

# The Ridges Landowners Association Newsletter

Number 55

[www.ridgesla.org](http://www.ridgesla.org)

Spring 2011

*In an effort to keep all landowners in The Ridges informed of the status of the development of the community and issues that may affect you, we are distributing this quarterly newsletter. We hope that you enjoy this periodic update and find it useful.*

## From the President's Desk

Dear Neighbors,

So much has been going on in the past couple of months it's hard to know where to begin. The Roads Committee met twice with the paving contractor to get bids on maintaining our roads. A new committee was assigned the task of coming up with a set of guidelines for solar installations. A meeting was held with a lawyer specializing in interpreting covenants and real estate law in general. And finally, a new Bylaw was passed that allows the Board members to vote on issues via email.

Let's start with the roads. Charlie Whiteley (Roads Chair), Olin Van Dyck and I met with Marvin Sena, the contractor from AFJ Paving, to assess the condition of Principe de Paz. We discussed the actions that needed to be taken immediately, what actions could be deferred to a later date and what to expect as the road ages and eventually needs major work. We received the first bid and it wasn't pretty. So we met with Marvin again and got another bid. The second bid suggested how we could juggle priorities, but the price remained the same. For details of this process, see Charlie Whiteley's article from the Roads Committee in this newsletter.

Under the present budget of \$26,695, we are barely able to maintain Principe de Paz. In addition to the maintenance of Principe, snow removal, sanding, mowing, improving our gravel roads, grading our gravel roads and all other miscellaneous road work comes out of that \$26,695 budget. In addition to the *Roads Budget* is the *Repair/Replacement Fund*. This is the savings account we use to set aside money for major roadwork - like repaving. In 2008 we repaved Alma Drive from US 285 to the beginning of Principe de Paz for \$67,285. That took the Repair/Replacement fund to \$59. Presently that fund has grown to \$9,165. IF, and I emphasize IF, we had to repave Principe (WEST), which is from the monuments to Pan de

Vida, the bid from AFJ is \$150,000. Let's do the math: \$150,000 - \$9,165 = \$\$\$!∞&##@!!!!

Currently, the Roads Committee is creating a projected road maintenance schedule for the foreseeable future. Included will be routine maintenance that needs to be done every year, like crack filling and skin patches. Also included will be projects that have to be done periodically, like seal coating the road, and large, isolated projects like repaving. This schedule will be ready for the next newsletter.

As solar power is becoming more attractive, we felt the need to create a set of guidelines for solar installations in The Ridges. A committee consisting of (in alphabetical order) Gerry Fornell, Michel Marx, Terry Sciarrotta and Olin Van Dyck was formed and have created a first draft of the document. This document will be available in the next newsletter. It is my understanding that it will be written into the Bylaws that the Solar Installment Guidelines will be under the purview of the ACC. In the meantime, anyone considering doing a solar installation needs to contact Gerry Fornell, the chair of the ACC.

This brings us to our meeting with the lawyer. Charlie Whiteley drafted a series of questions concerning legal issues that The Ridges Landowners' Association should be concerned about. The questions were presented to the Board and we decided it was a good idea for a group from The Ridges, including Charlie, Carolyn Cochran and Victor Hesch, to meet with John Patterson, a lawyer specializing in issues about which we had concerns. Most of the questions pertain to liability. For specifics, please see Charlie's article in this newsletter about legal issues.

One particular item that will be of interest to all is the question of speed bumps. After receiving many complaints about the height of the "NEW" speed bump, the group asked the attorney about our liability if someone either damaged their car or got hurt as a result of a speed bump. The lawyer suggested we get rid of them altogether. One of the liability issues is that the speed bumps cannot be

crossed at the posted speed limit. Also, because of their placement, they are not speed calming devices. People generally go 30-35 MPH between bumps and only slow down to cross the bump. This may sound like paranoia, but a lawsuit was filed by a bicyclist against Quail Run for being injured as a result of a faulty speed bump.

Keeping up with the times, the Board passed a new Bylaw that allows Board members to vote on a motion by email and have that motion approved (or not) by a simple majority. This allows smaller items to be taken care of between meetings and saves valuable face-to-face time for larger issues.

So, you can see that we've been busy and that a lot has been accomplished in the past couple of months. The Roads/Budget Tango goes on and on and we will sort things out as the details unfold. No one wants to even whisper anything about increasing the assessment, but it is the Board's responsibility to maintain the roads, ALL the roads, in The Ridges. We will have our next Board meeting in July and the Road Maintenance Schedule will be the topic of discussion. I envision it to be a juggling act of priorities (triage), crystal ball gazing and an honest assessment of our needs and our ability to pay for them. The one thing I do promise is that we will act in a

responsible manner and do nothing in a cavalier way. It's our money too!

*Sincerely,  
Tim Haggerty*

## Roads Committee

Since the last Newsletter report, the Roads Committee has been developing an assessment of road surface conditions and identifying potential maintenance/repair projects that should be considered in the 2011 budget period. There are also projects deferred from the 2010 budget period that are on the 2011 potential project list for consideration. Also under review are the long term capital improvement projects such as repaving selected sections of asphalt roads. A summary of the potential 2011 maintenance/repair projects, current contractor cost quotes and priority/timing estimates are detailed below. The maintenance requirements are based on historical maintenance experience and recent contractor reviews and recommendations. The current cost estimates are based on preliminary contractor quotes and will be refined as the project definition/expense identification and quote process continues.

	Current Contractor Quote	Priority/Timing
<u>2011 Recommended Asphalt Surface Maintenance (a)</u>		
• Crack Filling Alma & Principe West	\$8,800	High (2011)
• Skin Patch Principe West	\$7,500	High (2011)
• Seal Coat Principe West (b)	\$17,500	High (2012)
Subtotal	\$33,800	
<u>Road Shoulder Repair (Principe West) (c)</u>		
	\$3,000	High (2011)
<u>Gravel Road Maintenance</u>		
• Grading/Bar Ditch & Crown Restoration (d)	\$3,000	High (2011)
• Reconstruction South Hijo & Rey de Reyes (e)	\$19,141	(2010)
<u>Speed Bump Reconstruction/Elimination (f)</u>		
	TBD	TBD
<u>Mowing / Snow Removal (f)</u>		
• Mowing	TBD	High (2011)
• Snow Removal/Sanding	\$1,800	Fall (2011)
<u>Future Capital Improvements</u>		
• Repave Principe West (estimate)	\$150,000	(2016)
• Repave Principe East (g)	TBD	TBD
• Repave Alma Drive (h)	TBD	TBD
<b><u>SUMMARY</u></b>		
• 2010 deferred expense (South Hijo & Rey de Reyes project)		\$(19,141)
• 2011 proposed projects (Excludes mowing & speed bump modification)		\$(24,100)
• 2011 Approved Maintenance Budget		\$26,695

• 2011 Preliminary Budget Short Fall	\$(16,546)
• Future Capital Improvement Project Estimates (2016 estimate only)	\$(150,000)
• 2011 Repair/Replacement Fund Balance	\$9,165
• Projected Annual Repair/ Replacement Fund Contribution Requirement	\$28,165

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- (a) Crack Filling is an annual requirement on all asphalt surface roads. Skin patching is required when the road base begins to fail resulting in decomposition of the asphalt surface. Seal coating is generally recommended on a five year schedule to reestablish the water repellency characteristics of the asphalt surface. Failure to perform these ongoing maintenance requirements results in exponentially increasing road surface deterioration, shorter road surface life and increased long term maintenance and repaving expense. These maintenance expenses will vary year over year depending on the age of the road surface and the influence of seasonal weather conditions.
- (b) Seal Coat Principe West (\$17,500) has been deferred to the 2012 budget year.
- (c) Added priority project for 2011 to repair shoulder erosion in two areas which is resulting in asphalt road edge deterioration. Expense based on initial contractor quote. The initial quote appears unreasonable and additional quotes to be requested.
- (d) Initial quote from one source. Proposed work includes cleaning out bar ditches, use of a water truck to increase the depth of the blade cut and reestablishing the road crown. Alternatives and additional quotes will be pursued. There is some cost redundancy built into the South Hijo and Rey de Reyes reconstruction proposal (e) that will be factored out of whichever project takes precedence.
- (e) The project to reconstruct South Hijo de Dios and Rey de Reyes to correct long-term drainage problems and lack of annual grading was developed and budgeted for the fall of 2010 but not launched due to work sequence concerns. The project was rescheduled for early spring 2011 but is again on hold due to overall budget concerns and competing maintenance expense priorities.
- (f) Cost estimates and timing are pending RLA Board review and direction (see "Ridges Landowners named in lawsuit" article). Alternatives include modifying existing speed bumps to conform to county standards (speed humps) or elimination of existing speed bumps. Each alternative carries an estimated \$1,400 cost per installation (\$7,000 in total). Action is required due to RLA liability concerns. Mowing cost estimates are waiting responses to requests for quotes.
- (g) Initially paved in 2003. Projected life to be determined.

(h) Repaved in 2007. Projected life to be determined.

### **Budget Concerns**

The maintenance/repair projects and initial cost quotes detailed above should be viewed as preliminary. However, the data developed to date does demonstrate several important points. First of these is the fact that the identified repair and maintenance requirements for 2011 cannot be supported by the 2011 budget allocation. Second and potentially more serious is the fact that prior year budget planning has not allocated sufficient funding to the Repair/Replacement Fund to support known future capital improvement projects such as asphalt road repaving. With a Repair/Replacement Fund Balance presently at \$9,165 for 2011, there is no reasonable way the RLA can fund the anticipated \$150,000 repaving project of Principe West in 2016 and other alternatives will have to be identified. These maintenance budget and capital improvement funding requirements will require review and direction by the RLA Board.

With regard to the 2011 operating period, the Roads Committee, like any business or organization with budget challenges, is working on different spending options and process improvements to comply with the current budget. These include reviewing and prioritizing all maintenance and repair needs based on their relationship to safety, their deferability, and overall cost. For example, the recommended seal coating of Principe West ( Hijo de Dios to Pan de Vida) and reconstruction of Rey de Reyes and South Hijo de Dios will in all probability be deferred to 2012. Obviously, deferring needed maintenance and repairs to future periods can be viewed as just kicking the can down the road and puts future budgets at risk and these actions generally do not address root causes. An aggressive request for quote process is being followed. One contractor has already been requested to re-quote his bid and we anticipate an improvement in the cost estimate. The Roads Committee is also reviewing options to restructure the timing and magnitude of ongoing maintenance and future capital improvement projects with the objective of leveling out year-to-year expenses. For example, repaving and maintenance/repair of asphalt road surfaces has historically been addressed by dividing the road segments into three unequal sections (Alma, Principe West, and Principe East). The alternative of dividing these road sections into four equal segments will have the effect of leveling the expenses year over year and mitigate the need to

accumulate larger Repair/Replacement Fund balances to support large capital improvement projects.

Our asphalt and gravel roads are aging and as a result, are requiring more maintenance and capital improvements as time passes. Additionally, the cost of maintaining the roads is increasing due to more expensive material and labor costs. The Roads Committee will continue to seek out more economically viable alternatives with the objective of protecting our investment and maintaining the safety of the roads.

*Charlie Whiteley  
Chair, Roads Committee*

## Ridges Landowners named in lawsuit

*The headline above is not true;* however, it does represent a very potential reality. In the Winter 2011 Newsletter (Issue 54) we reported that the Roads Committee and representatives from the Board would be meeting with our legal counsel to discuss issues of concern regarding responsibility for liability, private property rights and, finally, insurance, legal and liability concerns relating to maintenance work performed by contractors and day labor. This meeting took place on April 27, and detailed below is a summary of the answers to our questions provided by legal counsel:

- **Responsibility:** The roads within The Ridges including Alma Drive exist as 50 foot Private Access and Utility Easements through privately owned lots. As such, the primary responsibility for liability rests with The Ridges Landowner's Association (RLA) regarding roads condition and maintenance, including the Alma Drive easement. Individual lot owners are not generally exposed to tort liability unless they create or allow a dangerous condition to exist uncorrected on their lots or road easements. For example, vegetation obstructing traffic visibility at intersections could expose individual lot owners to tort liability if that condition contributed to an accident. Individual lot owners may be named in a tort liability case along with the RLA; however, as stated above, the primary liability rests with the RLA and counsel recommended that individual lot owners carry enough general liability insurance to defend themselves with the objective of being excused from a liability case where the RLA has the primary responsibility.
- **Traffic Control Signage:** Regarding signage, counsel reaffirmed that traffic control signage should conform to Santa Fe County standards. Non-conforming signage could create a liability risk. With regard to new signage being considered by the Board to be placed at The Ridges entry monument indicating "Private Property," counsel advised that such signage would

present no legal problems and if present, must be complied with.

- **Speed Bumps:** This issue has been the subject of considerable debate in the RLA for several years and our discussion with legal counsel was framed to deal with legal facts and liability risks rather than emotional preferences. Counsel advised that the RLA does not require statutory authority to construct speed calming devices on its private roads. However, if installed, legal counsel strongly advises that they should conform to specifications utilized by the county with regard to height, width, interval between installations and warning signage. In a separate discussion with the County Roads Engineering Manager, he also advised that such speed calming devices must allow vehicle traffic to pass at the posted speed limit. Counsel considers the present speed bumps on RLA roads to be a liability risk in that they don't conform to standards utilized by the county or municipalities and advised that the degree of damage or injury incurred would influence the liability risk. Counsel's opinion was that the RLA would be better off eliminating the present speed bumps. This subject has been referred to the RLA Board for more discussion and guidance regarding future policy and/or actions by the Roads Committee.
- **Private Property Rights:** There was discussion with counsel regarding the existence of utility easements with primitive service roads on some Ridges lots that are also utilized by residents and nonresidents as undesignated hiking trails and to what degree are lot owners exposed to liability risks. Counsel stated that liability for injury or damage incurred on private property is usually assigned to the trespasser assuming the property is posted. Counsel also stated that the primary risk to lot owners resulting from ongoing use of utility easements as recreational trails is "Easement by Prescription" resulting in the loss of private property rights. Counsel suggested that lot owners post signage indicating "Private Property" and verbiage indicating "Use by permission and consent of landowner required." This subject may require more investigation by individual lot owners and support from the Board regarding proposed remedies including posting of the recommended signage.
- **Road Maintenance Work Contracts:** The discussion with counsel on this subject centered on the types of road maintenance (snow plowing, gravel road grading, mowing and asphalt surface maintenance and repair, etc.) historically performed on RLA roads and the requirements that should be imposed on contractors and day labor with regard to hiring eligibility, Workers Compensation Insurance, General Liability Insurance, etc. Counsel advised that to the extent possible,

licensed contractors should be utilized to perform the required maintenance tasks in that they should have the prerequisite insurance coverage. Use of contractors and labor not in compliance with these requirements creates a liability risk to the RLA in the event of injury or property damage. He also advised that payment for services by the RLA should always include payment of the gross receipts tax required by law. With regard to hiring eligibility, counsel advised that it is against federal law to knowingly hire individuals not authorized to work in the United States. This subject has also been referred to the RLA Board for review and the establishment of policy.

- **Financial Responsibility:** The discussion with counsel on this subject centered on the legal responsibility of the RLA Board to plan and provide funding for both known and unforeseen financial needs of the organization. Counsel advised that there is an increasing incidence of home owner organizations being successfully sued regarding failure to adequately plan, budget and establish reserves for known and unforeseen capital improvements and maintenance expenses. He stated that the formation of home owner organizations began to increase in the '70's and many of them are now experiencing the need for major capital improvements which has increased the incidence of suits from homeowners unable or unwilling to pay large special assessments.

The information detailed above is intended to inform the RLA Landowners of the content and results of the April 27 meeting with legal counsel regarding present and emerging issues facing the RLA Board and its operating committees. Obviously, more investigation and discussion, with the best interests of landowners in mind, will be required by the RLA Board before actions to address these issues are implemented.

*Charlie Whiteley  
Chair, Roads Committee*

## **ACC**

There has been some interest by several home owners regarding installing solar production panels. To this date two homes have them installed. At this time the ACC and the Board are in the process of developing guidelines for everyone to follow if they are considering installing them on their roof or ground level. Please contact the ACC if you are interested in learning about solar panels. We have not finalized the guidelines but hope to have them completed very soon.

*Gerry Fornell,  
Chair, ACC*

## **There's no summer vacation for the Neighborhood Watch**

Summer has arrived in The Ridges and it's time for vacations far or near. But this is no time to relax on the security front.

With the economy dropping like a rock once again, we can expect to see a rise in property crimes around Santa Fe.

So as you plan to head out the door for a long weekend or a smoke-free, two-week vacation, please don't forget to stop your newspapers and mail. Have a neighbor drop by every day or two to make sure there no telltale signs of your absence – like phone books in the driveway.

We've been fortunate in The Ridges not to have experienced any reported crimes so far this year. It may just be good luck, given the reports we read daily from Eldorado and the city.

Our Neighborhood Watch will be effective if everyone keeps an eye out for suspicious vehicles or strangers. Jot down license numbers. Or better yet, call the Sherriff's Office if something strikes you a particularly unusual.

I will be continuing occasional patrols around our community. If you want to notify me that you will be away, please email me at [Merrick3055@comcast.net](mailto:Merrick3055@comcast.net)

I'll be glad to give an extra look as I go by.

*Art Merrick  
Neighborhood Watch*

## **Neighborhood Crime Watch**

As you may have read in *The Santa Fe New Mexican* dated March 22, 2011, "New high for Santa Fe home break-ins", an increase of 21% between 2007 and 2010 was estimated. With the cost of living on the rise and job layoffs escalating, the frequency of home burglaries will probably continue to increase.

I believe it would be prudent for us here at The Ridges to become more conscious of nonresidents driving through our neighborhood slowly who might appear to be "casing" homes for activity or the lack thereof as possible break-in "bait".

As past Security Officer for The Ridges I made it my business to stop and investigate such vehicles and inquire if I could be of assistance in the event they might be looking for a particular resident. In all cases this satisfied me as to their purpose for driving suspiciously slow.

Our current security officer is Art Merrick. I will assist Art in helping him keep a vigilant eye out for suspicious nonresident people driving through The Ridges. We ask that you assist us in the following manner:

1. Write down the license plate of suspicious looking vehicles (a brief description of the vehicle, i.e., color, size, and if possible make) and report such vehicles to the Santa Fe County Sheriff's Department (they can do an immediate APB investigation to see if the vehicle is or is not stolen and if it is properly registered) to come and investigate the suspicious vehicle. The Santa Fe County Sheriff's Department telephone number is 428-3720 for all non life-threatening situations.

2. If a suspicious vehicle is stopped/parked at night on a road or someone's driveway do not attempt to investigate this vehicle; call The Santa Fe County Sheriff's Department. at 428-3720. In the case of a burglary in progress or imminent bodily danger call 911.

3. Since we live in a neighborhood it would be of considerable help if we can all look out for one another and monitor the safety of each other's property. Know when your neighbor will be absent while on vacation or any extended period of time. Look for signs of absences such as news paper accumulation on driveways or excessive mail in mailboxes ... obvious signs of this nature. In winter when snow is on the ground the lack of tire tracks on driveways can be a sign of owner absence. I mention the above indicators of lack of activity because burglars look for these very signs to determine if anyone is home or not and the possibility of getting caught if they are contemplating burglary.

In past conversations with the Santa Fe County Sheriff's Department I've been told vigilant neighbors are the best resource for preventing burglaries. When leaving home for a few days leaving a radio on gives the impression of someone being home. Programmed automatic on/off light switches are very helpful. But the observation that the Sheriff's Department related to me I found truly surprising was people with home alarm systems who do not set their alarms when they leave home ... WOW!

I have mentioned a few precautions we can all find helpful. There are many more at our disposal.

Keep safe and be a good neighbor,

*Victor Hesch  
Vice-president*

*If you see a crime in progress do NOT call Art or Victor.  
Call the Sheriff's Department or 911.  
—Ed.*

## **New Board member**

### **Stephane Ligtelyn**

Born in Nice, France on April 25, 1936 to Dutch parents. Lived in France and Italy and managed to leave Europe in March of 1941—18 months into WWII for Europe but 10

months prior to entry by the US. Lived in the East Coast for 18 months and moved to California in 1943.

Managed to wade through grammar school (six different schools in eight years) and then to Palo Alto High School and San Jose State where I majored in History. I married my high school sweetheart (Rasjida & I were 19 at the time) and we were together for 53 years. Rasjida died here at The Ridges in December of 2008.

What began as a part-time job with my father's new business while attending college turned out to become my life-long career in the business of tourism. My father's own travel career began in Paris in 1929. He started his own company in 1953 and I joined him in 1957. That office was a travel bureau in Los Altos, CA.

Special interest group programs became our prime focus of attention. Not content with just a retail operation, my desire for expansion resulted in teaming up with colleagues to create a wholesale company that developed tours to major tourist destinations. Recognizing the changes in the travel industry, I sought to employ an old principle of joining forces to not only remain competitive but also secure a position of influence. And that resulted in the creation of a nationwide cooperative for travel agencies to insure a stake in the future.

My wife and I first saw Santa Fe back in 1982—and that was followed with two more visits to this area. Our first residency in Santa Fe came in 2003 where we lived NW of the city for two years before returning to CA. Recognizing a mistake, we returned in 2008.

While residents in CA (in a Planned Unit Development) at Portola Valley, we both were active in the HOA. My own involvement began by serving in the finance committee, then as a board member and ultimately as president. My career plus as a homeowner within a HOA was one of working with others. And so it is my distinct pleasure to follow that up by serving The Ridges as one of your board members.

## **Pancake Breakfast!**

**Sunday, September 18, 2011**

It's back! The popular event is returning and this is a wonderful opportunity for the residents of The Ridges to meet old friends—and make new ones. Though we don't have a gathering house, the end of Rey de Reyes will be the gathering point for this event. Call it a block party or whatever, the breakfast will be prepared by Tina Lanman and Judy Whiteley.

While this is only preliminary information, we want you to pencil the date in your calendar—and plan to attend.

The two women have graciously offered to prepare the breakfast. Personally I wanted to see this gathering to occur

once more and have accepted the role of organization. For those who would like to assist me in the preparation and make this event a rousing success, please contact me to learn what is needed. I can be reached at 505-466-6880 (home) or 650-380-0233 (cell) to keep the process moving.

*Stephane Ligtelyn*

## Quarterly critters

### Neighborhood feline

This bobcat, a young one I think, came to drink at our stone birdbath on June 7, and then moved around the house to pose for this and several other photos. (Others are available via email if anyone is interested.) Total time in sight probably 6-8 minutes. Unfortunately, the photo is through a window screen and has needed some Photoshopping (I have since removed the screen since we never open the window).



**Bob (or Bobette) reclining**

The other sighting I had several years ago was a cat with a much more yellow coat and far more defined spots so I

think this is probably a last year's kitten. Other opinions will be considered.

In both cases, attention to the cat was brought about by major bird noise, jays previously and ravens this time. Both at the birdbath and posing here, it obviously knew we were there and just didn't much care. Photo is from less than 15 feet, through the window.

### And then there is this

Dr. Dave's deer eating Ms. Eva's flowers. They came for the water in the bird bath but a little nibble is good as well. Time stamp on this is 1943 PM.



The near deer is a very young buck apparently, note the wee prongs.

*Jack LaRowe*

## Fireworks...not

Around July 1 a broadcast email will be sent regarding fireworks and other activities that could contribute to a fire in this very dry year. Read and heed. Remember that setting off fireworks is banned within The Ridges and is governed by the nuisance/noise covenant.

—Ed.

**The Board of Directors and the Association officers are listed for your information.  
Please feel free to call for assistance or information between 9 A.M. and 7 P.M. Monday  
through Friday, or email**

<b>NAME</b>	<b>OFFICE</b>	<b>TELEPHONE</b>	<b>EMAIL</b>	<b>COMMITTEE CHAIRMAN/LIAISON</b>
Tim Haggerty	President	505-466-0985	board@ridgesla.org	Roads Liaison Concerns & Suggestions Liaison
Victor Hesch	Vice President	505-466-3265	board@ridgesla.org	ACC Liaison
Dick Altman	Secretary	505-466-4399	board@ridgesla.org	
Stephane Ligtelyn	Treasurer	505-466-6880	board@ridgesla.org	
Mary Elizabeth Eisenberg	Director	602-885-8378	board@ridgesla.org	
Gerry Fornell		505-466-0588 Office: 505-466-2612	ACC@ridgesla.org	ACC Chair
Henry Lanman		505-466-4591	ACC@ridgesla.org	ACC Vice Chair
Charlie Whitely		505-466-4138	roads@ridgesla.org	Roads Chair
Art Merrick			Merrick3055@comcast.net	Security Coordinator
Carolyn Cochran	Administrator	505-466-1082	P.O. Box 22352 Santa Fe, New Mexico 87502-2352	Legal Notices, Land Transfers, Address and other records changes

*Newsletter by: Marilyn LaRowe 466-1864,  
e-mail: jrlarowe@msn.com*

<p><b>Fire or Medical Emergency: call 911</b>  <b>To report a crime in progress: call 911</b></p> <p style="text-align: center;">◀◀◀◀◀◀◀■▶▶▶▶▶▶▶▶▶▶</p> <p><b>Santa Fe County Sheriff's Dispatch (Non-emergency): 428-3720</b></p> <p><b>County Animal Control:</b>  <b>At large animals and bites: 955-2700</b>  <b>Barking and Information: 955-2701</b></p> <p><b>Santa Fe Police Dispatch (Non-emergency): 428-3710</b></p>	<p><b>EAWSO (Water) Emergency telephone numbers:</b>  <b>Working hours: 505-466-1085</b>  <b>Nights, weekends, holidays: 505-780-0090</b></p> <p><b>PNM (Electricity) 24 hour Emergency Number, 365 days a year:</b>  <b>(888) 342-5766 (888) DIAL-PNM</b></p> <p><b>NMGASCO (Gas) Emergency Number:</b>  <b>(888) 664-2726 (888) NMGASCO</b></p> <p style="text-align: center;">◀◀◀◀◀◀◀■▶▶▶▶▶▶▶▶▶▶</p>
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