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BOARD OF COUNTY COMMISSIONERS

SANTA FE, NEW MEXICO

SPECIAL MEETING

JUNE 30, 1999

Paul Duran, Chairman
Richard Anaya, Commissioner
Joe Griñé, Commissioner
Marcos Trujillo, Commissioner
Javier Gonzales, Commissioner [Excused]

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This special meeting of the Santa Fe Board of County Commissioners was called to order at 5:40 p.m. by Chairman Paul Duran in the Santa Fe County Commission Chambers.

Roll Call preceded the Pledge of Allegiance and indicated the presence of a quorum as follows:

Members Present

Commissioner Paul Duran, Chairman
Commissioner Joe Griñé
Commissioner Richard Anaya
Commissioner Marcos Trujillo

Members Absent

Commissioner Javier Gonzales

IV. APPROVAL OF AGENDA

Commissioner Griñé moved to approve the agenda as published and Commissioner Trujillo seconded. The motion passed by unanimous voice vote.

V. PUBLIC HEARING

- A. Request authorization to consider and take action on the Santa Fe Metro Area Highway Corridor Plan

CHAIRMAN DURAN: Let me just say that it was my understanding that this meeting is basically for the Land Use Department to make a presentation to the County Commission and we will then act -- not act on it but decide just exactly how we're going to go about adopting it. Is that pretty much it? I guess what I'm leading up to is tonight isn't the evening for public comment. What we're going to do is set up a schedule of meetings for that. Is that your understanding, Jack?

MR. KOLKMEYER: Mr. Chairman, I believe that the evening was also set up as a public hearing, that it was advertised as a public hearing. And if I may, I think you're right on the other counts. We have not yet as County Land Use staff had an opportunity to make a formal presentation of the plan to you. So you're right. That's the basic intention this evening is for us to be able to do our presentation for you of the content

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of the plan, but also for you to have some comments from some of the committee members who were on the Highway Corridor Committee and for you to hear some preliminary comments from the public, particularly from some landowners who were present at a number of the meetings throughout the session, and then for you to direct us how you would like for us to proceed with the adoption of the plan.

And I might add that this afternoon at the City Council meeting, the City Council adopted a resolution for the joint adoption of this plan. Reed Liming is here. He can address that issue with you later on. But the primary purpose and the thing we'd like to get through first is for us to have the opportunity to do a presentation of the plan for you. Can we proceed with that? I'd like to make one brief comment before we start. There have been a number of questions and concerns that we've heard over the last month or so since we finished the plan in April, such as why is this plan being undertaken and why did we embark on it. And I just want to remind the Commissioners that the reason that we embarked on this plan is when you adopted the County Growth Management Plan, General Plan Policies in December of 1997, one of the principle elements of that plan was to establish Highway Corridor District standards and standards for them so we go back two years to the adoption of the policies and this is the very first activity that we undertook as part of the County General Plan when the policies were passed. So it was an important first step and it is a result of our County General Plan.

So having just reminded all of us of that, I'd like to turn the meeting over to Lesli who will make a brief presentation on the content of the Highway Corridor Plan. Thank you.

LESLI ELLIS (Planner): Thank you, Jack. Good evening, Mr. Chairman, Commissioners and thank you for joining us here at this special meeting. I'm here to present the plan just briefly on behalf of the committee and I know that there are several members of the committee here who wish to comment also as soon as I'm done. Reed Liming from the City Planning staff is also here who will comment briefly. The City Councilors couldn't be here this evening because there was a conflict with their meeting, the City Councilors who were on the committee.

There have been some complaints that this meeting wasn't properly noticed. This is a special meeting and there were display ads in the paper a week ago, as well as a legal notice. So we did meet the legal requirements for noticing this meeting for those members in the audience who may be concerned about that.

So I will jump in to the content of the plan and I'm going to go fairly quickly. I anticipate there will be a lot of questions on your part and probably on the part of the audience as well. This plan does address the relationship between roads and land use and typically, when we have large roads, a lot of development tends to occur, so this committee wanted to address the development that's heading in the direction of I-25 and the relief routes or the Veterans Memorial Highway, New Mexico 599. And this plan was put together in the end in April, so this is a draft from April 23. I'll tell you a little bit about the process.

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Basically, the plan designates an overlay zone for the Highway Corridor District and it proposes land use and design standards for 15 miles of I-25 and 15 miles of New Mexico 599. It involved a genuine joint planning process between the County and the City. The committee was established with joint resolutions and it involved City Councilors and Commissioners on the committee as well as citizens and property owners. It was a very diverse committee and because it was diverse there was a lot of debate and some compromise to put the plan together. The meetings were held twice a month for eight months and as I said, they wrapped things up in April of 1999. And it's coming to you know for the first presentation.

There's a background documentation from those meetings -- minutes from the meetings, letters, we received a number of letters. I have all of that in a package, as well as letters that we've received in the past two months since April and we'd like to enter all of those letters that we've received recently into the record. So I'll hand those over at the end of the evening. Let me show you the jurisdiction of the plan. As you know, the City as well as the EZA are encompassed by this plan and the cartoon drawing here shows you that the red portion of the plan within the bubble, which is the Highway Corridor study area is in the city. The green portion is in the EZA and the white portion outside is in the county. So there are three jurisdictions involved, three sets of codes that would need to be amended as a result of this plan. So that just helps clarify exactly where it is.

As far as the study area, for those people who aren't familiar exactly where it is, it starts approximately at El Gancho on I-25 and continues south just past the La Cienega exit on I-25 and the portion of the bypass that's included -- well, basically the whole bypass is included in this plan. There's a small segment of Airport Road that's included as well as a small portion of Cerrillos Road that goes up to just to the Autopark on Cerrillos Road. That should clarify where this plan covers.

As far as the goals in the plan, if you turn to page 5 in the plan, the committee suggested that this plan would provide for the safe functioning of the highways and safety of travelers as well as protect those who may live or work near the highways from environmental hazards, protect scenic vistas and the natural landscape of the Santa Fe area. So those, if you look on page 5, that gives you an idea of where this is going.

The Land Use Plan, this is the proposed Land Use Plan, so I'm getting a little bit ahead here. There is also an existing Land Use Plan in your plan. There's one that comes right before that one. So the study area, or the plan divides the whole study area into five different districts: the scenic corridor, the La Cienega corridor, commercial gateway and the redevelopment district and the Airport Road planning area. You can see -- I realize this map's a little bit rough -- but you can see where those are. The scenic corridor is basically the whole bypass, the lower portion of I-25 and this portion of I-25 with the commercial gateways area right in the middle.

The redevelopment district is over here at the end of Airport Road near the airport and the Airport Road planning area is this section right here. The plan recommends

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removing most of the nodes and setting specific zoning and land use for each district. If you look at page 9 in the plan it explains which nodes would be affected by this plan. So it's not saying no commercial development but it's saying that the commercial development should be specifically zoned in certain areas.

The highway-oriented commercial and non-residential development, for example, shops and schools and hotels, is concentrated in the areas where it already exists and is limited to the amount projected by future growth and development. Other commercial development should then occur in neighborhoods and set back from the road, so large property owners along the bypass may still have an opportunity to do commercial development as long as it's back away from the area.

So basically the plan limits the commercial development to the commercial gateway area, and you can see the red on the map and to the redevelopment area in the land use recommendation. It does recommend no new non-residential development in the other areas. The plan also addresses the transfer of development rights but not in detail. It talks about desired set-back areas that could be voluntary sending zones and I won't go into that in much detail. It recommends that the heavy industry be relocated out of the Highway Corridor District, further west, but that light industry and affordable start-up businesses would be okay in that district.

For the Airport Road district, the plan doesn't list any specific zoning recommendations, but they did give a few recommendations for streetscape improvements, more parkland, limiting commercial development to the north side of Airport Road at Jemez Road. I believe there's a typo in the plan. It says Jaguar Road and it should say Jemez Road. And it proposes collaboration between the City and County and neighborhood planning to do further planning in that area. So the recommendations for that area are basically to do further planning.

As far as the design standards in the plan, the plan goes in to great detail in the design standards. It talks about setbacks, heights, lot coverage, outside storage, landscaping, lighting, signs, parking, architectural standards, site planning, non-residential building setbacks, and those standards are developed for each section. The redevelopment section, scenic corridor, and they are slightly different based on the types of land uses and based on the proposed uses in that area. Almost all of these standards are more stringent than what's in the County Code now. And I won't go into detail about most of the standards except for the setbacks, which require some explanation.

The setbacks in the scenic corridor and the La Cienega corridor are probably the most complicated issue or most complex issue to understand. They're based on a noise contour. They range from 130 feet to 350 feet, with an average around 250 feet. And this is based on the federal standards for noise. Federal standards say that noise levels greater than 55 decibels are unacceptable for residential use. Tashek Consultants did a study to establish noise contours for the year 2020.

There was some debate about whether small lots would be exempt. There is some

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language in the Code that says that they would have to provide noise mitigation. The reason that the committee established these noise contours as a basis for setbacks, it's a way of mitigating the effects of noise on development without resorting to other measures such as noise walls. There is also a desired setback recommended in the plan which goes beyond the proposed required setback and that desired setback would be achieved with all voluntary measure with landowners who are willing to participate in a transfer of development program, or in some cases there may be land acquisition or a density transfer, something like that.

As I said, there are a lot of detailed standards with illustrations in the remainder of the plan and I anticipate that you'll probably have questions about those, but I won't go into those in detail. There is one last standard, in the scenic corridor, the scenic corridor portion does recommend that buildings' footprints be less than 5,000 square feet. So the intent in that scenic corridor was to limit the structure to those that have the character of residential development. And in the La Cienega corridor as well.

At this point I will open it up to Reed Liming and the committee members who wish to say a few comments. In conclusion, there are controversial pieces of this plan and we've received a lot of letters, particularly dealing with the land use recommendations as well as setbacks. Overall, the Highway Corridor Committee has come up with a thoughtful plan and an implementable plan. I think there are portions that we'll need to address in detail but their intention was to provide to the Commissioners, basically the grand idea, the big picture and then we would have to go back and look at some areas in detail.

So there may be some members here today, as I mentioned, that wish to comment on this and we will answer any questions that you have as soon as these other committee members have an opportunity to comment. Thank you.

REED LIMING (City Planner): Mr. Chairman, Commissioners, good evening. I just briefly wanted to mention that earlier this afternoon the City Council adopted a resolution as part of a proposed joint resolution to hold joint hearings to adopt a unified corridor plan. And I just simply am here to hand that out, if that's all right. I wanted to hand that out to you.

CHAIRMAN DURAN: Could you read this into the record?

MR. LIMING: It's a joint City/County resolution calling for combined City/County meetings to review and adopt a unified Highway Corridor Plan for the lands along Interstate 25 and State Highway 599. Whereas the City and County adopted a joint resolution creating a Highway Corridor Planning Committee and charged that committee with developing a plan for lands along Interstate 25 and New Mexico 599, which were City resolutions 98-30 and County resolution 98-45;

Whereas the City and County adopted a joint resolution requiring cooperation between City and County for regional planning, in City resolution 98-19 and County resolution 98-30;

Whereas the appointed Highway Corridor Planning Committee met for ten months of deliberations and developed a corridor plan which addresses land use and land

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development design standards along approximately 15 miles of I-25 and approximately 5 miles of NM 599;

And whereas consideration of the committee's plan and action on that plan is necessary by the City and County to further the efforts of effective planning and growth management;

Now therefore be it resolved by the governing body of the City of Santa Fe and the Board of County Commissioners of Santa Fe County that: 1) the City Manager and County Manager are directed to schedule a series of combined City-County meetings to review and adopt a unified Highway Corridor Plan, 2) the first combined meeting should include the City Planning Commission, Extraterritorial Zoning Commission and County Development Review Committee in combined session to hear and recommend a Highway Corridor Plan; 3) the second meeting should be in front of the Extraterritorial Zoning Authority to review and adopt a Highway Corridor Plan as an amendment to the comprehensive Extraterritorial Plan; and 4) the final meeting should be in front of the City Council and County Commission in combined session to review and adopt a unified Highway Corridor Plan as amendments to the respective City General Plan and County Growth Management Plan.

Thank you.

CHAIRMAN DURAN: Jack, is this in line with what we thought the procedure would be?

MR. KOLKMEYER: Mr. Chairman, overall it is, yes. As we had discussed, had some discussions earlier, the procedure as we see it would be a presentation to the EZC and then the EZA, BCC and City Council. This resolution puts in an additional step with CDRC and the City Planning Commission. Our feeling is as many public hearings as we need to get it right, that give us the opportunity with whatever bodies are out there to help us along the way and to provide input from the public is the way that we should proceed, so I think that again, when we conclude our meeting with you today, the direction that we want and that which now can be helped along with this resolution would be for you to decide if we need this extra step or if we would proceed a way with just going to the EZC first. That seems to be where these differ and that would be up to you. We're prepared to do presentation for all of those groups. But to answer your question, it is in line with what we had talked about before.

CHAIRMAN DURAN: Thank you. Are we going to go through this section by section?

MR. KOLKMEYER: Next, what we wanted to do was to have an opportunity for any of the Highway Corridor Committee members here that wanted to address you to have an opportunity to come forward. And then, we can have a discussion with you. If you want to go through specific things with us, we'd be happy to do that. As I'd mentioned earlier, we have advertised this as a public hearing so there will need to be time for other members from the public to make comments. But next, what we'd like to do is for any committee members that are here to have an opportunity to address the Board.

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CHAIRMAN DURAN: I thought the reason we were going to have this meeting was to make a presentation. I thought we felt we needed a meeting for staff to present it to us. I thought it was going to be something like that. What would the Commission like?

COMMISSIONER TRUJILLO: That's what I understood, that it would be a review of the plan section by section. That's what I understood at the last meeting. That we would go through the plan and you would make a presentation on the idiosyncracies section by section.

MR. KOLKMEYER: We'd be happy to do that if you'd like.

CHAIRMAN DURAN: I guess my only concern is that the committee members and any other individuals that want to address the Commission, and we still haven't had a presentation on the report where you talk about setbacks et cetera.

MR. KOLKMEYER: We'd be happy to go through it section by section if you'd like.

CHAIRMAN DURAN: Could you do that? And then what we can do is as we go through this, if you all have some questions or comments about the section that's been presented to us, [inaudible]

MS. ELLIS: Okay. We'll start right at the beginning. And I have to say that the committee that worked on this really did put a lot of work into it and their names are listed on the first page. I don't think the first page will be controversial at all under acknowledgements. Table of Contents, and then we'll jump right in to the introduction. As I mentioned, the plan addresses concerns about safety, about the scenic quality of the roadways, about the future development that happens along the roadways. I don't know how much detail you want to go into in this Issues and Concerns section. This is basically all background and introduction.

The purpose of the plan, as Jack mentioned, or the planning process as Jack mentioned, is that the General Plan established the policies and the direction for doing a plan such as this in the first place and then this came about through joint resolutions between the City and the County. The purpose of the plan was to designate an overlay zone for the Highway Corridor District with appropriate land use, zoning and design standards. And it does evaluate the nodes or the non-residential districts along those roadways. And that's all alluded to on that first page.

The second page talks a little bit about the process. Meetings, as I mentioned, this group met for eight months. It was a committee of 18 members which included City Councilors and Commissioners. There was public input; the meetings were open for public comment at each meeting and we also did receive a number of letters and as I mentioned, I've got a big stack of background documentation about all those meetings.

Jurisdiction -- I showed you the map that encompasses the city as well as the EZA and the county. This is all talked about on page 2. Are there any questions at all about the first part? This introduction or any of the process that happened with this plan? If not, we'll

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move ahead.

Starting on page 7 is the land use portion of the plan and the plan does divide the study area into five districts which are shown on this map here on the overhead projected as well as map number three in your packet. And those five districts are the scenic corridor, the redevelopment district, the La Cienega corridor, the commercial gateway and then the Airport Road planning area. Basically page 7 just talks about the existing land uses, existing landscape that is in that study area.

Page 8 starts to discuss the proposed land use. It also talks about the five corridors and at the bottom of page 8 there's a heading that says Non-residential land uses and the "nodes." And this is the portion of the plan that talks about replacing or recommends replacing the following non-residential nodes or non-residential districts at highway intersections and interchanges as indicated in the Extraterritorial Zoning Ordinance and the County Land Development Code with specific non-residential locations or specific zoning in the commercial gateway and redevelopment district.

So in the EZ Ordinance and the County Code, on page 9, the bulleted items are the areas that are either planned or potential nodes or existing non-residential districts that exist all along I-25 and the bypass or I guess New Mexico 599 as we're calling it here. County Road 62, the relief route and Richards Avenue. I guess that's the former Richards Avenue which is now County Road 70.

CHAIRMAN DURAN: Do you have the pointer? I'd like to see the areas that you're talking about.

MS. ELLIS: I could probably point them out. County Road -- and if I get this wrong, somebody may need to correct me. This is kind of a small map. County Road 62 is this area in here.

COMMISSIONER TRUJILLO: Is that the Pinon Hills area?

MS. ELLIS: Does anybody know if that's in the Pinon Hills area? Yes. I'll go through all the I-25 ones first. They're probably a little easier to identify. The first I-25 one is at La Cienega interchange and that's down at this end. The second one is at Richards and I-25, which is in this area right in here, and that's a potential community non-residential district. The third one, St. Francis and I-25, this area in here, and that is an area that does have commercial development that's existing now whereas Richards Avenue does not. La Cienega does have some commercial development.

CHAIRMAN DURAN: So far, as you go through this, so far all of these are designated commercial nodes.

MS. ELLIS: It depends. Some of them are potential non-residential districts and some of them are existing.

CHAIRMAN DURAN: The ones you just mentioned, those are existing though, right?

MS. ELLIS: With the exception of Richards Avenue.

CHAIRMAN DURAN: That's a proposed node.

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MS. ELLIS: Right.

CHAIRMAN DURAN: Could you tell us whether they are existing or proposed?

MS. ELLIS: Okay. And Judy or Jack, you may need to jump in also if I got it mixed up.

CHAIRMAN DURAN: Because I think it makes a difference.

MS. ELLIS: Yes. I-25 and La Cienega -- oh, I mentioned that one. Sorry. The last one is Old Las Vegas Highway or formerly known as Old Las Vegas Highway. Old Pecos Trail and I-25. So that's this one over here. So those are the four on I-25 that are listed. That one does not have existing development but it does have proposed commercial development.

Then on the relief route, County Road 62 I mentioned, which is in this vicinity here. Camino La Tierra is, I'm not entirely positive, I believe this area. And the last one is at Las Alamos Highway which is 285 in this area here.

CHAIRMAN DURAN: Is that the El Gancho node?

MS. ELLIS: Oh, it's El Gancho. Sorry. That's the area where El Gancho and Harry's Roadhouse is.

CHAIRMAN DURAN: So the idea is to do away with all of these nodes and replace them with what?

MS. ELLIS: Well, the idea was to recommend that no future commercial development happen in these nodes and that future development be residential, according to this plan.

COMMISSIONER ANAYA: Mr. Chairman, to elaborate on your question further. The node concept was established back in the late eighties, and Judy I think you can support me on this, and the whole purpose of the node concept was that the arterial network of both the County and the City, and the thought process in those days was that these were the only areas that take that type of traffic. I don't think you followed up on the Chairman's question. What have you done to replace this concept? Commercial development is going to be needed and is going to happen. If we're taking away from the nodes, where are we going to put it and what kind of arterials did this committee conceive to alleviate that one problem that took us many years to develop back in the late eighties. That really bothers me as to where that was addressed.

MS. ELLIS: I can briefly address that and then if anybody else wants to elaborate, please jump in. But basically, the committee has recommended that the commercial development be concentrated in two portions of the planning area, which is the commercial gateways district in the middle on I-25 there, as well as the redevelopment district and that it be limited --

COMMISSIONER ANAYA: As well as which district?

MS. ELLIS: The redevelopment district, which is the red area on the west end of Airport Road.

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COMMISSIONER ANAYA: So the idea here, Lesli, is if you're going to do away with all the nodes and all the other potentials on either the east or the north side of the city or this map right here, you're going to concentrate the commercial development or where the redevelopment district is in just the little red areas right there and that's it? So people from that side have to travel all the way down the corridor to go do their shopping, or vice versa, going out to the southern part or southwestern part of the city to do their commercial?

MS. ELLIS: I guess I should elaborate on that a little bit further and that's that the commercial development can happen outside of this Highway Corridor district in the neighborhoods. So this is approximately a 1500 to 2000 foot wide district on each side of the road, so there is potential for commercial development to happen in neighborhoods beyond that along these corridors, just not right next to the corridor.

COMMISSIONER ANAYA: Right next to the corridor. So what you're talking here, quite conceivably the 100 to 5000 foot setbacks?

MS. ELLIS: No, it would be 1500 to 2000 feet, but the proposal is that rather than having large commercial developments at these nodes in the future that the development be limited to residential development.

CHAIRMAN DURAN: I might be able to shed a little bit of light on that. Part of the reason that the committee was trying to get rid of these nodes was that they didn't have as much impact visually and someone else will come up later, I'm sure and either confirm this or expand on it. But they didn't have an impact visually along the corridor and the plan was not to do away with commercial activity entirely, but find more appropriate areas for those uses and not have, particularly along 599, they didn't want to have a lot of commercial activity because of the traffic and the bypass.

So I think that when it's presented to us that they wanted to do away with these nodes and to change them, to find more appropriate areas for these uses. We need to do away with these nodes and find more appropriate areas for these uses.

COMMISSIONER ANAYA: So the main concern, the committee felt, you went to more of the meetings than I did, but the main concern of non-utilization of the node concept was maybe the traffic. If you're going to commercialize beyond the corridors you're going to create traffic, therefore you're going to have to create a network. So I'm trying to really put some logic into this and that's the purpose of my rationale, my thinking and my question and wondering what the intent of this about the bottom line, what's going to happen with this plan. Where's it going to steer?

CHAIRMAN DURAN: There's some other issues that come up to. There are people -- in the existing nodes.

COMMISSIONER ANAYA: I brought that up when we were in the node concept.

MS. ELLIS: This whole concept of land use, as I mentioned is probably the piece that is the most controversial part of the plan that probably needs some more detailed

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research, particularly in the areas where there is existing commercial development at certain nodes, for example St. Francis interchange. But the committee's intention was to make a grand statement that they don't want to see commercial development strung out along both of these roadways and that it should be contained in certain areas and developed appropriately and carefully so it doesn't have traffic impact and scenic impact. So there probably are some areas that we need to address in more detail, but that's the big idea. The big idea is that the commercial development be limited along these roadways. I think Judy had some additional comments.

MS. MCGOWAN: I just had one comment, that I think some of the thinking along the bypass was that the function of the bypass is the bypass. It's the WIPP route, and that intensive commercial development along it would create traffic conflicts and intersection conflicts and potential safety problems.

COMMISSIONER ANAYA: That's true. That's how this committee originated and the whole notion of it was the bypass. Why it incorporated I-25 and Airport Road, I don't know. Maybe there is still an ounce of protection left there, but the main intent of the whole committee and the whole study and why we're here tonight was the bypass only. Because I think we did a lot of hard work, Judy, going back to the eighties and establishing the node concept and trying to bring out some rationale then. A lot of manhours.

CHAIRMAN DURAN: I think we're going to have a lot more discussion on the node concept. One of the concerns I have is that there are existing nodes and there are proposed nodes. I'm not sure that we can just entirely wipe out an existing node without giving the impact that's going to have on property owners, to the community that's expecting facilities to be located in those areas. That is really one of the things that we're going to have to isolate from this Highway Corridor Plan and have some more discussion and study. There's a lot of good things in it that are pretty easy to understand and that many people agreed to but the node concept is one of the touchy ones.

COMMISSIONER TRUJILLO: Mr. Chairman, the only reason that there are existing nodes, proposed nodes is because of the policy and the regulation [inaudible] I think what we need to understand is that [inaudible] curtail, if you will, to stop, the ubiquitous sort of commercial development along the entry ways into Santa Fe. And that's what this document is all about.

MS. ELLIS: Any other questions or comments about this section? Does any of the other staff have comments? I guess we'll move on. Page 9, Subdivision of land. The plan makes the statement, To meet the goals of the plan it will be necessary to discourage the further subdivision of large tracts of land near the highways. New parcels created in the Corridor District must be able to meet land use requirements. And that has to do with the setback requirements as well.

The EZ Area and Utility Commitment, the plan does not propose specific density in certain areas of the plan because that depends to a great extent on the City commitment and

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City future annexation, so the plan didn't address density in some of the areas that were planned. As I said, it briefly mentioned transfer of development rights for setback areas. The City and the County are both looking into a possible transfer of development rights program, so this portion of the plan would be contingent upon any larger program that the City and County develop. But that there could be some areas within this plan that could be considered sending zones. I won't go into details. Transfer of development rights are fairly complex.

It also mentions that heavy industry be located away from the planned study area in the redevelopment district as well as along the scenic corridors to areas further west. Are there any other questions on page 9, or comments that anybody would like to add?

Map 2 in your packet shows existing land uses. We've received a couple comments from the public that there are some corrections that need to be made on this map including the Agua Fria Park near County Road 62.

Map 3 is the one that's up on the overhead projector which shows proposed land uses and the different districts as well as the setbacks and the setback areas. Are there any questions about the maps?

Now we're on page 12, unless there are any questions about the maps.

CHAIRMAN DURAN: Lesli, let's go back one page. On the transfer of development rights. Could you tell me one more time what you just told the public?

MS. ELLIS: Well, basically, this plan just briefly mentioned that a transfer of development rights program, if developed by the City and the County could be used to help implement this plan. Basically the areas that are described as desired setbacks which on map 3 are the light green areas where the committee would like to see larger setbacks along the roadway but can't really require that that be done, so that would be a voluntary program with landowners.

COMMISSIONER ANAYA: Mr. Chairman, may I comment on that? I think I just heard you say that that would be a volunteer effort on the desire setbacks? And I just consulted with our attorney earlier about the litigation that happened and Reed, perhaps you have some memory of this and there was litigation as far as the setback along, I believe it was in Debbie Jaramillo's administration, the proposal that the ordinance was put in effect for a 100-foot setback and it was taken to court. Can you refresh our memories as to what happened? Do you recall anything about that?

MR. LIMING: Mr. Chairman, Commissioner Anaya, I don't have specific knowledge of the case, but I think setbacks are a pretty standard procedure with local governments all over the country. And I think oftentimes there's variance procedure so that if a landowner can come in and demonstrate that they can't possibly meet the setback because of the size of their land, their parcel or tract, that they can request a variance and still be allowed to build and use the land.

COMMISSIONER ANAYA: So there is an allowance for that? I don't recall -- I remember it happening, but I think it was 100-foot setback along the proposed bypass

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and something happened that knocked that out of the battle. Diana, do you remember?

DIANA LUCERO (Land Use Administrator): I don't have a recollection of it.

COMMISSIONER ANAYA: Maybe I imagined it. But I know that it did happen, so that's something to look into. Joe, you don't remember anything like that?

JOE CATANACH (Review Specialist): No, Commissioner Anaya, I don't recall.

COMMISSIONER ANAYA: Anyway, it might be good to study what happened then. Maybe this gentleman can answer my question.

CHAIRMAN DURAN: Sir, do you have something to say about that?

MR. BUCHWALD: My question is over here in --

COMMISSIONER ANAYA: Sir, we're just addressing the setback question.

CHAIRMAN DURAN: I thought you were going to say something about the

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COMMISSIONER ANAYA: I thought you were going to answer my concern about setbacks.

MR. BUCHWALD: It is because the setback is eliminating property that cannot be used, of my property, if set back that far.

CHAIRMAN DURAN: Excuse me sir. We'll let you have your moment in a little while.

MS. ELLIS: Are there any further questions on page 9?

CHAIRMAN DURAN: On the map, out of the original study area, the 599/Airport Road interchange, that has been designated the Airport Road planning area?

MS. ELLIS: You're looking at map 3? Is that right? The area that is currently along Airport Road now is designated as the Airport Road Planning area and there are some general recommendations in the plan about issues that should be addressed in that area as well as some general land use recommendations but basically that area is left open for neighborhood planning with City and County involvement. I think the committee, there was a lot of discussion about this area and it's a difficult area because there are some problems that need to be addressed there but the committee also felt like there needed to be more extensive community involvement before any decisions were made in that area.

CHAIRMAN DURAN: So there are still recommendations to be brought forward on that area?

MS. ELLIS: Yes, there are some recommendations but there is not specific land use that's zoned in that area, recommended for that area, so basically, it was carved out to say we need to do further planning in this area and involve the residents.

COMMISSIONER TRUJILLO: The planning will involve both commercial and residential?

MS. ELLIS: Right. Right. It may involve mixed uses. But there were some general recommendations in there and where commercial could be located but those

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recommendations really need to go to the residents for further planning before they get finalized.

CHAIRMAN DURAN: That's on page 7 too, right?

MS. ELLIS: I guess we'll move on to page 12 unless you have any other questions about the map. We can go back too. Page 12 addresses the land use in the scenic corridor. And the scenic corridor on the map is broken into several pieces and I'll point those out real briefly. There are three different pieces that were designated as the scenic corridor on I-25 as well as New Mexico 599. Basically, the goals in this area were to maintain a more rural landscape with expanses of open land along the highways, to minimize the visual impact of new development and allow smaller scale residential buildings.

So this is the area where those no commercial or no non-residential development recommended in the plan. And that's basically what these next few paragraphs address, that the proposed land use is limited to residential development. As I mentioned before, the plan does not specifically address residential densities and that's really contingent on City agreements and annexation as well as water utility service areas.

CHAIRMAN DURAN: Lesli, I have one question. In the scenic corridor, isn't it pretty much small scale residential use right now, except for that property that's in the nodes?

MS. ELLIS: That's correct. Probably with the exception of St. Francis interchange perhaps. Otherwise, the area along New Mexico 599 is relatively undeveloped now. There is residential development along that but there aren't larger commercial development such as at Cerrillos Road and at the 599 intersection with I-25.

CHAIRMAN DURAN: Wouldn't you agree though that the three sections of scenic corridor -- I just think that the concerns that the communities have are really different in each corridor. The most eastern scenic corridor is actually residential with nodes. And the other sections, the most northern scenic corridor has a more rural nature to it. Did we ever talk about isolating the concerns based on each corridor?

MS. ELLIS: There was a lot of discussion early on in the progress of the committee that did divide the corridor into more sections and then the focus became to try to put things together so that recommendations could be made without having to go into a lot of detail in each section, which was taking a great deal of time at the meetings. So there was some attention given to each section early on in the meetings and looking at existing meetings and that sort of thing, but as far as proposed uses, at that point the committee felt that these were the areas that really were part of the corridor that had a similar character and possibly some of the committee members may want to address that issue when they get up to speak also.

That's pretty much it for the scenic corridor land use, which is on the left half of page 12. The La Cienega corridor land use has some similar considerations, but that's an area where there is more existing development. The race track is down there. There's some larger institutional uses such as the National Guard and some commercial use. The

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committee proposed that this area also be maintained as a more rural landscape but there is a need for more mitigation in that area and it proposes that the types of development that happen in the future would also be smaller scale, residential scale. That there not be new non-residential development but that the existing non-residential development remain in this area.

I guess I should go back to the scenic corridor. The scenic corridor setbacks, the plan mentions that the setback ranges from approximately 150 feet to 375 feet in that corridor. And in the La Cienega corridor the minimum setback is 275 feet in this area.

CHAIRMAN DURAN: Lesli, earlier you said something about the noise, the level of noise determining the setback? And that minimum is 150 feet?

MS. ELLIS: Right. That setback that I just mentioned is based on the noise contours.

CHAIRMAN DURAN: Is that a state regulation?

MS. ELLIS: It's based on a federal standard, and I can get into it in a little bit more detail. It's actually described in the design standard section of the plan. Do you want to do that right now?

CHAIRMAN DURAN: No, I just want to ask a question. So as a bare minimum, 150 foot is going to be required and set by federal guidelines.

MS. ELLIS: Right.

CHAIRMAN DURAN: And that's along the entire corridor? The entire study area?

MS. ELLIS: No, that would be in the scenic corridor area and the La Cienega corridor. And the basis for that is for residential development. The noise standard applies to unacceptable noise levels for residential development and it's a way of mitigating noise impact, basically, on people who live along the roadways and prevents the City or the County from having to come back at a later time and install noise walls after the fact, which this committee felt was not consistent with that rural character that they were hoping to maintain. Are there any further questions on page 12 regarding the scenic corridor of the La Cienega corridor?

Page 13 addresses the commercial gateway land use and this district includes the Cerrillos Road interchange as well as the 599 interchange on I-25. And this is the portion of the plan where the committee recommended that some commercial uses take place, and it's also a mix of commercial and residential. There is a lot of existing residential in this area. So there was a detailed land use map, and if you look at map 4, this is the map that designates specific land use for this district. And you can see that on the north side there's more residential development where the existing Mutt Nelson neighborhood is. There's also more residential development on the southeast portion which is in the county. Everything south of I-25 here is in the county and you can see where the city boundary is here.

So there's also a portion on the northeast side of the 599 interchange is also currently in the county but it's probably a future annexation area of the City.

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CHAIRMAN DURAN: I want to go back to page 12, the last discussion on the proposed land use. The last paragraph says The proposed land use within the La Cienega Corridor District is limited to residential use and existing non-residential use. The plan recognizes that non-residential uses are scattered throughout this district. The intent of this plan is that no new non-residential development be approved in this district. I just want to point out that in the last several months, we've approved commercial uses in that district. The contractor -- there was a contractor -- we've reviewed several projects recently. I just wanted to bring that up.

MS. ELLIS: As far as commercial gateway, the goals in this portion are to improve the image of this gateway. This is basically, one of the main entrances and exits from the City of Santa Fe for a number of people coming and going. The committee recommended working with the State Highway Department to implement a landscape program and also improve the safety, particularly at the 599/Frontage Road interchange. I believe that a light is being installed there now to help with some of the safety issues. Limit access points along the Frontage Road for development along the Frontage Road, conserve open lands in strategic view areas, encourage trail crossings that are consistent with an adopted regional trails plan. That's it for the goals in that section.

You can see on map 4 the specific land use that's recommended in that area. The proposed land uses, as I said this is an area that proposed to contain a mix of residential and non-residential land development. A lot of the area that you see in red here is land that's already approved for development. This map does show greater detail of the type of non-residential development that might occur in that area. Setbacks in this area vary, depending on the type of land use that's proposed. So for residential areas the setbacks are greater and based on the federal standards. And for the commercial areas along Cerrillos Road and along the Frontage Road the setbacks are supposed to be 25 to 50 feet in those areas, as well as lots that have double frontage, you can see the area between, on the north side of I-25 between the Frontage Road and I-25. I just point that out.

Those are areas where the setbacks are substantially smaller because the lots are very narrow. There are some additional areas where the committee felt there's a lot of development that's consistent with the image of the entrance or the gateway to the city and that could be definitely improved with some landscaping and with some cooperation with the State Highway Department. Are there any questions?

COMMISSIONER TRUJILLO: Regarding the setbacks, it seems that they're trying to take residential use away from the corridors under the auspices of noise abatement. It seems that it's taking the right away from the property owners to build houses, residences, wherever they want. Is that the case?

MS. ELLIS: Well, I think as Reed mentioned that typically there's a variance procedure if someone has a small lot and is unable to do anything because the setback is too great on that smaller lot. The larger developments where the development could occur beyond the setbacks and the development could occur, not to say in a clustered fashion,

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but basically there's a density transfer that can happen from one portion of the site to the other. So it does limit, you're right, it does limit in some ways where that development can take place, but it shouldn't limit how much development can take place.

CHAIRMAN DURAN: One of the things that happened in the committee, the members of this committee asked that it be formed because there was a lot of ugliness that was taking place along the corridor. We wanted to adopt design standards and land use patterns to preserve view corridors. My only concern is that I'm not real sure that residential use is appropriate land use for property owners along the corridor. As we go through this that's going to be one of the concerns, requiring people to build their homes along this corridor, forcing them to use setbacks.

MS. ELLIS: Does anyone else want to address this?

MR. KOLKMEYER: Mr. Chairman, a couple things. The noise analysis was done, basically to protect residential uses, first of all. It's a standard that says that if you live inside that dark green line that runs up through the corridor, it's not comfortable for you. That's basically what the standard means. And as you traverse along I-25 in particular, you'll notice that there's a pattern right now that a lot of, probably even most of those residential uses are probably set back more than 150 feet right now. When they come up closer than that, and Pueblos del Sol is a good example, up just southwest of I-25, that when in fact residential units start to be built up closer to the highway, then we have problems with then having to put up noise walls to keep the noises down, which is an additional expense, and then it also changes the aesthetics along the way.

So the argument here is, first of all, where is it appropriate for health and safety reasons and noise being a health and safety issue, you could argue, what is the best location? So we took that standard and used that standard as just the beginning to say based on federal standards and a lot of research that's been done on noise, that's not a comfortable place to live. But then given that, a lot of the lots that happen to be along that area as far as we can determine -- not all of them, but a lot of them -- tend to be some larger lots where it isn't unreasonable that a person could locate a residence in some other portion of their lot.

So it's not necessarily taking anything away as you were suggesting before. Now there are some small lots where in fact that might be a problem. Then a variance appeal could perhaps solve that and bring that setback down. That's to answer a couple of the concerns that you brought up, Commissioner Trujillo.

Chairman Duran, I think also what the noise standard says in some instances it's right. You're correct. It shouldn't be just residences along there because in fact, that's an interstate highway and as the noise contour study shows it gets pretty noisy along large portions of then. And then the questions does come up, what are appropriate uses along there? And in some cases if we don't have frontage roads, where would you put commercial, for example. In the areas where we have frontage road, in fact the plan is saying put commercial uses on those things.

The other thing that's not necessarily on this plan but needs to be brought up is that

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in the City's General Plan and in our General Plan, the County's General Plan, we have also designated an Airport Development District, a Santa Fe Community College District and then growth areas inside this Highway Corridor area where we think other commercial uses are appropriate. This sort of gets to Commissioner Anaya's point too. Some of that other commercial uses ought to be in new neighborhoods that are developed over the next 20 years so that the commercial is in the neighborhoods, accessible to people who live in the neighborhoods so that number one, we don't have to go back in and do infill all over again, which has become a very difficult thing for all of us to deal with and that also would take some of it off the highway and put it in to the neighborhoods where we are.

So one of the real issues is what type of commercial belongs on the highways? And we get into the problems of travelers' services and then some other regional type commercial. But I just wanted to bring that point up that we think there are other places that aren't on the highway where commercial needs to be dealt with as well. Thank you.

MS. ELLIS: Any questions or comments? Okay, so in commercial gateway, land use, the setbacks in this area, as I mentioned, vary depending on the type of land use and frontage road situations. Also the maximum building heights in this area is recommended to be 36 feet or 24 feet if the undisturbed building site elevation is actually higher than the right-of-ways. I missed mentioning that the recommended maximum height in the scenic corridor is 24 feet.

I guess we'll go on to redevelopment districts unless you have any other questions in the commercial area. Page 15, redevelopment district land use. This district includes the land surrounding the New Mexico 599/Airport Road intersection and extends along New Mexico 599 a short distance north of the Santa Fe River. It contains a mix of industrial, warehouse and wholesale businesses currently. The goals here were to create an attractive image and minimize impact of industrial uses on 599 and the Airport Road interchange area to relocate heavy industrial uses to improve the visual image of the area with strictly enforced design standards, again, work with the State Highway Department to design and implement a landscape program, provide opportunities for affordable start-up businesses, develop a park along the Santa Fe River extending on both sides of New Mexico 599 and restore areas of the river, recommend retail and office buildings and uses on land parcels fronting Airport Road in the northeast quadrant to screen existing industrial buildings. And if you look at your map, map 5, that would be the purple area on the map -- I'm sorry, the pink area on the map.

So this area does not propose any residential land uses and part of that rationale is that it is in the airport noise area and also there is quite a bit of existing industrial, light industrial development there now.

COMMISSIONER TRUJILLO: This area, I've been there recently and it seems that there's been improvement.

MS. ELLIS: Right. This was an area that the committee focused on quite a bit and felt the same way that there could be quite a bit of improvement in this area and

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enhancement. The setback in this area south of the river would be 50 feet and the maximum height for buildings would be 36 feet. And again, if you look at the map you can see exactly where the noise contours are from the airport, and there are some restrictions that already exist within those airport noise zones in the LDN-2 zone which extends all the way up past the top of the map and the LDN-3 is the most restrictive which limits the uses there to no retail trade, no hotels, motels, no outdoor stadiums or theaters. So there's some restrictions already existing in that area.

CHAIRMAN DURAN: And what area is that, Lesli?

MS. ELLIS: That's the area within this dashed line contour that's labeled as LDN-3. I apologize for not having an overhead.

CHAIRMAN DURAN: And that's on what map?

MS. ELLIS: It's on map 5. So those are restrictions that are already in place, not ones that were recommended through this plan. Are there any questions in this area?

CHAIRMAN DURAN: Wasn't part of the plan of the redevelopment area to promote a different kind of land use in that area, a densification of use? I don't know what that is, but it seems we need to somehow find an area that is more appropriate to the industrial use and somehow enhance the value of that property that would allow for a different type of use to come in, to give impetus for people to go out and relocate.

MS. ELLIS: Yes. There's a large emphasis on trying to relocate some of the undesirable uses, as you mentioned. And also enhancing the area by improving the area along the river and doing some landscaping in the right-of-way.

CHAIRMAN DURAN: And maybe transfer of development rights could work in this area too.

MS. ELLIS: Are there any other questions in this area? Airport Road planning area on page 17. As I mentioned, this is an area that the committee recommended needs extensive planning and collaboration with the neighborhoods and the residents in this area as well as property owners. But they did identify some issues, including that there are streetscape improvements needed and there is construction happening there now, including landscape medians, continuous sidewalks on both sides of the roadway, safe pedestrian crossings, signalized crossings with median islands to provide safe crossings, the landscape plan. A landscape plan should be developed for both sides of Airport Road for its entire length.

Given the existing residential densities, the committee felt that some institutional uses such as schools are necessary in this area as well as parks and areas for recreation, including the river park area. They wanted to limit further commercialization of Airport Road with the exception of some commercial uses limited on the north side of Airport Road at Jemez Road, and as I mentioned, I believe there's a typo that should say Jemez instead of Jaguar Road. And some neighborhood commercial limited in the parcels between Agua Fria and Camino Juliana which is on the west end of Airport Road.

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They'd also like to see the open space in this area be further inventoried. Are there any other questions in this area?

The second half of page 17 describes the land use definitions --

MS. MCGOWAN: Lesli, could I interrupt just a minute. I believe that's supposed to be San Felipe Road, not Jaguar Road or Jemez.

MS. ELLIS: San Felipe? Okay, so the correction is, instead of Jaguar Road it should say San Felipe. The land use definitions on the second half of the page should help with interpreting the map and I don't know if I need to go into those in detail. Do you have any questions at all about that? All of the maps, all of the land use designations on the maps, if you need further explanation about what those land use designations mean there on this list of definitions.

That brings us to the design standard section on page 19. Are there any questions in general about the land use portion of the plan? Design standards, as I mentioned, there's a lot of detail on the design standards and the committee put a lot of thought and time into putting together the design standards. They are illustrated which helps a little bit with the interpretation and the Design Workshop helped us with the illustrations.

I'll start with the scenic corridors' design standards. The design standards in this area are done with the intent of again, making this area, maintaining the more rural nature of this area and trying to keep buildings at a residential scale. The setbacks, described here, the critical or required setbacks, again, based on federal standards that say that 65 decibels is a level, anything higher than that level would be unacceptable for residential uses. And we did have a study done by Tashek that gave us the noise contours that were the basis for the setbacks.

CHAIRMAN DURAN: Excuse me, Lesli, is it possible for the property owners -- they have to provide so much open space, when someone comes in for any kind of development, aren't they required to provide some open space?

MS. ELLIS: Yes, and Joe can probably answer that question better than I can as to exactly how much.

CHAIRMAN DURAN: My question is this setback, the open space could have given the setback in it?

MS. ELLIS: Right.

COMMISSIONER TRUJILLO: Was there any discussion or is there any data that looks at the financial impact of these design standards on property owners? We always talk about [inaudible]

MS. ELLIS: No, we have not done that study. In looking at the maps and the properties that are along the road, there are definitely some small properties that would be affected by the setbacks and the financial consideration would mainly be on these small properties. But we haven't taken it beyond that level.

Are there any questions about the rationale for this required setback on page 19? Page 20 describes the desired setback which is the light green area on map three. So this

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is a setback that is beyond the required setback, which is based on the noise contours. In many cases, this wider setback is achievable because there are larger properties and there could be some basis for negotiating with the property owner. But again, this is an area that the committee felt like would be a voluntary option. It's desirable but it's optional.

At the bottom of page 20, the section talks about siting structures behind the required corridor setback line and that 2/3 of the structure's height should be sited below a ridgetop whenever possible. There was some discussion about incentives for increased setbacks. The City and County staff will further investigate this possibility for density increases for landowners and in these instances, landowners may increase the density provided that infrastructure and environmental requirements can be met for increased density and cluster housing.

On page 21, the maximum height recommended for the scenic corridor is 17 feet. I think I gave you the wrong information earlier which was 24 feet. One-story structures with a maximum building height of 17 feet to the top of the parapet, and that there could be a special exemption which is based on topography. So for building sites that have an elevation actually below the roadway, and I think the graphic just to the left there illustrates that, two-story structures may be permitted provided that 1/3 of the structure is sited below the road elevation. And that pitched roofs may be allowed in that situation.

Page 22, maximum lot coverage in this area is recommended to be 60%, which would include parking and structures, so there would be 40% minimum undisturbed area. Outside storage, the plan recommends that outside storage not exceed 400 square feet, that it not be visible from the roadway or adjacent properties, and that it be enclosed by a stucco wall with a minimum of six feet and a maximum of eight feet tall.

CHAIRMAN DURAN: Does this apply to all lots?

MS. ELLIS: Yes. And a lot of these lots, well, south of I-25, the county, those are lots that are in the county where basically 2.5-acre lots are fairly common, but there are many larger lots as well.

On page 23, landscaping, the plan recommends that drought-tolerant species be used and that there be more evergreens used to screen structures and buildings and parking so that 50% of the new trees should be evergreen. They want to preserve native species and topography in the setback areas as well as replace pinons that are over 4-inch caliper.

For site walls, the maximum height for retaining walls on the site is four feet and retaining walls may be set back a minimum of three feet if additional height is necessary. The maximum height for site walls is to be six feet except for screening the outdoor storage mentioned earlier. Are there any questions about any of those portions? Lighting -- Judy, can you explain the lighting portion since you're more knowledgeable about that than I am?

MS. MCGOWAN: Lighting is seen both as a safety issue and also a visibility issue. There are a lot of complaints about over-lighting and too much lighting and ruination of the night sky. There are current County standards, so it's recommending that they meet current County standards and then go beyond that a little bit to minimize the outdoor lighting.

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that would happen in the scenic corridor. They're asking for no overhead utilities in the required setback area. To emphasize low-level uniform lighting, no dark spots with really bright lights, and that's both visually intrusive and it's also a safety hazard. To direct all the lights down and shield, that's a current regulation.

The things that I think that are new or different from what the current standard is that it proposes to use residential lighting levels which are lower in uniform fashion throughout the area, rather than brighter commercial levels and it minimizes the height of lights more than the current standards do, down to 17 feet. To not use any facade lighting, which is the floodlights that get set up and the only purpose is to light up the side of the building so that it stands out from everything else around it.

It gives some more specific direction on how you might locate any street lights that might be needed at intersections, because they probably will be required at intersections.

MS. ELLIS: Other architectural standards addressed, particularly in the commercial gateways area where they may be larger commercial development, this section was important. It talks about distinct masses of buildings, changes in elevation, vertical and horizontal elevations. You see the drawings to the left, and that building exteriors be finished with earthtones predominantly and that the light reflective value not exceed 40%. The plan recommends southwest architectural styles and that skylights and other rooftop structures be set back from the edge of the building.

Building roofs will be flat with non-reflective surfaces and parapets except for this special exemption. Page 26, scenic corridor non-residential uses. There was some debate on the committee on how to address standards for non-conforming uses. Basically any non-residential use that may happen in this scenic corridor, the standards for commercial development were pulled out separately into this section so if there was a variance or a non-conforming use, I guess the proper term would be non-conforming use, that that construction would conform with this section.

Basically, there's some changes to the signs because this would be dealing with commercial uses, lighting, landscaping, that there's a little bit more requirement for landscaping for non-residential use. One and a half inch caliper deciduous trees are required, minimum, and that wouldn't be required for a residential development. Any questions in the scenic corridor section design standards?

And that continues on to page 28. Parking, the section that deals with parking — these standards are in here mainly to mitigate the impact on residential neighbors from non-residential uses or commercial uses, so that parking would be placed to the side or rear of the building and screened from adjacent residential properties as well as from the roadway.

Site planning on page 29. The recommendation is for maximum width roads, that maximum width be two lanes, that pedestrian and bicycle and equestrian trails whenever possible be integrated into the plan, and that trails and sidewalks should be connected to services and that there be walkways within parking lots, and finally that the natural features, such as arroyos, ridgetops and large trees be preserved whenever possible.

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The setbacks from residential neighbors are slightly different here than the setback from the road, in this case, 50 feet from the property line is the requirement or suggestion and that that setback may be reduced if buffered with a wall or landscaping.

CHAIRMAN DURAN: Lesli, I have a question on item 10, Site planning. What do you mean, maximum width roads?

MS. ELLIS: That standard would apply to subdivisions within the study area, the recommendation being for a two-lane internal road rather than a four-lane internal road. I believe that's consistent with what the Arterial Road Plan is recommending also for arterials, that they not exceed two lanes with a turning lane in the middle.

CHAIRMAN DURAN: We're not promoting large roads, are we?

MS. ELLIS: No. No, exactly the opposite. Promoting smaller roads that are two lanes.

CHAIRMAN DURAN: So that's more undisturbed land?

MS. ELLIS: Right.

CHAIRMAN DURAN: So that's what that says.

MS. ELLIS: Right. Okay, La Cienega design standards on page 30. As you can see, they're basically all the same as the scenic corridor, with the exception of the height, the maximum height recommended is 24 feet and all the other standards are the same as the scenic corridor. In commercial gateways, commercial gateways has some differences, basically anticipating that there would be larger commercial uses in this area. So the standards address the commercial uses more in this section.

As I mentioned before setbacks vary, depending on the land use, 150 feet from the right-of-way or 50 feet from the frontage road in the commercial areas. And this may be reduced with a landscape buffer to 25 feet. For the residential areas, again, it's based on the federal standard and the noise contour. And that is if you reflect back to that map number 5, I believe it is, or map number 4, you can see where those areas are to where their setbacks would apply.

The maximum height, buildings should not exceed 36 feet, and that they should be stepped back. There's an illustration at the bottom of page 32, showing how that step-back would work, so that it's stepped back two feet for each additional one foot of additional height. If the building site elevation is higher than the nearest right-of-way line of the highway, then the building height should not exceed 24 feet. For residential, the height limitation is 24 feet.

The recommendations for lot coverage, 65% maximum lot coverage for all structures, including parking lots. Drainage structures may be included in the remaining 35%. Outside storage, maximum size would be 600 square feet. Outside storage should be located behind buildings except for double-frontage lots and in that situation they should be located at the side of the building and screened by a masonry wall that would be six to eight feet high.

Landscaping standards are the same as the scenic corridor with the exception for a requirement for non-residential development which would be a minimum caliper 1 1/2"

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deciduous trees when they're planted.

Lighting is similar to the scenic corridor standards, with the anticipation that there is commercial development and a need for higher lighting levels so that people can find their way through parking lots and to buildings in non-residential areas. Do you want to say anything about that section?

Exterior signs, the committee recommended that there not be billboards, pole-mounted signs or roof signs, and that there be one monument sign at each entrance to the building, not to exceed a total of two signs for a building. The maximum height would be five feet. The maximum surface area would be fifty feet and that would have a five-foot setback. Each building could have one flush, wall-mounted sign over the main entrance of each building with a maximum of 10% surface area or 60 square feet. Each business is permitted a ten square foot at their entrance. No internally lit signs, except those that don't exceed ten square feet. No reflective or flashing signs, and requires the size of temporary construction signs to be limited.

This was again, in anticipation that there would be more commercial development in this area, but also considering that it is a gateway to the city and the way it looks was important. And that signs have a lot to do with the aesthetics of the area.

Parking should be screened by a landscaped berm and screened from adjacent residential properties. Any walls that would be used to complement the building stucco color. Are there any questions on those two pages?

Page 36, architectural standards. This portion of the architectural standards addresses buildings that might be pretty large in size. Some of the bigger box development that we have these days can be up to 150 square feet [sic] and with that in mind, the architectural standards address buildings that are up to 25,000 square feet or 24,999 square feet and those that are over 25,000 square feet. Again, the colors and the light reflective values are important and that they shouldn't exceed 30%. Buildings less than 25,000 square feet should be designed with a minimum of three distinct masses and those that are over 25,000 square feet should have an additional two-foot vertical and horizontal offset. And there are some illustrations to the left.

For all non-residential buildings should have varied window sizes, portals, techniques to reduce the scale and break up long blank facades. Fifty percent of the horizontal length should include those things. Metal building shall be stuccoed on all sides. Skylights, again, and other rooftop structures should be set back from the edge of the building by two feet and screened.

For site planning, pedestrian bike trails, equestrian whenever possible should be provided and links to a master plan trail system and trails in the right-of-way to be granted for public use. Trails and sidewalks should be connected to the services or the non-residential buildings. And parking should provide pedestrian walkways.

Stormwater management structures can be in the 50-foot non-disturbed setback from the non-residential areas. Again, because this is an area with some mixed use, there are

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concerns about existing residential neighborhoods with new non-residential development. The committee addressed that in this Section 11 on page 38. For larger building, again, there would be a larger setback of 100 feet from an existing residential lot. And this may be reduced with a landscape buffer. For a smaller building, less than 25,000 square feet, it would be a 50-foot setback, which could be reduced to 25 feet with landscaping.

For all buildings, a building may not exceed 24 feet within 100 feet of the property line and that it should be stepped back two feet for every one foot of additional height. Any questions about the commercial gateways section? We're almost done.

Page 39, redevelopment districts, and this references map 5. The setbacks in this area south of the river, it's recommended that they be 50 feet, and north of the river should conform to the noise contour. And again, because the recommendation is for residential development north of the river. Buildings should not exceed 24 feet on the east side of New Mexico 599 and these standards are fairly specific for height and density in here because, as I mentioned before, the desire was to try to enhance the area and provide some redevelopment in this area so the density is tighter in this area than it is in the scenic corridor.

There's a maximum lot coverage recommended of 60% with drainage structures that could be located in the remaining 40%. Outside storage, again, has to be screened but is not permitted within the business park and business incubator designated zoning area, which is the pink area on the map on that side. The remaining standards are the same as those that we've been through before with the exception of architectural standards. Metal buildings are permitted only with masonry architectural facades, is the recommendation in here.

CHAIRMAN DURAN: Great. Is that all from staff. Okay, we're going to open it up for public comment now.

MS. ELLIS: Commissioner, there are some members of the committee here. It might be nice to allow them to comment before the general public.

MARK HOGAN: Mr. Chairman, members of the Commission, what I'd like to just do is try to create a context for reviewing this plan, which I extend to those that didn't have the experience of going through this process. I know several of you did and it actually, as I hear this reviewed I really am fairly proud of the effort that went into it. But I think for the benefit of the public as well as the Commissioners that are going to be going through a number of presentations on this and review before some plan is hopefully adopted. I think it's important to stress sort of the context and how it was created.

The original schedule for this piece of work was six months. And when we were about four months into the process with having accomplished very little, when we were looking at all the individual pieces, we first started off by breaking it all up and trying to look at it in all its component parts, and we were essentially getting nowhere with a huge amount of argument and debate. So we, as an entire committee, we backed off of that and we said what's really the big idea? What are we really trying to accomplish here? And as we kind of all individually looked at these roadways we realized that they really are

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primarily scenic corridors and that they really have a big impact on our impression of Santa Fe and what makes Santa Fe hold together as a community.

While we set off originally as one of the goals stating that we want to look at safety we also want to look at visibility, the big idea really was to preserve the sense of character as you get as you go through Santa Fe, both as a visitor and as a daily resident. So that kind of directed -- and that was really one of the first things that unanimously, we all agreed on. And so we started to build from there and look at what we could do to develop land use as well as guidelines that were consistent with that so that we weren't compromising people's property rights and we were minimizing adverse impacts whenever possible.

I expect that before this plan gets adopted it's going to see some change and it probably needs to as the particulars are all sorted out but what I would like to do is encourage the Commissioners and hopefully the City, as they're reviewing this plan, to keep the big idea in mind because as you will probably see, there'll be a number of exceptions and things that we're really going to get into specific difficulties, which admittedly, we punted on at one point, just so we could make some progress. We said we're not going to be able to solve all the individual problems, so let's set a structure in place where we can keep the big idea and then we spent a lot of time after that putting the structure in place, design standards, setbacks and things like that that supported the big idea.

So that as you're looking at variances or hardships or whatever, that there's a context to review that in. And that was really the primary thing I wanted to say. Probably one thing I'd like to add to that is that this is probably as close a first opportunity as we've seen in a while for the City and the County to work together on joint planning issues. And both the City and the County participated heavily in developing this plan and it is my hope that as the plan is continued to be reviewed and as people, property owners come forward with their individual issues, that that's heard by both the City and County jointly as opposed to separately. So I just would like to really support that. And thank you for your time in carefully reviewing this and reviewing all the presentations today.

MR. KOLKMEYER: Thank you. Would you introduce yourself, Mark, for the record please?

MR. HOGAN: My name is Mark Hogan.

CHAIRMAN DURAN: Thank you, Mark.

BOB TAUNTON: Mr. Chairman, members of the Commission, my name is Bob Taunton and I was a member of the corridor committee as well. I certainly echo what Mark had to say. It was important for us to rise above the individual property issues. We know that there are some specific development agreements out there. There are also some court cases out there and it really became necessary for the committee to simply set those aside, knowing that there was going to be a process that would occur following the development of this corridor plan concept. There would be the opportunity for variances and we'd go certainly through an ordinance preparation and so on.

So we thought it was appropriate to simply set those aside. As Mark said, we kind

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of punted on it, and it really enabled us to get to what he's described as the big picture, the vision. There's one comment, I'd like to support what Jack had to say and responding to Commissioner Anaya's comment about the commercial in that it really was very much the intent of the committee to have some of the new commercial not only be in areas that would be designated within the corridor, such as the gateway area, but also to be an integral part of some community plans, for example, in the county, the College District, and there's other opportunities where there will be future development where these particular uses can be planned. The infrastructure can be there. The transportation system can be there and so on. So it can be done properly.

I don't think the idea was to try and somehow push this off into existing neighborhoods but we thought that there were future opportunities for that kind of development.

Just a word on the noise contours. It seems like it might be a very academic approach to establishing setbacks but there really is the basis in terms of health and safety and so on. We also felt that it was a convenient way for us to analyze the corridor in terms of topography. Obviously, the noise contours are going to expand when you have a flatter site, where there is a site that has topography or a ridge and so on, that can actually constrain those contours and therefore limit the setbacks. It's not a perfect science but it seemed to us to be one of the best examples or best tools for doing the setbacks.

The last thing that I'd like to say, and I know there's going to be people speaking about this and there certainly were some representatives who spoke to us during the preparation of this plan, and that has to do with the commercial area that Tierra Contenta has on 599. We heard how important that was to Tierra Contenta and certainly that community is fulfilling a great need in this community and in order to be able to, if you like, pay back for the pricing on residential housing by subsidizing that, they need to have commercial development, not only to be able to provide the services to the community, but also to fund that, if you like, a reimbursement for the housing.

And I certainly as a developer of Rancho Viejo and having been in the business for 20 years, I certainly understand that concept and I support it. But again, the committee felt that it was very important to look beyond who the landownership was held by. I realize there's a unique relationship between Tierra Contenta and the City of Santa Fe, but we tried to look ahead 50 years and say what really makes sense in this particular area? That is a very scenic part of the corridor and it was felt, the committee believed that this type of use should be set outside of the corridor area so that the visual impact was not a serious negative one. If it's intended to serve the community, it could perhaps be internalized more. You certainly will have the interchange, which is Jaguar Road, I believe, if I have that correct.

So we supported the idea. I know you're going to hear from the Tierra Contenta people later this evening, but I just wanted to assure you that the committee was very consistent in that attitude and it had to do with trying to be fair to all landowners and also to preserve the big picture which Mark referred to. I'd be prepared to answer any questions

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if you have any. Thank you.

CHRIS LEIBMAN: Mr. Chairman, Commissioners, thanks for giving me the opportunity to come speak. My name is Chris Leibman and, like the two previous speakers, I was also a member of the Highway Corridor Committee. I would of course like to reinforce the comments the previous speakers made. I think they did a very good job of giving you an idea of what we were confronted with. Certainly I hope you can appreciate why we adopted the very broad-brush approach that we did. As they pointed out, when we were trying to look at each individual section or when it was even reduced to individual properties, we could get nowhere in the process. And it certainly was a trap for us and I imagine could very well pose the same trap for you. So I would urge you, when reviewing the plan, take the blinders off and look at the very big picture because I think that the big picture is one that is a very good one for the future of Santa Fe.

We recognized during the process that some small property owners would have a difficult time necessarily complying with the recommendations. We certainly anticipated that, and as the previous speakers mentioned, we felt that there would be opportunities to address those individual cases. I certainly don't want to diminish the concerns that those small property owners have and I would encourage you during your deliberations to anticipate having to address those things on a case by case basis.

I think the committee feels that the plan we came up with was a very balanced plan, trying to balance the needs of the much broader community against the needs of the property owners who has land within the Highway Corridor District. Beyond that, I just wanted to say that many of the issues that you were debating earlier tonight, and I suspect, many of the issues you will debate again in the future, are going to be ones that we deliberated as a committee at great length. So I would encourage you, in your review of the plan that if you have questions regarding the plan that you certainly take advantage of the opportunity to talk to your staff but also talk to the committee members. We did this for nine months. We all lived the Highway Corridor Plan during its evolution and we would certainly like to share our insight and provide maybe a basis for some of the decisions or recommendations we're making tonight.

Earlier you talked about the elimination of existing commercial nodes and I feel that it's important to clarify that point. It will also give you some idea of why we were recommending the elimination of those nodes. Those nodes, under the current plan, are proposed nodes. We had lengthy discussions about whether or not lands or properties within those nodes had some existing commercial right and I think it was the determination of the committee that they did not.

CHAIRMAN DURAN: All these nodes that are proposed to be removed are only proposed nodes? I mean the nodes that you are recommending that we remove as commercial nodes? None of them are existing?

MR. LEIBMAN: As I understand it and would hope the staff would jump in to potentially better explain this --

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CHAIRMAN DURAN: Because I want to make sure that you make a correct statement here.

MR. LEIBMAN: Yes, I believe that statement is correct. The nodes are indicated on the map -- I don't have the map number -- there are some nodes that are approved commercial nodes where someone has gone through the zoning process, submitted a master plan, been reviewed, maybe even taken their development all the way to the building permit stage and constructed something. Clearly, that is an existing commercial node. In many situations, however, there are nodes that were proposed nodes under the 1980 plan, and they are just that. People have not come forward with master plans and they have not been subject to either the EZA or the Board of County Commissioners' approval. So it is only those proposed nodes and those limited in the plan that we suggested eliminating.

The committee, in a nearly unanimous vote, felt that in order to achieve this broader vision, that we should abandon the node concept. It was central to the evolution of our thinking. So I want to share that with the Commissioners and the members of the public here tonight. Again, the idea was we would concentrate commercial development in areas that seemed to make the most sense and there were reasons why we elected the commercial gateway, as Lesli and others have spoken to, and there was a reason we identified the redevelopment district as a good area for commercial development. Again, to increase property values, as you indicated, Chairman Duran, and try to encourage the relocation of some of the more unsightly uses in that area. But I felt it was important to clarify that issue.

Regarding the issue of setbacks and concerns that people obviously will have that they aren't going to be able to build within that no-build zone should these recommendations be adopted. I think it's important to point out that we're not talking about taking people's development rights away from them, particularly those development rights that they may have within that setback area. Rather, we are encouraging people to take those building rights they have, those development rights that they may have and relocate them in areas of their property that are outside of the setback. And it's important to point out that in doing that process, under the existing Code they may be entitled to get an increased density bonus. So there may be a good reason to do that. They end up getting a greater development right in the process. So I hope that could allay some people's fears.

We're not saying those houses don't get to get built somewhere, rather they should just be located away from the highway. Really, that's all I have to say tonight and I'd be happy to entertain any questions.

COMMISSIONER ANAYA: Mr. Chairman, Chris, through your contemplation process, to eliminate the nodes, you said that -- let me go backwards in time. At the time that the nodes were put into concept and put into the ordinances and the process, the development process, the idea there was to eliminate strip development. So in those days, the areas that made the most sense for commercial development were the commercial nodes. In your planning process, you stated that you eliminated the nodes to place the

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commercialization in areas makes most sense, have you established what areas make the most sense?

MR. LEIBMAN: I think that's what we tried to do in the plan. Again, we heard from the public and property owners over the nine-month period and also tried to evaluate what existing node systems were in place, safety issues related to development in certain parts of the Highway Corridor. I think ultimately what we came up with and maybe some of the other committee members can speak to this is that it seemed to make the most sense to concentrate the commercial in certain areas and those areas were again in the commercial gateway, in large part because there's a good road system in place, there's a lot of commercial development in place, and in the case of the commercial gateway, it represents the entry into our community.

So there's certainly a sense of arrival. You get there. There are your services. You're in the City of Santa Fe. In terms of the redevelopment district, I think the reason we felt this was so important was I think many people consider this area blighted. It's not particularly attractive. It's certainly very visual, and it too represents another entry into our community. So we were wanting to try to develop a plan that would encourage this district's redevelopment.

If you allow development throughout the Highway Corridor at all these other nodes, there's little incentive to redevelop this area. You'd just go somewhere else. Whereas if that's where you're concentrating your resources, it would encourage that redevelopment. In addition, there's a lot of residential here adjacent to this. I don't think it was anticipated that the city would expand there and that people would live out there. But that's what we have now.

So rather than have these people, who live right adjacent, live next to a mining operation we felt that if we could encourage other development like small business parks that could employ them or retail that they could take advantage of, that that would be a good thing to do in that area. I hope that answers your question.

COMMISSIONER ANAYA: I can agree with the redevelopment plan. I think Chairman Duran could also elaborate on that of is for this type of development. I can agree with that, and I can agree with the little red areas, but I cannot agree with just limiting commercial development to just those areas. I think it's needed to be diversified throughout the scenic corridor area, whichever, maybe with the setback plan. The arterial plan is the key to the whole development process. There's no doubt, unless you're going to create a brand new network of roads. That's the only way I can see.

Okay, the setback plan, maybe if you set back the commercial development away from the scenic, but with that concept, I cannot ostensibly agree to totally do away with the node concept. I cannot. I don't feel that it's in the direction of what we intend to do.

CHAIRMAN DURAN: Let's not debate that right now. Let's have someone else from the committee come up.

MR. LEIBMAN: Is it an opportunity to plant one seed, one thought?

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CHAIRMAN DURAN: On quick one.

MR. LEIBMAN: One very quick one. I think what we were confronted with as a committee is that there are a lot of nodes, a whole lot of them, and there was a concern about the potential for a proliferation of development, something at every road interchange every intersection. And when you look at like that, look at the big picture, and you see that I think a lot of flags went up on the part of the committee members.

COMMISSIONER ANAYA: Well, I can agree with that on the brand new road that was just built, but going back to the '80s, I was on the CDRC when the commercial node came into existence. And to eliminate those I don't think is proper.

MR. LEIBMAN: I just wanted to share that. Thank you very much.

CHAIRMAN DURAN: Is there anyone else from the committee?

LOIS GOODMAN: Mr. Chairman, County Commissioners, my name is Lois Goodman and I was also a member of the committee. First of all I would like to speak for Councilor Bushee and Molly Mahaffey and myself when I ask you to adopt the City resolution and ask you to hold joint meetings, joint public meetings during this process. I think that some day you could see that this Highway Corridor, especially directly around the city could be a natural city limit since you've made steps in cooperation between the City and the County and this could be the first real show of cooperation.

Secondly I would like to talk about the safety issue, especially on the 599 corridor. There were many meetings that were held. The first three, I think were at Sweeney. Hundreds of people attended and voiced their concern about the 599 corridor. Then it broke up into different areas and they had smaller meetings but the results of that study, the number one request from all of those meetings is that they limit commercial development along 599 and I would hope that you would keep that in mind. It's a safety issue for the WIPP shipments.

Also our committee asked that a divided interchange be placed at the Airport Road/599 connection because we feel that that's a very dangerous area. And changing the node theory does not preclude this. Even if there's not going to be commercial development in these areas it's going to make in to more of an organic community-based commercial development rather than being a commercial development that is going to pull traffic off the corridor, off and on the corridor. I think that if we don't want to see strip development and piecemeal development we need to do planning in a more organic -- and have a vision in these areas because we do want to see the best for the city. I would hope that we'd think in different ways. Thank you.

CHAIRMAN DURAN: Thank you, Lois. How many other committee members are out there that want to speak? Okay, Warren.

WARREN THOMPSON: Mr. Chairman, Commissioners, my name is Warren Thompson. I'd like to make a couple of comments. First of all, to address Commissioner Anaya's concerns. The existing nodes that were along I-25 where development has occurred now have specific land use plans and design standards so that we

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haven't eliminated the uses in that area. We've gotten more specific with them. So for Cerrillos Road, for 599, for La Cienega, for St. Francis, those have all got specific uses and then the most sensitive one at the Old Pecos Trail.

None of those have been eliminated. We've just taken a closer look at them and given more detailed information.

CHAIRMAN DURAN: Warren, it says right here in the plan, the committee recommends removing the following established and potential non-residential districts and nodes.

MR. THOMPSON: I agree with that but if you look, for instance, at map 4 you see a detailed plan for commercial development which includes two of the node areas, the 599 area and the Cerrillos Road node. So that was such a large area of commercial that we merged that all into one large area where those two pre-existing nodes existed. So those haven't been eliminated. If you look at the proposed land use map, map 3, at St. Francis you'll see that south of I-25 we've recommended residential, but commercial north of I-25.

And then on the same map 3 at the Old Pecos Trail, we have recommended residential areas in a very sensitive area in this community. So those areas haven't been eliminated they've just been addressed specifically.

Secondly, the idea is not to damage property values of the landowners. It's to try to find creative solutions to protect the corridor and the scenic beauty of it and give the property owners their value. Whether that's transferring of development rights or giving them bonuses or what it may be, we had no desire to damage the individual property owner.

One final thought is that you all have the opportunity to protect this visual asset for the long term and if we don't do something now, it will eventually get developed. We will get more congestion along the corridor and so the opportunity is now. Thank you very much.

CHAIRMAN DURAN: We're going to go into the public meeting right now. I just want to address, Warren, you mentioned something about you were hoping that this would be approved by a joint City/County meeting, and I think that's the ultimate goal but we were trying to do here -- the County has jurisdiction on some sections of this corridor, the City has and so does the EZA. My vision was to have each body that has that jurisdiction, isolate the issues that were in conflict and approve a draft of it.

And then when we got together at a joint meeting, we wouldn't have to -- there are a lot of areas in this plan that we agree with and I think there are some that need some further discussion and understanding and refining. So that's my idea, that at some point we will adopt this plan in a joint meeting but each governing body has to approve it independently based on their jurisdiction.

We're going to take a ten-minute break and could I have a show of hands of those that want to speak?

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[The Commission recessed from 7:52 to 8:00.]

CHAIRMAN DURAN: I'm going to set a few ground rules for all of us to follow. This is really the first of many meetings. The Board of County Commissioners is going to have, I believe two more public hearings on this before we adopt a draft of this and then the EZA is going to have one or two meetings. The City's going to have a meeting and then we will ultimately have a meeting with all three governing bodies.

So I'm going to limit public comment tonight so that we can get out of here by 9:00 knowing that we'll have other meetings. And what I would like for all of you to do, if you really have some sincere concerns, that you put them in writing and deliver them to our Land Use Department, our Planning Department so that at our next meeting, we have compiled all the concerns that the public has on that.

COMMISSIONER TRUJILLO: Mr. Chairman, I'd just like to say that we need to put in place, establish a resolution that delineates a timeline for joint City/County participation so that the community understands that there will be joint City/County cooperation.

CHAIRMAN DURAN: We'll start with the first people.

AMELIA JANE CARSON: Mr. Chairman, my name is Amelia Jane Carson.

CHAIRMAN DURAN: And again, let me tell you, please get to the point and try -- and the rest of you try not to be repetitive and let's try and move this thing along.

MS. CARSON: I wish maybe the committee had followed those rules because I felt like they just regurgitated what Lesli had presented very well. I have two questions and two comments and I'll make them quickly. I'm moving to Santa Fe. I just bought a piece of land that's on Rodeo Road involved in this commercial node change. I bought it with the idea that I would get to rezone it commercially, that it was a commercial node and now I found out that it's not going to be and I've lost thousands of dollars.

I was hoping to establish an assisted living and also a retail outlet for wares for the seniors and those disadvantaged. So that's number one. I am going back and probably cancel the contract and then I'll turn around and ask the City to reimburse me for the money because of this change that has happened.

The other thing is there are already existing two-story buildings on the property. There is a big two-story building. You cannot see it from I-25. You can't see anything down there on that one little strip on Rodeo Road, right in there, that area. There is commercial already there. One side of it is commercial, an electrical company, and the other side is a commercial landscaping, backhoe company. There's plenty of commercial all the way down. There's a veterinarian hospital. There's a cemetery. There's a church, etc.

So I am very concerned that all of a sudden, even though the committee did a wonderful job, they really did and their purpose, I guess, is commendable, but it is very un-American what is happening here. I spent 27 years in the military defending our

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Constitution and protecting the freedoms that Americans have, and one of them, a basic one, is land use. So I am very disturbed that this can happen just so laissez faire and people say, oh, this is a good idea, which it is. It's a good idea and I can see it on 599, but not on areas that already you have the commercial zones in place, or the nodes and they should be allowed to developed with appropriate barriers and landscaping. Thank you very much.

CHAIRMAN DURAN: Thank you, Ms. Carson. Bear in mind these are just recommendations. But we appreciate your comments. Thank you. Next speaker please.

MORREY WALKER: Hello, I'm Morrey Walker with Walker Engineering. I'm representing Curtis Cannon and his family. It's interesting I'm following her because our property is actually the landscaping property that she was saying is right next to hers. We have the same problem that the previous speaker had about removal of the commercial nodes. This property has been used for commercial for about 30 years as a heavy equipment contractor.

We're trying to -- he wants to develop it as a professional business park, which is not what they have identified as residential, but we will meet the architectural requirements of the plan and the problem we have, especially with this plan is dumping all commercial into one area. I mean there's all different kinds of levels of commercial -- office, retail, industrial. And we feel like our property as a professional office building does meet the intent of the residential area.

We would meet the architectural standards of a residential area, of the plan, but we would like to make it as a commercial site. We have the same issues where it's -- I-25 is much lower than the surrounding area and that you wouldn't even see our piece of property. So basically we're requesting that you either table the plan until you identify areas more closely. I can understand where they have been working with the big ideals but when you're talking about somebody's property, we would like to have a little bit more defined areas of where what can be commercial, what can be retail, what can be office.

I think it would be a more workable plan. When you have broad, ideal plans like that it's really hard to implement it as people come in trying to develop their property.

CHAIRMAN DURAN: Thank you, Mr. Walker. Next speaker please.

JAMES HICK: Mr. Chairman, Commissioners, my name is James Hick and I'm the executive director of Tierra Contenta. The Tierra Contenta Board would like to go on the record supporting the philosophy of the Highway Corridor Task Force with the stipulation that the approved master planned community, like Tierra Contenta, be allowed to implement their plans as adopted.

The Tierra Contenta master plan and the annexation agreement allows us to help pay for land for residential tracts with more valuable town center zone property at the western edge of the community. The town center is an area of higher values with commercial and community uses that allows us to subsidize the inexpensive sales of residential tracts in order to make home prices affordable for Santa Fe residents.

We have been successful thus far in keeping housing prices affordable, resulting in

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Tierra Contenta getting about 36% of the new single family residential permits in the City of Santa Fe. This creates a huge source of gross receipts tax, of employment and property tax, not to mention providing many deserving families in this area with their first home.

The town center property would be valued at a much higher price than we can get for neighborhood commercial within our area and that expected shortfall from losing our town center along the scenic corridor is -- we have 36.6 acres that's in this area and it's about \$1.6 million. We have no way of making up this shortfall in cash and the economic future of Tierra Contenta cannot stand this future loss in revenue. We're a non-profit corporation and we have received no funding from any agency and our existence is wholly dependent on our ability to sell developed tracts of land and Tierra Contenta cannot survive financially if we cannot preserve our previously granted entitlements. Thank you very much.

MIGUEL CHAVEZ: Mr. Chairman, members of the County Commission, my name is Miguel Chavez and I am currently the president of Tierra Contenta, and I'd like to go on record, and I think the executive director really stated all of our concerns as far as Tierra Contenta is concerned with trying to internalize the commercial portion of our development. It really wouldn't work. It would displace, it would take land for homes, so this was really the best way that we could approach Tierra Contenta and really come up with a good master plan.

But to continue the public debate and the open forum, I would at this time like to ask the County Commission to consider adopting a sister resolution so that they would better provide or continue the process of public review and implement a long term plan that would really work for everyone. So I really urge you to consider that resolution and act on that as quickly as possible. Thank you.

CHAIRMAN DURAN: Miguel, you're talking about the City's resolution?

MR. CHAVEZ: Yes, that's correct. And there was a number given to that resolution earlier. It was Resolution 1999-61 for your reference. And it is asking of course to continue the review process and then to finally adopt a unified Highway Corridor Plan. So that is the resolution I speak to.

CHAIRMAN DURAN: I would like to ask our Legal Department to give us some clarification on that. My understanding is that that body has jurisdiction for the study area is to adopt it. I guess my question is how can a joint City/County body adopt a resolution.

[Assistant County Attorney Barbara Mulvaney, speaking away from the microphone, stated the resolution from the County would have to be a separate instrument.]

CHAIRMAN DURAN: One for each body?

COMMISSIONER TRUJILLO: I thought that that was the direction I gave to develop a resolution stressing cooperation.

CHAIRMAN DURAN: Because I think we're all in agreement that we want to have a resolution similar to the one the City has proposed. I think what I'm trying to say or get clear on is I think that there's a legal process that we need to follow and provided that

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the resolution is prepared in such a way that we follow that legal process. I think that's great. I think we all want that. We didn't create this Highway Corridor Committee to not cooperate with the City in those areas.

MR. CHAVEZ: That's correct. I think the cooperation is already there and the resolution I think just wants to solidify that a little bit more and have that in the form of a resolution, because I know that we have been acting in cooperation and that's really good. That's where we need to go. And I think the resolution is calling more for combined City/County meetings, both where the County Commission and the City Council could meet together to discuss the issues without worrying about Open Meetings Act or any other violations that might hamper the process or subject the process to any kind of criticism.

CHAIRMAN DURAN: I don't know what you mean, Miguel. I don't know what you mean by violating any --

MR. CHAVEZ: Well, there was discussion recently in the newspaper about the process where the City and the County met in joint session and I think that there was some question about whether that was --

CHAIRMAN DURAN: On the Highway Corridor Plan?

MR. CHAVEZ: No, I think this had to do with maybe a different issue, but it's around growth and County issues. I think it was to do with the Land Use Resource Center and issues that they had.

CHAIRMAN DURAN: I think that the instructions that we have to the staff are to prepare something that is legally proper.

IKE PINO: Mr. Chairman, Commissioners, my name is Ike Pino. The devil is in the detail, as they say, and the committee that you have has done a commendable job of giving you a picture of what things need to look like. They were correct in not going in to all of the individual property owners because they needed to give you a snap shot and say this is how these corridors need to look.

But I'm up here to ask you to seriously consider some type of an implementation plan or team that's going to track concurrently with the adoption of this plan because so far, the discussion has been cavalierly suggested that, well, somebody can come and ask for a variance. I had the unpleasant experience of having to try to get a variance recently and it's getting tough. It's getting tougher to get variances. But if you have an implementation team that's going to deal with the how part of this, with all the landowners in there, so that they all have a way to apply for a variance or special exception so that it's very clear, with the cross jurisdictions of the City and the County, and you adopt that at the same time as you adopt this plan, then everybody can be assured that they'll have a way to be able to get in front of you.

Not necessarily that you're going to approve anything, but at least that they have a chance to get in front of you based on criteria that's specific to the two corridors. And Mr. Chairman, being a person who deals a lot with the process, both at the City and the County, I'll tell you right here and now that I'd volunteer my services on such a committee or a team

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to work with anybody else. Because everybody needs to know the rules -- the developer, the landowners, the affected neighbors -- we all need to know the rules and I think we need to know them going in all together and not say, let's adopt a plan and we'll deal with the detail later, because that's where lawsuits and conflicts and everything else come in.

This is going to be a while anyway, based on all of the hearing that you're going to have and all of the committees that are going to consider it, so you might want to consider some type of an implementation plan contemporary with this and Mr. Chairman, I'll be the first one to volunteer to help this out if you decide to go that direction.

CHAIRMAN DURAN: Why don't you put together an proposal for us?

LINDA TIGGES: Linda Tigges. I do have a handout for you. Would the staff help me hand it out? I think some of you may have them already. If you don't there's an extra one. I am representing the Montoya Family Trust and I'm requesting amendments to the recommendations that you've been presented with. These amendments that I'm suggesting would allow neighborhood commercial centers in the scenic corridor at specifically designated locations and it would allow structures within these centers to be larger than 5,000 square feet.

The center for which I'm requesting specific designation is at the intersection of County Road 62 and the relief route. It's in an area that is already a neighborhood center. It's not a node. It's just has become a neighborhood center and a small plan has been done for this area with the private and public sector working together.

I'd like to point out the uses in this area. Here is the relief route. This is County Road 62, which as you know if you've tried to drive it it does this strange jog. Just to orient you again, here's the river and here's Agua Fria Road. Here's the bridge here. What I'm pointing out is that it is an existing neighborhood center. You have the County Park already there which is in the process of developing several ballfields. You have a fire station and a cemetery. La Familia goes right here. You've approved funding for that.

This is federal BLM land. This also is federal BLM land. This is archdiocese land. Over here is state land and up here, all of this is state land. I think over in here somewhere is a rodeo grounds. County Road 62 is in the process, I think there's funding for paving County Road 62 at that time.

In developing a plan for the area we worked with representatives of these organizations. The City staff, we worked with the Public Works Department, Community Services Department, David Madrid from Parks. We also worked with David Gold, with Al Pitts from the Arterial Roads and Neal Knott from the Agua Fria Neighborhood Association.

The plan that we came up with has three parts. Part of it is in the packet. That is the first part, the neighborhood commercial center, which is based on the design standards and recommendations of the Highway Corridor Task Force, but they're applied to commercial use, not just residential use.

The second part was preparing linkages between the various uses in the area and this

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included linkages between the County Park, the ballfields, the fire station and the commercial center, going through the commercial center to the relief route. We also worked with the State Land and County Public Works on a future alignment for South Meadows Road, which as you know would connect to County Road 62.

CHAIRMAN DURAN: Linda, I would just like to say one thing. I would like for you not to make a presentation on your project this evening, but rather tell us how the Highway Corridor Plan is going to affect your client's property.

MS. TIGGES: Yes, I'd be glad to do that. The way the Highway Corridor Plan as it's presented, and this is reflected in the amendment is that it would not allow any non-residential use in the area south of the relief route. As you have discussed before, there's two points. One is the elimination of nodes in this area and two, the prohibition of non-residential uses. The width of the Highway Corridor in this area is about 2,000 feet. That goes right down to the river.

So that means that any kind of attempt to use the existing neighborhood uses that are already in this area cannot happen. It's in the process of developing on its own. It has developed with the County Parks, but the Highway Corridor recommendations don't take this kind of development that's already happened into account. And that's why the recommendations would urge that neighborhood commercial centers be allowed in this area with, if they come in as a part of a larger plan for the immediate area. And that's my recommendation to you.

CHAIRMAN DURAN: When we first started talking about the Highway Corridor Plan, it became evident that there was a desire to not have large scale commercial development north of Airport Road. And that was a real strong desire. But they also understood that there had to be some neighborhood services created and developed to take care of the neighborhoods that are there and the ones that will be developed in the future. So what you're telling me, is that your client's plan is to create neighborhood services in this particular area?

MS. TIGGES: Yes, to build on what's already there. I have checked with the staff and members of the committee, and though they are interested in neighborhood-serving commercial uses, they can't show me how in the plan it's allowed. The size of what's being proposed here is a little bit smaller than the Rodeo Shopping Center. So we're not talking big-box or any kind of major commercial development.

CHAIRMAN DURAN: And that's kind of the flaw in the plan is that they haven't come up with a real solid plan on where these services should be located. Thank you, Linda.

MS. TIGGES: Thank you.

ARTHUR FIELDS: Chairman Duran, Commissioners, thank you for the opportunity to address you. I'm Arthur Fields. I'm with the Frijoles Village project here in Santa Fe and I'm here to briefly discuss with you and address the ten-acre school site that was zoned in Frijoles Village. Very briefly, this is the bypass, this is the ten acres that we

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have proposed in our plat submittal which will be considered on July 8 at the Extraterritorial Zoning Commission. And what we did, there is a hill crown here and all of our development is north of that except for the school site.

This is our commercial plaza up here. We worked with City staff and County staff when we did our master plan. There is over 50 acres of green belt open space along the bypass and that surrounds the school site. The proposal from the corridor committee is that there be no non-residential improvements in the scenic corridor. That would preclude us having a school. Now, the site is presently zoned as a public school by the Extraterritorial Zoning Authority. We approached the public school system and they said that their ten-year plan does not include any schools on the northwest side. All the expansion is down on the south side of town in the public school system.

We also went to University of New Mexico and we offered a donation of the site for a graduate school campus. They were very interested but they decided to stay at the community college. So we have this ten-acre site and we would like to approach the Extraterritorial Zoning Authority and ask the Authority to rezone the site to allow us other uses than a public school, specifically, a private school, museum, churches, civic building, something like that.

We have two institutions that are very interested in that site right now. I have a letter of intent from the Santa Fe College of Design. That's a new start-up institution that wants to offer graduate degrees, masters degrees in high-tech digital design industries. It would be a fabulous amenity and benefit for the community of Santa Fe as well as the state of New Mexico and of course for Frijoles Village also. And tonight, I do have with me here the president of the College of Design, Jan Morse Schroeder, who accompanied me and is here if you have any questions. I have a letter of intent that I just got from her updated today. I also have one from a year ago.

Also here was the president of the Santa Fe Botanical Gardens. He had to leave at 8:00. I have a letter of intent from his organization. They would like to locate in that site. They would like to develop 20 acres of gardens to demonstrate sustainability, water harvesting, solar gain, microclimates and they would like to establish a museum and classrooms and we're willing to donate the site for that purpose. But this would be contingent on the Extraterritorial Zoning Authority rezoning the site and on this body and the City not agreeing to the committee recommendation that there be no non-residential construction in the scenic corridor.

The other matter is there's a recommendation of maximum 5,000 square feet and the institution, the College of Design, that would be financially inhibiting for them because it's very inefficient to build such a small building. And I've submitted in writing to Lesli and Joe Catanach and to the Commissioners through the County Manager, a request that this site be allowed a 10,000 square foot pad with a two-story building, instead of a 5,000 square foot pad with a one-story building. The inefficiency of that would be prohibitive.

So I'd be pleased to answer any questions or you can ask Jan Morse Schroeder if you

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have any questions of her.

COMMISSIONER TRUJILLO: One question. Are you looking to some sort of development transfer in this area to keep that 12 acres congruent with the recommendations of the corridor committee? What's the impact if this place is not developed for education? It's imperative that it be developed for education. If you do something else elsewhere to alleviate the impact.

MR. FIELDS: Presently, we have 50 acres of a green belt corridor surrounding the site. This ten-acre site is here. It's very accessible to the two roads we have perpendicular down to the bypass. To keep this as open space and move the site somewhere else means that their traffic would have to be coming through the community. It would not be the good access that it is now. This is a beautiful site as it is now and I would put it to the Commission that a 10,000 square foot building, or three 10,000 square foot buildings, done with architectural aesthetics in mind can be a very pleasing site and this is something the community can be proud of. It's not a strip development and it's not an Allsup.

This is an educational institution that I think would benefit the entire community and I think people would pass it with pride. Not every single person, but the community in general. It would be something to engender pride, to say, My God, we've got a graduate school in Santa Fe in the high tech digital design industry, training people to go out into a much needed field. So I think moving that site somewhere else would be very problematic for us and the Extraterritorial Zoning Authority did zone that site for a public school.

Imagine what a public school like the Cesar Chavez School would like on that site. Five hundred students, a big box. That would be -- in fact as I look back on it it's almost a blessing that the Santa Fe School system doesn't want to build an enormous factory building like that on that site.

CHAIRMAN DURAN: Thank you, Arthur.

MR. FIELDS: Thank you, Commissioners.

CHAIRMAN DURAN: I'd like to hear from this gentleman here.

LLOYD BUCHWALD: Commissioners, Lloyd Buchwald, and I'm a property owner over in that territory up there by Old Pecos Trail, on the interchange. And what I don't understand is what they're proposing to do with the property where it lays between the interstate and the frontage road where the setbacks take all the property or everything except just a little tiny strip where there's nothing you can do with it, and how that would be handled in this situation, whether they be talking about whether they would buy the property or just confiscate it without anything and may not have any future use to it. I don't understand what they're proposing on this and that's my question.

CHAIRMAN DURAN: Your property is one of those rare -- I wouldn't say rare, but one of those pieces of property that needs to be reviewed and the setback obviously wouldn't be imposed where it would render your property totally useless. So when and if, whenever we adopt some setback requirements, you'll have to come up and show us, show

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our Land Use Department just how these setbacks would impact your property and we'll do the right thing.

MR. BUCHWALD: The County seems to think it's valuable as reflected by my taxes that they charge me on it for the last 30 some odd years.

COMMISSIONER ANAYA: Mr. Chairman, maybe you could add some help into Ike Pino's idea of the implementation committee.

MR. BUCHWALD: I think that's a real good idea, so that the property owners do know kind of more what the final thing without having to go through a lot of expense trying to get a variation that you probably couldn't get in the first place. That's my concern, so I'll actually take this into consideration.

CHAIRMAN DURAN: Thank you very much, Mr. Buchwald. Okay, next speaker please.

TOM LEATHERWOOD: Mr. Chairman, Commissioners, my name is Tom Leatherwood. I am the manager for planning and development at the State Land Office. And I'm happy to be before you again. I'm here tonight representing Commissioner Powell who is unfortunately in Albuquerque. He wanted to be here tonight, but he's at a meeting in Albuquerque. The State Land Office and the County have a very good relationship that spans over a few years now and I just wanted to mention quickly that we're very proud that the economic development park on 60 acres south of town is hopefully getting geared up to bring new industry to town.

We've been working closely with the City and the County planners on the possibility in the area immediately around the airport and above in the designated area for the redevelopment district, it's been clear to many of us that when folks who represent good jobs in what are heavier industries -- warehousing, manufacturing, trucking -- they don't really have any place to go and the Economic Development Department has been very happy when they visit them in their Santa Fe offices to help them find their way to Albuquerque.

We think it's very important for us to work together to make this area a place for jobs, permanent jobs, good jobs that help us to go beyond simply the jobs that are associated with tourism and government. So I think we ought to think together, not only about this redevelopment district but other possibilities in that area to accommodate that economic development possibility. That's the first thing I want to say. That is something we need to have continuing discussions about.

The State Land Office under Commission Powell is engaged in community development partnerships all across the state and I'd like to say that the County has really helped us to develop the map, the template for that partnership all across the state. We haven't been involved except tangentially in the discussions about this scenic corridor, but the State Land Office has 800 acres in this area, Section 36 and the adjacent area where Candelario is, just south of the MRC, and another 300 acres in this area, that as I was saying is most appropriate for industrial development.

That 800 acres is accompanied by hundreds of other acres that are only a few sections

away. Some six years ago, we did a schematic plan. At that time I was a consultant of the State Land Office and at that time, the nodes were the only accommodation we had for commercial development. Even at that time, we recognized that it would be a good idea to pull the commercial development, whenever possible, away from the relief route, and we proposed at a neighborhood node, which is not listed here by the way, at the Caja del Rio, which is in this area and in the community node here on 62, that we pull it away as far as possible and suggested even 1,000 feet or more.

At the time, we also respected the landscape and respected the neighbors. Everyone knows that in the areas where those words appear, scenic corridor district, we have the long-established neighborhood in Pinon Hills. We have to remember that as we move away from the corridor to designate some activities, we are going to be impinging on some of the established communities and they have had a voice in this. But when we start talking about the way in which we allocate uses, we have to take that into account for sure.

I will point out too that the original map that defined -- the first map, defines the study area and the study area, if you'll look at that first map, is different than the defined corridor district. For whatever reasons, that entire section of land 36 has been expanded to include only residential. That gets us immediately to the question that you Commissioners have been asking all night, which is if we are going to exclude commercial, where are we going to put it. And I think Linda Tigges has responded in one way by saying that in areas that may already be established we should look carefully at the possibility of designating those as neighborhood districts.

And I'd like to reiterate, and I'm sure that Jack Kolkmeier and others agree that even though we have these principle areas in red, that part of the good planning process that we're initiating in the new community districts and elsewhere, rely upon our ability to have neighborhood shopping districts that are connected by pedestrian paths and trails to those centers so that we can get people out of their cars. That's the first thing.

The second thing is that in the growing area of the west side of town, we do have to have a neighborhood center, a community center, that's going to serve that population and that's going to provide not only retail services, the kinds of daily shopping needs, but also some permanent job locations. And the plan does talk about, and I would define it, I think as a continuum from the west where the more heavy industries would be located, to the east and along the relief route where some of the campus style office complexes might be located. So we need to, I think, think about that continuum.

But most important, when you start looking at where these neighborhood centers should be, we have to look at traffic projections because as a couple of you have said, Mr. Anaya said, we have to be clear that we're locating those where they're needed and where the roads are going to be built anyway. Well, I submit to you that in the five years that we were working on the Arterial Roads Task Force that one thing became clear and that is the nexus of the Meadows Road, County Road 62, County Road 70, the Caja del Rio Road, that the confluence of those suggests very strongly that a neighborhood center, community center

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ought to be located in an area that is now designated in the plan for only residential.

I want to add that there is a history here, the State Land Office has been cooperating with the County for a decade now in very important issues. The first is the location of the transfer station and the access of those big trucks -- I'm sorry, not the transfer station, the major regional landfill. And the question that we raised ten years ago with the communities was how will those big trucks pick up the trash from the transfer stations and take them to the regional landfill. The City and the County came to us and said of the Caja del Rio Road, which as you know, connects the relief route to the Regional Recreational Complex and from there to the forest and up to Las Campanas, that that road, if it were loaded with those big trucks, and there are going to be a lot of them when the regional landfill reaches capacity, we wanted to make sure that County Road 62, County Road 70, all those other roads that would be travelling through existing and future neighborhoods were not impacted.

We were willing to take that on, the State Land Office, to assume the burden of having those trucks go through our property, but at the time, there was an understanding and letters were exchanged between the County, the County Manager and the Planning Director at the time that refer to those nodes as opportunities, that mutually beneficial relationship that was being established. What I'm leading to is not that we want those commercial nodes just as they were offered to us ten years ago, because as I said, we've already offered schematic plans that show the nodes, the commercial activity moved away from the relief route. We've shown schematic plans that are consistent with the plans we're doing elsewhere and in the new community districts south of town that have 40% to 50% open space. So I'm not trying to say that the earlier version of that that folks at the Land Office imagined is what we see today.

A key to Commissioner Powell's approach to cooperation with local communities, even though as you Commissioners know, the State Land Office and State Trust Lands are not subject to local zoning, is a cooperative approach so that we get, all of us, what the community wants and needs. And that goes from economic development to the housing proposed.

So what I want to emphasize is we need to work on getting rid of this designation as residential, not simply because we want to be treated equally, but because a clear analysis shows that that's where a center should be. I'd also like to add one of the things that we cooperated with the City and County on is the establishment of the only trail connection that makes it possible for kids to get to the Regional Recreational Complex without traveling -- having their mom or dad drive them there. And we're very happy about that.

In our schematic plan six years ago we showed as this group wants in their plan, a river park. So there are a lot of people that want to speak, Mr. Chairman. You know that these are issues that we're confident that we can continue to discuss with you. I want to end simply by applauding the efforts of this group. This is a formidable task. We do think thought that some arbitrary designations of these corridors might present problems, not just for individual landowners, but for what we really want as an ideal.

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I think we get trapped in the notion that open space is the only amenity that travelers or that residents in the area would like. But I also think that an equally powerful tradition in northern New Mexico are those wonderful clustered housing communities, those villages, and I think even with commercial centers and I don't know particularly where those should be yet. I have some ideas. But it's possible for us to do those in such a way that travelers look at those centers and say it's beautiful and that people who live in those communities will have the opportunity to walk to those places, hopefully most of the time walk, and avoid trips that would otherwise take them into town and to Agua Fria Village and into other neighborhoods. Thank you very much.

CHAIRMAN DURAN: Thank you, Tom.

COMMISSIONER ANAYA: Mr. Chairman, I have a question for Jack. How would that coordinate the airport planning district?

MR. KOLKMEYER: Commissioner Anaya, the point that Tom brings up, he said things that we've debated and discussed now for a couple of years. And we're following the wishes of the committee here, so that was what they recommended in terms of a plan, but we still think and believe that there needs to be another discussion about the relationship of economic development and some further village-type development related to the airport development district.

And also, you may remember that when we started, of about halfway through the County General Planning process, we had designated that whole area over there as a new community district originally, and then we backed off on that to only concentrate on one south of town. So some of the principles that Tom has already talked about were there before. We need to reopen that discussion with the State Land Office and to look at that but we want to do that again in relation to the airport district and to the residential neighborhoods like Pinon Hills that are already there.

I think that's one of the specific things that we can work through in collaboration with the State Land Office and the City too regarding that particular issue.

COMMISSIONER ANAYA: Thank you, Jack.

CHAIRMAN DURAN: Before you start, could I have a show of hands of those folks that still want to speak?

COMMISSIONER GRINÉ: Just so you know, I have a commitment at 9:00 and if you want to stay beyond 9:00 if the Chairman allows, but I'm leaving at 9:00 and you still have two more public hearings on this.

CHAIRMAN DURAN: We'll still have a quorum though. So raise your hands once more please. Okay.

JIM SIEBERT: Mr. Chairman, Commissioners, my name is Jim Siebert. I'd like to say first of all that there's many meritorious elements to the plan. There's also some things that I feel are unrealistic and what I'd like to do is discuss those elements which I feel are unrealistic. First of all the concept of no commercial uses along the scenic corridor, I understand the concept of taking a commercial and moving it into the neighborhoods and

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it's certainly a worthy concept and one that should be pursued. In fact, I think you'll find that there's two elements to having commercial development. One is accessibility and the other is density.

Even if you achieve density, you really need higher levels of accessibility to ensure survival of commercial. Just one quick discussion on this. The community of Boulder for a while tried something very similar. They tried to set aside lots within subdivisions, maybe a 200-lot subdivision, a small area that would be appropriate for commercial development. They never developed for commercial because they didn't have that level of accessibility. So they had to come back and eventually rezone those as commercial uses.

The other limitation I see is that there's no provision for traveler services. I think when you take a look at neighborhood services, gas stations, small convenience stores, all those are really part of a neighborhood service provision. And I don't see anywhere in the plan that it provides for that.

In terms of building setbacks they discuss desired setbacks and I will guarantee you that those desired setbacks will become minimum setbacks once this is adopted. And I think that's where Ike Pino is saying the devil is in the details. It would be appropriate to actually define it -- either eliminate the desired setback, or establish the desired setback as the minimum setback because that's what's going to happen when you move to the implementation phase.

In terms of the 65 decibels for residential uses, there's no question in that. I guess I would question if you have a commercial area, why do you have the same standards because federal law says that you don't have to have the same decibel levels for commercial as for residential. I was noticing that in the La Cienega corridor, all commercial uses, basically, are wiped out, and I don't think it's clear. Once again, the devil's in the details.

Whether it's clear that those existing uses become non-conforming uses. In other words, if Channel 11 burns down, do have the right to go ahead and rebuild their facility. It doesn't say that in the plan. In terms of the outdoor storage, there's a limitation of either 400 or 600 feet. I think, especially in the redevelopment district where you do have industrial uses and contractors' uses, it's just simply not realistic to limit outdoor storage to 400 or 600 square feet. you can provide standards that would have walls and landscaping to essentially hide those.

Density transfer -- I don't see anything here that says there is discussion about a density transfer relative to establishing a whole integration of an ordinance would allow this to take place. But what about on the same property? Let's say you have a large tract of land, are you eligible to transfer what would normally have allowable development in the setback area, transfer it to another area of the property. On the same property. I'm not talking about another area of town. There's nothing in the plan that says you would have the ability to do that.

With that, I'll just say it really is admirable the kind of work that went into this project and it really does need to go forth.

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CHAIRMAN DURAN: I'd just like to say that we have heard several people comment on how removing the nodes is not going to work, so we don't need to spend a lot of time with that. We've heard that. So when you start talking about the nodes, please get to the point. If you're going to say it's not fair, we already know it's not fair. The other thing is we're going to end this meeting at fifteen after nine so please respect the people behind you and those of you that can't -- come up to speak, give your name to the Land Use Department and you'll be the next speaker at the next meeting.

LEE CLODFELTER: Mr. Chairman, Commission members, my name is Lief Clodfelter. I own the northeast quadrant of the I-25/St. Francis Drive interchange. I want to reaffirm a letter I wrote two weeks ago. I have a lot to say about this but I'm not going to since, the committee doesn't seem to want to handle this on a case by case basis. Instead it appears that they don't really know what to do, or it appeared to me that they haven't known what to do really.

They've chosen to do nothing, thinking that if they don't do anything nothing can go wrong, so they've chosen to impose impossible restrictions and setbacks thinking that doing nothing.

CHAIRMAN DURAN: Excuse me. Please don't attack the Highway Corridor Committee. Please address the issues. That issue is how does this Highway Corridor Plan affect your property. That's what we would like to know today please.

MR. CLODFELTER: I'll say that by imposing horrific setbacks and restrictions like that, nothing is done and by doing nothing is taken to be attractive when in fact, many, many things can be done in terms of architecture, design, construction and what not, like the gentlemen who just spoke of village concepts and what have you. This is the point I'm trying to make, not attack the committee.

But there's a lot of things that can be done to be attractive and I know in my case with the setbacks and with the restrictions, it virtually renders the property hopelessly valueless. The other thing I want to echo is Commissioner Anaya's comment on the '83 corridor node commercial thinking appears to be thrown out of the window. Thank you.

[Commissioner Grinë leaves the proceedings at this point.]

CHAIRMAN DURAN: Thank you. Next speaker please.

MARY HELEN FOLLINGSTAD: Mr. Chairman and members of the Commission, my name is Mary Helen Follingstad, and I'm representing a property owner. We've submitted a letter today for the record with respect to their concerns on the Highway Corridor Plan. This property is the El Gancho Resort. The setbacks are the principle concern as well as the non-residential use designation. This property is located in an area that's been designated as a local node for small scale, fitting with the neighborhood types of non-residential land uses.

We're just here to state that we've submitted a letter with respect to those issues and we do want to commend the committee for the work that it has done on the big picture and would like to encourage, as Ike Pino suggested, that an implementation or some kind of a

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small committee that includes all the landowners who are affected by the development standards be put together to work out these details. Thank you, Mr. Chairman, members of the Commission.

CHAIRMAN DURAN: Thank you. Next speaker please.

DAN MOWREY: Chairman Duran, Commissioners, my name is Dan Mowrey. My address is 1305 South St. Francis. I've spoken in front of you several times. My concern is -- actually I'll start with, only a few minutes is all I'm going to talk. The committee has done a very good job on putting this together. My particular concern is I have a small piece of property across from the factory outlet malls. It's approximately 10 acres. It's on Beckner Road and Racetrack Road and Cerrillos Road.

I'd like to develop it. I'd like your consideration. It's listed now as a business park and half the property is now in the 100-year flood zone, which is the best part of it. I'd like the opportunity to develop it as a commercial piece of property so that Rader Awning, my company, can relocate off St. Francis and build a new facility. I'd like your consideration to put in a travel service. We have presented a master plan, approximately started three years ago. So this has been going on and on, and I'd like your consideration on it. Thank you.

CHAIRMAN DURAN: Thank you, sir. Next speaker please.

HARMON BERTRAM: Mr. Chairman, Commissioners, my name is Harmon Bertram. I represent the Bertram family. We own two tracts of land, a long narrow one along the interstate and Richards Avenue on the north side, and a piece of land more squarish on the south side of the interstate. We have worked with both the County and the City. About two years ago I spent a lot of time working with the City because of that property on the north side eventually being included in the City General Plan.

They originally started with 1,000 foot setback area, which would have taken about 2/3 of that property. We worked with them and brought that setback area down to somewhere, anywhere between three and five hundred feet. It varies. Both the County and the City have been very nice in trying to work with us to implement the plan. My suggestion that I am bringing to you is that about ten years ago I had a warehouse right past WIPP Canyon. The Highway Department came in and condemned that warehouse. They took it for the interchange for the relief route.

I was compensated for that piece of property. In this proposed road section, we're proposing regulations and rules and guidelines that are affecting these property owners but without any compensation. If somebody came through your house and they were building a road next to it and they took the house, the Highway Department might compensate you for it. If they took your land where you park your trucks and your trailers and said, that's going to be a green belt, you can't park anything there but you still get to own the land, you've lost the use of that land, but you still own it. You haven't been compensated for it.

I'm not against the plan, per se. It's a little unusual, if you go to Albuquerque or any of the other major cities, you see the commercial development along the interstates. My

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recommendation is that there be a committee formed that would somehow compensate these property owners because this green belt plan is for the whole city, but who's paying for it? The property owners that are affected. They're the ones that are paying for it; nobody else is.

There was some talk of development rights with the County and the City. I propose that a committee be formed that would research this further and I don't know anything about the government right, but if some development rights could be given to these property owners that they can sell to other developers or other property owners or whatever to recoup their value, then they've been treated equally. I might also say that we haven't just come here. My father came here in the forties. My mother bought the land in the fifties and they've paid property taxes on it every year for almost fifty years now.

COMMISSIONER ANAYA: Mr. Chairman, Harmon, if you heard earlier, Ike Pino volunteered to establish an implementation committee. So maybe you could contact him and perhaps --

MR. BERTRAM: I really think we probably need somebody who knows something about development rights.

COMMISSIONER ANAYA: I'm sure in that implementation committee, those rights will surface and acknowledgement will be considered.

MR. BERTRAM: Thank you.

CHAIRMAN DURAN: Thank you. Next speaker please.

ROD RIMPEL: Mr. Chairman, Commissioners, my name is Rod Rimpel and I represent the Rio Tesuque Land Alliance and the Village of Tesuque and my only concern with this great plan tonight, which has a lot of foresight for the future development of Santa Fe and its surroundings is that it does not include a natural addition to that, which would be Highway 285 stretching from Road 599 up to Tesuque Pueblo. I think that this stretch of road is a very pristine scenic stretch of road and is also being affected by pressures of growth and I would like some consideration given, as I mentioned to you in a letter I wrote, as well as to the Land Use Department, that consideration be given to either amending that stretch of road in as a scenic corridor, or coming up with a plan during your process for forming another committee to consider that. Thank you.

CHAIRMAN DURAN: Thank you sir. I have one question. Is there anyway that could be included in your plan?

MR. RIMPEL: Yes, Mr. Chairman. It does form the boundary of Tesuque's planning area but I don't think we have any jurisdiction over the Highway Corridor per se. In the manner that this is offering protection for scenic corridors.

CHAIRMAN DURAN: So your group would be in agreement with the recommendations that this Highway Corridor Committee has come up with? The design standards -- your group or your organization is in agreement with all the recommendations that are being made?

MR. RIMPEL: We would like to have an opportunity to look at that and

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come in and come in and make a statement on whether we could be included in this as an amendment, yes.

CHAIRMAN DURAN: I don't see a problem with that.

MR. RIMPEL: It's a stretch of road that is once again co-governed by the City and the County and then the Village of Tesuque is also bordered by it.

COMMISSIONER TRUJILLO: How can we do that? Can we include, can we extend the planning area ten miles north to Tesuque Pueblo?

MR. KOLKMEYER: Mr. Chairman, Commissioner Trujillo, you may remember that when this was first proposed, it was suggested that the corridor from the 599/285 all the way up to Pojoaque be included. And we dropped that out because we thought that would just be way too much to do given the fact that this is a pretty formidable task already. So probably a couple of things might occur. Because that piece is fairly discrete up through the northern interchange at Tesuque, we probably could add that, provided that that stretch of the corridor that your group would be in agreement that the same principles would apply for that area.

And start that way. Or we could do another Highway Corridor group for that area. That would be a second option.

COMMISSIONER TRUJILLO: At this point, that's the only gateway into the city that's not included. That would make perfect sense to include it, because that's what this plan is all about.

MR. KOLKMEYER: You're right. And it is, and I propose that we can talk about that, because the difficulty would be if we'd have to go and convene eight more months of meetings to do that particular section relative to the other ones that we need to continue this work that we're doing. I guess what I'm saying is if the community of Tesuque agreed that these same principles and things could be applied, then we could probably do it as an amendment. We have to talk about this with them.

CHAIRMAN DURAN: If an amendment would work, we've gone through months and months of public meetings and public input and I think that the residents of Tesuque and the area have the right to participate in that discussion. So I don't see why you couldn't make a recommendation to our Land Use Department to start that process to become part of what we're working on right now. I would hate to have that section of road go down the process that we're in right now and I can see where it might do that.

COMMISSIONER ANAYA: Mr. Chairman, to my recollection, I think there's already been a study. There was a study of expansion, of making it a six-lane roadway all the way to Pojoaque and there has been some form of discussion with the Highway Department on this issue. Incorporated in that, maybe we could expand on that to do something to this effect.

MR. RIMPEL: Mr. Commissioner, I think that is one of the reasons for urgency right now is they are formalizing their plans to begin work on that road in the spring of the year 2000.

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COMMISSIONER ANAYA: Well, then we might coordinate it with that. To just come in and try to bootstrap into this plan right now I think would be --

CHAIRMAN DURAN: Well, right don't you get with the Land Use Department and have them -- I understand your concern about getting this done as soon as possible because of what might occur based on the Highway Department's plan. I think that what this Highway Corridor Committee has come up with has some great things in it, architectural design. And I could see where your community would want that. But I really think that the process has to be followed.

MR. RIMPEL: Correct. We'll work with the Land Use Department. Thank you.

CHAIRMAN DURAN: Next speaker please.

HARRY OLIVER: Commissioners, my name is Harry Oliver. I've got some land in the redevelopment district. It's gone through final development on about half of it. We are in fact building on some it. New building started about a month ago. A couple of things concern me. As Ike Pino mentioned, the details. I haven't heard much in the way, or seen anything in the way of what is the business incubator. It hasn't been defined. Two-thirds of my land is covered with that cross-hatch.

I think that all the things that you talk about, light industry, heavy industry, all these sorts of things, you have to put some definitions on them before we understand what's being said. A few things, utilities in the industrial area, many of us find that three-phase power is needed. If you go to PNM and say you want to put three-phase power underground they say no you don't. You're going to run up some incredible costs. You're not going to get it done correctly. The first time that somebody comes in his machinery won't fit what you put underground.

So I question in the industrial areas that that's what you want to do. Building heights, my permits allow me to go to 35 feet and this plan is recommending that you drop it to 24 feet. The lot coverage, you dropped me basically from 100% to 60%. I've already put in drainage ponds to get to that point. The cost to me so far has been about \$100,000 to comply with this. You're asking me to forget it, I guess.

The outside storages concern me. The solid fences. We've put them in. We're having a lot of graffiti problems. We're not able to clean them up. We've replaced some of them. The kids come back in a week and redo it for us. The same with any solid fence. It seems as though we're just creating billboards for them.

Much as I think of the architecture downtown, I don't like the idea of limiting us to the 24 feet as I've mentioned, and also the flat roofs. I think they're not a very good roof. They seem to leak a lot. But B, I think you're going to wind up with a streetscape of a lot of kind of Albertsons, Walgreen looking buildings out there that I -- let me just show you. Here's a warehouse that I'm about to show to Joe Catanach in a couple of weeks for a building permit. Oh, you've already seen it.

I think that we can do better architecturally than monoliths. And that's all my

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comments for tonight. Are there any questions?

CHAIRMAN DURAN: Thank you Mr. Oliver. Next speaker please.

MIKE WARREN: I guess I'm the last. Something that really concerns me. I can now understand why all these business people are very concerned. I have a very prime piece of property right across from the factory outlet mall. It's five acres. I bought it in 1986. I've spent almost 40,000 hours of my life paying for the thing and now you're going to take it all away with some sort of frontage right-of-way thing for whatever.

CHAIRMAN DURAN: So where is your property located?

MR. WARREN: My property is located right across from the factory outlet mall. It faces four lanes of frontage road and then six or eight lanes of Cerrillos Road. If I'm this concerned, I guarantee, like I say, I could see why all these other business people are very concerned. The thing that bothers me about this, protection of property you have up here on the wall. You people are imposing all these architectural, all these restrictions, all these incentives to build and design that are very costly and not always effective for a business person to survive.

For example, the signage. Twenty-five square feet. I would guess that's 16 square feet right there and you try to read a sign that's 25 square feet from 100 feet away, you can't read it. You'd need a pair of binoculars. So they have really -- I mean a business has to have a sign that's bigger than 25 square feet. There's a lot of things, I could go on and on and on, but I am really concerned about what's happening here.

And I have one other comment. I've been here in New Mexico all my life. I've lived in Santa Fe for approximately 12 years and I can remember when Santa Fe, going down the interstate, was scenic. It is not scenic anymore. Scenic is going to the Grand Canyon or driving up through Hyde Park or somewhere where you have forests and trees and things that grow naturally. You do not have a scenic corridor there per se compared to real scenery is.

I will say this. I live in Alameda now in Albuquerque and they spent millions and millions of dollars when they redid Alameda, widened Alameda and they put an easement there that they landscaped and everything, costing the taxpayers an extra \$8 million because they were trying to save five cottonwoods and so on and so forth. You can take these things too far. Out of those five cottonwoods they saved, three of them died because they had to cut and excavate so close to the roots. Now they've replanted thousands of other trees.

But my point is that's only a 30- to 50-foot wide area where they've landscaped and it's plenty scenic for the average person driving up and down every day. It is nice. Don't get me wrong. It's nice to look at, but I will point out one other thing. They put bicycle trails and walking pathways there. You never see anybody on them. Never. And I drive every day. I'm not sure the cost of putting in all this other stuff justifies what we're doing. What it's costing the community, the taxpayers and the businessmen. Thank you.

CHAIRMAN DURAN: Thank you sir. It's obvious that beauty is in the eye of the beholder.

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ADJOURNMENT

Chairman Duran declared this meeting adjourned at approximately 9:15 p.m.

Approved by:



Board of County Commissioners
Paul Duran, Chairman

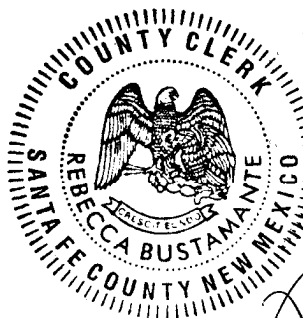
Respectfully submitted:


Karen Farrell, Commission Reporter

ATTEST TO:

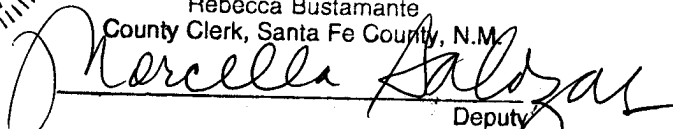

REBECCA BUSTAMANTE
SANTA FE COUNTY CLERK

- Exhibit 1: Linda Tigges letter dated 6/30/99; re: Highway Corridor Plan
Exhibit 2: Dan Mowery letter dated 6/23/99; re: Cerrillos Road Business Park
Exhibit 3: Jim Siebert letter dated 6/3/99; re: Highway Corridor Plan
Exhibit 4: Las Campanas letter dated 5/27 99 re: Highway Corridor Plan
Exhibit 5: Lloyd and Tryk Architects 3/11/99 re: Scenic Corridor Standards for NM 599



COUNTY OF SANTA FE
STATE OF NEW MEXICO 1082 199
I hereby certify that this instrument was filed
for record on the 14 day of July A.D.
19 99, at 9:19 o'clock a m
and was duly recorded in book 1663
page 589 of the records of
Santa Fe County.

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


Deputy

land planning
land use code
assistance
data analysis
historian



DATE: June 30, 1999

1663589

TO: Board of County Commissioners

FROM: Linda Tigges

RE: Highway Corridor Task Force Recommendations

As a representative for the Montoya Family Trust, I am requesting amendments to the Highway Corridor Task Force recommendations. These amendments allow neighborhood commercial centers in the Scenic Corridor at specifically designated locations and allow structures within these centers to be larger than 5,000 square feet if broken up by stepbacks and other architectural features. (See the attached amendments)

The center for which I am recommending specific designation is at the intersection of CR 62 and the Relief Route in an area that is a neighborhood center and for which a small sector plan has been done for it with the private and public sector working together.

In preparing a plan for this area, meetings were held with the representatives of the several public property owners and neighborhood groups. This includes Tom Leatherwood and others from the State Land Office, David Madrid and Corkie Ojinaga from County General Services, Larry Velasquez from County Public Works, Jack Kolkmeier from County Planning, David Gold, Al Pitts from the Arterial Roads Task Force, and Neil Knott and others from the Agua Fria Neighborhood Association. The Agua Fria Fire Station is also located in this area as is the Agua Fria Cemetery, the County park and ball fields, and the future location of La Familia. Within the area is the Rodeo practice grounds. (See the attached map)

The discussion centered on a neighborhood center for the area including a commercial center about the size of that on Rodeo Road. The land uses would be linked by roads and pedestrian and equestrian paths. The commercial buildings in the center would meet the Highway Corridor design standards, being one story, clustered small buildings. (A preliminary site plan and architectural elevations are attached.)

Some time ago, staff of the State Land Office concluded that CR 62 was a location for a small neighborhood commercial center, but mostly on the north side of the Relief Route. We are suggesting that a center belongs further south next to existing neighborhood uses. The Fire Station is already used for neighborhood meetings. Additional traffic is already planned for the area because of La Familia and the County park ball fields. Funds are available for paving CR 62, one of the few roads in the area with a bridge across the river.

The center would not only be available to the people from Agua Fria Village, but also to residents living north of the Relief Route would could shop in the center as an alternative to going into town.

The neighborhood center allows a private-public partnership for bringing infrastructure to the area. A sewer line can be brought north from the trunk line in the river. A Sangre de Cristo water line could be extended form the Agua Fria area, providing water to La Familia, the Fire Department, and the County park. In working with area property owners and County staff, an alignment for South Meadows north of the river has been determined as well as an east-west route off of CR 62, connecting the park, La Familia, and the commercial center.

The CR 62 area is in some ways already a neighborhood center, though it lacks infrastructure. It is shown as a "node" on County land use maps. Designation as a neighborhood center would bring in suitable services while continuing an existing land use pattern.

The idea of prohibiting non-residential uses in the Highway Corridor, a 2,000 foot distance from the Relief Route right-of-way may be a useful concept, but it needs to be refined for specific areas. In this area, it would prohibit any non-residential uses south of the Relief Route and would push any neighborhood commercial center far to the north into the residential area where it is likely to be unwanted and unlikely to survive.

Amendments to the Highway Corridor Task Force recommendations that would allow the CR62 neighborhood center are attached.

Thank you for your attention.

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

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

PROPOSED LAND USE

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

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

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

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

*Unless
designated,*

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

Non-residential Land Uses and the "Nodes"

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

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

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

Subdivision of Land / Residential Densities

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

EZ Urban Area and Utility Commitments and Density

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

Transfer of Development Rights for Setback Areas

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

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

Heavy Industrial Relocation

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

The existing nonresidential node at CR 62 shall be redesignated as a neighborhood commercial center

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SCENIC CORRIDOR LAND USE

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

Scenic Corridor Goals

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

Scenic Corridor Proposed Land Use

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

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

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

LA CIENEGA CORRIDOR LAND USE

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

District Goals

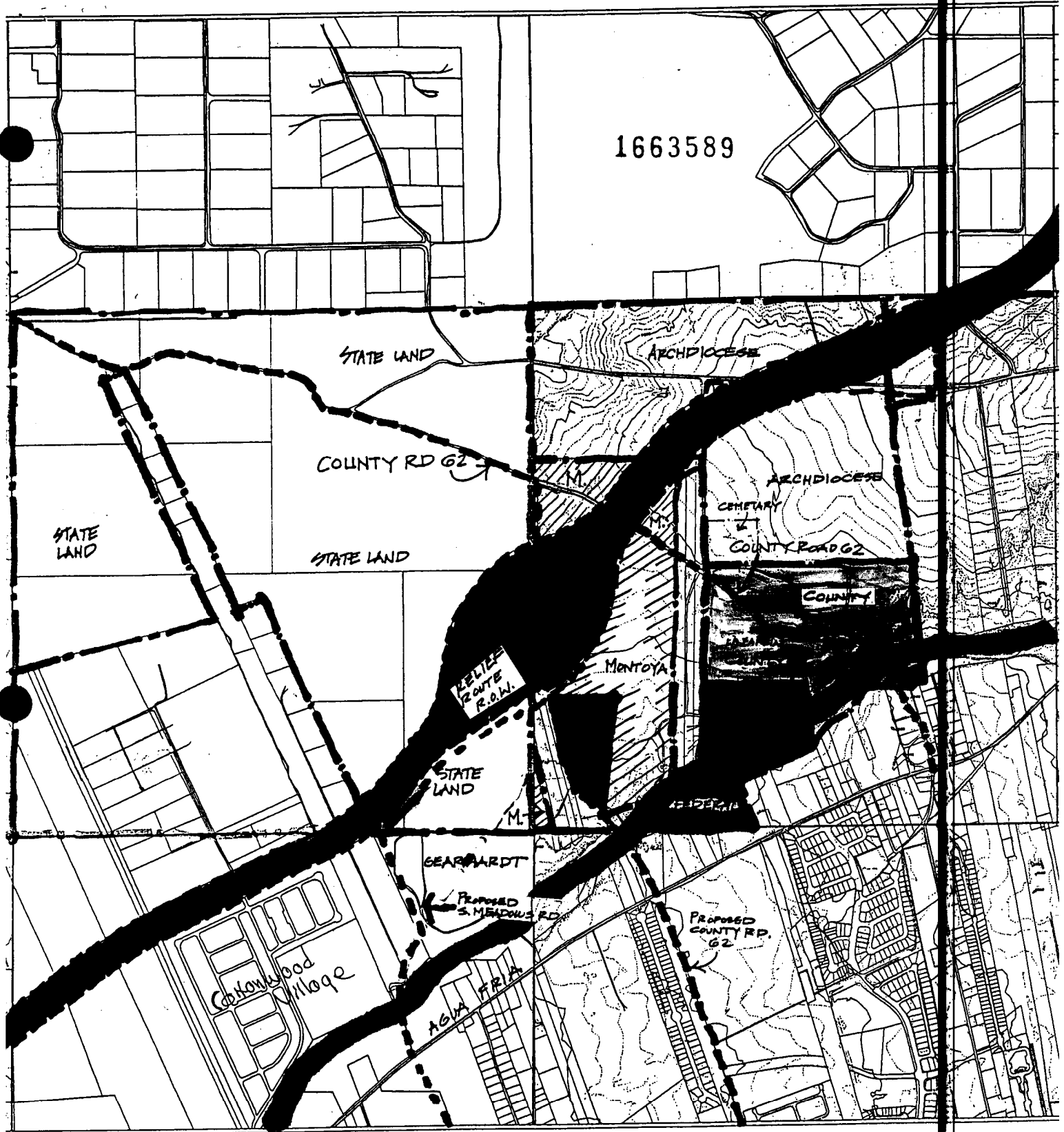
- Maintain a rural landscape with large expanses of open land along the highways;
- Minimize the visual impacts of new development in the district;
- Allow only small-scale buildings (less than 5,000 square feet) in the district corridor;
- Mitigate the visual impacts of existing development with walls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

Proposed Land Use

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

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

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Project Area

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ROUTE 599

OFFICE PARK

MARKET PLAZA

PARKING

SERVICE STATION

EXTEND SOUTH MEADOWS ROAD AND REDIRECT CR 62

MOUNTAIN VIEW

LANDSCAPED PLAZA WITH FOUNTAIN

PEDESTRIAN ENTRY TO ADJACENT PROPERTY

DINING & RETAIL SHOPS

LANDSCAPE BUFFER AND SITE WALL

VILLAGE PLAZA

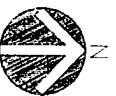
PROJECT DATA

FUTURE RESIDENTIAL: 16 AC.

COMMERCIAL:	30 AC.
OFFICE PARK	25,000 SF.
RESTAURANT	5,000 SF.
RETAIL SHOPS	12,000 SF.
SERVICE STATION	3,000 SF.
MARKET PLAZA	30,000 SF.
TOTAL	75,000 SF.

SUGGESTED USE LIST:

MARKET PLAZA DELI, FLORESTA PHARMACY, TAILOR, HAIR, CLEANING, HAIR, STYLIST, DENTIST, VETERINARY CLINIC, HEALTH CENTER, BANK BRANCH, ATM, MEDICAL SERVICES, COFFEE SHOP, MISC. RETAIL.



REVISIONS	DATE	BY

PROJECT: VILLAGE PLAZA
COUNTY ROAD 62 & RT. 599 INTERCHANGE
SANTA FE COUNTY, NEW MEXICO
SHEET TITLE: MASTER PLAN

TIERRA ENGINEERING CONSULTANTS, INC.
SANTA FE, NEW MEXICO
982-2845

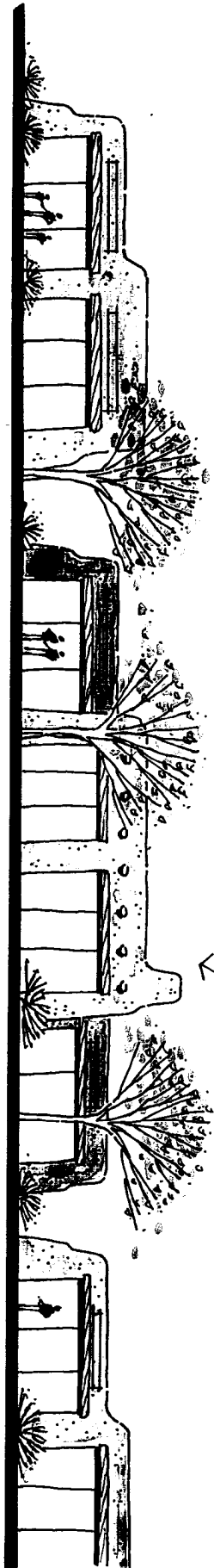
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SHEET NO. 4
JUNE 5, 1999

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June 23, 1999

Jack Kolkmeier
Planning Division
Santa Fe County
P.O. Box 276
Santa Fe, NM 87504-0276

JUN 1999
RECEIVED
COUNTY CLERK

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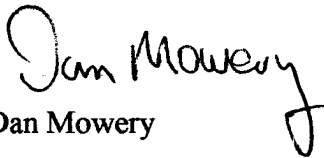
Re: Cerrillos Road Business Park

Dear Mr. Kolkmeier:

I have been informed that a hearing will be held on the Highway Corridor Plan on June 30, 1999. With this letter I would like to go on record that proposed land uses along Cerrillos Road are too restrictive and are not consistent with the needs of the Community. To prohibit any travelers services in the proposed Business Park designation along Cerrillos Road between I-25 and Rodeo Road seems out of line with normal land use practices.

I have a master plan pending before the Board of County Commissioners that recommends retail and travelers services at the northwest corner of the I-25 frontage road and Cerrillos Road. This seems like a reasonable use and I would like to retain that land use option proposed in the master plan.

Sincerely,



Dan Mowery



JAMES W. SIEBERT

AND ASSOCIATES, INC.

915 MERCER STREET * SANTA FE, NEW MEXICO 87501

(505) 983-5588 * FAX (505) 989-7313

June 3, 1999

Jack Kolkmeier
Planning Division
Santa Fe County
P.O. Box 276
Santa Fe, NM 87504

1663589

Re: Highway Corridor Plan

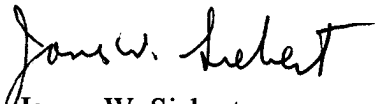
Dear Mr. Kolkmeier:

As planning consultant for Paul Parker, owner of the Santa Fe Metro Center, I would like to advise you of an error in the maps prepared for the Highway Corridor Plan. In the draft to the Highway Corridor Plan, dated April 23, 1999, Map 2 describes existing land uses within the Corridor. Santa Fe Metro Center has been zoned for commercial purposes. This commercial zoning is not reflected on Map 2. The history on the zoning for this property is enclosed with this letter. Also enclosed is acknowledgement by Gilbert Chavez, County Land Use Administrator, that my client had satisfied the requirements for completion of approval process necessary to perfect the zoning for this 96.5 acre parcel.

The Santa Fe Metro Center, which consists of 96.5 acres, is zoned for light industrial, warehouse, research and redevelopment, retail and travelers' services. In reliance on the zoning, Mr. Parker has subdivided the property into tracts which will accommodate the approved uses.

Since the Plan recommends that "no new non-residential development be approved in this district", my client wishes to inform you that he has the right to use the Santa Fe Metro Center in accordance with the approved zoning for the property. We request that the draft maps be amended to recognize this approved land use.

Sincerely,


James W. Siebert
JWS/gga

xc: Paul Parker
Karl Sommer

LAS CAMPANAS

S A N T A F E

May 27, 1999

1663589

HAND-DELIVERED

Jack Kolkmeier
Planning Division Director
Santa Fe County
102 Grant Avenue
Santa Fe, New Mexico 87501

Re: Comments on Highway Corridor Plan

Dear Mr. Kolkmeier:

This letter is to convey Las Campanas' comments on the Highway Corridor Plan which has been presented to the Board of County Commissioners. It is my understanding that this Plan will be considered by the Board at its meeting on June 8, 1999, and again on July 13, 1999. I ask that this letter be included as part of the public comment for those meetings.

I would like to commend the Highway Corridor Committee and the City and County staff members for their time and effort in preparing this Plan. For the most part, the Plan is very well-conceived. Las Campanas agrees that the community should preserve scenic areas along the road corridor around the city, where appropriate, and we endorse many of the concepts contained in the Plan. One concept that we endorse in particular is the use of design standards, which we incorporate in our own project.

However, while we agree with the idea of preserving certain scenic areas within the Highway Corridor, we also believe that the concept of commercial nodes, which is included in the present General Plan, should not be discarded. This concept of commercial nodes accomplishes at least two valuable goals: one, it places commercial activity at intersections where access is easier for residents from a wide area around the intersection and, two, it isolates larger scale commercial activity in centralized areas away from residential neighborhoods.

In the northwest sector, as in the rest of Santa Fe County, development has proceeded for years according to the existing General Plan. Most of the land along Camino La Tierra between the City limits and BLM land is already laid out as residential subdivisions. While Las Campanas has plans to develop a village center with a small store, gas station and other facilities

to provide some services to nearby residents, there is no location within or between any of the existing Las Campanas or La Tierra subdivisions which is appropriate for commercial development to serve their larger needs. To impose new restrictions now, after the entire area has been planned, will in effect deny northwest area residents of the only logical place for commercial development. Those residents endorsed commercial development in this area in the SNAC Sector Plan, which is before the County Commission now. Therefore, adoption of a Corridor Plan which eliminates those commercial nodes would be doubly unfair to the residents of the northwest area: it would deny them commercial development at an area where they have approved it, and it will require commercial development to locate within their residential neighborhoods where they have not approved it.

With specific regard to Las Campanas, Las Campanas already has obtained preliminary development plan and plat approvals for commercial development at the intersection of the Relief Route and Camino La Tierra. In accordance with those approvals, Las Campanas has entered into a Development Agreement with the City of Santa Fe. Both the City and Las Campanas have already performed part of their obligations under the terms of that Agreement. The City of Santa Fe and Santa Fe County have approved a joint water extension ordinance extending the water service area to that intersection. Las Campanas has contributed 62 acres of land for the Relief Route right-of-way. The contribution of land was a condition of the approvals.

We feel that the adoption of the proposed Highway Corridor Plan ignores a simple matter of fairness and reliance on approvals. On an even more serious note, it is our assessment that the approval of the Highway Corridor Plan in its current form represents an unconstitutional "taking" of property. Neither the preliminary approvals nor the Development Agreement contain an expiration date. It is clear that the proposed Highway Corridor Plan is not consistent with or in the spirit of the Development Agreement or those approvals. The question is whether a governmental body may require a developer to donate 62 acres of land as a condition of and in reliance upon approval, then later withdraw the right to develop the remainder of that tract of land in contradiction of that approval.

Jack Kolkmeier
May 27, 1999
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I would like to discuss these issues in person with you. I will call you prior to the June BCC meeting to see if we can schedule an appointment. Thank you for your attention to these issues.

Sincerely,


Gerrit Cormany
Executive Vice President and General Manager

cc: Commissioner Richard Anaya
Commissioner Paul Duran
Commissioner Javier Gonzales
Commissioner Joe Grine
Commissioner Marcos Trujillo

Lloyd and Tryk

A R C H I T E C T S

March 11, 1999



Highway Corridor Committee
c/o Leslie Ellis, Planner
Santa Fe County
P.O. Box 276
Santa Fe, NM 87504-0276

1663589

RE: *SCENIC CORRIDOR STANDARDS FOR NM 599 (SANTA FE BYPASS)*

Dear Committee Members:

The planners and landowners of Frijoles Village have reviewed the draft Design Standards for the Scenic Corridor area of the Highway Corridor District and would like to offer several suggestions as the draft is finalized. In particular, we would like to comment as to how the proposed Standards affect Frijoles Village's school site, which is located within the area of concern.

In October, 1996, Frijoles Village received masterplan approval from the County. In that plan, a ten (10) acre public school site was identified. A copy of the approved masterplan together with our current, more detailed plan, is enclosed with this letter. We are also enclosing a topo of the site. The masterplan indicates a buffer zone of approximately 1,000 feet along the bypass, with the school site located within that buffer. The 1,000 foot dimension is, by the way, the approximate distance from the bypass to the top of the first ridge line that parallels the bypass.

It is our feeling that this school site is an appropriate deviation from your concept of disallowing non-residential structures along the highway corridor. A school, church, museum or other civic building could, in our opinion, serve as a handsome landmark, and would not have the negative impacts that retail or commercial development might.

We have reviewed in detail your proposed Standards. Except for the 5,000 s.f. maximum, we think a school, church, museum or other civic building could be designed to meet all of these Standards.

We would like to suggest, therefore, the following amendments to your document:

- Within the scenic corridor's setback line, permitted uses should include churches and civic buildings, where deemed appropriate and approved by the appropriate authority.
- 30,000 s.f. footprint maximum per building
- Churches and civic buildings should be allowed to be built to the height allowed by the County Code (24').

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Additionally, we would like to suggest that the corridor setback line follow, where possible, hilltops and ridge lines, rather than conform to any constant dimension, since the hills and ridges that parallel the corridor are by far the most effective visual barrier from visibility of non-residential development.

We welcome your comments and discussion of this matter. Please call us with any concerns.

Sincerely,



Lorn C. Tryk, AIA

cc: Arthur Fields