CONDITIONS OF APPROVAL

FOR GENERAL PLAN AMENDMENT, ANNEXATION, LOT LINE ADJUSTMENT & REZONING
SET FORTH AT THE CITY COUNCIL MEETING OF FEBRUARY 11, 2009.

Completed Conditions of Approval

	Condition	Description
Trails Development		
9	Include the amended Master Trails Plans (Sheets P-12) as part of the City's Annexation Agreement	Trails Plans is attached as exhibit to the Annexation Agreement
Historic Preservation		
15	An archaeological reconnaissance report must be completed by a City approved archaeologist and then approved by the City of Santa Fe Archaeological Review Committee (ARC) in order for the applicant to receive an archaeological clearance document.	2/5/09 ARC approved archaeological report and agrees to clearance for all of Las Soleras
Long Range Planning		
16	The 40-acre Presbyterian Hospital tract near the west end of the master plan should be approved as "Institutional" amending the City's current Future Land Use Map, rather than the applicant's request that it be designated "Community Commercial". A note shall be added to the Future Land Use Map Amendment confirming expressly that the Las Soleras HZ zoning district conforms to the Institutional land use designation.	See Revised Annexation Master Plan with note as requested
17	The land use designations and zoning districts for the southeasterly portion of Las Soleras, south of Beckner Avenue, shall be modified as follows:	Lot areas modified to reflect Revised Annexation Master Plan and General Plan Amendment Plan.
	•Easterly 20 ac. (including open space) - Community Commercial/SC-2	
	•Adjoining 48.99 ac. to west (including open space) – Business Park/C-2 development standards but allowing only BIP land uses	
	•37.49 acres to west & northwest (including open space) – Mixed Use/MU.	
18	The Las Soleras General Plan will show a public school site shown as "institutional" on the Future Land Use Map of a size equal to the set aside agreed on between the applicant and the Santa Fe Public School District.	See revised Annexation Master Plan
Current Planning		
21	Include all required elements on the Annexation and Dedication Plats as per the Annexation Submittal packet (existing easements, floodplain, tract boundaries with references to legal lots of record and property owner signatures, existing and proposed city limits, roadway dedication details, etc.)	Completed with recording of Annexation Plat
22	It appears that a portion of the 1% chance event floodplain of the Arroyo de Los Chamiso is not dedicated as Open Space or otherwise restricted from development.	Completed with recording of Annexation Plat
	•Upon administrative approval by the City Staff of all improvements constructed in the floodplain, this land should be dedicated as public open space, drainage easement, and public right of way as per 14-8.2 (J): Terrain and Stormwater Management or otherwise restricted from development as per 14-5.9 Ecological Resource Protection Overlay District	
	•Identify FEMA floodplain determinations and CLOMR that modify the area that is required to be protected	
	•Identify options to protect and integrate into site plan open space the Arroyo de Los Chamisos tributaries that fall outside the FEMA floodplain.	
23	Minimum dedication of 98 feet of ROW for Beckner Road as per 14-9.2, except for the "innovative street designs" approved by the Planning Commission at their meeting of 12/18/08, as per Chapter 14-9.2 (E) (2) (a).	Planning Comm. approved innovative street design. With modified road widths shown on Annexation Plat
24	Sidewalks are required within the public ROW along both sides of all arterial roadways as per 14-9.2. The only exception to sidewalks being located within dedicated public roadway ROW is where "innovation" provides:	Alternative sidewalk design approved by the Planning Commission, shown on Sheet P-18 of plan set
	•Open Space dedicated adjacent to the roadway allows greater separation between the roadway and path by maintained landscape area,	
	•Curb cuts allowing motorized traffic to cross trails that runs parallel with Beckner Road shall be limited,	
	•And, a public access easement is provided for the trail through the private open space.	
26	Clarify what is intended where trails are shown adjacent to roadways, but no open space is dedicated:	Trail locations modified to avoid future roads, with few exceptions, see Trails Plan
	•It is recommended that these sections of roadway be designed to 14-9.2 standards where additional open space is not being dedicated.	
	•It is also recommended that the Trail Plan be modified to indicate only trail alignments that are independent of where sidewalks are already required along roadways as per 14-9.2 and open space is designated (i.e. power line alignment, Arroyo de Los Chamisos, I-25 setback, Nava Ade connections).	
27*	Connect the north end of "La Rambla" as a central component of the proposed TOD strategy across Beckner Road to the residential tracts and the park between Lots 9 and 11. Exact locations to be determined at time of Development Plan approval.	Lot no.'s revised, See revised Annexation Master Plan
29	To improve arterial road intersection function, increase the spacing between the Las Soleras Drive and Rail Runner Road intersections with Beckner Road by shifting the alignment of Las Soleras Drive west, between the hospital and office tracts	See Revised Annexation Master Plan. Distance spacing reviewed and approved by City Traffic Engineer.

	Condition	Timing
30	Access management is required to maintain the function of the Arterial roadways network. Since development in Las Soleras will happen piecemeal, it is recommended that a more fully-developed arterial and collector roadway network be developed in coordination with City staff as guidance for future development applications. Some eventual connections of note that should be considered now include:	See Revised Annexation Master Plan
	•Dancing Ground west to Las Soleras Drive (this also increases access and visibility to the park adjacent to the north. See Condition 36 below.)	Final alignment to be approved at DP.
	•Connection from east end of Dragon Road down and across Beckner Road into the Mixed Use parcel	Final alignment to be approved at DP.
	•Connection from the Station/Neighborhood Center eastward through the Mixed use parcel to the Dragon Road extension identified above	Final alignment to be approved at DP.
31	"Figure 5: Preliminary Circulation Map" of the Santa Fe County's Community College District Plan shows an over/underpass connecting Dinosaur Trail across I-25 to Beckner Road in the vicinity of Railrunner Road. Resolve with Santa Fe County whether this roadway connection will be integrated into the Las Soleras roadway network or the applicant shall coordinate with Santa Fe County to revise its plan to remove this connection.	Possible alignment for pedestrian underpass shown on revised Annexation Master Plan. Discussed in I-25 Corridor recommendations to MPO.
37	Prior to hearing by the City Council, submit detailed phasing for each tract of land and utility in addition to how that phasing relates to the submitted roadway construction phasing plan.	Completed per 2/11/09 Council approval
38	Add note on P-7 "Where the development standards on this sheet conflict with provisions of Chapter 14 SFCC 1987 in effect at the time of approval of any development plan, the Code provision shall apply. Variances to these development standards shall be processed in the same manner as provided for similar variances to provisions of Chapter 14."	Sheet P-7 from plan set removed.
39	No development plan or subdivision plat shall be approved by the Planning Commission unless the commission finds that there exists a comprehensive and equitable mechanism for implementing the dedication of easements and right-of-way necessary for infrastructure serving any and all phases and sub-phases of the Las Soleras Annexation Master Plan which will be affected by the approved development plan or plat, and for financing and coordinating the construction of that infrastructure. This note shall be placed on the Master Plan and included in the annexation agreement.	Completed with recordation of Master Plan and Annexation Agreement
40 *	No development plan or subdivision plat shall be approved by the Planning Commission unless the commission finds that there exist adequate provisions for coordinating dedication, financing and constructing infrastructure necessary for the orderly development of lands adjoining the Las Soleras Master Plan boundaries, including but not limited to "stubbing out" trails, roads and utility easements, and/or provisions for pro-rata contributions to off-site improvements that may be impacted by the approved development plan or plat. This note shall be placed on the Master Plan and included in the annexation agreement.	Completed with recordation of Master Plan and Annexation Agreement
43	The applicant shall submit a revised future land use map for administrative review and approval to ensure compliance with all approved changes, including approved road networks and any future school site.	Completed with recordation of Annexation Master Plan. Annexation Master Plan constitutes revised FLU Map.
44	The City Traffic Engineer shall complete his review of the traffic impact analysis and include any additional recommended conditions in the City Council staff report.	See Conditions Completed by 46A - 46E, This Sheet
48	A written commitment from the new state administration to the same extent as that issued by the present administration to locate a state office complex or a similar commitment for a commercial development with similar impacts shall be submitted prior to construction of the rail stop.	Completed, see letter from Governor Richardson dated 11/14/08
Parks & Open Space		
33	A continuous trails network appears to connect the open space and parks parcels with the exception of parcel #20 from the proposed Railrunner Stop and Transit Station through parcel #19, connecting Beckner Road and continuing through parcel #12, connecting with the 21.40 acre Park/Open space parcel. We recommend further connectivity within and through these parcels. (Note: this connects "La Rambla" up to the regional park.)	Lot #'s revised from date of this condition. See Revised Annexation Master Plan and Trails Plan creating connectivity.
36 *	The 21.40 acre Park/Open space parcel will require a secondary arterial along the south boundary connecting Railrunner and Las Soleras Drive, possibly achieved by extending Dancing Ground Road, or the 10-foot wide trail along the southerly park boundary shall be designed to accommodate maintenance and light emergency vehicles (such as ambulances). This will provide at least 50% arterial connectivity for this parcel.	Revised MP shows 10' trial/maintenance path along south side of park
City Attorney		
41	Approval of the Annexation Agreement is subject to the review and approval of the City Attorney.	Completed with recordation of Annexation Plan and Annexation Agreement

Conditions of Approval to be Submitted at Development Plan(or permit) for Applicable Parcel(s), Consistent with Approved Timing

	Condition	Timing
Solid Waste		
1	Applicant must comply with Chapter XXI of SFCC 1987	Development Plan, (DP) including any road construction plan)
2	Recommend the following solid waste measures:	Development Plan, (DP) including any road construction plan)
	•Commercial properties: use 30 yard self-contained compactors or create a specific solid waste plan	
	•Residential properties: create a specific solid waste plan	
3	Identify provisions for recycling	DP
Fire Department		
4	Proposed infrastructure shall be sufficient to accommodate the fire flow requirements set forth in IFC § B105.	DP or plat
5	Fire Hydrants shall be located to a location acceptable to the Fire Code Official.Contact Fire Department for clarification and approval of fire hydrant locations.	DP or plat
6	Development Plan General notes shall indicate the following provisions:	DP or plat
	•Fire Department Access shall be maintained throughout all development construction phases § 1410.1.	
	•An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible material arrives on the site. IFC §1412.1.	
Trails Development		
7	Provide a standard city trail signage plan.	DP or plat including any road or trail construction plan.
8	Comply with ADA standards.	DP, plat or trail construction
10	Primary and Secondary Trail Sections shall comply with the AASHTO Design Standards (American Association of State Highway and Transportation Officials-for the Development of Bicycle Facilities).	DP or plat including any road or trail construction plan.
Wastewater		
12	Public sanitary sewer crossings of the Arroyo de Los Chamisos (AC) shall be kept to an absolute minimum. The existing AC sanitary trunk sewer line is located on the east and south of AC. Properties to the north and west of the AC shall minimize the number of public sewer line crossings of the AC.	DP, plat or time of utility permit
13	There shall be no sewer lift stations in the "Las Soleras" area.	DP or plat
14	Final sewer design approval of all development plans in "Las Soleras" shall require Wastewater Division approval.	DP or plat
42	The applicant shall work with the Wastewater Management Division to design, locate and grant a minimum 10-foot wide public easement adjacent to the existing Arroyo de Los Chamisos Sewer Trunk line easement to accommodate installation of an effluent line. The applicant shall reimburse the City for its fair and reasonable pro-rata share for its portion of the effluent line.	DP
Long Range Planning		
19*	All applications for development plans adjacent to the Highway Corridor shall include visual impact analyses of views from I-25 both northbound and southbound using story poles and/or computer aided visual simulation to address all proposed improvements located within 265 feet of the I-25 right-of-way.	DP adjacent to Highway Corridor
	•The developer shall designate and provide a pedestrian or bike trail within the Highway Corridor from the planned Rail Runner station up to Richards Avenue and down to Beckner Road where it comes closest to the Highway Corridor.	Comprehensive trail plan with 1st DP for tract adjacent to Hwy. Corridor; ease. dedication and trail construction as each tract is developed
20	The application for any development plans adjacent to the planned train stop shall include a parking study addressing proposed amount, location and rationale for public parking.	DP adjacent to Train Stop

	Condition	Timing
Current Planning		
11	All development must comply with the Terrain/Stormwater Management and Flood Regulation requirements of Articles 14-8.2 and 14-8.3 of the Land Development Code.	DP or plat , including any road construction plan
25*	At the time of development for individual tracts, all trails through privately held open space shall be dedicated as public access easements to ensure permanent public access to the Las Soleras non-motorized transportation network	DP or plat, including any trail construction plan
27	As part of an expanded non-motorized transportation plan and for all applicable development plans and road construction plans, identify proposed accommodations for the priority non-motorized crossings of arterial roadways in Las Soleras. The priority connections needed include:	
	•Identify needed upgrades to the Cerrillos Road culvert underpass and/or buried trail underpass required to accommodate non-motorized traffic	DP or plat
	•If not precluded by construction that is in progress, reinstate the pedestrian underpass of Beckner Road between the hospital tract and the office tract to the south utilizing the natural topography as indicated in the original submittal	Location of utilities and road grades prevent a ped. underpass
	•Design the bridges of Crossing at Chamiso and Las Soleras Drive across the Arroyo de Los Chamisos to accommodate the trails underneath	DP
	•Design the Railrunner Road crossing of the natural drainage to the north of Dancing Ground Road to connect park and open space with a pedestrian underpass as indicated in the original submittal	DP
	•Identify other opportunities to develop grade separated or otherwise prioritized non-motorized crossings of Beckner Road between Railrunner Road and Richards Avenue	DP
28	In support of the stated Transit Oriented Development (TOD) goals of Las Soleras, as part of development plans and road construction plans, as applicable, identify the locations of priority bus stops in coordination with Santa Fe Trails for the route shown on Sheet P-13: Traffic Circulation Plan to facilitate:	DP, including any road construction plan
	•ROW dedications for bus loading bays or lanes	
	•Connections to non-motorized circulation facilities	
	•Building and tract development orientations to the transit stops	
32	In development of access to a potential Rail Runner platform in the median of Interstate 25, design the Las Soleras access to facilitate future integration of a non-motorized access to the station from the south side of Interstate 25 and connections to the County's Community College District non-motorized trail network.	Coordinate with SF County
47	Prior to the approval of a development plan for a hospital on Parcel 8, the applicant shall describe the measures that will be employed to mitigate disturbances from overflight over adjacent populated residential areas.	DP for Hospital, includes Heliport
49	All road improvements on Beckner Road from Cerrillos Road to Richards Avenue necessary for vehicular access to the train station shall be completed before construction of the rail stop.	Construction of train station
50	The applicant shall obtain City staff approval of an access plan to the rail stop for county residents on the south side of the interstate.	Developer to submit letter to MPO prior to construction of Rail Stop
Parks & Open Space		
34	The trails system appears to provide opportunities for quality trail amenities such as gardening plots, small pocket parks and rest/vista stops throughout the proposed amendment. We recommend refined design development assurances that these amenities, where feasible, will be constructed.	DP or park development plans
35	After extensive conversation and document review with the Landscape Architect and representatives from Las Soleras, the 21.40 acre Park Open Space parcel appears to be of adequate size for a large regional/community park. Specific required park features were discussed and the Landscape Architect agreed that in fact these amenities could be incorporated within the park parcel. We recommend assurances that these amenities will be designed and constructed.	DP or park development plans
36*	The 21.40 acre Park/Open space parcel will require a secondary arterial along the south boundary connecting Railrunner and Las Soleras Drive, possibly achieved by extending Dancing Ground Road, or the 10-foot wide trail along the southerly park boundary shall be designed to accommodate maintenance and light emergency vehicles (such as ambulances). This will provide at least 50% arterial connectivity for this parcel.	Final alignment to be approved at time of DP approval
Public Works		
46	A street designed to City standards, or a rural profile road with a safe drivable surface shall be constructed to provide vehicular access between Monte del Sol School and Beckner Road in conjunction with construction of the adjacent section of Beckner Road.	DP for Lot 15
46A	The developer shall be responsible for funding and construction of all onsite roadway improvements as determined by the approved TIA or subsequent revisions to or addendums of the approved TIA as approved by the City of Santa Fe Public Works Department. Beckner Road shall be constructed as a four lane major arterial consistent with Chapter 14 of City Code unless otherwise approved by the City of Santa Fe Public Works Department.	Consistent with approved or amended TIA

	Condition	Timing
46B	Any proposed improvements on New Mexico Department of Transportation (NMDOT) Highway Systems shall receive ultimate approval from the NMDOT. Any proposed improvements on Federal Highway Systems shall receive ultimate approval from the Federal Highway Administration with review from the NMDOT.	Consistent with NMDOT or FHWA
46C	As development occurs, the developer shall provide fair share contributions for all needed improvements, identified in the approved Traffic Impact Analysis or subsequent revisions to or addendums of the approved TIA as approved by the City of Santa Fe Public Works Department, on Cerrillos Road, Governor Miles Road, and Richards Avenue. Fair share contributions relating to intersection improvements shall be based on percent of side street traffic during the horizon year with the three exceptions:	DP or Plat
i.	Fair share contributions for the Rodeo Road/Cerrillos Road intersection shall be based on the traffic volume of the specific movement needing mitigation during the horizon year.	
ii.	As determined by the approval of the Entrada Contenta Development, the Las Soleras Masterplan development shall be responsible for funding all needed improvements at the Cerrillos Road/Las Soleras Drive intersection while the Entrada Contenta Development will be responsible for funding all needed improvements at the Cerrillos Road/Crossing at Chamiso intersection.	
iii.	Fair share contributions for Cerrillos Road and Richards Avenue roadway widening improvements shall be based on percent of thru traffic during the horizon year. Improvements to Richards Avenue shall include reconstructing it as a four-lane arterial per chapter 14 of City Code.	
iv.	Horizon year traffic volumes are those identified in the most current Santa Fe Metropolitan Transportation Organization (SFMPO) travel demand forecast model based on the current SFMPO Future Transportation Network.	DP or Plat
v.	If for a certain phase of development a certain improvement is needed, the developer shall be responsible for constructing said improvement with the amount of contributions available at that time. Las Soleras to be reimbursed by developers sharing in improvement cost if Las Soleras is the first to construct shared improvements. Las Soleras may also receive financial offsets against traffic impact fees for road improvements identified on the City Capital Improvements Program.	
46D	Access spacing along Beckner Road shall follow the New Mexico Department of Transportation (NMDOT) State Access Management Manual (SAMM) requirements for an Urban Minor Arterial unless otherwise approved by the City of Santa Fe Public Works Department.	DP or Plat
46E	Access spacing along Chamiso Crossing, Las Soleras Drive and Rail Runner Road, north of Beckner Road shall follow the NMDOT SAMM requirements for an Urban Collector unless otherwise approved by the City of Santa Fe Public Works.	DP or Plat

Conditions of Approval to be Submitted Prior to or With First Development Plan(s)

	Condition	Timing
Long Range Planning		
19 *	The annexation master plan includes a portion of the land directly adjacent to the I-25 right of way that is labeled highway corridor (the "Highway Corridor"). Prior to or in conjunction with the first development plan application adjacent to the Highway Corridor, a comprehensive Highway Corridor Plan shall be submitted to the Planning Commission for review and approval. The Highway Corridor Plan shall identify locations of bundled open space, view corridors, a visual impact analysis of the Las Soleras I-25 corridor, architectural design features, locations of berms (existing and proposed), and landscape and lighting standards to be implemented by the Plan. The depth of the Highway Corridor may vary to a minimum of 100 feet provided that the overall area encompassed within the Highway Corridor, outside of the BIP (or Transit Oriented Development) zone, shall be maintained. As part of the Highway Corridor Plan, the Trails Plan shall be revised to identify trail connections between the trail running east-west along I-25 & Beckner Road, making use of the bundled open spaces to create a continuous trail system.	Highway Corridor Plan, Visual Impact Analysis - and detailed Trails Plan for Hwy Corridor to be submitted to Planning Comm.
	•All applications for development plans adjacent to the Highway Corridor shall include visual impact analyses of views from I-25 both northbound and southbound using story poles and/or computer aided visual simulation to address all proposed improvements located within 265 feet of the I-25 right-of-way.	Concurrent with each DP along Highway Corridor
	•The developer shall designate and provide a pedestrian or bike trail within the Highway Corridor from the planned Rail Runner station up to Richards Avenue and down to Beckner Road where it comes closest to the Highway Corridor.	Concurrent with each DP along Highway Corridor
Parks & Open Space		
45	The applicant shall, in consultation with Santa Fe Public Schools and City staff, locate an additional 20 acres for active park space. This condition shall be incorporated into the Annexation Agreement. The Planning Commission shall approve the park location prior to the approval of a development plan for any Phase of the Project and shall verify compliance with applicable access standards to the parks and open space.	Additional 20 acre park location to be reviewed by Planning Commission prior to submission of development plan

* :CONDITIONS ARE PARTIALLY COMPLETED & DUPLICATIVE

DP :DEVELOPMENT PLAN

46A–46E CONDITIONS ADDED BY TRAFFIC ENGINEERING REVIEW OF TIA

CASE NUMBERS:
GENERAL PLAN AMENDMENT# M 2008–27
ANNEXATION# M 2008–28
LOT LINE ADJUSTMENT# SD 2008–15
REZONING# ZA 2008–11

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LAS SOLERAS

ANNEXATION MASTER PLAN CONDITIONS

SCALE:	1"=300'
DATE:	JAN 2010
DRAWN BY:	PST/HF
CHECKED BY:	JWS
REVISED:	1/15/10
WORKED ON:	1/15/10
FILE NAME:	20026 1–10 ANXMSPLN 026–ANXCONDPLN–01
NORTH:	
SHEET:	P–6

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