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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2009-95

A RESOLUTION

AMENDING THE GENERAL PLAN FUTURE LAND USE DESIGNATIONS FOR THE NORTHWEST QUADRANT PARCELS COMPRISING 542.421 ACRES MORE OR LESS GENERALLY LOCATED SOUTH OF NM 599 AND WEST OF SAINT FRANCIS DRIVE AND LYING WITHIN TOWNSHIP 17N, RANGE 9E, SECTIONS 11, 14, 15, 22 AND 23, NEW MEXICO PRIME MERIDIAN, SANTA FE COUNTY, STATE OF NEW MEXICO (NORTHWEST QUADRANT GENERAL PLAN AMENDMENT CASE NO. M 2009-05).

WHEREAS, the City of Santa Fe Housing and Community Development Department has submitted an application to amend the General Plan Future Land Use Map designations for the Northwest Quadrant property to include approximately 121.30 acres in a mix of Very Low Density Residential (1-3 dwelling units per acre), Low Density Residential (3-7 dwelling units per acre), Medium Density Residential (7-12 dwelling units per acre), High Density Residential (12-29 dwelling units per acre), Neighborhood Center, and

1 Transitional Mixed Use; and approximately 421.12 acres of Parks and Open
2 Space as more fully described in the Master Plan Maps [EXHIBIT A] attached
3 hereto and incorporated by reference; and

4 **WHEREAS**, pursuant to Section 3-19-9 NMSA 1978, the General Plan
5 may be amended, extended or supplemented; and

6 **WHEREAS**, the City Council has determined that the general plan
7 amendment criteria set forth in Section 14-3.2(D) SFCC 1987 have been met.

8 **WHEREAS**, the General Plan amendment action with respect to the
9 subject property affected by this Resolution is subject to conditions of approval
10 applicable to this General Plan Amendment and any future Development Plan for
11 the property. The conditions are outlined in the attached table [EXHIBIT B]
12 summarizing the City of Santa Fe Development Review Team technical
13 memoranda and conditions added at the hearing by the Governing Body.

14 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY**
15 **OF THE CITY OF SANTA FE** that the General Plan Future Land Use Map
16 designations for the Northwest Quadrant parcels are amended as shown in the
17 Master Plan Maps [EXHIBIT A] attached hereto.

18 **PASSED, APPROVED and ADOPTED** this 30th day of September,
19 **2009**.

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22 **DAVID COSS, MAYOR**
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ATTEST:



YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:



FRANK KATZ, CITY ATTORNEY

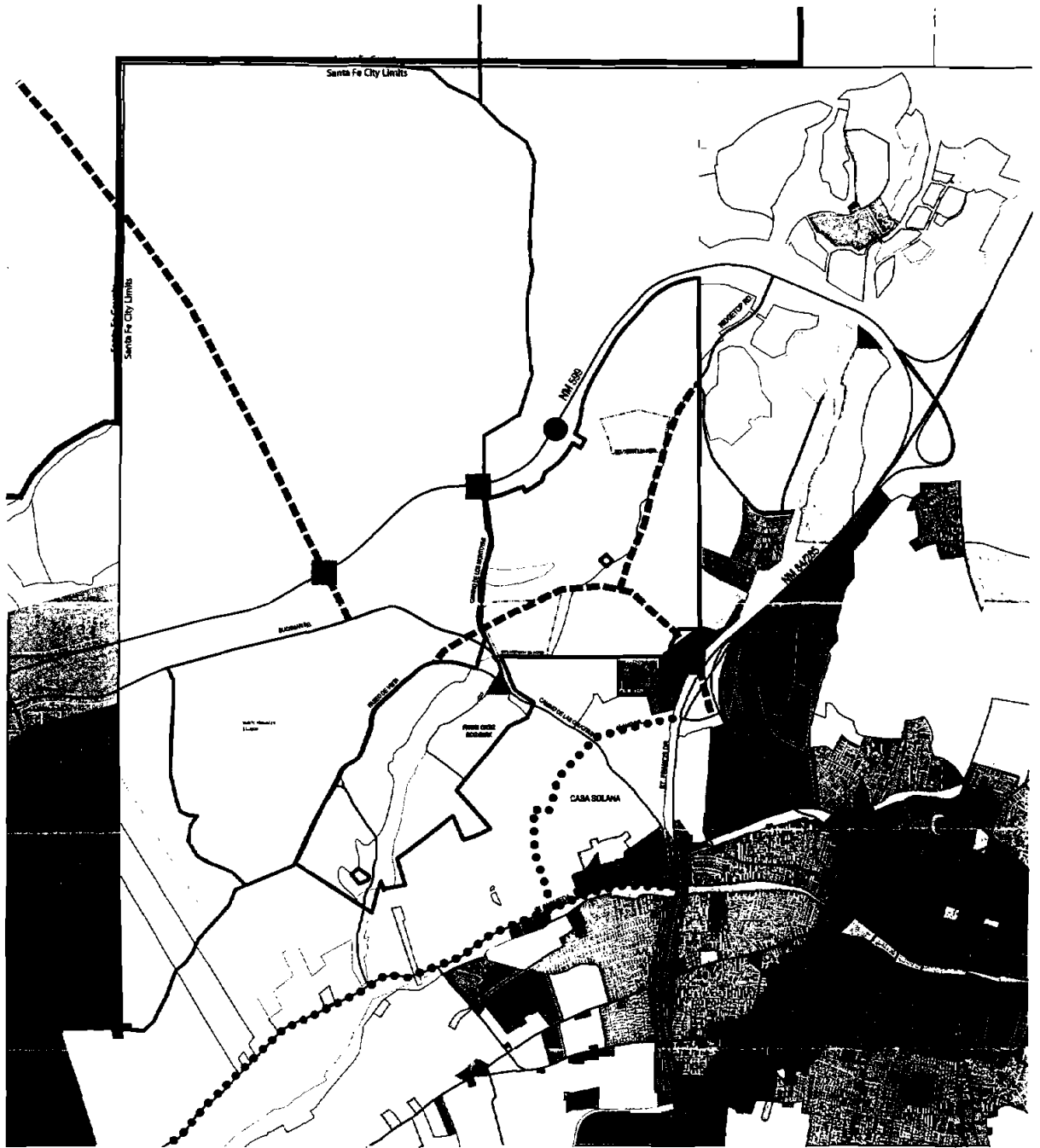


Exhibit A (page 1 of 3)

LEGEND

- Master Plan Project Boundary
- - - Santa Fe Public Schools Property
- Existing Street
- Property Lines
- City of Santa Fe Boundary

- Master Plan Land Use**
- Neighborhood Center
 - Traditional Mixed Use
 - High Density Residential 12-20 units
 - Medium Density Residential 7-12 units
 - Low Density Residential 3-7 units
 - Very Low Density Residential 1-3 units
 - Open Space (Public + Private)
 - Parks and Plazas

- City of Santa Fe Future Land Use**
- Regional Commercial
 - Community Commercial
 - Office
 - High Density Residential 12-20 units
 - Medium Density Residential 7-12 units
 - Moderate Density Residential 4-6 units
 - Low Density Residential 3-7 units
 - Very Low Density Residential 1-3 units

- Open Green (Public + Private)
- Parks and Plazas
- Industrial
- CRMS
- CRMI
- CRCD
- VLC

- City of Santa Fe Information**
- Proposed Urban Area Boundary
 - Route for Traffic Calming
 - Considered Rail Project
 - Roads for Improvement
 - Rail Road Over / Underpass Location
 - Proposed Interchange Location
 - Roads to be Disconnected



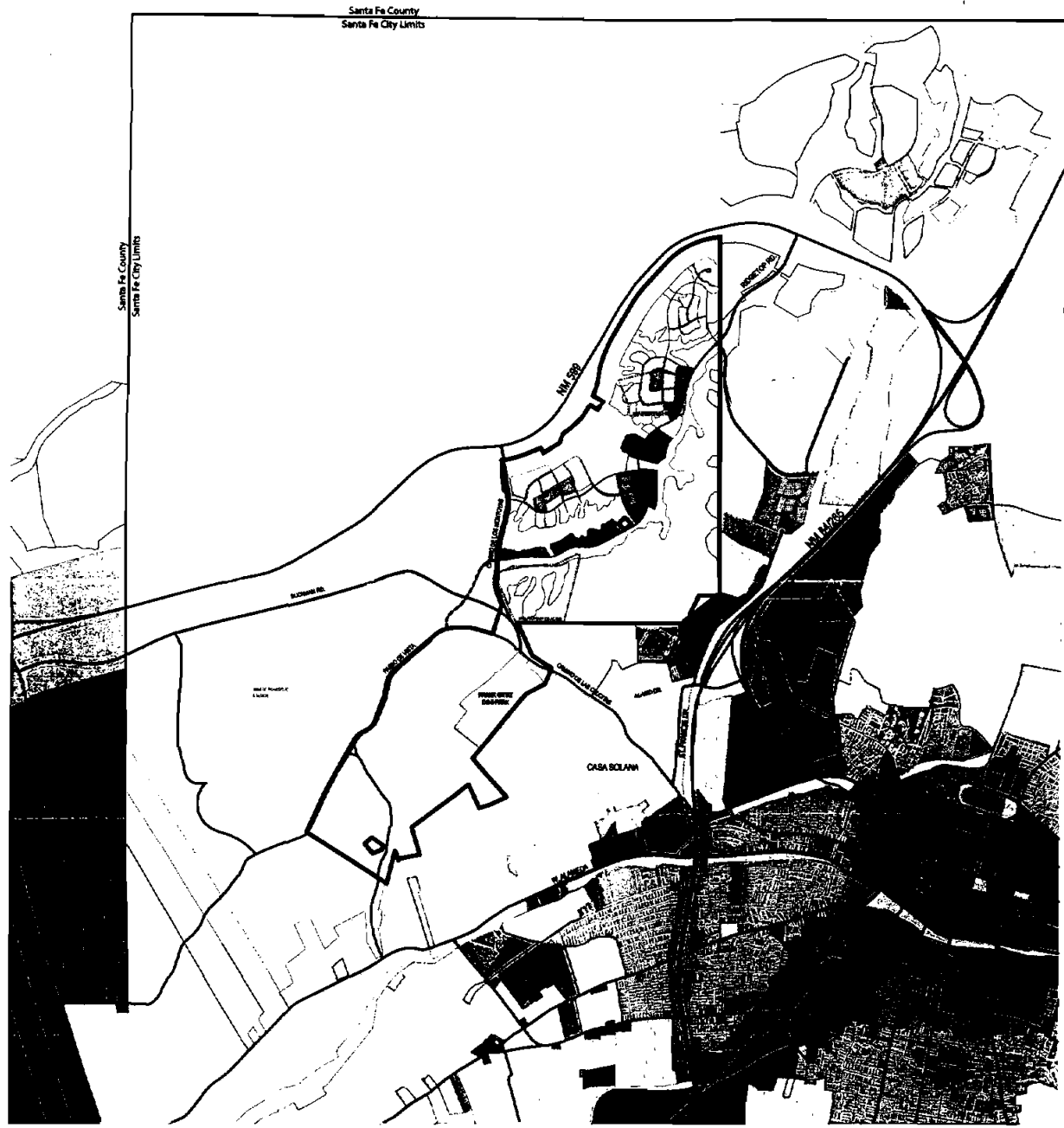


EXHIBIT A
(Page 2 of 3)

LEGEND

- Master Plan Project Boundary
- Santa Fe Public Schools Property
- Existing Street
- Future Road Connection
- Proposed Roads
- Property Lines
- City of Santa Fe Boundary

- Master Plan Land Use**
- Neighborhood Center
 - Transitional Mixed Use
 - High Density Residential 12-20 du/ac
 - Medium Density Residential 3-12 du/ac
 - Low Density Residential 1-3 du/ac
 - Very Low Density Residential 1-2 du/ac
 - Open Space (Public + Private)
 - Parks and Plazas

- City of Santa Fe Future Land Use**
- Regional Commercial
 - Community Commercial
 - Office
 - High Density Residential 12-20 du/ac
 - Medium Density Residential 3-12 du/ac
 - Moderate Density Residential 1-3 du/ac
 - Low Density Residential 1-2 du/ac
 - Very Low Density Residential 1-2 du/ac

- Open Space (Public + Private)
- Parks and Plazas
- Industrial
- CRUS
- CRER
- RDOE
- VILO

NORTHWEST QUADRANT MASTER PLAN

Design Workshop - Suby Bowden + Assoc - Bohannon Munton

PROPOSED FUTURE LAND USE





Exhibit A (Page 3 of 3)

- LEGEND**
- Master Plan Project Boundary
 - Center for Public Safety Property
 - Existing Street
 - Drainage
 - Property Lines
 - 10' Topography
 - Building
 - MCO West Flood Plain
 - SFO West Flood Plain
 - Pedestrian Substrate
 - Feasible Substrate

- Major Street System
- Future Road Construction per 1990 General Plan
- Proposed Trailhead
- Proposed Major Trail
- Proposed Fire Station
- 1/2 Mile Walking Routes
- Landmark Structure

- Land Use**
- Neighborhood Center
 - Transit-oriented Urban Use
 - High Density Residential (20000)
 - Medium Density Residential (12-14)
 - Low Density Residential (7-10)
 - Very Low Density Residential (1-6)
 - Open Space (Public - Private)
 - Parks and Plazas
 - Public Services
 - Recreational Facility (1 mile)

Area Calculations

Classification	Area	Density Units	Walking Miles/Day	Commuted Space Feet
Neighborhood Center	14.00	60	6.00	48,000
Transit-oriented Urban Use	13.00	60	6.00	48,000
High Density Residential	7.00	16	1.60	12,800
Medium Density Residential	28.00	20	5.60	44,800
Low Density Residential	45.00	20	9.00	72,000
Very Low Density Residential	12.00	20	2.40	19,200
Parks and Plazas	45.00	-	-	-
Open Space (Public - Private)	52.00	-	-	-
TOTAL	166.00	770	6.3	200,000

* Includes potential development of 100,000 sq-ft of office space and 100,000 sq-ft of retail space.

NORTHWEST MASTER PLAN
QUADRANT PLAN
 Design Workshop - Suhy Bowden + Assoc. - Bohannon Hecker

PROPOSED MASTER PLAN



Northwest Quadrant Master Plan – Conditions of Approval

EXHIBIT B

RESOLUTION NO. 2009-95
 General Plan Amendment (Case #M 2009-05)

	Condition	Department	Staff
1	Residential will most likely be automated pick up – signage should be posted as to no parking on day of service	Solid Waste	Randall Marco
2	Commercial should have enclosures to city specifications	Solid Waste	Randall Marco
3	A Master Stormwater Management Plan shall be submitted to the City of Santa Fe for its approval. The plan will be submitted prior to approval of any Development Plan or subdivision application and prior to the approval for the construction of infrastructure. As authorized by the Clean Water Act, the project shall conform to the EPA’s National Pollutant Discharge Elimination System (NPDES) permit program and City of Santa Fe Terrain and Stormwater Management and Stormwater Illicit Discharge Control ordinances. The Master Stormwater Management Plan shall be designed in conformance with applicable City of Santa Fe Stormwater policies and shall treat stormwater runoff <i>“as a valuable natural resource in Santa Fe, a community that is prone to drought, by encouraging water collection and infiltration on site”</i> . Policy guidance shall be taken from documents including the General Plan, Stormwater Management Plan, Terrain and Stormwater Management Regulations and all other applicable, adopted City of Santa Fe Stormwater Management and Water Conservation policy documents. At a minimum the Plan will identify practices to treat, store and infiltrate runoff onsite before it can affect water bodies downstream. Additionally, the plan will include innovative site designs that reduce imperviousness and smaller-scale low impact development practices dispersed throughout the site, in order to achieve flow reductions, reduce erosion and sedimentation, reduce stormwater pollutants, improve water quality and mitigate increased maintenance and repair requirements to public stormwater infrastructure.	Stormwater	Jim Salazar
4	As the project builds-out, the Master Developer shall require all developers, builders, contractors, homeowner’s associations, and all stakeholders, to conform to these city policies in their design philosophies and development and maintenance programs and the Master Stormwater Management Plan shall provide guidance.	Stormwater	Jim Salazar
5	Prior to filing the Master Plan and approval of the Master Stormwater Management Plan, Chapter Six (6) Landscape Architecture of the Design Standards shall be revised as per the attached March 16, 2009 memo from Jim L. Salazar to Lee Depetrio . This chapter also includes specific information on grading and drainage as well as habitat enhancement in order to implement EPA’s Best Management Practices.	Stormwater	Jim Salazar
6	Further, prior to any disturbance or grading of terrain, an appropriate Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and approved by city staff and a Notice of Intent (NOI) for coverage under the Construction General Permit (CGP) shall be filed with the EPA.	Stormwater	Jim Salazar
7	Shall provide two separate and approved fire apparatus access roads.	Fire	Barbara Salas
8	Shall ensure access road has a minimum unobstructed width of 20 feet or 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height.	Fire	Barbara Salas
9	Dead-end fire apparatus access roads in excess of 150 feet shall be provided with width and turnaround provision in accordance with Table D103.4.	Fire	Barbara Salas

Northwest Quadrant Master Plan – Conditions of Approval

EXHIBIT B

RESOLUTION NO. 2009-95 General Plan Amendment (Case #M 2009-05)

10	The installation of a security gate across a fire apparatus access road shall be approved. Where a gate is installed, they shall have an approved means of emergency operation. The security gate and the emergency operation shall be maintained operational at all times.	Fire	Barbara Salas
11	Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus weighing at least 75,000 pounds and shall be surfaced so as to provide all weather driving capabilities.	Fire	Barbara Salas
12	On page 55 of the Master Plan submittal (submitted on CD) under the title Homeowner’s Association (HOA) – the second bullet point will need to be modified. At the time of Development submittal and review, language will need to be developed to provide ownership of the lift station by the City of Santa Fe, and supplemented with an agreement that requires the HOA to pay for all costs associated with maintenance, operation, repair and replacement of the sewer lift station(s) and appurtenances.	Wastewater Management	Stan Holland
13	A sample sewer lift station maintenance agreement, to be used as a general template, is included with this document and shall be incorporated into the agreement between the City of Santa Fe and the NWQ Homeowners Association at the time of Development submittal and review. These documents shall be reviewed by the City Attorney’s Office.	Wastewater Management	Stan Holland
14	A sample Home Owners Association By-Laws and Covenants Agreement, to be used as a general template outlining how the HOA shall delegate responsibility for the sewer lift station within the HOA and with the City of Santa Fe is included with this document and shall be incorporated into the HOA documents at the time of Development submittal and review. These documents shall be reviewed by the City Attorney’s Office.	Wastewater Management	Stan Holland
15	All sewer plans including the design of the sewer lift station(s) and the sewer collection system consisting of but not limited to all public gravity, low pressure and force main sewer lines shall be reviewed and approved by the Wastewater Division at the time of Development submittal and review.	Wastewater Management	Stan Holland
16	The individual sewer grinder pumps, appurtenances and service lines are the responsibility of the individual property owners for maintenance, operation, repair and replacement.	Wastewater Management	Stan Holland
17	<p>Comments related to the NWQ Development connecting to the existing City public sewer system:</p> <p>a. The Wastewater Division has cleaned, televised and evaluated the existing City public sewer lines that will convey the flows from the proposed NWQ sewer lift station connecting at Camino Crucitas. The existing City public sewer system will convey the calculated increased sewage flows from the NWQ proposed sewer lift station at full build-out if a portion of the existing City public sewer system serving the NWQ is improved. The phasing of the NWQ Project will incrementally increase the sewage flows and allow for the determination of which phase of the development will require the improvements prior to connecting to the existing City public sewer system. The calculated flows of the NWQ are based on a full build out of 758 residential units and 50,000sf of commercial space that includes the proposed fire station. It is estimated the cost of improvements to the existing public sewer system, utilizing pipe bursting technology, is \$350,000 (Three Hundred Fifty Thousand Dollars) based upon a current City contract for this type of work. The work would consist of increasing the existing sewer pipe size from 8” to 12” and improvement to the manholes within Rio Vista Street and Solana Drive.</p> <p>b. <u>The entire cost for any required improvements to the existing City public sewer system to serve the increased sewage discharge from the NWQ Development shall be a requirement for approval for each phase of the NWQ Development at the time of Development Review and Approval.</u> The Wastewater Division is investigating other remedial improvement alternatives that may cost less than estimated in item (a.) above but does not have the required field data to evaluate at this time.</p>	Wastewater Management	Stan Holland

Northwest Quadrant Master Plan – Conditions of Approval

EXHIBIT B

RESOLUTION NO. 2009-95

General Plan Amendment (Case #M 2009-05)

<p>18</p>	<p>The Housing and Community Development Department (HCDD) is currently proposing to move forward with just the "One Access Point: Ridgetop" scenario. Following is a review of the most recent traffic analysis submitted on May 28,2009, which only looks at the "One Access Point: Ridgetop" scenario, and the Master Plan dated February 2009. The comments below should be considered as Conditions of Approval to be addressed prior to subsequent submittals:</p> <ol style="list-style-type: none"> 1. The proposed Master Plan identifies 773 proposed dwelling units where as the TIA identifies 758 dwelling units. Revisions to either document shall be made to ensure consistency. 2. The proposed Master Plan identifies a projected 40,000 square feet of commercial (not including live/work units) where s the TIA identifies 35,000 square feet of commercial (not including Live/Work units). Revisions to either document shall be made to ensure consistency. 3. The traffic analysis assumes land use restrictions for the proposed live/work units which will require zoning restrictions. These zoning restrictions will have to be structured in order to ensure the live/work units will function as shown in the traffic analysis. Proposed zoning restrictions will have to be reviewed by the Planning and Land Use Department. 4. The traffic analysis states that this access scenario is a viable option with improvements to the NM 599/Ridgetop interchange including bridge widening (reconstruction), signalization and restriping. The Santa Fe Estates development is set to fund a good portion of the signalization improvements. The PWD recommends a condition of approval for the master plan stating that the North West Quadrant project will be required to provide fair share monetary contributions towards the above stated improvements. The amount of contribution shall be based on a cost estimate reviewed and approved by the City's PWD and the New Mexico Department of Transportation (NMDOT). 5. A PM analysis of the proposed access scenario shall be provided. 6. A revised TIA shall be generated which effectively consolidates all information, generating a complete analysis pertaining to the approved development plan and access scenario. 7. Any improvements performed on NM 599 or any of its intersections will have to receive ultimate approval from the NMDOT. 	<p>Traffic Engineering</p>	<p>John Romero</p>
<p>19</p>	<ol style="list-style-type: none"> 1. Any use of City funding to pay for any capital improvements or infrastructure for development of the project shall require a 2/3 affirmative vote of the City Council; and 2. Before this project can proceed through the development approval process, there must be a Request for Proposal or Request for Qualifications issued, and there must be at least two bidders for the project. 	<p>City Council</p>	<p>Councilor Matthew Ortiz</p>