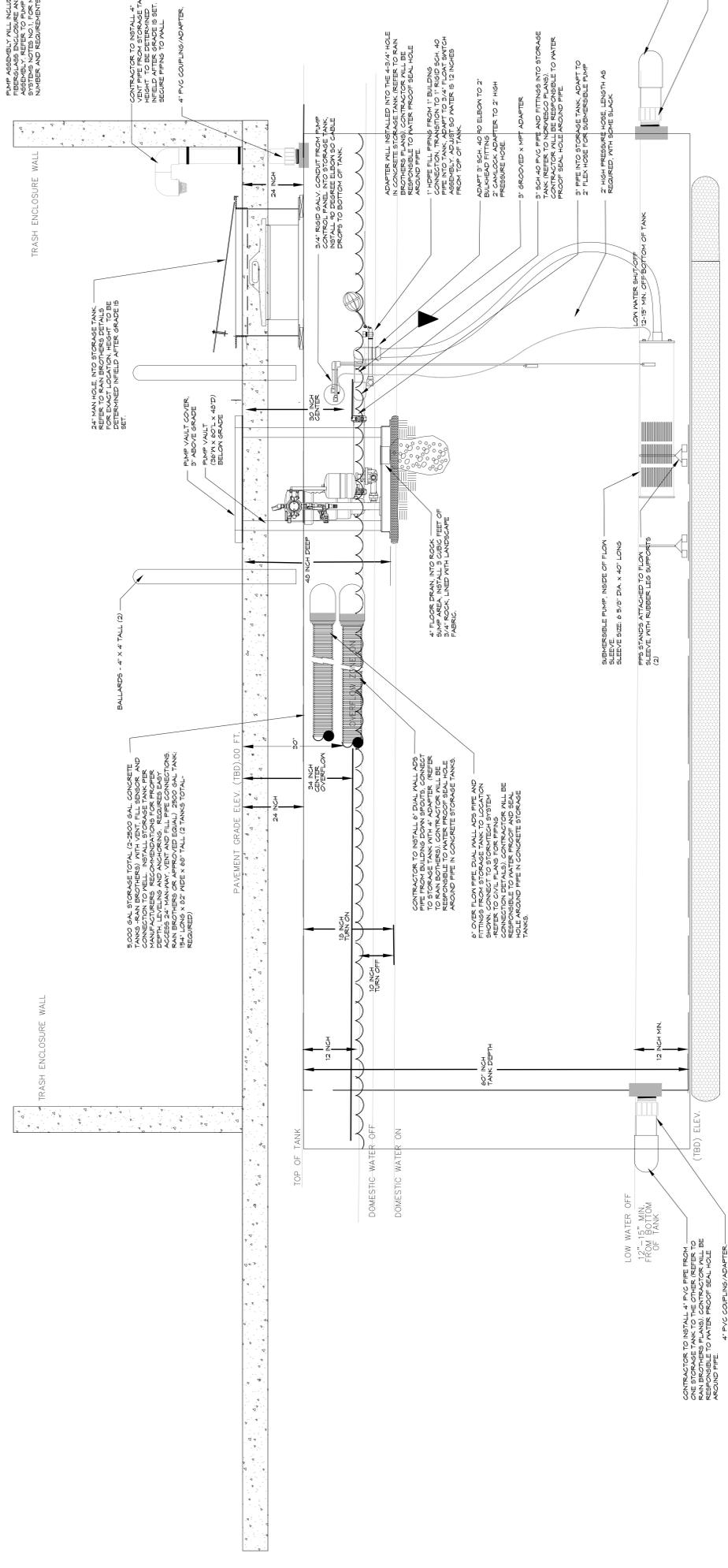
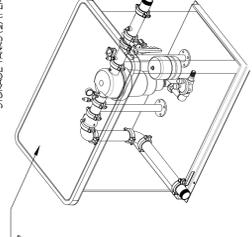
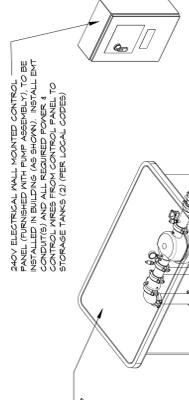
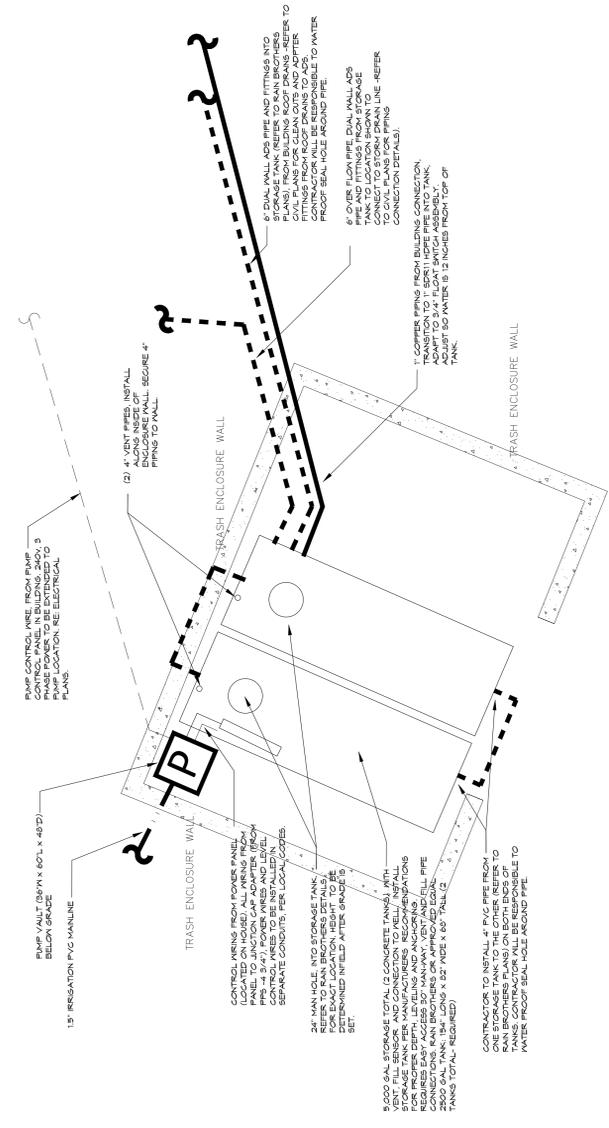
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GENERAL NOTES

- THE BACK-UP WATER SOURCE FOR THE IRRIGATION SYSTEM SHALL BE FROM THE STORAGE TANK. THE STORAGE TANK SHALL BE INSTALLED IN A RATED CABINET AND SHALL BE PROTECTED BY GFCI. THE STORAGE TANK SHALL BE INSTALLED IN A RATED CABINET AND SHALL BE PROTECTED BY GFCI.
- TANK SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS WITH ALL ELECTRICAL WIRING AND CONNECTIONS PER 2023 IFC AND ALL APPLICABLE REGULATIONS. PER 2023 IFC, ALL ELECTRICAL WIRING SHALL BE INSTALLED IN RATED CABINETS AND SHALL BE PROTECTED BY GFCI. ALL ELECTRICAL WIRING SHALL BE INSTALLED IN RATED CABINETS AND SHALL BE PROTECTED BY GFCI.
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TOP VIEW



SIDE VIEW
 (SIDE VIEW - IS DIAGRAMMATIC ONLY, SEE
 TOP VIEW FOR CORRECT PIPE ALIGNMENT
 INTO TANKS)

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 KDI
 Irrigation Consulting & Water Management
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 www.hydrosystems.com
 c: 303.980.6327

811
 Know what's below.
 Call before you dig.
 811.CALL OR VISIT 811.CALL WITH THE NUMBER OF
 THE UTILITY YOU WANT TO LOCATE.
 1-800-4-A-DAWN



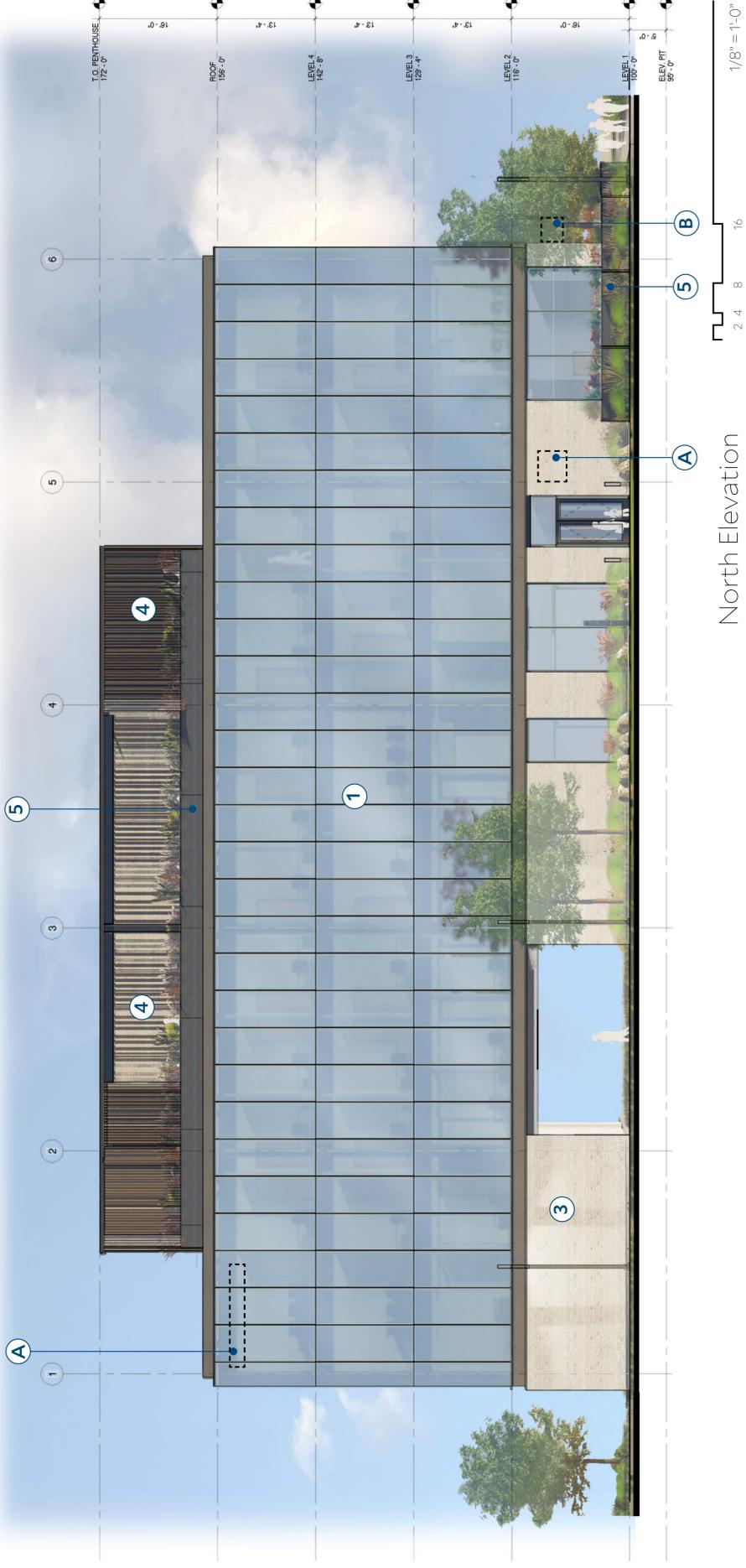
- | | |
|--|---|
| 1.  | Structurally Glazed Curtain Wall System, Aluminum Frame, Vltra Solarban77 Clear Glass |
| 2.  | Mechanical Louvers, Finished to Match Metal Panel Cladding |
| 3.  | Tufa or Limestone Cladding, Honed Finish White/Cream Color |
| 4.  | Wood Louver Rainscreen Cladding |
| 5.  | BisonCube Aluminum Planter, Charcoal Powdercoat Finish |
| 6.  | Steel Doors, Finished to Match Curtainwall Mullions |
| 7.  | Metal Panel Cladding |

Notes

- A. Location of future bank signage
 - B. Location of future coffee shop signage beyond
- * Total building signage not to exceed 100 SF max per



West Elevation



North Elevation



1. Structurally Glazed Curtain Wall System, Aluminum Frame, Vitra Solarban77 Clear Glass



2. Mechanical Louvers, Finished to Match Metal Panel Cladding



3. Tufa or Limestone Cladding, Honed Finish, White/Cream Color



4. Wood Louver Rainscreen Cladding



5. BisonCube Aluminum Planter, Charcoal Powdercoat Finish



6. Steel Doors, Finished to Match Metal Panel Cladding

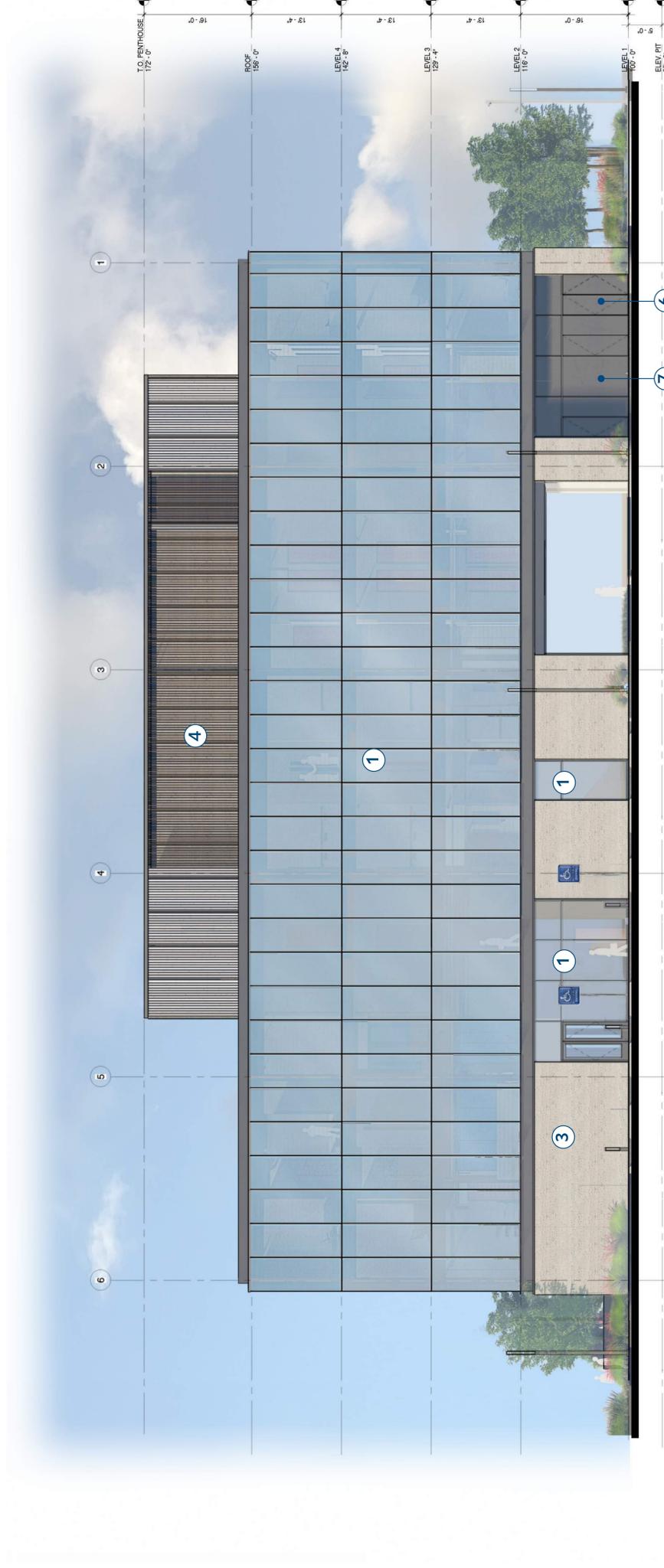


7. Metal Panel Cladding



East Elevation

1/8" = 1'-0"



South Elevation

1/8" = 1'-0"





Wilger Enterprises
425 Edmon Rd. NE
Albuquerque, NM 87107

Attn: John Wilger

RE: Geotechnical Engineering Services Report
Century Bank Percolation Testing
2201 Trinity Dr.
Los Alamos, New Mexico

Dear Mr. Wilger:

Submitted herein is the Geotechnical Engineering Services Report for the above-referenced project. This report presents the results of our geotechnical engineering services investigation performed by this firm regarding percolation testing at the Century Bank building site located at 2201 Trinity Dr. in Los Alamos, New Mexico.

The objectives of this investigation were to:

- 1) Evaluate the nature and engineering properties of the subsurface soils underlying the site.
- 2) Provide subsurface soil classification and profile as well as subsurface percolation rates.

The investigation includes subsurface exploration, selected soil sampling, laboratory testing of the samples, performing an engineering analysis and preparation of this report.

Two (2) exploratory borings were drilled at the site to a depth of 10 feet below existing site grades. Percolation testing was performed in each of the borings. Locations of the borings are shown on the attached Boring Location Map, Figure 1. The soils encountered in the borings were continuously examined, visually classified and logged during the drilling operation. The boring logs and the results of percolation testing are presented in following sections of this report. Drilling was accomplished using a truck mounted drill rig equipped with 2.25-inch inside diameter hollow stem auger.

**GEOTECHNICAL ENGINEERING
SERVICES REPORT
NO. 1-31102**

**CENTURY BANK
PERCOLATION TESTING
2201 TRINITY DRIVE**

LOS ALAMOS, NEW MEXICO

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PREPARED FOR:

WILGER ENTERPRISES

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Selected samples were tested in the laboratory to determine certain engineering properties of the soils. Moisture contents were determined to evaluate the various soil deposits with depth. The results of these tests are shown on the boring logs.

Sieve analysis and Atterberg limits tests were performed to aid in soil classification. The results of these tests are presented in the Summary of Laboratory Results and on the individual test reports presented in a following section of this report.

As indicated by the exploratory borings, the subsurface soils underlying the site consisted of a surficial layer of man-made fill classifying as a low plasticity silty sand but consisting of a blend of imported clay and broken-down tuff. The surficial fill was encountered at the surface at the Boring 1 location and extended to a depth of 4 feet below surface grade where native volcanic tuff was encountered and extended to the full depth explored. Fill was not encountered at the Boring 2 location such that tuff was encountered at the surface and extended to the full depth explored.

No free groundwater was encountered in the borings and soil moisture contents were found to be moderately high throughout the site.

Based on the results of this investigation, a percolation rate of 5.0 minutes per inch is recommended for use in civil drainage design.

This report has been prepared to aid in the evaluation of this site and to assist in the design of this project. It is recommended that the geotechnical engineer be provided the opportunity to review the final design drawings and specifications in order to determine whether the recommendations in this report are applicable to the final design. Review of the final design drawings and specifications should be noted in writing by the geotechnical engineer.

This report has been prepared for the sole use of Wilger Enterprises specifically to aid in civil design of the proposed Century Bank building site located at 2201 Trinity Drive in Los Alamos, New Mexico, and not for use by any third parties without consent.

We make no other warranty, either expressed or implied. Any person using this report for bidding or construction purposes should perform such independent investigation as they deem necessary to satisfy themselves as to the surface and subsurface conditions to be encountered and the procedures to be used in the performance of work on this project. If conditions encountered during construction appear to be different than indicated by this report, this office should be notified.

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All soil samples will be discarded 60 days after the date of this report unless we receive a specific request to retain the samples for a longer period of time.

It has been a pleasure to serve you on this project. If you should have any questions, please contact this office.

Respectfully submitted:
GEO-TEST, INC.

Patrick R. Whorton, PE



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SUMMARY OF LABORATORY RESULTS

Sheet 1 of 1

TEST HOLE	DEPTH (FEET)	UNIFIED CLASS	(% MOIST	LL	PI	SIEVE ANALYSIS PERCENT PASSING												
						NO 200	NO 100	NO 40	NO 10	NO 4	3/8"	1/2"	3/4"	1"	1 1/2"	2"	4"	
P-1	2.5	SM	14.7	34	9	44	48	55	89	96	98	98	100					
P-1	7.5		15.6															
P-2	2.5		12.1															
P-2	7.5	SM	8.9	NP	NP	38	43	51	85	94	98	100						

GEO-TEST

LL = LIQUID LIMIT
 PI = PLASTICITY INDEX
 NP = NON PLASTIC or NO VALUE

Project: Century Bank Percolation Tests
 Location: Los Alamos, New Mexico
 Number: 1-31102





Percolation Test

Project Name: Century Bank Los Alamos
 Job Number: 1-31102
 Client: Wilger Enterprises
 Test By: Geo-Test
 Soil Type: Tuff
 Location: See Figure 1

Test 1 (p1)

Test Duration: 60 min
 Total Hole Depth: 120 inches
 Water Level Start: 24 inches
 Water Level End: 46.8 inches

Time	Water Drop	Time	Water Drop
0	0.0	0	0.0
10	2.4	10	18.0
20	7.8	20	9.0
30	4.8	30	3.6
40	3.0	40	8.4
50	2.4	50	3.0
60	2.4	60	6.6
		70	2.4
		80	3.6
		90	2.4

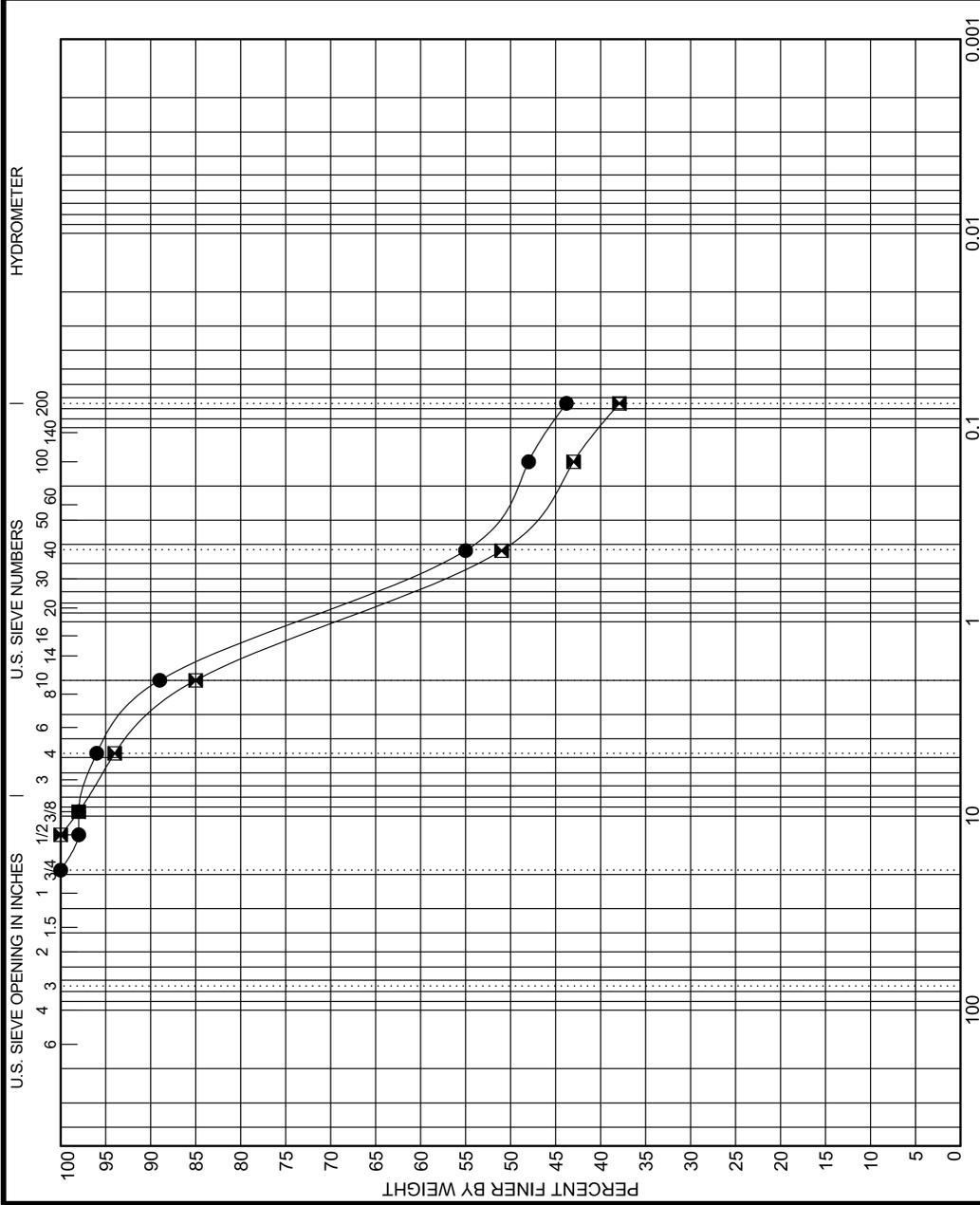
Test 2 (p2)

Test Duration: 90 min
 Total Hole Depth: 120 inches
 Water Level Start: 21 inches
 Water Level End: 57 inches

Time	Water Drop	Time	Water Drop
0	0.0	0	0.0
10	2.4	10	18.0
20	7.8	20	9.0
30	4.8	30	3.6
40	3.0	40	8.4
50	2.4	50	3.0
60	2.4	60	6.6
		70	2.4
		80	3.6
		90	2.4

Percolation Rate: 4.2 min/inch Percolation Rate: 4.2 min/inch

Average Percolation Rate: 4.2 min/inch



Specimen Identification	GRAVEL		SAND		SILT OR CLAY		
	coarse	fine	coarse	medium	fine	PI	Cc
P-1	2.5					34	25
P-2	7.5					NP	NP
Classification							
P-1	SILTY SAND(SM)						
P-2	SILTY SAND(SM)						
Specimen Identification							
P-1	D100	D60	D30	D10	%Gravel	%Sand	%Silt
P-2	19	0.539			4.0	52.2	43.8
P-2	12.5	0.646			6.0	56.1	37.9

GRAIN SIZE DISTRIBUTION	
Project:	Century Bank Percolation Tests
Location:	Los Alamos, New Mexico
Number:	1-31102



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505-820-7990

Lime Green Design, Inc.
1165 S. Pennsylvania St., Suite 120A
Denver, CO 80210
303-733-7558



AndersonMasonDale
Architects



Century Bank Development

Los Alamos, New Mexico | 2221 Trinity Dr. (NM 502)

Traffic Impact Study

May 31, 2023

FINAL (Revision 2)



A handwritten signature in blue ink that reads "Terry O. Brown".

Presented to:
Javier Martinez, P.E.
NMDOT, District 5
P.O. Box 4127
Santa Fe, NM 87502

Terry O. Brown, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM. 87109
(505) 883-8807



A handwritten signature in blue ink that reads "Ronald R. Bohannon".

Ronald R. Bohannon, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM. 87109
(505) 858-3100

Prepared for:
Anne Kain
Century Bank
P.O. Box 1507
Santa Fe, NM 87504-1507

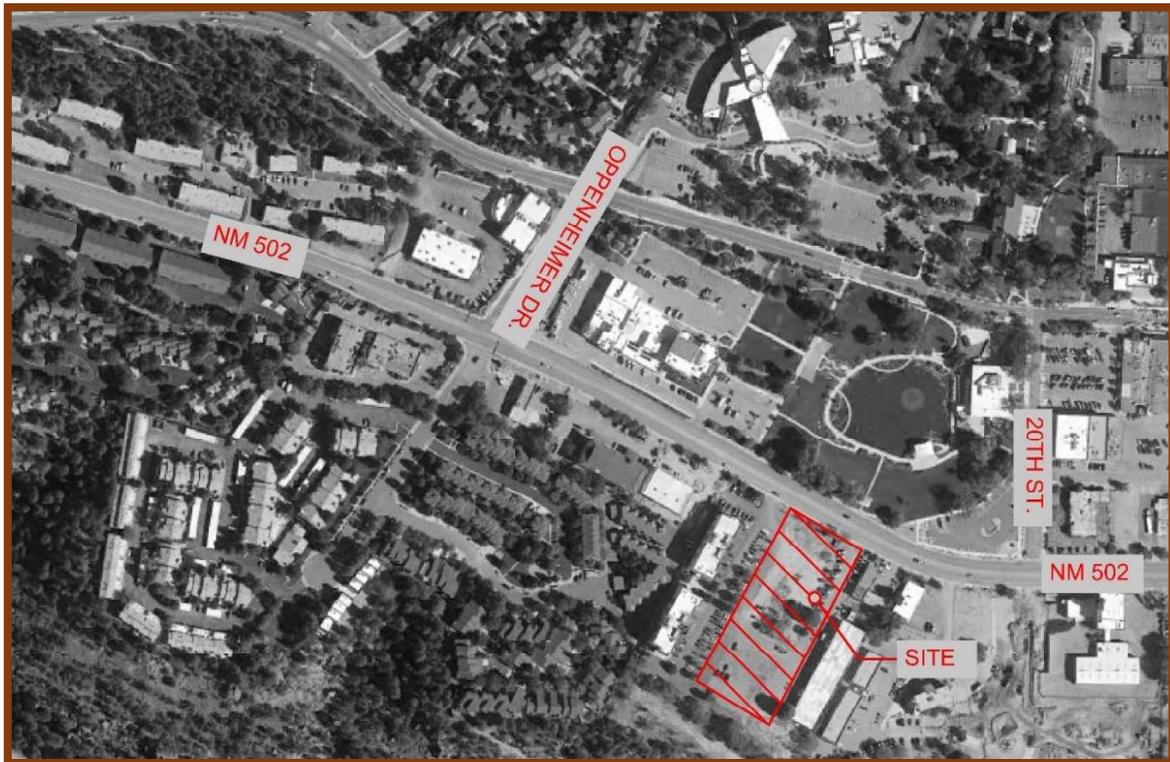
Century Bank – Los Alamos, NM
2221 Trinity Dr. / NM 502
Traffic Impact Study

Executive Summary

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Century Bank development, determine the impact of the development on the adjacent transportation system, and recommend mitigation measures where needed. This study is prepared to meet requirements of the New Mexico Department of Transportation (NMDOT), District 5 and Los Alamos County. The TIS will be approached in two Phases for the new Los Alamos Development. Phase One will include analysis of the 4-story building which will include the Century Bank/Coffee Shop and General Office space that is located nearest Trinity Dr. (NM 502). When land uses for Phase Two are finally determined, an updated TIS may be required for evaluation by Los Alamos County and NMDOT. The anticipated implementation year for the first phase of the project is 2024 and the horizon year is 2034.

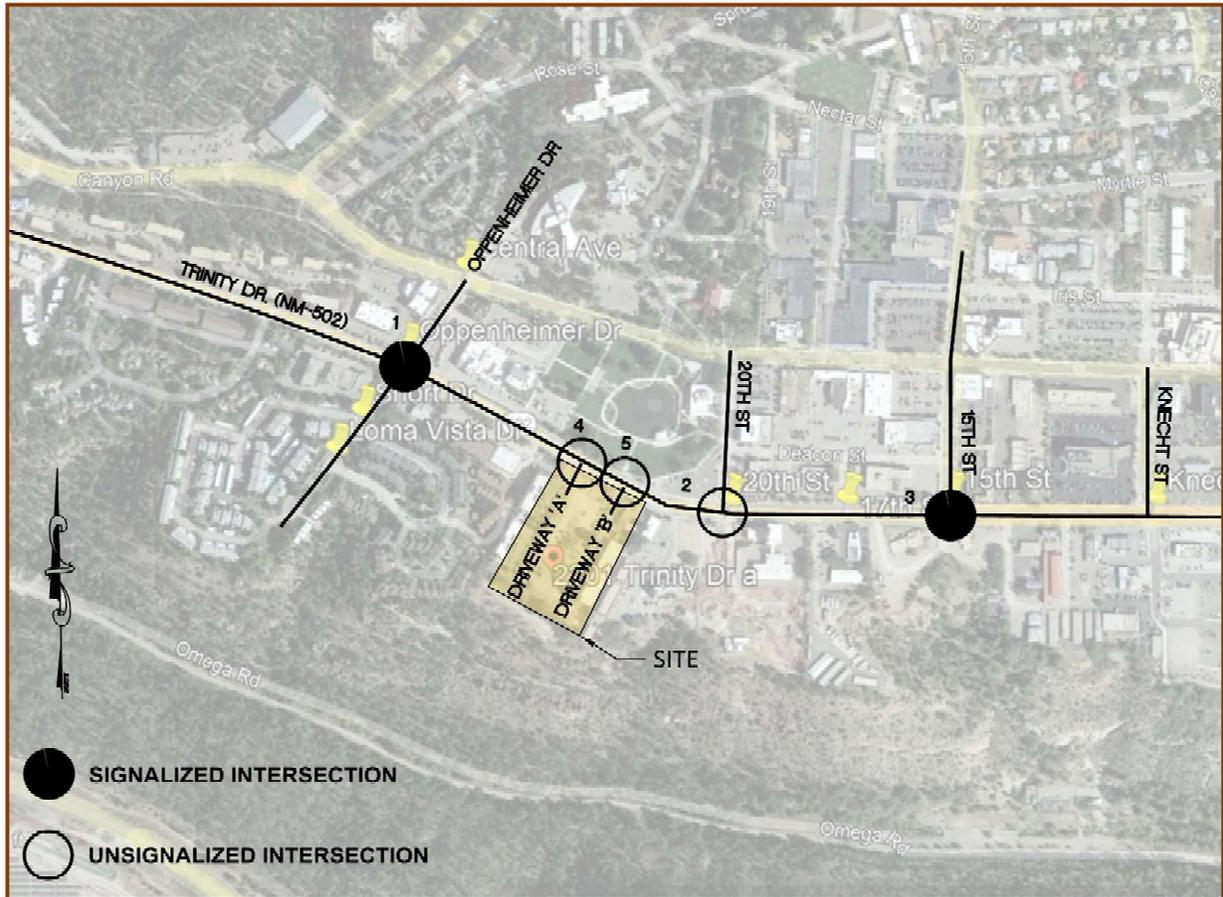
Site Location and Study Area

The proposed development is in Los Alamos, NM along the south side of Trinity Drive (Dr.) at 2221 Trinity Dr. (NM502) between Oppenheimer Dr. and 20th Street. See the vicinity map below.



The study area includes the five intersections listed below and shown on the following map:

1. Trinity Drive (NM 502)/Oppenheimer Drive (Signalized, Existing)
2. Trinity Drive (NM 502)/20th Street (Unsignalized, Existing)
3. Trinity Drive (NM 502)/15th Street (Signalized, Existing)
4. Trinity Drive (NM 502)/ Driveway 'A' (Unsignalized, Existing)
5. Trinity Drive (NM 502)/ Driveway 'B' (Unsignalized, Existing)



Development Description

For the first phase of the project, the proposed site is to be developed as a 4-story building with 30,000 square feet (sf) of office space (ITE Land Use 710, General Office Building), a 2000-sf coffee shop (ITE Land Use 936, Coffee/Donut Shop w/o Drive Thru Window) and a 5000-sf bank (ITE Land Use 912, Drive-in Bank). The bank will have two drive-thru lanes. The coffee shop will have no drive-up service. The second phase is currently conceptualized as a 120-unit multifamily housing development. Trip generation rates for the second phase of the project, based on this concept, are included in the analysis for this TIS to minimize revisions to the TIS when the second phase is developed. Approximately 2/3 of the site is developed with an unpaved parking lot and an asphalt paved parking lot. The remaining 1/3 of the site is undeveloped.

According to the Institute of Traffic Engineers' (ITE) trip generation rates, the new development is anticipated to generate approximately 310 AM peak hour trips, 307 noon peak hour trips, and 252 PM peak hour trips (exiting and entering). It is estimated that 30% of the commercial trips generated by this project will be pass-by trips. That is, 30% of the trips into and out of the Century Bank/Coffee Shop will already be on the roadway system and have destinations other than the Century Bank. ITE Pass-by Trip Rates for similar land uses are provided in Appendix page A-140. A breakdown of the AM, Noon, and PM trips for each land use are presented in the table below.

Century Bank Los Alamos

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		NOON PEAK HR.		P. M. PEAK HR.		Pass-by Trips %	
DESCRIPTION	GROSS	ENTER	EXIT	ENTER*	EXIT*	ENTER	EXIT		
Summary Sheet		Units							
Drive-In Bank (912)	2	250	10	7	15	14	27	28	30%
Coffee/Donut Shop w/o Drive Thru Window (936)	2.00	193	95	91	98	95	32	32	30%
General Office Building (710)	30.00	325	52	7	17	16	10	51	-
Multifamily Housing (Low-Rise) - FUTURE(220)	120	809	12	36	24	28	45	27	-
Subtotal		1,577	169	141	154	153	114	138	
<i>Pass-By Trips</i>			<i>-32</i>	<i>-29</i>	<i>-34</i>	<i>-33</i>	<i>-18</i>	<i>-18</i>	
Total Primary Trips			137	112	120	120	96	120	
			310		307		252		
			AM Trips		NOON Trips		PM Trips		

* For the Coffee/Donut Shop (936) Weekday AM Peak Hour Trips were used for the NOON peak hour trips since NOON peak hour trips for a donut shop are not generated by ITE. These values are conservative.

Site Access

The development will be accessed via two existing full access driveways on Trinity Dr. that will be shared with existing developments east and west of the site. Driveway 'A' is an existing driveway on the south side of Trinity Dr., approximately 625 feet west of 20th St. Driveway 'B' is an existing driveway on the south side of Trinity Dr., approximately 405 feet west of 20th Street (centerline to centerline). See the site plan on Appendix Page A-2 for more details.

Traffic Volumes

Existing traffic volumes (turning movement counts) were collected in the field at Intersections 1 and 2 (Oppenheimer Dr. and 20th St.) in November 2022 and Intersections 4 & 5 (Driveways 'A' & 'B') in April 2023. Existing traffic volumes for Intersection 3 (15th St.) were provided by Los Alamos County in the Kittelson & Associates, Site Traffic Analysis for Natural Grocers (August 2018). However, the report included only AM and PM peak hour counts so, the Noon peak hour was not analyzed in this TIS.

Projected trips generated by the proposed development were calculated based on the Institute of Traffic Engineers (ITE) Trip Generation Manual (11th Edition). **NO BUILD traffic volumes** were determined by adding the background traffic growth volumes (1.0% of existing trips) to the existing traffic volumes. **BUILD traffic volumes** were calculated by adding the trips generated by the project to the NO BUILD volumes.

Traffic Analysis

A single period capacity analysis and queueing analysis of the study area intersections was conducted in accordance with the Highway Capacity Manual (HCM6), using Synchro 11 (Build 11.1.2.9) modeling software. NO BUILD and BUILD peak hour volumes used in the analysis are equal to the maximum 15-min period volumes multiplied by four.

Analysis results of each intersection by analysis year are included in the following table:

HCM Results Summary Table
Century Bank Development - Los Alamos, NM

4/27/2023				2024 Capacity Analysis			2034 Capacity Analysis			Queueing	
				LOS, Delay (s/veh) ¹			LOS, Delay (s/veh) ¹			2024	2034
Intersect										Lane/Additional Queue length Required (ft)	
No.	Intersection Name	Signalization/Control	Case	AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak		
1:	Trinity Drive/Oppenheimer Drive	Signalized/	NO BUILD	A - 8.1	A - 9.4	A - 8.4	A - 8.2	A - 9.7	A - 8.6	-	-
		Actuated Uncoordinated	BUILD	A - 8.2	A - 9.6	A - 8.6	A - 8.4	A - 9.9	A - 8.9	-	-
2:	Trinity Drive/20th St	Unsignalized/	NO BUILD	C - 17.4	D - 29.6	E - 38.6	C - 19.0	E - 36.2	E - 47.3	-	-
		2-Way Stop Control	BUILD	C - 18.5	D - 32.2	E - 42.1	C - 20.2	E - 39.8	F - 51.7	-	-
3:	Trinity Dr./15th St	Signalized/	NO BUILD	A - 9.2	Not Analyzed	B - 12.9	A - 9.6	Not Analyzed	B - 13.4	-	-
		Actuated Uncoordinated	BUILD	A - 9.5	Not Analyzed	B - 13.5	B - 10.6	Not Analyzed	B - 13.9	-	-
4:	Trinity Dr./Drwy 'A'	Unsignalized/	NO BUILD	B - 12.3	C - 16.6	D - 34.9	B - 12.8	C - 17.6	C - 15.4	-	-
		2-Way Stop Control	BUILD	C - 17.4	D - 31.5	E - 36.7	C - 18.6	E - 38.2	E - 47.1	-	-
5:	Trinity Dr./Drwy 'B'	Unsignalized/	NO BUILD	B - 12.7	C - 16.9	C - 20.1	B - 13.3	C - 18.4	C - 22.2	-	-
		2-Way Stop Control	BUILD	C - 17.4	C - 17.5	C - 23.3	B - 12.9	C - 19.7	C - 21.3	-	-

1 - LOS = Level of Service as defined in the STATE ACCESS MANAGEMENT MANUAL, New Mexico State Highway and Transportation Department

2 - Data for movement with worst LOS & Delay

3 - HCM Multiple Period Analysis

Summary of Impacts

In summary, the proposed Century Bank Development will have minimal adverse impact to the adjacent transportation system with implementation of the recommended mitigation measures presented in this report. A summary of the impacts based on the results of the analysis, are stated below.

Intersection 1 – Trinity Dr./Oppenheimer Dr.

- **2024 and 2034 HCM capacity analysis:** Intersection delays and delays for individual movements are acceptable (LOS D or better) for all conditions.
- **2024 and 2034 Queuing analysis:** Existing lanes have sufficient capacity for the NO BUILD and BUILD conditions and V/C's are less than 1 for all movements.
- **No mitigation recommended.**

Intersection 2 – Trinity Dr./20th Street

- **2024 and 2034 HCM capacity analysis:** Intersection delays and delays for individual movements are acceptable (LOS D or better) for all conditions except for 2024 and 2034 the PM NO BUILD and BUILD and 2034 NOON BUILD conditions. During these time periods, the LOS's for NBL and SBL lanes are LOS=E or F. These are existing problems not made significantly worse by development and the development does not contribute traffic volume to these movements.
- **2024 and 2034 Queuing analysis:** Existing lanes have sufficient capacity for the NO BUILD and BUILD conditions and V/C's are less than 1 for all movements.
- **No mitigation recommended**

Intersection 3 – Trinity Dr./15th Street

- **2024 and 2034 HCM capacity analysis:** Intersection delays and delays for individual movements are acceptable (LOS D or better) for all conditions.
- **2024 and 2034 Queuing analysis:** Existing lanes have sufficient capacity for the NO BUILD and BUILD conditions and V/C's are less than 1 for all movements.
- **No mitigation recommended.**

Intersection 4 – Trinity Dr./Driveway 'A'

- **2024 and 2034 HCM capacity analysis:** Intersection delays and delays for individual movements are acceptable (LOS D or better) for all conditions except the NBL during the AM, Noon, and PM BUILD Conditions. The high volume of traffic on Trinity Dr. creates insufficient gaps in traffic flows for vehicles exiting the driveway to enter the flow of traffic in an acceptable amount of time.
- **2024 and 2034 Queuing analysis:** Existing lanes have sufficient capacity for the NO BUILD and BUILD conditions and V/C's are less than 1 for all movements.
- Mitigate the LOS delays for the NBL movement from Driveway 'A' by creating on-site traffic routing signs and/or structures that encourage more drivers to use Driveway B to exit the site if delays and/or on-site queueing become problematic.

Intersection 5 – Trinity Dr./Driveway 'B'

- **2024 and 2034 HCM capacity analysis:** Intersection delays and delays for individual movements are acceptable (LOS D or better) for all conditions.

- **2024 and 2034 Queuing analysis:** Existing lanes have sufficient capacity for the NO BUILD and BUILD conditions and V/C's are less than 1 for all movements.
- **No mitigation recommended.**

Crash Analysis :

- According to the draft Wilson Company Trinity Safety Study (2022) provided by Los Alamos County, there were a total of 54 reported crashes along Trinity Dr. between Oppenheimer Dr. and Knetch St. from 2014 to 2020 or an average of 7.7 crashes per year.
- Based on the increased traffic volume from the Century Bank Development, the average annual crash rate along Trinity Dr. from Oppenheimer Dr. to Knetch St. is expected to increase from 7.7 crashes per year to 8.6 crashes per year.
- Since the existing crash rates are low and the development does not make the crash rate significantly worse no mitigation is recommended.

Deceleration Lane Warrant Analysis

- Determination of Warrants for Deceleration Lanes analysis determined that 230-foot (including an 8:1 transition taper) eastbound right-turn and westbound left-turn deceleration lanes are warranted for each driveway.
- Since Trinity Dr. has a two-way left-turn median, no additional left-turn lanes are necessary.
- Based on aerial images and survey maps there is insufficient right-of-way available to construct a right-turn deceleration lane at Driveway 'A'.
- Due to the proximity of Driveway 'A' to Driveway 'B' (210-ft centerline to centerline) the right-turn deceleration lane at Driveway 'B' is limited to approximately 160-ft (including an 8:1 transition taper), a "Request for Variance" was submitted (April 27, 2023) to the NMDOT, District 5 Engineer, Paul Brasher, to waive requirement of right turn lanes.

Sight Distance

Sight distances from both driveways meet the minimum required sight distance for passenger vehicles (430-ft) as specified in Table 18.F-2 of the State Access Management Manual (SAMM).

Driveway Spacing

The spacing for Driveway "A" and Driveway 'B' is consistent with established street / driveway spacing along this part of the Trinity Dr. (NM State Rd. 502) corridor.

Recommendations

Below are recommendations to mitigate or maintain traffic conditions in the study area based on the analyses contained in this TIS.

1. Design and construct the new Century Bank Development to meet minimum sight distance requirements and maintain existing access.
2. All driveway openings shall be modified as necessary to accommodate WB-50 trucks at a minimum.
3. Provide sidewalk crossings at Driveways A and B designed in accordance with ADA and Los Alamos County design standards and to maximize pedestrian safety.
4. Onsite queue storage should be at least 100-ft at each driveway.
5. Create on-site traffic routing signs and/or structures that encourage more drivers to use Driveway 'B' to exit the site if delays and/or on-site queueing become problematic at Driveway 'A'.
6. A "Request for Variance" was submitted (April 27, 2023) to the NMDOT, District 5 Engineer, Paul Brasher, to waive requirement of right-turn deceleration lanes at the driveway intersections. Depending on the NMDOT's decision, an updated recommendation regarding the right-turn deceleration lanes will be issued by the NMDOT to the owner or the owner's representative.
7. If the Phase II development differs from the 120 dwelling Units specified in this TIA, the Los Alamos County Engineer and NMDOT District 5 Engineer shall be consulted to determine if an updated TIA will be required.