DRAFT

West Santa Fe River Corridor Plan

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Photo Credits: Reed Liming, Colleen Baker

The wave across the border is a Native American symbol that represents running water & constant life.

Table of Contents

Introduction.....1
History.....2
RecentChanges.....4
Planning Area – Surrounding Context.....5

Existing Conditions

Overview.....8
Population/Housing 8
Land Use.....10
Utilities.....12
Streets.....14
Santa Fe River.....17

The Plan

Goals.....18
Sub-Areas.....19
Semi-Rural Area.....20
Rio Vista Area.....23
Organic Area.....25
Mixed Area.....28
Future Land Use Map &
Recommended Zoning.....31
Santa Fe River.....32
Growth&Traffic.....34
Transit.....36
Open Space.....36
Zoning Overlay - Summary...37

Introduction

This planning effort is a response and direct result of City Council Resolution #2015-93, adopted October 14, 2015:

> "A Resolution Directing Staff to Create the West Santa Fe River Corridor Master Plan and Bring it Forward for Adoption by the Governing Body as an Amendment to the General Plan."

Among other things, the resolution called for:

- Enhance the quality of life by ensuring that development is in character with the surrounding neighborhoods…
- Maintain and allow a mix of uses in the neighborhood,
- Assess needed infrastructure in the area, especially around roads and sewer,
- Create a citizen working group comprised of interested area residents and community members to advise staff during the process.
- Allow for input, in a spirit of partnership, with representatives of the Agua Fria Traditional Historic Community.

Planning Area – The Planning Area was defined in the above-referenced resolution and is reflected in the plan. This area has a long history of multi-cultural settlement as described on the following page and today clearly reflects a transition between city-scale development and more rural-scale development. The western portion of the Planning Area was part of a larger annexation completed by the city in 2013, becoming effective January 1, 2014. Much of this newly annexed area was given a default zoning of "R-1" (one housing unit per acre), but existing uses have demonstrated that this type of zoning may not be practicable, nor even advisable, in certain areas.

Working Group – The planning effort was carried out over a period of six months by a working group that included area residents and business owners. The group met weekly with city staff at Frenchy's Barn. The group worked to create a plan that reflects common community goals while acknowledging the importance of private land ownership. To that end, this plan attempts to achieve a balance that blends the city and the traditional village. The underlying assumptions of the Working Group and their attempt to represent the larger West Santa Fe community that helped form the goals (page 18) included:

- **History as a Guide** – The area's Native American and Hispanic settlement patterns, including acequias fed by the Santa Fe River to support small agricultural plots with crops and orchards, is fundamental to how the area is viewed.
- **Semi-Rural** – Working Group members like the area as it is and are not interested in seeing large increases in growth,
- **Road Limitations** - Limited road capacity was viewed as a key constraint to future growth; neither Agua Fria nor West Alameda is viewed as having the ability to comfortably handle much larger volumes of traffic than they currently carry.
- **Low Scale/Low Density** - The low scale of buildings and more semi-rural feel should be preserved; Building height and development densities were a major concern for the group and is reflected in the proposed Zoning Overlay District,

History

The West Santa Fe River Corridor has great significance in the 400-year history of Santa Fe. Agua Fria Street is the modern version of the original Camino Real or Royal Road from Mexico City established by Spanish conquistadores in the late 1500s and early 1600s. Prior to the Spanish, archaeological evidence has proven that ancestors of the pueblo culture had settled in and around Agua Fria and the Planning Area (Pindi Pueblo and Pueblo Quemado, respectively). Native Americans may have abandoned Pindi Pueblo around 1250 while Pueblo Quemado, northeast of Pindi Pueblo, and located near present-day West Alameda Street may have been burned during a raid around 800.

Underneath Pindi Pueblo in a 2009 archaeological dig, excavators found two earlier civilizations. Early reports of this site stated that the oldest civilizations dated to 3000 B.C. and may be the "oldest largest settlement in North America." Native Americans chose this place because of the cold water springs and the alluvial plain, which made irrigation easy. The early settlers moved into the area where Native American irrigation systems were still in place.

The nearby Village of Agua Fria became a place of modern recorded settlement when three officers in the "re-conquest" of New Mexico were given land grants in 1693, by General Don Diego de Vargas for their service to the Spanish Crown. Land in the planning area was farmed for various crops and orchards and only in recent decades has some of the land been subdivided and developed for home sites. Before about 1950, most of the wood that Santa Feans used in their fire places, and many of the food crops and dairy products that fed Santa Feans, came from this area.

> *"As a young boy, I used to ride my bike from Sierra Vista Street to Frenchy's Dairy Farm when Frenchy forgot to drop off our milk. As soon as I entered his land, he was yelling at me thinking I was a traspasser about to harass his cows."*
>
> *- Hilario Romero, Working Group Member and Lifelong Resident*

As a historic gateway to the provincial capital of Santa Fe, the Camino Real gave rise to small, rural farming settlements such as Agua Fria, which were located near the river. The planning area is part of the original settlement of Agua Fria. Descendants of those who settled this portion of the Santa Fe River community continue to live here on or near large parcels of land. With continued growth of the city and recent expansion through annexation, the area has been experiencing growth pressures and more dense development proposals. This plan attempts to blend the expanding city with a more rural, traditional community and create an appropriate transition between the two.

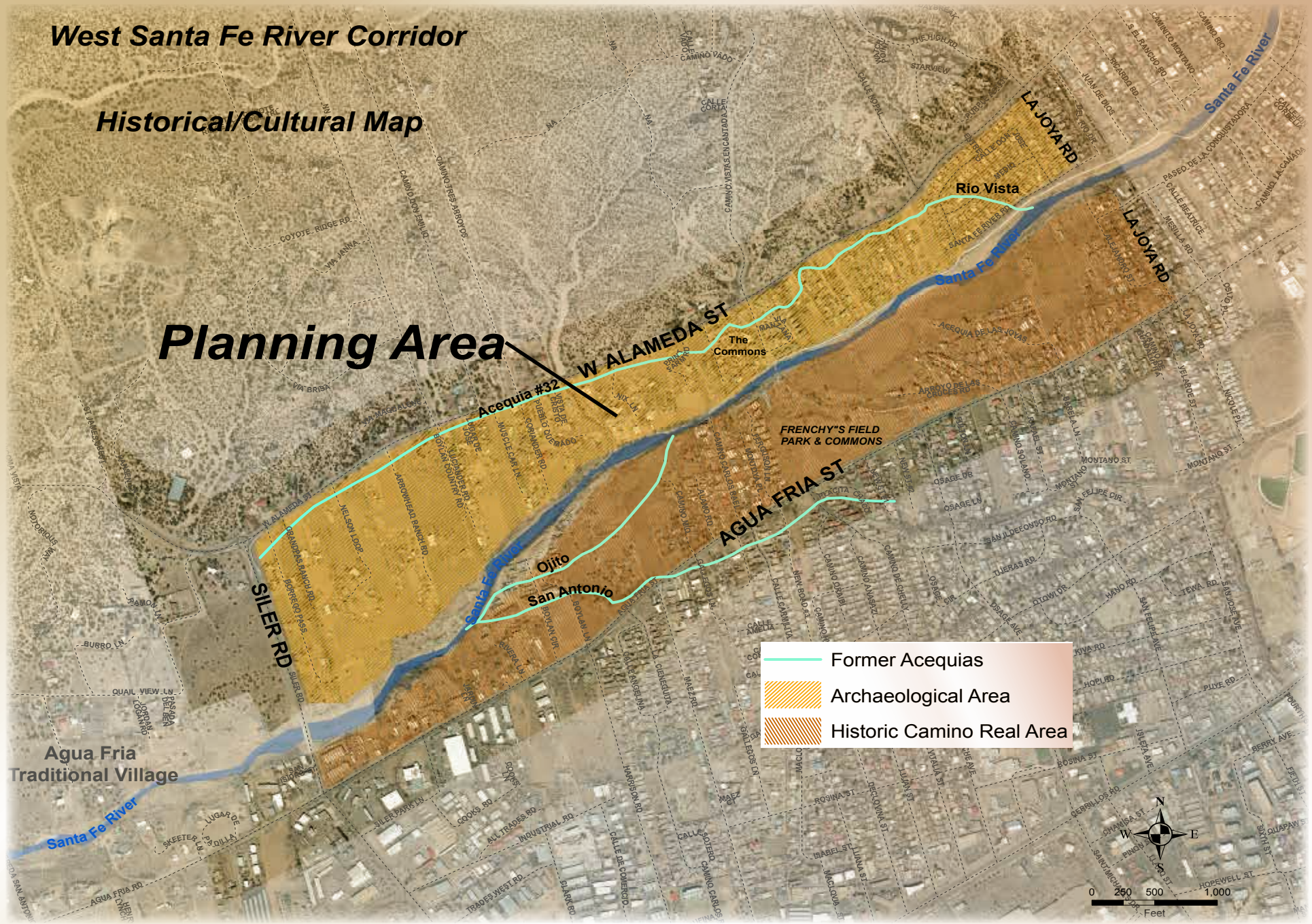
> *"My wife, Lois, remembers as a little girl, Bernadino Sandoval driving his goats from his house by Lopez Lane up along the Santa Fe River to the store on Guadalupe Street."*
>
> *- William Mee, Working Group Member and Lifelong Resident*

Traditional Land Ownership and Modern Financing Factors

Much of this area was traditionally used as an agricultural area which was passed down to the eldest son of the next generation or was subdivided into tracts each having equal access to the acequias in the area. This resulted in land use patterns of long thin lots that basically are still visible on a map today. When water was unavailable to these farm areas a number of "family land transfers" occurred that resulted in sometimes awkward lot configuration. In some areas, this created a number of private family driveways that are below city standards and impede access and emergency response alternatives. Further, a lack of abstracts, quiet titles and title insurance in the area restricted private development. Today new banking regulations after the 2008 Financial Crisis restrict the ability of owners and potential buyers from receiving loans and improving the property. The people in the area often find themselves "land rich and cash poor" and unable to raise enough capital to build the infrastructure necessary to develop. Through a public banking system this situation might be reversed.

West Santa Fe River Corridor

Historical/Cultural Map



Recent Changes

While the West Santa Fe River Corridor area has experienced modest growth over the decades, recent changes have created a community desire for a specific plan for this area. Some of these recent changes include:

- City-Initiated Annexation (2014) – The City of Santa Fe annexed the area west of Frenchy's Park between West Alameda and Agua Fria Street up to the boundary of the Agua Fria Traditional Historic Community. As part of the annexation, much of the land in the Planning Area was given a default zoning of "R-1" allowing just one single-family home per acre. A major thrust of the West Santa Fe River Corridor Plan is to review and recommend the most appropriate zoning for that part of the West Santa Fe River Corridor that was annexed.

- Agua Fria Street Re-Zonings / Development Proposals – Though parts of Agua Fria Street reflect a mix of land uses, including commercial and warehouse uses near the intersection with Siler Road, recent re-zonings and a large proposed apartment complex in conjunction with the city's annexation of this area have given rise to concerns among surrounding residents regarding future types and scale of development. Agua Fria Street currently carries just over 12,000 vehicles per day in the Planning Area. (Agua Fria's traffic volumes in this area exceeded 17,000 vehicles per day prior to the construction of the Siler Road Bridge and connection to West Alameda.)

- West Alameda Street – Originally a more rural entrance into Santa Fe, West Alameda Street has experienced slow, but continued pressure for utility extensions moving outward from the city in a southwest direction, particularly on the south side of the street. It currently carries nearly 8,700 vehicles per day in the Planning Area. (West Alameda's traffic volumes in this area were 4,000-5,000 vehicles per day prior to construction of the Siler Road Bridge.)

- Siler Road Bridge (2009) – The first city-constructed bridge across the Santa Fe River in 50 years, this bridge provided a much-needed access point across the river but also created concerns about what type of development patterns might be created as result. It currently carries 10,300 vehicles per day.

- River Trail and Restoration – The city and county have combined efforts to help restore the Santa Fe River with programs that provide bank stabilization through re-vegetation as well as the extension of a multi-use, paved trail along the north side of the river. This program also includes creating more natural infiltration methods for run-off and drainage from land along both sides of the river.

Planning Area

The West Santa Fe River Corridor Planning Area is shown on the aerial map below and includes the following boundaries:

- **West Alameda Street** to the north,
- **La Joya Road** to the east (both sides of the river),
- **Agua Fria Street** to the south,
- **City Corporate Limits** to the west (shared boundary with the Agua Fria Traditional Village)

Planning Area – Surrounding Context

The West Santa Fe River Corridor Planning Area reflects a transition between standard city residential subdivision densities (to the east and south) and lower residential densities in the Agua Fria Village and lands to the north across West Alameda Street. Frenchy's Field Park & Commons is 2.5 miles from the Plaza (See Context Map).

North of the planning area are rural residential areas along Coyote Ridge Road (Cielo Lumbre subdivision), Camino Don Emilio and Camino Tres Arroyos as well as the Cerro del Sol and Las Lomas subdivisions. Most of the homes sit on larger lots of 1-5 acres, using domestic wells and septic systems. And while there are larger tracts of vacant land to the north between West Alameda and Highway NM 599, lack of utilities creates constraints to urban scale development. Even with utility extensions into some of these lands, it is understood that the prevailing land use is low density residential development and the potential connection of new development to West Alameda Street brings even greater focus to the improvements that would be necessary to West Alameda to continue to absorb more traffic from adjoining lands. This area is also slated for annexation as part of the city's phase 3 annexation by 2019.

East of the planning area, city residential subdivisions (Barrio La Cañada) typically five units per acre, extend along the river as it reaches upstream toward downtown. Very little vacant land exists to the immediate east of the planning area.

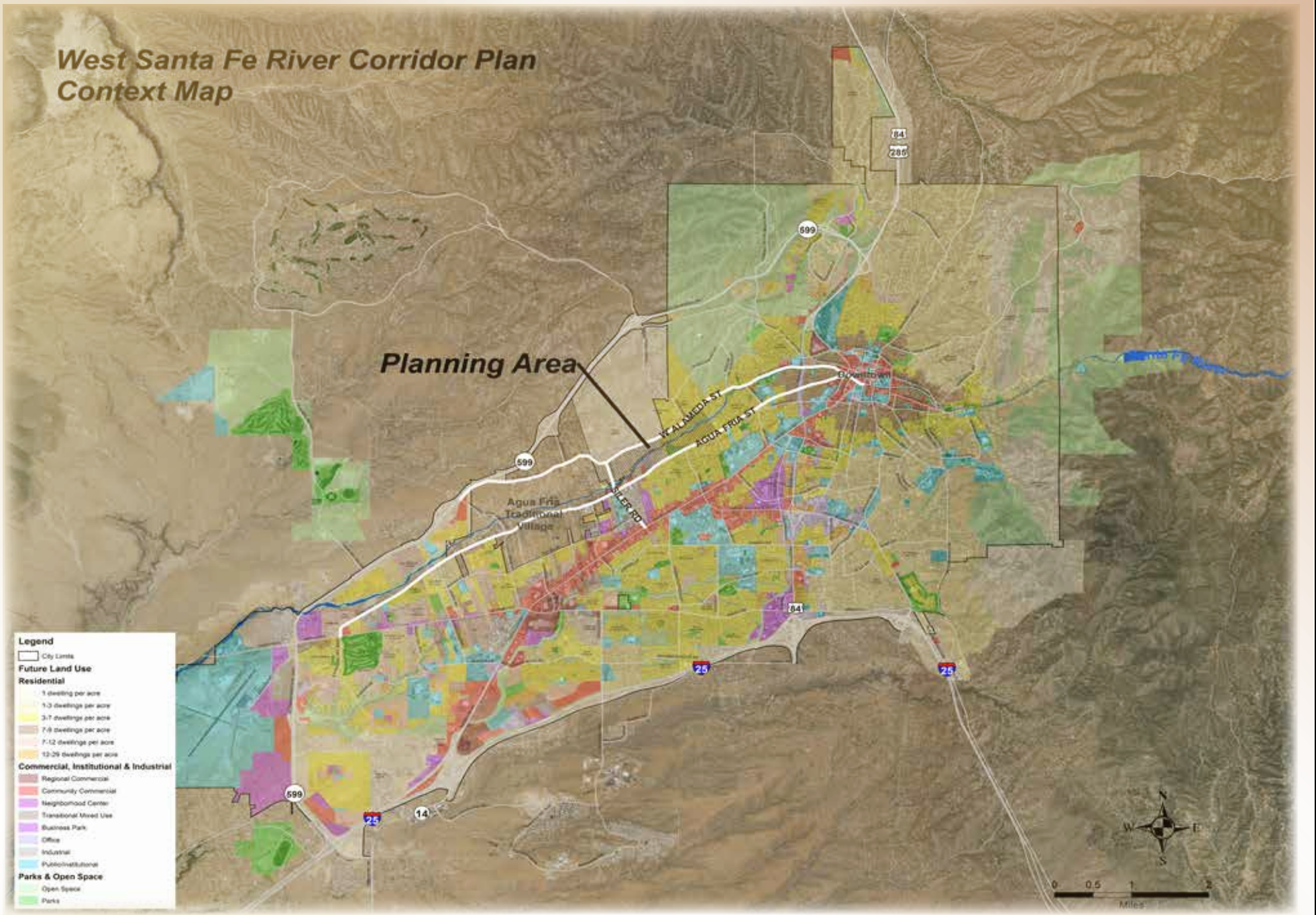
South of the planning area, beyond the few small businesses along Agua Fria Street are more city-scale subdivisions (Casa Alegre, Pueblo Alegre, Cielo Vista and La Cieneguita). These city residential areas also have densities averaging five units per acre with little growth potential as most of these areas are built out. Osage Avenue connects the Planning Area at Agua Fria Street (at the entrance to Frenchy's Field) to the St. Michael's Drive commercial area and businesses along Cerrillos Road. Osage Avenue bisects the Casa Alegre neighborhood.

While traffic issues have been a concern along Osage Avenue, most of the land in the immediate vicintiy of Casa Alegre is already developed.

West, and downstream, is the Agua Fria Traditional Village, which remains under county jurisdiction, and the Siler Road Industrial area, located in the city. The Village has its own lower density zoning as part of the county's zoning code. The city's Siler Road Industrial Area has the potential for re-developemnt in the future, including the possible addition of city administrative offices and increased live-work artist space as the area experiences increased interest from this sector of the economy.

Agua Fria Street connects the Planning Area through Agua Fria Village and further southwest to the South Meadows connection to Highway NM 599 and the Airport Road commercial areas. West Alameda connects the Planning Area more directly to Highway NM 599 to the west and Solana Shopping Center and Downtown to the east. Meanwhile, the relatively recent addition of the Siler Road Bridge (2009) connects Agua Fria and West Alameda at the western edge of the Planning Area.

West Santa Fe River Corridor Plan
Context Map



Existing Conditions

Overview

The West Santa Fe River Corridor Planning Area has a very diverse land use pattern including many large residential lots on dirt roads, city subdivisions with smaller lots on paved roads and a commercial/warehouse area along Agua Fria Street near the Siler Road intersection. Residential densities in the planning area reflect the location and availability of city utilities. Subdivisions with city utilities are more prevalent in the northeastern part of the planning area on both sides of the river. However, even the commercial areas near the southwestern part of the planning area are not built to city standards and are served by septic systems, rather than the city's wastewater system, which creates environmental issues and concerns for the adjoining Santa Fe River.

Population / Housing

According to the 2010 Census, the planning area contained 1,115 residents and 556 housing units, or an average of 2.0 persons per housing unit. The percentage of Hispanic residents (56.7%), percentage of children under age 18 (22.2%) and percentage of Senior residents aged 65-plus (12.0%) in the planning area generally reflects the overall percentages for the entire Santa Fe Urban Area in 2010 (54.7% Hispanic; 20.9% Children; and, 14.7% Seniors).

The area has a higher housing occupancy rate (92.8%) and an owner-occupied rate (61%), compared to the Urban Area rates of 86.5% and 53.2%, respectively. (The lower housing occupancy rate and lower owner-occupied rate for the Urban Area may reflect a substantial number of homes that represent unoccupied second-homes at the time of year when the census was taken in late March 2010.)

	Planning Area	*Urban Area*
Population	***1,115***	***84,877***
Hispanic	632 (56.7%)	(54.7%)
Children (under 18)	247 (22.2%)	(20.9%)
Seniors (age 65+)	134 (12.0%)	(14.7%)
Housing Units	***556***	***43,405***
Persons Per Unit	2.0	2.0
Housing Units Occupied	516 (92.8%)	(86.5%)
Owner-Occupied Units	339 (61.0%)	(53.2%)

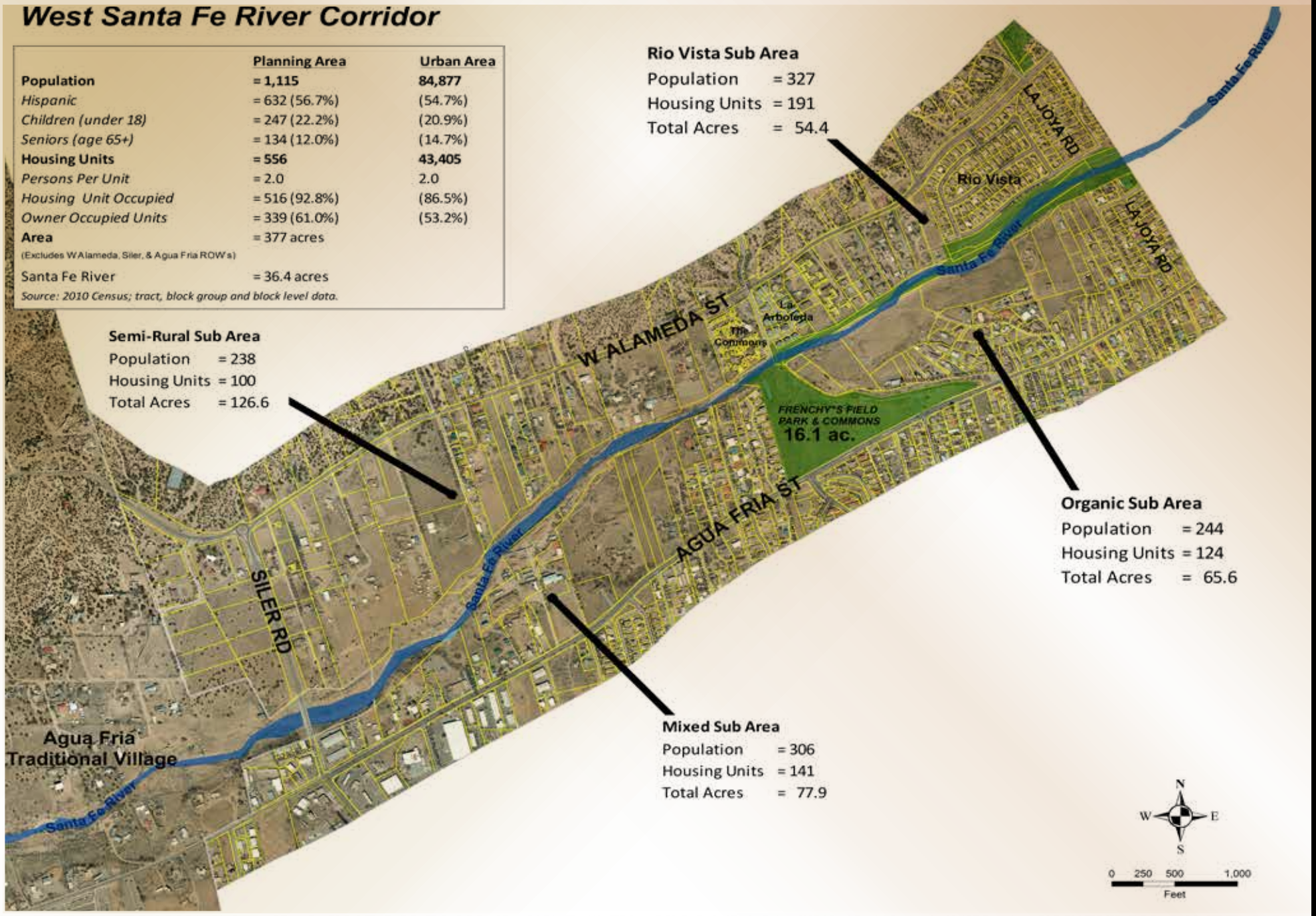
Source: 2010 Census; tract, block group and block level data.

Housing: La Arboleda

West Santa Fe River Corridor

	Planning Area	Urban Area
Population	**= 1,115**	**84,877**
Hispanic	= 632 (56.7%)	(54.7%)
Children (under 18)	= 247 (22.2%)	(20.9%)
Seniors (age 65+)	= 134 (12.0%)	(14.7%)
Housing Units	**= 556**	**43,405**
Persons Per Unit	= 2.0	2.0
Housing Unit Occupied	= 516 (92.8%)	(86.5%)
Owner Occupied Units	= 339 (61.0%)	(53.2%)
Area	= 377 acres	
(Excludes W Alameda, Siler, & Agua Fria ROW's)		
Santa Fe River	= 36.4 acres	

Source: 2010 Census; tract, block group and block level data.



Land Use

The West Santa Fe River Corridor Planning Area is a mix of rural residential lands transitioning east into more compact, but low-density city residential neighborhoods on the north side of the Santa Fe River. Meanwhile, on the south side of the river compact, organic residential areas at the east end of Agua Fria Street transition into a commercial/warehouse area in the southwest corner near the intersection of Agua Fria Street and Siler Road.

Residential

The Planning Area includes single-family homes throughout all four quadrants; some on larger lots and some on smaller city lots in city subdivisions. A 1951 aerial photograph shows that only 50-75 of today's 556 homes existed in the planning area. Individual homes fronted and were fairly evenly spaced along Agua Fria, while scattered homes were set back from West Alameda Street. But the vast majority of growth in this area occurred after the 1951 aerial photo. Much of the land near the river was used for agricultural purposes and some gravel mining occurred in river channel and along its banks.

Commercial / Warehousing

The Planning Area has a concentration of small businesses and warehouses near its southwestern corner, close to the Siler Road/Agua Fria Street intersection. Approximately 84,200 square feet of commercial floor area exists in this portion of the planning area. About 75% (64,200 sq. ft.) of this commercial square footage exists at the northeast and northwest corners of Agua Fria Street and Siler Road (28,000 and 36,200 square feet, respectively). These two corners have small commercial centers that contain multiple tenants and a variety of businesses.

Parks / Open Space

Frenchy's Park & Commons was a private dairy from 1933-1983. The City acquired the 16-acre dairy in 1986 and since that time has kept Frenchy's as an open space park with a small play area, a paved walking path and a small parking lot. The city upgraded Frenchy's Barn with restrooms, radiant floor heat and ceiling fans. The barn is a popular meeting place that can hold as many as 50 people. The city's Parks & Recreation Department operates and maintains the facility and makes it available to community groups.

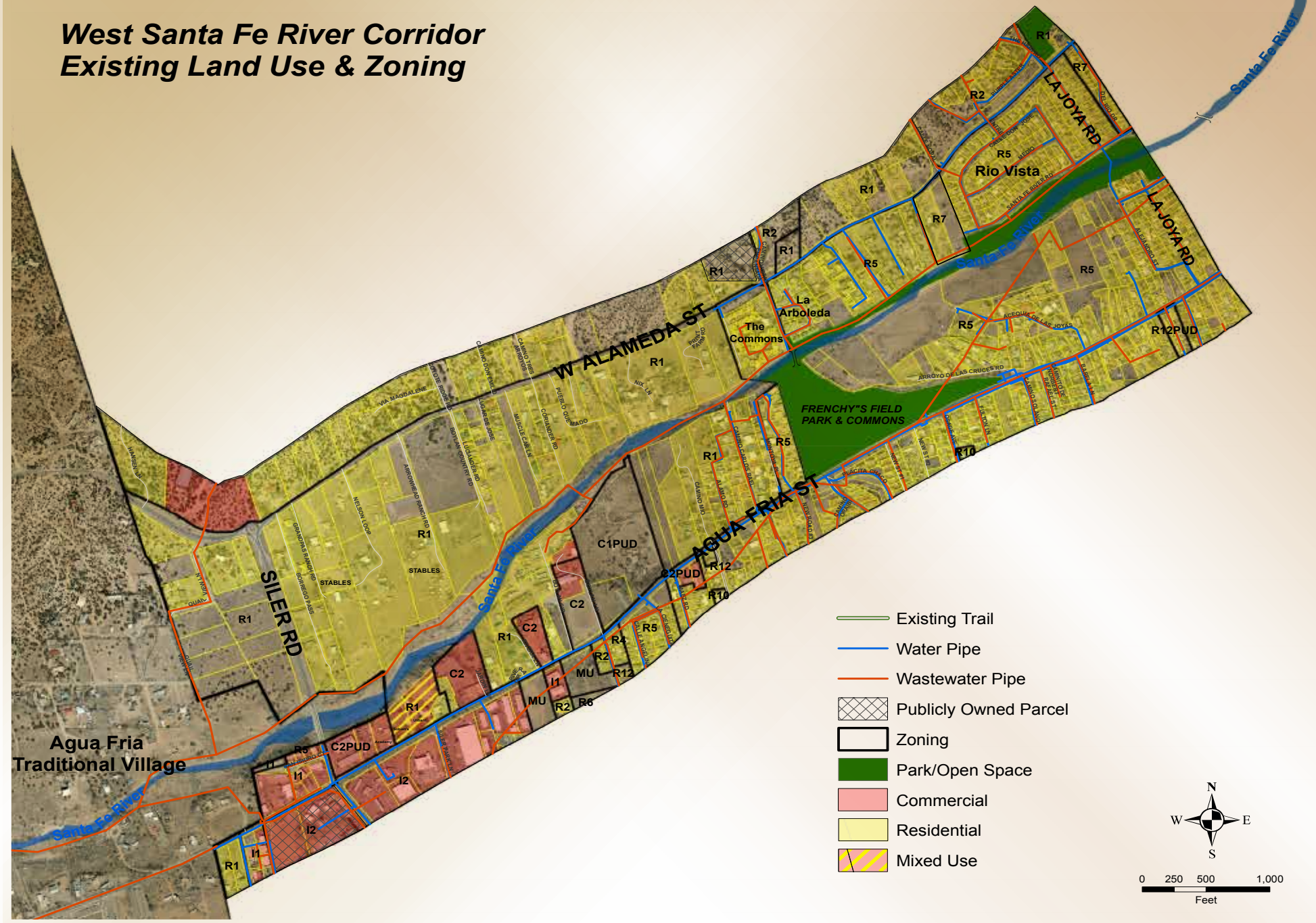
Santa Fe River

The city and county are working together to acquire open space along the river, re-vegetating the river bank and building a paved multi-use trail.

Frenchy's Park and Barn

Santa Fe River Trail near La Arboleda

West Santa Fe River Corridor
Existing Land Use & Zoning



Utilities

Water

The City's water distribution system within the Planning Area study area includes two pressure zones (Zone 5 and 6, see map). Zone 5 includes the areas in the northeastern portion of the planning area (i.e. "Rio Vista" Area and the "Organic" Area on either side of the Santa Fe River and generally east of Frenchy's Field & Commons). However, most of the planning area is within Zone 6, which includes the Semi-Rural Sub-Area and the Mixed Sub-Area. Zone 6 provides service between ground elevations 6620' and 6740'.

The water distribution system on the south side of the Santa Fe River is fed off of a 12-inch trunk water main which runs along Agua Fria Street. The 12-inch Agua Fria main is gridded into water mains on the south side of Agua Fria. Water distribution system extensions on the south side of the Santa Fe River can be made by looped connections to the 12-inch main in Agua Fria. The 12-inch main in Agua Fria is capable of providing fire flows in excess of 1500 gallons per minute (GPM).

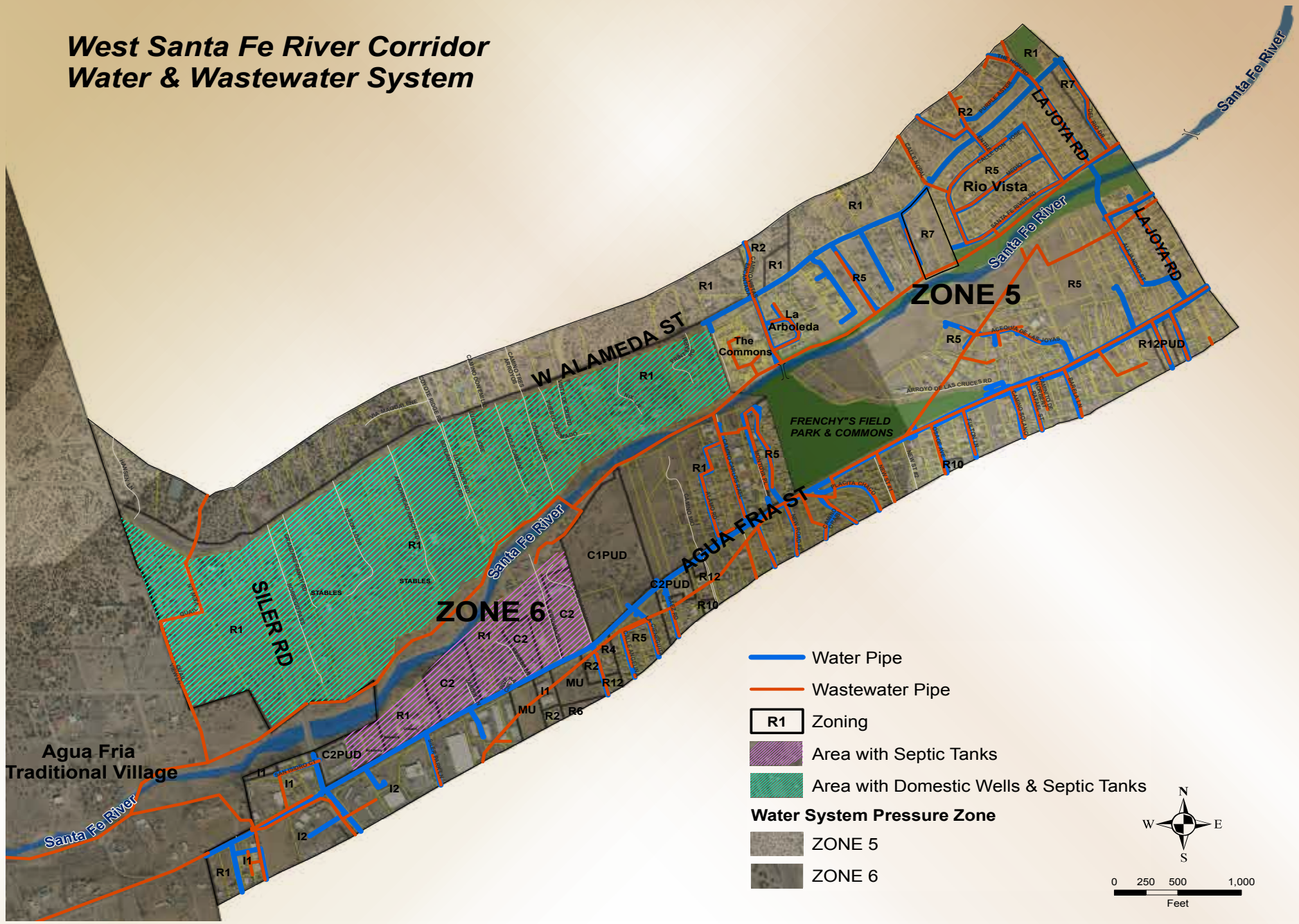
The City's water distribution system on the north side of the Santa Fe River is limited to a single 8-inch main in West Alameda which ends approximately 450 feet west of Camino Carlos Rael. Water distribution system extensions on the north side of the Santa Fe River will require the extension of looped water lines across the Santa Fe River between Agua Fria and West Alameda and along West Alameda (see map). New development planned for property within 300 feet of a city water line is required to connect to that water line.

Wastewater

Two 18-inch trunk lines, one along the Santa Fe River and the other generally following Agua Fria Street, extend the length of the planning area. The river trunk line (high-density polyethylene pipe) extends along the north side of the river to serve residential developments like Rio Vista, crosses to the south side of the river west of Frenchy's Field Park, extending approximately a quarter mile, before crossing back to the north side of the river all the way to Siler Road and beyond. The Agua Fria Street trunk line, older and made of concrete but recently rehabilitated via a cured-in-place pipe liner, is within the right-of-way of the street until Calle Carmelita, where it veers approximately 250-300 feet southwest of the road right-of-way, before extending well south of Agua Fria Street.

The location of wastewater trunk lines on the north side of the river and south of Agua Fria Street makes connection to the city's wastewater system difficult in the southwestern commercial portion of the planning area. The city discourages frequent cross-river extensions of wastewater lines. Commercial expansion in this part of the planning area may require extension of a public sewer line from either of the existing trunk lines near Siler Road. New development that is proposed on property that is within 200 feet of a public wastewater system is required by city code to connect to the public sewer system. The New Mexico Environment Department (NMED) regulates on-site septic systems for all development that is not connected to the city's wastewater system.

West Santa Fe River Corridor Water & Wastewater System



Streets

Agua Fria Street

Average Weekday Traffic Volume: 12,252 (NMDOT, 2014)
Posted Speed Limit: 35 mph
Right-of-Way/Pavement Width:

- **La Joya to Camino Solano**, 40'-45' feet of right-of-way with two 10' driving lanes, 25' of pavement width;
- **Camino Solano** (approach to Frenchy's Field/Osage Avenue), 60'-75' feet of right-of-way and 40'-45' of paved roadway width containing two 10' driving lanes and an 11'-12' continuously striped median/turn lane;

Sidewalks: 4' on-curb sidewalks exist on both sides of the street for nearly the entire length of the planning area;
Bike Lanes: 6' Bike Lane/Shoulder from Osage Avenue to Siler Road; Shared roadway from Osage Avenue to La Joya Road.
Santa Fe Trails: Route #1 operates buses on a 30-minute headway (interval) that extends from Airport Road to the Downtown Transit Center (DTC) on Sheridan Avenue. This route carries approximately 400 riders per weekday and 130,000 per year.
Street Lighting: Street lighting exists on the south side of Agua Fria from Siler Road to Camino Carlos Real, then switches to the north side of Agua Fria from Camino Carlos Rael to La Joya Road.

Agua Fria Street: Looking east at Arroyo de las Cruces; Narrow section 2-lane

Agua Fria Street: Looking east at La Cieneguita; 3-lanes with Bike Lane / Shoulder

West Alameda Street

Average Weekday Traffic Volume: 8,727 (City Traffic Study, 2015)
Posted Speed Limit: 30 mph between Siler Road and Camino Vistas Encantada; 35 mph east of Camino Vistas Encantada.
Right-of-Way / Pavement Width:

- Siler Road to Calle Nopal, approximately 20'-22' of pavement width (two 10' driving lanes);
- Calle Nopal to La Joya/High Road Intersection – 20' of pavement width from Calle Nopal east until the right-of-way and pavement width widen to near 70' of right-of-way and 50' of road pavement with a left turn lane at the intersection of West Alameda and La Joya/High Road. (urban road profile on south side of West Alameda; rural profile on north side of street).

Sidewalks: None between Siler Road and Calle Nopal; Continuous sidewalks along south side of street only from Rio Vista subdivision (across from Calle Nopal) to La Joya Road.

Bike Lanes: Shared roadway from Siler Road to Calle Nopal; Beginning at Calle Nopal, paved shoulder width provides space for bike lanes on both sides of street.

Drainage: Lack of storm drains except for south side of street from Rio Vista subdivision to La Joya. Storm-wash crosses the street from the higher terrain on the north side.

Santa Fe Trails: Santa Fe Trails does not currently have a bus route on West Alameda.

Street lighting: No street lighting between Siler Road and Camino Carlos Rael;
Periodic street lights between Camino Carlos Rael and Calle Nopal;
Regular-interval cobra street lights exist between Calle Nopal and La Joya (south side of street only).

West Alameda Street: Rural Section, looking east at Nelson Loop 2 lanes, no shoulder.

West Alameda Street: Semi-Rural Section, looking east at Calle Nopal; Striped Median w/ Shoulder, Sidewalk and Streetlights only on south side of roadway.

Siler Road

- **Average Weekday Traffic Volume:** 10,358 (City Traffic Count, 2015)
- **Posted Speed Limit:** 30 mph
- **Right-of-Way / Pavement Width:** 100' of right-of-way width and 35' of pavement width, including two 11' driving lanes with 6' paved shoulders on each side.
- **Multi-Use Trail:** 10' wide multi-use trail on each side of Siler Road. The trail is setback from the edge of roadway pavement by approximately 12'.
- **Bike Lanes:** 6' Bike Lane/Shoulder on each side in addition to off-street multi-use trail.
- **Buses:** Santa Fe Trails does not currently operate a route that uses the segment of Siler Road connecting Agua Fria and West Alameda.
- **Street Lighting:** streetlights only at intersection with Agua Fria and at West Alameda.

Local Streets – Local streets and roads within the planning area vary greatly from dirt roads with no paving, sidewalks, curb-&-gutter nor drainage (i.e. Arroyo De Las Cruces Road and Acequia De Las Joyas Road) to those that fully meet city standards (i.e. Calle Don Jose and the other streets in the Rio Vista Subdivision.)

Siler Road: , Looking north toward West Alameda; 2-lanes, paved shoulders, multi-use trails.

Santa Fe River

Historically, the Santa Fe River played a vital role in the community. However, over time, that role was increasingly diminished. The dry, arroyo-like conditions of the river today reflect the demand for water from a growing city that built its first dam in the upper reaches of the river in 1881. Since then, two much larger dams now constrain the river's flow, and the middle and lower reaches of the Santa Fe River are often little more that a dry riverbed. The lack of water dried up much of the plant material that once held soil in place, slowed the floods, and provided habitat for wildlife. The barren river then became scoured by recurrent floodwaters that cut a narrow canyon down the riverbed and eroded channel banks. The river still runs occasionally during storms or when the city releases water from the upstream mountain reservoirs.

Currently, the multi-use trail along the river extends as far as the Bridge to Frenchy's Field Park & Commons. As part of the river improvement project, bank stabilization has occurred with significant re-vegetation and engineering projects along the river. Plans for continued restoration of the river, including the extension of the River Trail, from Frenchy's to the Siler Road Bridge, are discussed in this plan.

The Plan

GOALS

- ***INTEGRITY & CHARACTER …*** Maintain and Enhance the area's Integrity, Historic Character and Quality of Life.
- ***NEIGHBORHOOD SCALE …*** Protect Existing Neighborhoods and their Scale; Ensure Compatibility.
- ***NEW DEVELOPMENT …*** Encourage Vitality and Affordability in New Development while Moderating Height and Massing; Require Development Plans with all Re-Zoning Applications.
- ***COMMERCIAL USES …*** Recognize Existing Commercial Uses with Appropriate and Flexible Land Use/Zoning Designations.
- ***SAFE & COMPLETE CONNECTIVITY …*** Improve the Safety and Connectivity of Streets, Bikeways, Multi-Use Trails and Pathways.
- ***PRESERVE & ENHANCE THE RIVER …*** Preserve and Enhance the River, and Connectivity to the River, through Continued Implementation of City and County River Restoration and Trail Planning Efforts.
- ***OPEN SPACE …*** Preserve Open Space through Acquisition and/or Conservation Easements.

Sub-Areas

The land uses and corresponding intensities can be described as four distinct quadrants of the planning area when using the Santa Fe River as a boundary dividing lands into a northern half (along West Alameda Street) and southern half (along Agua Fria Street):

1. West Alameda Street / Rural Densities **("Semi-Rural")** – The area between Siler Road and the Camino Carlos Rael neighborhood contains rural residential densities on both sides of West Alameda Street. This area generally reflects development patterns that rely on domestic wells and septic systems and contain horse stables and other rural uses.

2. West Alameda Street / City Densities **("Rio Vista")** – Starting around Camino Carlos Rael and extending northeast, more compact city residential areas using water and sewer utilities are found between West Alameda Street and the river. This area is continuing to experience a transition to new city residential subdivisions due to the proximity of city utilities.

3. Agua Fria Street / Compact Irregular Land patterns **("Organic")** – Northeast of Frenchy's Park, compact, organic residential areas between Agua Fria Street and the river. Residential areas built on irregularly-shaped lots along an old arroyo (Arroyo De Las Cruces Road) and an acequia (Acequia De Las Joyas) are buffered from the River by tracts of largely vacant land with a few structures, some of which are abandoned. The vacant tracts near the river were once farmed as orchards.

4. Agua Fria Street / Transition **("Mixed")** – Southwest of Frenchy's Park, moving toward Siler Road, compact residential streets such as Ferguson Lane and Camino Carlos Rael, transition into more rural, sparsely developed properties across Agua Fria Street from La Cieneguita, Harrison and Maez Roads before transitioning to more urban land patterns that include commercial and warehouse uses near the Agua Fria/Siler Road intersection.

When considering the future of the planning area, considerable acreage is vacant and/or developable, but some of this land is along the river where public easements will be purchased, some of the land is not served by city utilities and may not be served for decades and still other vacant/developable acres will be difficult to develop because of inadequate road access. A major thrust of this plan is to determine how best these areas should develop in the future given utility and road constraints, as well as surrounding land use.

Semi-Rural Area

Land Use Issues/Approach – The Semi-Rural Area is open and sparsely developed land that drops away from West Alameda Street toward the river. West Alameda Street is a rural section of roadway in this area that is experiencing increased traffic and is designated an "Urban Minor Arterial" as a direct link from NM 599 to downtown Santa Fe. West Alameda Street should not absorb additional subdivision development along this segment without a specific engineered design for major improvements that would specify necessary additional right-of-way for adequate drainage, potential center turn lanes/left turn bays and multi-use pedestrian/bicycle paths.

While the current development pattern has existed for decades, the city's wastewater trunk line along the north side of the river and potential extension of the city water main line along West Alameda could accommodate higher densities. However, lower rural densities exist to the west in the Agua Fria Traditional Village and to the north across West Alameda Street. While the city water system may be extended by landowners/developers in the future, this area should remain a lower density transition area in the future. (NOTE: Residential densities higher than those recommended should be required to provide public parks and an internal street network and considered only after major city/county improvements to the drainage and capacity of West Alameda Street have been completed.)

1. **Recommended Future Land Use:** ***Residential, 1-3 Dwellings per Acre*** *(Currently: Residential, 1 Dwelling per Acre)*

2. **Recommended Zoning:** ***RR (Rural Residential)*** *(Currently zoned: R-1, Single-Family, 1 Dwelling per acre) Rural Residential zone allows up to 3 units per acre, but only if using city water and wastewater systems for density greater than 1 unit per acre, and only with 40% undeveloped open space for density of 3 units per acre. RR zoning matches the residential density allowed within the Agua Fria Traditional Historic Village Overlay Zoning. (NOTE: there are homes on subdivided lots that already exceed 1-unit-per-acre density in the Semi-Rural area.) RR zoning best accommodates the Future Land Use densities recommended, while also making provision for commercial stables as a "Special Use." Other businesses existing in the Semi-Rural area should be allowed to continue.*

3. **West Alameda Street Design and Improvement Plan:**
   The City should prepare a Design and Improvement Plan for West Alameda Street that includes, at a minimum, the segment between the city's corporate limits west of Siler Road and Calle Nopal, prior to any new development/subdivision plans being considered in this area, so that all parties know how much right-of-way is needed from properties in the Planning Area to create a complete street (i.e. one that has sufficient drainage, allows for safer turning movements and contains adequate pedestrian and bicycle facilities.)

4. **Development Plan Requirements:** *(also see "Overlay" standards section)*

A. West Alameda Frontage/Street Requirements:

1. ***Development Plans*** *– should contain a minimum of 250 feet of frontage along West Alameda Street to be considered for subdivision in order to adequately space access points on to West Alameda.*
2. ***West Alameda Street Improvements*** *– Landowner/Developer must work with the city's Public Works Department to determine probable future right-of-way needs in relation to the specific property and show necessary development setbacks from West Alameda Street.*
3. ***Pedestrian/Bicycle Accommodations*** – A multi-use trail is required along the entire width of the development's street frontage along West Alameda Street.
4. ***Proposed/Improved Streets*** – Newly proposed streets, or those that were previously private access lanes must meet city road standards, including possible transfer of streets to the city as public rights-of-way; all proposed streets within the development boundary must be approved by the city traffic engineer.

B. City Utilities – *Development/Subdivision Plans requesting a greater density than one-acre lots must be served by city water and wastewater systems and all domestic wells on the property(s) that are part of the development application must be transferred to the city for abandonment.*

C. Underground Electric Utilities – *Future development in this area should place electric utilities underground.*

D. Historical Surveys/Archaeology Reconnaissance – *The Semi-Rural Area is within the city's "River and Trails Archaeological Review District" and clearance permits are required of all developments over two (2) acres in size where previous archaeological reconnaissance, excavation or other treatment has not already been completed. The existence of archaeology in the vicinity requires reconnaissance/investigation for all proposed developments/subdivisions. A survey of the age/history of existing structures is required of all development applications.*

E. Trail/Public Access Easements Required – *All proposed developments should make provision for a 10' wide access easement from the proposed development to the River Trail.*

5. **Other Semi-Rural Area Recommendations:**

A. Siler Road Access – *Vehicle access to Siler Road from adjacent properties north of the bridge is prohibited. However, a street connection to Siler Road from the east may be required should higher residential densities (i.e. greater than 3 units per acre) be approved throughout the Semi-Rural Area.*

B. Existing Businesses – *Existing businesses pre-date the city's annexation and zoning (i.e. "grandfathered") and should be allowed to remain without rezoning in the semi-rural area. Re-zoning of existing non-residential uses to a commercial zoning category is not recommended by this plan.*

C. River Setback – *Parking lots and other impervious surfaces should not be created within the river setback requirements of this plan or overlay district. Buildings, residences and other impervious construction should be setback from the river as far as possible. Developers and builders should demonstrate through development plans that an effort has been made to minimize the impact of impervious surface and its related run-off into the river.*

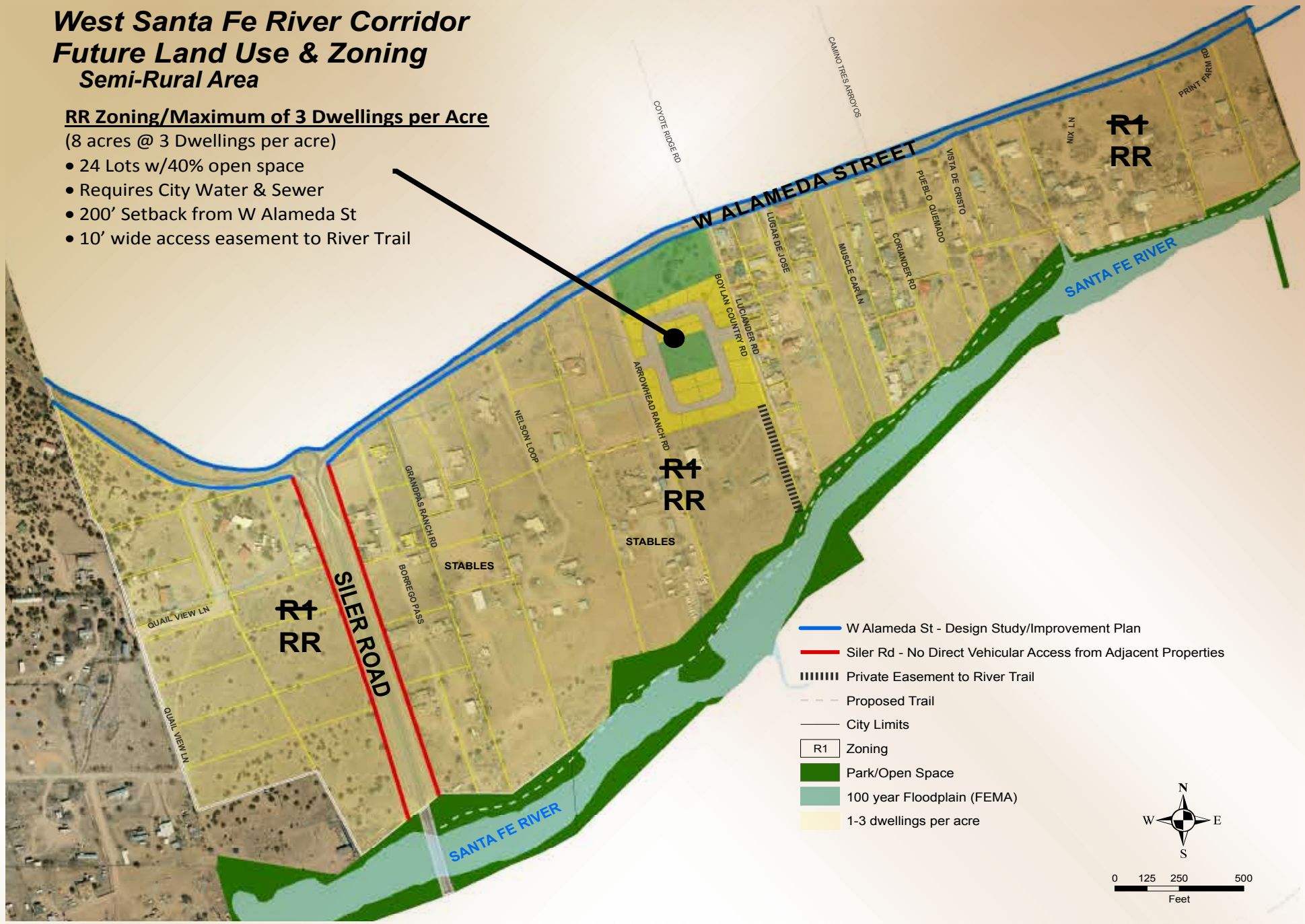
West Santa Fe River Corridor Future Land Use & Zoning

Semi-Rural Area

RR Zoning/Maximum of 3 Dwellings per Acre

(8 acres @ 3 Dwellings per acre)

- 24 Lots w/40% open space
- Requires City Water & Sewer
- 200' Setback from W Alameda St
- 10' wide access easement to River Trail



Rio Vista Area

Land Use Issues/Approach – The Rio Vista Area is primarily developed with city subdivisions of 5 to 7 units per acre using city water and wastewater systems. East of Calle Nopal, West Alameda Street is a semi-urban section of roadway containing sidewalk, curb & gutter, drainage and street lighting on the south side only, while remaining a generally rural section on the north side of the roadway. West Alameda Street, in the Rio Vista Area, should be part of an overall design study and improvement plan, though fewer improvements may be needed east of Calle Nopal. While the current development pattern has transitioned to city subdivisions, such as the Rio Vista subdivision, some residential infill continues (i.e. 5-7 units per acre) with the recent approval of the River Lofts development.

1. **Recommended Future Land Use:** ***Residential, 3-7 Dwellings per Acre*** *(No change recommended)*
2. **Recommended Zoning:** ***Residential, R5 and R7*** *(No change recommended)*
3. **West Alameda Street Design and Improvement Plan:**
   The City should prepare a Design and Improvement Plan for West Alameda Street along the Rio Vista Area to La Joya Road. Most of the improvements in this area may be needed along the north side of West Alameda Street, where topography allows improvements.
4. **Development Plan Requirements:** (Also see "Overlay" standards section)
   A. **West Alameda Street Frontage Requirements:**
      1. **Development Plans –** *Minimum of 250 feet of frontage width along West Alameda Street to be considered for subdivision approval using city water and wastewater systems.*
      2. **West Alameda Street Improvements** – *Landowner/Developer must work with the city's Public Works Department to determine probable future right-of-way needs in relation to the specific property and show necessary development setbacks from West Alameda Street.*
      3. **Pedestrian/Bicycle Accommodations** – *A multi-use trail should be required along the entire width of the development's street frontage along West Alameda Street.*
      4. **Proposed/Improved Streets** – *Proposed streets, or those that were previously private access lanes, must meet city road standards, including possible transfer of streets to the city as public rights-of-way; all proposed streets within the development boundary must be approved by the city traffic engineer.*

   B. **Water & Wastewater** – *Subdivision development/redevelopment plans requesting densities greater than one-acre lots must be served by city water and wastewater systems and all domestic wells on the property(s) that are part of the development application must be transferred to the city for abandonment.*

   C. **Underground Electric Utilities** – *Future development in this area should place electric utilities underground.*

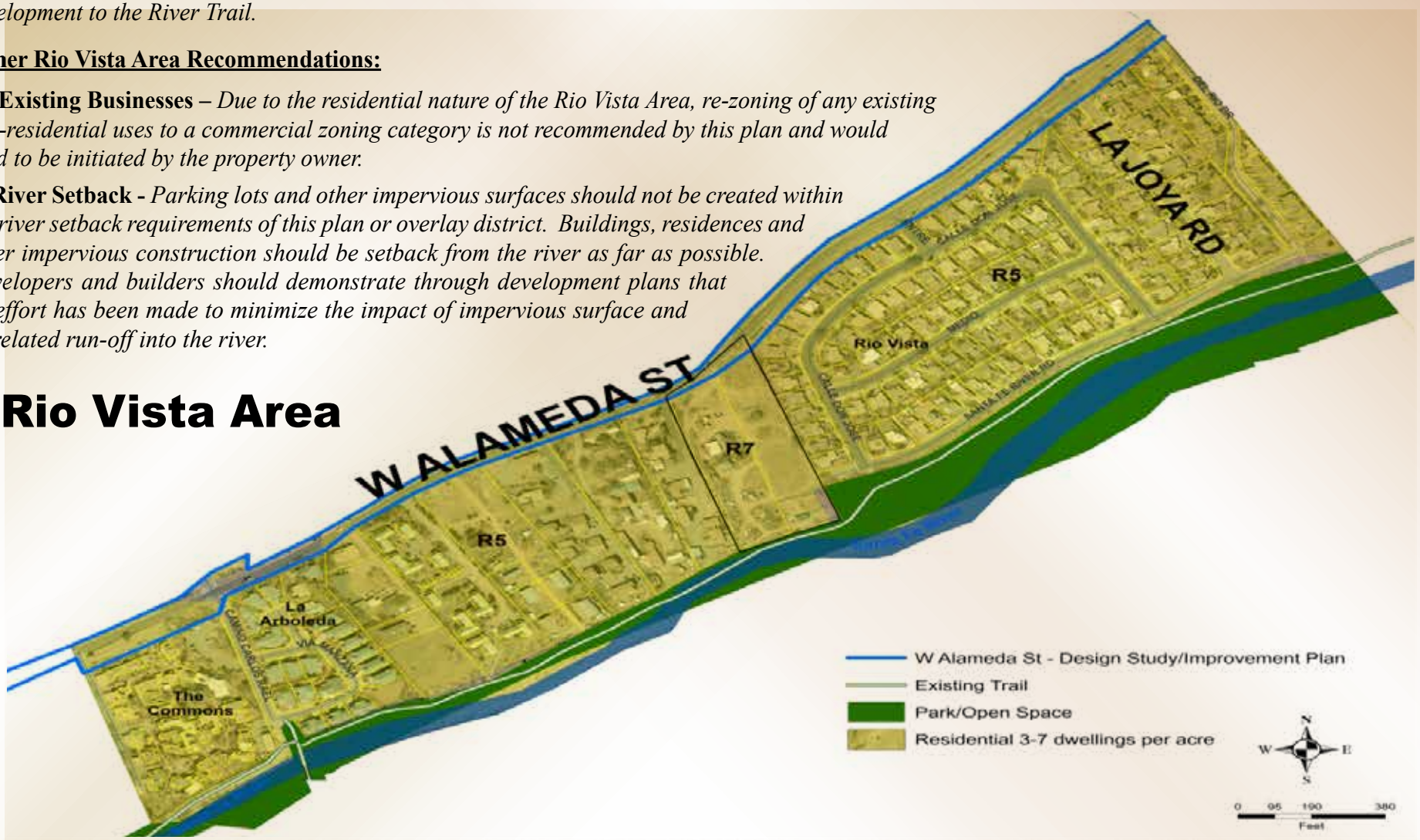
D. Historical Surveys/Archaeology Reconnaissance – *The Rio Vista Area is within the city's "River and Trails Archaeological Review District" and clearance permits are required of all developments over two (2) acres in size where previous archaeological reconnaissance, excavation or other treatment has not already been completed. The existence of archaeology in the vicinity requires investigation for all proposed developments and subdivisions. A survey of the history of existing structures is required of all development applications.*

E. Trail/Public Access Easements Required – *All proposed developments should make provision for an access easement from the proposed development to the River Trail.*

5. <u>Other Rio Vista Area Recommendations:</u>

A. Existing Businesses – *Due to the residential nature of the Rio Vista Area, re-zoning of any existing non-residential uses to a commercial zoning category is not recommended by this plan and would need to be initiated by the property owner.*

B. River Setback - *Parking lots and other impervious surfaces should not be created within the river setback requirements of this plan or overlay district. Buildings, residences and other impervious construction should be setback from the river as far as possible. Developers and builders should demonstrate through development plans that an effort has been made to minimize the impact of impervious surface and its related run-off into the river.*



Organic Area

Land Use Issues/Approach – The Organic Area reflects an irregular lot and subdivision pattern that began in the 1950s and 1960s with residential development on private dirt easements extending off of Agua Fria Street. While the current development pattern has existed for decades, and city utilities are available in this area, there is a lack of adequate street access for public safety vehicles in this area. Development/Subdivision plans for the vacant acreage (approximately 23 acres) near the river must show adequate public roadway access to Agua Fria Street as part of any approvals. Providing street access only through a connection to Paseo de la Conquistadora may not be sufficient.

This plan recognizes the difficulty for development of the larger vacant tracts of land in the Organic Area, due to location and lack of adequate road access. The vacant tracts were used for agriculture in earlier times, like much of the land on either side of the river in the Planning Area. Alternative scenarios are presented below.

1. **Recommended Future Land Use:** ***Residential, 3-7 Dwellings per Acre.*** *(No change recommended)*
   The vacant tracts near the river should be considered for community gardens or agriculture in absence of adequate road access accessed for any additional subdivision development.
2. **Recommended Zoning:** ***Residential, R5*** *(No change recommended)*
   The lack of sufficient road access for public safety vehicles makes additional development problematic on the vacant tracts along the river. Encouraging community gardens and agriculture on these tracts could be the most appropriate use.
3. **Alternative Scenarios**
   The following scenarios are possible options for use of the vacant, privately-owned parcels along the river:

   A. Open Space *(Extension of Frenchy's Park) – City acquisition as an open space expansion of Frenchy's Park, maintaining the open, unobstructed views of the Sangre de Cristo Mountains for future generations.*

   B. Community Gardens (urban agriculture) *– Allow the owners of the land to rent or lease their land to individuals or groups who would like to plant and maintain a community garden, in keeping with the historical use of this area for crops and orchards.*

   C. Residential Development *– Using the current R5 zoning, and reserving at least 30% of the development(s) as common area open space, through a clustered approach, this area could be developed with 80-100 new housing units. Possible road access, at developer's expense, could be a bridge across the river connecting to West Alameda Street, or a new road through the parking lot at Frenchy's Park to align with Osage Avenue, thereby using a signalized intersection to access Agua Fria Street.*

4. **Development Plan Requirements: (also see "Overlay" standards section)**

A. Agua Fria Street Access Requirements:

1. **Development Plans** – *should contain at least one public roadway access to Agua Fria Street meeting city road standards to be considered for subdivision approval at a density greater than one unit per acre.*
2. **Proposed/Improved Streets –** *Newly proposed streets, or those that were previously private access lanes must meet city road standards, including possible transfer of streets to the city as public rights-of-way; all proposed streets within the development boundary must be approved by the city traffic engineer.*

B. Water and Wastewater – *Development/Subdivision Plans requesting a greater density than one-acre lots must be served by city water and wastewater systems and all domestic wells on the property(s) that are part of the development application must be transferred to the city for abandonment.*

C. Underground Electric Utilities – *Future development in this area should place electric utilities underground.*

D. Historical Surveys/Archaeology Reconnaissance – *The Organic Area is within the city's "River and Trails Archaeological Review District" and clearance permits are required of all developments over two (2) acres in size where previous archaeological reconnaissance, excavation or other treatment has not already been completed. Historic surveys should be required of any structures on the property proposed for subdivision or development.*

5. <u>Other Organic Area Recommendations:</u>

A. Pedestrian/Bicycle Access Required – *All proposed developments must make provision for pedestrian and bicycle access from the proposed development to Agua Fria Street.*

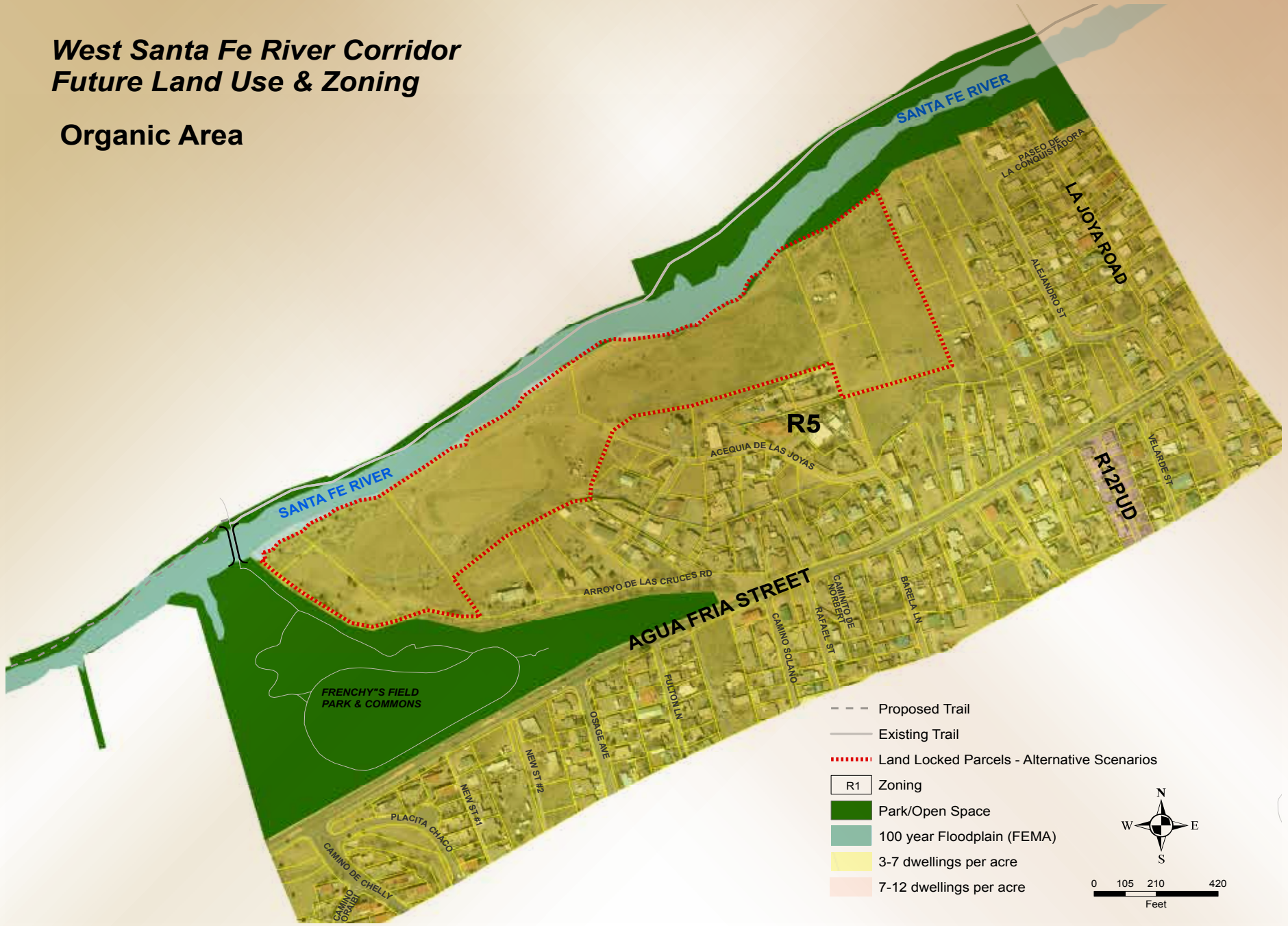
B. Existing Businesses – *Due to the residential nature of the Organic Area, re-zoning of any existing non-residential uses to a commercial zoning category is not recommended by this plan and would need to be initiated by the property owner.*

C. Road Connectivity – *Internal east-west vehicular access to connect adjoining properties and roads/easements that intersect with Agua Fria Street can provide better circulation and should be required where possible and necessary.*

B. River Setback - *Parking lots and other impervious surfaces should not be created within the river setback requirements of this plan or overlay district. Buildings, residences and other impervious construction should be setback from the river as far as possible. Developers and builders should demonstrate through development plans that an effort has been made to minimize the impact of impervious surface and its related run-off into the river.*

West Santa Fe River Corridor Future Land Use & Zoning

Organic Area



Mixed Area

Land Use Issues/Approach – The Mixed Area contains single-family residences near Frenchy's Park (i.e. Ferguson Lane, Camino Carlos Rael, etc.), transitions along Agua Fria Street to an under-developed area near the center (i.e. former Eco-versity site), then transitions again into an area of mixed uses that includes older homes containing businesses within them or on the same parcel, and commercial buildings with business uses near the Siler Road intersection. A series of re-zonings from **R1, Single-Family Residential to C2, General Commercial** occurred in recent years since the area was annexed and prior to this plan. The city's default zoning of **R1** is not considered to be appropriate for the Mixed Area as many of the parcels already contain business uses and because warehouses with industrial zoning are located directly across Agua Fria Street. In addition, most of the land nearer Frenchy's Park is developed with single-family homes at densities closer to **R5** than to **R1**, due to availability of city water and wastewater systems.

This plan recommends that all parcels in the Mixed Area that are currently designated **Residential, 1 dwelling per acre** on the Future Land Use Map and/or currently zoned **R1, Single-Family Residential** be re-designated and re-zoned. The parcels near the center of the Mixed Area are recommended to be changed as well. The intent is to create a reasonable transition from more intense commercial uses near Siler Road to less intense residential uses near Frenchy's Park. Multi-Family, rental and affordable housing is encouraged within the density ranges recommended, but high density residential is not recommended for the area.

1. **Recommended Future Land Use: Various changes to Future Land Use Map (see map).**

   A. *Parcels currently shown as **Residential, 1 Dwelling per acre** are re-designated to **Community Commercial, Transitional Mixed Use** and **Residential, 3-7 Dwellings per acre.***

   B. *Parcels currently shown as **Office** are re-designated to **Residential, 3-7 Dwellings per acre and Mixed Use.***

2. **Recommended Zoning: Various changes to Zoning Map (see map).**

   A. *Parcels zoned R1 with a Future Land Use re-designation to Community Commercial should be re-zoned to C2, General Commercial.*

   B. *Parcels zoned R1 with a Future Land Use re-designation to Transitional Mixed Use should be re-zoned MU, Mixed Use.*

   C. *Parcels zoned R1 with a Future Land Use re-designation to Residential, 3-7 Dwellings per acre should be re-zoned R5, Single-Family (5 units per acre).*

   (NOTE: The West Santa Fe River Corridor Overlay District restricts residential density in all non-residential zoning districts.)

3. **Alternative Scenarios:**

   A. *Park/Open Space – With an Interpretive Center for sustainability and the history of the Camino Real in Santa Fe;*

   B. *Community Center, Assisted Living Facility, Rehabilitation Center (facility size must respect surrounding neighborhood character).*

4. Development Plan Requirements: (also see "Overlay" standards section)

A. ***Agua Fria Street Access Requirements:***

1. ***Development Plans*** *– Should contain at least one public roadway access to Agua Fria Street meeting city road standards to be considered for approval.*
2. ***Development Plans of 10 acres or more*** *– Should have a minimum of two road access points to Agua Fria Street, and all roads must meet city road standards, to comply with 14-9.2(D)(4).*
3. ***Proposed/Improved Streets*** *– Newly proposed streets, or those that were previously private access lanes must meet city road standards, including possible transfer of streets to the city as public rights-of-way; all proposed streets within the development boundary must be approved by the city traffic engineer.*

B. ***Water / Wastewater*** *– Connection to the city's water and wastewater system is a requirement for any re-development or new development adding buildings or housing units in the Mixed Area. Property owners/developers could use a "shared cost" approach with other businesses also needing to be served by the city's wastewater system. The city could pursue federal and state grants to extend the wastewater system to connect existing businesses and housing units in the area near Siler Road.*

C. ***Underground Electric Utilities*** *– Future development in this area should place electric utilities underground.*

D. ***Historical Surveys/Archaeology Reconnaissance*** *– The Mixed Area is within the city's "River and Trails Archaeological Review District" and clearance permits are required of all developments over two (2) acres in size where previous archaeological reconnaissance, excavation or other treatment has not already been completed. The existence of archaeology in the vicinity requires investigation for all proposed developments and subdivisions. A survey of the history of existing structures is required of all development applications.*

5. Other Mixed Area Recommendations:

A. ***Street Improvements*** *– The entire width of the frontage along Agua Fria should be improved by the subdivision/development plan applicant by providing additional right-of-way and constructing the necessary improvements as determined by the city traffic engineer, which may include acceleration/deceleration lanes to and from the development entrance(s).*

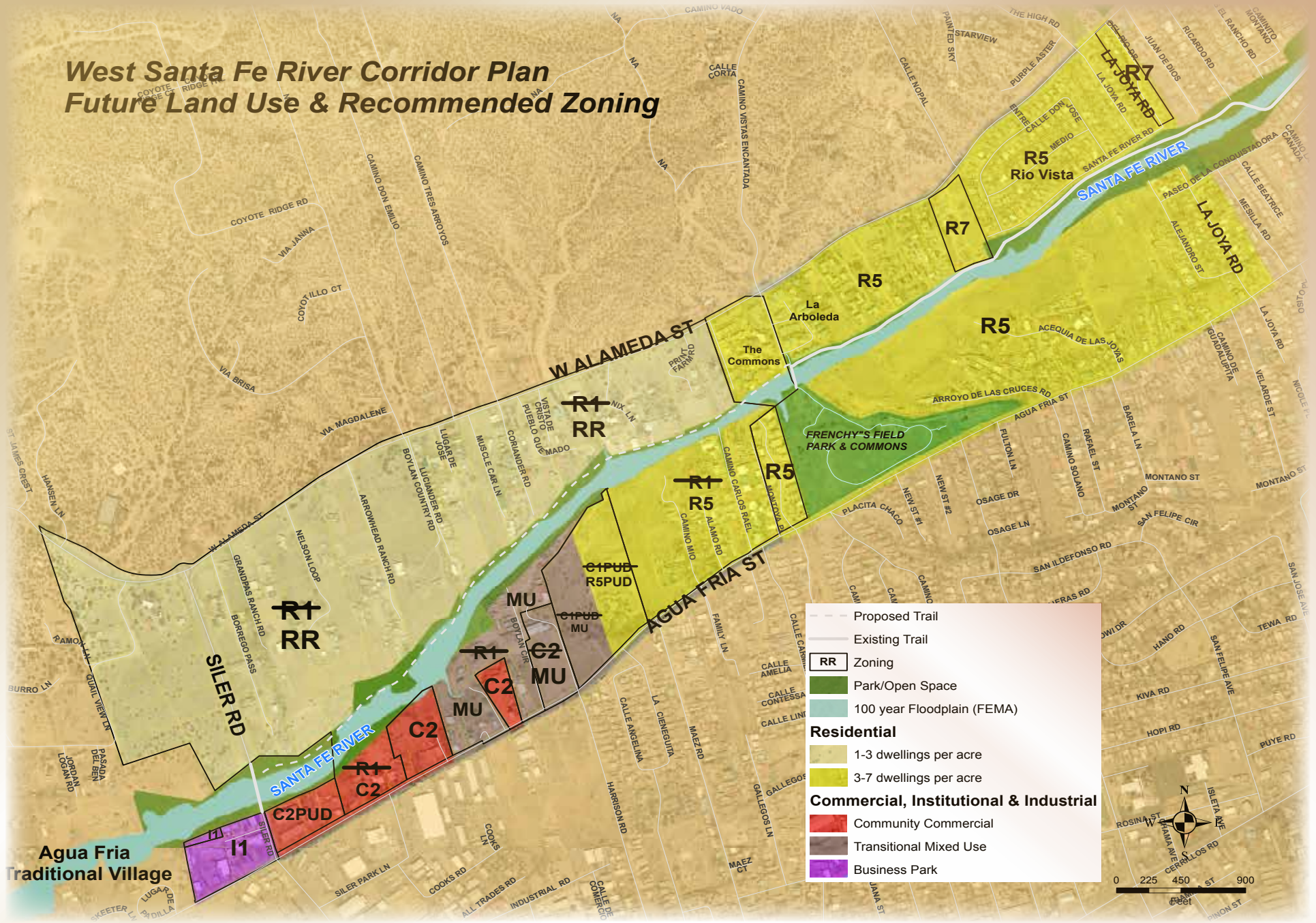
B. **Road Connectivity –** *Internal east-west vehicular access to connect adjoining properties and roads/easements that intersect with Agua Fria Street can provide better circulation and should be required where possible and necessary.*

C. ***River Setback*** *– Parking lots and other impervious surfaces should not be created within the river setback requirements of this plan or overlay district. Buildings, residences and other impervious construction should be setback from the river as far as possible. Developers and builders should demonstrate through development plans that an effort has been made to minimize the impact of impervious surface and its related run-off into the river.*

West Santa Fe River Corridor Plan
Future Land Use & Zoning

Mixed Area

West Santa Fe River Corridor Plan
Future Land Use & Recommended Zoning



Santa Fe River

The Santa Fe River between Frenchy's Park and Siler Road is the next step in the Santa Fe River Greenway project, a cooperative effort between Santa Fe County and the City of Santa Fe. The Greenway revives the traditional use of the Santa Fe River corridor as a transportation route while showcasing the river's historically important role in our community. Low-impact development strategies that use natural materials and native plants have already stabilized the riverbed and its banks as they have restored the natural shape of the channel and brought biodiversity to riparian areas.

Greenway Project

The Project Plan includes:

- **Riverbank Acquisitions –** The County has approved a bond (The bond also funds construction) for the purchase of strips of private land and easements along both sides of the river between Frenchy's Park and the Siler Road Bridge (similar to what has been done upstream from Frenchy's Park). This accomplishes a number of objectives including protecting private land from loss to the river channel due to its meandering and scouring.
- **River Renewal –** The acquisitions will allow for the repair of scoured channel edges and re-direct the alignment of the river channel more closely to the center of acquisition boundaries while still allowing some natural curves in the channel itself to help moderate the flow of water during programmed releases from the reservoirs and heavy rain events. Re-vegetation of these re-contoured riverbanks will allow for greater bank stabilization and make it more difficult for the river to cut new channels.
- **Multi-Use Trail –** Within the acquisitions along the riverbank, a 10-foot wide, concrete, multi-use trail will be continued from Frenchy's Park to the Siler Road Bridge along the north side of the river. The Santa Fe River Trail when completed will be a 10-mile long, multi-use trail along the river bank from downtown Santa Fe all the way through the Agua Fria Village to the trail's southwestern terminus where the Santa Fe River crosses under Highway NM 599.

Run-off from Adjoining Land Development

Using the Alameda Rain Gardens as a model, regulations and incentives for development within the corridor should encourage the installation of infiltration ponds, bio swales, rain gardens, Zuni bowls and other green-infrastructure strategies as alternatives to conventional engineering practices that can concentrate pollutants in the river. Enhanced by cottonwoods, willows, shrubs, grasses and healthy soils, an accessible greenway promotes outdoor recreation, alternative transportation, economic revitalization and a focal point for the community that embodies both our cultural and natural heritage.

Parking lots and other impervious surfaces should not be created within the setback requirements of this plan or overlay district. Buildings, residences and other impervious construction should be setback from the river as far as possible. Developers and builders should demonstrate through development plans that an effort has been made to minimize the impact of impervious surface and its related run-off on the river. Connection to the city's wastewater system and removal of septic tanks should be required prior to any new development or redevelopment in the unserved commercial area near Siler Road.

Santa Fe River

The photos show completed portions of the Santa Fe River Greenway Project that includes riverbank acquisition, bank contouring and stabilization, channel re-alignment and re-vegetation.

Plan-Based Growth & Traffic

Agua Fria Street

El Camino Real has been designated as both a "Scenic Byway" (Federal Highway Administration) and a "National Historic Trail" (National Park Service). While the Scenic Byways program no longer exists, the city should continue efforts to enhance and celebrate the roadway's importance through the development of an improvement plan/program beautifying Agua Fria Street through the planning area all the way to its terminus at Guadalupe Street.

Agua Fria's limited right-of-way constrains future expansion of the road, bike lanes and sidewalks. Yet, decorative street lighting, signage, banners hung from streetlights and even contrasting pavement coloring or materials at key intersections and pedestrian crossings can help to elevate the sense of the street's importance. Possible sources of funding for planning and improvements might include the Federal Highway Administration's "Transportation Alternatives Program" (TAP) and the National Park Service's "National Historic Trails" program.

This plan could add an estimated 10,000-15,000 square feet of additional commercial development, all in the Mixed Area (i.e. 270-290 additional vehicle trips per day) and an estimated 150-220 additional housing units (i.e. 1,425-2,090 additional vehicle trips per day). However, the assumption of 50-100 additional units in the Organic Area is less likely than that projected for the Mixed Area.

Plan Based Growth - Traffic Added (ADT)

	Commercial Growth (sq. ft.)	Added Daily Traffic[1]	Residential Growth (units)	Added Daily Traffic[2]	Total Added Daily Traffic		Agua Fria Street Traffic Volumes
Organic Area	-	-	50-100	475-950	475-950	**Current ADT (2015)**	12,343
Mixed Area	10,000-15,000	270-290	100-120	950-1,140	1,220-1,430	**Plan Added (ADT)**	1,695-2,380
Total Growth	10,000-15,000	270-290	150-220	1,425-2,090	1,695-2,380	**Total Traffic (ADT)**	14,038-14,723

[1] Based on 5,000 sq. ft. of Retail @43 trips per 1,000 sq.ft.; 5,000 sq.ft of Office @ 11 trips per 1,000 sq.ft.; 5,000 sq.ft. Warehouse @3.5 trips per 1,000 sq.ft.).

[2] Based on single-family units @ 9.5 trips per unit, per day.

NOTE: Traffic demand trip generation rates from Institute of Transportation Engineers (ITE), Trip Generation, 9th ed., 2012.

Summary

That part of the planning area along Agua Fria Street (Organic Area and Mixed Area) could add enough traffic to increase Agua Fria's current volumes from 12,343 to 14,723 per day, but this would be gradual over a period of years. Additional background traffic increases of 1% per year (125-147 added average daily traffic) that includes added growth in areas that will use Agua Fria Street as a primary route could push traffic volumes to around 15,500 ADT, a 25% increase over current traffic volumes. Because Agua Fria has limited capacity for widening to handle increased traffic volumes, limiting growth in the planning area has been important to area residents.

West Alameda Street

While not having the historic designations of Agua Fria Street, West Alameda does have infrastructure needs that require additional right-of-way in order to make the following necessary improvements:

- **Drainage** – Currently the roadway has no drop-inlet or other engineered drainage; as a result, heavy storms sheet-flow across parts of the roadway (especially in the Semi-Rural Area) that compromises pavement integrity.
- **Paved Shoulders** – The roadway needs paved shoulders to contain engineered drainage such as drop inlets and assist with general vehicular safety.
- **Left Turn Lanes** – Enough added pavement width, especially between Calle Nopal and Siler Road, would allow for intermittent Left Turn Lanes to help traffic flow and reduce the chances for rear-end accidents, especially for west-bound traffic.
- **Sidewalks & Bicycle Facilities** – An expanded roadway could also allow for pedestrian and bicycle facilities, at least on the southern side of West Alameda, if not on both sides of the street.

This plan could add an estimated 100-150 additional housing units with 950-1,425 additional vehicle trips per day along West Alameda. However, the 50 additional housing units in the Rio Vista Area may occur more quickly due to the approval of the River Lofts project containing 32 housing units. The additional 50-100 housing units in the Semi-Rural Area is largely dependent on the city's water system being extended to that area along with connections to the city's wastewater system. Otherwise, housing growth will continue at a very slow, incremental pace in the Semi-Rural Area if there is continued reliance on domestic wells and septic tanks.

Plan Based Growth - Traffic Added (ADT)

	Commercial Growth (sq. ft.)	Added Daily Traffic[1]	Residential Growth (units)	Added Daily Traffic[2]	Total Added Daily Traffic
Semi-Rural Area	-	-	50-100	475-950	450-900
Rio Vista Area	-	-	50	475	475
Total Growth			100-150	950-1,425	950-1,425

	West Alameda Traffic Volumes
Current ADT (2015)	8,727
Plan Added (ADT)	950-1,425
Total Traffic (ADT)	9,677-10,152

[1] No commercial development is proposed for the Planning Area along West Alameda;

[2] Based on single-family units (@ 9.5 trips per unit, per day)

NOTE: Traffic demand trip rates from Institute of Transportation Engineers (ITE), Trip Generation, 9th ed., 2012

Summary

That part of the planning area along West Alameda Street (Semi-Rural Area and Rio Vista Area) could add enough traffic to increase West Alameda's current traffic volumes from 8,727 to 10,152 vehicles per day, but this would be gradual over a period of years. Additional background traffic increases of 1% per year (87-101 added average daily traffic volume) that includes added growth in areas that will use West Alameda Street as a primary route could push traffic volumes to around 11,000 vehicles per day, a 26% increase over current traffic volumes. Because West Alameda lacks adequate drainage, pedestrian/bicycle facilities and left-turn lanes, it will be important for the City and County to carry out that part of the Phase 2 Annexation Agreement that included cost-sharing for the improvements needed on West Alameda in the planning area between Calle Nopal and Siler Road.

Transit

Transit is an important issue for some residents in or near the Planning Area. Santa Fe Trails Route #1 along Agua Fria has 30-minute bus intervals and accounts for approximately 400 passenger trips daily and 130,000 passenger trips annually. Currently, there is no bus route along West Alameda. Traffic projections for the next 10-15 years indicate a potential increase in Average Daily Traffic (ADT) of 25% along Agua Fria, (increasing to 15,500 vehicles daily) and a 26% increase along West Alameda (increasing to 11,000 vehicles daily).

Transit Considerations

While there are no current plans to add a bus route along West Alameda in the Santa Fe Metropolitan Public Transit Master Plan (2015), future growth in and around the Planning Area, as well as growth near the West Alameda/South Meadows/NM 599 interchange may demonstrate a need for some type of bus service along West Alameda that could also connect with the current Agua Fria route, using Siler Road.

A future bus route along West Alameda should be preceded by the road improvements called for in this plan. The West Alameda Design Study/ Improvement Plan should include within its programming the right-of-way needed to accommodate a potential bus route and the requisite need for bus stop locations. Part of the design/planning program along West Alameda should also include a bike/pedestrian facility, continuing the Siler Road paved pedestrian/bicycle facility along the south side of West Alameda.

Open Space

Open space can be achieved in numerous areas within the West Santa Fe River Corridor Plan Area. The Semi-Rural, Organic and Mixed Areas all have opportunities to achieve, or retain, open space. This can be accomplished through public acquisition, conservation easements and the establishment of a transfer of development rights program (TDR). Public acquisition requires a governmental agency purchasing the land, while conservation easements involve the land owner continuing to use the land with an agreement that in a will or trust, the land would be turned over to a conservation trust organization for the purpose of conserving the land.

A Transfer of development rights program involves a land owner selling development rights (“sending” area) to another land owner with land located in an area designated for growth (“receiving” area). The River Corridor Plan Area would be a good candidate as a “sending” area where development rights linked to city zoning densities could be permanently sold to a “receiving” area designated for growth and development.

Common Area Open Space

Open Space can be preserved even as land is being developed in the River Corridor Plan Area by requiring an amount or percentage of the land or parcel being developed to remain undisturbed and in its natural condition. Land designated in a subdivision or development plan as “Common Area Open Space” is required to remain free of buildings, roads and pavement, including parking areas. This plan recommends in its Overlay Zoning District that all residential developments with densities of five dwellings or greater and at least five acres in size, preserve or set aside ten percent of the total land area as Common Area Open Space.

West Santa Fe River Corridor Overlay Zoning District

Summary of Proposed Development/Design Standards

The proposed development/design standards below are generally more restrictive than those specified in standard zoning districts in the Land Development Code (Chapter 14).

1. ***Building Height:*** [As defined by Land Development Code, "Measurement of Maximum Height," 14-7.1 (C)(1)]

   A. Maximum building height shall not exceed 24 feet within the West Santa Fe River Corridor, except that maximum building height shall be limited to one-story, not to exceed 16 feet, within a setback of 150 feet, or 20% of lot depth, whichever is less, from the Agua Fria Street frontage property line, West Alameda Street frontage property line and the Santa Fe River building setback line (see "Building Setback from Santa Fe River").

2. ***Building Size:*** Non-residential buildings shall not exceed 5,000 square feet of total floor area and shall be physically separated from other buildings to ensure reduced massing.

3. ***Building Setback from Street:*** Minimum setbacks from the street in new developments and new subdivisions shall be:

   A. Agua Fria Street: 30 feet from the Agua Fria Street frontage property line, or 20% of lot depth, whichever is less.
   B. West Alameda Street: 50 feet from the West Alameda Street frontage property line.

4. ***Building Setback from Santa Fe River:*** Whichever one of the following is most restrictive,

   A. River Greenway Easement boundary, or
   B. 100-year Floodplain boundary (FEMA), or
   C. City code setback measurement for streams and watercourses, [Land Development Code, 14-8.2(D)(4)(e)(i)].

5. ***Frontage Width Required for Development along West Alameda Street:*** Minimum street frontage width of 250 feet is required for any subdivision.

6. ***Road Access:*** Any development of 10 acres or more shall have a minimum of two (2) direct access points to either Agua Fria Street or West Alameda Street, [Land Development Code, 14-9.2(D)(4)].

7. ***Maximum Residential Density in Non-Residential Zoning District:*** Residential uses within a non-residential zoning district (such as MU, C1, C2, etc.) shall not exceed an overall density of 7 dwellings per acre.

8. ***Common Area Open Space:*** In lieu of park dedication to the city, all residential subdivisions or residential developments with a density of five (5) dwellings per acre or greater and at least five (5) acres in size shall have a minimum of ten percent (10%) of the total land area of the proposed subdivision or development reserved as common area open space. [Land Development Code, "Residential Common Open Space Standards" 14-7.5(B)].

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