

**OLD PECOS TRAIL SOUTH  
HISTORIC AND SCENIC CORRIDOR PROTECTION DISTRICT**

**14-69.1: INTENT**

The Old Pecos Trail South Historic and Scenic Corridor Protection District (OPTS) protects Old Pecos Trail between I-25 and St. Michaels Drive at Arroyo Chamiso Road as a historic and scenic corridor. It recognizes its scenic importance as an unspoiled entryway that provides a transition from a rural environment to the historic downtown of Santa Fe, and its historic importance as part of the southeast Santa Fe road network that evolved out of 700 years of travel and transportation needs. The corridor protection standards contained in this ordinance, including open space, land uses, density, and design controls fulfill obligations set forth in the City of Santa Fe General Plan at page 3-12 and 3-14 with respect to an Old Pecos Trail “Scenic Corridor.”

Because openness, quiet, and continuity adjoining the Old Pecos Trail South are considered special assets that should be retained in order to preserve its scenic and historic value, it is the intent of the Old Pecos Trail South Historic and Scenic Corridor Protection District Ordinance to:

- A. Maintain a clear sense of visual openness where unimpeded views of the surrounding mountain ranges and open space are dominant and to preserve continuity of character appropriate to the corridor’s role as a major entrance to Santa Fe;
- B. Encourage preservation of open space to further the goals and objectives of the City of Santa Fe General Plan, Parks, Open Space, Trails and Recreation Master Plan, and Stormwater Management Plan.
- C. Protect the openness and continuity of the existing landscape by providing appropriate setbacks and retaining trees and landscape character.
- D. Ensure the use of architectural style and scale that is representative of Santa Fe’s traditional architecture.
- E. Minimize traffic impacts of new construction and maintain and improve the safety of the corridor.
- F. Very strongly discourage the granting of special exceptions of variances and provide that full and lengthy public process occurs with any such request.

(Ord. #1986-25, \_1; Ord. #1992-20, \_19)

**14-69.2: BOUNDARIES**

The Old Pecos Trail South Historic and Scenic Corridor Protection District encompasses the lands within six hundred feet (600’) of the edge of the right-of-way of both sides of

**Old Pecos Trail South Historic and Scenic Corridor Protection District Ordinance  
Draft of 9/21/2006**

the Old Pecos Trail from I-25 to St. Michael's Drive. Persons with property divided by the Old Pecos Trail South Historic and Scenic Corridor Protection District boundary are required to comply with the district standards only for that segment of the property within the boundary.

(Ord. #1986-25, \_2; Ord. #1986-33, 1; Ord. #1992-20\_20)

**14-69.3: COMMON OPEN SPACE IN RESIDENTIAL DEVELOPMENTS:** In order to preserve OPTS as the City's last unspoiled gateway, it is the intent of this ordinance to maximize protection of remaining open space. Open spaces within the OPTS support a unique blend of natural, scenic, historic, and recreational uses and values that make them a high priority for protection in new residential developments. To achieve this goal, all common open space requirements contained in Section 14-54.8 SFCC 1987 shall remain in effect for all new residential development proposals in the OPTS except as otherwise provided below:

- A. A minimum of 50% of buildable land within the boundaries of a proposed residential development shall be maintained as common open space, where buildable land is stipulated to include all lands within a proposed residential use area not included in required setbacks from the Old Pecos Trail, setbacks from arroyos, arroyos and their channels, floodways, floodplains, slopes over 20%, and other lands on which buildings, roads, or development of any kind is prohibited by federal, state, or local regulations.
- B. All unbuildable land within the boundaries of a proposed residential development shall be maintained as common open space and maintained for natural resources and conservation purposes as described by the Parks, Open Space, Trails, and Recreation Master Plan, pp. 35-45. No structures, access roads, walls, fences, or parking areas are allowed.
- C. A maximum of 50% of common open space shall be useable space for passive and/ or recreational active uses including walking trails, benches, picnic tables, sculptural elements, xeriscaping, community gardens, or sporting fields. All remaining common open space shall be maintained for natural resources and conservation purposes where no structures, access roads, walls, fences, or parking areas are allowed.
- D. Waivers from these common open space requirements may be granted on a case by case basis if landowners can demonstrate that such requirements will prevent any reasonable use of the land. City staff may approve such waivers as long as the public interest is protected, the waiver does not nullify the intent or purpose of this chapter, and the waiver is the minimum necessary.

**14-69.4: GENERAL STANDARDS**

Any development on a previously empty lot or any alterations, revisions, renovations or complete redevelopment of a previously developed lot within the OPTS shall comply with these standards and landscape standards in Section 14-69.5 SFCC 1987. For the

**Old Pecos Trail South Historic and Scenic Corridor Protection District Ordinance  
Draft of 9/21/2006**

purposes of this section “complete redevelopment” shall be removal of all existing buildings on a lot prior to construction of any new buildings.

**A. CALUCULATION OF ALLOWABLE DWELLING UNITS:** The number of housing units permitted in new residential developments in the OPTS shall be determined using the following formula:

$TU = BD*(A-(U+R))$ , where

TU = total units

BD = base density, which is 1.0 for the OPTS

A = total site area (acres)

U = unbuildable land (all lands not “buildable” as defined by 14.69.3(B)(1))

R = road and utility right of way (acres)

(Environmental Protection Agency, “Model Ordinances to Protect Local Resources”).

**B. SETBACK:** The minimum building setback from the edge of the right-of-way from the street shall be on average one hundred (100) feet from I-25 to St. Michael’s Drive.

**C. BUILDING HEIGHT:** Consistent with the majority of existing dwellings in the corridor from I-25 to the confluence of St. Michael’s Drive, the maximum building height between I-25 and St. Michael’s Drive shall be 16 feet from ground level including a parapet and there shall be no second stories.

**D. ZONING AND REZONINGS:** The predominant zoning of this district is R-1. No rezoning from R-1 will be permitted except for Public Benefit Use provided that such uses do not involve construction of any new structures except for those related to passive and/ or recreational active uses as described in 14-69.3(C) SFCC 1987.

**E. MINIMUM OPEN SPACE:** For any residential permitted use a minimum of fifty (50%) of each lot shall be private open space stipulated as undeveloped, natural, existing, native vegetation open space, excluding parking lots, driveways, entrances, walkways, playgrounds, courts or other constructed open space. The amount of private open space may be reduced on a unit for unit basis with lands dedicated to common open space needed to meet or exceed minimum common open space area required by 14-69.3(A) SFCC 1987 provided that private open space is not be reduced to less than 25% of each lot.

**F. LOADING AREAS AND PARKING AREAS:** Loading and parking areas shall be fully screened with native vegetation and/or a wall and be located on side or rear yard.

**G. NO OUTDOOR STORAGE:** No outdoor storage shall not be allowed in the OPTS district.

**Old Pecos Trail South Historic and Scenic Corridor Protection District Ordinance  
Draft of 9/21/2006**

**H. ACCESS:** Access to the property shall be approved by the city and/or state engineer and as shown on the development plan.

**I. TRAFFIC:** The off-site impact of projected site-generated traffic shall be based on a study performed by the developer utilizing the latest edition of the Highway Capacity Manual. The result of the corresponding projected impacts shall be evaluated relative to the computed levels of service at various time frames and durations as defined by the manual. A plan for mitigating any adverse impacts shall be proposed by the developer in the development plan and approved by the City Traffic Engineer. The Traffic Mitigation Plan shall be based on the results of the traffic impact study for the site and shall also include an assessment of the cumulative effect of those undeveloped sites within the corridor. It shall include proposed improvements, cost estimates, a construction schedule and the extent of participation by any proposed development.

**J. RIGHT-OF-WAY:** New half or partial streets shall be prohibited in new developments. When a tract to be developed borders an existing street having a right-of-way width insufficient to conform to the minimum width standards required by those regulations, such additional right-of-way shall be platted and dedicated in such a way as would make the resulting street conform.

**14-69.5: LANDSCAPING STANDARDS**

**A. EXISTING NATURAL FEATURES:** The owner or developer shall complete a site survey for the purpose of preserving important natural features of the site including significant trees, natural drainage areas, and rock outcropping in advance of proposed development. These shall be preserved and protected from demolition and construction of any kind.

**B. PRESERVATION OF EXISTING NATURAL LANDSCAPING AND OPEN SPACE SETBACK:** To the greatest extent possible existing natural landscaping shall not be disturbed within an average of one hundred feet (100') of the property line, which adjoins the corridor right-of-way from between I-25 exit to St. Michaels's Drive at Arroyo Chamiso Road. This area shall be labeled as open space setback, and maintained as common open space where no structures, fences, walls or parking areas are allowed.

**C. REPLACEMENT PLANT MATERIAL:** Plant material shall be provided by the developer in the open space setback where that area has been disturbed and shall be provided surrounding buildings and parking areas at a minimum width of five feet (5'). The intensity of landscaping shall be two (2) plants per thirty (30) square feet of required landscaped area. One-half (1/2) of the vegetation shall be at least five (5) gallon size and one-half (1/2) shall be at least one gallon size at the time of planting. Trees shall be minimum one and one-half inch (1 1/2") caliper at time of planting and be a minimum of ten (10%) of the total planting. Vegetation planted shall be the same species as that damaged.

**Old Pecos Trail South Historic and Scenic Corridor Protection District Ordinance  
Draft of 9/21/2006**

**D. ARROYOS AND STEEP SLOPES:** In order to preserve natural landscaping on the banks of the arroyos, protect steep slopes from erosion, protect wildlife habitat and movement corridors, and maintain watershed integrity, an undisturbed setback of twenty-five feet (25') shall be retained along all arroyos with definable channels. The setback shall be measured from the top shoulder of an arroyo plus the depth of the arroyo channel. All lands with a slope of 20% or greater shall also remain in an undisturbed state. Arroyos and their setbacks as well as all lands with a slope of 20% or greater shall be maintained as common open space where no structures, access roads, walls, fences, or parking areas are allowed.

**14-69.6: SIGNS, LIGHTING AND UTILITIES**

**A. SIGNS:** Signs in the OPTS shall meet the requirements set forth in Section 14-51 SFCC 1987. Business signs and others shall be prohibited except as for those that meet the ordinance for signs in the downtown Historic District. The city shall be responsible for coordinating with the State Highway Department to ensure appropriate signage from I-25 to the confluence of St. Michael's Drive.

**B. LIGHTING:** Lighting shall be unobtrusive, of a human scale, of a style consistent with a scenic and historic district and shall shine directly down throughout the corridor.

**C. UTILITIES:** New or replaced utilities shall be buried whenever possible.

(Ord. #1986-25, \_6; Ord. #1989-34, \_13; Ord. #1992-20, \_4.)

**14-69.7: ARCHITECTURAL STANDARDS**

All structures in the Old Pecos Trail South Historic and Scenic Corridor Protection District other than those set forth in § 14-3.10(C)(1)(b), shall meet the Architectural Design Review Regulations set forth in § 14-8.7 of this chapter. Where the Historic Review District Ordinance applies, the structures shall meet those standards where not defined in this ordinance.

(Ord. #1986-25, \_7; Ord. #1989-34, 14; Ord. #1992-20,25; Ord. #2002-37 § 33)

**14-69.8: REQUIRED INFORMATION**

In the OPTS, applicants for any new development on a previously vacant lot, or any complete redevelopment of a previously developed lot shall submit, in addition to the requirements set forth in this chapter, the following information:

A. A development plan drawn to scale showing drainage; significant natural features such as mature trees, clusters of trees, topography; access including access to major arterials; arrangement, uses, and dimensions of buildings; parking and loading; landscaping, walls and fences, floor area ratio; private and common open space; setbacks; and existing adjacent land uses of abutting property.

**Old Pecos Trail South Historic and Scenic Corridor Protection District Ordinance  
Draft of 9/21/2006**

B. A traffic impact statement for the proposed development. The statement shall provide data on the projected traffic generated by the proposed development. Using the existing traffic counts generated by the city and other sources and state of the art methods, the statement shall also show the projected traffic impact on the city's relevant traffic network. The relevant traffic network includes all the sub collectors and collectors from the point of the origin at the proposed development up to and including intersections with secondary or major arterials. The statement must show the impact of the proposed development on the level of service of the relevant streets in the traffic network. Level of service refers to the categories A through F set forth by the Highway Capacity Manual.