

US 285 SOUTH HIGHWAY CORRIDOR PLAN



SANTA FE COUNTY, NEW MEXICO

JULY 2004

SANTA FE COUNTY

Resolution No. 2004-73

A RESOLUTION AMENDING RESOLUTION 1999-137, THE SANTA FE COUNTY GROWTH MANAGEMENT PLAN, AS AMENDED, TO ADOPT AND INCORPORATE THE US 285 SOUTH HIGHWAY CORRIDOR PLAN

WHEREAS, on December 14, 1999, the Board of County Commissioners of the County of Santa Fe established the US 285 South Highway Corridor District ("District") and the US 285 South Highway Corridor District Planning Committee ("Planning Committee"), by Resolution No. 1999-159; and

WHEREAS, the District and Planning Committee were established to prepare, in conjunction with the Santa Fe County Planning Division, the US 285 South Highway Corridor Plan; and

WHEREAS, the Planning Committee worked within a consensus process to develop the US 285 South Highway Corridor Plan; and

WHEREAS, over the course of three years, the Planning Committee held regular, publicly noticed meetings regarding the US 285 South Highway Corridor Plan, including public, community-wide meetings on August 14 and September 30, 2002; and

WHEREAS, the Planning Committee revised the US 285 South Highway Corridor Plan to incorporate public comments and concerns; and

WHEREAS, the US 285 South Highway Corridor Plan fulfills the purposes set forth in Resolution No. 1999-159: namely, to recommend (i) specific land use options that foster the development of a cohesive community; (ii) design standards to maintain visual integrity; (iii) provisions to abate noise and light pollution and provide safety for residents; and (iv) a plan for a system of trails and recreation areas to be linked with existing and proposed Santa Fe County trails and open spaces; and

WHEREAS, the US 285 South Highway Corridor Plan conforms to the overall goals and policies of the Santa Fe County Growth Management Plan; and

2004

WHEREAS, on May 20, 2004, the County Development Review Committee recommended approval of the US 285 South Highway Corridor Plan, with certain amendments; and


WHEREAS, the status of community, neighborhood, and district plans is advisory and is to be used as a guideline for the review and approval of zoning changes or ordinance amendments, acceptance of public dedications, and capital improvements programming.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of the County of Santa Fe that:

1. The US 285 South Highway Corridor Plan, in the form attached as Exhibit A to this Resolution, is hereby adopted; and
2. Resolution 1999-137, the Santa Fe County Growth Management Plan, as amended, is hereby amended to incorporate the US 285 South Highway Corridor Plan.

PASSED, APPROVED AND ADOPTED this 13TH day of July, 2004.

BOARD OF COUNTY COMMISSIONERS



Paul D. Campos, Chairman


ATTEST:



Rebecca Bustamante, County Clerk



Approved As To Form:

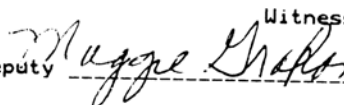


Stephen C. Ross, County Attorney

COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

RESOLUTION
PAGES: 220

I Hereby Certify That This Instrument Was Filed for Record On The 28TH Day Of July, A.D., 2004 at 09:43 And Was Duly Recorded as Instrument # **1339188** Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office


Deputy _____ County Clerk, Santa Fe, NM

US 285 SOUTH HIGHWAY CORRIDOR PLAN

Santa Fe County, New Mexico

Adopted July 13, 2004

Prepared by:

**US 285 South Highway Corridor Planning Committee
Santa Fe County Planning Division**



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Foreword



Foreword

The purpose of the US 285 South Corridor Plan is to guide development along US 285 South Highway between Old Las Vegas Highway and State Road 41 for the next 20 years. Plan objectives are to strengthen community identity and to prevent regional “strip” commercial development in the Corridor Plan Area. The plan recommends policies that when implemented, will locate commercial, residential and community uses in places that are designed to fit the character, scale and needs of the local neighborhoods; provide safe and well designed connections; and protect the natural environment and landscape that dominates between these places.

In retrospect, after four years of discussion, deliberation, debate, argument and agreement, the US 285 South Highway Corridor Plan turned out to be about 4 major questions.

First, how were 23 contemporary subdivisions already separated by terrain and a two-lane major arterial supposed to deal with a further and more profound separation of a four-lane highway?

Second, what are the shared values of the residents of this area regarding the dilemma of further separation but obvious connection brought about by the highway corridor?

Third, how can a plan deal with an uncertain future in regards to water availability, regional growth or market volatility?

And, fourth, what controls over growth and development do residents of non-municipal areas actually have?

Foreword

The plan that follows is a response to these and numerous other difficult questions. The results and recommendations deal directly with two important planning elements: community and place making. Finding shared values among disparate points of view is what community planning is all about. Once those values are agreed upon, they become a bond. Creating community places is a challenge across the country as residential subdivisions struggle with the need to provide non-residential services and social centers, open space amenities and public gathering places for populations that continue to grow.

While the corridor planning process was lengthy and convoluted, the results are well thought out and focused on eliminating the ambiguity and uncertainty of future growth and development in the greater corridor region.

Approval and Implementation of the Plan

Steps for Adoption of the US 285 South Highway Corridor Plan were:

- Final Draft Available for Public Review (March 2004)
- County Development Review Committee (CDRC)
 - Review and Recommendation (May 20, 2004)
- Board of County Commissioners
 - 1st Public hearing (June 8, 2004)
- Board of County Commissioners
 - 2nd Public hearing (July 13, 2004)
- Final Production and Recording in County Clerk's Office

Foreword

- Copies available to the public

Upon adoption by the Board of County Commissioners, the Plan serves as an amendment to the County's Growth Management Plan. Recommendations can be implemented through ordinances and/or through programs and projects. Specific zoning recommendations and design standards and guidelines will be implemented through ordinances, which become amendments to the County Land Development Code. Any projects and proposals identified through the planning process may be considered as possible projects in the Infrastructure Capital Improvement Program (ICIP) and the County's Capital Improvement Program (CIP).

This Plan is intended to be an active document and should be used by the surrounding subdivisions, property owners, residents and the County to determine whether new development is following the principles of the plan and if the vision is being realized. The Plan should be updated as conditions change in both the Corridor Plan Area and the 285 Service Area.

Summary of Recommendations

Summary of Plan Recommendations

Below is a summary of the major plan recommendations. For a complete review of recommendations, please see Section III, Goals and Recommendations, (begin page 73). Additionally, major plan recommendations are represented on the ***US 285 South Corridor Recommended Land Use and Zoning Map, Section III, Corridor Plan Area*** (Page 79)

Community Crossroads

The plan identifies important community crossroads in the Corridor Plan Area and recommends appropriate land use and proposes design concepts, guidelines and standards for new development. (Begin page 129)

Established and Potential Non-Residential Districts

The plan recommends a change in zoning designation on both established and potential **Non-Residential Zoning Districts** in the Corridor Plan Area. This will **eliminate the eligibility** for non-residential zoning on approximately **328** acres with the potential build out of 4,015,000 sq ft of non-residential floor area. This represents an **82% reduction of land** in the Corridor Plan Area currently eligible for non-residential zoning. (Pages 47, 59, 79, 105)

Commercial/ Mixed-Use Development vs. Non-Residential Development

The plan recommends allowing residential development within commercial developments and zoning districts. It suggests a method for converting approved non-residential uses to residential uses within the limits of approved water budgets and established intensity. (Begin page 105)

Summary of Recommendations

Village and Neighborhood Commercial/ Mixed-Use Zoning Districts

The Plan recommends that all new commercial/mixed-use development be located in the following Community Crossroads and be planned and developed as **Neighborhood or Village Commercial/Mixed-Use Zoning Districts** (page 105) with corresponding design guidelines and standards to control scale and character.

- **San Sebastian/ Old Las Vegas Highway Crossroads** - Intersection of Old Las Vegas Highway and US 285 South/Ellis Ranch Rd.
- **The Entryway Crossroads** - Intersection of Amistad/ Camino Valle and US 285 South.
- **Village Crossroads** – Intersection of Vista Grande/ Colina and US 285 South.
- **Alma Dr. Crossroads**- Intersection of Alma Dr. and US 285 South.
- **Spur Ranch Crossroads**- Intersection of Spur Ranch and US 285 South.

The Plan also recommends that the **Neighborhood and Village Commercial/Mixed-Use Zoning Districts** be parcel based and limited to parcels with approved master plans or properties identified in this plan as proposed. This limits the total potential build out at the five commercial districts to approximately 18% of potential build out under current County regulations. If measured in terms of floor area by square feet, the potential build out is limited to **720,000 sq ft** of commercial/mixed-use floor area. Of that total, **79,000 sq ft** has been built and **442,000 sq ft** has been established on master plans with approved non-residential zoning. The remaining **198,000 sq ft** has been identified through the planning process as appropriate for commercial /mixed-use zoning. (Pages 79,105)

Summary of Recommendations

Development and Design Guidelines and Standards

To ensure that new development “fits in” with the character of the area, the plan recommends prescriptive and performance guidelines and standards for new commercial /mixed-use development in the Community Crossroads as well as highway landscaping, signage and lighting. This may require changes to use lists, orientation, building sizes and proposed site plans of some approved master plans. (Page 120)

The Highway

The plan makes specific recommendations for the US 285 South Highway that pertain to signs, landscaping, lighting, a noise setback for residences, and pedestrian/equestrian crossings. (Pages 85,86, 89, 92, 99)

Trails

The plan identifies rural trails, crossings and connections in the Corridor Plan Area and proposes a trails network that will provide connections between neighborhoods, mixed-use development and regional trails systems. Additionally it supports a Trailhead for the Rail Trail on State Land just southwest of the intersection of US 285 South and the Santa Fe Southern Spur Line. (Begin Page 195, Map page 208)

Water

In addition to supporting current water regulations in the County Code, which requires future development be tied to water availability, the plan recommends the following conditions for new commercial/mixed-use development and community facilities: (Page 81)

- All commercial and mixed-use development within 300 ft of an Eldorado Utilities, Inc. (EDU) or its successor water distribution line shall be served by EDU or its successor.

Summary of Recommendations

- Wastewater should be processed into gray water for internal gray water use and outdoor irrigation.
- Outdoor irrigation should come from storm water harvested from impermeable surfaces or reuse of gray water.

Natural Features

The Plan identifies prominent natural features such as major arroyos and ridge tops and makes recommendations towards preserving their natural beauty and functions. (Page 83)

Cultural Resources

The Plan recommends protection of the Cultural Resources Area at the intersection of CR 33 and US 285 South; this property is now part of the County's Open Space program. (Page 191)

Acknowledgements

“Community is not something you join. It’s something you create with your life.”
 -Robert Frances Johnson



Acknowledgements

Numerous participants contributed valuable time, information and insight into the planning effort. In 1999 and 2000 representatives were sought from subdivisions, developers, business owners, large vacant properties owners, and small neighborhoods within or having access in the Corridor Plan Area. Homeowner and resident associations appointed representatives and, in some cases, alternates. Some representatives of small subdivisions or neighborhoods received copies of documents and monitored the committee work but did not attend meetings. Other representatives attended early in the process or intermittently, but could not commit to the entire four years.

Additionally, stakeholders and experts were sought out by the committee and provided information and insight on a variety of issues and properties.

Finally, as in all participatory processes there were individuals who objected to the directive of resolution 1999-159 and attended meetings to voice their concerns. Their written statements submitted to the US 285 South Corridor Planning Committee will be submitted along with the Plan to the CDRC and BCC as part of the approval process.

The US 285 South Corridor Planning Committee is forwarding this Plan for approval. The Committee represents those individuals who were committed to completing the directive of Resolution 1999-159 establishing a US 285 South Highway Corridor Plan Area and who have worked consistently to finish the task.

This Plan is the product of everyone who participated.

Acknowledgements



Committee Members

RoseMarie Bagioni	Tierra de Casta
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Pam Henline	Eldorado
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John Taschek

Santa Fe Convention & Visitors Bureau

Document Guide



Document Guide

This document has the following three major sections and an appendix.

- **Section I Purpose, Process and Vision**, (begin page 19), describes the purpose and background of the plan. It also includes several pages on the planning process and concludes with the committee's vision for the future of the corridor.
- **Section II Existing Conditions, Issues and Opportunities, Principles**, (begin page 37), provides a broad view of the larger context, which impacts and is impacted by the highway and development along the corridor. It describes the existing conditions and explores, with a series of questions, issues and opportunities that came up during the planning process. Finally, it concludes with a list of principles that were used to guide the recommendations presented in Section III.
- **Section III Goals and Recommendations** (begin page 73) states the overall planning goals and recommends zoning, land use and policy changes and proposes design concepts, guidelines and standards to achieve those goals. The section is organized into the following subsections.
 - **Plan Goals** lists the overall planning goals. (page 77)
 - **Corridor Plan Area** describes and maps the area covered by zoning and design recommendations of the Plan. (page 78) Includes the ***US 285 South Highway Corridor Recommended Land Use & Zoning Map***. (page 59)
 - **Water** includes recommendations to regulate water usage and conservation for commercial/ mixed-use development in the corridor plan area. (page 81)

Document Guide

- **Natural Environment** includes recommendations to protect dark night skies, arroyos; flood plains, views and wildlife corridors in the corridor plan area. (page 83)
- **The Highway** (page 85) deals specifically with the impact of the four-lane highway and proposes distinctive segments, setbacks, policies, standards and guidelines that deal with:
 - **Pedestrian safety and driving behavior**, (page 86)
 - **Noise Setbacks**, (page 87)
 - **Landscaping**, (page 89)
 - **Signs, monuments land marks** (page 92) and
 - **Outdoor Lighting** (page 99)
- **Commercial/Mixed-Use Development and Zoning** describes overall recommendations for locations, amount, scale and character of commercial/mixed-use development. To implement recommendations it defines neighborhood and village commercial/mixed-use zoning districts and identifies necessary changes to current zoning and land use policy. (page 105)
- **Community Facilities** includes overall recommendation for existing and expanded community facilities. (page 118)
- **Design Standards and Guidelines** describes performance and prescriptive development standards and guidelines in a table format. (page 120)
- **Community Crossroads** (page 129) describes existing conditions, development history, current zoning, planning issues and opportunities and plan recommendations for the following community crossroads and corresponding commercial/mixed-use zoning districts:

Document Guide

- **San Sebastian/ Old Las Vegas Highway Crossroads** - Intersection of Old Las Vegas Highway and US 285 South/Ellis Ranch Rd., *Neighborhood Commercial/Mixed-Use Zoning District*. (page 131)
 - **The Entryway Crossroads** - Intersection of Amistad/ Camino Valle and US 285 South, *Neighborhood Commercial/Mixed-Use Zoning District*. (page 145)
 - **Village Crossroads** – Intersection of Vista Grande/ Colina and US 285 South, *Village Commercial/Mixed-Use Zoning District*. (page 157)
 - **Alma Dr. Crossroads**- Intersection of Alma Dr. and US 285 South, *Neighborhood Commercial/Mixed-Use Zoning District*. (page 172)
 - **Rural Crossroads** – Intersections of Ave. Eldorado, Amansador, Vaquero, Jacinto, Acote, Ranch Road, Caballos and US 285 South. (page 175)
 - **Community Facilities Crossroads** -Transfer Station Area. (page 179)
 - **Spur Ranch Crossroads**- Intersection of Spur Ranch and US 285 South, *Neighborhood Commercial/Mixed-Use Zoning District*. (page 183)
 - **Rail Trail Crossroads**- Intersection of US 285 South and the Santa Fe Southern Spur Line. (page 188)
 - **Cultural Crossroads**- Intersection of County Rd. 33 (Recently renamed “Old Lamy Trail”), State Route 41 and US 285 South. (page 191)
- **Trails**- (page 195) identifies rural trails, crossings and connections in the US 285 South Corridor Plan Area and proposes a trails network that will provide connections between neighborhoods, mixed-use development and regional trails systems. It includes the ***Proposed US 285 South Corridor Trails Network Map*** (page 208).
 - **Section IV Appendix**, (page 209), includes a glossary, resources and plant list.

US 285 SOUTH HIGHWAY CORRIDOR PLAN

SECTION I: PURPOSE, PROCESS & VISION

Introduction

Section I describes the purpose and background of the plan. It also includes several pages on the planning process and concludes with the committee's vision for the future of the corridor.

Purpose

Purpose

US 285 South Highway is a thoroughfare between Old Las Vegas Highway and State Road 41. It is an integral part of the community we choose as our home. It is within sight and hearing of where we live and is a federal highway that serves a region far larger than our community.

The highway is also part of the County of Santa Fe's Highway Corridor Planning Districts, which were envisioned as an important part of the Santa Fe County Growth Management Plan to respond to the following concern:

“There are numerous highway corridors throughout the County where detailed planning needs to reconsider the relationship between transportation and land use. Many of these corridors are entryways into County communities or urban areas and important economic connections. Residents and neighborhoods have expressed concern over proliferation of new development strung along the roadways in rural areas of the County...”¹

¹ The Board of County Commissioners (BCC) adopted Santa Fe County Growth Management Plan in October 1999. Concurrent with the completion and adoption of the Growth Management Plan, the County and City were preparing the Santa Fe Metro Area Highway Corridor Plan for portions of Interstate 25, Cerrillos Road and the Veterans' Memorial Highway (599) around the City of Santa Fe. This highway corridor plan was adopted in April, 1999 and incorporated into the County Growth Management Plan, establishing a commitment on the part of the County for pursuing land use planning along critical highway corridors throughout the County.

Purpose

“One particular time we were returning just as the sun was setting. At that time, there was nothing between Eldorado and Lamy, just vistas of rolling ranch land. A glorious ball of orange rested just above the horizon in the west against a background of pink and gold and the full moon was rising in the east against the darkening blue sky. It reminded me of a fairytale I had read as a child about an enchanted kingdom that was east of the sun and west of the moon. And if I had been granted my wish at that moment, most of you would not be living here, cause I would have wished for it to never change.

That was not to be. Lamy residents battled development, litigated El Dorado Utilities over their illegal well near Lamy through the eighties. It was a constant struggle and other communities were fighting their own battles. Then fate intervened. A number of developments planned throughout the area were scheduled for the same CDRC meeting. The coalition was formed. It was time to come together”.
Kathy Pilnock, Committee Member

The highway bisects former ranchlands that have been subdivided and now exhibits a density, as well as size and scale, which is beginning to attract commercial and community uses to serve the residents. In reality, most of the area has become suburban in function.

In response to these planning directives and to concern from residents along US 285 South from I-25 to SR 41, Resolution No. 1999-159 was adopted on December 14, 1999 establishing a US 285 South Highway Corridor District and authorizing a District Planning Committee. An official Planning Committee was established in January 2000.

Regular planning meetings began in the early months of 2000. Subsequently, the Planning Committee and County staff have learned a great deal about the Corridor through field trips and research into the existing zoning and land use. A visual analysis of the terrain and a survey of signs were prepared. These were used to determine the segments and standards. Committee members participated in a workshop at the Pecos National Historic Park on scenic and historic corridor preservation and an all day design charrette conducted by Lorn Tryk Architects looking specifically at the US 285 South Corridor. When particular issues arose, the committee invited property owners, representatives or neighbors to attend and participate. This Plan is the result of the dedication of the Planning Committee to this learning process.

The Plan describes the existing conditions, identifies issues, constraints and opportunities and, as directed by resolution no. 1999-159, provides recommendations for:

- Specific land use options that foster the development of a cohesive community
- Design standards to maintain visual integrity
- Provisions to abate noise and light pollution and provide safety for residents

Purpose

“The highway could either bring us together or connect us in new ways, or it could divide us, you on one side and me on the other with no way to get across”.

- And to plan for a system of trails and recreation areas to be linked with existing and proposed Santa Fe County trails and open spaces.

The Plan serves as an amendment to the County’s Growth Management Plan. Recommendations can be implemented through ordinances and/or through programs and projects. Specific zoning recommendations and design standards and guidelines will be implemented through ordinances, which become amendments to the County Land Development Code. Any projects and proposals identified through the planning process may be considered as possible projects in the Infrastructure Capital Improvement Program (ICIP) and the County’s Capital Improvement Program (CIP).

This Plan is intended to be an active document and should be used by the surrounding subdivisions, property owners, residents and the County to determine whether new development is following the principles of the plan and if its vision is being realized. The Plan should be updated as conditions change in both the corridor plan area and the service area.

Background

The area surrounding the corridor is already well developed. Existing land use and zoning have already determined the major locations of residential and non-residential development.

The highway was reconstructed in 1999/2000 as a four-lane Principal Arterial with 12 foot driving lanes, 8-foot shoulders, and a landscaped median. This new highway is a dramatic change from the rural two-lane road that preceded it and represents a challenge

Purpose

for the neighborhoods on either side of it to maintain physical and community connections.

Residences are the predominant land use in and adjacent to the corridor plan area. Land development has occurred in a pattern of large lots, ranging from one and half acres to over ten acres with a branched road network. All traffic ends up on US 285 South.

Non-residential lands within the corridor plan area include existing non-conforming uses, public or community facilities, and commercial sites that have been zoned under the County's Non-Residential Districts ("node") concepts.

The challenge of preparing the plan for US 285 South was to respond to the new highway and plan for activity centers that would serve both the civic and commercial needs of area residents, regardless of what subdivision they live in.

The planning process began by identifying the Corridor Plan Area and determining the broad Service Area.

Purpose

US 285 South Highway Corridor Service Area

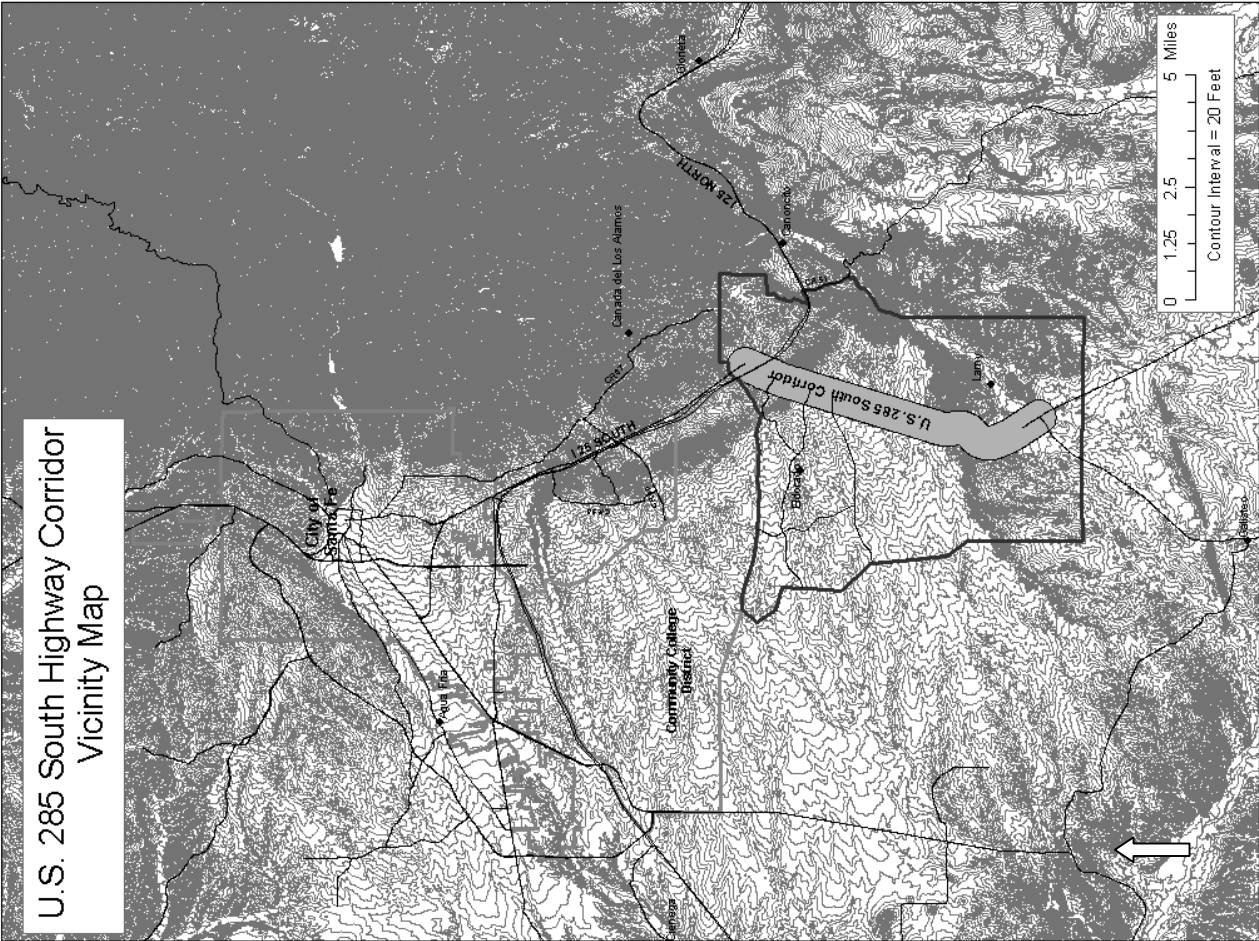
The Service Area is the estimated area served by US 285 South Highway Corridor and the non-residential uses along the highway. This area defines who the “local” users are for the plan vision and goals. It is also the area for which Census data; population and labor force projections were developed and used to estimate non-residential needs, employment and water demand. It generally includes those lands and parcels which access directly onto the Corridor Plan Area or onto roads accessing the planning area in the immediate vicinity. This includes all the subdivisions and land divisions accessing US 285 South Highway in the Corridor Plan Area, the village of Lamy, portions of the Thornton ranch and ranchlands south of Lamy, San Sebastian and the lots in Apache Canyon and on Apache Ridge Rd.

US 285 South Highway Corridor Plan Area

The Corridor Plan Area is the initial planning area identified in Res. 1999 - 159 authorizing the highway corridor planning activities and where the zoning and design standard recommendations of the Plan are to be implemented. In general, it is the area 2000 ft on either side of the centerline US 285 South, from its intersection with the Old Las Vegas Highway to its intersection with SR 41. It includes proposed community crossroads, all non-residential development and proposed Commercial/Mixed-Use Zoning Districts, prominent natural features that need protection, and a 200 ft buffer area on residential lands adjacent to the highway where the Plan recommends specific noise protections.

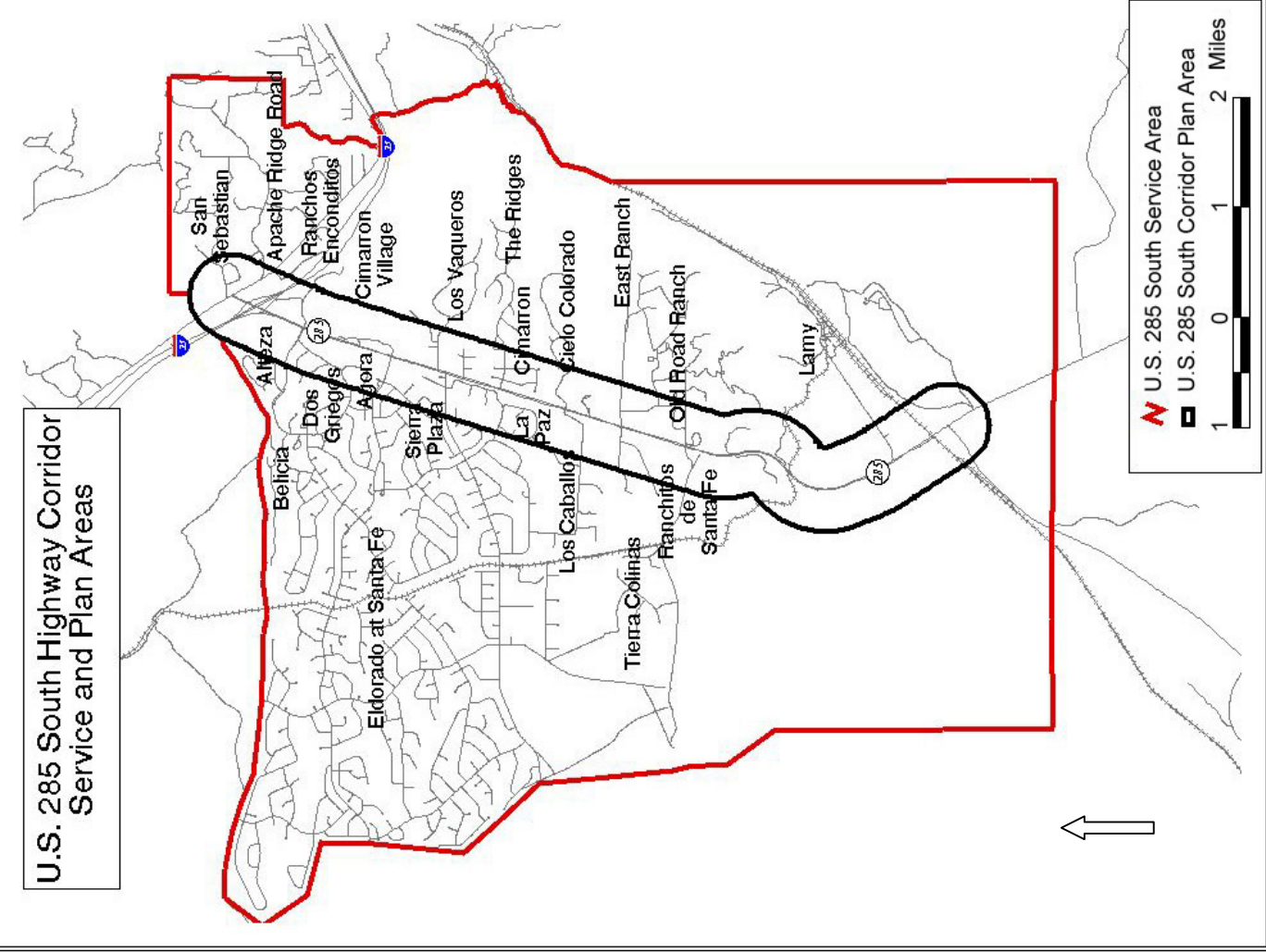
Purpose

❖ US 285 South Highway Corridor Vicinity Map



Purpose

❖ US 285 South Corridor Service and Plan Area Map



Corridor Planning Process

J. B. Jackson “traced road-related issues back to Classical and medieval precedents and combined wide-ranging descriptions of development practices and technical details with provocative exegeses of the road’s function as a social and political “way” – a term he found more agreeable than “road”, which implied a reductive emphasis on physical features. The highway should be studied not just as physical entity, he maintained, but as a cultural force that shaped and reflected social practices, political relationships, and human perceptions.”

Looking Down the Road, J. B. Jackson and the American Highway Landscape, Timothy Davis in Everyday America, Wilson and Groth, editors (University of California Press, 2003)

Corridor Planning Process

Development in the US 285 South Highway Corridor has been a local concern for a number of years. In 1992 the County, property owners and the US 285 Coalition completed a plan for development of the Vista Grande “node” that has been partly implemented through private covenants. In 1996 NMSHTD had begun plans for reconstruction of US 285 South from Old Las Vegas Highway to SR 41. The road improvements were designed to accommodate safe passage of WIPP shipments given the increase in traffic due to rapid residential development in this area. In 1999 corridor issues again became prominent.

In Oct. 1999 the Board of County Commissioners adopted the Santa Fe County Growth Management Plan (GMP), the County’s guide for future planning, zoning and development. The GMP sets forth goals, describes existing conditions and issues and proposes specific actions for area plans, zoning concepts and implementation. The GMP notes problems of “increasing traffic congestion because jobs and shopping are separated from and not integrated into newer residential areas in the County” and that “commercial pressures were affecting roadways in and adjacent to communities” and cites the need to identify appropriate locations for economic development. The GMP calls for the designation of Highway Corridor Districts to “promote mixed uses and facilities to occur within different communities in a manner that creates or sustains the settlements’ unique character and history and meets the needs addressed by community and district plans.” The GMP further recommends detailed planning to consider the relationship between transportation and land use for the Highway Corridor along US 285 South from Interstate 25 to Lamy.

Corridor Planning Process

“The county code had been changed to allow for a variety of community and highway plans. The Water Moratorium was in effect, it seemed a propitious time to sit down and draft a plan for the 285-highway corridor, to make the highway work for us and to plan for development so that effects on nearby communities would be mitigated and those qualities of life that we all enjoy might be preserved. We petitioned to begin the process”.

“The Planning Committee shall include representatives of existing community organizations, subdivisions and owners of undeveloped property and other individuals appropriate to meet the goals and objectives of the GMP”.

County Resolution 1999-159

US 285 South Highway Corridor Planning Roadmap

Fall 1999 Discussions began between the ECIA long-range planning committee and US 285 Coalition members and County staff about community and corridor planning. In September a public Forum on Community Planning was held and residents agreed that corridor planning should be pursued.

Dec. 1999 The Board of County Commissioners adopted Resolution 1999-159 authorizing the US 285 South Highway Corridor District and a Planning Committee to work in conjunction with the Planning Division according to provisions of the GMP. The Resolution cites the purposes of the corridor plan and describes the makeup of the Planning Committee: to include representatives of existing community organizations, subdivisions and owners of undeveloped property and other individuals appropriate to meet the goals and objectives of the GMP.

Jan. 2000 Planning Committee Forms

Representatives were sought from subdivisions, developers, business owners, large vacant properties owners, and small neighborhoods within or having access in the Corridor Plan Area. Homeowner and resident associations appointed representatives and, in some cases, alternates. The committee agreed to a consensus process for decision-making and to a regular meeting schedule. County staff acted as the lead agency for District planning. County staff, consultants and committee members conducted research and analysis into the issues.

The group worked under a consensus model that identified committee members as individuals who were committed to completing the directive of Resolution

Corridor Planning Process



1999-159 establishing a US 285 South Highway Corridor District and who could regularly participate in committee meetings.

The following groups were also essential to the planning process:

- Numerous participants, who contributed valuable time, information and insight into the planning effort but could not commit the time or did not feel it was necessary to participate on an ongoing basis. Some representatives of small subdivisions or neighborhoods received copies of documents and monitored the committee work but did not attend meetings.
- Individuals who objected to the directive of resolution 1999-159 and attended meetings to voice their concerns. Their written statements submitted to the 285 planning committee will be submitted along with the Plan to the CDRC and BCC as part of the approval process.

April 2000 Research Begins

April 2000 Constraints & Opportunities identified

July 2000 Developed Vision Statement

Aug 2000 Issues & conclusions for “nodes”

Aug 2000 Begin corridor mapping – continues at every meeting

Oct 2000 Field trip to look at terrain, setback, trail & boundary issues

2001 Continued analysis and development of recommendations

Corridor Planning Process

- Jan 2001 Develop criteria for boundaries, land use and design standards
- Feb 2001 Review of commercial locations and uses
- Mar-June Review of existing design standards; map preliminary corridor segments
- Jun 2001 Visual analysis of Corridor;
- Jun 2001 Preservation Workshop at Pecos National Monument
- July 2001 Noise contour & boundary issues

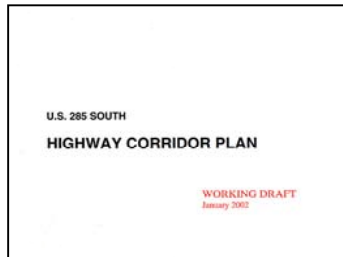
Summer 2001 Highway reconstruction to 4 lanes completed.

- Sept 2001 All day Design Charrette with Lorn Tryk of Lloyd & Tryk Architects

- Nov 2001 Preliminary outline & draft of Plan; subcommittee meetings with property owners at Vista Grande & Colina “node”; presentation to the newly organized Simpson Ranch Contemporary Community Planning Committee

Jan 2002 Plan drafts written and reviewed

- Jan 2002 Working Draft of US 285 Highway Corridor Plan distributed
- Jan - April Review and make changes to Draft
- Feb 2002 Presentation of Vista Grande/Colina concept plan
- Mar 2002 Trails issues and map



Corridor Planning Process



- May 2002 Review of Design Standards; continues thru July; sign survey completed
- June 2002 Workshop on Signs
- July 2002 Field trip to Transfer Station area; ridgetop map & standards for Lamy Crest
- Aug 2002 Executive Summary distributed; Public Review Draft prepared

Aug 14 & Sept 30 2002 Community Meetings held at Eldorado Elementary School

Oct- Dec 2002 Begin review of public comments & concerns; **joint meetings with Simpson Ranch Contemporary Community Planning Committee** for review & comments

2003 Respond to public comments & prepare a final plan draft

Jan –July Continue analysis, review and proposed changes to Plan in response to public comments

- Analysis of employment and non-residential needs for Service Area
- Review of traffic projections
- Analysis of water demand and conservation options
- Review of trail & trailhead mapping and recommendations
- Reconsideration of segments and centers

Aug-Dec Final draft prepared and formatted to incorporate committee changes.

Corridor Planning Process

Spring 2004. Committee approves final draft of the US 285 South Highway Corridor Plan and forwards Plan for review and approval by the Board of County Commissioners.



“When the corridor committee sat down to draft our vision statement any number of points of view were represented. From nothing, no way, nowhere, at least not in my community to just let property owners decide, the market will determine development.

It became apparent that the only way that this process would succeed was if we worked together as a team and were flexible enough and crafty enough to allow for all points of view. We were finally able to draft the first vision statement, a statement we could all agree upon and it was only three words long.

“NOT CERRILLOS ROAD”

*Jack and Judy told us that this was too ambiguous. We would have to get to work and make more specific statements that would define this vision. We would need to ask not only **What not** and **where not** and tackle the tougher question of **what kinds** of development are necessary and even desirable, **where can** they be located to best serve the entire community, **what qualities** do we most treasure and wish to protect. The trick was to balance the vision so that residents, developers, visitors and people who work in the area can enjoy the same enchantment that exists only east of the sun and west of the moon.” Kathy Pilnock, Committee Member*

Vision



Vision Statement

***“This highway is a corridor for travelers from afar and a path through our communities.*”**



***“The highway links our diverse communities where values of privacy, safety and convenience are in balance with the natural beauty of the region. We have a sense of “home” when we enter the corridor and visitors can sense the pride we have in our communities”.*”**



***“Throughout the corridor we enjoy mountain vistas, low noise levels, dark night skies, natural arroyos and wildlife habitats. Safe, well-defined crossings provide access to neighborhoods, places where we interact and where daily needs can be met. Trails connect neighborhoods, open space, regional trails and mixed-use places.”*”**

This vision statement expresses the committee’s hope for the future of the Corridor. Implementation of this plan will support their vision.

US 285 SOUTH CORRIDOR PLAN

**SECTION II: EXISTING CONDITIONS, ISSUES & OPPORTUNITIES,
PRINCIPLES**



Introduction

Section II provides a focused view of the larger context that impacts and is impacted by the highway and development along the corridor. It describes the location and the development history of the area, and contains information on demographics, water, traffic, land use, and zoning and explores, with a series of questions, issues and opportunities that came up during the planning process. Finally, it concludes with a list of principles that were used to guide the recommendations presented in Section III.

Existing Conditions

Section II Existing Conditions provides a focused view of the larger context, which impacts and is impacted by the highway and development along the corridor. It describes the location and the development history of the area, and contains information on demographics, water, traffic, land use, and zoning. Information is presented for both the Service Area and Corridor Plan Area. Detailed information on existing conditions that are specific to **the highway, the community crossroads and trails** are addressed in **Section III** in order to closely inform recommendations, design standards and guidelines.

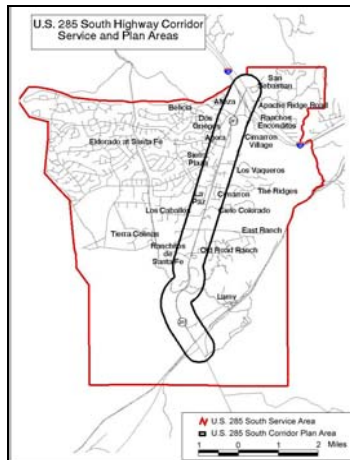
US 285 South Service Area - Existing Conditions

The 285 Service Area is the estimated area served by US 285 South Highway Corridor and the non-residential uses along the highway. This area defines who are the “local” users for the Vision and goals. This is the area for which Census data, population and labor force projections were developed and used to estimate non-residential needs, employment and water demand. It generally includes those lands and parcels which access directly onto the Corridor Plan Area or onto roads accessing the planning area in the immediate vicinity.

- **Location - US 285 South Service Area**

The 285 Service Area is located southeast of the City of Santa Fe about 6 miles from the city limits. From the north the area is accessed by I-25 or the Old Las Vegas Highway and US 285 South. From the south it is accessed via State Road 41 and US 285 South from Clines Corners. It includes approximately 28,000 acres of existing and former ranchlands and is larger in area than the City of Santa Fe but has been developed at much lower density.

The Service Area includes the following subdivisions, neighborhoods and communities that access the corridor:



Existing Conditions

San Sebastian, Apache Ridge Road, Ranchos Esconditos, Alteza, Belicia, Dos Griegos, Eldorado at Santa Fe, La Sierra, La Paz, Cimarron, Los Vaqueros, The Ridges, Cielo Colorado, Los Caballos, Ranchitos de Santa Fe, Old Road Ranch, East Ranch, Las Nubes, La Espuela Ranch, Rancho de Bosque, Las Miradores, Tierra de Casta, Tierra Colinas, and Spirit Wind. Additional parcels created by small lot splits, the Traditional Community of Lamy and its surrounding lot splits and much of the remaining vacant lands planned for large lot development – Rancho San Lucas, Sun Ranch, Bishop Ranch, and Rancho Verano and portions of the Thornton Ranch.

Although not included in the Service Area for statistical purposes, the Village of Galisteo also has a strong relationship to the Corridor; residents use the transfer station and shopping and are concerned about potential development at the intersection of SR 41, which is a “gateway” to their community. Cañoncito residents have a similar relationship to the Corridor focused more on the intersection of Old Las Vegas Highway.



Most of the area lies within the Upper Sonoran Life zone, both the piñon-juniper woodlands and grasslands. The grasslands consist of grama, gallets, mesquite and buffalo grasses. Bison once roamed these areas in vast numbers: now pronghorn antelope and deer coexist with cows. Much of the area to the south is still considered rangeland.

Existing Conditions

Problem: traffic congestion is increasing because jobs and shopping are separated from and not integrated into newer residential areas in the County.

Actions:

- *... community and district Plans should address economic development locations.*
- *Develop detailed planning for corridors and gateways of critical concern because of commercial development pressures.*
- *... create zoning solutions to accommodate the needs of small businesses, including locations in “village” centers and home occupation provisions and away from highway corridors.*

Santa Fe County Growth Management Plan pp. 40-41

• **Development History - US 285 South Service Area**

Many people have called this area home. Archeological evidence and historic records reveal a rich history of claims on the land including Pueblo communities and encampments; Spanish, Mexican, and the US Federal Government rule, land grant ownership and private ranching. The Pankey Ranch, Mocho Ranch and the Teal Ranch all contributed to the ranching tradition of the area. In the '60's the area known as the Simpson Ranch (consisting of the Cañada de los Alamos Grant and Bishop Lamy Grant) was subdivided by AMREP into Eldorado at Santa Fe (1974-77) and 24 associated large parcels (1983). Many of the large parcels have subsequently been subdivided. Land development has occurred in a pattern of large lots, ranging from 1-½ to over 10 acres. The lots are single family residential by zoning and by use. Residents commonly resist being labeled as living in the suburbs of the City of Santa Fe, but most of the area has become suburban in function.

The location and commuter residential character mean that much of the area's service, resource, employment and commercial needs will continue to be met in the Santa Fe metro area. However, the area exhibits a density, as well as size and scale, which is beginning to attract commercial and community uses to serve the residents.

• **Non-Residential Lands - US 285 South Service Area**

Most retail and commercial activity is located within the Corridor Plan Area. There is a limited amount of existing non-residential development within the Service Area but outside the Corridor Plan Area. It is limited to commercial uses on about 22 acres. Additionally, there are approximately 12 acres zoned for small commercial uses but not yet built in the town of Lamy and the subdivision of Eldorado at Santa Fe. There are 128 acres with other non-residential uses needing large land area and related to the more rural environment - equestrian facilities, camping and gravel mining. There are also a number of community facilities on approximately 235 acres including the Eldorado Elementary School, the Vista Grande Public Library, the ECIA Community Center, fire stations, parks and playfields.

Existing Conditions

- **Population - US 285 South Service Area**

Population in the 285 Service Area was 7,264 in 2000. The area averaged 2.39 persons per dwelling unit and a labor force of 1.38 persons per dwelling unit. These averages are consistent with figures for all of Santa Fe County outside of the City of Santa Fe.

Population in the 285 Service Area is projected to grow to 8,838 (low range) or 10,347 (high range) by 2020. Consistent with Countywide projections, both of these projected ranges are for a slower growth rate than occurred from 1990 to 2000.

- **Jobs - US 285 South Service Area**

The estimate of jobs in the area is very low, .07 per dwelling unit, compared to the County average of .34 per dwelling, and the City of Santa Fe average of 1.78 per dwelling. Residents in the area commute to jobs outside of the area at a higher rate than the average for unincorporated County areas, most obviously to the City of Santa Fe.

- **Work at Home - US 285 South Service Area**

The percent of residents who work at home (7.67% to 13.1% of the labor force) is much higher than the County or City (3.6 % to 3.75%). But even counting workers at home jobs per dwelling unit is .25, lower than the average of .34 for the County areas outside of the City of Santa Fe. The Work at Home category includes home occupations as well as persons who happened to be at home rather than in the office in the week the Census forms were filled out. A significant number of the jobs located in the Service Area appear to be filled by residents. In 2000, 155 residents indicated that they work in the Eldorado at Santa Fe Census Designated Place (see Glossary) at locations outside of their homes.

- **Water - US 285 South Service Area**

The 285 Service Area is currently in a drought, which may have lasting effects on the area. Water is available through individual wells, Lamy Mutual Domestic Water Association or by connection to El Dorado Utilities (EDU), an investor owned utility.

Existing Conditions

According to the **Santa Fe County 40-year Water Plan**, there is a need for imported water in the next few years in the EDU Service Area, which covers most of the approved and potential mixed-use development in the Corridor Plan Area. A moratorium on subdivision of land using EDU as a water supply has been in place since 1996 due to the inability of EDU to prove availability of a 100-year water supply to serve its current customers. The El Dorado Utilities water system is approximately three miles from the Santa Fe County Water Utilities existing infrastructure. A recent hydrology report prepared by John Shomaker² on behalf of the Eldorado Area Water and Sanitation District and Office of the State Engineer, predicts that with its current water supply, El Dorado Utilities Inc may be able to meet its current demand (486 acre feet) until 2028 as long as there is not a prolonged drought. Based on the Shomaker assessment of the volume of water that can be provided from the aquifer and a current demand of 486 acre feet, it is estimated that the El Dorado Utilities' system will need to be supplied with at least the following amounts of supplemental water just to meet current demand:

- From 2028 through 2040 – 17 acre-feet per year
- From 2041 through 2050 – 56 acre-feet per year
- From 2051 through 2100 – 264 acre-feet per year

Shomaker's worst-case scenario only models one two-year drought, occurring in the years 2000 through 2010, over a 28-year period. However, since the date of this study, the region is currently in a severe drought that may last longer than two years and will have lasting effects on the region. Therefore, it is reasonable to assume that drought occurrences and effects will actually be worse than estimated in the study, which means the community will need supplemental water supply sooner than projected.

² "Hydrogeology, Ground-water Flow Model, and Model-Based Predictions of Drawdown and Streamflow Depletion, Eldorado Area, Santa Fe County, New Mexico", John Shomaker and Assoc. Inc.

Existing Conditions

The EDU services 89% of the households and almost all of the existing commercial development in the 285-Service Area. The following table summarizes EDU water usage for 2002 by type of connection:

Residential	2,700 connections	460 acre ft	97.5%
Commercial	24 connections	5 acre ft	1.0%
Public	8 connections	7 acre ft	1.5%
Total	2,732 connections	472 acre ft	100%



The Lamy Domestic Water Users Association serves development in the village of Lamy. Land uses not served by EDU or Lamy continue to develop with individual wells and/or water rights and by proving a 100-year availability of water in compliance with County hydrologic requirements.

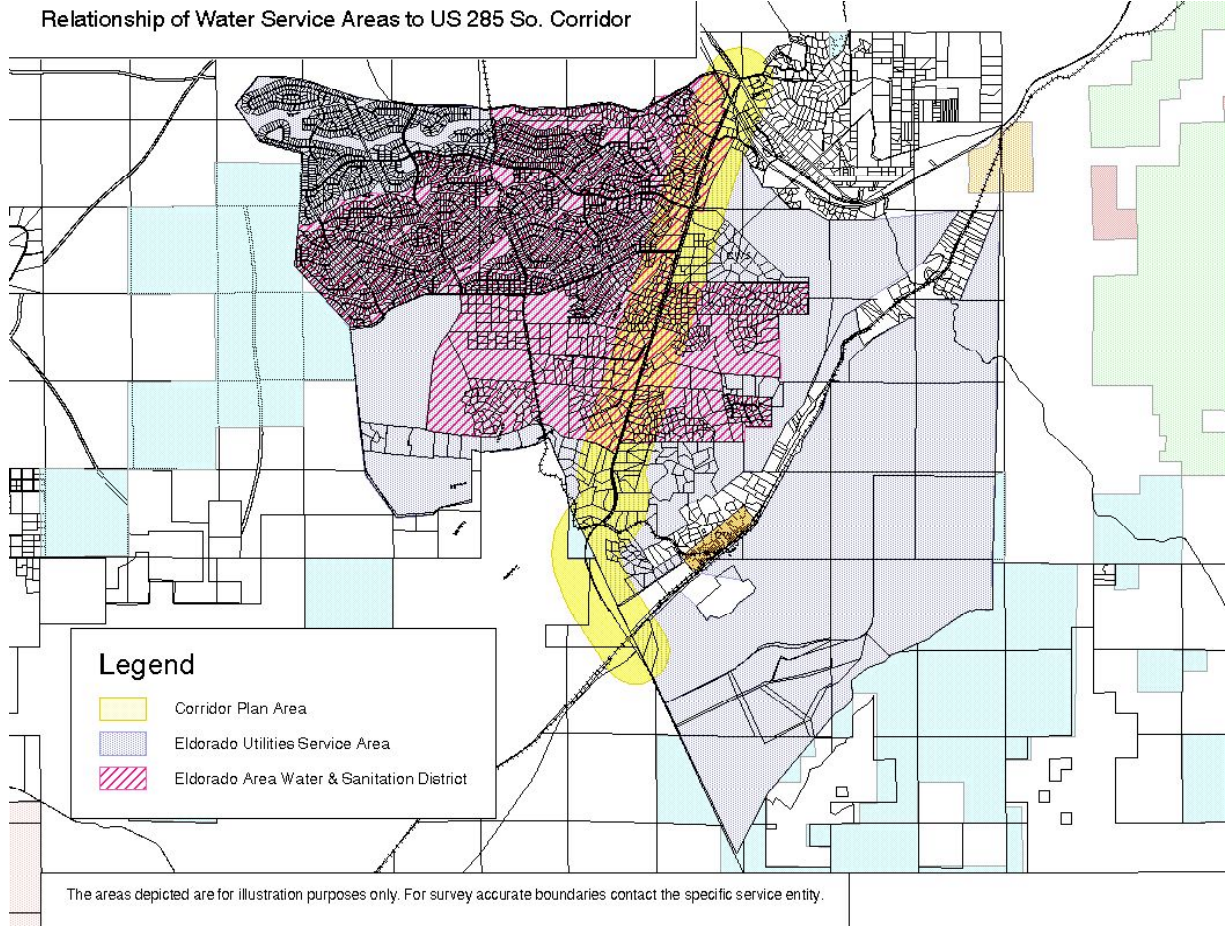
The El Dorado Utility Company is currently in condemnation proceedings and may be taken over by the Eldorado Area Water and Sanitation District. The District was created in 1997 in an election by property owners of the District for the purpose of providing the residents of the District a voice in their water future. This is one of many special districts in the state and is considered a quasi-municipal entity. Oversight of the District's budget is provided by the New Mexico Department of Finance and Administration.

Existing Conditions

On August 20, 2002 the citizens within the EAWSD voted in favor of a resolution authorizing the Eldorado Area Water & Sanitation District to issue general obligation bonds to fund the purchase of the water utility serving the Eldorado community.

Some 21 subdivisions along US 285 are included in the District, the largest of which is Eldorado. However, not all the Corridor Plan Area or of Eldorado is included. The original boundaries of the District specifically excluded the welled area in the northwest sector of Eldorado because that area, with certain exceptions, is not serviced by the water company. The state statutes specify that areas included within a W/S District must be in a position to benefit from their inclusion in the District. Only residents of the District can vote in District elections and only property included within District boundaries can be taxed by the District.

Existing Conditions



US 285 South Corridor Plan Area - Existing Conditions

The Corridor Plan Area is within the 285 Service Area and consists of all land that is 2000 ft on either side of the US 285 South centerline from its intersection with the Old Las Vegas Highway to its intersection with SR 41. (See ***US 285 South Corridor Existing Zoning and Land Use Map*** page 59) This is the initial planning area identified in Res. 1999 - 159 authorizing the highway corridor planning activities and where the zoning and design standard recommendations of the Plan are to be implemented.

The land in the Corridor Plan Area slopes gently from an elevation of 7100 feet at the Old Las Vegas Highway down to 6700 feet near Ranch Road, then rises briefly as it curves over the Lamy Crest and descends down to 6400 feet at SR 41. The long views along the highway include the Lamy Crest and Galisteo Basin for southbound travelers and the Cerros Negros and Sangre de Cristo foothills for northbound travelers.

The northern portion is more enclosed visually than the rest of the corridor. It includes clusters of small peaks ranging from 7300 to 7400 feet high and the Arroyo Cañada de Los Alamos, an important arroyo and open space. The area is rugged and hilly with several small drainages and heavy tree coverage.

The middle portion of the corridor is dominated by long sweeping views especially to the south and west. The land becomes flatter and tree cover is sparse. Several major arroyo branches pass under the highway from the east side to flow into the Arroyo Cañada de Los Alamos as it leaves the corridor draining to the southwest.

The southern portion of the corridor begins to rise from the old Spur Ranch Road intersection over the Lamy Crest and then down to the rail crossing of the Santa Fe

Existing Conditions



285 Mile Post 1997



285 Mile Post 2000

Southern Railroad. The steep terrain on both sides of the highway hugs the roadway and drops away to offer sweeping framed vistas. From the high point of the crest southbound travelers can view the plains below to the west with the Cerrillos Hills and the Ortiz Mountains beyond. To the east are views of Lamy village and the Cerro Colorado and to the southeast dramatic vistas of the Galisteo Basin open up. Northbound travelers view the corridor itself from the Crest all the way to its termination at the foothills beyond San Sebastian.

- **The Highway – US 285 South Corridor Plan Area**

US 285 South Highway is one of the principal north-south arterials connecting central and northern New Mexico to the southeastern parts of the state. It is also a designated Waste Isolation Pilot Plant (WIPP) transport route. In order to accommodate the safe passage of WIPP shipments and the increase in traffic from residences within the area, the roadway in the Planning Area was reconstructed in 1999-2001 as a four-lane highway, with 12 foot driving lanes, 8-foot shoulders, and a landscaped median. Turning lanes have been constructed for the side road intersections and some roads were realigned to line up with existing cross streets.

Roads that intersect the Highway within the Corridor Plan Area include: Old Las Vegas Highway, Avenida Amistad (collector on W) and Camino Valle (local road on E); Avenida Vista Grande (arterial on W) and Colina Drive (collector on E); Avenida Eldorado (arterial on W); local roads Vaquero Road, Camino Amansador, Alma Drive, and the Transfer Station Road on the East; Jacinto Road (west) and Camino Acote (east); Camino Caballos (west) and Ranch Road (east); Spur Ranch Road and Old Road South. Lamy Crest Drive and the Thornton Ranch have access on the west, Del Charro and Mad Dog access on the east. CR 33 (paved collector on E) accesses Lamy and SR 41 leads to Galisteo and Stanley.

The New Mexico Department of Transportation (NMDOT) has set the number and location of intersections with this construction project and has a Memorandum of

Existing Conditions

Understanding (MOU) with Santa Fe County to limit future intersections. Right in, right out connections to a road network set back from the highway is the likely solution for any future connections. Traffic signals are installed at Old Las Vegas Highway, Avenida Amistad/Camino Valle and Avenida Vista Grande/Colina Drive. Avenida Eldorado is wired for a future signal when needed. Streetlights are installed at the I-25 interchange, Avenida Amistad and Avenida Vista Grande.

Traffic counts and projections are available for most of the major roadways in the most heavily traveled section of the Corridor. Traffic counts completed in 2000 indicate less than 6000 vehicles per day entering the highway at any access road. The Baseline data of the TModel 2000 indicates traffic volumes on US 285 South ranging from around 4000 vehicles per day near Spur Ranch Road to over 16,000 vehicles before the interchange at I-25. Most of this traffic is loading at Avenidas Eldorado, Vista Grande and Amistad.

A TModel “maximum plausible” analysis with a 20 year time frame was completed for the area in 2002. Traffic volumes on US 285 South are projected to increase to over 6000 vehicles per day near Spur Ranch Road and to almost 22,000 vehicles per day between Ave. Amistad and the I-25 interchange. Generally four lane roads are not indicated until traffic volumes approach 12,000 to 15,000 trips per day. For all of the access roads, the projected traffic volumes are still well within the capacity of two lane arterial or collector roadways.

Performance and Capacity rated levels of service were also projected in the TModel study. The study found that most of the performance problems projected in the area are attributable to micro-design issues having to do with existing traffic controls at intersections, not to inadequate link capacity. Neither the County nor available NMDOT projections specifically address the issues of speeding or pedestrian safety, but we do know that wider roads and higher vehicle speeds (anything over 25 mph) are hazards for pedestrians attempting to travel along or across roads.

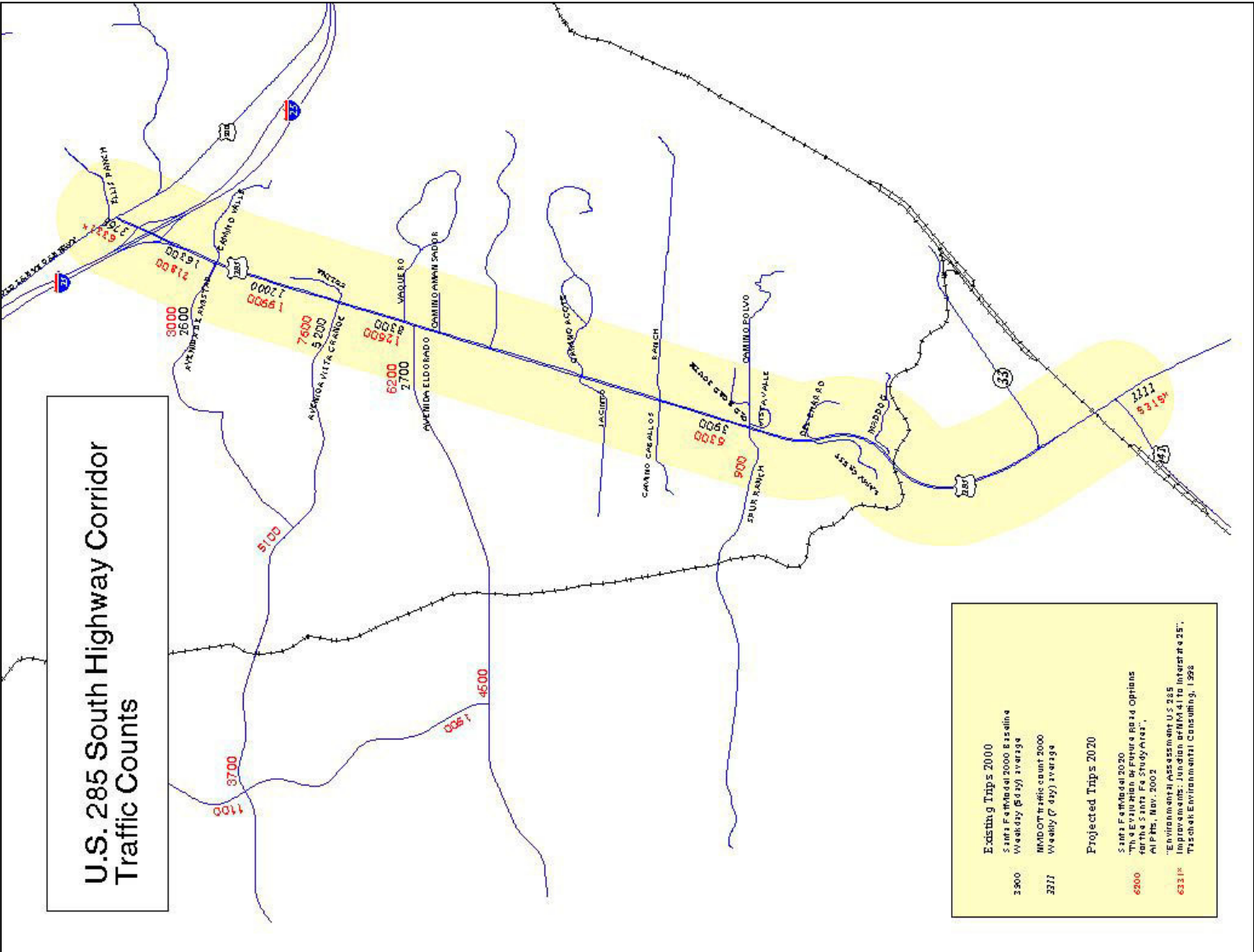
As is clear from the existing vehicle “loading” pattern on the Highway, residents generate the most traffic. Traffic counts also show a strong weekday a.m. and p.m.

Existing Conditions

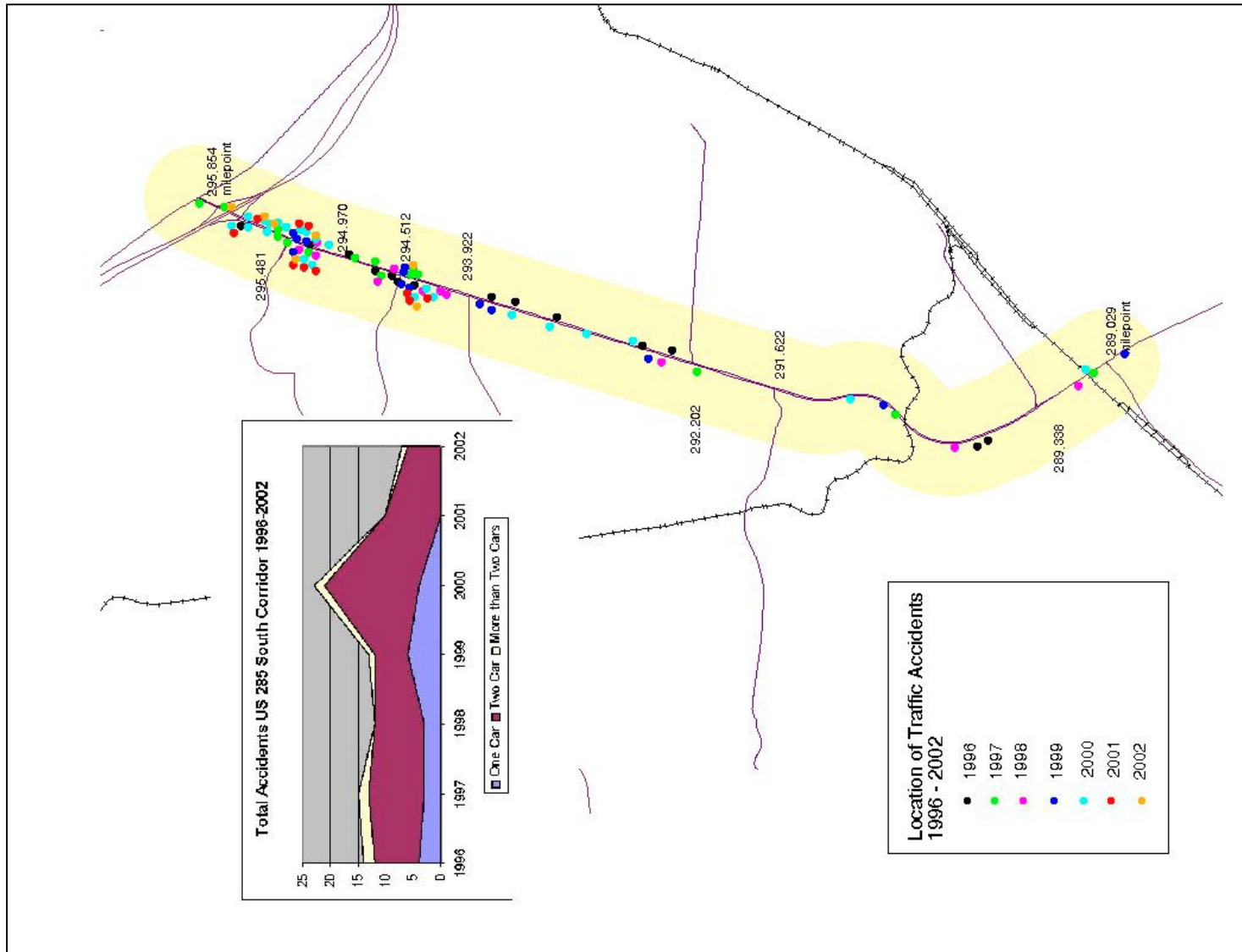
peak commuter pattern. The trips to be generated by the non-residential and mixed use-developments in the Corridor are included in the overall maximum plausible projections. Using the trip generation rates of the Santa Fe TModel, the existing, approved and proposed mixed use commercial areas could add over 9600 trips per day. This traffic would get dispersed throughout the network, with a major portion of it being “captured” within the local network so that traffic increases on US 285, I-25 and streets in Santa Fe would be less than if there were no local services.

Data from the NMDOT Traffic Safety Bureau shows a significant drop in accidents along US 285 South and at the intersections since the road was reconstructed. Except for weather related or animal related incidents, accidents are clustered at the intersections of Ave. Vista Grande and Ave. Amistad and the I-25 on and off ramps. There does not appear to be a consistent pattern of types of accidents or time of day. Less than half of accidents involve a turning movement; many appear to be related to speeding and following too close. “Driver inattention” is the most common cause reported for accidents of all types in the Corridor. Accidents involving turning movements are expected to decrease with the construction of turning lanes and traffic lights at the busiest intersections, but other types of accidents are expected to be less affected by the road improvements. This appears to be happening, but there is not yet enough data over time to tell if that is the trend.

Existing Conditions



Existing Conditions



Existing Conditions

- **Land Use & Zoning – US 285 South Corridor Plan Area**

The area adjacent to US 285 South is already well developed; existing land use and zonings have already determined the major locations of residential and non-residential development. (See *US 285 South Corridor Existing Zoning and Land Use Map* page 59)

Existing Residential Land Use & Zoning – US 285 South Corridor Plan Area

Residences are the predominant land use in and adjacent to the Corridor Plan Area. There are differences in the character of residential uses along the Corridor influenced by the history or age of development, the specific style or covenants of subdivisions and the physical lay of the land. These differences are one factor that characterizes the different segments of the Corridor Plan Area. The homes in and adjacent to the Eldorado at Santa Fe subdivision tend to exhibit Pueblo style with flat or clerestory roofs and stucco exteriors. In the Rural Highway segment, pitched roofs that are often metal predominate, lots tend to be larger and many owners have horses or other livestock. A few mobile homes are found east of US 285 South, but most homes are site built, single family on lots ranging from 1.5 to 10 acres.

Existing Non-Residential Land Use & Zoning – US 285 South Corridor Plan Area

There are a variety of commercial non-residential developments within the Corridor Plan Area on approximately 36 acres that total roughly 79,000 sq ft of floor area. There are also several public and community facilities on an estimated 41 acres. The non-residential activity is scattered throughout the Corridor Plan Area with the majority of commercial land use located on the corridor at the Vista Grande/ US 285 South intersection. Existing land use is described in further detail in *Section III Community Crossroads*, for each node in order to more closely inform recommendations.

Existing Conditions

Location - Existing Commercial Non-Residential Land Use & Zoning

The current Santa Fe County Land Development Code, “**Commercial and Industrial Non-residential Districts**” **Article III, Section 4** sets the criteria and parameters for the majority of existing, approved but not yet built, proposed and eligible non-residential sites in the Corridor Plan Area. Types of districts and location criteria are determined at specific qualifying intersections of various types of roads. The following nodes are established non-residential zoning districts through existing zoned properties or have the potential to become non-residential zoning districts under current County Code:

Established Non-residential Zoning Districts:

- **I-25/Old Las Vegas Hwy/US 285 South**
 - A Major Center District has been established by the zoning for Plaza de Amistad, Los Padillas, and Cimarron Village. The zoned lands and non-conforming uses (a sweater shop, Al’s Body Shop and the old Fina gas station) add up to over 54 acres. The County Code would allow up to 250 acres of commercial zoning in this area. There are several additional parcels devoted to community services: the NMDOT maintenance and materials storage yard and the Hondo Fire Dept.
- **Avenida Vista Grande/US 285 South**
 - A Local or Village Center District has been established at **Avenida Vista Grande/US 285 South**. This is the major commercial site in the corridor. All four quadrants of the intersection have been zoned and partly developed: Agora, Sierra Plaza and the Village at Eldorado on the west and Cimarron Villages I and II and Salida del Sol on the east. (40.5 acres of commercial, 5 acres of community services). The County, the property owners and the 285 Coalition participated in a planning effort for this commercial center in 1992 and there are approved covenants that include design standards on properties west of US 285 South. Several community



Existing Conditions

services sites also exist near this intersection: the Greek Orthodox Church, a 3 acre lot which serves as storage and maintenance for Eldorado Utilities, Inc. and 20 acres for the Eldorado at Santa Fe stables and riding facilities.

- **US 285 South and Alma Dr.**
 - Three commercial lots (6.7 acres) have been developed at **US 285 South/Alma Dr.** as a Local or Village Center Non-Residential District at the entrance to the Cimarron Subdivision. The Code would allow up to 40 acres of commercial zoning at this intersection, but the rest of the potential node is already developed as residential.
- **The Santa Fe County Transfer Station**
 - The Santa Fe County Transfer Station for solid waste (15 acres) and Eldorado Fire Dept. 3 (1.5 acres) are located east of US 285 South between the intersection of **Camino Acote and Jacinto Road** and **Camino Caballos and Ranch Road**. Although uses are permitted not zoned, it is considered a non-residential node with community facilities.



Potential Non-residential Zoning Districts:

In addition to reviewing the existing or zoned non-residential uses in the corridor, the Planning Committee looked at several sites that have the potential to meet the current County Code criteria for Non-Residential Districts.

- **US 285 South and Spur Ranch Rd/Old Road South**
 - This site meets criteria for a Village or Local Center Non Residential District (40 acres). Two lots totaling 10 acres were created for this purpose west of US 285 when the Spur Ranch Rd. easement location was moved to make a four-way intersection at US 285.

Existing Conditions

- **US 285 South and Camino Caballos/Ranch Rd**
 - If a node is not zoned at Spur Ranch, there is the potential for a 40-acre Village or Local Scale Non-Residential District at this location. The spacing criteria would not allow both “nodes” to be zoned.
- **US 285 South and CR 33**
 - There is the potential for a 40-acre Local or Village Center Non-Residential District at this location.
- **US 285 South and SR 41**
 - If a node is not zoned or developed at CR 33, there is the potential for an 80-acre Community Center Non-Residential District at this location. The spacing criteria would not allow both “nodes” to be zoned.

Amount - Existing Commercial Non-Residential Land Use & Zoning

The following figures are estimates of the amount of floor area possible under current zoning at approved intensities.

- **Existing/Built**
 - The existing/ built category includes existing non-conforming uses, and commercial sites that have been zoned under the County’s Non-Residential Districts (“node”) concept.
 - Approximately **79,000 sq ft** existing floor area on **36 acres**

Existing Conditions

- **Approved**
 - The approved category includes all sites that have approved commercial zoning (not yet built) based on the Santa Fe County Land Development Code and master plan approval.
 - **77** acres with a potential build out of **442,000 sq ft** of floor area.
- **Proposed**
 - The Proposed category includes sites that have been identified through the planning process as appropriate for commercial/mixed-use development and are currently eligible to be zoned under the County’s Non-Residential Districts (“node”) concept, but do not have master plan approval and therefore no commercial zoning. The intensity is estimated at the maximum allowable; based on past experience it is likely that a zoning approval would result in a lower intensity due to terrain and access.
 - **23** acres with a potential for build out of **198,000 sq ft** of floor area.
- **Remaining Eligible**
 - The remaining eligible category includes all remaining sites that are eligible to apply for commercial zoning based on the Commercial and Industrial Non-Residential Districts of the Santa Fe County Land Development Code.
 - **328** acres with the potential build out of **4,015,000 sq ft** of floor area.
- **Special Uses**
 - At the very southern end of the corridor, the Galisteo Sand & Gravel currently mines sand and gravel. It is a permitted use and not considered zoned. Generally the permitted use is in effect for a number of years and the land must be reclaimed to its natural state.

Existing Conditions

Use - Existing Commercial Non-Residential Land Use & Zoning

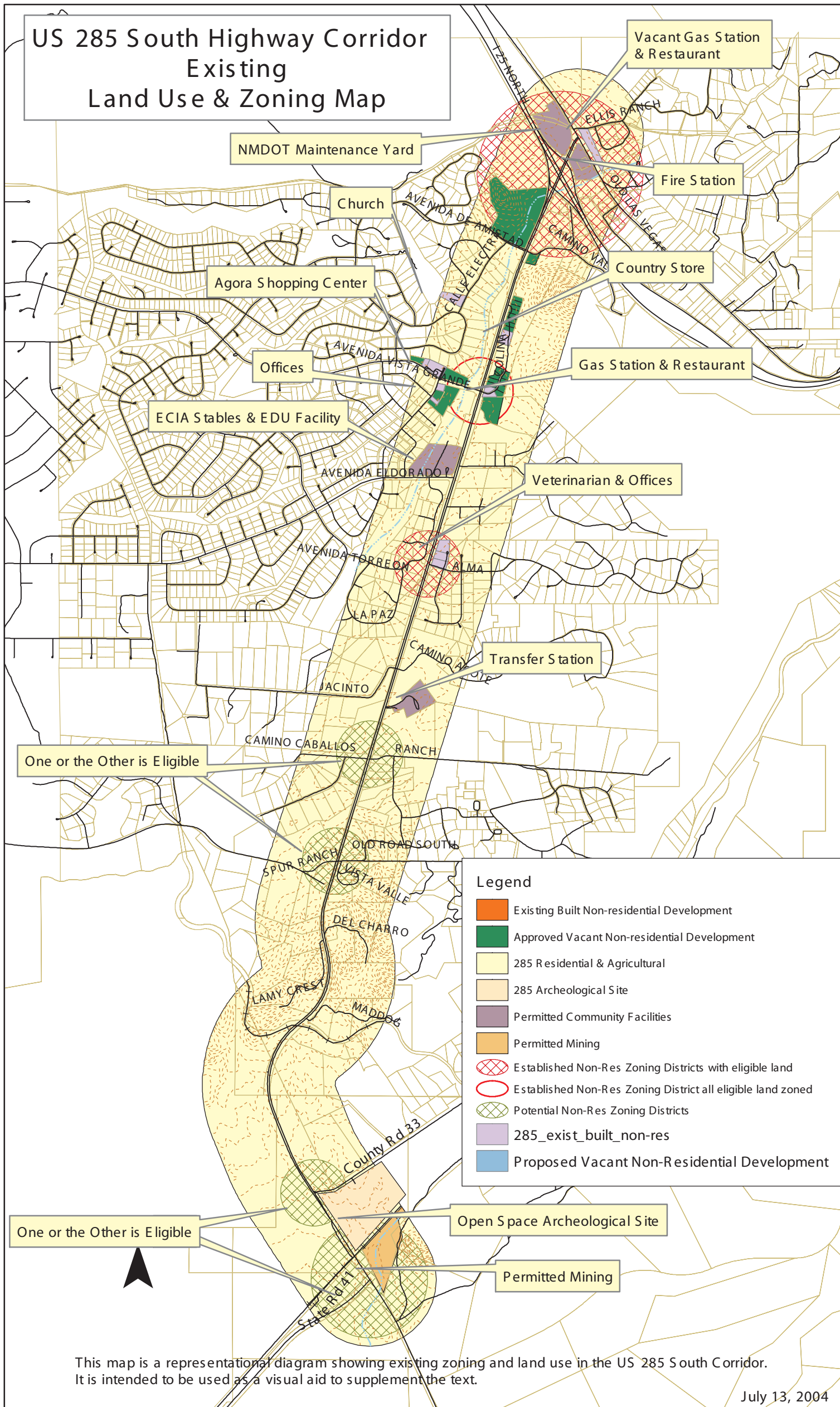
The County Land Development Code, Article III, Section 4, regulates existing, approved and potential uses in the Corridor Plan Area. For development in Major or Community Center Non-residential Zoning Districts it lists guidelines for permitted uses and structures found in most major regional commercial centers. For development in Local and Village and Neighborhood Non-residential Zoning Districts, the guidelines for limit permitted uses to services, both retail and office, that are intended to meet neighborhood civic and commercial needs.

Community Facilities and Services

The development of community facilities and services is not limited to non-residential districts or nodes. In the Corridor Plan Area there are several community facilities on an estimated 41 acres. With the exception of County or State owned property, community facilities are either permitted uses such as the stables and EDU maintenance yard or zoned through a master plan as part of a larger commercial development. Development on County or State owned property does not require a permit or zoning process.

- Hondo Volunteer Fire Dept and proposed replacement
- Combined NMDOT and Santa Fe County Materials and Maintenance Yard
- El Dorado Utilities Maintenance Yard
- EICA Horse Stables
- Transfer station
- The Eldorado Fire & Rescue Service Fire Substation

US 285 South Highway Corridor Existing Land Use & Zoning Map



NMDOT Maintenance Yard

Vacant Gas Station & Restaurant

Fire Station

Church

Agora Shopping Center

Country Store

Offices

Gas Station & Restaurant

ECIA Stables & EDU Facility

Veterinarian & Offices

Transfer Station

One or the Other is Eligible

One or the Other is Eligible

Legend

- Existing Built Non-residential Development
- Approved Vacant Non-residential Development
- 285 Residential & Agricultural
- 285 Archeological Site
- Permitted Community Facilities
- Permitted Mining
- Established Non-Res Zoning Districts with eligible land
- Established Non-Res Zoning District all eligible land zoned
- Potential Non-Res Zoning Districts
- 285_exist_built_non-res
- Proposed Vacant Non-Residential Development

Open Space Archeological Site

Permitted Mining

This map is a representational diagram showing existing zoning and land use in the US 285 South Corridor. It is intended to be used as a visual aid to supplement the text.

July 13, 2004

Planning Issues and Opportunities

Successful community places have functional, interactive features immediately useful and can evolve into important elements of each surrounding neighborhood and, therefore, the whole of this particular region.

Planning Issues and Opportunities

Participatory research into the existing zoning and land use, proposed development, traffic conditions, pedestrian safety and water demand raised a multitude of issues and opportunities for the future of the corridor. Generally the *issues* are related to concerns about **future** non-residential development along the corridor. On the other hand *opportunities* were suggested after the committee began looking at what the area **currently lacked** combined with the need to reinforce **existing** positive aspects of the area. Issues and opportunities that are specific to the highway, the commercial/mixed-use districts, community crossroads and trails are addressed in the Section III in order to closely inform recommendations, design standards and guidelines.

Opportunities

There is an *opportunity* to strengthen community identity along the corridor.

What is the community identity and how should it be expressed in the corridor?

The various residential subdivisions and existing commercial developments that make up the communities existing on both sides of the US 285 South Corridor include a variety of architectural styles, but with similar density and land use patterns. Existing styles include what is commonly referred to as "pueblo", "territorial", traditional and contemporary ranch, log, barns and some mobile homes. By emphasizing "place based" architecture at major intersections, continuity could be created that would

Planning Issues and Opportunities

complement all of the various existing styles and would further enhance a sense of community identity.

There is an opportunity to create community places where people can gather and interact.

What are elements of public places and where should they be located on the corridor?

Community places are compact, **public** centers of activities with diverse uses where festivities and public gatherings can occur. They include the following coordinated elements:

- Fronted by low speed streets with convenient, safe and easy street crossings.
- Are close to schools, parks and other open space areas.
- Have linkages to adjacent neighborhoods, including useful pathways and trails.
- Are available to all age and physical groups.
- Provide comfortable interaction and friendly gathering spots that include shaded areas and protection from the wind.
- Have inviting entrances and visually accessible spaces.

There is an opportunity to support alternatives to auto travel for residents and enhance pedestrian and equestrian connections between neighborhoods and the central places in the Corridor Plan Area and to the larger regional trail systems.

What is the status of pedestrian and equestrian trails in the Corridor Plan Area and how can they be enhanced?

Existing trails and their connections should be identified and policies, standards and guidelines should be developed to contribute to the formation of a well-connected trails network within the Corridor Plan Area.

Planning Issues and Opportunities

There is an opportunity to create a safer pedestrian and equestrian environment.

How can new development and environmental design of the US 285 South Highway contribute to a safer pedestrian and equestrian environment?

Design features can influence safe driving habits in a community where pedestrian and equestrian traffic must be integrated and encouraged. Additionally, controlling speeds along US 285 South is essential to creating a safer pedestrian and equestrian environment. Both residents and visitors should be cued to slow down and be watchful of activity areas around major intersections. Providing designated crossings on US 285 South and on the arterials and collectors connecting the activity centers will limit random pedestrian/equestrian crossing of roads.

There is an opportunity to protect important natural features.

What are the important natural features in the Corridor Plan Area and how should they be protected?

The arroyos and ridgetops are important natural features and should be identified on a map. They should be protected through development restrictions, conservation easements and community monitoring.

How can the view of dark night skies be protected and preserved in the Corridor Plan Area?

The County adopted dark sky lighting standards in 1996; however, even stricter design and lighting standards for both streets and developments should be recommended in order to provide safety and security while minimizing the glare and spill of lights.

Planning Issues and Opportunities

2000 Population	
New Mexico Places	
Espanola	9,688
Socorro	8,877
Grants	8,806
Ruidoso Village	7,698
Corrales village	7,334
Truth or Consequences	7,289
Raton	7,282
US 285 Service Area	7,264
Belen	6,901
Bernalillo	6,611
Bloomfield	6,417
Aztec	6,378
White Rock CDP	6,045
Tucumcari	5,989
Eldorado at Santa Fe CDP	5,799
Los Ranchos de Albuquerque	5,092
Taos	4,700

Issues and Concerns

There is concern that zoning all of the land that is eligible for commercial use under the Current County Code will attract regional commercial and industrial non-residential development and dramatically change the character of the corridor and the surrounding area.

How much land is eligible for commercial and industrial non-residential development under the Current County Code along the Corridor and is that amount in balance with the needs of the residents in the 285 Service Area?

Although the population of the service area is larger than most small cities in New Mexico, it's location close to Santa Fe and its commuter residential character means that it is unlikely to be a "complete" community providing a range of services, employment and facilities for the residents. Much of its service, resource, employment and commercial needs will continue to be met in the Santa Fe metro area. If all the eligible land in the Corridor Plan Area is zoned and developed at allowed intensities, it is estimated that amount could result in over **4,015,000 sq ft** of non-residential floor area on **328 acres**. Due to the residential commuter character of the community, the current eligible amount of land for non-residential zoning is **excessive** for the next twenty years.

There is concern that the local population growth is creating demand and opportunity for commercial or office uses that did not exist in the past.

What percent of local need will be met by existing, approved and proposed mixed-use development along the Corridor?

The existing, approved and proposed mixed-use commercial development in the 285 Corridor Plan Area could result in a approximately 720,000 sq ft of development. If built out over the next twenty years, this amount could serve 17% of the area's projected

Planning Issues and Opportunities

Potential local demand met at maximum build out with plan zoning recommendations using 2020 population projections for the 285 Service Area:

<i>Employment</i>	17%
<i>Retail</i>	27%

employment needs and 27% of the areas projected retail needs. Due to the residential commuter character of the community, the amount is appropriate to serve the needs of the local area for the next 20 years.

There is concern that mixed use/ commercial development will not be of the appropriate scale or type to fit the needs of surrounding communities.

What type of commercial/mixed-use development will provide convenience and diversity to the surrounding community without compromising the community's character?

Anticipating what specific uses might be needed or what commercial and office uses may be part of local economic development in the future is a difficult task. It is clear, however, that heavy industry or even light industry which processes hazardous chemicals or produces such wastes should be located in an area designated for such uses where advanced waste treatment is available, not in communities or centers such as those along the US 285 South Corridor. Additionally, regional commercial development is inappropriate. The intent for all commercial/mixed-use nodes should be to serve the local neighborhoods and communities along the Corridor. This suggests village or neighborhood scale development that includes uses as defined in Local or Small Scale Districts-of the County Land Development Code. Additionally, design standards and guidelines should limit building and sign sizes for each node.

Planning Issues and Opportunities

There is concern that new commercial/mixed-use development will be spread along the highway and detract from the desire to preserve an open landscape with long views and low-density development.

Where should commercial/mixed-use development be located in the Corridor and how can “strip” development be avoided?

The area adjacent to the highway is already well developed; existing land use and zonings have already determined the major locations of residential and commercial/mixed-use development. Limiting commercial/ mixed use development to designated intersections will play a significant role in setting the tone for the corridor and prevent the negative impacts associated with strip development.

There is concern that non-residential development will not be of the same character or architectural scale to fit into surrounding community.

What architectural styles and scale will fit in with surrounding residential development?

The various residential subdivisions and existing commercial developments that make up the community existing on both sides of the US 285 South Corridor include a variety of architectural styles, but with similar density and land use patterns. Existing styles include what is commonly referred to as "pueblo", "territorial", traditional and contemporary ranch, log, barns and some mobile homes. Developing design standards that reinforce existing styles will ensure new development fits with the surrounding community.

Planning Issues and Opportunities

There is concern that non-residential development will create unsafe traffic conditions.

What are the traffic projections generated by the approved and proposed developments?

Traffic analyses were done for the area at “*maximum plausible build out*” and show no need for additional lanes on US 285 South. Turning lanes and intersection controls may be needed on a case-by-case basis. Additionally, commercial/ mixed use development that is serving mainly local needs should not generate a huge increase in trips since the majority of traffic will be “captured” trips.

What road changes will non-residential development cause?

There are already speeding problems on several of the arterials and collectors accessing US 285 South. Turning problems exist on Avenida Vista Grande at Caliente Road and there is potential for turning conflicts on roads such as Ave. Amistad, as well as other internal roads where there is no non-residential development. Solving these problems is critical if the commercial/mixed-use developments are to relate to each other and to the neighborhoods and allow safe pedestrian and vehicle access. Stop signs, crosswalks/medians and turning lanes at some locations will be the most visible changes needed to correct traffic and road problems created by both residential and non-residential traffic.

How are road improvements scheduled and built?

The County Code requires that developers install improvements required by the impacts of their projects. A Traffic Impact Analysis is completed for each development and improvements are conditioned as residential or non-residential development is approved. Other improvements not attributable to a specific development and pre-

Planning Issues and Opportunities

existing conditions must be coordinated and phased through the County for County roads, private owners for other roads and the NMDOT for State highways. Requests for State funding through the County ICIP, Improvement Districts or other funding sources are coordinated through the County Public Works Dept. and the County budget. Warrant Analyses and detailed design studies are completed for each proposed improvement.

There is concern that new development will be required to meet current County Landscaping Regulations, which have not been adjusted for the drought.

How can developments meet county landscaping and buffering standards and still conserve water under current drought conditions?

The County is amending its development code to incorporate water conservation. This plan can recommend landscaping and buffering standards and practices that conserve water and native vegetation and local character

There is a concern that new commercial/mixed-use development will reduce future water supply for residents.

What is the water demand generated by the approved and proposed developments and how will it impact future water supply?

Currently commercial development uses less than one percent of the overall water in the US 285 South Service Area. If existing, approved and proposed commercial/mixed-use development use an average of 1 acre foot per 10,000 sq ft a year (OSE average for commercial development), commercial water use could increase to an estimated 7% of the overall water use for the 285 Service Area. Each development is required by County Code to have a water supply plan, water budget and prove availability of a one hundred year supply before development approval is granted.

Planning Issues and Opportunities



There is a concern that residents may not understand how development is processed or approved in the County.

How is development processed or approved in the County?

All lands in the County are zoned for residential and agricultural uses unless the Board of County Commissioners has rezoned a parcel as a non-residential or other zoning district or approved a permit for a community services or other development use. The zoning in the County is a performance-based system. Rezoning is accomplished through submittal of a master plan for the proposed development. The proposal is reviewed against the Code requirements (water, traffic, infrastructure, etc), public notice is made and a public hearing held before the Board makes a decision to approve, approve with conditions or deny the application. Approval is not complete and construction cannot proceed until both preliminary and final development plans are approved for the project or a phase of a project. Projects that will be developed with the sale of individual lots must also submit and have approved preliminary and final subdivision plats that meet State and County standards. To complete approval for a rezoning and final development is a complex process and takes at least 6 to 9 months; many projects are phased over a number of years.

If a developer does not proceed with a development plan within 5 years of receiving master plan approval, the rezoning “sunsets” and reverts to its previous zoning designation. In the service area of the EDU water system, the 5-year time limit for developments approved prior to 1996 has been suspended until the moratorium on division of lands to be served by EDU is lifted. Developments may, however, proceed if another water source is proposed and approved.

Guiding Principles



Guiding Principles

The following principles were used to guide the plan recommendations and are intended to continue to guide development in the US 285 South Corridor Plan Area.

Commercial / Mixed Use Development

- Base the amount and type of commercial/mixed-use floor area on local not regional demand.
- Limit commercial/ mixed use development to neighborhood scale shops and services.
- Prevent strip development by locating compact commercial/ mixed-use development in nodes at existing intersections.

Community

- Reinforce community: Enhance belonging and "ownership" for residents.
- Announce positive entry into the community and corridor.
- Provide a community focus at commercial/mixed-use nodes with elements of the public realm.
- Create a community committee to advocate for the plan and review all new developments in the corridor plan area.
- Support a well-connected trails system that provides an alternative to auto travel.

Guiding Principles

Water

- Conserve water through reuse, recycling and capture on individual developments.

Quality of the Environment

- Preserve the natural beauty of the environment including dark night skies.
- Protect arroyos, flood plains and wildlife habitats.

Pedestrian Safety, Comfort and Convenience

- Integrate pedestrian traffic.
- Use design features to influence safe driving habits

Character

- Establish a spirit of place.
- Preserve the historical references of the Service Area.

US 285 SOUTH CORRIDOR PLAN

SECTION III: GOALS & RECOMMENDATIONS

Introduction

Section III Goals and Recommendations states the overall planning goals and recommends zoning, land use and policy changes and proposes design concepts, guidelines and standards to achieve those goals. The section is organized into the following subsections.

- **Plan Goals** lists the overall planning goals. (page 77)
- **Corridor Plan Area** describes and maps the area covered by zoning and design recommendations of the Plan. (page 78) Includes the ***US 285 South Highway Corridor Recommended Land Use & Zoning Map***. (page 59)
- **Water** includes recommendations to regulate water usage and conservation for commercial/ mixed-use development in the corridor plan area. (page 81)
- **Natural Environment** includes recommendations to protect dark night skies, arroyos; flood plains, views and wildlife corridors in the corridor plan area. (page 83)
- **The Highway** (page 85) deals specifically with the impact of the four-lane highway and proposes distinctive segments, setbacks, policies, standards and guidelines that deal with:
 - **Pedestrian safety and driving behavior**, (page 86)
 - **Noise Setbacks**, (page 87)
 - **Landscaping**, (page 89)
 - **Signs, monuments land marks** (page 92) **and**
 - **Outdoor Lighting** (page 99)

Introduction

- **Commercial/Mixed-Use Development and Zoning** describes overall recommendations for locations, amount, scale and character of commercial/mixed-use development. To implement recommendations it defines neighborhood and village commercial/mixed-use zoning districts and identifies necessary changes to current zoning and land use policy. (page 105)
- **Community Facilities** includes overall recommendation for existing and expanded community facilities. (page 118)
- **Design Standards and Guidelines** describes performance and prescriptive development standards and guidelines in a table format. (page 120)
- **Community Crossroads** (page 129) describes existing conditions, development history, current zoning, planning issues and opportunities and plan recommendations for the following community crossroads and corresponding commercial/mixed-use zoning districts:
 - **San Sebastian/ Old Las Vegas Highway Crossroads** - Intersection of Old Las Vegas Highway and US 285 South/Ellis Ranch Rd., *Neighborhood Commercial/Mixed-Use Zoning District*. (page 131)
 - **The Entryway Crossroads** - Intersection of Amistad/ Camino Valle and US 285 South, *Neighborhood Commercial/Mixed-Use Zoning District*. (page 145)
 - **Village Crossroads** – Intersection of Vista Grande/ Colina and US 285 South, *Village Commercial/Mixed-Use Zoning District*. (page 157)
 - **Alma Dr. Crossroads**- Intersection of Alma Dr. and US 285 South, *Neighborhood Commercial/Mixed-Use Zoning District*. (page 172)
 - **Rural Crossroads** – Intersections of Ave. Eldorado, Amansador, Vaquero, Jacinto, Acote, Ranch Road, Caballos and US 285 South. (page 175)

Introduction

- **Community Facilities Crossroads** -Transfer Station Area. (page 179)
- **Spur Ranch Crossroads**- Intersection of Spur Ranch and US 285 South, *Neighborhood Commercial/Mixed-Use Zoning District*. (page 183)
- **Rail Trail Crossroads**- Intersection of US 285 South and the Santa Fe Southern Spur Line. (page 188)
- **Cultural Crossroads**- Intersection of County Rd. 33 (Recently renamed “Old Lamy Trail”), State Route 41 and US 285 South. (page 191)
- **Trails**- (page 195) identifies rural trails, crossings and connections in the US 285 South Corridor Plan Area and proposes a trails network that will provide connections between neighborhoods, mixed-use development and regional trails systems. It includes the ***Proposed US 285 South Corridor Trails Network Map*** (page 208).

Plan Goals



“We will know our goals are met when residents have a sense of “home” when they enter the Corridor, which manifests as pride of ownership, an accountability for participating in the community and the enjoyment of living in a beautiful place”

Plan Goals

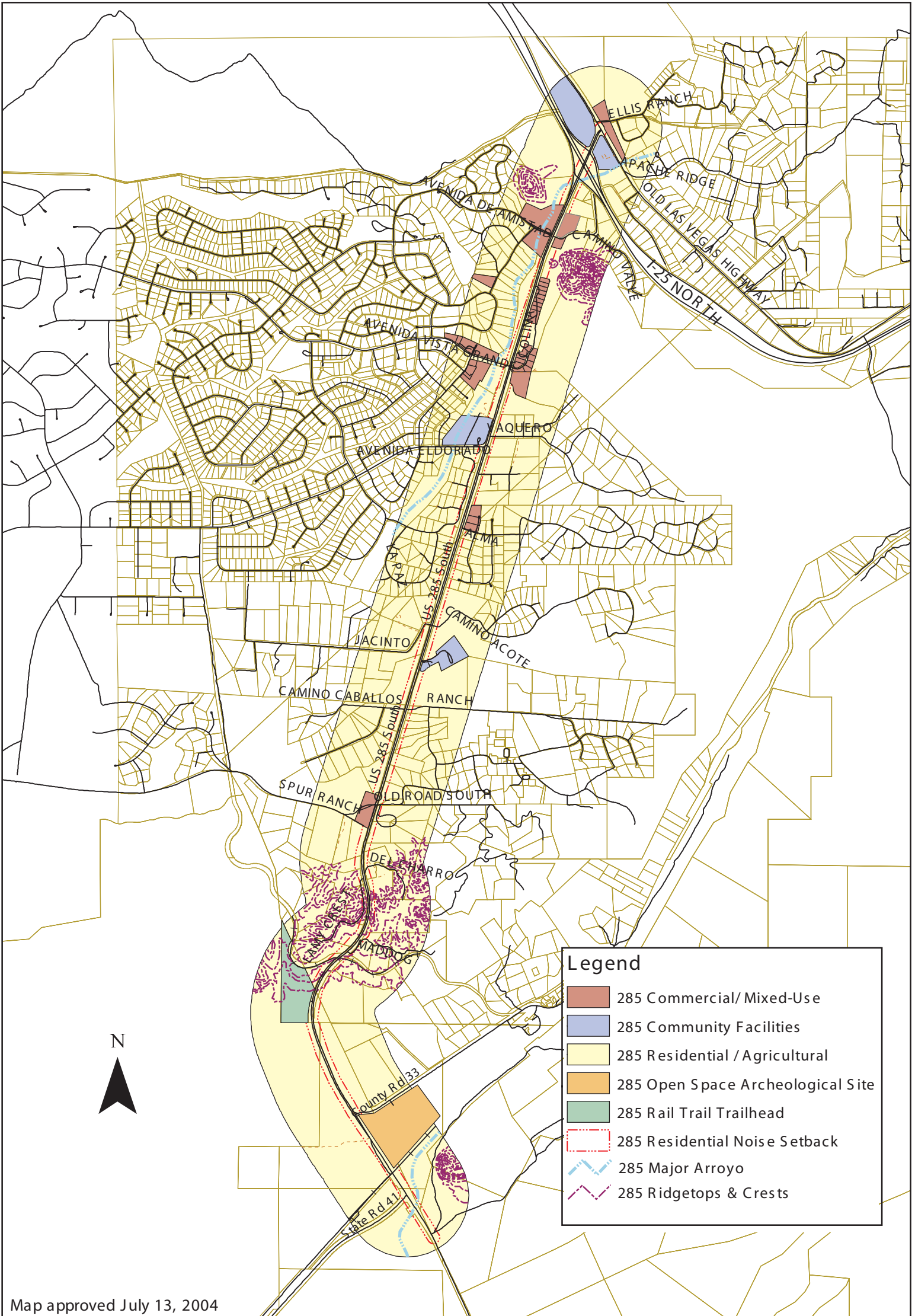
The US 285 South Highway Corridor is the backbone of the 285 Service Area and the US 285 South Highway Corridor Plan should:

- Provide visual continuity from one subdivision to another using the elements of open space, landscaping and setbacks;
- Avoid strip development by locating compact mixed-use development at intersections where access and activities come together;
- Link residential areas and mixed-use development with a well-connected network of paths and trails;
- Reflect community character through land use and zoning recommendations and design standards and guidelines for mixed-use development that considers scale, amount, architectural style, building placement and use;
- Encourage viable public places where people can gather and interact, both daily and during community celebrations;
- Identify important and distinctive natural features that should be preserved in their natural state, most importantly the arroyos and ridge tops;
- Minimize water consumption from all sources by requiring new non-residential development to conserve, reuse and recycle water.

US 285 South Corridor Plan Area

US 285 South Corridor Plan Area (sometimes referred to as the Corridor Plan Area or just the Corridor) is the initial planning area identified in Res. 1999 - 159 authorizing the highway corridor planning activities and where the zoning recommendations and design guidelines and standards of the Plan are to be implemented. In general, it is the area 2000 ft on either side of the centerline of US 285 South, from its intersection with the Old Las Vegas Highway to its intersection with SR 41. With the plan recommendations outlined in Section III, it includes all community crossroads, all commercial/mixed-use development, prominent natural features that need protection, and a 200 ft buffer area on residential lands adjacent to the highway where the Plan recommends specific noise protections.

US 285 South Highway Corridor Recommended Land Use and Zoning Map



Map approved July 13, 2004

This map is a representational diagram showing major zoning and land use recommendations from the US 285 South Highway Corridor Plan. It is intended to be used as a visual aid to supplement the text.

Water



Water

The 285 Service Area is currently in a drought, which may have lasting effects on the area (*see Section II: Existing Conditions- Water and Section II: Issues and Opportunities*) Statewide many people agree that we must change our policies in regard to water resource development and use. The plan supports the Santa Fe County 40 Year Water Plan, which lays out a potential method for providing needed supply to the Service Area, and the County's initiative toward regional water planning and management. The following recommendations are responsible development standards that should be part of a larger regional water policy.

In addition to supporting current water regulations in the County Code, the following conditions should be placed on approved and proposed Commercial/mixed-use development and community facilities:

- All commercial and mixed-use development within 300 ft of an Eldorado Utilities, Inc. (EDU) or its successor water distribution line shall be served by EDU or its successor.
- New development should process wastewater (gray and black water) into gray water for internal gray water use and outdoor irrigation.
- Outdoor irrigation should come from storm water harvested from impermeable surfaces or reuse of gray water.
 - The indoor and outdoor use of **gray water** or **black water** is regulated by the New Mexico Environmental Department (NMED) to ensure protection of public health and water quality. Different regulations will apply depending on the volume measured in gallons per day, discharged on to a single lot.

Water

- Any type of water that has undergone tertiary treatment is considered **reclaimed water** and is regulated by the New Mexico Construction Industries Division (NMCID)
- Harvested storm water should follow ***Santa Fe County Water Harvesting Guidelines*** in conjunction with the County Land Development Code.

Natural Environment



Identify and protect arroyos in the Corridor Plan Area, which are important drainages and natural passageways for residents and wildlife.

Natural Environment

Preserving the natural features and protecting the natural environment has always been a priority for the communities along the corridor. The incredible views experienced while driving through the corridor, the dark night skies that provide opportunities for clear stargazing and the arroyos, which provide drainage and natural passageways for wildlife, pedestrians and equestrians were identified as important elements of the natural environment that the plan should address. In addition to recommendations listed below the plan encourages property owners and communities to place important natural features and arroyos into conservation easements. There are several conservation or land trust programs available to private property owners. These programs are designed to provide landowners with tax relief for agreeing to never develop all or part of their land.

Recommendations

Prominent natural features in the Corridor Plan Area should be identified and protected.

Arroyos

- In addition to supporting the County Terrain Management Regulations, structures should not be permitted in any arroyo or within fifty feet of an arroyo natural boundary. In particular the Arroyo Cañada de Los Alamos and the Galisteo Creek identified on the **Recommended Land Use and Zoning Map (page 79)** should be protected within their natural boundaries.
- Uses that could potentially contaminate or otherwise harm drainages should not be allowed. Gas stations, including those not in operation, should be monitored for leaks from underground storage tanks. Appropriate steps

Natural Environment

should be taken to mitigate any contamination. See Section III Community Crossroads for concerns in the individual crossroads areas.

Ridge Tops

- In addition to supporting the County Terrain Management Regulations, no structures should be permitted on ridge tops or crests identified on the **US 285 South Corridor Recommended Land Use and Zoning Map** (page 79) or on slopes greater than 30%.
- Ridge tops should be defined as all land at elevations above the 20 percent slope break.
- In the Lamy Crest area, on land below the 20% slope break, buildings should be placed on the land sloping away from or not visible from the highway; be restricted to one-story and the color and reflectivity of walls, roofs and windows should blend with the tree cover and earth tones of the soils and exposed rock.

Protect Dark Night Skies

- Lighting for commercial/mixed-use development should be limited to providing safety and security for users, not for advertisement. **See Section III Commercial/ Mixed-use Development Design Standards and Guidelines Table** (begin page 120) for lighting and signs.
- Timing can also be an element. Only timed or motion-sensor lighting should be allowed after business hours.
- Highway lighting should be context sensitive. See Section III The Highway.

Introduction

“The Highway should evolve from its harsh new presence to a thoroughfare with softer edges that encourages drivers to slow down, be aware of the communities they are passing through, be informed of their location and enjoy the spectacular views and star filled night skies”.

The Highway

Introduction

The new four-lane highway is designed to safely handle projected traffic volumes while functioning as a regional thoroughfare. While the plan does not propose any major changes to the highway design or access points, it does make recommendations under the following categories:

- Pedestrian Safety and Driver Behavior
- Noise setbacks
- Landscaping
- Signs, Monuments and Landmarks
- Lighting

Together the recommendations should enhance the natural beauty of the area, discourage visual clutter, reduce the impact of traffic noise on residential areas, efficiently inform drivers, create safer pedestrian and equestrian crossings and increase community identity along the corridor.

The highway right-of-way is owned and managed by the New Mexico Department of Transportation (NMDOT). Recommendation and improvements for this facility should be implemented in a cooperative effort between the community, the County and NMDOT.

Pedestrian Safety and Driver Behavior



Pedestrian Safety And Driver Behavior

Although the new four-lane highway is designed to safely handle projected traffic volumes, there is concern that current speed limits are not followed or enforced. Additionally, there is a concern that pedestrians and equestrians using the highway right of way and crossing at intersections are not safe.

Recommendations

- Support the pedestrian and equestrian crossings with signage recommended in Section III, Trails (page 195).
- Support Proposed Trails Network which includes a north-south corridor for pedestrians and equestrian use.
- Support installation of the planned traffic signals at Ave. Eldorado and Old Las Vegas Highway when traffic warrants are met.
- Enforce current speed limits. At this time an increase in state and county patrols may be the most effective means of enforcing current speed limits. If traffic accidents involving pedestrians increase, a more lasting solution may be required. Lowering speed limits on selected segments and the use of traffic calming devices may become necessary.
- Safer pedestrian crossings may require rumble zones, reflector or lighted disks in the pavement or other improvements proven to enhance safety.

Noise Setbacks

Noise Setbacks

As part of the environmental analysis for the US 285 South road improvements, John Taschek and Assoc. completed a noise study for NMSHTD using both field measurements and computer modeling. Mr. Taschek provided the County with the field notes and maps for this study so that the 65 dBA contours could be estimated within the corridor. Federal standards consider noise levels greater than 65 dBA (or a weighted, equivalent noise level measured in decibels) to be unacceptable for residential land uses. Federal Noise Abatement Criteria set a limit of 57 dBA(Leq) for “lands on which serene and quiet are of extraordinary significance and serve an important public need”.

In general, the study shows that the 65 dBA(Leq) level falls within the highway Right of Way (ROW) and residences that locate between 160 and 190 feet back from the edge of ROW would approach the 57 dBA (Leq) levels. Most of the residential lands along the corridor are already platted with a 100-foot setback, often designated as an open space easement. The study also assumes 55 mph speeds; traffic in excess of this speed will produce more noise. Obviously, homes and other uses that value quiet for outdoor activities should be set back 200 feet or more where possible.

Recommendations

- Minimum 100-foot setback should be continued for future residential developments and residences should be built at least 160 feet from the edge of the highway in order to protect from existing and future traffic noise. See **US 285 South Corridor Recommended Land Use and Zoning Map** page 79 and illustration following.

Noise Setbacks

- Parks and recreation areas, schools, libraries, hospitals, churches and other institutional uses should also follow the residential recommendation.
- No minimum set back for Noise Abatement Criteria should be required in the neighborhood or village commercial / mixed-use districts.
- Amend the Memorandum of Understanding with NMDOT to reflect the recommended setbacks.



Landscaping



Landscaping

The expansion of US 285 South Highway from a two lane road to a four lane highway with a median divider created a number of challenges for the community that is bisected by this road. There was a possibility that the wider expanse of asphalt through the middle of the community would create a harsh, barren barrier for the community members on each side of the roadway.

In order to address these challenges individuals from the area worked with the NM State Highway and Transportation Department (now known as NM Dept of Transportation or “NMDOT”) to create a highway corridor that will be lush with native vegetation.

A cooperative agreement was written between the NMSHTD and the USDA, Natural Resources Conservation Service, Plant Materials Center (a federal agency), the Eldorado Fire Department and the community. This cooperative agreement created the US 285 South Highway Landscape Project and a three-year contract for the Plant Materials Center to conduct a research project for re-vegetation in our arid climate without any long-term permanent irrigation. They are assisting similar projects along NM 599 and NM 124 near Milan.

This cooperation involved the NMSHTD building the roadway and median, the Plant Materials Center growing and managing the installation of the plants, and members of the community volunteering their time to help plant the nearly 4,000 trees and bushes with the Eldorado Fire Department supplying the water for irrigating.

The goal of the US 285 South Highway Landscape Project was to develop a successful transplanting/ re-vegetation system that requires minimal follow up maintenance, in

Landscaping



particular irrigation, for landscaping highway medians and right-of-ways for locations in the arid southwest that receive an average annual precipitation of 10 to 14 inches. The project includes the use of tall-pot containers coupled with the application of a super absorbent hydrogel for irrigation. Native shrub species of ecotypes with origins within a 200 mile radius of the planting sites were grown in 30 inch tall 4 inch diameter PVC pipe with split seams to encourage spiraling roots to grow downward and ease root ball removal. Plants were removed from these containers, placed in 3-foot deep planting holes and backfilled with a 40 inch capped irrigation tube in each hole. The irrigation tubes are 3-inch diameter PVC pipe that allows the plant to be irrigated with a hydrogel or water near the bottom of the root-ball to encourage growth of a deeper root system. After the end of the irrigation period (two years) the top 10-inch section of the tube will be removed and backfilled with soil.

Grass mats containing grass and flower seeds have been installed in medians and on road cuts. Plants were then installed in random clusters of 5 to 15 plants on the median. Dormant pole cuttings of willow and cottonwood trees were planted on the roadside in areas that receive extra runoff. The NMSHTD and Joellen Schilmoeller, coordinator for the community, selected planting locations. All plants will receive applications of water and/or a superabsorbent during the two-year establishment period and will be monitored by the Plant Material Center for survival rates. Analysis of the survival rates and planting methods will help to determine revegetation techniques for similar road projects in New Mexico.

It is the hope of the community that, when the landscaping has matured, it will overcome some of the challenges created by the expanded roadway. The vegetation will create a visual softness to offset the harshness of the road. The extensive vegetation will help to create a visual signal to the drivers on the road that they have entered a distinct community and they will be encouraged to reduce their speed through this seven-mile corridor. The landscaping also creates a visual connection between all

Landscaping

of the various subdivisions, neighborhoods, commercial districts, and communities in the 285 Service Area.

The success of this experimental planting program suggests that the methods and planting principles might be adapted to other locations within the Corridor. While sidewalks and parking lot islands are often a more harsh and dangerous environment for successful planting, features of the highway landscaping or complementary methods that minimize irrigation and maintenance could be developed and used for landscaping of development projects and street improvements.

Recommendations

- Support the US 285 South Highway Landscaping Project.
- Develop an annual maintenance program to maintain or replace plants, remove dead trees and shrubs and pick up litter.
 - Build and extend the initial cooperative agreement between the NMDOT the USDA, Natural Resources Conservation Service, Plant Materials Center, a federal agency, the Eldorado Fire Department and the community.
- New landscaping in highway ROW should follow the plant list and the planting methods, of the US 285 South Highway Landscape project (see Section IV, Appendix -Plant List page 215).

Signs, Monuments and Landmarks



Signs, Monuments and Landmarks

Plan Intent

Signs and monuments in the 285 South Corridor Plan Area should be kept to a minimum and reinforce community identity. They should be carefully located and sized to serve their purpose and function without creating clutter, distraction or safety hazards. Signs within the ROW of US 285 South should function to provide regulations, warnings and guidance information for road users. All other signs and monuments should compliment the character of the area and fit with the style of the existing monuments. Important man- made landmarks should be identified and preserved.

Existing Conditions

Currently, there are a variety of signs and monuments in the corridor. They include the typical regulatory highway signs, community entryway monuments, stand-alone and building mounted commercial signs and billboards, temporary real estate and construction signs and a few civic signs. Additionally there is a freestanding windmill, which is considered a community landmark.

The New Mexico Department of Transportation (NMDOT) regulates most signs in the US 285 South ROW. Street name signs identifying county roads are regulated and installed by Santa Fe County Public Works Department. All other signs are regulated by the county and should comply with Article VIII – Sign Regulations of the Santa Fe County Land Development Code.

Signs, Monuments and Landmarks



Function and Purpose of Signs In the US 285 South Right-of-Way

Signs in the ROW function to provide regulations, warnings and guidance information for road users. They include the following:

- Regulatory signs (speed limits etc.),
- Warning signs (used conservatively or they lose effectiveness),
- Guide signs (distance, location - used frequently to keep drivers informed for efficient travel),
- Tourist-orientated directional signs,
- Recreational and cultural interest area signs,
- Emergency management signs,
- Distance signs,
- Street-name signs.

The NMDOT regulates all of the above except street-name signs on the side roads, which are regulated and erected by Santa Fe County's Public Works Department. Requirements and standards for signs depend on type of road (local, collector, arterial, highway, freeway etc.). In the case of US 285 South, all regulatory, warning and guidance signs follow standards and requirements for a principle arterial as prescribed in the "Standard Highway Signs" book.

County Regulated Signs and Monuments

An inventory of signs regulated by the Santa Fe County Land Development Code identified the following conditions:

Signs, Monuments and Landmarks



- There are legal non-conforming signs and monuments that have either been permitted with a variance or were established before the effective date of the 1981 Code.
- There are legal conforming signs that have the required permit, including temporary signs and small signs that do not require permits, (home occupations, professional plates, political signs, onsite yard sale signs).
- There are illegal signs that do not comply with standards set forth in the code, temporary signs that have exceeded allotted time period, signs that no longer advertise a bona fide business conducted or product sold on a premise.

Planning Issues and Opportunities

There is an opportunity to erect coordinated welcome monuments that identify to drivers they have arrived in a special place and are entering and passing through a primarily residential area. However, there are over 24 subdivisions, neighborhoods and communities that access the corridor. A few have entry monuments identifying their subdivision or community name on the corridor. There is a potential for visual clutter if all subdivisions in the 285-service area erected entry monuments on the corridor. To reduce clutter and minimize signs in the corridor, key locations for comprehensive community entry monuments should be identified.

Commercial signs for new development could be distracting, create clutter and not complement the character of the area. Design standards and development guidelines are needed to supplement existing code to help ensure signs will serve their purpose and complement the character of the area.

There is a need to centralize civic signs and provide a changeable message sign for area communities.

Signs, Monuments and Landmarks

“Mark the entry to the corridor in a way that lets drivers know they have arrived in a special place and are entering and passing through our communities.”

The street signs at the collector and local roads accessing US 285 South are currently the standard street signs erected by the County. Because the highway has since changed from two lanes to four lanes and speed limits have increased, the street-name signs are no longer appropriately sized and are often difficult to read for travelers.

There are several signs that are not in compliance with county code and should be brought into compliance or removed. This would reduce visual clutter.

Plan Recommendations

In addition to supporting the Sign Regulations prescribed in the Santa Fe County Land Development Code, the plan recommends the following projects, policies, development guidelines and design standards.

Comprehensive Monument and Signs Plan

A comprehensive monument and sign plan should be developed. It should include corridor entry monuments, street-name monuments for major crossroads, a civic monument or sign with a changeable community message board.

- **Corridor Entry Monuments** should be generally located adjacent to the southbound lane of US 285 South at the end of the merge lane from 1-25 and adjacent to the northbound lane of US 285 South just north of the top of the Lamy Crest before Old Ranch South intersection.

Signs, Monuments and Landmarks

“The communities and organizations in the 285 Service Area need a changeable community message sign”.



- **Crossroad Monuments** should simply state arterial street name(s) or crossroad name. Crossroad Monuments should be allowed at following major crossroads:
 - San Sebastian/ Old Las Vegas Highway
 - Entryway Crossroads
 - Village Crossroads
 - Spur Ranch Road
 - Railroad Trail Head
 - Lamy Entrance
- **Civic Monument Or Sign With A Changeable Community Message Board** identifying community organizations should be accommodated in a single comprehensive sign or monument at the Village Crossroads. It should be visible to both pedestrians and road users and include a changeable message board available to all community groups and homeowner associations.

The comprehensive monument and sign plan should determine best location and develop a management and maintenance plan.

Signs, Monuments and Landmarks

“We learned that by recognizing our historical ranch heritage set against the expansive open vistas, our architecture and roadside monuments can provide the corridor with a sense of organization and unique community identity”.

The comprehensive monument and sign plan should involve community members from the 285-Service Area. The 285 Review Committee, or other community organizations, should work with the County to conduct a community design workshop to develop a coordinated monument plan and determine the best location for the corridor entry monuments. This would include an analysis of the existing subdivision monuments at the Amistad / US 285 South and Vista Grande/ US 285 South intersections. Additionally, the County should work with a community entity to identify funds for implementation. NMDOT, County Public Works and private property owners should be involved to help insure smooth implementation and to develop a maintenance agreement for installation and replacement or maintenance issues.

- Corridor entry monuments, crossroads street -name monuments, civic signs and community message signs should follow recommendations from **Section III, Commercial/ Mixed-Use Development** (page 105) and comply with **US 285 South Corridor Design Standards and Guideline Table** (page120).

Man-made Landmarks

- Preserve important man-made landmarks. The following landmarks have been identified as important and should be preserved:
 - The Windmill
 - The Galisteo Basin Historic Marker

Street-name signs at local roads accessing US 285 South and highway signs that provide regulations, warnings and guidance information for road users should be easy to read.

- New signs should replace street name signs and highway signs that don't meet standard sign dimensions prescribed in the “Standard Highway Sign”

Signs, Monuments and Landmarks

book. If possible, new street name signs should include rustic design elements that complement the character of the area.

- Work with NMDOT and County Public Works to review all highway signs in the US 285 South Corridor and identify signs that do not meet standard sign dimensions prescribed in the “*Standard Highway Signs*” book for use on US 285 South.
- Work with NMDOT and County Public Works to develop a comprehensive sign plan and implementation process to improve placement, size and character of street name and highway signs for the US 285 Corridor.

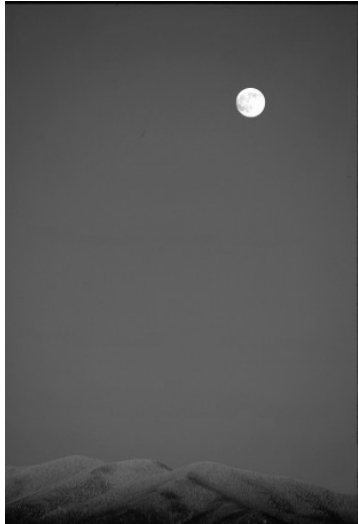
Drivers should be informed of current equestrian and pedestrian crossings.

- Work with NMDOT and County Public Works to include **additional crossing signs** in a comprehensive highway sign plan for the corridor. Amansador and Ave. Vista Grande have been identified as frequent crossing points for equestrians and pedestrians.

Reduce Visual Clutter

- Identify non-conforming signs and work with owners to either **remove or replace** with conforming signs where appropriate. Enforce Article VIII Section 7.17 Sign Removal and Non-conforming Signs particularly as it pertains to temporary signs, billboards, off-site signs and signs advertising establishments that have gone out of business.
- New signs and monuments announcing entry to developments should only be allowed on side roads or internal to the subdivision or development.

Outdoor Lighting



Outdoor Lighting

Plan Intent

Outdoor lighting in the US 285 South Corridor should be kept to the minimum necessary for safety and security. Residents in the area wish to protect the view of the dark night skies as much as possible. Streetlights should be located only where needed for safety of vehicles and pedestrians at intersections. Outdoor lighting at development sites should be designed to promote safety and security of occupants and customers. All lights should be designed, sized and installed to serve carefully their purpose and function without creating glare, spill of light or safety hazards.

Existing Conditions

Currently, street lighting exists only on the major intersections of US 285 South: at the I-25 off ramps and the intersections of Avenida Amistad and Avenida Vista Grande. When NMDOT proposed and installed these during the highway reconstruction, the US 285 Coalition objected and managed a compromise both on the number and height of light standards (from 52 to 32) and the wattage (or size) of the luminaries. Other lighting consists of parking lot and security lighting at commercial locations and outdoor lamps at residences. There is an internally lit sign at the Chevron station and a non-conforming billboard with lights, but other signs are lit with down lights. Recent commercial development has been built with lights meeting County standards. Some residences

Outdoor Lighting

have outdoor floodlights or security lights that are non-conforming under current regulations.

Function and Purpose of Lights In the Highway Right Of Way

Lights in the ROW of US 285 South function provide visibility at night for safety and for guidance information for road users. In addition, lights are integral to some traffic control devices in operation at all times. They include the following:

- Streetlights at and approaching heavily used intersections
- Lighting of street name signs at intersections
- Traffic control signal lights
- Other warning lights, such as the flashing signals at the railroad crossing

The NMDOT installs all of the above pursuant to engineering guidelines. Specific guidelines for streetlights depend on road classification, crash history, potential for conflict such as level of pedestrian use, adjacent land uses and activities, traffic levels and speed.

In addition, some of the street name or development monuments or signs are lit to give guidance for turning off the highway at night.

Federal Roadway Lighting Guidelines

There are no federal government standards for fixed roadway lighting. The primary documents used for determining the need for roadway lighting and for design of the system are:

- FHWA Implementation Package 78-15 “Roadway Lighting Handbook”

Outdoor Lighting

- AASHTO “An Informational Guide for Roadway Lighting”
- NCHRP Report 153, “warrants for Highway Lighting”
- ANSI/IESNA RP-8-00, “Recommended Practice for Roadway Lighting

“Fewer than 10% of Americans live where they can see the Milky Way...the night sky is a rural American treasure.”

The Federal Highway Administration has committed to institutionalize the principles of Context Sensitive Design (CSD) into planning and designing transportation facilities at the State and Federal levels. CSD is an approach that places preservation of historic, scenic, natural environment, and other community values on an equal basis with mobility, safety and economics. At this time there are no publications that discuss roadway lighting and CSD solutions, although CSD is implicit in the guidelines. The Illuminating Engineering Society of North America (IESNA) is in the process of adding discussions on “when not to light” and “environmental lighting zones” to the next revision of RP-8. While not complete standards, these may be helpful for lighting design situations such as US 285 South.

County and State Outdoor Lighting Regulations

The County Land Development Code includes night sky protections adopted in 1996 that regulate both streetlights and outdoor lights in residential and non-residential development. The regulations require cut-off luminaires that direct light downward, limit the height of lights, require even lighting to avoid dangerous glare and blind spots and prohibit mercury vapor lights. In 1999 the State of New Mexico also adopted a Dark Sky statute that supports many of the same standards.

The New Mexico Department of Transportation (NMDOT) installs traffic signals and street lights in the US 285 South ROW. Santa Fe County is responsible for paying the power bills. The Santa Fe County Public Works Department installs streetlights on

Outdoor Lighting

County roads and property owners install development lights. All outdoor lights are regulated by the County and should comply with Outdoor Lighting Regulations of the Santa Fe County Land Development Code, which references the IES Lighting Handbook, latest edition.

Planning Issues and Opportunities

There is an opportunity to create and enforce light standards that are directed to the specific local circumstances in the Corridor. Since businesses will be primarily serving local need, lights and signs designed to attract attention of motorists are not needed. The focus can be on safety and security, not advertising. Design standards and development guidelines are needed to supplement existing code to help ensure outdoor lights will serve their purpose and compliment the character of the area.

There is a need to develop a relationship between the County and NMDOT concerning the design, installation and maintenance of streetlights in the highway ROW. The County and State Dark Sky protection standards need to be recognized and implemented. Because the County pays for operation of all lights in the ROW, efficiency and cost effectiveness of the lights installed are a County budget concern.

There are several mercury vapor security lights that are not in compliance with county code and should be brought into compliance or removed. This would reduce glare and bring lights into conformance with both State and County Dark Sky protection standards.

Outdoor Lighting

Plan Recommendations

In addition to supporting the Outdoor Lighting Regulations prescribed in the Santa Fe County Land Development Code, the plan recommends the following projects, policies, development guidelines and design standards.

Minimize the intrusion of new lights by limiting the location and type of lights allowed.

Adopt and enforce light standards for the Corridor that fit the principles of Context Sensitive Design and the guidelines of the latest edition of the “Recommended Practice for Roadway Lighting”, ANSI/IESNA RP-8.

Streetlights should be limited in height, should be sodium vapor of 250 watts or less to minimize impact on the night sky and for cost effective operation. Since 75% of the life cycle cost of fixed lighting is the operation, maintenance and replacement of luminaires, high-pressure sodium vapor that is stable and cost effective may be the solution until the technology for low-pressure sodium is better developed.

Streetlights should be located only at major intersections. Approach lighting of 90-150 watts may be used to minimize glare and blind spots that may be created by abrupt changes from light to dark. Since the commercial areas will be well set back from the highway in most locations, street lighting should be designed at residential lighting levels.

All fixtures should be full cut-off type to direct light down onto roads, signs, parking lots and walkways. The only exceptions may be flashing signals or other warning lights critical for traffic control.

Lighting levels: Should be in line with residential lighting guidelines.

Outdoor Lighting

Buildings: No architectural or landscaping spotlights will be allowed.

Signs: no internally lit signs; no neon, flashing, traveling or intermittent lighting.

Reduce Glare and Spill of Outdoor Lights

- Work with NMDOT and County Public Works to review all highway lights in the 285 South corridor and identify lights that do not meet dark sky standards, guidelines of the ANSI/IESNA RP-8 “Recommended Practice for Roadway Lighting” or the Context Sensitive Design principles and guidelines of the FWHA.
- Identify non-conforming lights and work with owners to either **remove or replace** with conforming lights where appropriate. Enforce Article III section 4.4.4 h 6 Non-conforming Outdoor Lights particularly as it pertains to mercury vapor lights. Many of these lights are owned by PNM and leased to property owners.

New commercial outdoor lights should compliment the character of the area.

- In addition to complying with light regulations prescribed in the current code, new commercial outdoor lights, parking lot lights and street lights should comply with the ***US 285 South Corridor Designs Standards and Guidelines Table, Section III, Commercial/Mixed-Use Development and Zoning (page120)***.

Commercial / Mixed-use Development

“The elements most commonly identified as missing in recent books and articles about the so-called ‘quest for community’ are what sociologist Ray Oldenburg had referred to as ‘third places’. Third places are the traditional community gathering places found outside the home (first places) and the work place (second places) and include cafes’ taverns, town squares and village greens. Where development is completely organized around the requirements of automobile travel, third places either become islands in a sea of parking, cut off from nearby neighborhoods—or, in the case of town squares and village greens, they become extinct.”
Placemaking by Charles C. Bohl (2002)

Commercial/ Mixed-Use Development and Zoning

Plan Intent

Most non-residential development, existing and approved but not yet built, has been zoned under Article III, Section 4, Commercial and Industrial Non-residential District Zoning (“node” zoning) of the County Code. It has encouraged us to think of the intersection locations as isolated commercial areas. They will work better as community “places” when:

- The function or theme of each place in the larger community is identified;
- There is a lively mix of uses in each development such as residential; community services, public space, retail, office, services;
- There are public places to gather and interact;
- There are clear connections between the non-residential developments and to the residential areas;
- There is cooperation in design and site planning for each development so that it relates to surrounding development and residential areas.

The Plan Recommendations

Planned Commercial /Mixed-Use Districts

Selected commercial/mixed-use development should be permitted only in **planned commercial/ mixed-use districts** that are located and scaled to serve the civic and commercial needs of the 285 Service Area (map page 27). Furthermore, due to

Commercial / Mixed-use Development

Prevent strip development by locating compact commercial/mixed-use development in districts at existing crossroads that provide access and are appropriate for future commercial and/or community activity.

circumstances such as flood hazards, land ownership patterns, existing land uses, right of-way configurations or other manmade or natural barriers unique to each district, only existing approved parcels and parcels designated in this plan as proposed should remain eligible for commercial/mixed-use zoning. See **US 285 South Corridor Recommended Land Use and Zoning Map Section III, Corridor Plan Area (page 79)**

All commercial/ mixed-use development that does not have final plan approval should comply with the recommendations of this plan. Commercial/ mixed-use development that has final plan approval, including existing development, should be allowed to make changes that comply with recommendations of this plan through an administrative process. Recommendations responding to each district are in **Section III, Community Crossroads (page 129)**.

With the exception of permitted community facilities, new non-residential development should not be allowed outside of designated planned commercial/ mixed-use districts in the US 285 South Corridor Plan Area. See **US 285 South Corridor Recommended Land Use and Zoning Map Section III, Corridor Plan Area (page 79)**

Location and Types of Planned Commercial/ Mixed-Use Districts

The plan locates the following neighborhood commercial/mixed-use districts and village commercial/mixed-use district at the following crossroads: See **US 285 South Corridor Recommended Land Use and Zoning Map Section III, Corridor Plan Area (page 79)**

- **Neighborhood Commercial/ Mixed-use Districts:**
 - San Sebastian/ Old Las Vegas Highway Crossroads - Intersection of Old Las Vegas Highway and US 285 South/Ellis Ranch Rd

Commercial / Mixed-use Development

- The Entryway Crossroads - Intersection of Amistad/ Camino Valle and US 285 South
- Alma Dr. Crossroads- Intersection of Alma Dr. and US 285 South
- Community Facilities Crossroads- Transfer Station Area
- Spur Ranch Crossroads- Intersection of Spur Ranch and US 285 South
- **Village Commercial/Mixed-use District**
 - Village Crossroads – Intersection of Vista Grande/ Colina and US 285 South

The following established and potential non-residential zoning district designations should be removed from the County Land Development Code and maps:

Established Non-Residential Zoning Districts

- Major Regional Center District designation at the intersection of I-25 and US 285 South
- Village Center District designation at Alma Dr. Crossroads

Potential Non-residential Zoning Districts

- Potential Local Center District at the intersections of US285 South and:
 - Camino Caballos/Ranch Rd.
 - Spur Ranch Rd/Old Road South
 - County Rd 33
- Potential Community Center at the intersection of US 285 and State Rd. 41.

Commercial / Mixed-use Development

To create a vibrant 24-hour presence, encourage residential development in the commercial mixed-use areas

Limit commercial/ mixed-use development to village or neighborhood scale shops, residences and services.

Uses in Commercial/Mixed-use Districts

Commercial/ mixed use districts should allow a mix of the following uses:

Commercial

- As listed in **Guidelines for Types of permitted Uses and Structures and Structures in Local or Small Scale Districts – Article III Section 4.3.2 Santa Fe County Land Use Code**. These uses are limited to services, both retail and office, that are intended to meet neighborhood commercial needs.
- See preferred uses and recommendations for each district in the **Community Crossroads** (begin page 129).

Residential

- In the case of residential development the **density** should be based on a yearly water budget for allowable commercial floor area divided by residential water requirements per year.
 - $$\frac{[\text{Intensity} \times \text{Area in sq feet} / 10,000 \text{ sq ft}] \times \text{Commercial Standard}}{\text{Residential Standard}}$$
- If the commercial standard is .6-acre foot water a year per 10,000 sq feet and the residential standard is .25-acre foot water a year per dwelling unit the example below yields 2.1 dwelling units per acre.

Commercial / Mixed-use Development

- Example: [(10 acres at 20% = 87,120 sq ft)/ 10,000] X.6 = 5.23 acre ft a year. 5.23 acre ft year / .25 acre ft year = 21 dwelling units on 10 acres or 2.1 dwelling units per acre.
- Residential units should be mixed within a development so that residences are not the only use within a Commercial/ Mixed Use District.

Community Services

- As listed in **Guidelines for Types of permitted Uses and Structures and Structures in Local or Small Scale Districts – Article III Section 4.3.2 Santa Fe County Land Use Code**. See preferred uses and recommendations for each district in the Community Crossroads, Section III.

Parcels zoned under major regional non-residential district zoning should comply with new neighborhood commercial/mixed-use district zoning recommendations and if necessary change the current use list.

“Commercial/ mixed use development should be based on US 285 South Service Area not regional needs”.

Use and Building Size in Commercial/Mixed-use Districts

- **Building size** should not exceed **35,000 sq ft** for village commercial/mixed-use districts and **15,000 sq ft** for neighborhood commercial/mixed-use districts.
- **Uses** within buildings should be sized to accommodate local market needs.

Commercial / Mixed-use Development

Amount and Intensity in Commercial/Mixed-use Districts

Neighborhood and village commercial/ mixed-use zoning and development should be limited to parcels and areas identified as Commercial/ Mixed-use on the **US 285 South Corridor Recommended Land Use and Zoning Map Section III, Corridor Plan Area (page 79)** and identified in each of the **Community Crossroads** (begin page 129) as approved or proposed.

Examples of Local Buildings or Uses

	Gross Floor Area (sq ft)
Eldorado Supermart	14,000
Vista Grande Library	4,000
County Transfer Station building	5,625
Agora south retail bldg	7,300
Eldorado Chevron (w/canopy)	5,500
Padilla restaurant (vacant)	2,800

- Parcels zoned under major regional zoning should comply with new neighborhood commercial/mixed-use district zoning recommendations and if necessary limit commercial development to areas identified on the **US 285 South Corridor Recommended Land Use and Zoning Map Section III Corridor Plan Area** and identified at the crossroads level.
- Remove commercial eligibility from all other land that currently qualifies under the Non-residential Districts Zoning. (Article III, Section 4 County Development Code)
- Limit commercial/mixed-use development to current approved intensities and to recommended intensities on parcels designated in this plan as proposed.
- Limit intensity (total sq footage) to a maximum of 20% in both the village commercial / mixed use district and neighborhood commercial/ mixed-use districts.

Commercial / Mixed-use Development

How much commercial/ mixed-use floor area does the plan support?

If measured in terms of floor area by square feet, the potential build out is limited to 720,000 sq ft of commercial/mixed-use floor area. Of that total, 79,000 sq ft has been built and 442,000 sq ft has been established on master plans with approved non-residential zoning. The remaining 198,000 sq ft has been identified through the planning process as appropriate for commercial /mixed-use zoning.

Area of Commercial/Mixed-use Districts

Boundaries for neighborhood commercial /mixed-use districts should be parcel based and limited to:

- Approved parcel boundaries and for proposed areas, limited to 500 feet along roads emanating from qualifying intersections. Exceptions due to terrain and or access are noted in **Section III, Community Crossroads** (begin page 129) for each district.

Character of Commercial/ Mixed-use Districts

New development should reflect the surrounding residential architecture in use of materials, massing and style and enhance the surrounding natural environment through the use of appropriate landscaping and terrain management. See **Section III, Community Crossroads** (begin page 129) for preferred styles in each district.

Buildings should comply with design standards and guidelines for commercial/mixed –use districts as set forth-in **US 285 South Corridor Design Standards and Guidelines Table** (page120).

Residential uses should be integrated within the overall design and function of the commercial uses and community services in a District with pedestrian and vehicle connections.

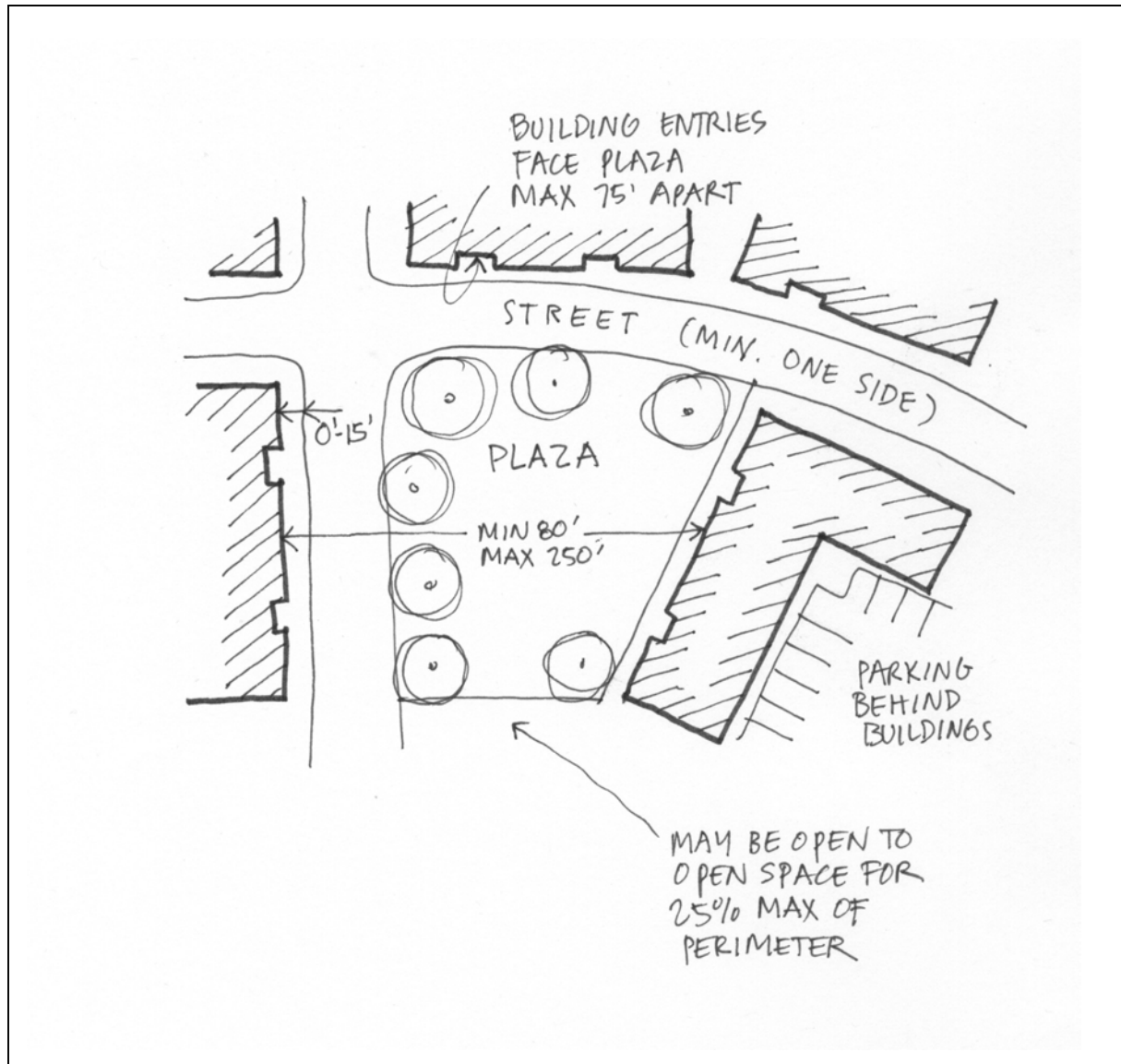
Commercial / Mixed-use Development

Public Places in Commercial/Mixed-use Districts

Commercial/ mixed-use development should support usable public spaces available to all age and physical groups. Public spaces should include friendly gathering spots that support both daily interaction and seasonal festivities.

The layout of new commercial developments should incorporate **pedestrian orientated streets, courtyards** and /or **plazas** with the following performance and prescriptive guidelines and representational diagrams:

Commercial / Mixed-use Development



Plazas

Function primarily as public gathering spaces for both daily interaction and seasonal celebrations

Are fronted by either buildings or narrow streets that are fronted by buildings for at least 75% of the perimeter

Frequency of building entries max 75'

Min 25% openings in building façade

Have a strong visual connection to either US 285 South or a major street that provides access to the development

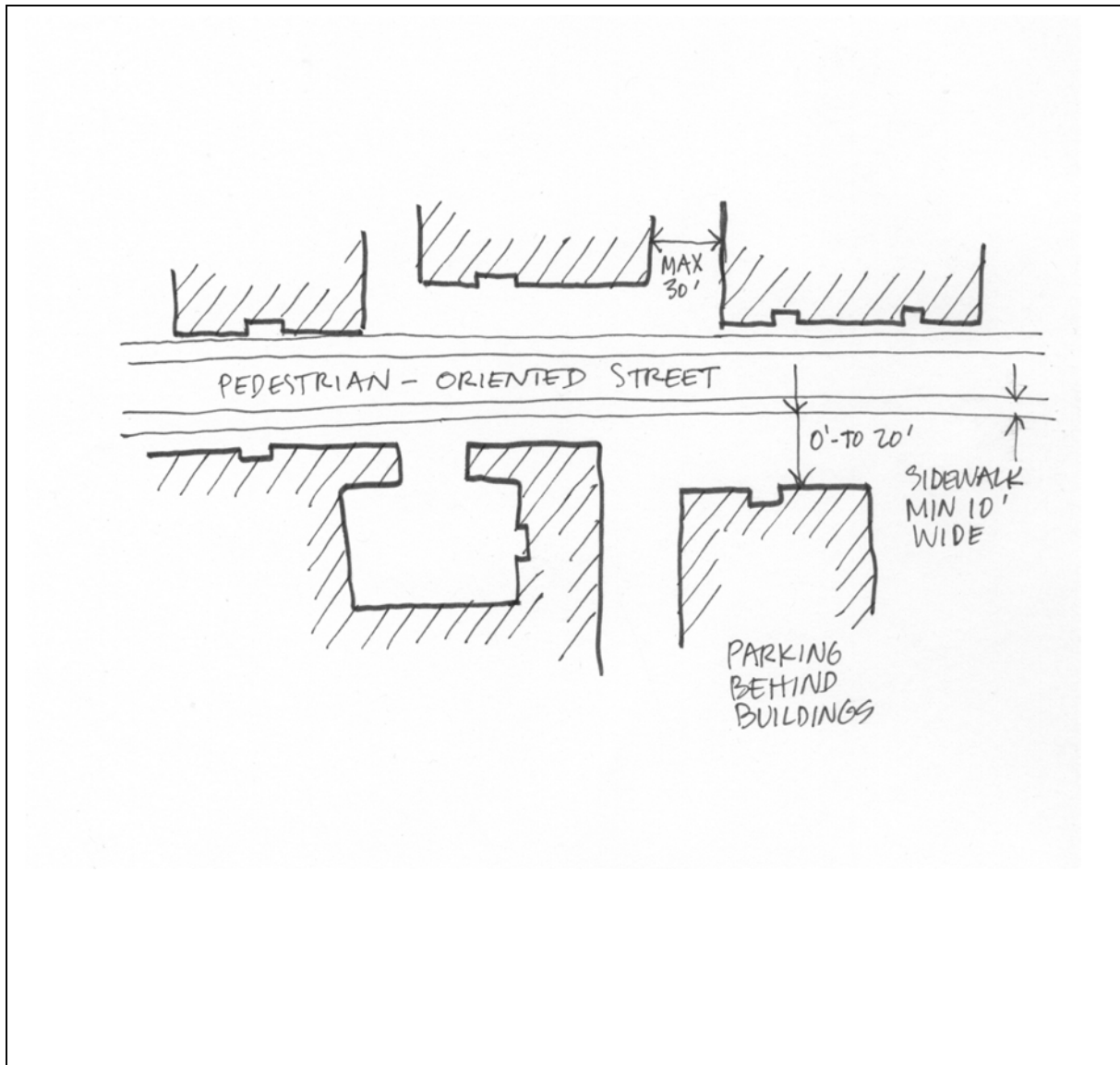
Facilitate pedestrian circulation from surrounding buildings

Provide shaded and protected seating

Include trees and low vegetation to the extent possible under current drought conditions

Dimensions 80'-250'

Commercial / Mixed-use Development



Pedestrian Orientated Streets

Function as public gathering, spaces and pedestrian friendly pathways.

Guidelines:

Width of sidewalk – min 10'

Frequency of building entries max 75'

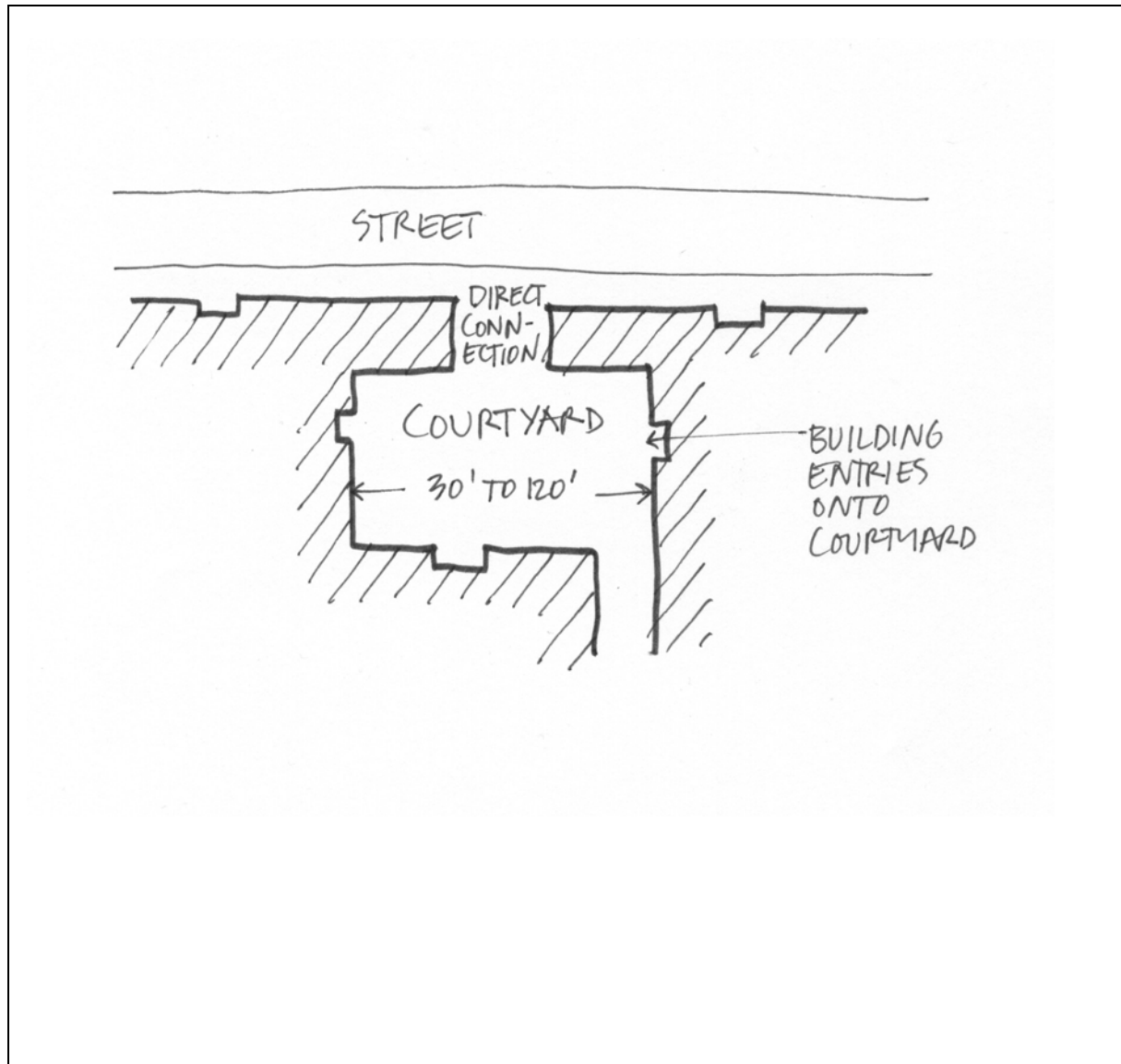
Building setback 0-20'

Parking location – on street parking, parallel or angled allowed. Parking lots behind the buildings

Min 25% openings in building façade

Max space between buildings – 30'

Commercial / Mixed-use Development



Courtyards

Function primarily as public or semi public gathering spaces for daily interaction.

Guidelines:

Are fronted by buildings for at least 50% of the perimeter

Buildings have entries on the courtyard max of 50 ft apart

Min 25% openings in building façade

Should have direct connection to a public street.

Dimensions 30'-120'

Commercial / Mixed-use Development

Examples of Local Signs

Sign or Monument	Height	Area
Eldorado Supermart		29 sq ft
Agora Entry monument	10 ft	
Monument size		89 sq ft
Sign face		23 sq ft
1 st National Bank	5 ft	
Monument size		60 sq ft
Letter area		36 sq ft
Country Store	22 ft	72 sq ft
Galisteo Basin Historic Marker	7 ft	
Monument size		20 sq ft
Sign face		10 sq ft

Community Ownership in Commercial/ Mixed-use Districts

- Developers, the community and the County should seek public/private co-operation and funding for public spaces projects on both private and public property.
- Support the existing community service zoning.
- Encourage public art in all commercial mixed-use districts.

Pedestrian Comfort and Convenience in Commercial/Mixed-use Districts

- Master plans for new development should show clear, convenient and safe pedestrian connections between commercial developments in the crossroads area and between commercial developments and surrounding neighborhoods. Specific recommendations for each district are in section III Community Crossroads.

Signs in Commercial/Mixed-use Districts

- New commercial signs and monuments should complement the character of the area and fit with the style of existing monuments.
- Multi –use projects may have a directory monument located at project entrance.
- All other signs should be building mounted and comply with sign regulations prescribed in the current code and signs standards

Commercial / Mixed-use Development

listed in the ***US 285 South Corridor Design Standards and Guidelines Table*** (page 120).

Landscaping in Commercial/Mixed-use Districts

- All new commercial/ mixed-use development should comply with recommendations presented in ***Section III – Water*** (page 81).
- All new commercial/ mixed-use development should follow plant list and planting methods used for the US 285 South Highway Landscaping project ***Section III Highway – Landscaping*** (page 89), for the majority of their landscaping needs.
- The majority of shade trees should directly enhance pedestrian comfort.
- All new commercial development should comply with the landscaping standards and guidelines listed in the ***US 285 South Corridor Design Standards and Guidelines Table*** (page 120).

Screening and Buffering in Commercial/Mixed-use Districts

- Visibility of parking lots, loading and utility areas from adjacent residences and roadways should be minimized. Screening materials and techniques should mitigate their appearance.
- Surrounding residential areas should be buffered from activities in the commercial /mixed use districts. Setbacks, berms and dense native vegetation should be used to mitigate noise and appearance from the commercial/ mixed-use districts.

Community Facilities

Community Facilities

In the Corridor Plan Area there are several community facilities on approximately 41 acres. Community facilities are either permitted uses such as the EICA horse stables and EDU maintenance yard or developed on County or State owned property, which does not require zoning or permits.

Recommendations

Support the following existing and proposed community facilities also identified on **US 285 South Corridor Recommended Land Use and Zoning Map** (page 79). Any expansions or replacement of a community facility should follow the **US 285 South Corridor Design Standards and Guidelines Table** (page 120) and fit into the context of the crossroads where they are located. Specific recommendations are listed at the crossroad level.

Old Las Vegas/ San Sebastian Crossroads

- Hondo Volunteer Fire Dept and proposed replacement
- Combined NMDOT and Santa Fe County Materials and Maintenance Yard

Rural Crossroads

- El Dorado Utilities Maintenance Yard
- EICA Horse Stables

Community Facilities

Community Facilities Crossroads

- Santa Fe County Transfer station
- The Eldorado Fire & Rescue Service Fire Substation

Design Standards and Guidelines

❖ US 285 South Corridor Design Standards and Guidelines Table



*©2000 Bettina Von Haase: "Pueblo
Revival Style"
Courtesy of the artist*

Design Standards and Guidelines

US 285 South Corridor Design Standards and Guidelines Table		
CATEGORY	CONCEPT	DETAILED GUIDELINES
Uses	<p>Mixed uses</p> <p>Uses Sized to Village or Neighborhood scale</p>	<p>Village & Neighborhood Comm./Mixed Use Districts:</p> <ul style="list-style-type: none"> • Commercial with residential uses allowed; <i>See Article III Section 4 Neighborhood or Local Non-Residential District Use Guidelines Santa Fe Land Development Code</i> • Small scale light industry or arts & crafts allowed if environmental impacts are controlled on site; no hazardous or heavy industry <p>Outside of the Comm./Mixed Use Districts:</p> <ul style="list-style-type: none"> • Residential & agricultural uses <p>See the Plan Recommendations for use preference and limitations at the specific crossroads</p>
Setback from Highway ROW	<p>Create a streetscape that signals presence of a crossroads</p>	<ul style="list-style-type: none"> • U.S. 285 South: 100 feet for residential uses (160 ft preferred); 50 feet for non-residential uses • Old Las Vegas Highway (OLV): 50 feet from edge of ROW • Non-residential uses may reduce setback to 25 feet with landscaped buffer when access and parking are at side or rear of building • No buildings or parking lots within the landscape setback; <ul style="list-style-type: none"> ○ Pedestrian paths & trails may be located in landscape setback
Setback from other roads	<p>Buildings address local road</p>	<p>No minimum setback</p> <ul style="list-style-type: none"> • Village Commercial/Mixed-use District: Maximum setback of 30 ft • Neighborhood Commercial/Mixed-use District: Maximum setback 50 ft
Intensity	<p>20% max.</p>	<p>Total Floor Area should not exceed 20% of total lot area</p>

Design Standards and Guidelines

US 285 South Corridor Design Standards and Guidelines Table		
CATEGORY	CONCEPT	DETAILED GUIDELINES
Public Space	Include public open space in commercial developments	Useable public space required; see Plan recommendations Section III Commercial/Mixed-use Development
Arroyo Setback	Protect arroyo banks	Set all development back from arroyo banks min. 50 feet
Parking	On-street, behind buildings Screen parking lots from	<p>Parking behind or beside buildings: lots are limited to 60 cars each</p> <ul style="list-style-type: none"> • On-street parking preferred on internal streets • Distribute parking throughout projects; break up large lots with streets, landscaping, islands (lots are limited to 60 spaces each) • A shared parking plan may be used to justify less parking than required by code • Crossroads Concept Plans indicate where front parking is allowed: lots are limited to 20 cars <p>Screen parking from existing neighbors with landscaping or berms (min. 3' high, 3:1 max. side slopes) or natural terrain</p> <ul style="list-style-type: none"> • Site walls or berms or combination for screening parking max. height 4 ft
Building Height	Two Story Buildings adapt to natural terrain	<p>On slopes between 15% and 30%: Max. height 18 ft On slopes less than 15%: Max. height is 24 ft</p> <ul style="list-style-type: none"> • Parapets, chimneys, flues, etc. may extend 3 ft above max. height • Building height is measured from visible finished cut or natural grade, which ever is lower. • Below grade basements are allowed. <p>See the Plan Recommendations for height preferences at specific crossroads</p>
Building Size	Scaled to location	<p>Village Commercial/Mixed-use Districts: Maximum size of any building is 35000 sq ft Neighborhood Commercial/Mixed-use Districts: Maximum size is 15000 sq ft</p> <p>See the Plan Recommendations for size preferences at specific crossroads</p>

Design Standards and Guidelines

US 285 South Corridor Design Standards and Guidelines Table		
CATEGORY	CONCEPT	DETAILED GUIDELINES
Building Type	Fit the neighborhood	<p>Architectural styles should be related to or be derived from the immediate neighborhood for each center. See the Plan Recommendations for the specific crossroads recommendations</p> <p>Non-residential buildings should complement the neighborhood, not dominate or be a singular architectural statement</p> <p>Manufactured structures to meet same architectural and building standards as site built structures</p>
Building Mass	Large masses broken up	<p>Buildings over 5000 sq ft in Neighborhood Commercial/Mixed-use Districts and 10,000 sq ft in Village Commercial/Mixed-use Districts should appear as multiple masses</p> <p>Walls longer than 40 feet should be broken up with min. 6-foot horizontal offsets or portals.</p>
Building Walls	Masonry or stucco	<p>Predominant exterior surface material:</p> <ul style="list-style-type: none"> • Adobe, masonry, stucco or stone, not wood or metal <p>Walls shall be predominantly (70%) earthtoned or blend with site vegetation</p> <ul style="list-style-type: none"> • Max. light reflective value of 40% (color of walls) • Accent colors on 30% of walls or façade only <p>No false fronts with metal siding; any metal siding should be non-reflective or matte finish</p>
Building Roofs	Flat or pitched non-reflective	<p>Roofs may be flat or pitched</p> <p>Tile allowed only as an accent on portals and tops of parapets Gray, dark blue, dark green, dark brown or earthtone allowed; black, white, goldenrod not allowed</p> <p>Max. reflectivity of roof materials exposed to view is 30%</p>
Wall openings	Required in publicly visible facades	<p>25% of any publicly visible façade shall have openings, (windows, doors)</p>

Design Standards and Guidelines

US 285 South Corridor Design Standards and Guidelines Table		
CATEGORY	CONCEPT	DETAILED GUIDELINES
Site Walls & Screening	<p>Open fencing preferred on perimeters</p> <p>Screen parking, service areas, stored materials</p>	<p>No noise walls on I-25 or US 285 South;</p> <ul style="list-style-type: none"> • Use setbacks and/or landscaped berms to mitigate noise impacts <p>Use open fencing such as post & wire, split rail on project or lot perimeters</p> <p>No chain link or wire mesh fencing</p> <p>Site walls, berms or combination for screening parking max. height 4 ft</p> <p>Screen trash receptacles, service areas and stored materials with:</p> <ul style="list-style-type: none"> • Buildings, walls, berms and/or plantings or existing terrain and vegetation <ul style="list-style-type: none"> ○ Outdoor storage/loading - screen walls may be 6 ft to 8 ft high <p>Secure trash & loading areas from animals and high winds</p>
Landscaping	<p>Preserve native species</p> <p>Provide shade for pedestrians</p>	<p>Use drought tolerant plants & trees</p> <ul style="list-style-type: none"> • Re-vegetate all disturbed areas with native grass seed or US 285 South plant list species (See Section IV Appendix) • Introduced plants can be used only in planters, protected patios, portals & courtyards <p>Provide shade trees along center walkways & internal streets at max. 40 feet on center; these can substitute for parking lot planting islands where located adjacent to parking</p> <ul style="list-style-type: none"> • Landscape parking lots with 1 shade tree per 10 cars • Provide shade trees in plazas and parks, min 50 feet on center
Lighting	<p>Minimum lighting needed for safety & security</p> <p>Protect the night sky</p>	<ul style="list-style-type: none"> • All light plans must consider lights on adjacent roads and parcels to assure that over lighting does not occur & that cumulative lighting meets standards • All fixtures must be full cutoff type • Max. 24 ft high for streetlights • Other lights 18 ft high or no higher than the lowest adjacent building • No architectural or landscape spot lights; downlights only for walkways • No light spill off property is allowed • No neon, flashing, traveling or intermittent lighting • Max. lighting level should not exceed residential lighting guidelines • Streetlights and parking: sodium vapor, not to exceed 250 watts • Numbers of lights, uniformity as regulated in County Code

Design Standards and Guidelines

US 285 South Corridor Design Standards and Guidelines Table		
CATEGORY	CONCEPT	DETAILED GUIDELINES
Pedestrian Paths & Walkways	<p>Connect through parking lots</p> <p>Connect along & across main streets</p> <p>Connect along & across main streets</p> <p>Provide connections to neighborhoods & adjacent centers</p> <p>Provide connections to neighborhoods & adjacent centers</p>	<p>Provide crosswalks at all intersections as they are developed</p> <p>Provide public use Village or Center Walkways for pedestrians, bikes, and equestrians.</p> <p>Provide continuous system through parking areas to connect building entries and external streets.</p> <p>Pedestrian paths & trails may be located within landscape buffers & setbacks</p> <p>Provide appropriate walkway & surface for the level of access needed:</p> <p>Village or Center Walkway:</p> <ul style="list-style-type: none"> • Purpose - internal circulation; access for least mobile users (ADA, strollers, etc) • Connects - uses or projects within a center, parking lots to structures and public spaces • Location - adjacent to or connecting to streets and parking; within parking lots • Surface - paved or hard surface (with ADA access) • Users - pedestrians; no motorized vehicles except wheelchairs or other handicapped access (bikes & horses may be walked to destination) • Features - wider walkways in main street & plaza areas; can be painted features on asphalt for crosswalks and in parking lots; parking for bikes & horses needed, ADA ramps as required by code <p>Collector/Connector Path:</p> <ul style="list-style-type: none"> • Purpose - transportation, short distance recreation • Connects - neighborhoods to centers or central facilities; neighborhood internal circulation • Location - adjacent to or connecting to roads; may be within centers • Surface - base course or paved • Users - pedestrian, bikes; adjacent trail may be provided for equestrians; no motorized vehicles except wheelchairs or other handicapped access <p>Work with County & trails groups to designate collector links to trails</p>

Design Standards and Guidelines

US 285 South Corridor Design Standards and Guidelines Table		
CATEGORY	CONCEPT	DETAILED GUIDELINES
Signs	<p>Avoid overly obtrusive types</p> <p>Scale to building & site</p> <p>Scale to building & site</p> <p>Announce entry into the community</p> <p>Announce entry into the community</p> <p>Identify location of arterial roads</p> <p>Identify location of arterial roads</p>	<p>All Signs/ Monuments No offsite business or civic advertising</p> <p>Comm./Mixed Use Zoning Districts: No billboards, no pole mounted or roof signs or internally lit signs No sign higher than the building on a site</p> <ul style="list-style-type: none"> • Tenant/business signs: 1 sf per linear foot of storefront, not to exceed 30 sf total for each use; may be wall, canopy or small monument <p>Multi-use projects (4 or more uses) - 1 identification monument/directory sign at each external street entrance, max. of 2 monuments</p> <p>Village Commercial/Mixed-use Districts directory signs:</p> <ul style="list-style-type: none"> • Monument size: 60 sq ft, max height of 10 ft • Sign face or letters: 40 sq. ft. <p>Neighborhood Commercial/Mixed-use Districts directory signs:</p> <ul style="list-style-type: none"> • Monument size: 45 sq ft, max height of 5 ft • Sign face or letters: 30 sq. ft. <p>Civic or community message sign:</p> <ul style="list-style-type: none"> • Locate in Village Crossroads; • Same standards as Village directory sign • Local organizational logos may be included, 1 sq ft max. each <p>Corridor Entry Monuments:</p> <ul style="list-style-type: none"> • Monument size: 90 sq ft, max height of 10 ft • Sign face or letters: 30 sq. ft. • Letter height: 10 in recommended for readability <p>Crossroads Monuments:</p> <ul style="list-style-type: none"> • Monument size: 90 sq ft, max height of 6 ft • Sign face or letters: same as Corridor Monuments <p>Materials</p> <ul style="list-style-type: none"> • Monuments: stucco, stone, wood or a combination of these materials • Sign face or letters: incised in stone or stucco, wood, painted, metal if attached flush to monument

Design Standards and Guidelines

US 285 South Corridor Design Standards and Guidelines Table		
CATEGORY	CONCEPT	DETAILED GUIDELINES
Signs (Continued)		<p>Style</p> <ul style="list-style-type: none"> • Monuments: stucco, stone, wood or a combination of these materials • Monument to incorporate step downs or pilasters • Soft edges for stucco, rough or natural edges for stone • Messages and logos: simple, brief • Letter height: min. of 6 in. recommended for readability <p>Color</p> <ul style="list-style-type: none"> • Monuments: natural wood or stone or earthtone stucco • Letters: light letters on dark background or dark on light background <p>Max height equal to building; no roof signs Letters: light letters on dark background or dark on light background</p>

Community Crossroads

Section III, **Community Crossroads** describes the history, existing land use and zoning, planning issues and opportunities and plan recommendations for the following community crossroads and corresponding commercial/mixed-use districts:

1. **San Sebastian/ Old Las Vegas Highway Crossroads** - Intersection of Old Las Vegas Highway and US 285 South/Ellis Ranch Rd. Neighborhood Commercial/ Mixed-use District.
2. **Entryway Crossroads** - Intersection of Amistad/ Camino Valle and US 285 South. Neighborhood Commercial/ Mixed-use District.
3. **Village Crossroads** – Intersection of Vista Grande/ Colina and US 285 South. Village Commercial/Mixed-use District.
4. **Alma Drive Crossroads**- Intersection of Alma Dr. and US 285 South. Neighborhood Commercial/ Mixed-use District.
5. **Rural Crossroads**- Intersections of Ave Eldorado, Amansador, Vaquero, Jacinto, Acote, Ranch Road, Caballos and US 285 South.
6. **Community Facilities Crossroads**- Transfer Station Area.
7. **Spur Ranch Crossroads**- Intersection of Spur Ranch and US 285 South. Future Neighborhood Commercial/ Mixed-use District.
8. **Rail Trail Crossroads**- Intersection of US 285 South and the Santa Fe Southern Railroad Tracks.
9. **Cultural Crossroads**- Intersections of US 285 South and County Rd. 33 (Recently renamed “Old Lamy Trail”) and State Route 41.

Old Las Vegas/San Sebastian Crossroads



San Sebastian/ Old Las Vegas Crossroads

“There’s an easy camaraderie in our neighborhood... children playing, and annual parties celebrating the holidays”

Plan Intent

The Old Las Vegas / San Sebastian Crossroads is an evolving neighborhood-gathering place with small scale mixed-use development oriented to the Old Las Vegas Highway but serving primarily local needs. It should continue to serve the neighborhoods and not be developed as a regional or highway traveler’s commercial location.

Description and History

This northern segment and terminus of the US 285 South Corridor includes the Interstate 25 interchange, a segment of the Old Las Vegas Highway that preceded the Interstate and lands north of I-25. The most important natural feature of this node is the Arroyo Cañada de los Alamos, which drains from the northeast down to the interchange and then continues beyond the interchange on the west side of US 285 South.

Pre-Columbian Indian trails ran through the area and connected the various pueblos between Pecos and Arroyo Hondo (including the large Pueblo Alamo which sat right in the middle of the current I-25/US 285 South interchange).

Old Las Vegas/San Sebastian Crossroads



Arroyo Cañada de Los Alamos was frequently used as a cut-off of the Santa Fe Trail, offering a shortcut to the city. There is evidence of an old way station or rest stop about half a mile north up the arroyo from Old Las Vegas Hwy. The area was also part of the Sebastian de Vargas land grant that ran up to where Quail Run is now and which was broken up in the adjudication of land grants in 1895. It went through several hands until Fremont Ellis, one of the famous “Los Cinco Pintores”, purchased it in 1923. Ellis agreed to sell or trade parcels of his property and soon without conscious design, an informal artists colony and neighborhood sprang up.

Surrounding Community Character

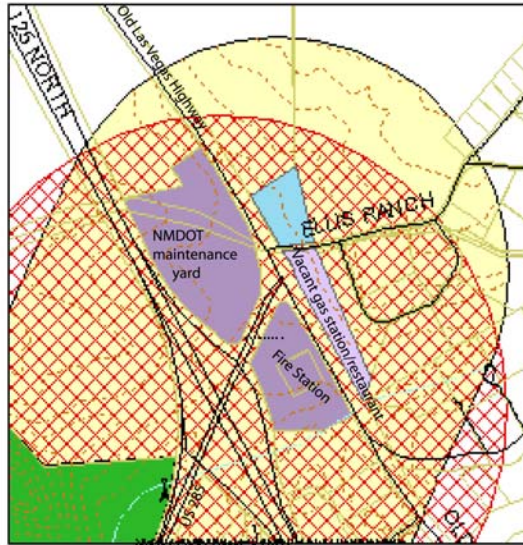
There are now approximately 100 properties in the immediate neighborhood, including El Rancho de San Sebastian (the original Ellis Ranch) and San Sebastian de la Luz (1980’s), which is accessed solely through El Rancho de San Sebastian. At one time this neighborhood seems to have been considered a village. Indeed, until about five years ago residents could receive mail addressed to San Sebastian, New Mexico without problems. In its own words the neighborhood “remains home to a thriving community of painters, poets, sculptors, photographers, writers, academics, lawyers, financiers, and others drawn by its quiet, still-rural atmosphere. There’s an easy camaraderie in the neighborhood, with dogs wandering from house to house, children playing, and annual parties celebrating the holidays. The Ellis family still lives here. It’s a community with a 81-year heritage and a sense of “casually diverse unity”.

Residential Architectural Styles are regulated under covenants created by Fremont Ellis. They include Hacienda/ Pueblo Revival, Territorial Style and Ranch.

Existing Land Use

Currently the I-25 interchange dominates the area, splitting the pre-existing Rancho Esconditos subdivision and physically separating San Sebastian from the remainder of

Old Las Vegas/San Sebastian Crossroads



the Corridor. The focus of this node is at the intersection of US 285 South and the Old Las Vegas Highway. Most commercial development is orientated to the Las Vegas Highway and is small in scale. The following properties and uses are within the Corridor Plan Area:

East of Old Las Vegas Highway:

- Gas station (not currently operating),
- Restaurant (not currently operating),
- Portions of the Ellis family property,
- Several residences, and
- Al's Body Shop.

West of Old Las Vegas Highway:

- A fire station owned by the Hondo Volunteer Fire Dept.,
- Some home occupations,
- Small non-conforming businesses in the Rancho Esconditos subdivision,
- A NMSHTD maintenance yard and
- A shop that makes sweaters.

Current Zoning

Under current zoning this is a Major Center District, centered on the intersection of I-25/Old Las Vegas Hwy & US 285 South, established by the zoning of 34 acres for the

Old Las Vegas/San Sebastian Crossroads

Plaza de Amistad Project South of 1-25 and 4.5 acres for Los Padillas for large-scale non-residential commercial development. The following Old Las Vegas/ San Sebastian Crossroads area properties have non-residential zoning or approved non-conforming uses:

Legal non-conforming uses:

- Al's Body Shop -approximately 2,500 sq ft.
- Yaegars Sweater Shop with a residence - approximately 2,500 sq ft.

Approved commercial non-residential zoning:

- 4.5 acres for Los Padillas Development - Restaurant and gas station, approximately 3,800 sq ft approved and built but not currently operating

Eligible commercial non-residential zoning:

- Properties in ½ of the Major Center Non-Residential District, a total of 125 acres.

Proposed neighborhood scale commercial/ mixed-use zoning:

- Approximately 5.5 acres of the El Rancho de San Sebastian property in the north east quadrant of the intersection of Old Las Vegas Highway and Ellis Ranch Rd.

Old Las Vegas/San Sebastian Crossroads

Community Facilities and Services

In addition to the commercial sites, there are several parcels devoted to community facilities and services. The Hondo Fire Dept. is located on a lot east of the State owned lands at the US 285 South/Old Las Vegas intersection. This fire station is scheduled for demolition and replacement by a regional Fire Station for the County and the US Forest Service. The new station will serve as a regional office and staging facility for fighting forest fires.



On the southwest corner of Old Las Vegas Highway and US 285 South there is an existing materials yard owned and used by the NMDOT. It appears that there is adequate room at this location for a proposed County road maintenance facility to share this site. It offers good access to US 285 South, the Old Las Vegas Highway and to the Interstate and is moderately screened by terrain and existing piñon trees from all but a brief section of the northbound lanes of I-25.

Planning Issues and Opportunities

Concerns include:

Potential Major Regional Commercial Development- There is a concern that as a Major Regional Zoning District and due to its location close to I-25, the San Sebastian/Las Vegas Crossroads will attract major regional development. This will dramatically change the rural character of the area.

Contamination- It is possible that ground water and soil contamination has occurred or will occur at Al's Body Shop and the Fina Gas Station.

Old Las Vegas/San Sebastian Crossroads

Traffic- The intersection of Old Las Vegas Highway and US285 South is considered dangerous. Major Regional Commercial development will increase such problems at this intersection.

Roadside Vending- Vendors using the highway right-of-way are not regulated.

Opportunities include:

Recreating a **small-scale neighborhood center** in the Rancho San Sebastian Style with a community focus.

Old Las Vegas/San Sebastian Crossroads

Old Las Vegas/San Sebastian Crossroads



Maintain neighborhood scale commercial/ mixed-use development.

Plan Recommendations

Old Las Vegas / San Sebastian Crossroads area has changed remarkably little since the I-25 interchange was built and extensive residential development has occurred around it. It has served local residents in the past and is situated to serve them in the future. There is an opportunity to recreate a small-scale neighborhood center in the Rancho San Sebastian Style with a community focus.

In addition to overall planning goals and recommendations for the corridor, future development should comply with the following **Old Las Vegas/ San Sebastian Crossroads Concept Plan** recommendations and development guidelines.

Commercial / Mixed-Use and Community Facilities Development

All new development should comply with recommendations, standards and guidelines for **Neighborhood Commercial/Mixed-Use Zoning Districts** found in Sections III, Commercial /Mixed-Use Development and Zoning (page105).

Old Las Vegas/San Sebastian Crossroads



©2000 Ellis Beyer: "Hacienda Style"
Courtesy of the artist

Scale

Support change from **Major Regional Center District** designation to a **Neighborhood Commercial/ Mixed-Use Zoning District**.

Uses

Commercial/Mixed-Use Development

- Neighborhood shops and services
 - **Preferred uses:**
 - A restaurant or café
 - A plant nursery
 - A bed and breakfast
 - Retail operations, such as an art gallery, bookstore, or offices
 - **Inappropriate uses:**
 - Truck Stops
 - Self or outside storage
 - Large hotels or motels

Old Las Vegas/San Sebastian Crossroads



©2000 Ellis Beyer: "Hacienda Style"
Courtesy of the artist

Community facilities

- Limited to planned expansion for the Hondo Fire Station and shared maintenance yard for Santa Fe County and NMDOT

Amount

The plan supports neighborhood commercial/ mixed-use zoning for the following:

- Approved commercial zoning at established intensities for the Los Padillas restaurant and gas station, 4.5 acres with approx 3,800 sq ft. floor area.
- Proposed 5.5 acres of the Ellis Property with maximum of intensity of 20%.

Potential build-out in the Old Las Vegas/San Sebastian Crossroads Neighborhood Commercial / Mixed-Use Zoning District:

- 10 acres with approx 51,000 sq. ft. floor area

The plan also supports the following permitted uses:

- Existing non-conforming legal small businesses and home occupations
- Existing and Planned Community Facilities limited to the planned expansion and replacement for the Hondo Fire Station and the shared maintenance yard for Santa Fe County and NMDOT

Old Las Vegas/San Sebastian Crossroads

Orientation

- Buildings, Commercial Lighting and Signage should be oriented to Old Las Vegas Highway.
- Commercial/mixed-use development and expansion or replacement of Community Facilities should comply with ***Old Las Vegas/ San Sebastian Crossroads Concept Plan***.

Improve driver awareness and pedestrian safety

Avoid Strip Development

- Commercial/ mixed-use development should be compact and limited to fronting Old Las Vegas Highway and emanating a maximum of 500 ft. from the intersection of Old Las Vegas Highway & US 285 South. This may be adjusted to accommodate terrain.
- Primary access to commercial/ mixed use development should be restricted to Old Las Vegas Highway.

Support an evolving neighborhood-gathering place.

Safety and Convenience

- Any commercial operation that increases traffic should include analysis of the US 285 South and Ellis Ranch Road intersections with Old Las Vegas Highway.
- Any commercial development fronting on Old Las Vegas Highway should provide clear separation between pedestrian and auto traffic.
- Roadside vending should not be allowed.

Old Las Vegas/San Sebastian Crossroads



©2000 Bettina Von Haase: "Pueblo Revival Style"
Courtesy of the artist

Community Focus

- Reinforce surrounding Hacienda/ Pueblo Revival or Territorial Style architecture.
- New commercial /mixed-use development should comply with the Old Las Vegas/ San Sebastian Crossroads Concept Plan.
- New commercial /mixed-use development should contribute to the development of a "main street" along Old Las Vegas Highway to meet usable public space requirements. This includes all elements described in Section III Commercial/Mixed-Use Development And Zoning under Public Spaces.

Natural Environment

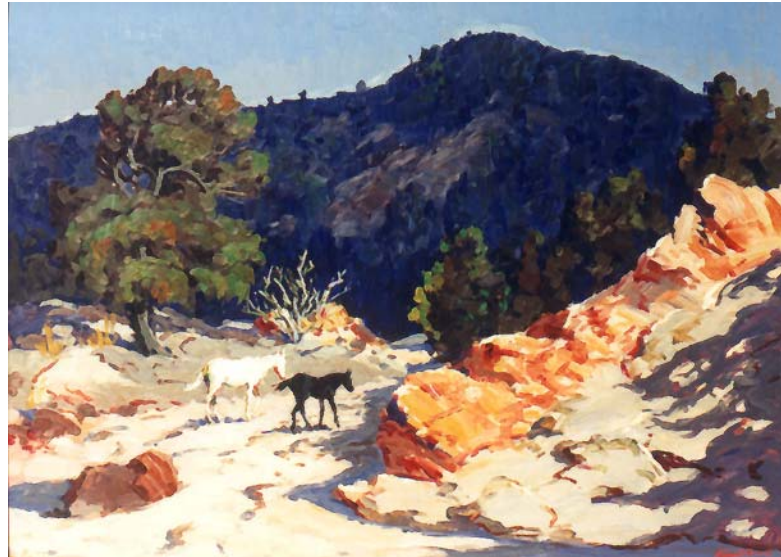
Identify and clean up any contamination in the area.

- Al's Body Shop and the junkyard associated with it sit in the arroyo drainage. Environmental regulations should be enforced for wreckage removal and potentially hazardous conditions such as contaminants and flooding. Uses and development that might replace the existing uses should be located outside of the floodplain and the arroyo.
 - The County Junk Vehicle Ordinance should be enforced.
- The Fina Station's underground fuel tanks may have caused contamination. Environmental regulations should be enforced.

Old Las Vegas/San Sebastian Crossroads

Protect the Arroyo Cañada de Los Alamos.

- As development and change occurs, the Cañada de Los Alamos (the arroyo) should be protected as both an important drainage and as a natural passageway for wildlife.
- Uses and development that might replace the existing uses should be located outside of the floodplain and the arroyo.
- To insure wildlife can easily travel through the arroyo, existing fencing should be surveyed and problems resolved.



©1930 Fremont Ellis: "El Arroyo Cañada de Los Alamos" Private Collection

Entryway Crossroads



Entryway Crossroads

“The two small peaks cradle the Corridor east and west of the highway forming a natural gateway to the historic Simpson Ranch and the contemporary subdivisions that access the corridor.”

Plan Intent

The Entryway Crossroads area is the first opportunity to set a Corridor style and announce to travelers and residents alike that they are entering the historic Simpson Ranch and the surrounding contemporary subdivisions. Natural features dominate the view from the road and other than the signaled intersection there are few indicators of the surrounding residential development. There is an opportunity to provide a “gateway open space”, to preserve the predominant natural features, maintain neighborhood privacy and to plan for neighborhood scale mixed-use development that conveys community character and history through architectural style, building type and orientation. The crossroads should not be developed as a regional commercial district.

Description and History

The Entryway Crossroads has historic significance as the original entrance to the Simpson Ranch and the natural passageway and gateway to the plains of the Galisteo Basin. It has changed little since I-25 was built and extensive residential development has occurred around it.

Entryway Crossroads

“I am very familiar with US 285. I have been driving it and watching it change for over 26 years. It’s always been a favorite drive. When we return from a trip to Indiana or Wyoming, we always kind of breathe a sigh of relief on exiting I 25. The car knows the way from here, we’re home”.

The traffic signal and the early morning and evening commuter traffic are the most obvious indicators of change surrounding the crossroads.

The Entryway Crossroads starts at the on and off ramps south of the Interstate and is centered on the original entrance to the Simpson’s Lamy Ranch at the signaled intersection of Avenida Amistad/ Camino Valle and US 285 South. The terrain is fairly level at the off ramps, then rises in low piñon covered hills on the east side of US 285 South to a steep hill south of Camino Valle. On the west side of the highway the Cañada de los Alamos, a wide arroyo and important drainage, parallels the highway. From the arroyo the land rises to a steep hill north of Avenida Amistad and to the south a gentle slope with sparse tree cover.

Surrounding Community Character

On the west side of US 285 South, Avenida Amistad provides access to the planned subdivisions of Dos Griegos, Alteza and Belicia, which began subdividing in the nineties and have experienced rapid residential growth in recent years. Most of the 150-200 houses are on 2-to five-acre lots and are regulated by architectural covenants that favor Pueblo Revival Style. The hilly terrain and tree cover provide residents with distant views and privacy. There is a general feeling of retreat from the public and a desire to maintain the natural beauty of the area by blending into the landscape.

On the east side of US 285 South, Camino Valle provides access to the south part of Rancho Esconditos and Valle Escondito subdivisions, which began subdividing in the sixties and include about 20 residences. The land is hilly and steep with heavy tree cover, cut by several small drainages and defined on the northern boundary by the Interstate. The 2-10 acre single-family lots have a semi-rural character, with unpaved roads, horses, and out buildings scattered throughout the rugged terrain. Residential architecture is a mix of Pueblo Revival, Ranch and Territorial styles.

Entryway Crossroads



“Residents have a sense of “home” when they enter the Corridor, which manifests as pride of ownership, an accountability for participating in the community and the enjoyment of living in a beautiful place.”

Current Zoning

Currently, there isn't any commercial development at the Entryway Crossroads. However, there are several properties that have been zoned for commercial development as part of a Major Center Non-Residential District centered on the intersection of 1-25 and US 285 South. Many more properties are eligible for commercial zoning under the county's Non-residential District Zoning Code.

Approved non-residential zoning:

Plaza de Amistad 34 acres with 114,800 sq feet floor area uses include:

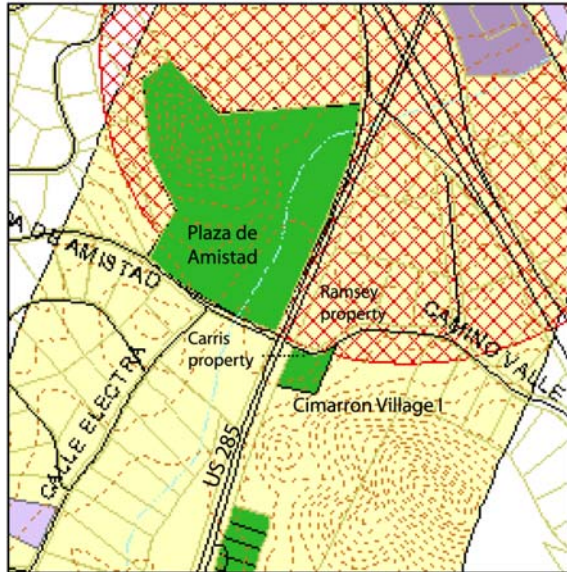
- Retail
- Grocery
- Restaurant
- Office
- Storage

Cimarron Lot (SE corner of US 285 South & Camino Valle) 2.5 acres 20% intensity maximum of 11,979 sq ft floor area

Proposed non-residential zoning:

Carris Property (SW corner of US 285 South & Amistad) 11 acres – 6 acres protected easement and open space and 5 acres neighborhood commercial/mixed- use at 20% intensity, maximum 43,560 sq ft floor area.

Entryway Crossroads



Total Eligible Non-residential Zoning:

Properties within ½ of Major Center Non-residential District = 125 acres total which includes the approved and proposed listed above.

Planning Issues and Opportunities

There is an opportunity to reinforce community ownership and identity by erecting a gateway monument sign announcing to travelers that they are entering a part of the corridor belonging to people who feel strongly about protecting the natural beauty of the area and take pride in their communities.

Additionally, to maintain the natural beauty of the area, the ridge tops and the Arroyo Cañada de Los Alamos within the Corridor Plan Area should be protected from future development and architectural styles need to be regulated so development will reflect local styles and fit in with the surrounding landscape.

Entryway Crossroads

Concerns for the area include:

Potential major regional commercial development

- There is a concern that proposed development on land with approved commercial zoning will be regional in scale, amount and orientation. There is also the view that Major Non-Residential Zoning District designation at the intersection of I-25 and US 285 South is totally inappropriate and could possibly extend non-residential zoning to a total of 250 acres attracting excessive regional commercial development and completely changing the semi-rural character of the area and compromise the privacy of the surrounding neighborhoods.

Traffic

- Due to site distance and elevation, commercial development proposed on commercially zoned lands west of US 285 South would most likely be accessed from residential streets. This will increase traffic congestion and noise. High traffic generators should not be allowed.

Entryway Crossroads Concept Plan



Entryway Crossroads

Plan Recommendations

In addition to overall planning goals and recommendations for the corridor, future development should comply with the following Entryway Crossroads Concept Plan, recommendations, development guidelines and design standards.

Commercial/ Mixed-use Development

All new development should comply with recommendations, standards and guidelines for **Neighborhood Commercial/Mixed-Use Zoning Districts** presented in Sections III, Commercial /Mixed-Use Development and Zoning (page105) and comply with the **Entryway Crossroads Concept Plan**.

Scale

Support change from Major Regional Center District designation to a Neighborhood Commercial / Mixed-Use Zoning District as defined in Section III of this plan.

Amount

The plan supports **Neighborhood Commercial/ Mixed-use Zoning** for the following:

- Approved Plaza de Amistad development at established intensity (114,800 sq ft) clustered on the southwestern portion of the master planned portion of the tract (Phase I lot approx 12.5 acres). The northeastern portion of the tract should remain undeveloped open space.
- Approved Cimarron Village I on proposed 2.5 acre Cimarron Lot at established intensity (approx 11,979 sq ft).

Total commercial/mixed-use development for the Entryway Crossroads should not exceed 20 acres at 20% intensity

Entryway Crossroads

- Proposed Carris development at 20% intensity, clustered on 5 acres west of the natural boundaries of the Arroyo Cañada de Los Alamos (approx 43,560 sq ft).
- The Ramsey property at the NE corner of Camino Valle and US 285 also meets the location criteria and could support small commercial uses accessing off of Camino Valle provided that the total area and intensity of the District is not exceeded.

Potential build-out in the plan recommended Entryway Crossroads Neighborhood Commercial / Mixed-Use Zoning District:

- 20 acres with approx 170,360 sq ft floor area

Uses

Neighborhood shops and services

For properties **West** of US 285 South **preferred** uses are:

- Small Offices
- Live/work units
- Bed and Breakfast or casitas up to 10 units

Inappropriate uses:

- Gas Stations
- Self or outside storage

Entryway Crossroads

- Large hotels or motels

For properties **East** of US 285 South **preferred** uses are:

- Small retail
- Office
- Home business

Inappropriate uses include:

- Gas Stations
- Self or outside storage
- Large hotels or motels

Size:

Commercial / mixed-use development should follow development guidelines and design standards for ***Neighborhood Commercial /Mixed-use Zoning Districts*** with the following adjustments:

- Buildings should be limited to one story or split-level and limited to slopes less than 30%.

Entryway Crossroads



Orientation:

Neighborhood Commercial/ Mixed-use development, signage and lighting at the Entryway Crossroads should not be scaled or sited to attract business from 1-25.

- The northeastern portion of the Plaza de Amistad tract should remain undeveloped open space.

Community Focus:

- Support a “**community entryway monument**” generally located adjacent to the southbound lane of US 285 South at the end of the merge lane from 1-25. For details see Section III The Highway, Corridor Entry Monuments.
- New Development should reflect the surrounding residential architecture.
 - Reinforce surrounding Hacienda/ Pueblo Revival or Territorial Style architecture with appropriate design standards and guidelines for styles described in Section III, Neighborhood commercial/mixed-use design standards and guidelines table.
- Development west of US 285 South, should contribute to the development of internal “main streets” or “plazas” to meet usable public space requirements. This includes all elements described in **Section III Commercial/Mixed-Use Development And Zoning** under **Public Spaces**.
- Development east of US 285 South, should contribute to the development of a “main street” fronting US 285 South to meet usable public space requirements. This includes all elements described in **Section III Commercial/Mixed-Use Development And Zoning** under **Public Spaces**.

Entryway Crossroads

Maintain neighborhood privacy

- Buffer residential uses from commercial/ mixed-use development, roadways and parking.
 - New development should comply with buffering and screening locations shown in the ***Entryway Crossroads Concept Plan***.
 - Development that requires access from residential streets should not be high traffic generators.
 - Limit building height to single story.
 - West of US 285 South, buildings should be oriented to internal streets or plaza.
 - East of US 285 South, buildings should be oriented to US 285 South.

Natural Environment

Preserve the prominent natural features of the Entryway Crossroads area.

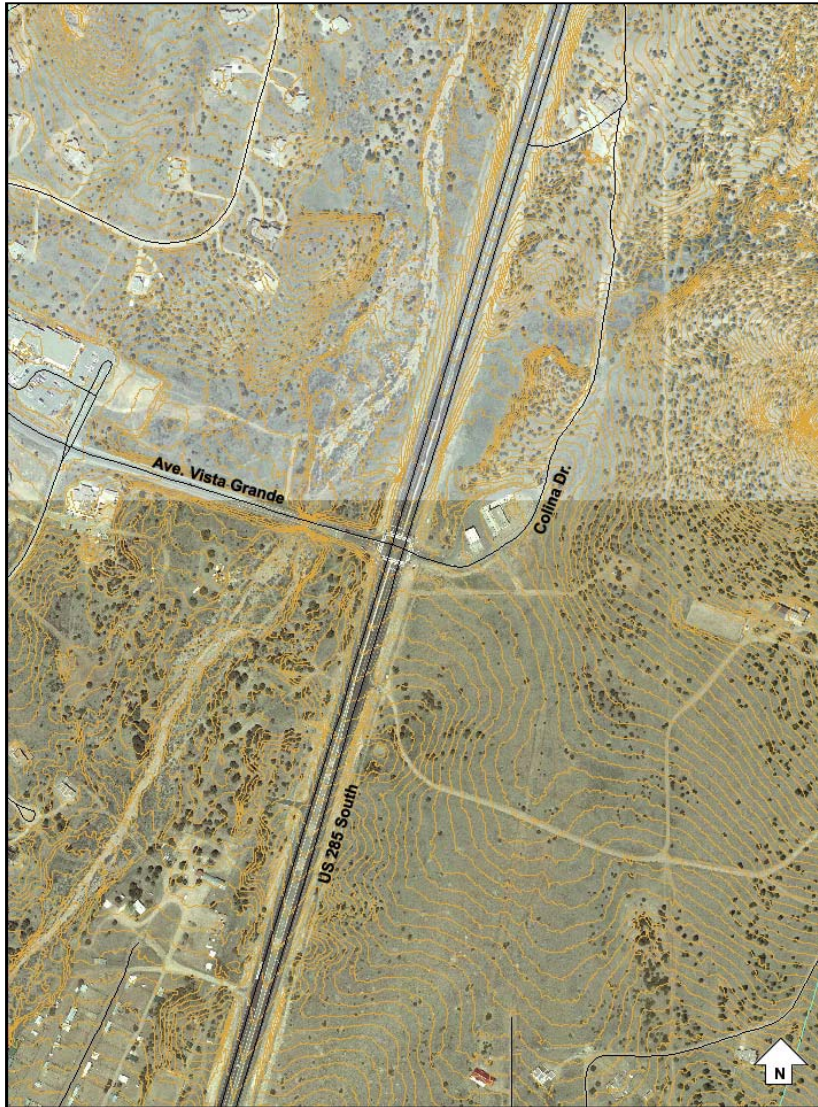
- Structures should not be allowed in the natural boundaries of the Arroyo Cañada de Los Alamos.
 - Ridge tops and crests should be preserved in their natural undeveloped state.
 - A Conservation Easement³ should be considered as an appropriate mechanism to maintain the Arroyo Cañada de Los Alamos in its natural undeveloped state and exclude future development.

³ Conservation Easements can be initiated by property owners, subdivisions and developers and facilitated by groups such as the Santa Fe Conservation Trust. These groups monitor the areas annually and have a vested interest in preserving the desired conditions. Conservation easements may include existing and future trails but are not the same as dedicated county trails easements.

Entryway Crossroads

- See ***US 285 South Corridor Recommended Land Use and Zoning Map*** for the location of prominent natural features that should be protected.
- See Section III, Natural Environment for recommended guidelines to protect prominent natural features.

Village Crossroads



Village Crossroads

“The intersection at Vista Grande/ Colina & US 285 South is the commercial center of the Corridor. It provides the most direct access to the heart of the Eldorado Subdivision. Here schools, the library and the fire station can be found.”

Plan Intent

The Village Crossroads plays a prominent role in the Corridor as the most community orientated access point and primary commercial center. It should continue to play an essential role and provide a central “community place” with mixed-use commercial development and public spaces where daily casual interactions and seasonal public gatherings can occur.

Description and History

The Village Crossroads is centered on the busiest intersection in the Corridor and includes several commercial uses including a grocery store, a gas station, a small restaurant, offices and a bank. It extends generally out from the intersection of US 285 South and Avenida Vista Grande/Colina Drive to incorporate lands zoned under the existing Community Center Zoning District or “node”. Avenida Vista Grande is the “second entrance” to the Eldorado at Santa Fe Subdivision and provides primary access to over 2500 homes.

Village Crossroads

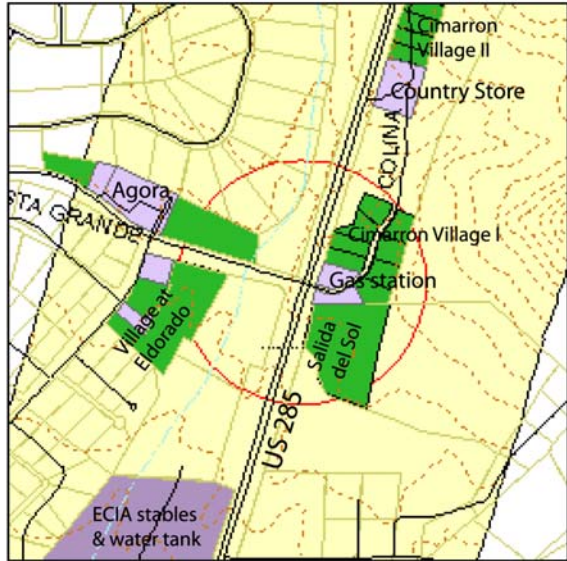
The terrain in the Corridor effectively separates this crossroads into two potential centers. The Cañada de Los Alamos parallels US 285 South on the west and open space has been dedicated adjacent to the highway north and south of Avenida Vista Grande. Consequently the commercial sites are set well back from US 285 South on the west, by 350 feet for Agora and 600 feet or more for Sierra Plaza and the Village at Eldorado. The buildings are visible from US 285 South and recognizable as non-residential because of their scale. East of the highway, the land is flatter at the intersection of Colina Drive, and then rises to the slopes of the ECIA Conservation Area. A shallow arroyo cuts in a southwesterly direction from the slopes down to US 285 South, 700 to 800 feet north of the Chevron Station. The vegetation on all of these sites is primarily grassland with sparse piñon scattered on the slopes and at the arroyo edges.



West of US 285 South, the surrounding neighborhoods are made up of primarily single-family residences on large 1.5 to five acres lots, in planned subdivisions with covenants guiding architectural styles and site development. The covenants favor Pueblo Revival architectural style and there is a strong building and design tradition geared towards capturing solar energy. The Eldorado Elementary School, the Vista Grande library and a fire station are located in the neighborhoods west of the crossroads.

The residential area east of the crossroads includes semi-rural subdivisions with houses on 5 acre lots. Additionally, the ECIA Conservation Area and trails leading to Lamy along the power line easement are accessed from the east side of the crossroads.

Village Crossroads



Existing Land Use and Zoning

In 1993 the County, property owners and the US 285 Coalition completed design and use standards to be incorporated in covenants on land in each quadrant of the intersection. An Architectural Review Committee was formed pursuant to the covenants for the developments west of US 285 South and has functioned to approve building plans and enforce the covenants. Subsequently, all eligible land at the intersection, approximately 40 acres of commercial and 5 acres community services, has been zoned for non-residential development. Intensities vary due to terrain and in cases where they haven't been established through site plan building footprints; they are based on the allowable maximum of 20% intensity but may be further limited by terrain.

Commercial Existing Built:

<u>Agora Phase I Shopping Center</u>	<u>32,300 sq ft</u>
--------------------------------------	---------------------

- Grocery store
- Small retail
- Restaurant

<u>Agora Phase I Bank</u>	<u>3000 sq ft</u>
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<u>Cimarron Village I</u>	<u>7000 sq ft</u>
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- Gas station/ Convenience Store

Village Crossroads

- Restaurant

Sierra Plaza 11,500 sq ft

- Offices

Commercial Approved But Not Yet Built:

Village at Eldorado 56,000 sq ft

- Offices
- Movie Theater
- Restaurant
- Retail

Salida Del Sol 56,800 sq ft

- Retail, Office and Services

Agora Phase II & III 43,000 sq ft

- Retail, Office

Cimarron Village I up to 75,200 sq ft

- Retail, Office, Services

Village Crossroads

Sierra Plaza Lot 2 up to 12,000 sq ft

- Office and Services

In addition to the commercial properties listed above there is a 12-acre parcel northeast of the Village Crossroads known as the Cimarron Village II development. It includes a 3-acre lot with the original commercial building in the area, the Country Store, as well as eight one-acre lots approved for commercial development fronting Colina Drive. Intensities are based on the established 20% intensity but may be further limited by terrain.

Existing Commercial Built:

Cimarron Village II Country Store building 3,000 sq ft

Commercial Approved But Not Yet Built:

Cimarron Village II up to 69,700 sq ft

- Retail, Offices & Services

Village Crossroads

Eligible Commercial Zoning

All eligible land, approximately 52 acres, in the Village Crossroads area has been zoned for commercial development.

Total Commercial Existing Built 56,800 sq ft

Total Commercial Approved but not yet Built 312,700 sq ft

Total Commercial Existing and Approved 369,500 sq ft

Community Services

The Village Crossroads has the distinction of having approximately 5 acres zoned for Community Services as part of approved commercial master plans.

Community Services Approved But Not Yet Built

Agora Phase I (1.76 ac) 12,000 sq ft

- Post office
- Libraries
- Government offices

Village Crossroads

The Village at Eldorado (2.95 ac)

14,000 sq ft

- Waste water treatment
- School, library, church, police station
- Community center, senior citizens center, daycare center

There is an opportunity to evolve into a central community place with usable public spaces, appropriate architecture and landscaping, clear comfortable pedestrian access between developments and diverse uses that respond to local needs.

Planning Issues and Opportunities

The Village Crossroads has experienced steady commercial growth since the opening of the Agora Shopping Center in 1995. With 52 acres of approved commercial zoning and recent final development approval of the Village at Eldorado on the southwest quadrant, the crossroads area will likely double in existing built commercial/ mixed-use space in the next few years and may complete build out of all commercially zoned properties in the next twenty years. There is an opportunity for the crossroads to evolve into a central community place with the following elements:

- Usable public spaces available to all age and physical groups where festivities and public gatherings can occur,
- Appropriate architecture and landscaping that is an expression of community character and supports comfortable interaction and friendly gathering spots,
- Clear comfortable pedestrian access between developments and linkages to the surrounding neighborhoods and community facilities,
- Developments that relate to each other and provide diverse uses that respond to local needs and are available to all age and physical groups.

Additionally, there is an opportunity to create a balance on Avenida Vista Grande (including the right of way) between being a major through-going road and a local

Village Crossroads



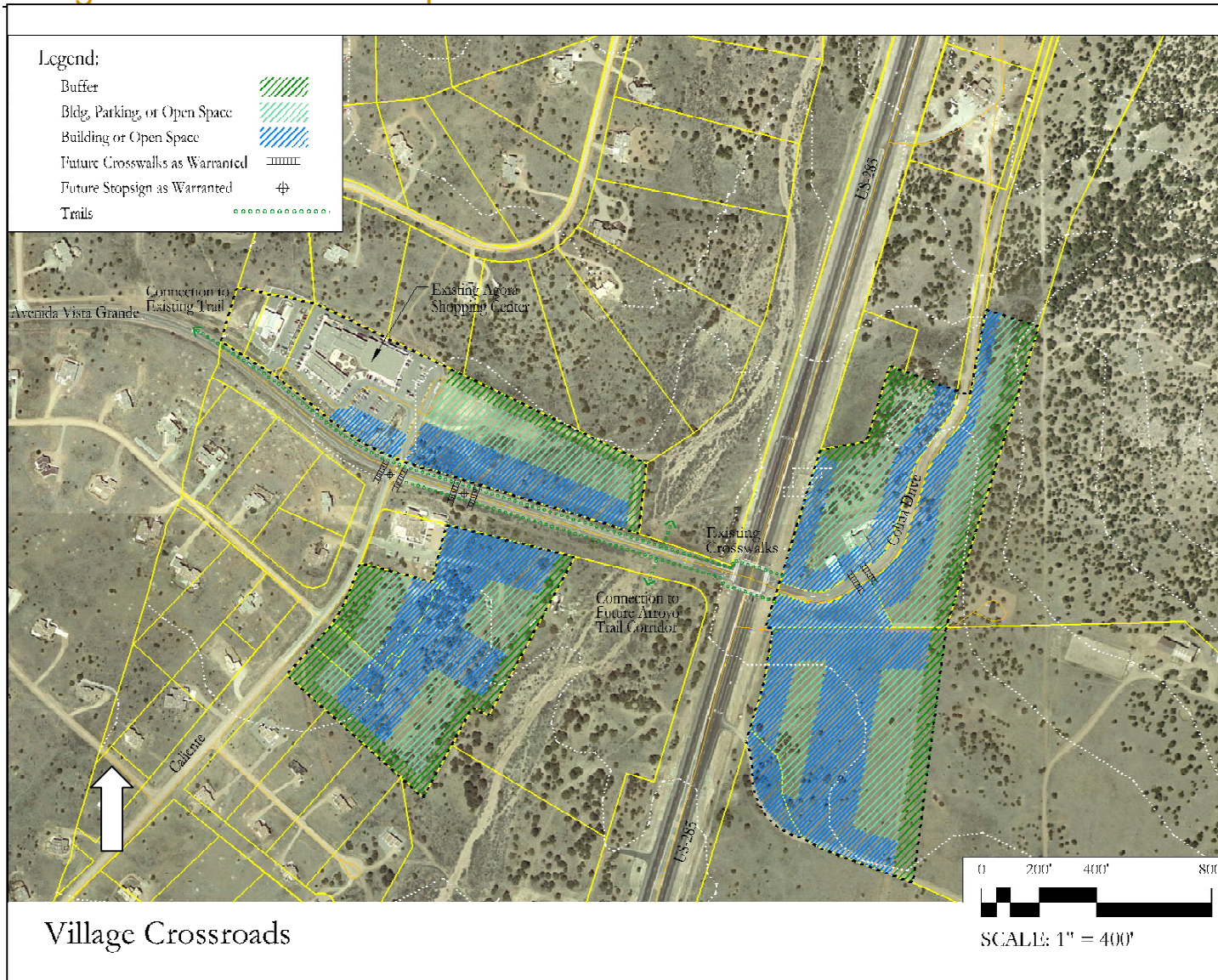
access road with space for pedestrian and bicycle movement and safer, easier crossings.

Concerns for the area include:

- Projects have been designed as individual destinations and, despite covenants regulating architecturally appropriate design standards and uses, do not relate to each other.
- Convenient and safe pedestrian access between developments has not been established.
- The approved but not yet built Cimarron II Project will appear as strip development along US 285 South.

Village Crossroads

Village Crossroads Concept Plan



Village Crossroads

Commercial mixed-use development should be limited to village scale shops and services



Plan Recommendations

In addition to overall planning goals and recommendations for the corridor, future development should comply with the ***Village Crossroads Concept Plan***, and the following recommendations, development guidelines and design standards.

Commercial/ Mixed-use Development

Commercial / mixed-use development should comply with recommendations, design standards and guidelines for ***Village Commercial/Mixed-Use Zoning Districts*** presented in Sections III, Commercial /Mixed-Use Development and Zoning (page105).

Uses:

Current approved use lists for developments with non-residential zoning should be amended to comply with ***Village Commercial Mixed/Use Zoning Districts*** use list and be allowed to expand in order to support diversity and meet local needs. (See Commercial/Mixed-Use Development, Section III of this plan)

Preferred Uses:

- Offices
- Retail
- Live/work units
- Community services including schools

Village Crossroads

Controlling both building size and use is necessary to achieve appropriate village scale

The Village Crossroads should continue to evolve as a central community place



Inappropriate Uses:

- Additional gas stations
- Self or outside storage
- Large hotels or motels

Amount

- Support the amount and established intensities of existing built and approved but not yet built commercial zoning, approximately 52 acres with up to 369,500 sq. ft. of floor area.

Size

- Building Size should not exceed 35,000 sq ft
- **Uses** within buildings should be sized to accommodate local market needs.

Orientation

Commercial/mixed-use developments in the Village Crossroads should relate to each other and provide opportunities for “park-once” access, clear convenient and safe pedestrian and vehicle access and visibility for the commercial uses to the driving public.

- West of US 285 South, buildings may have primary entrances on internal streets and plazas but should not turn their backs on Avenida Vista Grande.

Village Crossroads

- East of US 285 South, buildings may have primary entrances on internal streets and plazas but should not turn their backs on US 285 South or Colina Drive.
- New development should comply with the **Village Crossroads Concept Plan**.

Avoid Strip Development

- Allow the transfer of development rights from the Cimarron II commercially zoned parcels to land closer to the intersection.

Community Focus

- Avenida Vista Grande Ave. and Colina Drive should be viewed as a single boulevard linking separate developments and should support safe, convenient and comfortable vehicle and pedestrian access to all four quadrants.
 - Pedestrian and vehicular safety should be ensured through appropriately placed traffic controls.
 - Improvement in the Public Right of Way of Avenida Vista Grande should comply with Village Crossroads Concept Plan and include proposed pedestrian trails, stop signs and crosswalks.
- Commercial/ mixed-use development should support usable public spaces available to all age and physical groups where festivities and public gatherings can occur.
 - Commercial/ mixed-use development should provide appropriate architecture and landscaping that is an expression of community character and supports comfortable interaction and friendly gathering spots.
 - Plazas or Pedestrian Oriented Streets are examples of appropriate public spaces for the Village Crossroads. The placement should comply with the

Evolving into a central community place will require cooperative efforts of landowners, developers and county and community organizations.

Village Crossroads

Village Crossroads Concept Plan and existing developments in the crossroads area. See recommended ***Public Spaces Design Guidelines And Standards Section III, Commercial/Mixed-Use Development And Zoning.***

- Development west of US 285 South should contribute to the development of internal “***pedestrian orientated streets***” or “***plazas***” and should be easily viewed from Avenida Vista Grande.
- In addition to internal “pedestrian orientated streets” or “plazas”, development southeast of the intersection, should contribute to the development of a “***pedestrian orientated street***” fronting US 285 South.
- Development northeast of the intersection, should contribute to the development of Colina Dr. as a “***pedestrian orientated street***”.

Due to the public/ private nature of implementing the community focus recommendations, the County Public Works and Land Use Departments should work closely with the US 285 South Corridor Review Committee, property owners, homeowners associations and civic groups.

Commercial/ mixed-use development should reflect the surrounding residential architecture.

- Surrounding Hacienda/ Pueblo Revival or Territorial Style architecture should be reinforced. ***See Section III, US 285 South Corridor Design Standards and Guidelines Table (page 120).***

Maintain the privacy of surrounding residential areas.

Village Crossroads

- Screen commercial parking lots, service entries and loading docks from surrounding residential areas and roadways.

Natural Environment

- Structures should not be allowed in the natural boundaries of the Arroyo Cañada de Los Alamos. A Conservation Easement⁴ should be considered as an appropriate mechanism to maintain the arroyo in its natural undeveloped state and exclude future development.

⁴ Conservation Easements can be initiated by property owners, subdivisions and developers and facilitated by groups such as the Santa Fe Conservation Trust. These groups monitor the areas annually and have a vested interest in preserving the desired conditions. Conservation easements may include existing and future trails but are not the same as dedicated county trails easements.

Alma Drive Crossroads



Alma Drive Crossroads

Plan Intent

The two-way intersection of US 285 South and Alma Drive, which provides primary access to over 125 residences east of the highway, is designated as a Village Center District. Despite this designation the area is primarily single family residential on large lots with commercial development that is residential in scale and uses limited to office and services. The area should remain residential in nature and scale.

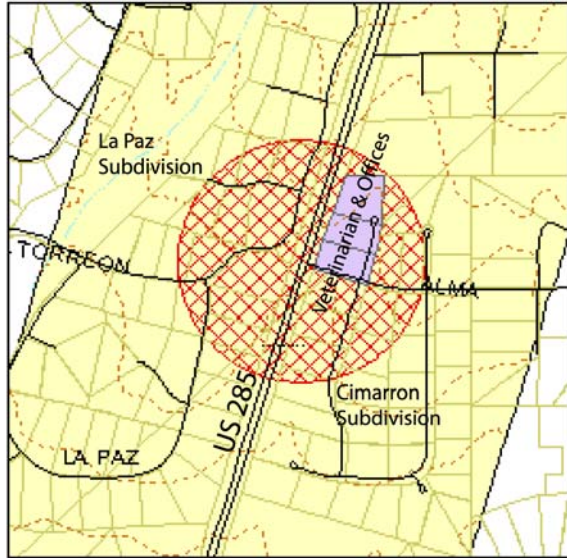
Description and History

The Alma Dr. Intersection is dominated by long sweeping views to the south and west. The terrain is fairly flat and with limited tree cover. It was formally part of the Simpson Ranch until it was split into larger lots in the 1980's.

On the east side of US 285 South, Alma Drive provides access to over 125 residences in the Cimarron and Ridges Subdivisions. There is no access from this area to the La Paz subdivision west of US 285 South.

Residential and commercial development began at the crossroads in the early nineties. Most houses are on 2.5 -10-acre lots and are regulated by architectural covenants that encourage a mix of styles from Pueblo Revival to ranch and

Alma Drive Crossroads



northern New Mexico styles with pitched roofs. Side roads tend to be gravel and many residents have horses or livestock.

Zoning and Land Use

The area west of the intersection has been completely built out as residential. The east side of US 285 South/Alma Dr. intersection is currently designated as a Village Center District and is primarily single family residential on the south east quadrant. The northeast quadrant has the following commercial establishments on three lots totaling 6.75 acres:

Approved Built

Cimarron Professional Center 10,000sq ft

- Two office Buildings @ 5,000 sq ft each.

Eldorado Animal Clinic 5,670sq ft

- Existing 2,080 sq ft + Expansion 3,590

Total 15,670sq ft

Remaining Eligible

33.25 acres at 20% intensity 290,000sq ft

Alma Drive Crossroads

Planning Issues and Opportunities

Most of the parcels in the Alma Dr. Crossroads area have established uses and future growth is not anticipated. It is not currently a major access or activity area. It is primarily residential in scale and use. The Village Center District designation could encourage a change in use and scale from single family residential to village scale commercial development. This would detract from the semi-rural character of the area and is not needed due to the established Village Crossroads area at the nearby Vista Grande Colina/ US 285 South intersection.

The Alma Dr. Crossroads area should remain residential in scale and character.

Plan Recommendation

Established uses and approved zoning should remain.

- Established intensity (approximately 5%) should not change.
- Existing buildings should not expand except as provided in the covenants (5,000sq ft).

The Village Center District designation should be removed and eligible land removed from all zoning maps.

- The three commercial lots should be designated as a **Neighborhood Commercial/Mixed-use Zoning District**.

Proposed changes in uses and architectural styles for approved commercial lots should comply with **Neighborhood Commercial-Mixed-use Zoning Districts** Section III, Commercial/ Mixed-Use Development And Zoning.

Rural Crossroads



Rural Crossroads

“US 285 South is absolutely straight through this section with a number of side roads accessing it with four way and T-terminal intersections.”

Plan Intent

The intersections of Avenida Eldorado, Amansador, Vaquero, Jacinto, Acote, Ranch Road, Caballos with US 285 South provide access to several residential subdivisions and should remain rural in nature with no new commercial activity or zoning.

Description and History

The Rural Crossroads are located in the mid section of Corridor, which is dominated by long views especially to the south and west. The terrain is level or slightly above the highway on the west side of US 285 South, providing a visual and noise buffer to adjacent lots. On the east, the terrain is a bit more varied, with some lands slightly below the road edge. Vegetation is grassland with some trees, providing little buffer for development. Lots in the area are 2.5 acres or larger, many homes have pitched roofs, side roads tend to be gravel and many residents have horses or other livestock. This area was mostly part of the Simpson/Lamy Ranch until it was split into large parcels in the early 1980's.

Rural Crossroads



Land use in the rural crossroads should remain rural residential and agricultural.

Large lot residential development and some agricultural activities are the primary land uses. The Eldorado Community Improvement Association stables and riding arena and Eldorado Utilities water tanks and maintenance yard located northwest of intersection of US 285 South and Avenida Eldorado are permitted, not zoned, uses. Except for a brief glimpse, trees and terrain screen both uses from travelers on the highway.

With the exception of the intersection of US 285 at Avenida Eldorado, future build out of the area indicates that the roads will remain local access roads. Avenida Eldorado carries almost as much traffic as Avenida Vista Grande and will warrant a traffic signal in the near future.

Issues and Opportunities

The signing for these roads is quite confusing; cars are often seen making u-turns and returning to a missed connection. The sheer number of signs on the highway is confusing.

There is an opportunity to reinforce overall community character and identify rural neighborhoods accessing the corridor through thematic street name signs erected at appropriate locations.

The stables are an important origin and destination. Current fencing of the arroyo at the El Dorado Utilities maintenance yard limits traditional pedestrian and equestrian use of this important north/ south passageway.

Although there is no evidence showing contamination in the Arroyo Cañada de Los Alamos from the stable area, there is concern that future expansion could harm the arroyo.

Rural Crossroads

Plan Recommendations

Support agricultural and residential zoning.

Remove potential non-residential district zoning from qualifying intersections.

- Plan recommendations for the Rural Crossroads are not intended to replace or supplant the standards or covenants of existing residential subdivisions.

Support Highway sign recommendations, standards and guidelines. (See *Section III, The Highway, Signs, Monuments and Landmarks page 92*)

- Direction signs for streets and intersections should be sized and placed to be effective for motorists traveling on US 285 South.
- Work with the New Mexico Department of Transportation to improve placement and size of directional signs and reduce visual clutter.

The Arroyo Cañada de Los Alamos that runs parallel to the stable area should be monitored for contaminants. (See *Section III, Natural Environment begin page 83*)

- Other locations should be considered for future stable expansion.

Rural Crossroads



The natural passageway of the Arroyo Cañada de Los Alamos should remain open to pedestrian and equestrian travel. (See Section III, *Trails* begin page 195)

- Fencing of the arroyo at the El Dorado Utilities maintenance yard should be removed and if needed a public easement should be negotiated.

Any future expanded use at the EDU maintenance yard should be screened from US 285 South and the surrounding residential development.

Community Facilities Crossroads



Community Facilities Crossroads

“Most residents of the area are familiar with the Transfer Station and the Fire Station at this Crossroads. It is a reminder of the need for facilities generated by our growing communities. There is an opportunity at this crossroads to locate additional needed community facilities and services such as a sheriff’s substation.”

Plan Intent

The Santa Fe County Transfer Station for solid waste and Eldorado Fire Dept. 3 are located east of US 285 South between the intersection of Camino Acote and Jacinto Road and Camino Caballos and Ranch Road. This area should continue functioning and expand as an important community facilities node with an emphasis on buffering activities from surrounding residential areas.

Existing Conditions

East of US 285 South, the community facilities crossroads is light industrial in nature due to functions of the transfer station and fire station. The residential area east of the crossroads has no access to US 285 South at this point and is not considered part of the crossroads. The County owns the 14.7 acres that have been converted from the old landfill to a solid waste transfer station. EPA regulates environmental impacts and mitigation from the old landfill site, which restricts other uses such as storage or public works facilities on the site. The transfer station is for use by residents to deposit solid waste and recycling materials. Commercial pick up services transport waste directly to the Regional Landfill. The site is also designated as a reuse facility where appliances are collected for recycling the scrap metal. The Eldorado Fire &

Community Facilities Crossroads



Rescue Service has a fire substation on a 1.5-acre parcel deeded to the County for this use only.

The remaining land fronting the service road and US 285 South is vacant on both sides. A small knoll rises on land just south of the access road and screens the node from northbound travelers on US 285 South. A large arroyo is located on land north of the service road.

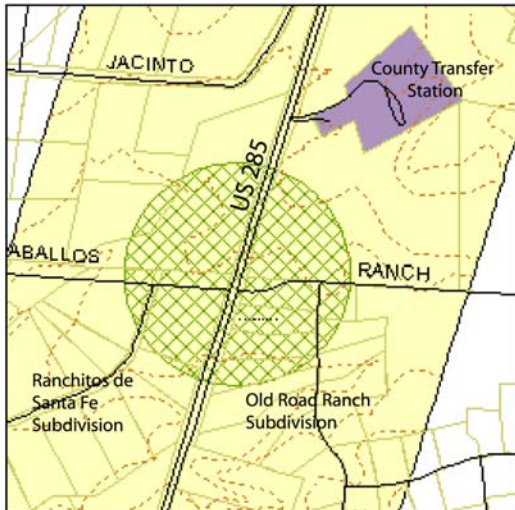
Planning Issues and Opportunities

The transfer station area is visible from the neighborhoods surrounding it and future changes on the site should be designed to mitigate impacts and screen use.

The service road accessing the transfer and fire station is not identified on US 285 South and it is difficult to discern the functions or hours of operation.

The area adjacent to the fire station fronting both the service road and US 285 South is vacant and has little residential potential. It is positioned to provide space for additional community facilities such as a police substation.

The small knoll south of the access road and arroyo north of the access road are prominent natural features and should be preserved in their natural state.



Community Facilities Crossroads

Any non-residential uses locating at this site should be environmentally sensitive to the surrounding residences – noise, lights and hours of operation should be restricted.



Plan Recommendations

In addition to overall planning goals and recommendations for the corridor, future development should comply with the following Community Facilities Crossroads recommendations and development guidelines.

Support community facilities or services at the Community Facilities Crossroads.

The proposed approximately 2.5 acres adjacent to the fire station and fronting the service road and US 285 South should be eligible for **community service zoning** or permitted for a **home business** that provides needed services to communities in the US 285-Service Area.

- **Preferred uses include:**
 - Sheriff's substation
 - Emergency or medical facilities
 - Community building
 - Feed store or plant nursery
 - Small retail or office

Community Facilities Crossroads

Size

- No structure or building should be more than 5000 sq ft.

Orientation

- Uses and buildings should face north and be orientated to the service road.
- Access to development on proposed acreage should be on the existing service road, not on a frontage road connecting to the intersections at Ranch Road or Camino Acote.

The service road should be named to identify the crossroads and its uses.

- Meet with Rural Addressing and decide name. Meet with County Public Works and install street-name sign that is easy to read from US 285 South.
- Sign should comply with design guidelines described in **Section III, Design Standards and Guidelines Table** begin page 120.

Preserve the small knoll south of the service road and arroyo north of the service road in their natural state.

- No buildings, structures or parking should be permitted on the knoll or in the natural boundaries of the arroyo.

Spur Ranch Crossroads



Spur Ranch Crossroads

“We must think ahead, if water is secured and growth continues in the southwest part of the 285 service area, the Spur Ranch Crossroads will be the most logical and appropriate location to serve the daily commercial needs of those future residents”.

Plan Intent

The Spur Ranch Crossroads area is positioned to serve future neighborhood commercial/ mixed-use needs as residential development occurs to the south and west of US 285 South. The area west of the US 285 South / Spur Ranch intersection should be eligible for commercial/ mixed-use development as growth occurs.

Spur Ranch Crossroads

Description and History

The area around the Spur Ranch crossroads was part of the Simpson/Lamy Ranch until it was split into large parcels in the early 1980's. It remains semi-rural in character with large lot residential and agricultural uses. Many homes have pitched roofs, side roads tend to be gravel and many residents have horses or other livestock. The vegetation is primarily grassland with little tree cover. The land slopes gently down from Lamy crest to the Arroyo Cañada de Los Alamos providing unobstructed views of the Cerros Negros and the Sangre de Cristo foothills for northbound travelers.



The crossroads is formed by the intersection of Old Road South east of the highway and Spur Ranch Road west of the highway. Old Road South is a dead end rural collector providing access to US 285 South for Haciendas de Nysse and Old Road Ranch subdivisions and large rural residential lots further east.

Spur Ranch Road (west of the highway) is considered a rural connector road. It has been identified as part of a future roads network and will connect to existing roads to the north and west including roads in the Tierra Colinas and Eldorado at Santa Fe Subdivision. If residential growth continues west of US 285 South, Spur Ranch Road will provide arterial connection to US 285 South for many of the existing and future subdivisions in the area.

Property at the intersection:

The property east of US 285 South fronting Old Road South sits quite a bit higher than the highway and is residential in nature. Property west of the highway along Spur Ranch Road slopes down from the highway and remains vacant. Two parcels were created when easement location was moved to make a four-way intersection during the highways expansion from two to four lanes.

Spur Ranch Crossroads

Zoning

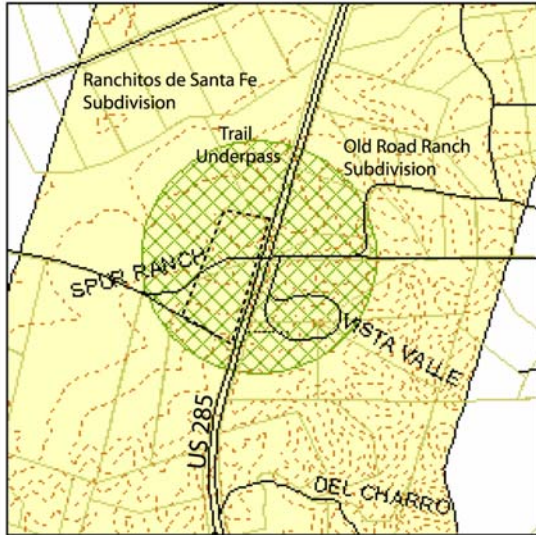
Under current county code the intersection meets the criteria set forth for a Local or Village Center non-residential district which allows commercial zoning for up to 40 acres with a max of 20% intensity or approximately 348,480 sq ft. of commercial floor area. However, the qualifying status does not confer zoning and currently properties at the intersection are zoned for either residential or agricultural uses.

Planning Issues and Opportunities

There is a potential for over 348,480 sq ft of nonresidential development at this crossroads under current county code. This amount is far more than is needed locally and would detract from the semi-rural character of the area. However, Spur Ranch Road is positioned to provide arterial access to future residential development occurring west of US 285 South. Vacant properties at the intersection fronting US 285 South on west could provide enough land to support a small neighborhood commercial center to serve the southern end of

the corridor and future growth to the west.

The parcel on the south side of Spur Ranch Road (approx. 6 acres) is not visible from US 285 South and has potential terrain and drainage problems at its corner with US 285 South. It may be more suited to residential development built carefully to fit with the terrain. The 4-acre parcel north of Spur Ranch is more visible from US 285 South and the terrain is easier to develop. Land at the crossroads east of US 285 South has already been developed as large lot residential and should be buffered from any non-residential development.



Spur Ranch Crossroads

Plan Recommendations

In addition to overall planning goals and recommendations for the corridor, future development should comply with the following Spur Ranch Crossroads recommendations and development guidelines.

Commercial/ Mixed-use Development

Commercial / mixed-use development should be allowed but limited to neighborhood scale shops and services and be in balance with growth as it occurs west of US 285 South in the 285 Service Area.

- Spur Ranch Crossroads should no longer be eligible as Village or Local Non-Residential Center.
- Spur Ranch Crossroads should be allowed to evolve into a **Neighborhood Commercial / Mixed-Use Zoning District** as described in Section III of this plan.

The Spur Ranch Neighborhood Commercial/Mixed-Use Zoning District should be limited to proposed parcels which front Spur Ranch Road and are within 500 feet of the intersection with US285 South. (Maximum of 10 acres with 20% intensity for a total floor area of 87,120 sq ft.)

“The Spur Ranch Crossroads should be allowed to evolve into a small-scale neighborhood commercial district that is in balance with growth occurring around it”.

Spur Ranch Crossroads

Uses:

There is a preference for mixed–use that is more residential in nature for land **southwest** of the intersection, which has terrain issues and no visibility from US 285 South Highway.

- Patio homes or live/work units are recommended. Please refer to residential density for ***Neighborhood Commercial / Mixed-use Development*** as described in Section III.

For land **northwest** of the intersection the preferred uses include:

- Small retail
- Offices
- Restaurant

Inappropriate uses:

- Gas Stations
- Self or outside storage
- Large hotel or motel

Rail Trail Crossroads



Rail Trail Crossroads

“The widening of US 285 South has impeded public access to trails. At one time there was an informal trailhead here with parking, which was built over with the highway improvements”.

Plan Intent

The Rail Trail Crossroads is located at the intersection of the Santa Fe Southern railroad tracks and US 285 South. The Santa Fe Rail Trail easement lies within the railroad right of way. A public trailhead should be located at this intersection providing corridor users with a connection to the larger regional rural trails.

Existing Conditions

The Rail Trail Crossroads is located where The Santa Fe Southern railroad tracks cross US 285 South at the southern base of the Lamy Crest. The railroad is part of the spur line from Lamy to Santa Fe. It is marked on the corridor by a flashing signal that stops traffic when trains pass. This intersection is also the southern terminus of Santa Fe County’s Rail Trail easement within the railroad right of way

Rail Trail Crossroads



from Old Agua Fria Road south of Santa Fe to this point. To connect to the Village of Lamy, the Rail Trail leaves the rail road right of way and heads south in the highway right of way. It crosses the highway at the intersection with County Rd. 33 and follows the road right of way to end in Lamy.

The State Land Office owns land contiguous to the Rail Trail and the corridor in the southwest quadrant of the Crossroads. It slopes gently towards the highway and has direct access to the corridor via an established curb cut. Land in the other quadrants is vacant and rural in nature. The northern quadrants are fairly steep and rise from the intersection to Lamy Crest.

Planning Issues and Opportunities

Public access to the Rail Trail is limited. There is an opportunity on the State Land property to provide an area for parking, an information monument and public access to the Rail Trail.

Plan Recommendations

In addition to overall planning goals and recommendations for the corridor, a public trailhead with parking and information should be developed at the Rail Trail Crossroads.

- Support a public trailhead on State Land Office property just south of the intersection.
- The County should work closely with the State Land Office to secure an area for parking, signs and information monument.

Rail Trail Crossroads

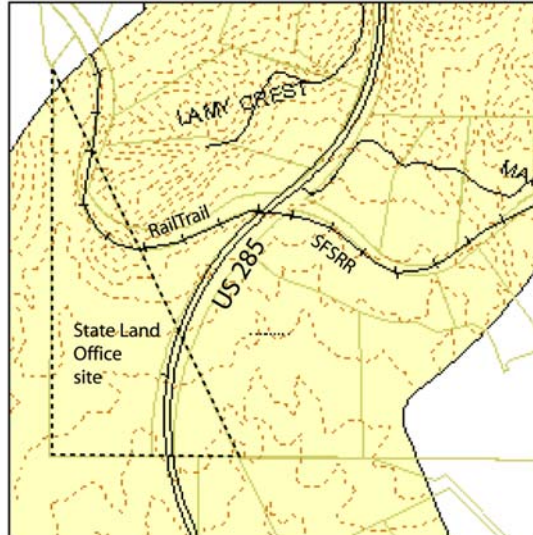
- The County Open Space Division should work closely with COLTPAC to plan, implement and manage a trailhead site.
- Parking should comply with corridor standards and be screened from the corridor.

Signs

Directional signs should alert drivers to the location of the trailhead site.

An Information Monument should be on the site to guide users.

- All signs and monuments should comply with corridor monument and sign standards recommended in Section III, **Highway, Signs Monuments and Landmarks.**



Cultural Crossroads

Cultural Crossroads



“This segment of the Corridor is an entranceway in several directions. To the northeast is the Cerro Colorado and hills surrounding the valley of Galisteo Creek and the Village of Lamy. To the south and southwest lie the grasslands of the Galisteo Basin, home to ancient pueblo sites and the center of the ranching tradition in Santa Fe County”.

Plan Intent

The Cultural Crossroads is culturally and historically significant. It includes important entryways to the historic villages of Lamy and Galisteo. They are considered traditional communities in function and form and have internal mixed-use development to serve current and projected local population. There are archeological sites on land just southeast of the US 285 South/ County Rd. 33 (Recently renamed “Old Lamy Trail”) intersection and a county park. The cultural and historic significance of the Crossroads area should be protected and enhanced.

Existing Conditions

The Cultural Crossroads includes the intersections of US 285 South with County Rd 33 and 300 feet further south the intersection of US 285 South and State Route 41. In between the two intersections, US 285 South passes over a bridge for the Burlington Northern and Santa Fe Railway Company tracks.

The intersection at County Rd. 33 is considered the entrance to the historic Village of Lamy. The village center is located one mile to the east of the intersection near the rail depot. The area southeast of the intersection is flat and open with views of the Village of

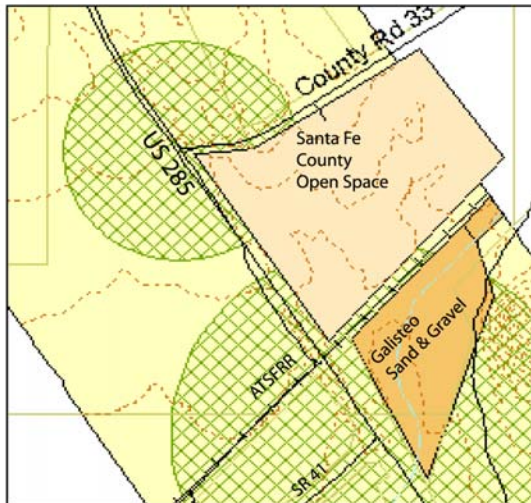
Cultural Crossroads



Lamy. It includes 90 acres of land recently acquired by the County Open Space Division with significant archeological sites on it. Land northeast of the intersection is primarily large lot residential and rural in nature.

On the other side of the bridge at the intersection of State Rt. 41 is the entryway to the Galisteo Basin and the historic Village of Galisteo. Land use west of the highway is primarily agricultural. East of the highway along the Galisteo Creek, the Galisteo Sand & Gravel currently mines sand and gravel. It is a permitted use and not considered zoned. The roadways for both US 285 South and State Rt. 41 are raised above the adjacent terrain, which is cut by deep arroyos and not accessible to the roads.

Potential Local or Village Center Non-Residential Zoning District



Under current county code the intersection of US 285 South with County Rd. 33 meets the criteria set forth for a Local or Village Center Non-Residential District which allows commercial zoning for up to 40 acres with a max of 20% intensity allowing up to 348,480 sq ft. of commercial floor area. The intersection of US 285 South with State Rd. 41 meets the criteria set forth for a Community Center non-residential district which allows commercial zoning for up to 80 acres with a max of 30% intensity allowing up to 1,045,000 sq ft. of commercial floor area. However, the qualifying status does not confer zoning and currently properties at the intersection are zoned for either residential or agricultural uses.

Cultural Crossroads



Planning Issues and Opportunities

Announcing entryways to the villages of Lamy and Galisteo and the gateway to the Galisteo Basin can help to reinforce community identity on the corridor.

Commercial development at this node will detract from the mixed-use functions of the traditional communities of Lamy and Galisteo.

Any interpretive or educational activities should be low key.

There is an opportunity to use the currently underused Santa Fe County Lamy Park to support protection of the archeological site and provide an area for parking, educational and interpretive activities.

Plan Recommendations

The Cultural Crossroads should function as a non-commercial gateway with facilities to protect the archeological sites and educate the public on the history and culture of the area.

The Crossroads should not be developed as a commercial mixed-use district.

- Remove eligibility for commercial zoning from County Development codes and maps.

Cultural Crossroads

By preserving the prehistory of the area, we may catch a glimpse of the ritualistic landscape that the previous communities depended on for everything.

COLTPAC and County Open Space should work with the Village of Lamy and concerned citizens to develop a management plan for the archeological site recently acquired by the County.

- Facilities that will serve to protect the archeological site and provide space for parking and educational or interpretive activities should be developed on land in the Santa Fe County Lamy Park which is adjacent to the archeological site.

Reinforce community identity on the corridor.

An entry monument for the village of Lamy should be located at the intersection of County Rd 33 and US 285 South.

- Entry monument should comply with corridor guidelines and standards. (See Section III, **Highway, Signs, Monuments and Landmarks** page 92)

Contact members of the Galisteo Planning Committee and discuss the possibility of an entry monument for their community in the Crossroads area.

Trails



Introduction

This section identifies existing and evolving rural trails, crossings and connections within the Corridor Plan Area and proposes policies, standards and guidelines that can contribute to the formation of a well-connected trails network. While most of the trails, crossings and connections identified in this section are currently in use, the plan recognizes that most trails do not have County designation and are not open for broader public use. Most of the trails are subdivision trails for the general use and enjoyment of the lot owners. **This section does not constitute a County Trails Plan.** Rather, it investigates issues and opportunities and proposes policies, standards and guidelines that should become a part of the ongoing trails planning effort in the area. Additionally, it proposes a trails network by identifying and mapping important crossings, connections and trail corridors. To facilitate trails planning, the plan recommends COLTPAC (County Open Lands and Trails Planning and Advisory Committee) convene a sub committee to identify and work with key stakeholders in the area to review the following recommendations and the Proposed US 285 South Corridor Trails Network Map (page 208) and develop an appropriate action plan.

Trails



“A well-connected network of trails and paths will offer an alternative to driving and provide a connection that brings people into closer contact with the natural and built environment and with each other on well-traveled routes.”

Plan Intent

During the planning process, the committee identified trail corridors, particularly those in arroyos, as natural passageways that provide important linkages from place to place for walkers, bicyclists and equestrians. Trails were also identified as important meeting places for community members. Overall the committee felt a well-connected network of trails and pathways in the Corridor Plan Area would foster community cohesiveness and provide choices for travel up and down the corridor. They also felt the plan should identify important crossings and connections could help mend the spatial division created when US 285 South was widened from two to four lanes and could provide access to the larger regional rural trails system.

Planning Opportunities and Issues.

The following planning issues and opportunities were researched and discussed.

Community Security

When trails are associated with arroyos or open space and used by community members, they become places where friendly faces and eyes are watching our homes and neighborhoods, rather than isolated access ways for vandals and thieves.

Trails

Safety

As traffic increases on rural roads in the area, trails in natural passageways can offer protection from automobile traffic for pedestrians, recreational bikers and equestrians.

Connection to Local Past

Beyond connecting residents to the present community, many trails in the Corridor and Community follow paths used for thousands of years by past residents and travelers. Pictographs and archaeological sites are found along arroyo trails in the Service Area.

Health

Easy access to trails for biking, walking and horseback riding provides the opportunity for physical exercise.

Economy

Trails become an amenity to the community and to all the properties within it, possibly increasing marketability and value.

Community Character

Many residents have chosen this area to be in close contact with its natural beauty. This is evident by the number of day hikers and subdivisions that have set aside greenbelts as part of their vision.

The area has a strong equestrian heritage. In 1992 The Happy Trails Group found over 800 horses resident in the area between I-25 and Lamy. In 2002 they estimated the

Trails

number to be closer to 1000. The survey also showed that 97% of those horses are kept by residents for trail and recreational riding.

Access

Access to long used trails has diminished in recent years.

New landowners who wish to protect their privacy or who simply do not know that a trail exists are fencing arroyos.

Many long used trails have only informal easements for use. Proscriptive easements accrue to individuals by New Mexico law and are difficult to enforce. In many cases, a trail “corridor” can be identified within which people walk or ride, but a specific trail location is not commonly used.

The widening of US 285 South has impeded access to trails and some residents feel safer trailering their horses across, but there are no safe designated parking or trail head sites.

The informal trailhead that existed at the Rail Trail in the US 285 South ROW was built over with the highway improvements.

A trail underpass has been constructed as part of the highway improvements in the arroyo between Spur Ranch/Old Road South and Camino Caballos/Ranch Road. It was intended to provide safe crossing of the highway for both pedestrian and equestrian users. Unfortunately, on the east side there is not enough room for horses to pass by and the connection to other trails has yet to be made.



ATV and Motorized Vehicles

ATV and motorized vehicles are not allowed and continue to be a major problem on many of the areas rural trails, open space and arroyos, including the Rail Trail. They tear up the fragile vegetation, create incredible noise, are a fire hazard and raise dust. Public access to trails may increase illegal motorized traffic. Design of gates and fencing can limit access to motorized users, but will not solve the whole problem. The problem is county wide and requires a countywide solution. The hope is that the county can develop areas for ATV's and off road motorcycles while increasing enforcement and stiffer penalties for violations on rural trails, open space and arroyos. Neighborhoods are currently "policing" trails by photographing violators and putting up signs.

Trash and Fire Hazards

Public access may increase the amount of trash and chances of fires breaking out. On the other hand, open space without trail use provides more opportunity for vandals to act in isolation. All trails should be evaluated for security including fire hazards and have a management plan that deals with trash.

Liability

Liability on existing but not designated trails that run through subdivision open space is a major concern for homeowners, neighborhood associations and developers. There is general agreement that a trail easement by proscriptio (Public trail use over 20 years) carries little or no liability by owner, but acknowledging a trail on ones' property will increase liability. Some subdivisions are considering fencing off trails and placing no trespassing signs as way to limit the liability. Santa Fe County currently assumes liability on trails that are dedicated to the County Open Space and Trails program.

Trails

A Conservation Easement is a property interest or right granted by the owner of land to another party to maintain or limit the use of that land in a natural undeveloped state. Conservation Easements can be initiated by property owners, subdivisions and developers and facilitated by groups such as the Santa Fe Conservation Trust. These groups monitor the areas annually and have a vested interest in preserving the desired conditions. Conservation easements may include existing and future trails but are not the same as dedicated county trails easements.

A Trails Easement is land dedicated to and accepted by the County's Trails Program or another agency for public trail use. It is public in nature and the County or accepting agency assumes liability and is responsible for maintenance and law enforcement. It is easier to secure and more acceptable to the County's Trails Program if a trail easement is located within a conservation easement.

There are County, State and Federal tax incentives for placing properties in conservation or trails easements. For example, State Bill 581, The Land Conservation Incentives Act, passed in 2003 offers a tax credit (against state income tax) for half the value of the land up to \$100,000 dollars over a twenty-year period.

Rural Trails

To help guide design standards and determine locations, the committee developed the following description for Rural Trails:

- Purpose: non-motorized recreation and/or transportation
- Connects: neighborhoods to open space, neighborhoods to each other and to centers
- Location: off road, arroyos or other open lands
- Surface: unimproved natural soil or base course
- Users: may be pedestrians, hikers, equestrians and cyclists; no motorized vehicles

Trails



Plan Recommendations

Support the evolving local trails network and important connections in the Corridor Plan Area identified on the Proposed US 285 South Corridor Trails Network map. It includes existing and evolving unimproved rural trail corridors, crossings and connections.

Corridors

The following locations in the Corridor Plan Area have been identified as important corridors that provide access to existing and evolving regional trail systems.

- **Road Right of Way (ROW)**
 - West side of US 285 South from Avenida Eldorado south to Camino Caballos
 - East side of the US 285 South between Amansador and Colina Drive
 - East side of the US 285 South from the trail underpass to Ranch Rd.
 - West side of the US 285 South from the trail underpass to Camino Caballos
 - The southwest right of way of US 285 South from proposed Rail Trail Head To Galisteo Entrance (County Rd 42) and the right of way of County Rd. 33 to Lamy
 - North and South side of Avenida Vista Grande
 - North and South side of Avenida Eldorado

Trails

- **Rural Roads**
 - Camino Caballos
 - Spur Ranch Rd.
 - Ranch
 - Amansador
- **Arroyo Cañada de Los Alamos from I-25 south to where it leaves the Corridor Plan Area.**

Crossings

The following important crossings should be monitored and improved as recommended.

- **Amistad and Camino Valle**
 - Increase driver awareness with pedestrian and equestrian signage and striped crosswalk. Should be incorporated with the plan intent for the Entryway Crossroads.
- **Vista Grande**
 - This is an important link to the open space corridor along the Arroyo Cañada de Los Alamos as well as the easement on the east side of the highway to the ECIA Conservation Area (for Eldorado residents). Increase driver awareness with pedestrian and equestrian signage and striped crosswalk. Should be incorporated with the plan intent for Village Crossroads.
- **Camino Amansador**
 - This crossing is an important link to the trail in the right of way on the west side of the highway to the Eldorado stables, the proposed trail corridor

Trails

along the west side of the highway going north and to the power line trail with connections to Lamy on the east side of US 285 South. It is currently a safer crossing than Avenida Eldorado.

- **Future crossing at Avenida Eldorado**
 - Traffic flows at this intersection are increasing. When a light is installed it should become the preferred crossing and emphasized over the crossing at Amansador and should be equipped with a horse and pedestrian controlled signal and crosswalk.

- **Camino Caballos and Ranch Rd.**
 - Increase driver awareness with Pedestrian and Equestrian crossing signs and striped crosswalk.

- **Trails Underpass**
 - The existing underpass intended for equestrian use located north of Spur Ranch Road is not functional. It is recommended that the necessary changes to fix it, including obtaining easements, be researched so that the structure can be used some time in the future.
 - **Lamy Entrance (County Rd. 33)**
 - Increase driver awareness with Pedestrian and Equestrian crossing signs and striped crosswalk

Trails



Significant Connections

The following connections identified on the Proposed US 285 South Corridor Trails Network Map are or will become important.

- Rail Trail connections at intersection with power lines and connection just below Spur Ranch Rd.
- Eldorado Stables
- Mixed-use developments at Vista Grande/Colina Crossroads and future mixed-use development at the Community Entryway
- Rail Trailhead
- Galisteo Creek Corridor at the intersection of State Rd. 41 and US 285 South
- The Town of Lamy

Major Trail Head

A trailhead should be designed and constructed at the intersection of the Rail Trail and U.S. 285 South, on the west side of the highway, at the base of Lamy Crest, on property owned by the State Land Office. This location will provide good access to the southern terminus for the Rail Trail as well as a parking area for people who want to access trails in the Lamy area.

Public Access

Support public access to Proposed US 285 South Corridor Trails Network with the following considerations:

Trails



- Allowing public access across private land is voluntary. The plan does not recommend any action to condemn land for public trails. Each landowner, subdivision or developer must determine level of access and voluntarily enter into an agreement to designate a public trail or conservation easement.
- Ask COLTPAC to convene a sub committee to identify and work with key stakeholders in the area to review the proposed US 285 South Corridor Trails Network and develop an appropriate action plan.
- Enlist County Open Space, Parks and Trails Program and the Planning Division to map where property owner agreements for trail easements are needed and where they have been obtained. Map trail easements currently accepted by the County Open Space, Parks and Trails Program.
- Enlist County Open Space, Parks and Trails Program and Planning Division to help interested subdivisions, individual landowners and developers determine best available methods for protecting each property and develop a land stewardship management plan for each property. The management plan should:
 - Evaluate designated trails for user safety and community security including fire hazards. Findings and recommendations from evaluations should be incorporated into land stewardship management plan.
 - Resolve liability issues including identifying who will assume liability and a statement to hold harmless property owners and interested parties.
 - Identify individuals and organizations that will be responsible for managing and monitoring trail easements.
 - Identify funding sources.
 - Seek neighborhood participation.
 - Designate appropriate conservation and trail easements.

Trails

- Submit priority trail projects for COLTPAC and CIP Funding.

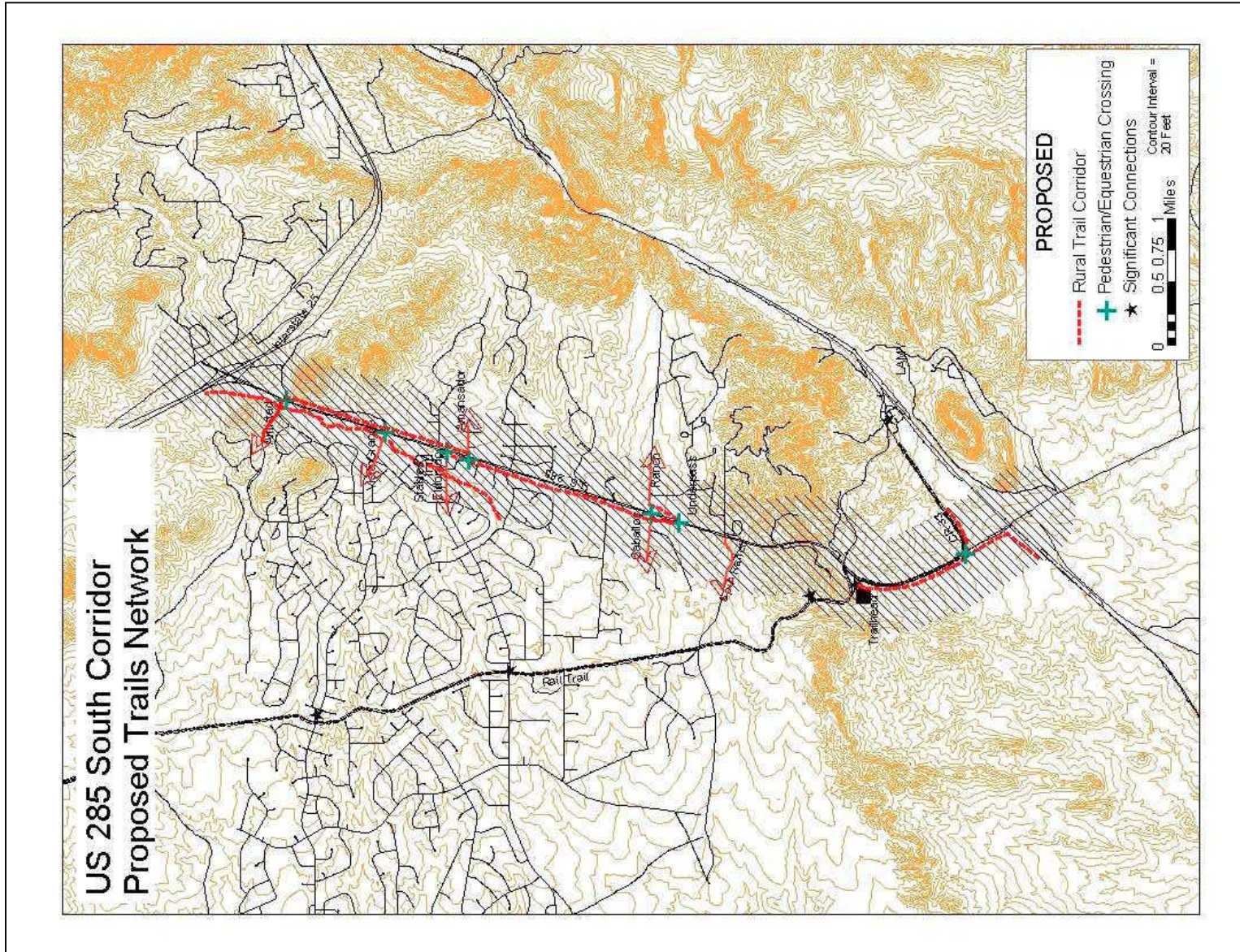
Signage

A sign plan, meeting Corridor sign standards, for the US 285 South Corridor Public Trails Network should be developed and include the following:

- Equestrian and pedestrian crossings along the highway to raise driver awareness,
- Informational signs at major community crossroads and trail heads showing US 285 South Corridor Public Trails Network and connections to regional rural trails,
- Signs describing acceptable public behavior and laws regulating trails use including fines for abuse.

Trails

❖ Proposed US 285 South Corridor Trails Network Map



US 285 SOUTH CORRIDOR PLAN

SECTION IV: APPENDIX

Glossary & Resources

Glossary & Resources

Glossary

1. Census-related terms

a. Census Designated Place (CDP)

- i. Places, for the reporting of census data, include census designated places, consolidated cities and incorporated places. CDPs are delineated to provide census data for concentrations of population, housing, and commercial structures that are identifiable by name but not within an incorporated place. CDP boundaries usually coincide with visible features or the boundary of an adjacent legal entity boundary. Santa Fe County began identifying CDPs for the 1990 Census and added a number of these community areas in 2000 to help collate data for the community planning program. The Census did not always accept the boundaries proposed by the County, especially in the traditional villages within or adjacent to Pueblos. The Eldorado at Santa Fe CDP was identified for 1990 and the boundary was unchanged for Census 2000.

b. Labor Force

- i. All people classified in the civilian labor force (i.e. employed and unemployed people) plus members of the US Armed Forces on active duty.

c. Worker

- i. People 16 yrs and older who identified themselves as workers for some time during the reference week of the Census long form. People who were employed but did not work during the reference week (usually, but not always, the week ending with April 1, 2000) are not counted.
- ii. *Q 21: Did this person do ANY work for either pay or profit? (Includes any work even if only 1 hour, or helped without pay in a family business or farm for 15 hours or more, or was on active duty in the Armed Forces) (Census 2000 Form D-2 Questionnaire)*

Glossary & Resources

d. Place of Work

- i. Information on the geographic location at which workers carried out their occupational activities during the reference week. The exact address of the place of work was asked, as well as the Place. In areas where the workplace address was coded to the block level, people were tabulated as working inside or outside a specific place based on the location of that address. The accuracy of place-of-work data for CDPs may be affected by the extent to which their census names were familiar to respondents. (Q 22C) Because “workers” may be undercounted (due to illness, vacation or other reasons), place of work data may underestimate the total number of jobs or total employment in a geographic area.

1. Q 22: *At what location did this person work LAST WEEK?*

2. Q 23: *How did this person usually get to work LAST WEEK? (Choices include “car, truck or van”, “bus”, “railroad”, “bicycle”, “walked”, “worked at home”.)* (Census 2000 Form D-2 Questionnaire)

2. Traffic plans and reports

a. TModel Analysis

- i. The TModel is a computer software system that automates the analysis and calculations conventionally employed by transportation planners to evaluate road network performance. Using detailed data on the locations and intensity (number of homes, employees, students, etc) of land uses in the region served by the network and estimated trip generation rates for each use, the model calculates total traffic arrivals and departures for each traffic destination and origin. These trips are then distributed across the road links of the network by applying the “gravity model” customarily used by traffic analysts.
- ii. The City of Santa Fe uses a Tmodel calibrated to local land use and traffic statistics to project traffic conditions for the Metropolitan Transportation Organization, a joint City/County body that adopts transportation plans and prioritizes improvement projects for State and Federal funding.

Glossary & Resources

- iii. The model uses Traffic Analysis Zones based on Census geography. The current TAZ structure is located within the 5 mile EZ with the addition of Eldorado and surrounding subdivisions because that area is a significant traffic generator for the City.

b. Traffic Impact Analysis (TIA)

- i. A report submitted by applicants for development approval that projects the traffic generated by the development proposal and its potential impact on internal and adjacent external roads. This analysis should include the effect of traffic generated by a proposed development on the surrounding roadway network, including roadway capacity, (LOS) Level of service, type of existing and proposed traffic control devices, access control and safety. These reports are prepared by licensed traffic engineers and reviewed by the County and NMDOT to determine what roadway and/or intersection control improvements will be required of the development. Preliminary traffic reports are submitted for Master Plan approval and final reports are submitted at the Development Plan phase when the specifics uses and intensity of the proposed development are known.

c. Warrant Analysis (WA)

- i. A warrant describes threshold conditions to the engineer in evaluating the potential safety and operational benefits of traffic control devices and is based on average or normal conditions. Warrant analyses are completed before a decision is made to install or improve traffic control devices.

3. Commercial/Mixed-use Development

- a. Mixed-use developments are characterized by:
 - i. Three or more significant revenue-producing uses (such as retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation) that in well planned projects are mutually supporting;
 - ii. Significant physical and functional integration of project components (and thus a relatively close-knit and intensive use of land), including uninterrupted pedestrian connections; and
 - iii. Development in conformance with a coherent plan (that frequently stipulates the type and scale of uses, permitted densities, and related items. (*Mixed Use Development Handbook, 2nd Edition, Urban Land Institute, 2003*))

Glossary & Resources

4. Non-residential Zoning Districts

- a. Commercial and industrial land uses are permitted only in Non-residential Zoning Districts. There are four types of commercial or industrial non-residential districts, which may be established at specific qualifying intersections of various types of roads in the county. Types, locations, spacing between districts, scale and permitted uses in non-residential zoning districts are listed in ARTICLE III, Section 4 of the Santa Fe County Land Development Code.
5. **Floor Area** generally includes all heated floor space in a structure. Arcades, open porches, decks, terraces, courtyards, and patios are excluded from the calculation.
6. **Intensity** is the ratio of total floor area to the lot size. Intensity can differ from lot coverage if there is more than one story.
7. **Lot Coverage** is the maximum area of a lot that may be occupied by a structure. Lot coverage is expressed as a ratio between building footprint and lot size.
8. **Small Scale Light Industry** means enterprises engaged in the manufacture or distribution of materials and products from processed or previously manufactured materials and may include retail sales on site of such products. Such uses are capable of operating in a manner to control the external effects of the manufacturing process. Crafts manufacture such as furniture or ceramics, artists' studios, contractor offices and yards are examples of light industry that might be appropriate within Commercial/ Mixed Use Districts. The appropriateness of such uses at a particular location would be reviewed as part of a development application.

Glossary & Resources

Resources

The following Working Papers informed this Plan and are available on request from the Planning Division:

1. *US 285 South Corridor Visual Analysis*, 2001
2. *US 285 South Corridor Sign Survey*, 2002
3. *Evaluation of Future Road Network Options for the Santa Fe South Study Area, Part 1. Findings and Recommendations*, Future Road Network Study for the Santa Fe Community College District, Al Pitts, Nov. 2002

Other reference documents

1. *Santa Fe County Growth Management Plan*, (General Plan), adopted by Resolution 1999-137
2. *Santa Fe County Land Development Code*, Ordinance 1996-10, as amended
3. *Santa Fe County Open Land and Trails Plan*, Santa Fe County Land Use Department, 2000
4. *Santa Fe County 40 Year Water Plan*, Santa Fe County Water Utility, 2002
5. *“Hydrogeology, Ground-water Flow Model, and Model-Based Predictions of Drawdown and Streamflow Depletion, Eldorado Area, Santa Fe County, New Mexico”*, John Shomaker and Assoc. Inc.
6. *“Long Range Major Transportation Investment Study, North Central Region, Final Report “*, Transcore, 2001
7. *“Environmental Assessment, US 285 Improvements, Junction of NM 41 to Interstate 25”*, John Taschek Environmental Consulting, 1998.
8. *“Water Reuse in New Developments”*, The New Mexico Office of State Engineer.
9. *“Gray Water Irrigation Guide”* New Mexico Environmental Department, 2003.
10. *“Ground Water Discharge Regulations”*, State of New Mexico Environmental Department, 2003
11. *“Water Harvesting Guidelines”*, Santa Fe County, 2003

US 285 South Highway Landscaping Plant List

TREES

Common Name

One Seed Juniper
Pinion Pine
Ponderosa Pine
Wavyleaf Oak
Narrowleaf Cottonwood
Bristlecone Pine
New Mexico Privet/Olive
New Mexico Locust
Silver Buffaloberry
Chokecherry
Utah Serviceberry
Black Willow
Western Hackberry

BUSHES

Common Name

Woods Rose
Apache Plume
Littleleaf Mockorange
Big Leaf Sage
Silver Sage
Sand Sage/Threadleaf Sage
Curl Leaf Mahogany
Mountain Mahogany
Smooth Mahogany
Snowberry
Winter Fat

Botanical Name

Juniperus Monosperma
Pinus Edulis
Pinus Ponderosa
Quercus Undulata
Populus Angustifolia
Pinus Aristata
Foerstiera Neomexicana
Robinia Neomexicana
Shepherdia Argentia
Prunus Virginiana
Amelanchier Utahensis
Goodingii
Celtis Reticulata

Botanical Name

Rosa Woodsii
Fallugia Paradoxa
Philadelphus Microphyllus
Artemisia Tridentata
Artemisia Cana
Artemisia Filifolia
Cercocarpus Ledifolius
Cercocarpus Montanus
Cercocarpus Intricatus
Symphoricarpos Oreophilus
Ceratoidees Lanata

Golden Current
Wild Plum
Three Leaf/Skunkbush Sumac
Smooth Sumac
Fernbush
Beargrass
Broadleaf Yucca
Soap Tree Yucca
Narrowleaf Yucca
Fremont Barberry
Western Sand Cherry
Four Wing Saltbrush
Agave
Mormon Tea
Wolfberry
Indian Apple

GRASSES

Common Name

Blue Grama
Sideoats Grama
Western Wheatgrass
Little Bluegrass
Alkali Sacaton
Galleta
Indian Ricegrass

FLOWERS

Common Name

Purple Aster
Wild Four O'clock
Blue Flax
New Mexican Region Poppy
Firewheel
Rocky Mountain Penstemon
Creeping Globemallow

Ribes Cereum
Prunus Americana
Rhus Trilobata
Rhus Glabra
Chamaebatiaria Millefolium
Nolina Microcarpa
Yucca Baccata
Yucca Elata
Yucca Glauca
Berberis Fermontii
Prunus Besseyi
Atriplex Canescens
Agave Utahensis
Ephedra Nevadensis
Lycium Sp.
Periphyllum Ramosissimus

Botanical Name

Bouteloua Gracilis
Bouteloua Curtipendula
Agropyron Smithii
Andropogon Scoparium
Sporobolus Airoides
Hilaria Jamesii
Oryzopsis Hymenoides

Botanical Name

Machaeranthera Bigelovii
Mirabilis Multiflora
Linum Lewisii
Eschscholzia
Gaillardia Aristata
Penstemon Strictus
Sphaeralcea Coccinea



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