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CITY OF SANTA FE, NEW MEXICO

ORDINANCE NO. 2010-9

AN ORDINANCE

**AMENDING SECTION 14-5.5(A)(3) SFCC 1987 REGARDING GENERAL STANDARDS
FOR THE SOUTH CENTRAL HIGHWAY CORRIDOR PROTECTION DISTRICT.**

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

**Section 1. Section 14-5.5(A)(3) SFCC 1987 (being Ord. 2001-38, §2) is amended
to read:**

(3) General Standards

- (a) The minimum building setback from the edge of the right-of-way from the street shall be 50 feet; except that the minimum building setback from Old Pecos Trail between I-25 and St. Michael's Drive shall be 75 feet;
- (b) The maximum building height shall be the same as in the underlying district or other overlay district, but in no case shall exceed 25 feet, not including a parapet;
- (c) The density for residential development shall be the same as in the underlying district, but in no case shall exceed a maximum density of 21 units per acre;
- (d) For any nonresidential permitted use, a minimum of 35 percent of the lot and for any residential permitted use a minimum of 50 percent of the lot shall be open space, which shall meet all the

requirements set forth in §14-8.4(H).

- (e) The maximum floor area ratio for office, and for professional, and medical office uses allowed in the district are:

Building Use	Building Size	Maximum Ratio
Office	One story	0.25
	Two story	0.35
Medical	One story	0.20
Office	Two story	0.30

- (f) For educational, hospital, institutional, and other uses allowed in the district, the open space, setback, and landscaping standards set forth in this section shall apply;
- (g) The uses permitted in this district are those permitted in the underlying zoning district or otherwise restricted;
- (h) Loading areas shall be screened and located on side or rear yards;
- (i) Outdoor storage as a principal use or as an accessory use to a nonresidential use shall not be allowed in the district;
- (j) Access to the property shall be approved by the City Engineer and as shown on the development plan;
- (k) The off-site impact of site-generated traffic shall be based on a study performed by the developer utilizing the latest edition of the Highway Capacity Manual. The results of the corresponding impacts shall be evaluated relative to the computed levels of service at various time frames and durations as defined by the

1 manual. A plan for mitigating any adverse impacts shall be
2 proposed by the developer and approved by the City Traffic
3 Engineer prior to the issuance of any building permits. The
4 Traffic Mitigation Plan shall be based on the results of the traffic
5 impact study and shall include proposed improvements, a cost
6 estimate, a construction schedule and the extent of participation
7 by the proposed development;

- 8 (l) When nonresidential uses abut R-1 through R-7 residential
9 densities, the following standards shall apply:
- 10 (i) All of the structures for the nonresidential uses shall be
11 set back 50 feet from the residential property line and a
12 25-foot landscape buffer meeting the standards set forth
13 in paragraph (4) below shall be located between the
14 residential and nonresidential uses; or
- 15 (ii) All of the structures for the nonresidential uses shall
16 have a 25-foot landscape buffer meeting the standards
17 set forth in paragraph (4) below and masonry wall or a
18 fence as approved by City staff, located between the
19 residential and nonresidential uses.
- 20 (m) While it is not the purpose and intent of this section to require
21 that existing, nonconforming buildings and parking lots be
22 modified or altered, it is the purpose and intent of this section
23 that additions to existing buildings and expansions to existing
24 parking lots in no way increase, or in any way intensify, a
25 nonconforming situation.

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PASSED, APPROVED and ADOPTED this 12th day of May, 2010.

David Coss

DAVID COSS, MAYOR

ATTEST:

Yolanda Y. Vigil
YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:

Geno Zamora

GENO ZAMORA, CITY ATTORNEY