

SANTA FE COUNTY

Resolution No. 2000-113

1811143

A RESOLUTION ADOPTING THE SANTA FE METRO AREA HIGHWAY CORRIDOR PLAN FOR PORTIONS OUTSIDE THE TWO MILE EXTRATERRITORIAL ZONE, INCLUDING AN AMENDMENT TO ALLOW THE CREATION OF A TRANSFER OF DEVELOPMENT RIGHTS PROGRAM FOR THE CORRIDOR DISTRICT AND TO ADJUST THE RE-DEVELOPMENT DISTRICT BOUNDARY.

WHEREAS, the Santa Fe County Growth Management Plan and City of Santa Fe General Plan both share planning issues of mutual concern, including the management of development in the extraterritorial area, joint corridor and gateway opportunities along the I-25/State Road 599-Relief Route; and

WHEREAS, Santa Fe County passed Resolution No. 1999-137 adopting the Santa Fe County Growth Management Plan which recommended creation of Highway Corridor Districts, especially the Santa Fe Metro Area Highway Corridor District; and

WHEREAS, Santa Fe County passed Resolution No. 1998-32 on March 31, 1998 to establish an advisory committee and the purpose for the Highway Corridor Plan; and

WHEREAS, the City of Santa Fe passed a supporting Resolution No. 1998-30 on May 13, 1998; and

WHEREAS, the Highway Corridor Committee completed its Plan draft in April 1999; and

WHEREAS, the County Development Review Committee reviewed the draft plan in a joint session with the Extraterritorial Zoning Commission and the City Planning Commission on April 10, 2000 and recommended approval of the plan with amendments; and

WHEREAS, the Extraterritorial Zoning Authority adopted the plan with amendments on May 30, 2000; and

WHEREAS, the City Council adopted the Plan with amendments on July 26, 2000; and

WHEREAS, the policies of the Santa Fe Metro Area Highway Corridor Plan conform to the overall goals and policies of the Santa Fe County Growth Management Plan for highway corridors; and

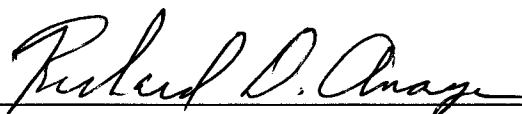
WHEREAS, it is intended that this Plan will be the basis for highway corridor land use and design standards.

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners of Santa Fe County hereby approves and adopts the attached **Santa Fe Metro Highway Corridor Plan** subject to the following amendments:

1. The Highway Corridor Plan include a provision to allow the creation of a Transfer of Development Rights (TDR) Program;
2. Amend the boundaries of the Redevelopment District to include portions of property owned by Mr. John McIntosh, as the original boundary bisects the McIntosh tract.
3. Exclude two properties owned by the Baca family from the Santa Fe Metro Area Highway Corridor to comply with a 1996 settlement agreement.
4. Remove current land use designations in the Redevelopment District and show the District as non-residential with uses to be determined in the future plan as the ordinance is adopted.
5. Allow for Pojoaque Pueblo property (Santa Fe Downs) to be zoned recreational/non-residential.
6. Resolve the Las Campanas issue.

PASSED APPROVED and ADOPTED this 29th day of August, 2000.

BOARD OF COUNTY COMMISSIONERS


 Richard D. Anaya, Chairman

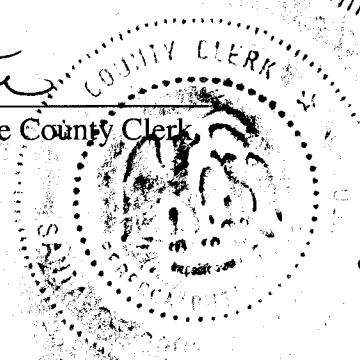
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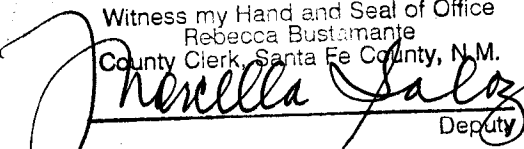

 Rebecca Bustamante, Santa Fe County Clerk



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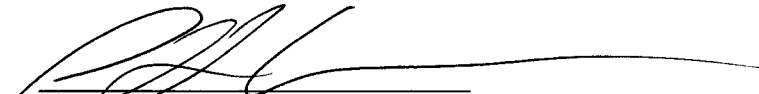
I hereby certify that this instrument was filed for record on the 29 day of Sept A.D. 20 00 at 8:08 o'clock a.m. and was duly recorded in book 1811, page 143-188 of the records of Santa Fe County



Witness my Hand and Seal of Office
 Rebecca Bustamante
 County Clerk, Santa Fe County, N.M.

 Deputy

APPROVED AS TO FORM:

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Office of County Attorney

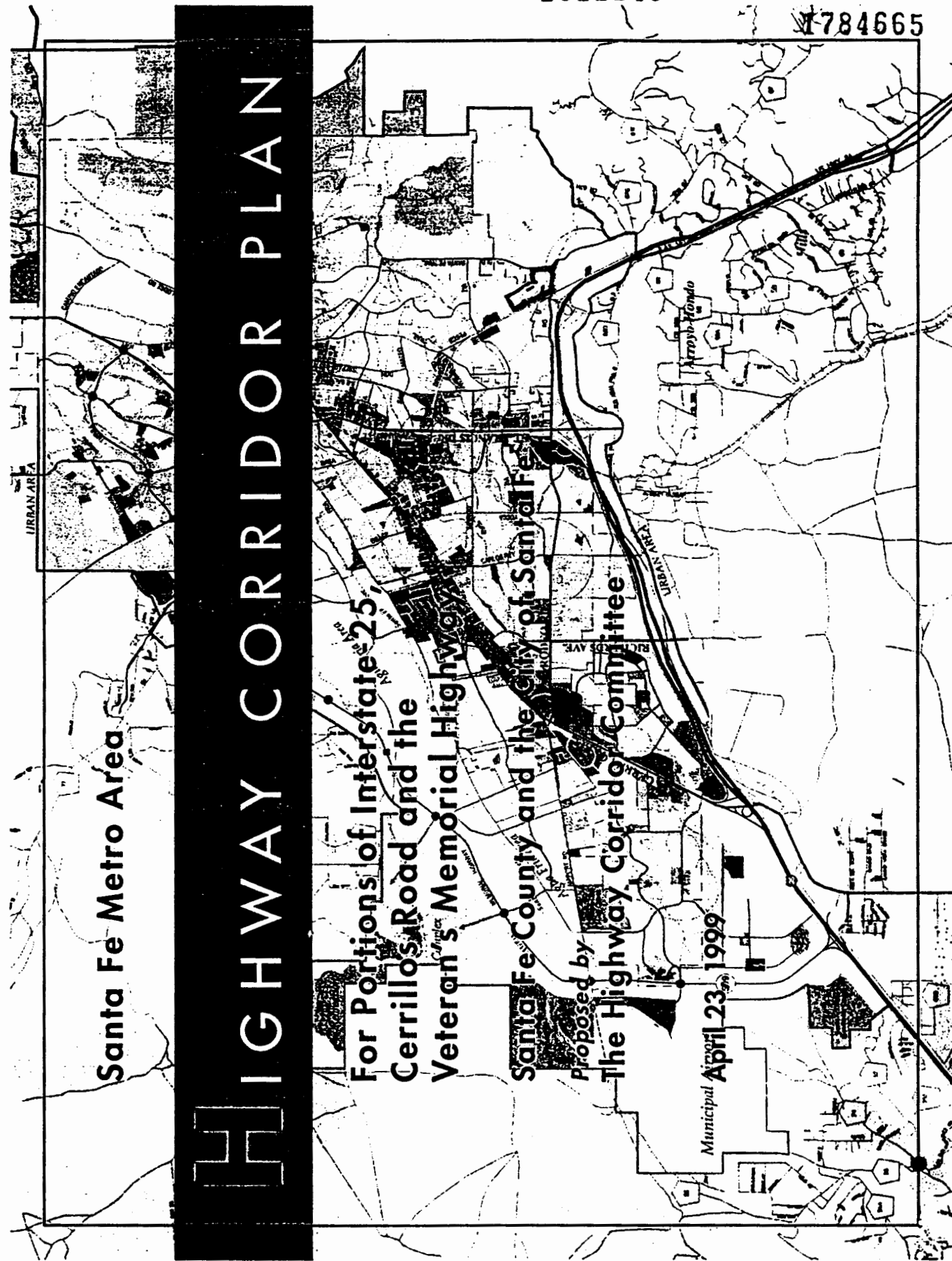
Santa Fe Metro Area

HIGHWAY CORRIDOR PLAN

For Portions of Interstate 25,
Cerrillos Road and the
Veteran's Memorial Highway

Santa Fe County and the City of Santa Fe
Proposed by
The Highway Corridor Committee

Municipal April 23, 1999



A CKNOWLEDGMENTS

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T ABLE OF CONTENTS

I. INTRODUCTION.....	1
Issues and Concerns	1
Purpose of Plan	1
Planning Process	1
Jurisdictions and Policies	2
Implementation Steps	2
II. GOALS AND OBJECTIVES.....	5
Committee Resolution	6
III. HIGHWAY CORRIDOR LAND USE PLAN.....	7
Existing Land Use	7
Proposed Land Use	8
Scenic Corridor Land Use.....	12
La Cienega Corridor Land Use.....	12
Commercial Gateway Land Use	13
Redevelopment District Land Use	15
Airport Road Planning Area	17
Land Use Definitions	17
IV. HIGHWAY CORRIDOR DESIGN STANDARDS.....	19
Scenic Corridor Design Standards	19
La Cienega Corridor Design Standards	30
Commercial Gateway Design Standards	31
Redevelopment District Design Standards	37

MAP CONTENTS

Map 1 - Study Area	3
Map 2 - Existing Land Use	10
Map 3 - Highway Corridor District, Setbacks and Proposed Land Use	11
Map 4 - Commercial Gateway District	14
Map 5 - Redevelopment District	16

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INTRODUCTION

ISSUES AND CONCERNS

The City of Santa Fe and Santa Fe County share many regional planning issues of mutual concern, including managing development in the extraterritorial area and preserving the gateway image along Interstate-25 ("I-25"), Veterans Memorial Highway ("NM 599") and parts of Cerrillos and Airport Roads (see Map 1: Study Area). These corridors are considered critical planning areas because of the pressure for commercial development and desire to protect the scenic quality. I-25 and NM 599 are also designated routes for the transport of radioactive waste to New Mexico's Waste Isolation Pilot Plant (WIPP) site.

Residents and neighborhoods express concern over the proliferation of new development strung along roadways in rural areas of the county and along the "gateways" into and out of the City. They are concerned that there are too many non-residential districts, or "nodes," unrelated to the neighborhoods and that the standards for acceptable land uses and use design standards are too broad to fit the specific locations. They are especially concerned about the safety on the new NM 599 road and some existing unsafe intersections in the corridor.

Property owners express concern over the seemingly restrictive and highly complicated zoning of the Extraterritorial Ordinance and the County Code which exclude highway frontages, outside of the non-residential districts, from non-residential uses.

PURPOSE OF PLAN

This plan designates an overlay zone for the "Highway Corridor District" with appropriate land use zoning and design standards. It provides recommendations to redefine the location and boundaries of non-residential districts ("nodes") and the location for potential commercial land uses. It recommends a solution to prevent further strip commercial development in most areas. It provides recommendations for parks, natural areas and buffers and methods for noise abatement. In appropriate areas the plan also describes opportunities for the use of Transfer of Development Rights (TDRs).

PLANNING PROCESS

Joint Resolutions

Santa Fe County passed a Resolution (No. 1998-32) on March 31, 1998 to establish an advisory committee. The City of Santa Fe also passed a supporting Resolution (No. 1998-30) on May 13, 1998. After the first committee meeting, the Board of County Commissioners (BCC) amended the Resolution on June 30, 1998 to allow for three additional City appointments to represent adjacent City neighborhoods (No. 1998-62). On November 25, 1998, the BCC passed an additional Resolution to extend the planning time line until April, 1999 (No. 1998-133).

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Committee members

The Resolutions specify how the committee members were appointed. Committee members included three City Councilors, two County Commissioners, three neighborhood representatives from the City, five property owners and five community representatives, for a total of 18. Two members resigned before the end of the process.

Meetings and Planning Process

City and County planning staff began meeting prior to the first committee meeting to discuss an appropriate study area and compile inventory data. Planning staff participated in all the Committee meetings and worked with the Committee to recommend solutions. The Committee held meetings twice a month beginning in June, 1998 through March, 1999. The Committee approved the study area, district boundary and proposed the land use and design recommendations herein.

Public Input

The public was invited to attend all meetings and to comment for the last 20 minutes of each meeting. Meetings were noticed in the *Santa Fe New Mexican* newspaper and the County and City buildings. The public was also provided the opportunity to submit written letters for the record. All information from the meetings and public input has been combined under separate cover, ("Background Documentation") and is available for review at the County Land Use Department.

JURISDICTIONS AND POLICIES

The district encompasses land within the City of Santa Fe, the Extraterritorial Zoning District and the County. Some lands are governed by the City's Code, some by the EZ Ordinance and some by the County Code.

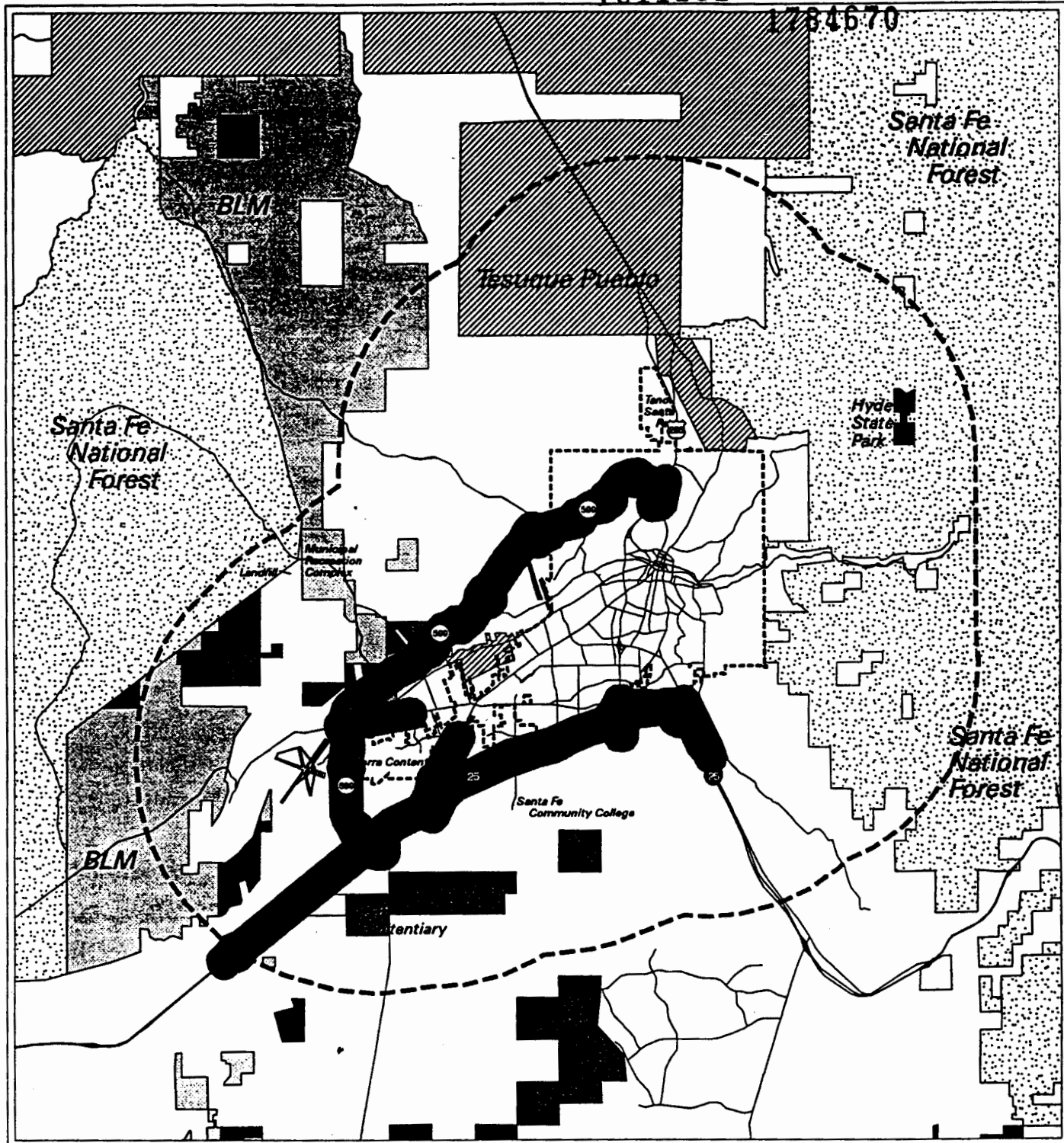
IMPLEMENTATION STEPS

For this plan to be implemented the following actions must occur:

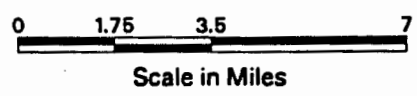
1. The Highway Corridor Committee recommends this Plan to the City Council, Santa Fe County Board of County Commissioners (BCC) and the Extraterritorial Commission, Extraterritorial Zoning Authority (EZA). Public hearings must take place. These entities must then adopt the plan as an element of the County Growth Management Plan and Comprehensive Extraterritorial Plan and the City General Plan.
2. The City and County staff prepare ordinances to amend the relevant Codes, and the BCC, EZC, EZA and City Council must adopt these ordinances.
3. The Committee recommends that a separate review committee be formed to carry out the intent of this plan. It may be effective to assign particular development review staff at the County and City for the District to review cases and monitor design standards.
4. Once the new standards are in place, City and County staff will need to enforce them.

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Highway Corridor Study Area



- Highway Corridor Study Area
- National Forest
- Bureau of Land Management
- State Lands
- Native American Lands and Traditional Communities
- Extraterritorial Boundary (5 Mile)
- City Limits

City of Santa Fe
Santa Fe County

March 1999

Map 1

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GOALS AND OBJECTIVES

Goal 1: Provide for the safe functioning of the highways and safety of those traveling, including pedestrian, bicycle, and equestrian users within Santa Fe.

Objective: Establish a land use plan that minimizes the number of access points (intersections or interchanges) designated for traffic-intensive non-residential uses.

Goal 2: Protect those who may live or work near the highways from excessive noise, visual blight, noxious odors, and other environmental hazards created by highway traffic.

Objective: Establish greater separation between the highways and adjacent land development than required along other roadways.

Goal 3: Protect the scenic vistas and natural landscape of the Santa Fe area as viewed from the highways.

Objective: Establish standards that minimize the visual distractions of buildings and signs along the highways, while assuring an attractive built environment with adequate opportunities for economic development in the corridors.

Objective: Prevent additional strip commercial development along the highway; locate commercial development as part of neighborhood centers.

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CORRIDOR COMMITTEE RESOLUTION NO. 1998-1

WHEREAS, Sec. 67-3-62 NMSA 1978 directs that the New Mexico State Highway and Transportation Department require that the construction of highways along new alignments of those highways that are substantially widened make provision for pedestrian, bicycle and equestrian traffic along and across such highway; and

WHEREAS, Sec. 67-3-62 NMSA 1978 further provides that the only way the New Mexico State Highway and Transportation Department can be relieved of the requirement to make provision for pedestrian, bicycle and equestrian traffic is, after notice and a public hearing, wherein it is determined that to do so would be contrary to public safety or the cost of such provision would be disproportionate to the need or probable usage; and

WHEREAS, the New Mexico State Highway and Transportation Department and the City and County of Santa Fe have recently entered into negotiations to make provision for equestrian traffic and recreational walkers or hikers at several points along the relief route, but that these negotiations are extremely limited in scope and fall far short of meeting the intent of Sec. 67-3-62; and

WHEREAS, the New Mexico State Highway and Transportation Department appears to have sufficient funding to construct five interchanges during the first phase of construction at a cost of \$5.5 to \$7 million each, but has budgeted nothing to acquire the necessary right-of-way, design plans and prepare bid specifications that call for the construction of safe sidewalks, walkways and designated bicycle paths along the entire relief route, and make safe provision for pedestrians, bicyclists and equestrian traffic across all segments of the relief route.

WHEREAS, compliance with the mandates of Sec. 67-3-62 NMSA 1978 will directly impact a substantial portion of the highway corridors under consideration by the Corridor Committee; and it is of paramount importance that immediate action be taken to ensure that compliance takes place before final road construction begins—particularly in the northeastern most portion of the relief route where final construction is soon to take place; and

WHEREAS, the City of Santa Fe, as the "Lead Agency" is responsible for the "design" and the "accuracy of design" of the relief route; and the New Mexico State Highway and Transportation Department has authority over final design plan; it appears that either or both of these governmental entities have the authority to ensure compliance with the mandates of Sec. 67-3-62.

NOW, THEREFORE, BE IT RESOLVED that the SANTA FE CORRIDOR COMMITTEE, recommends to the City and County of Santa Fe that, because time is of the essence, that immediate action be taken to ensure that provision is made for bicycle, pedestrian and equestrian traffic along and across all segments of the Santa Fe Relief Route as required by Sec. 67-3-62 NMDA 1978, particularly in those areas where there will be heavy pedestrian, bicycle and equestrian traffic from existing and approved developments that are in close proximity to the relief route.

BE IT FURTHER RESOLVED that the SANTA FE CORRIDOR COMMITTEE recommends that the City and County of Santa Fe undertake legal research to determine the extent to which our local governments would be liable for injury or death of a bicyclist, pedestrian or horse and rider due to the failure of providing for this traffic in the relief route design and construction plans.

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HIGHWAY CORRIDOR LAND USE PLAN

The highway corridor study area includes approximately 15 miles of I-25 and 15 miles of NM 599, or 30 miles of total highway length. Most of the study area includes unincorporated land. Both highway corridors contain a mix of well-designed and poorly-designed subdivisions and buildings. A primary reason for the formation of the Highway Corridor Planning Committee was a concern about the amount, scale, and quality of development, especially non-residential development, occurring or proposed along I-25 and the new state highway NM 599.

As the Santa Fe metro area continues to grow around these highways, the development in the highway corridors will provide key first impressions to visitors. More importantly, development in the highway corridor will be a reflection of who we are as a community and how we value our land and its natural beauty.

EXISTING LAND USE

Interstate 25 Corridor

This highway, begun in the 1960s and completed in the 1970s, has experienced increased development within the corridor during the past 10-15 years. City subdivisions in the corridor include Sol y Lomas, Quail Run, Las Estancias, and Pueblos del Sol – all of which are located along the north side of the highway. County subdivisions with larger lots are scattered along I-25 from the La Cienega interchange to portions of the Sunlit Hills/Seton Village subdivisions near the southeast extent of the corridor study area.

Non-residential development in the I-25 corridor includes a mix of retail and business park uses on the north side of the St. Francis interchange, and an increased mix of non-residential uses between the Cerrillos Road interchange and the NM 599 interchange. The New Mexico National Guard building and the Santa Fe Downs racetrack pavilion are prominent structures in the I-25 corridor to the southwest. Non-residential uses, limited in size and scale, are located near the La Cienega interchange to the southwest and along Old Las Vegas Highway to the southeast.

Veterans Memorial Highway - NM 599 Corridor

One of the primary purposes for the construction of this highway is to allow trucks carrying radioactive waste to travel around the City of Santa Fe on a route that ends at the Waste Isolation Pilot Plant (WIPP) storage facility south of Carlsbad, New Mexico. While a 2-lane frontage road connecting Highway 84/285 to Airport Road makes the highway operational, a separate 4-lane main highway remains to be constructed between those points.

Existing residential subdivisions in the NM 599 corridor are also scattered as they are along I-25. With the exception of the Vista Primera subdivision near the Airport Road intersection and the Cottonwood Mobile Home Park further north along NM 599, the residential areas are large-lot county subdivisions.

Existing non-residential development along NM 599 is limited to the concentration of industrial warehouse and wholesale businesses located around the NM 599/Airport Road intersection. Some noticeable gravel operations exist near the Highway north of the Santa Fe River.

Both highway corridors contain large vacant tracts and broad expanses of open, undeveloped land on each side of the highway. These vacant, open lands are interspersed with residential subdivisions and commercial development. Vacant land ownership patterns allow the opportunity for well-planned, clustered development with setbacks along both highways. Narrow land strips emanating from the Village of Agua Fria are a constraint to land planning for portions of NM 599. Some consolidation of parcels has occurred. Others could be encouraged to pursue joint planning

PROPOSED LAND USE

The land use plan for the highway corridors seeks to address safety, noise, scenic beauty, and quality of life for residents along the corridor. An opportunity exists to limit commercial development along NM 599 and portions of I-25 to maintain these areas as parkways. The corridors are primarily designated for residential development with setbacks from the highways. Both corridors currently contain examples of homes built too close to the roadways for protection from traffic noise. Therefore, while setbacks and height requirements are included in the design standards of this plan, they are also considered a vital part of the proposed land use plan.

The highway corridor is divided into five districts for purposes of land use and design standards. These five districts are:

1. Scenic Corridor District
2. La Cienega Corridor District
3. Commercial Gateway District
4. Redevelopment District
5. Airport Road Planning Area

Two of these districts, the Commercial Gateway District and the Redevelopment District, are designated for non-residential development. The Scenic Corridor District and the La Cienega District are designated for *no new* non-residential development.

Future non-residential development outside of the Commercial Gateway and Redevelopment Districts should occur in clustered neighborhood-scale centers (village centers) and should not be built along the highways or at highway intersections or interchanges. This will ensure that neighborhood centers serve surrounding residents rather than highway motorists.

Non-residential Land Uses and the "Nodes"

This plan replaces the following non-residential nodes at highway intersections and interchanges as indicated in the Extraterritorial Zoning Ordinance and County Land Development Code with specific non-residential locations in the Commercial Gateway and Redevelopment

Districts. The committee recommends removing the following established and potential ("planned") non-residential districts, or nodes:

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- County Road 62 / Relief Route (NM 599) (Community);
- Relief Route (NM 599) / Richards (Community);
- Richards / I-25 (Community);
- St. Francis / I-25 (Regional);
- Las Vegas Highway (Old Pecos Trail) / I-25 (Community);
- Relief Route (NM 599) / Camino La Tierra (Community);
- Los Alamos Highway / Relief Route (NM 599) (Community);
- CR 67 / US 285 (Old Las Vegas Highway) (Neighborhood);
- and I-25 / La Cienega Interchange.

Subdivision of Land / Residential Densities

To meet the goals of the plan, it will be necessary to discourage the further subdivision of large tracts of land near highways. New parcels created in the Corridor District must be able to meet land use requirements.

EZ Urban Area and Utility Commitments and Density

Development in the urban growth area between the City Boundary and the highway corridor will depend on the City's future annexation plans and commitments for utilities. For this reason the plan does not recommend densities of residential development at this time. This plan strongly recommends that all utilities within the corridor be placed underground.

Transfer of Development Rights for Setback Areas

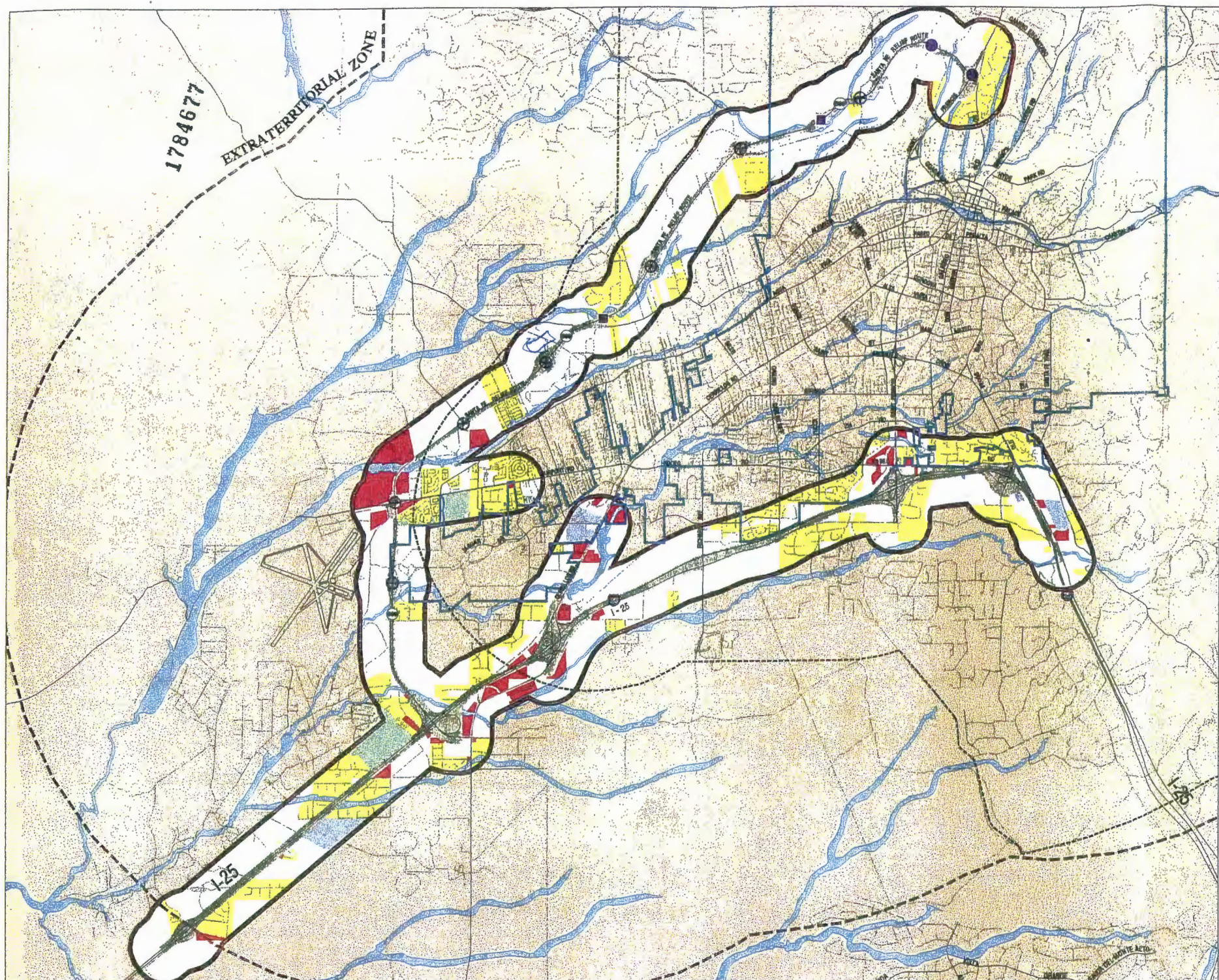
The City and County of Santa Fe are jointly investigating the feasibility of a TDR Program and are considering appropriate locations in future urban locations as receiving sites.

"Desired" setback areas could be designated as voluntary sending zones. The receiving areas are proposed to be in the urban growth area in the future annexation area of City or New Community Districts in the County.

Heavy Industrial Relocation

The Redevelopment Committee recommends long-term relocation of heavy industry and extractive uses from the district to lands further west generally surrounding the City wastewater plant including land with airport noise zones.

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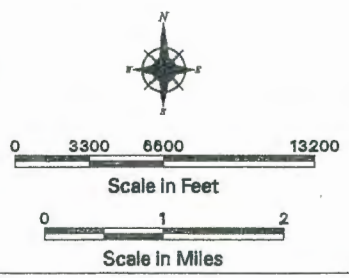
Highway Corridor Study Area Existing Land Use



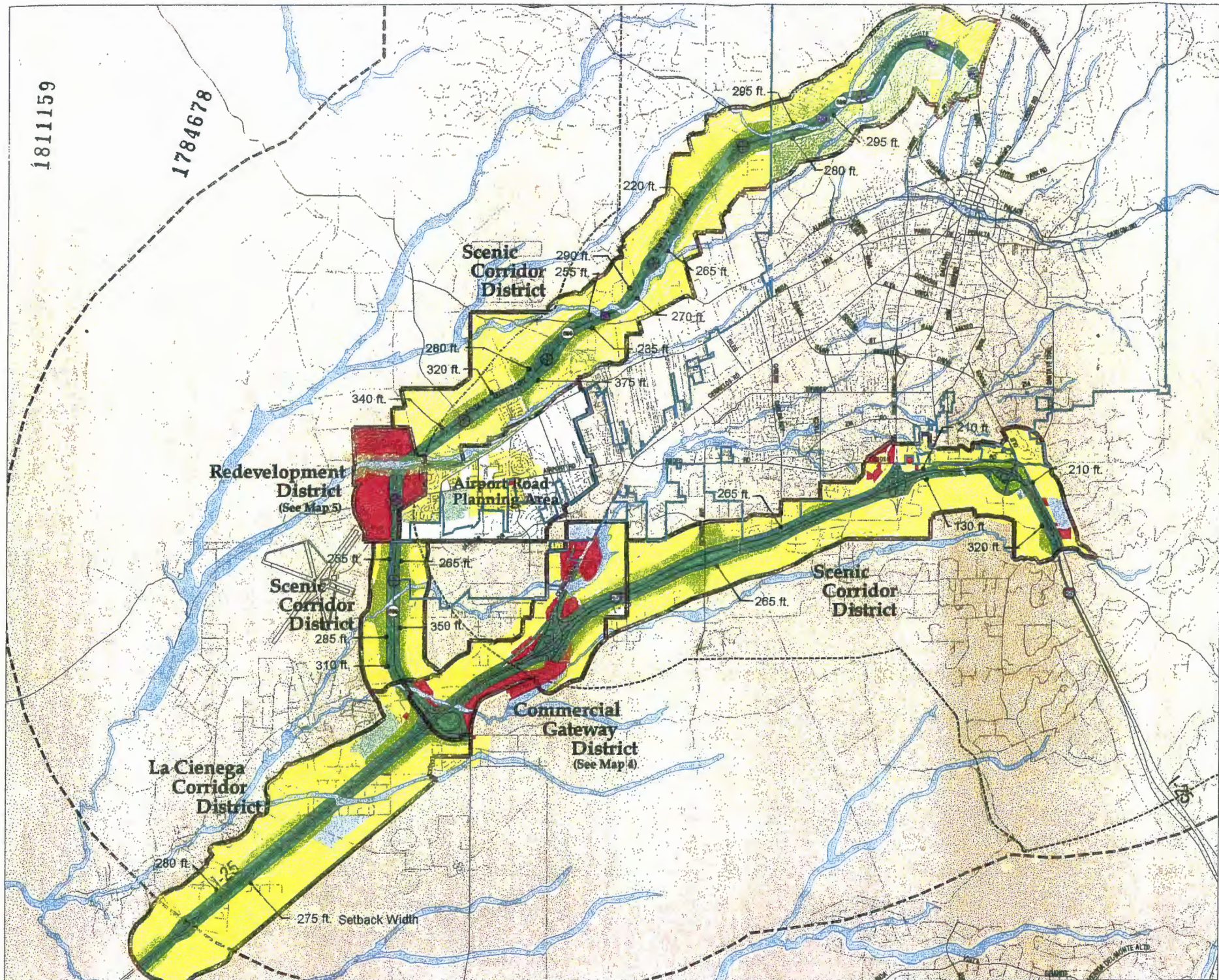
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- Highway Corridor Study Area
- Residential
- Non-Residential
- Institutional
- Recreational
- Vacant
- 100 Year Flood Zone
- Highway Corridor ROW
- Major Roads
- Santa Fe City Limits
- Extraterritorial Boundary (5 mile)
- Extraterritorial Boundary (2 mile)
- Interchange Locations
- Intersection Locations
- Over/Underpass Locations



City of Santa Fe
Santa Fe County



Highway Corridor District Proposed Land Use



- Highway Corridor District Boundary
- Residential
- Non-Residential
- Institutional
- Recreational
- Required Setback
- Desired Setback
- 100 Year Flood Zone
- Major Roads
- Santa Fe City Limits
- Extraterritorial Boundary (5 mile)
- Extraterritorial Boundary (2 mile)
- Interchange Locations
- Intersection Locations
- Over/Underpass Locations



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Scale in Feet

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Scale in Miles

City of Santa Fe Santa Fe County

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SCENIC CORRIDOR LAND USE

Both highways have long stretches designated as scenic corridors. The scenic corridor portion of I-25 starts just east of the Cerrillos Road interchange and extends all the way to the eastern end of the I-25 corridor study area near the County Road 58 bridge. The scenic corridor portion of NM 599 includes all of that highway corridor not included in either the Commercial Gateway District or the Redevelopment District.

Scenic Corridor Goals

- Maintain a rural landscape with expanses of open land along the highways;
- Minimize the visual impacts of new development in the district;
- Allow only small-scale residential buildings (less than 5,000 square feet) in the district corridor.

Scenic Corridor Proposed Land Use

Proposed land use within the Scenic Corridor is limited to residential development. While this plan does not specifically address residential densities, it is anticipated that urban densities may occur in Santa Fe Estates at the northern end of NM 599 and in the western section of Tierra Contenta on the east side of NM 599 south of Airport Road. Urban residential densities may also occur north of I-25 between Cerrillos Road and Richards Avenue. Maximum size for new buildings is 5,000 square feet in the district and maximum height for new buildings is 17 feet with some extensions (see Design Standards).

However, this plan sets out substantial "required" and "desired" setbacks for all residential development in the highway corridors regardless of residential densities. The "required" setback in the scenic corridor district ranges from approximately 150 to 375 feet, with an aver-

age of approximately 250 feet, while the "desired" setback ranges between 400 and 1,000 feet. The rationale for the setbacks is further described in the Design Standards section.

LA CIENEGA CORRIDOR LAND USE

This district extends along I-25 from La Cienega to the NM 599 interchange and the Commercial Gateway District boundary. The district has a mix of large scale buildings, such as the National Guard building and the Santa Fe Downs race track as well as residential areas with mobile homes.

District Goals

- Maintain a rural landscape with large expanses of open land along the highways;
- Minimize the visual impacts of new development in the district;
- Allow only small-scale buildings (less than 5,000 square feet) in the district corridor;
- Mitigate the visual impacts of existing development with walls and/or landscaped screening.
- Allow existing non-residential uses to continue with mitigation and improved design quality.

Proposed Land Use

The proposed land use within the La Cienega Corridor District is limited to residential use and existing non-residential use. The plan recognizes that non-residential uses are scattered throughout this district. The intent of this plan is that no new non-residential development be approved in this district.

Minimum required setback in this district is 275 feet from the highway right-of-way (which includes the frontage roads). Desired setbacks in

the La Cienega District range from 500 to 800 feet. Maximum size for new buildings in the district is 5,000 square feet and maximum height for new buildings is 24 feet.

COMMERCIAL GATEWAY LAND USE

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This district includes that portion of I-25 between the NM 599 interchange and the Cerrillos Road interchange. The district also includes that part of Cerrillos Road north of I-25 to the Jaguar Road intersection. It is the gateway into and out of the City of Santa Fe as well as the gateway for Turquoise Trail and the Community College area. It is characterized by a mix of residential and commercial land use. The mix of development in some areas could be improved with mitigation measures such as landscaping and appropriate design standards.

The traffic circulation patterns are complex in this area. The intersection at the NM 599 frontage road from La Cienega is unsafe. Many accidents have occurred here. Cerrillos Road has recently been widened and the city built a new trails under pass under it at Arroyo Chamiso.

District Goals

- Improve the "gateway" image of the area through landscaping.
- Work with the State Highway Department to design and implement a landscape program within the I-25/NM 599 interchange right-of-way;
- Work with the State Highway Department to improve the safety of the NM 599/Frontage Road intersections;
- Limit access points (ingress/egress) along the frontage roads;
- Conserve open lands in strategic view areas;
- Encourage trail crossings that are consistent with an adopted regional trails plan.

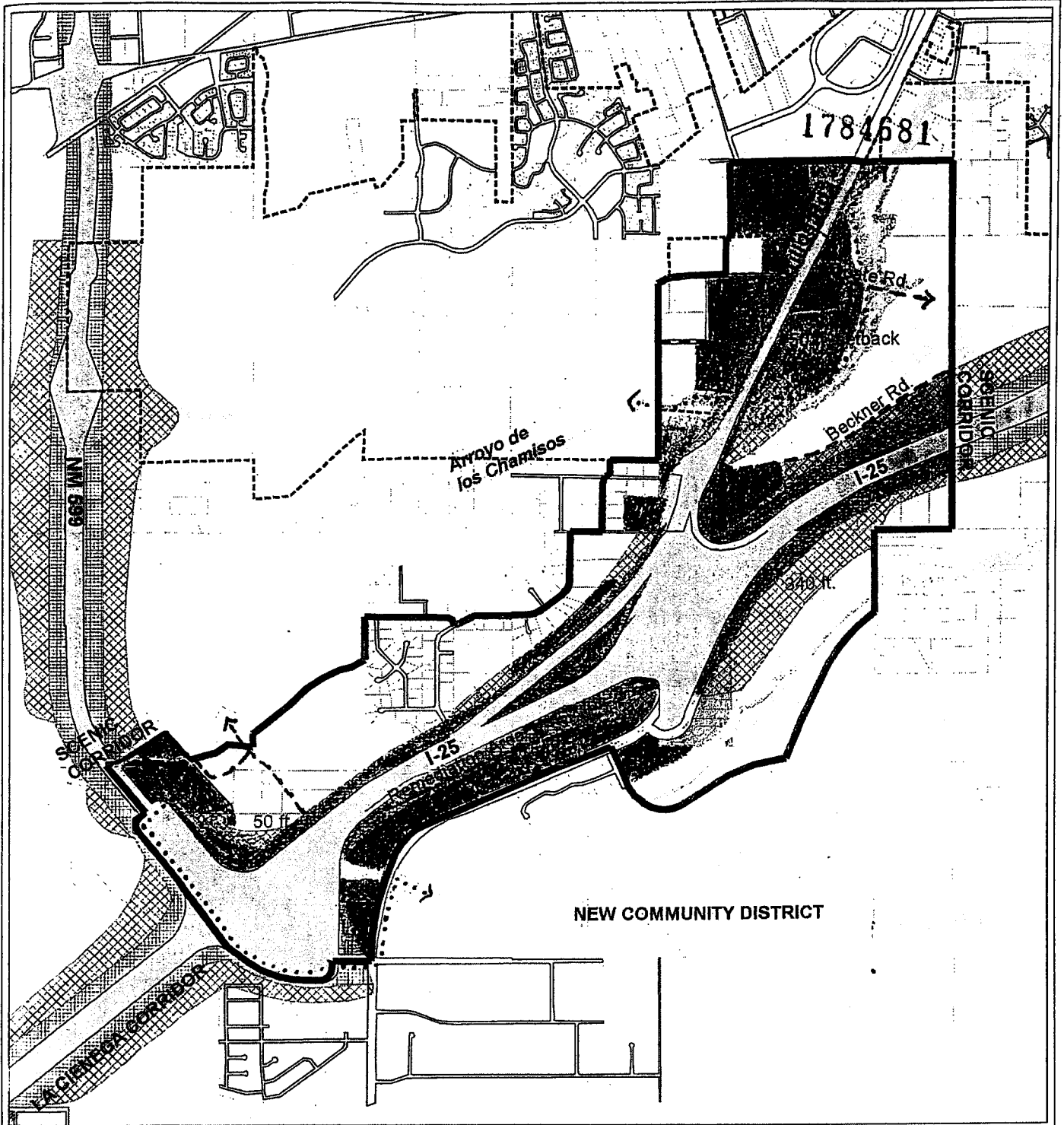
Proposed Land Use

This district is proposed to contain a mix of residential and non-residential land development. Most of the land proposed for non-residential uses is already approved for development. The Commercial Gateway District area map shows greater detail of types of non-residential uses proposed and their locations. These uses include retail, office, and business park.

Setbacks in this district include 150 feet from I-25 for those lots or tracts double-fronted between I-25 and the frontage road or NM 14. The Setback from the frontage road and NM 14 is 25-50 feet on double-fronted lots only. This encourages new non-residential development to locate closer to these roads which provide access, rather than I-25 where no direct access is allowed. Along the I-25 frontage road where double-fronting does not occur, the required setback is 50 feet. Maximum building height in this district is 36 feet, or 24 feet if the undisturbed building site elevation is higher than the adjoining right-of-way elevation.

Additional Recommendations:

- The city and county with public input should:
- Develop a landscaping, wall and sign theme for the corridor.
- Establish a color palate and material finish standard for walls and buildings.
- Work with the State Highway Department to create an entry identity in public right-of-way. Design concepts should reflect the cultural heritage and landscape.

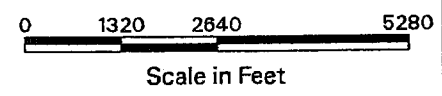


Commercial Gateway District Proposed Land Use



- Residential
- Office
- Commercial
- Business Park
- Light Industrial
- Public/Institutional
- Recreational
- Required Setback
- Desired Setback
- 100-Year Flood Zone

- Highway Corridor District Boundary
- City Limits Boundary
- Roads - Proposed
- Trails - Proposed
- Parcel Lines



City of Santa Fe
Santa Fe County

March 1999 Map 4

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REDEVELOPMENT DISTRICT LAND USE

This district generally includes land surrounding the NM 599/Airport Road intersection and extends along NM 599 a short distance north of the Santa Fe River. The district contains a mix of industrial, warehouse, and wholesale businesses.

Redevelopment District Goals

- Create an attractive image and minimize impact of industrial uses on NM 599 in the Airport Rd. interchange area;
- Relocate heavy industrial uses;
- Improve the visual image of the area with strictly enforced design standards;
- Work with the State Highway Department to design and implement a landscape program in the NM 599/Airport Road intersection right-of-way;
- Provide an opportunity in this district for affordable start-up businesses;
- Develop a park along the Santa Fe River extending on both sides of NM 599 and restore the river;
- "Recommend" retail and office buildings and uses on land parcels fronting Airport Road and NM 599 in the northeast quadrant to screen existing industrial buildings;
- "Recommend" the State Highway Department to construct a grade-separated interchange at NM 599 and Airport Road prior to construction of other interchanges.

Proposed Land Use

Only non-residential land use is proposed for this district. This differentiates the district from the Commercial Gateway District, which includes large areas of existing and proposed residential use. Because of airport noise contours, land along the west side of NM 599 in the district is limited to industrial uses. However, the plan proposes a mix of retail and office uses on the northeast corner of NM 599 and Airport Road. This provides visual enhancement of the industrial area already located on the northeast corner of the interchange, and it also provides traveler's services for motorists using NM 599.

The required setback is 50 feet from the right-of-way south of the Santa Fe river. North of the river, setbacks should meet the noise contour setback. Maximum height of new buildings is 24 feet on the east side of NM 54 and 36 feet on the west side of NM 54, with some exceptions (see Design Standards).

Additional Recommendations:

The Highway Corridor Committee recommends that the City Council and the Board of County Commissioners direct staff to complete the following activities with public input:

1. Develop a landscaping, wall and sign design theme for the Airport Rd. Redevelopment Area to create a cohesive image.
2. Work with the State Highway Department and other governmental agencies to create an identity in public right-of-way at the intersection.
3. Public Art
4. Painting and graphic designs on bridge structures

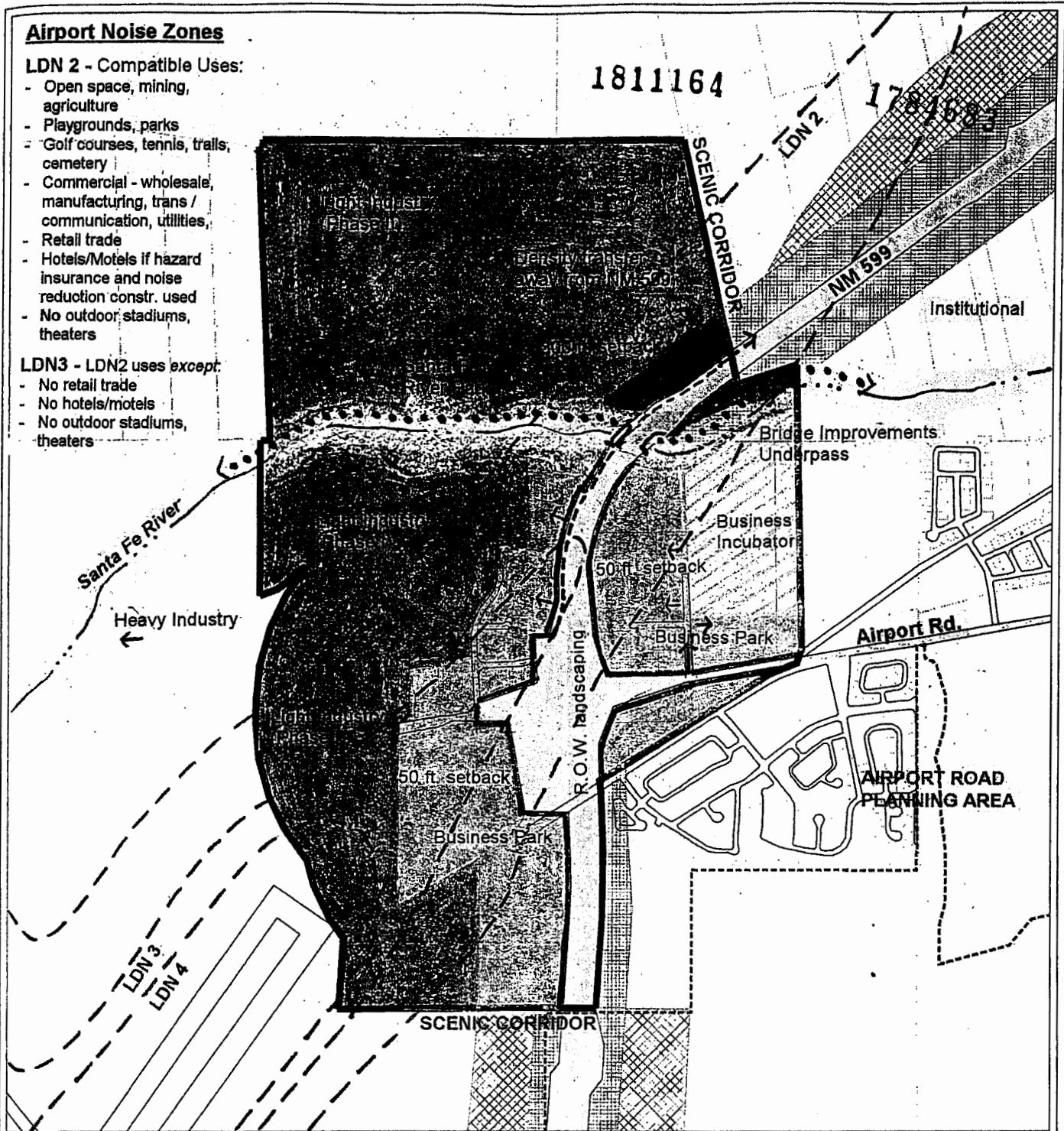
Airport Noise Zones

LDN 2 - Compatible Uses:

- Open space, mining, agriculture
- Playgrounds, parks
- Golf courses, tennis, trails, cemetery
- Commercial - wholesale, manufacturing, trans / communication, utilities,
- Retail trade
- Hotels/Motels if hazard insurance and noise reduction constr. used
- No outdoor stadiums, theaters

LDN3 - LDN2 uses except:

- No retail trade
- No hotels/motels
- No outdoor stadiums, theaters

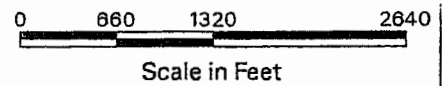


**Redevelopment District
Proposed Land Use**



- n/a Residential
- n/a Office
- n/a Commercial
- Business Park
- Light Industrial
- Public/Institutional
- Recreational
- Required Setback
- Desired Setback
- 100-Year Flood Zone

- Highway Corridor District Boundary
- City Limits Boundary
- Roads - Proposed
- Trails - Proposed
- Parcel Lines



**City of Santa Fe
Santa Fe County**

March 1999

Map 5

DRAFT

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AIRPORT ROAD PLANNING AREA

The area along Airport Road is viewed as needing extensive collaborative planning between the city and county. However, the issues and concerns identified along Airport Road were too numerous and detailed to address in this document. Important issues in the Airport Road Planning Area that the Committee identified as part of this planning process included:

- Major streetscape improvements are needed including: landscaped medians, continuous sidewalks on both sides of the roadway, well-protected and signalized pedestrian crosswalks with median islands at critical locations to make Airport Road more appropriate and inviting to pedestrians;
- Landscape plan should be developed for both sides of Airport Road for its entire length between NM 599 and Cerrillos Road;
- Given the existing residential densities, institutional uses such as schools are needed in this area (some of these could potentially be developed on the State Land along NM 599);
- parks are needed as well as access to a safe future river park;
- limit further commercialization of Airport Road, with commercial uses limited to north side of Jaguar Road and some neighborhood commercial limited in the parcels between Agua Fria and Camino Juliana;
- inventory open spaces.

The Committee proposes that a Neighborhood/Sector Plan be developed for this area which includes participation from the residents. The land immediately adjoining Airport Road on each side of the roadway as well as the area further north of Airport Road is in critical need of a joint city/county plan for future development.

LAND USE DEFINITIONS

The maps illustrate the proposed land use zoning in the Highway Corridor District. In the Scenic Corridor District, residential land use is the only type permitted. Other land uses are permitted in the Commercial Gateway and Redevelopment District according to the following list.

Residential

Residential density in the planning area will vary and is to be determined based on the underlying zoning, utility commitments, and annexation plans.

Non-residential

Commercial

Regional Commercial

large retail services, including traveler services - oriented to travelers or city-wide residents. May include buildings with footprints larger than 5,000 square feet. (Buildings larger than 25,000 square feet have additional design standards which apply).

Neighborhood Services

retail services oriented to nearby neighborhoods, small restaurants, groceries, etc. Includes commercial buildings that are less than 5,000 square feet.

Business Park

campus setting - coordinated design of structures and landscaping and traffic. May contain light industrial, small retail and offices.

Office

contains only office buildings; no retail or manufacturing.

Light Industrial

light industrial or manufacturing. No extractive uses to be permitted in the highway corridor.

Public/Institutional

schools, churches, public offices, libraries

**Natural Areas and Setback
Recreation**

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Recreation

public land for recreation

Natural areas (private land or public land)

flood zone

Setbacks (generally private land)

setback areas, land where density has been transferred or TDR "sending zones"

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Outside Storage

Outside Storage refers to any goods, equipment, materials sold or used by the business or residence not enclosed in a roofed building).

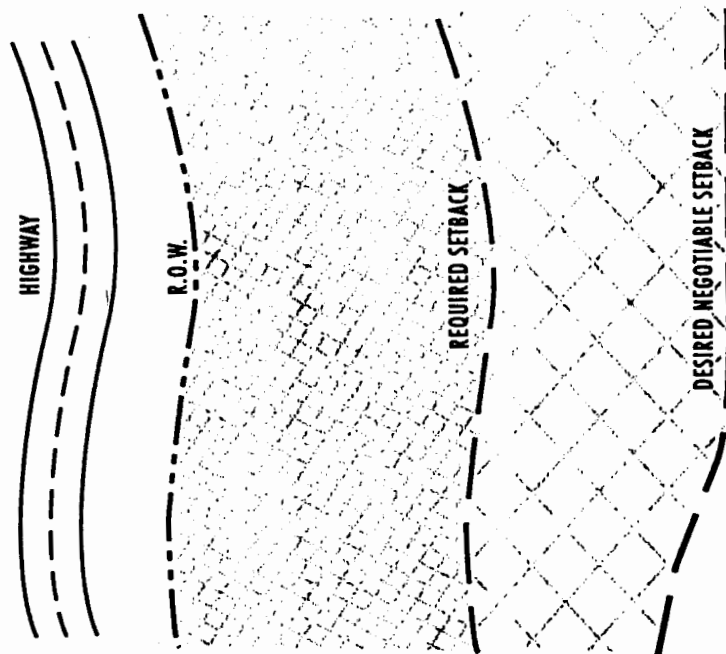
Ridgetop (from County Code):

The uppermost elevations, between the shoulder and crest of any hill or ridge with a slope of thirty percent (30%) or greater. For purposes of these regulations, a ridgetop means the area measured horizontally from the shoulder across the crest to the parallel shoulder. (see definition in the County Code).

IV

HIGHWAY CORRIDOR DESIGN STANDARDS

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The design standards in the following sections address how structures are sited and how they look along the corridor. The scenic corridor standards are most restrictive, whereas the Commercial Gateway standards allow more flexibility for structures. The standards address setbacks, height, lot coverage, outside storage, landscaping, lighting, signs, parking, architectural standards, site planning and non-residential building setbacks from residential neighbors.

SCENIC CORRIDOR DESIGN STANDARDS

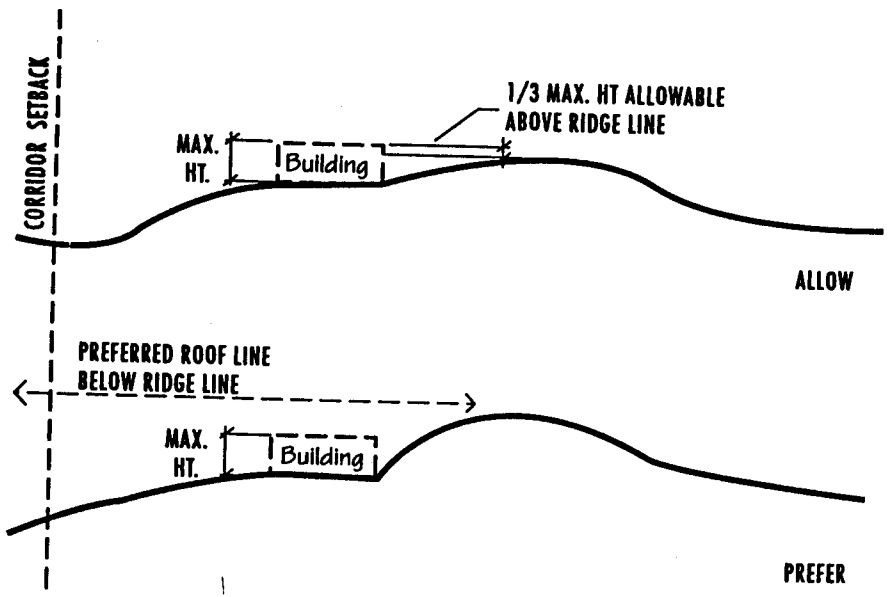
1. *Minimum Setback From the Highway R.O.W.:*

Setbacks are based on the following (see Map 3):

- A. **Critical - "Required":** Based on the noise contour setback. This is the minimum setback for development. Most Federal agencies consider noise levels greater than 65 Leq dBA (or a-weighted, equivalent noise levels measured in decibels) to be unacceptable for residential land use. A 1998 noise study which used both field measurements and computer modeling for I-25 and NM 599 establishes the 65 Leq dBA contour for the year 2020. The contour is based on traffic projections for that horizon year. The contour varies based on road placement within the right-of-way, terrain and traffic levels during peak hours—(Interstate 25 Noise Contour Study and NM 599 Noise Contour Study, Tashek Environmental Consulting, 1998). Small lots that are unable to meet these requirements maybe exempt, but must provide noise mitigation.

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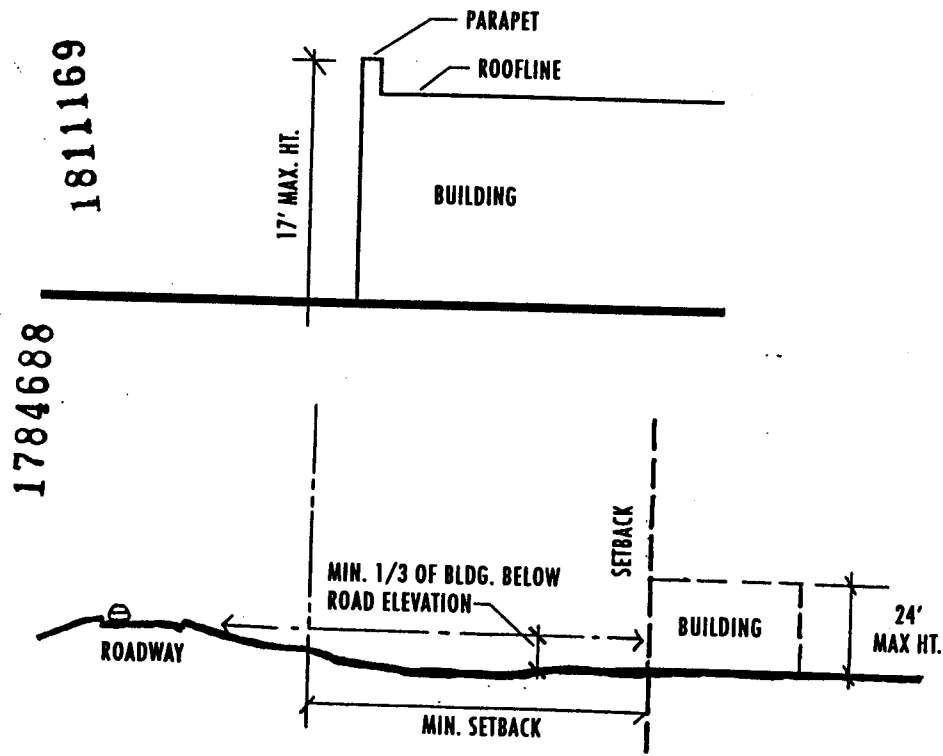
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B. **Desired - "Negotiated"**: In many cases a wider setback than the "required" setback is achievable, but is not mandated. In these areas landowners or developers may have several voluntary options or incentives to create a larger setback. The City and County would make every effort to negotiate and work with landowners to achieve this "negotiated" wider setback. Options may include Transfer of Development Rights, conservation easements, trades, density bonus incentives, acquisitions and others. The underlying zoning remains as the existing residential density.

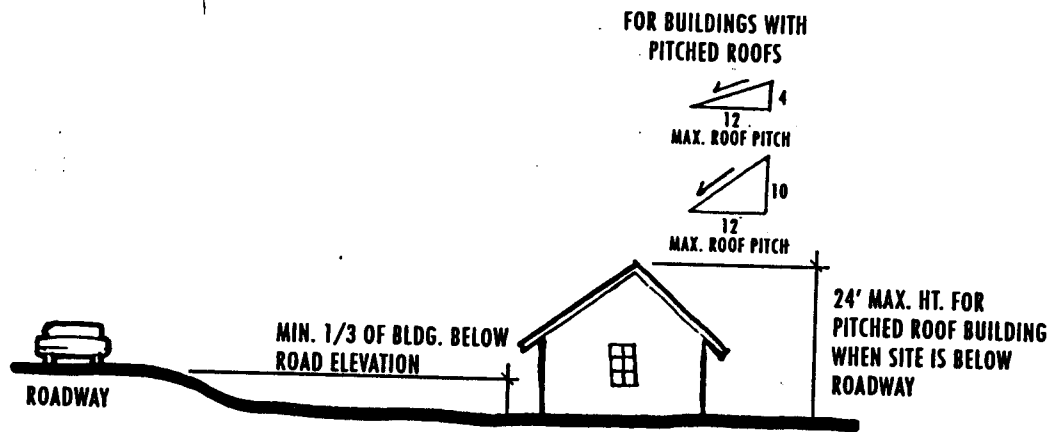
- Site structures behind required corridor setback line (see map). (↑)
- Two-thirds of a structure's height should be sited below a ridgetop whenever possible (see glossary definition for "ridgetop").
- *Incentive for Increased Setback* - The City and County staff will further investigate the possibility for density incentives for landowners who leave land in the "negotiated" setback area undeveloped. In these instances, landowner may increase the density provided that infrastructure and environmental requirements can be met for increased density for cluster housing.

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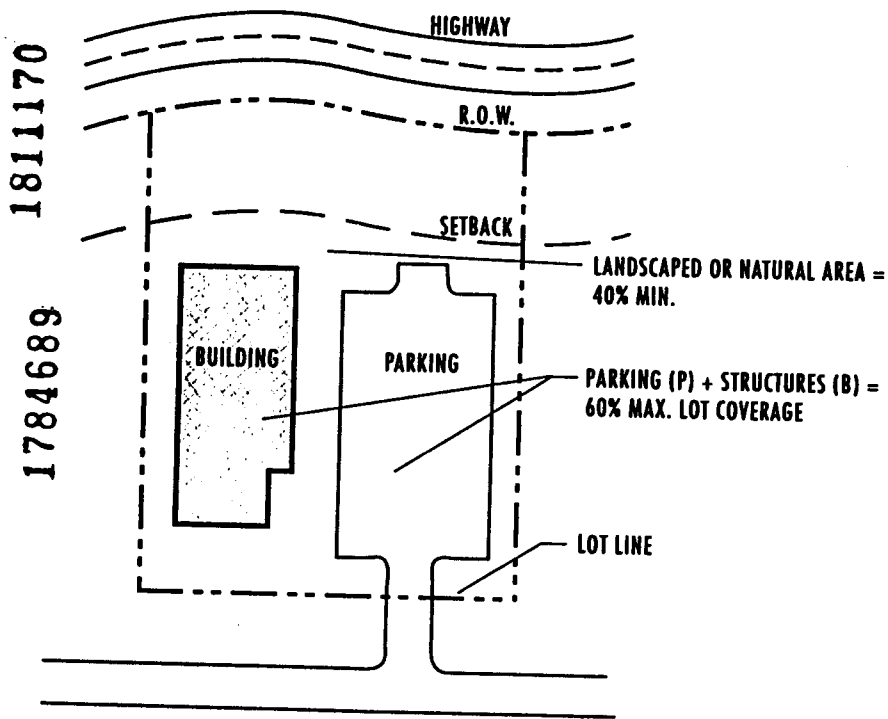


2. Maximum Height:

- One story structures with a maximum building height of 17 feet to top of parapet. (↑)
- *Special Exemption (based on topography):* For building sites with elevation below the roadway right-of-way (R.O.W.), two story structures may be permitted provided that one-third of the structure is sited below the road elevation (maximum height of 24 feet). Pitched roof structures also allowed in this situation (minimum roof pitch 4/12, maximum pitch: 10/12; maximum 30% reflectivity of roof). (↑)



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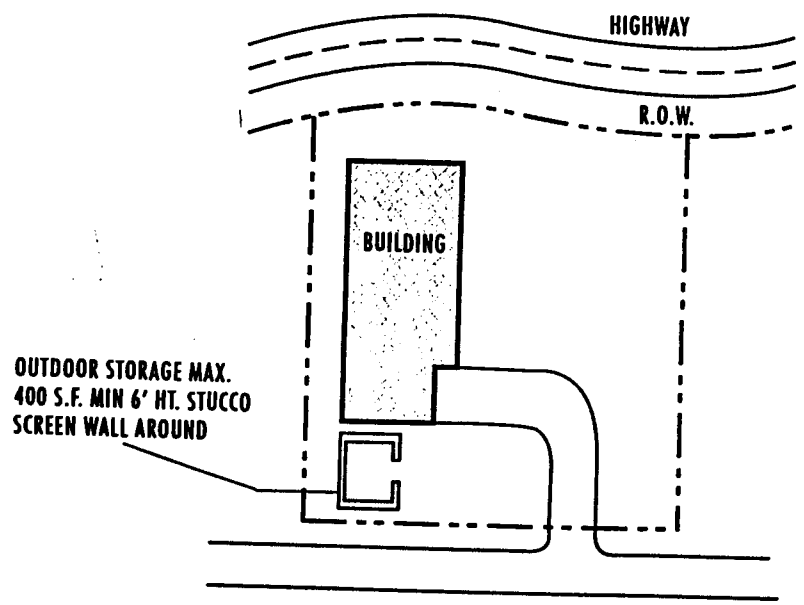


3. Maximum Lot Coverage:

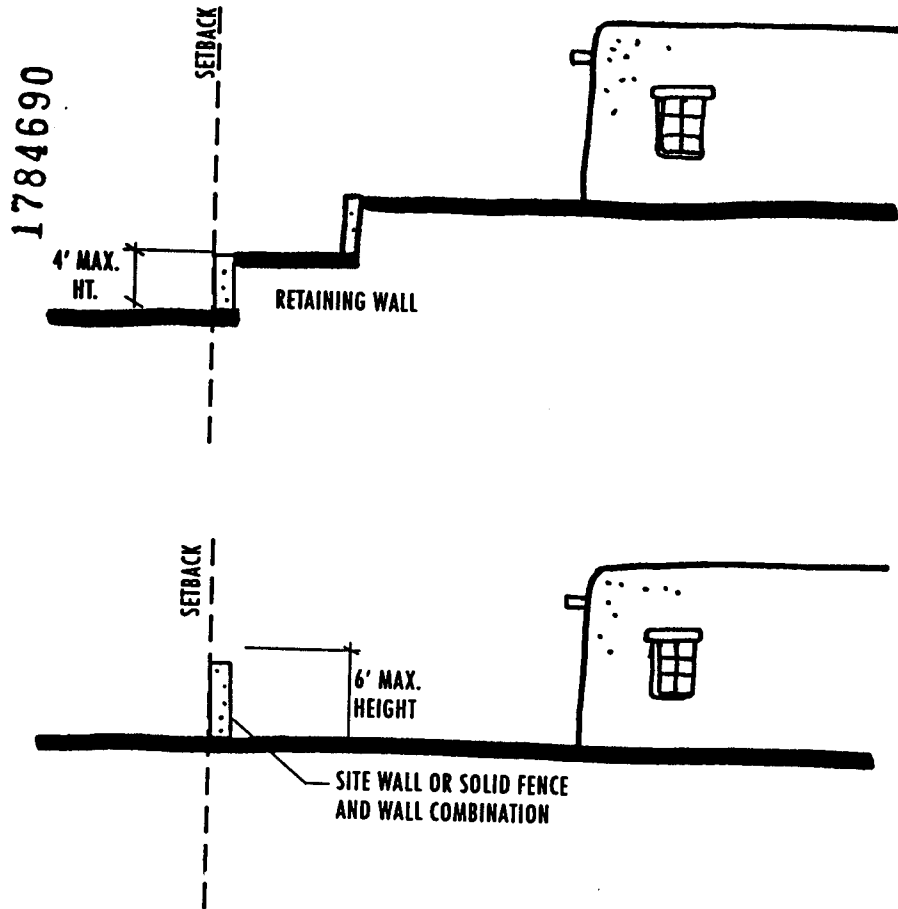
- 60% maximum lot coverage including parking and structures (40% minimum undisturbed area). (↑)

4. Outside Storage and Service Areas:

- Outdoor storage area not to exceed 400 square feet. (↑ - size of outdoor storage is unlimited now)
- No outdoor storage is to be visible from the public R.O.W. or adjacent properties. (↑)
- All outdoor storage areas are to be enclosed by a stucco wall with a minimum height of 6 feet and a maximum height of 8 feet. (↑)



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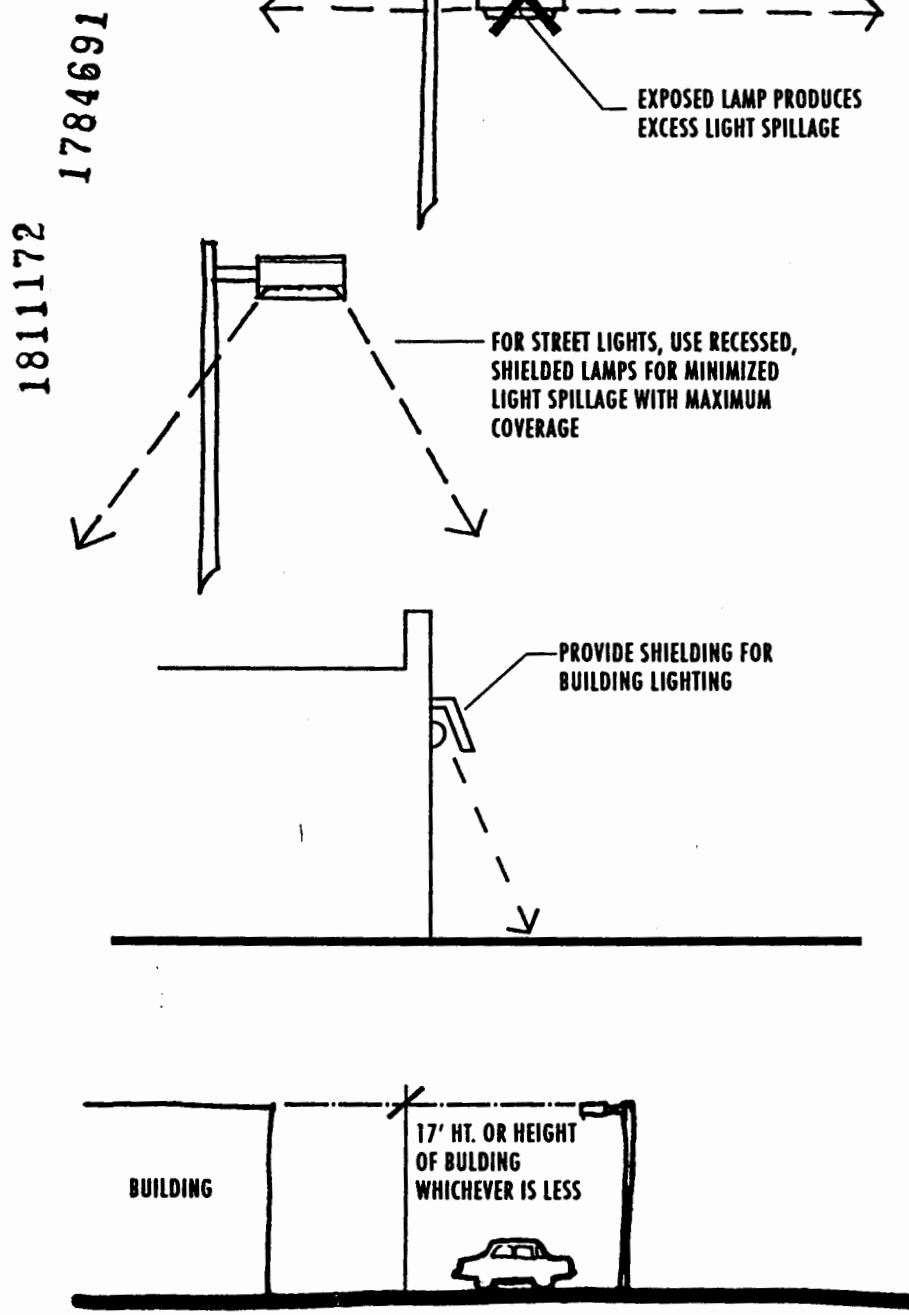
5. Landscaping:

Maintain existing standards in Section F, Landscaping (III-29 of County Code). (✓)

- Plant drought-tolerant species outside of protected courtyards (as per County Code definition).
- Preserve native species and topography in setback areas and other undeveloped areas of property.
- For screening of buildings from adjacent roadways, 50% of the new trees to be evergreen, minimum 6 feet height at planting. Acceptable species include: Rocky Mountain juniper (*Juniperus scopulorum* cultivars), One-seed juniper (*Juniperus monosperma*), Bristlecone pine (*Pinus aristata*), Piñon (*Pinus edulis*), Austrian black pine (*Pinus nigra*), Ponderosa (*Pinus ponderosa*) and Scotch Pines (*Pinus sylvestris*), and Japanese black pine (*Pinus thunbergiana*). (↑)
- Replace piñon that are over 4 inch caliper with minimum 8 feet tall piñons. Piñons shall be planted, irrigated and maintained at a density commensurate with the existing natural landscape.

Site walls:

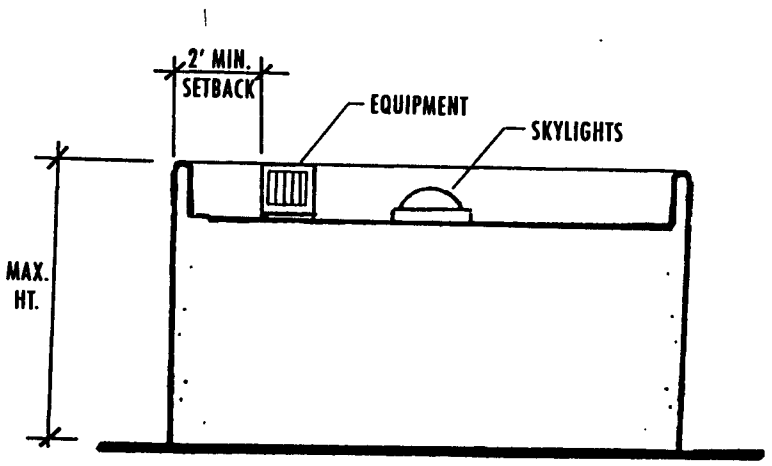
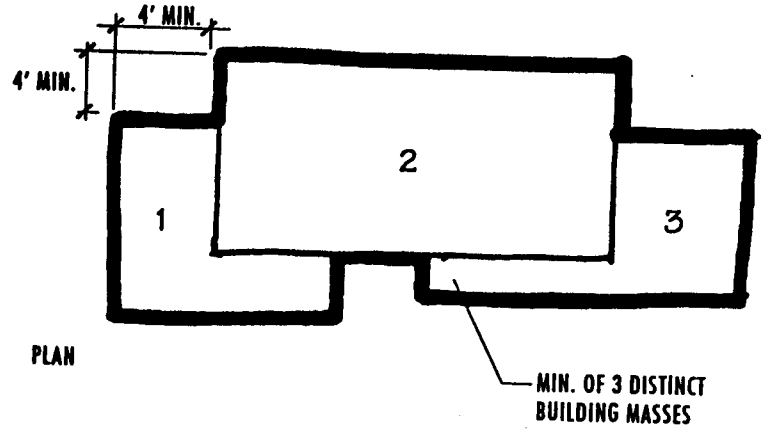
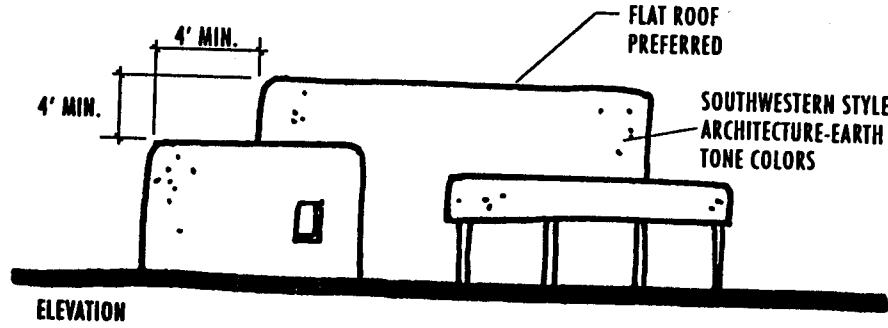
- Maximum height for retaining walls on site is 4 feet. (↑) Walls may be stepped back a minimum of 3 feet if additional height is necessary.
- Maximum height for site walls (stone, stucco or combination with solid wood fence) is to be 6 feet, except for screening outdoor storage (8 feet height permitted). (↑)



6. Lighting:

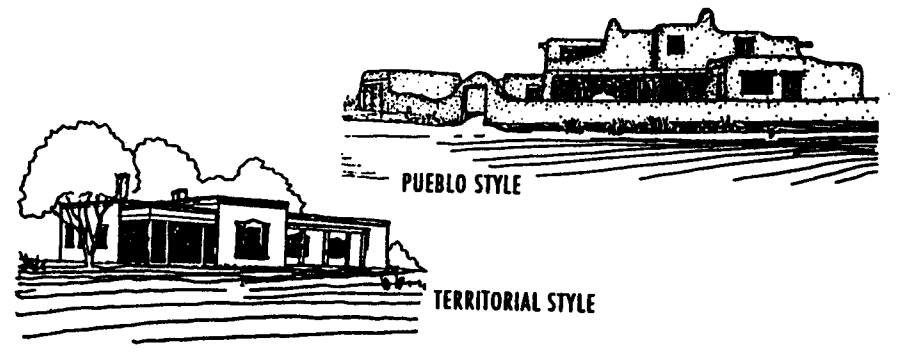
All lighting must meet current County standards.

- Outdoor lighting shall be minimized in the scenic corridor.
- No overhead utilities, including streetlights, within the required setback area.
- Light design and installation shall emphasize low-level uniform lighting to avoid the nuisance and hazardous conditions caused by abrupt changes from bright lights to darkness.
- All lighting, including signs, shall be fully shielded and directed down.
- A maximum of 0.5 average horizontal foot-candles shall be permitted for all uses.
- Parking and security lights shall not be taller than buildings (maximum of 17 feet).
- Landscape lighting: low level lighting only (maximum 4 feet; no pole lights).
- No facade lighting.
- Streetlights are prohibited except where necessary for vehicle and pedestrian safety at busy intersections. At intersections safety lighting shall consist of approach lighting only, set back far enough from the intersection to give motorists at least 2 seconds of warning of the coming intersection and consisting of a series of uniform lights.
- Design and install all street lights to meet residential or rural freeway lighting levels, (0.4 to 0.6 average horizontal foot-candles). No streetlights may exceed 24 feet in height.



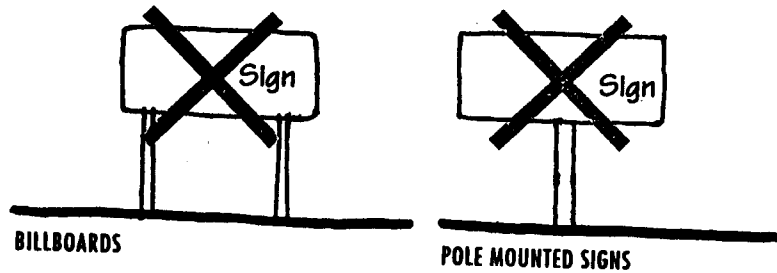
7. Other Architectural Standards:

- Buildings to be designed with a minimum of 3 distinct masses to be defined by 4 feet change in both vertical and horizontal direction. (↑)
- Building exteriors to be finished predominantly with earthtone colors with 5% of frontage in brighter highlight and trim colors permitted. (↑)
- 30% maximum Light Reflective Value of building roofs. (↑)
- 40% maximum Light Reflective Value of building exteriors. (↑)
- Southwestern Architectural Styles; (↑)
- Stucco exteriors as predominant material. (↑)
- Setback skylights and other rooftop structures and mechanical equipment a minimum of 2 feet from edge of building face and screen as part of the building design. (↑)
- Buildings roofs shall be flat with non-reflective surfaces and parapets (except for "Special Exemption"). (↑)

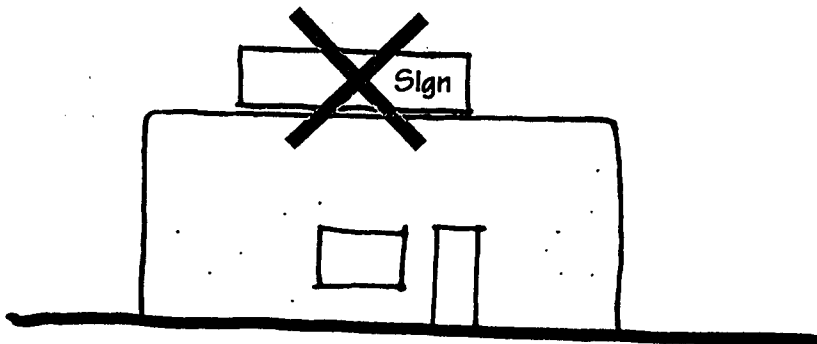


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ROOF SIGNS



SCENIC CORRIDOR/NON-RESIDENTIAL

The following standards are to be used only for non-conforming, non-residential land uses in the Scenic Corridor to protect the visual quality of the corridor and health, safety for residents.

1. Setbacks:

SAME AS SCENIC CORRIDOR RESIDENTIAL STANDARDS

3. Maximum Lot Coverage:

SAME AS SCENIC CORRIDOR RESIDENTIAL STANDARDS

4. Outside Storage and Service Areas:

SAME AS SCENIC CORRIDOR RESIDENTIAL STANDARDS

5. Landscaping:

SAME AS SCENIC CORRIDOR RESIDENTIAL STANDARDS with additional standard:

- Minimum 1 1/2 inch caliper deciduous trees at time of planting.

6. Lighting:

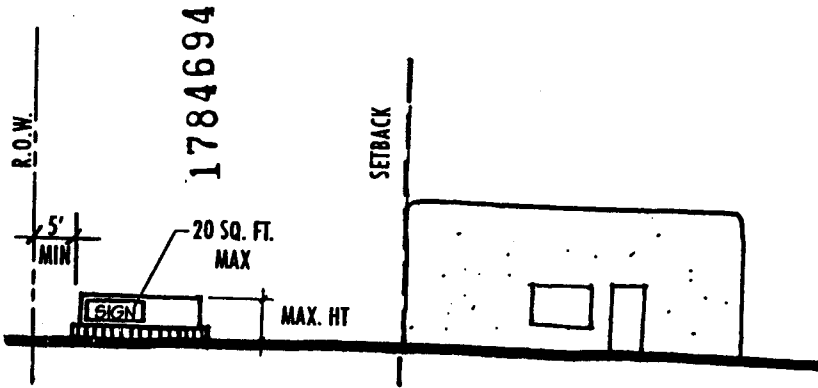
SAME AS SCENIC CORRIDOR RESIDENTIAL STANDARDS with the following additional standards:

- Design and install all necessary street lights to meet residential or rural freeway lighting levels, even where commercial or other uses may be adjacent to arterials and highways (0.4 to 0.6 average horizontal foot-candles). No streetlights may exceed 24 feet in height.

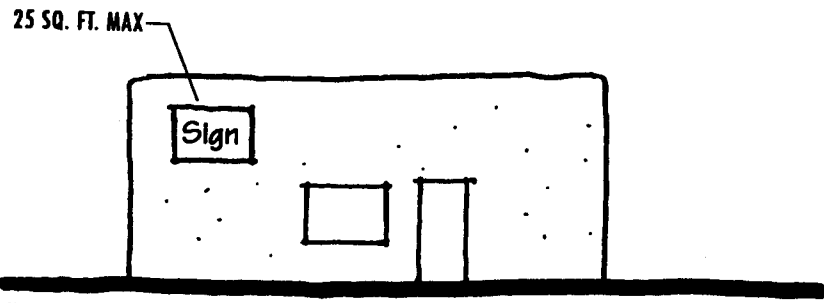
7. Exterior Signs:

- No off-site advertising or billboards. (✓)
- No pole mounted signs. (↑)
- No roof signs. (✓)
- No internally lit signs. (↑)

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MONUMENT SIGNS ALLOWED



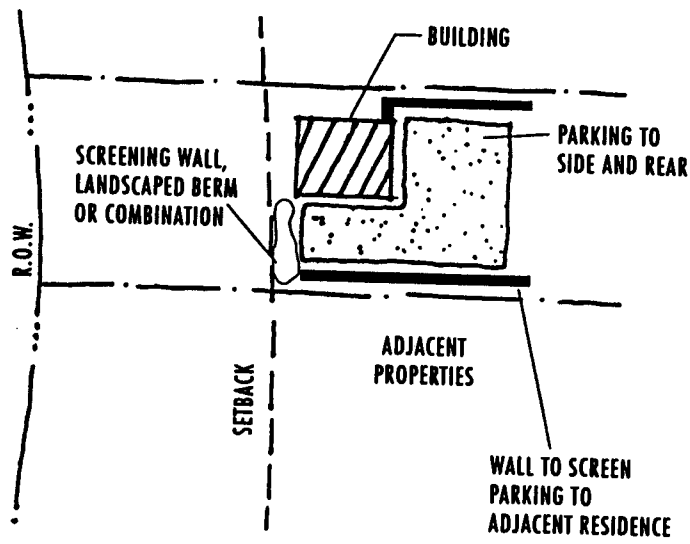
WALL MOUNTED SIGNS

- One five foot high monument sign only per building. Maximum of 20 square feet. (↑) 5 feet minimum setback from property line. (✓)
- One flush wall mounted sign only per building. Maximum of 25 square feet. (↑)

8. Parking:

Non-residential:

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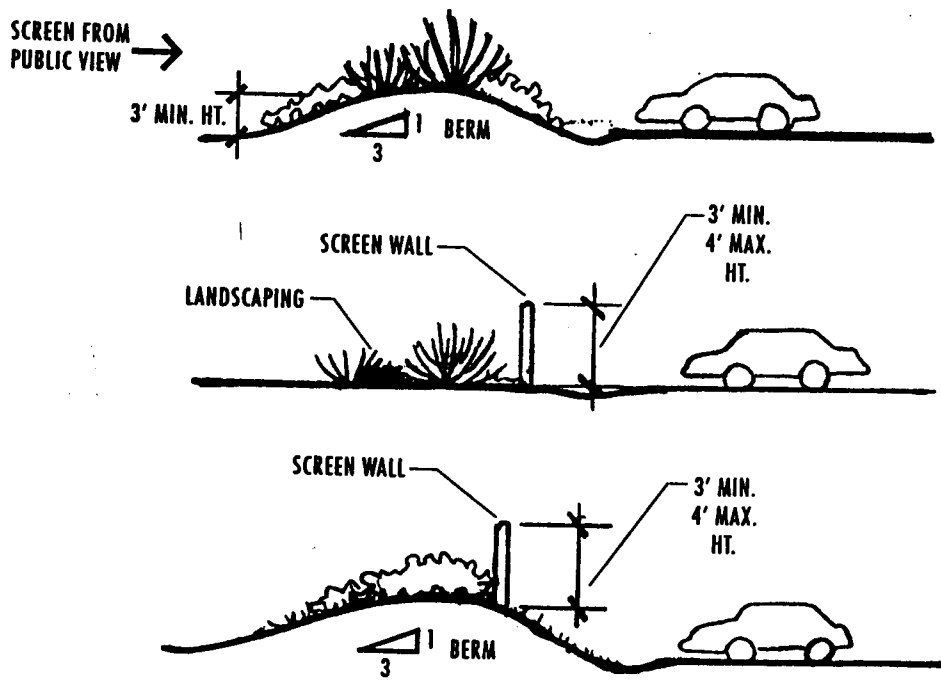


- Place parking to the sides and rear of the proposed buildings to minimize the visual impact from the highway and adjacent residential neighbors. (↑)
- Screen parking from the public R.O.W. by landscape berm (minimum 3 feet, 3:1 maximum side slopes) or wall with landscaping (minimum 3 feet, maximum 4 feet). Berms may be combined with walls to provide screening. (↑)
- Screen parking from adjacent residential property by a stucco wall (minimum 4 feet; maximum 6 feet) and landscaping or naturalistic berm (minimum 3 feet; 3:1 maximum side slopes). (↑)

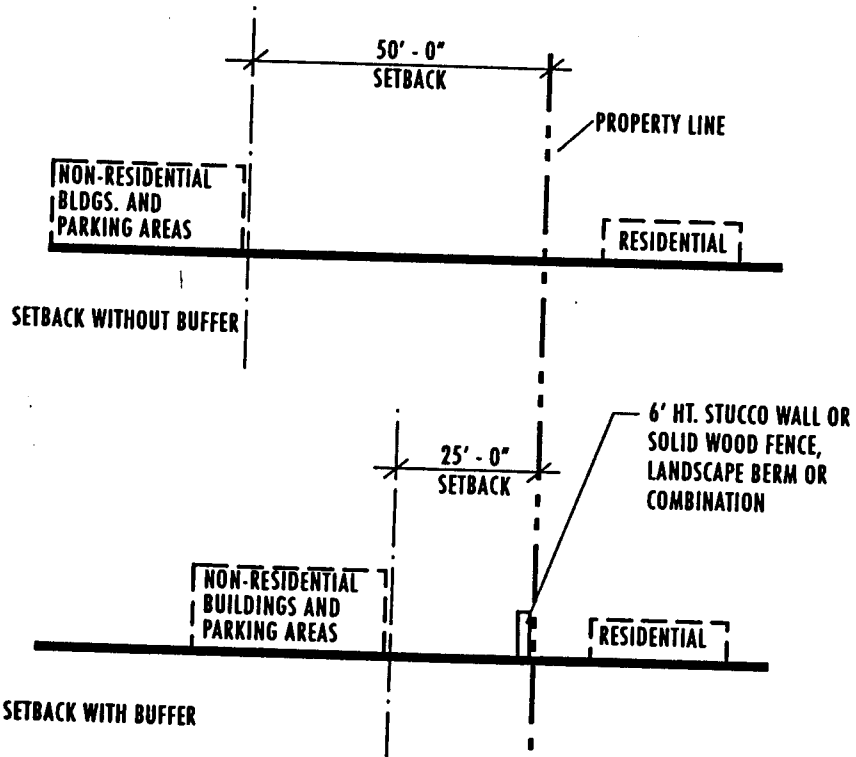
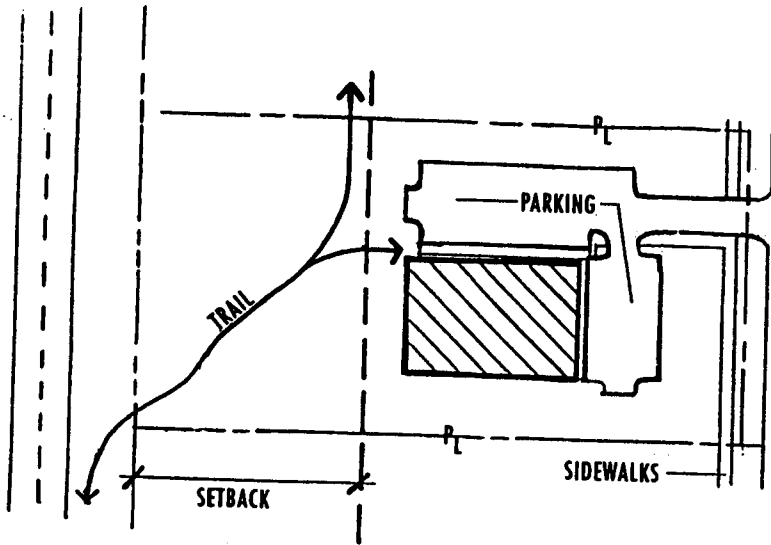
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9. Other Architectural Standards

SAME AS SCENIC CORRIDOR RESIDENTIAL STANDARDS



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10. Site Planning:

For non-residential and subdivisions:

- Maximum width roads - two lane access and internal roads.
- Pedestrian and bicycle trails (and equestrian where possible) should be provided and shall be linked, when possible, to a master plan trail system and to trails in the R.O.W. and shall be granted for public use.
- Trails and sidewalks shall be connected to non-residential services.
- Provide pedestrian walkways within parking lots.
- Preserve distinctive natural features such as arroyos, ridgetops, large trees, wherever possible.

11. Non-residential Building Setbacks from Residential Neighbors:

- 50 feet from property line for buildings and parking areas. (↑ - 25 feet is existing for small commercial)
- Building and parking setback may be reduced to 25 feet if buffered by 6 foot perimeter stucco, site wall or solid wood fence, or combination landscape berm (minimum 3 feet, 3:1 maximum side slopes). Berm should be naturalistic in style. (↑)

93

LA CIENEGA CORRIDOR DESIGN STANDARDS

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- 1. **Minimum Setback**
SAME AS SCENIC CORRIDOR
- 2. **Maximum Height**
Residential and non-residential: 24 feet

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Note: All other standards are the same as the Scenic Corridor

- 3. **Maximum Lot Coverage**
SAME AS SCENIC CORRIDOR
- 4. **Outside Storage and Service Areas**
SAME AS SCENIC CORRIDOR
- 5. **Landscaping**
SAME AS SCENIC CORRIDOR

- 6. **Lighting**
SAME AS SCENIC CORRIDOR
- 7. **Exterior Signs**
SAME AS SCENIC CORRIDOR
- 8. **Parking**
SAME AS SCENIC CORRIDOR
- 9. **Other Architectural Standards**
SAME AS SCENIC CORRIDOR
- 10. **Site Planning**
SAME AS SCENIC CORRIDOR
- 11. **Non-residential Building Setbacks from Residential Neighbors**
SAME AS SCENIC CORRIDOR

COMMERCIAL GATEWAY DESIGN STANDARDS

3

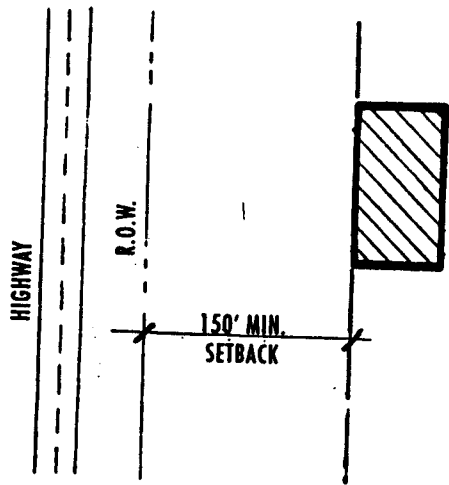
1. Minimum Setback from the Highway R.O.W.

Non-residential (see Map 4):

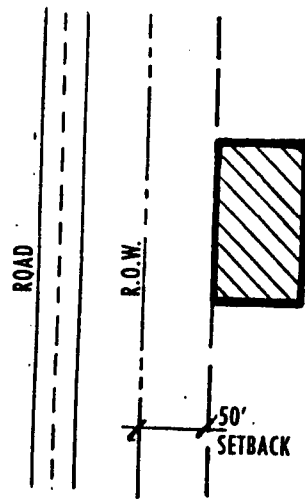
- 150 feet from I-25 R.O.W. and NM 599 R.O.W., as per Map 3. (↑ - EZO, City Code, County Code)
- 50 feet from I-25 Frontage Road R.O.W., Cerrillos Rd. R.O.W., or SR-14 R.O.W. (↑)
- 50 feet from Frontage Road R.O.W., Cerrillos Road. R.O.W. or SR-14 may be reduced to 25 feet with landscaped buffer, berm and 4 feet masonry wall to screen parking in situations where there is double-frontage. (↑)

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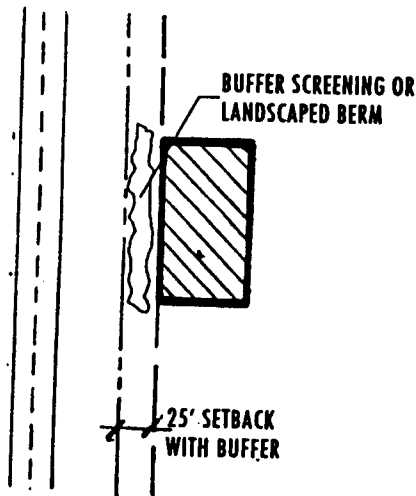
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150' SETBACK
I-25 AND
STATE HIGHWAY 599

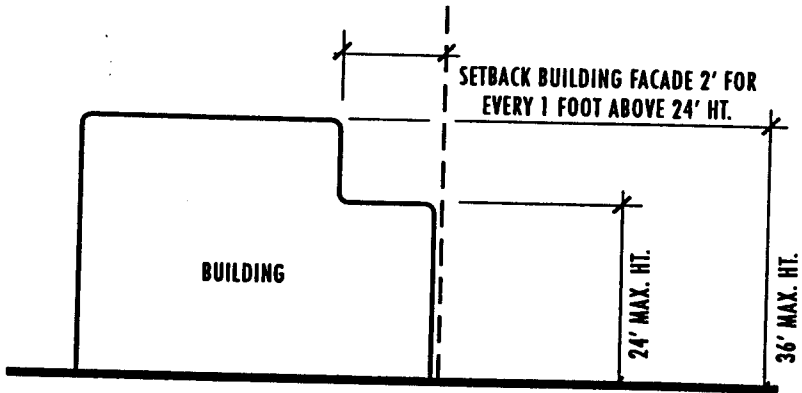
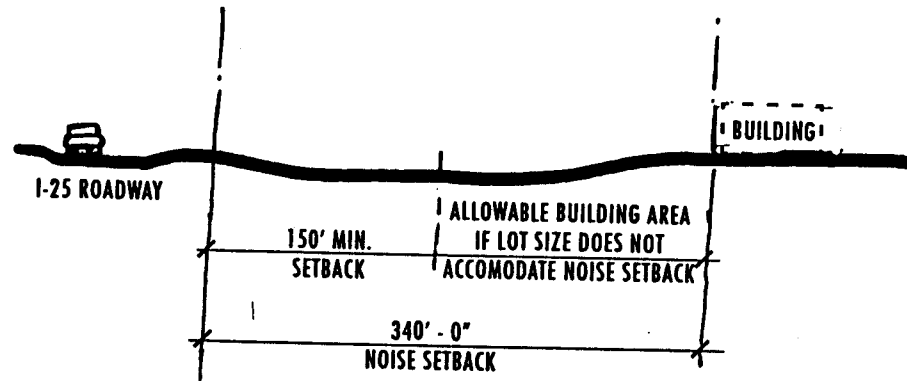
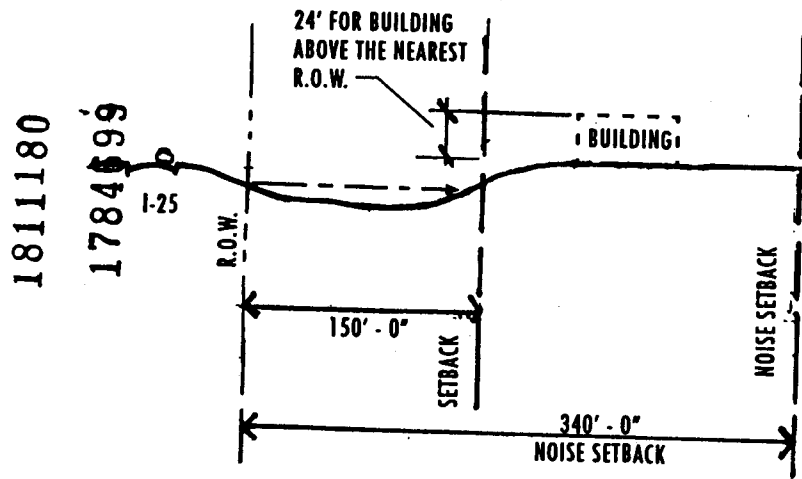


50' SETBACK
CERRILLOS ROAD,
I-25 FRONTAGE ROAD
STATE ROAD 14



25' SETBACK
CERRILLOS ROAD
I-25 FRONTAGE ROAD
STATE ROAD 14

82



Residential (see Map 4):

- Setback based on noise contour (340 feet) from I-25 R.O.W. (↑)
For land that cannot accommodate the setback, noise mitigation may be provided. (Acceptable noise mitigation measures include: landscaping, berms, architectural improvements to residential structure or walls.)

2. Maximum Height:

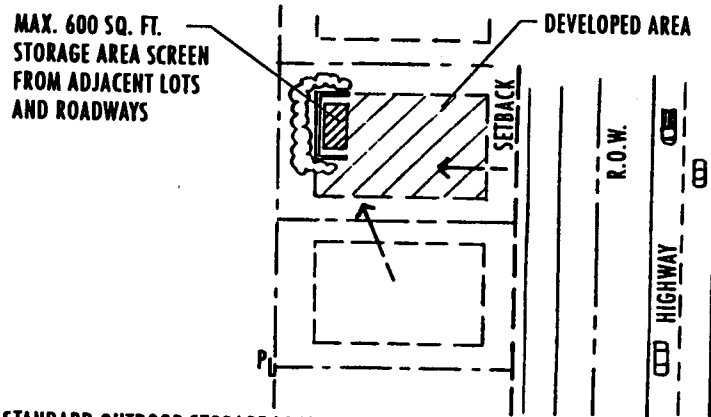
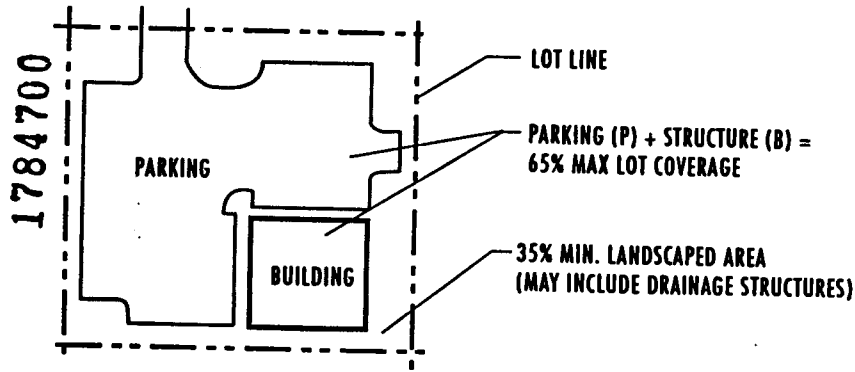
Non-residential:

- Buildings should not exceed 36 feet (✓) provided that any commercial building height above 24 feet is stepped back 2 feet for each foot of additional height. (↑)
- If the building site elevation is higher than the nearest R.O.W. line of the highway, total building height may not exceed 24 feet. (↑)

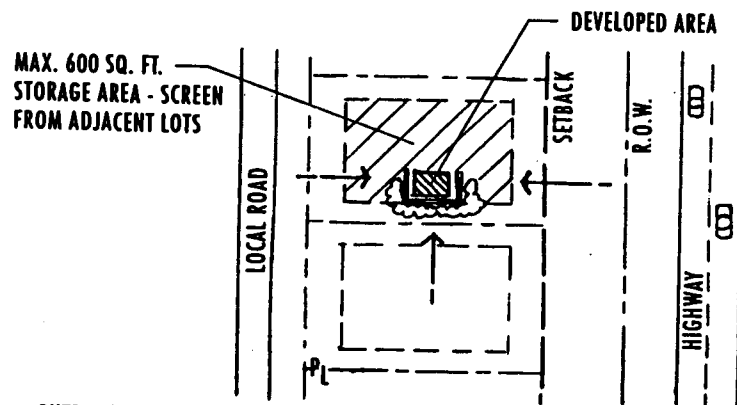
Residential:

24 feet. (✓)

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STANDARD OUTDOOR STORAGE LOCATION



OUTDOOR STORAGE DOUBLE FRONTAGE

3. Maximum Lot Coverage:

- 65% maximum lot coverage for all structures including parking lots. Drainage structures may be in remaining 35%. (↑ currently 30% building coverage)

4. Outside Storage and Service Areas:

(new definition: "Outside Storage" refers to any goods, equipment, materials sold or used by the business or residence not enclosed in a roofed building.)

- Maximum coverage for outside storage is 600 square feet. (↑)
- Outside storage and service areas must be located behind buildings, except for double-frontage lots. (↑)
- Outside storage and service areas must be located at side of building and screened by a masonry wall minimum 6 feet, maximum 8 feet when a lot has double-frontage. (↑)

5. Landscaping:

SAME AS SCENIC CORRIDOR

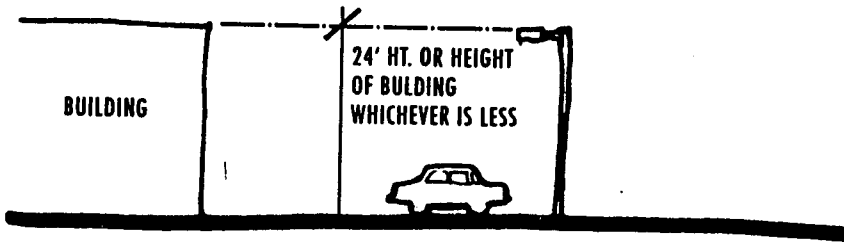
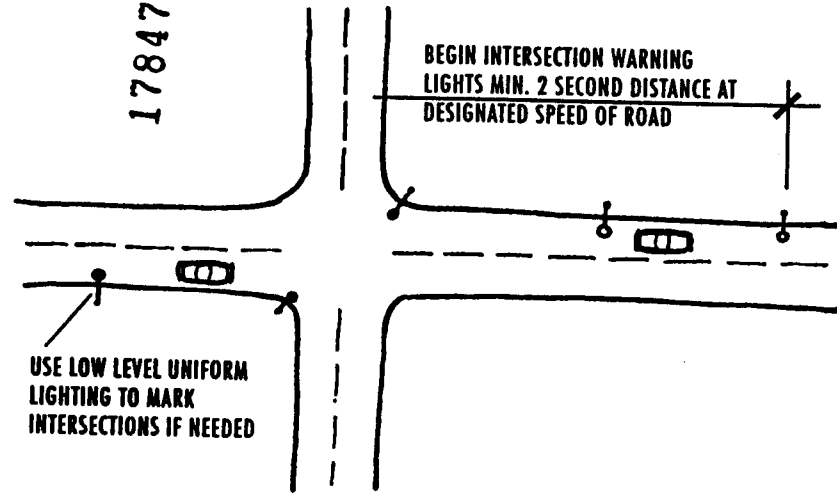
Additional Requirement for Non-residential:

- Minimum 1 1/2 in. caliper deciduous trees at time of planting.

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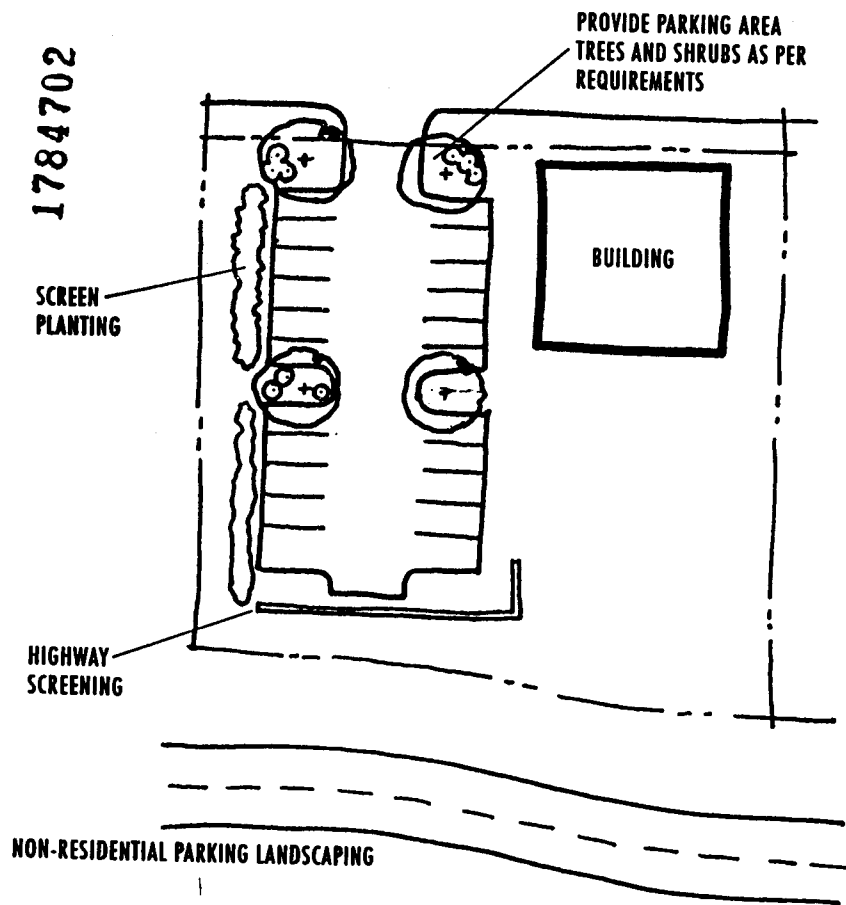
6. Lighting:

All lighting must meet current County standards.

- No overhead utilities, including streetlights, within the setback area (see Map 4).
- Light design and installation shall emphasize low-level uniform lighting to avoid the nuisance and hazardous conditions caused by abrupt changes from bright lights to darkness
- Minimum commercial lighting levels may be designed into commercial projects outside of the critical buffer areas; screen walls are recommended where necessary to block the spill of parking lot and security lights onto adjacent properties.
- All lighting, including signs and facade lighting, shall be fully shielded and directed down
- Parking and security lights should not be taller than buildings or a maximum of 24 feet, whichever is less.
- Streetlights are discouraged except where necessary for vehicle and pedestrian safety at busy intersections. At intersections safety lighting shall consist of approach lighting only, set back far enough from the intersection to give motorists at least 2 seconds of warning of the coming intersection and consisting of a series of uniform lights.
- Driveway access onto frontage roads shall be designed to minimize the need for accel/decel lanes and the increased lighting for safety that these entail.
- No streetlights may exceed 24 feet in height.

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7. Exterior Signs:

- No billboards, (✓) no pole mounted signs, (↑) and no roof signs. (✓)
- One monument sign at each entrance, not to exceed a total of 2 signs. Maximum height is 5 feet. (↑) Maximum surface area is 50 square feet. 5 feet setback.
- One flush wall mounted sign over main entrance of each building. Maximum of 10% of surface area or 60 square feet, whichever is less. (↑)
- Each business should be permitted one 10 square foot sign at their entrance or outside of the building (see City ordinance).
- Internally lit signs may not exceed 10 square feet.
- No reflective or flashing signs.
- Size of temporary construction signs should be limited to 10 square feet.

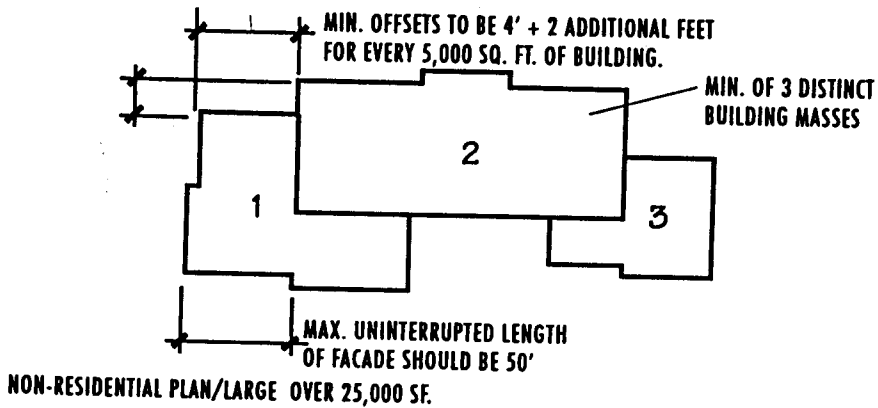
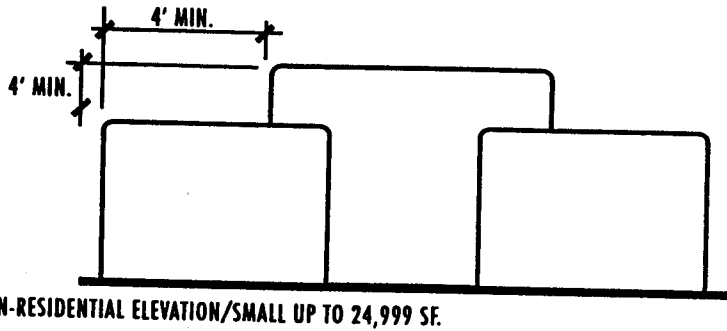
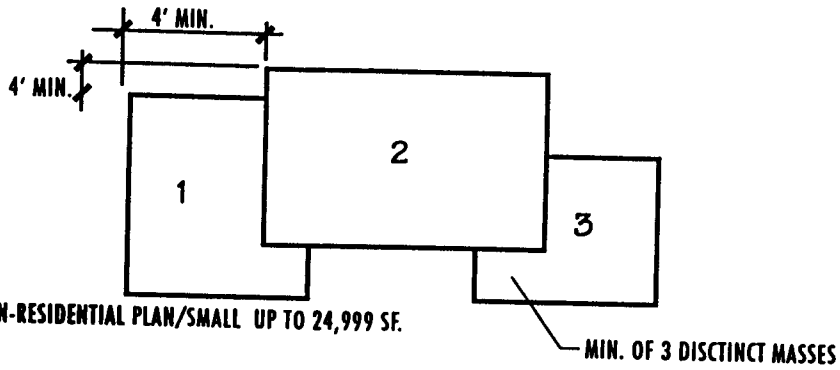
8. Parking:

Non residential:

(Note: Parking Lot Landscaping: maintain existing EZO standards - 1 tree & 3 shrubs per 10 spaces (lots with less than 39 spaces) or 1 tree and 2 shrubs per 5 spaces for large lots and buildings (40+ spaces). (✓)

- Screen parking from public view by landscaped berm (minimum 3 feet, 3:1 maximum side slopes), or wall with landscaping (minimum 3 feet, maximum 4 feet). (↑) Berms may be combined with walls to provide screening.
- Screen parking from adjacent residential property by wall (minimum 4 feet, maximum 6 feet), or naturalistic berm (minimum 4 feet, 3:1 maximum side slopes).
- Walls should complement building stucco.

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9. Other Architectural Standards:

- Light Reflective Value of roofs to be 30% maximum. (↑)
- Light Reflective Value of building exteriors to be 40% maximum (↑)

Small Non-residential buildings (up to 24,999 square feet):

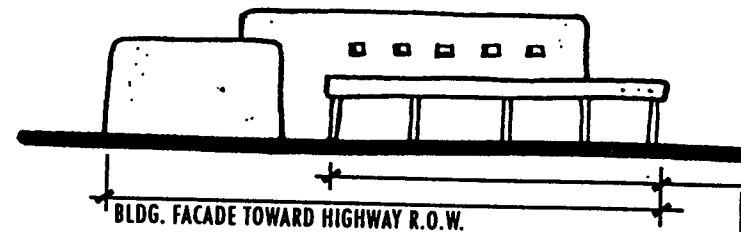
- Buildings 15,000 to 24,999 square feet to be designed with a minimum of 3 distinct masses with 4 feet vertical and horizontal offsets. (↑)

Large Non-residential (over 25,000 square feet):

- Buildings should have additional 2 feet vertical and horizontal offsets for every 5,000 square feet of footprint.
- Maximum uninterrupted length of any facade should be 50 feet. (↑)

All Non-residential:

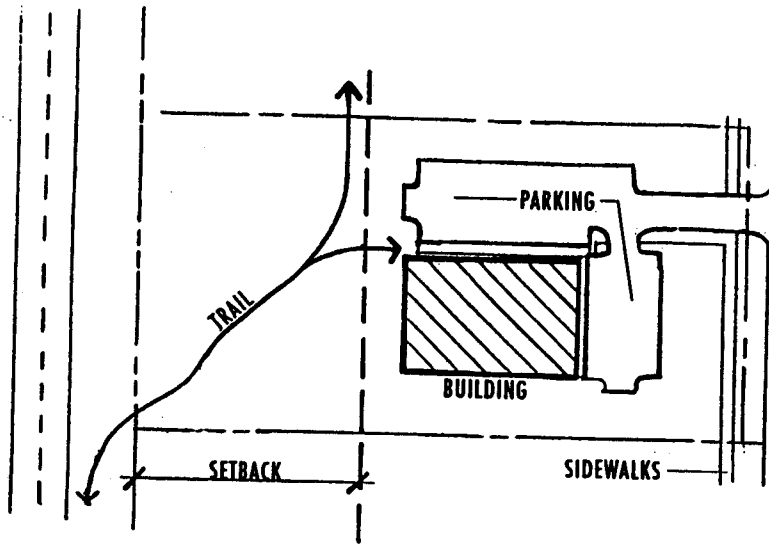
- Buildings should feature portals, varied window sizes and other techniques to reduce scale and break up long facades. 60% of the horizontal lengths facing roadways should include these elements. (↑)
- Metal buildings shall be stuccoed on all sides.
- Skylights and other rooftop structures and mechanical equipment shall be set back from edge of building face by 2 feet and screened as part of the building design.



60% OF FACADE ARTICULATED WITH WINDOWS, PORTALS, OR OTHER FACADE CHANGES

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10. Site Planning:

Non-residential and Subdivisions:

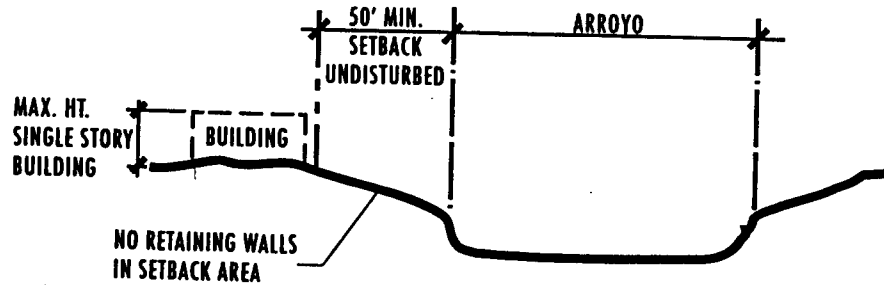
- Pedestrian and bike trails (and equestrian where possible) should be provided, and shall be linked, when possible, to a master plan trail system and to trails in the R.O.W. and shall be granted for public use. (↑)
- Trails and sidewalks shall be connected to non-residential services.

Non-residential:

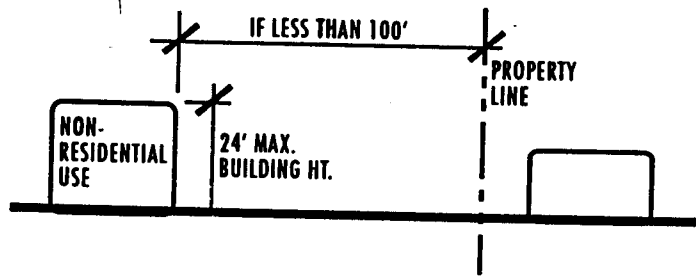
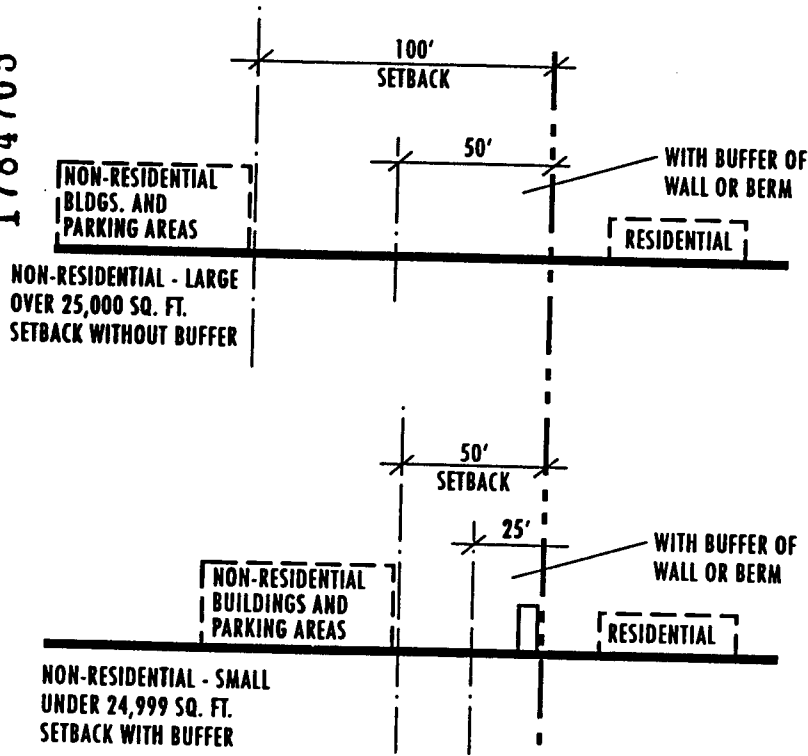
- Pedestrian walkway should be provided within parking lots.

Building Setback from Bank of Arroyos:

- 50 foot non-disturbed setbacks, with the exception of storm water management structures.
- Single story building height at setbacks.
- No retaining walls in setback area.



18



11. Non-residential Building Setbacks from Residential Neighbors:

Large non-residential (25,000 square feet or larger):

- 100 foot setback. (✓ - 100 feet is existing, or 25 feet for small non-residential)
- 100 foot setback may be reduced to 50 feet with landscaped buffer with masonry wall or solid wood fence. No parking within 50 feet

Small non-residential (up to 24,999 square feet):

- 50 foot setback. (↑)
- 50 foot setback may be reduced to 25 feet with landscaped buffer with masonry wall or solid wood fence. No parking within 25 feet of property line.

Any non-residential:

- Less than 100 feet away from residential property line may not exceed 24 feet in height.
- For buildings above 24 feet the building shall be stepped back 2 feet for each 1 foot of additional height. Buildings not to exceed 36 feet in height.

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REDEVELOPMENT DISTRICT DESIGN STANDARDS

(see Map 5):

1. Minimum Setbacks:

- South of the Santa Fe River setback is 50 feet from R.O.W. for structures.
- North of the river the setback should conform to the noise contour.

2. Maximum Height:

- Buildings not to exceed 24 feet on the east side of NM 599.
- Buildings should not exceed 36 feet on the west side of NM 599, (✓) provided that any commercial building height above 24 feet (↑) is stepped back 2 feet for each 1 foot of additional height.
- Buildings to be sited on land higher than the road should not exceed 24 feet. (↑)

3. Maximum Lot Coverage:

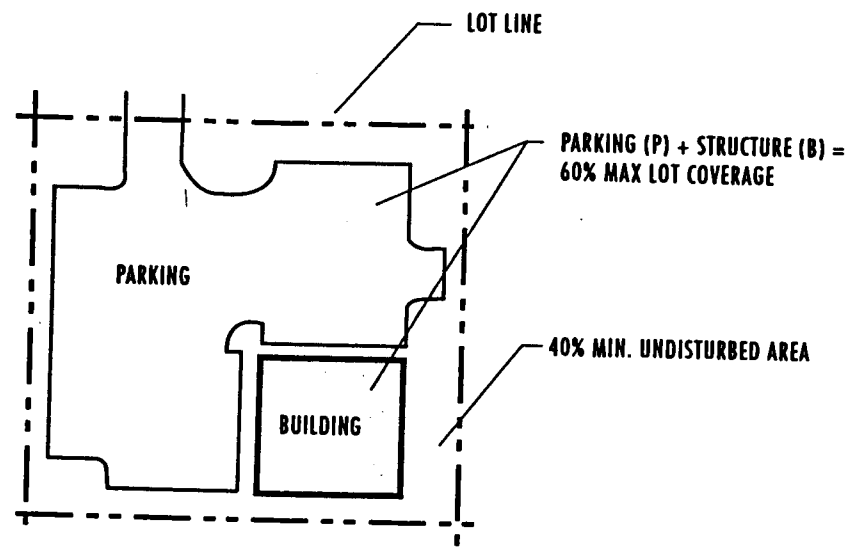
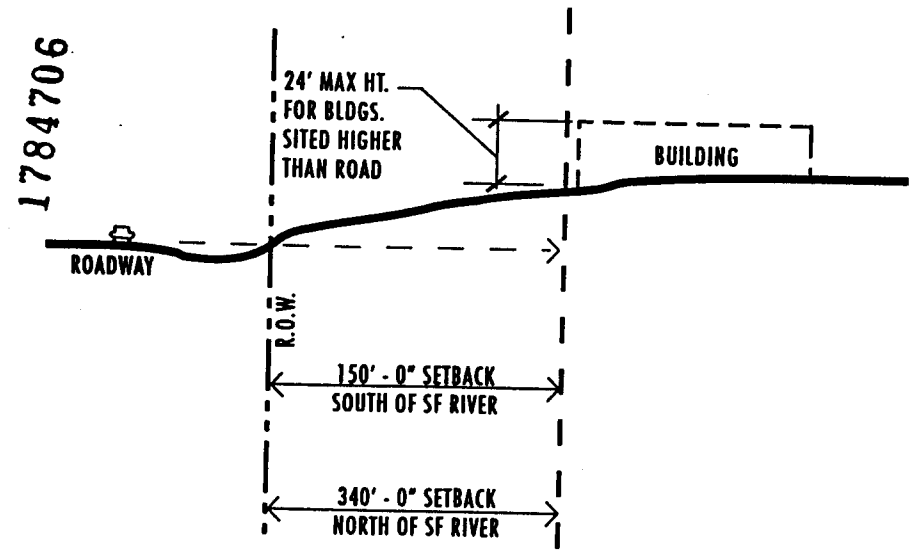
- 60% maximum lot coverage for all structures including parking lots. Drainage structures may be sited in remaining 40%. (↑ currently 30% building coverage)

4. Outside Storage and Service Areas:

(new definition: "Outside Storage" refers to any goods, equipment, materials sold or used by the business or residence not enclosed in a roofed building).

- Outside storage is not permitted within the "business park" and "business incubator" designated zoning areas abutting the R.O.W.
- Other outdoor storage must be screened by a wall (stone or stucco) minimum 6 feet, maximum 8 feet (↑).

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5. Landscaping:

SAME AS SCENIC CORRIDOR

Additional Requirements for Non-residential:

- Minimum 1 1/2 in. caliper deciduous trees at time of planting.

6. Lighting:

SAME AS COMMERCIAL GATEWAY

7. Exterior Signs:

SAME AS COMMERCIAL GATEWAY

8. Parking:

SAME AS COMMERCIAL GATEWAY

9. Other Architectural Standards:

LIGHT REFLECTIVE VALUE AND BUILDING MASSING - SAME AS COMMERCIAL GATEWAY

For metal buildings:

- Metal buildings are permitted only with masonry architectural facades.

10. Site Planning:

SAME AS COMMERCIAL GATEWAY

11. Non-residential Setbacks from Residential Neighbors:

SAME AS COMMERCIAL GATEWAY

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