

Article 14-9: ~~SUBDIVISION~~ **INFRASTRUCTURE** DESIGN, IMPROVEMENT, AND DEDICATION STANDARDS

14-9.1 GENERAL PURPOSE AND APPLICABILITY

[RESERVED]

(A) Purpose

The provisions of this Section 14-9 are intended to:

- 1) ensure that improvements to city infrastructure that are necessary to directly serve specific new *development* projects are coordinated with the occurrence of that *development*.
- 2) ensure infrastructure is constructed in accordance with applicable provisions of this code.
- 3) ensure that infrastructure is constructed in a manner that is consistent with applicable provisions of adopted policies, including the General Plan.
- 4) coordinate infrastructure facilities that directly serve specific new *development* projects with facilities needed to remedy existing deficiencies, and with facilities that are subject to the provisions of Section 14-8.14, Impact Fees.

(B) Applicability

All *development* approved pursuant to the provisions of this chapter must dedicate land and easements for, and must construct or provide funding for the City to construct, the public and quasi-public infrastructure improvements required by this code to address impacts on exiting infrastructure serve the new *development*, including:

- 1) fire hydrants, fire lanes, emergency access roads and access gates as required by Chapter 12, Fire Prevention and Protection
- 2) streets, curbs, gutters, sidewalks, signing, striping and street lighting consistent with the standards in this Section 14-9 and Chapter 23, Streets, Sidewalks and Public Places
- 3) grading and retaining walls within the *right-of-way* and adjacent to the *right-of-way*
- 4) fences, walls and landscaping required for screening facilities from public view as required by Sections 14-7 and 14-8
- 5) solid waste enclosures required by Section 21-4.
- 6) landscaping, irrigation and other improvements to *common open space* required by Section 14-7

Comment [CLG1]: insert new language in 14-1.2 or 1.6 regarding applicability of SPPAZO

Comment [CLG2]: changed from "each" 03/03/2011

Comment [CLG3]: "or zSPPAZO" removed 03/03/2011

Comment [CLG4]: define?

Comment [CLG5]: added 03/03/2011

Comment [CLG6]: moved to this new subsection 5) on 03/03/2011

- 7) drainage or other facilities necessary to comply with Section 14-8.2, Terrain and Storm Water Management; Section 14-8.3, Flood Regulations and Chapter 13, Stormwater Utility
- 8) connections to and extensions of sewer mains as provided in Chapter 22, Sewers
- 9) connections to and extensions of water mains as provided in Chapter 25, Water
- 10) parks, trails and other facilities required by Section 14-8.15, Dedication and Development of Land for parks, Open Space and Recreational Facilities
- 11) Other required utilities including natural gas and electricity

Comment [CLG7]: added 03/03/2011

14-9.2 STREET IMPROVEMENT AND DESIGN STANDARDS

Comment [U8]: Requirement for State plane data to be moved to appendix or application checklist, applicable to subdivision plats and development plans.

(A) Street Network

(1) The arrangement, character, extent, grade and location of all streets shall conform to the General Plan and shall be considered in their relationship to existing and planned streets, to topographic conditions, to public convenience and safety.

(2) Major streets shall be constructed, extended and widened in accordance with the General Plan and the Metropolitan Transportation Plan.

(3) Local streets shall be constructed, extended and widened in accordance with the General Plan, and to accommodate the orderly development of the types and intensities of development shown on the Future Land Use Map.

(4) The arrangement of streets in a development shall:

(a) provide for the continuation or appropriate projection of existing streets in surrounding areas; and/or

(b) conform to a plan for the neighborhood approved by the Planning Commission to meet a particular situation where topographic or other conditions make continuance of or conformance to existing streets impracticable.

(B) Applicability

Comment [CLG9]: Applicability now covered in 14-9.1.

(1) The following required improvements shall apply to all subdivisions except to inheritance and family transfer subdivisions, the requirements for which are as set forth in §14-9.4:

(2) Insofar as the required improvements set forth in this section are deemed inapplicable by the City by reason of the location of the subdivision without the corporate limits, but within the planning and platting jurisdiction of the City, the applicable regulations duly adopted by the county shall apply, as set forth in Article X of the Subdivision Regulations, Santa Fe County, adopted August 27, 1973, and all amendments thereto.

(B) — Monuments

(1) — All subdivision boundary corners and the intersections of street center lines shall be marked with permanent monuments. A permanent monument shall be concrete with a minimum dimension of 6 inches, extended 3 feet below the finished grade of the ground. Should conditions prohibit the placing of permanent monuments on line, offset marking will be permitted, provided, however, that offset courses and distances are shown on the final plat. A permanent benchmark shall be placed within the subdivision at a point accessible to the public. The elevation of this benchmark shall be referenced to a U.S.G.S. datum and the elevation shall be accurately noted on the final plat.

(2) — In addition to permanent monuments as required above, other monuments of a type and design approved by the City Engineer shall be located and installed at such points as may be required by the City Engineer.

(C) — Blocks

(1) — The lengths, widths and shapes of blocks shall be determined with due regard to:

(a) — Provision of adequate building sites suitable to the special needs of the type of use contemplated;

(b) — Zoning requirements as to lot sizes and dimensions;

(c) — Needs for convenient access, circulation, control and safety of street traffic; and

(d) — Opportunities and limitations of topography.

(2) — Block lengths shall not exceed 1,800 feet, and each block shall have at least one boundary dimension of 600 feet or more in length.

(3) — Blocks shall be wide enough to allow for two tiers of lots of at least minimum depth, except that the Planning Commission may approve a single tier of lots of at least minimum depth where such lots abut an arterial street, limited access highway, drainage course, railroad right of way or single tier of lots in an abutting subdivision of record.

(4) — Pedestrian crosswalks shall not be permitted, except where in the opinion of the Planning Commission such crosswalks are essential to provide circulation or access to schools, parks, playgrounds, shopping areas, transportation and other public facilities, and, if required, their location and width shall be as the Planning Commission may designate.

(D) — Lots

(1) — Depth, width, area and shape of sites or lots laid out for commercial or industrial purposes shall be adequate in the opinion of the Planning Commission, to provide for off-street service and parking facilities required by the type of use and development contemplated;

(2) — Each *lot* shall be provided with access by means of a public *street*, private *street*, or private driveway in accordance with the requirements of Section 14-9.2(E)

(3) — Side *lot* lines shall be substantially at right angles to straight *street* right-of-way lines and radial to curved *street* right-of-way lines; and

(4) — *Double frontage lots* shall be prohibited, except that the Planning Commission may approve such frontage where in their opinion it is essential to provide separation of *residential development* from traffic arteries or to overcome specific disadvantages of topography and orientation. A planting screen or *wall* easement of not less than ten feet wide, and across which there shall be right of access, shall be provided along the line of *lots* abutting such traffic artery or disadvantageous use.

(E) — Streets

The following standards for streets shall apply to all subdivisions except for inheritance and family transfer subdivisions, the design standards for which are as set forth in §14-9.4:

(1) — Access

(a) — Where a subdivision abuts or contains an existing or proposed arterial *street*, the Planning Commission may require marginal access for collector or local *streets*, reverse frontage with screen planting or *walls* contained in a non-access reservation along the rear property line, deep *lots* with rear service alleys, or such other treatment as may be necessary for adequate protection of *residential* properties and to afford separation of through and local traffic.

(b) — Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the Planning Commission may require a *street* approximately parallel to and on each side, or on either side, of such right-of-way, at a distance suitable for the appropriate use of the intervening land, as for park or recreational purposes in appropriate areas. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.

(2) — Street Types-Design Criteria

(1a) The arrangement, character, extent, grade and location of all *streets* shall conform to the officially adopted master plan and shall be considered in their relationship to existing and planned streets, to topographic conditions, to public convenience and safety. New Public *streets* approved for construction, after the effective date of this ordinance, shall be constructed classified according to projected average daily traffic as shown in the street types-design criteria chart and Illustration 14-9.2-1, "Street Types Design Criteria." The design criteria are intended to recognize that streets:

(a) function as a critical urban design component of the neighborhoods they serve;

(b) together with sidewalks and trails, must safely meet the transportation needs of all users, including pedestrians of all ability levels, bicyclists, motorists and transit users;

(c) provide needed parking in many neighborhoods;

(d) serve as corridors for utilities and storm drainage.

except that the Planning Commission, or in the case of City projects, the Public Works Committee, may consider and approve innovative street designs that are not included among the street types and street sections shown or described herein. However, all new public streets shall be required to provide adequate pedestrian and bicycle facilities, as well as necessary transit facilities.

(b)—— Traffic calming measures are encouraged in new developments and specific measures may be required by the City to ensure traffic safety in new neighborhoods (See City of Santa Fe Calming Program):

(c)—— The collector mixed use street type is to be constructed in conjunction with the development of neighborhood centers and is designed to function like many of the streets near the plaza.

Comment [CLG10]: define Lot Access Driveway

TABLE 14-9.2-1: Design Criteria for Street Types
See also Chapter 12 Fire Prevention and Protection – International Fire Code Appendix D Fire Apparatus Access Roads (as amended) for mandatory standards for roadway width, steepness, dead end/turnarounds, number of access points and fire lane signage

Criteria	Major Arterial (6-Lane)	Major Arterial (4-Lane)	Secondary Arterial	Collector	Collector Mixed-Use	Subcollector		Lane	Private-Lot Access Driveway <u>Note 1</u>
						No Parking	With Parking		
Average Daily Traffic	Up to 60,000	Up to 40,000	5,000-15,000	1,000-5,000	1,000-5,000	300-1,000	300-1,000	0-300	Minimum
Dwelling Unit Access						30-100	30-100 ⁶	0-30	(0-8)
Minimum Right-of-way Width	120	98	70	50	50	42	46 or 52	38	20 NA
Slope/Grading Easement (conditional upon staff review)	0-30	0-30	0-30	0-30	0-30	0-30	0-30	0-30	NR
Number of Auto Lanes	6-7 <u>Note 2</u> [±]	4-5 <u>Note 2</u> [±]	2-3 <u>Note 2</u> [±]	2	2	2	2	2	2 1
Width of Driving Lanes	11	11	11	10	10	9	10	9	10 9
Median/Turn Lane Width	18	18	14	NR	NR	NR	NR	NR	NR
Minimum Bikeway Width	5	5	5	4	NR	NR	NR	NR	NR
On-Street Parking Width	NA	NA	NA	NA	6 <u>Note 3</u> [±]	NA	6 <u>Note 4</u> [±]	NA	NA
Curb & Gutter	2	2	2	2	2	2	2	2	NR
Minimum Sidewalk Setback	5	5	5	4	NR	5	3	3-4	NR
Minimum Sidewalk Width	6	6	5	5	7	5	5	4-5	NR

Notes:
 NA - Not Applicable
 NR - Not Required
 1. Refer to 14-9.2(C)(6) for additional standards for Lanes and Lot Access Driveways. Lot access driveway standard applicable to access from street to not more than eight single family lots.
 2. [±] Includes Median/Turn Lane
 3. [±] Parking required on both sides of street, except no parking on that side of a street adjoining the plaza.
 4. [±] Parking may be on one side or both sides of the street; parking lane should not be continuous.
 Private Driveway – Range denotes single family lots served by driveway; Private Driveway proposed to serve multi-family development or commercial development must be approved by the City Engineer, City Traffic Engineer and City Fire Chief.
 All measurements in feet, unless otherwise noted.

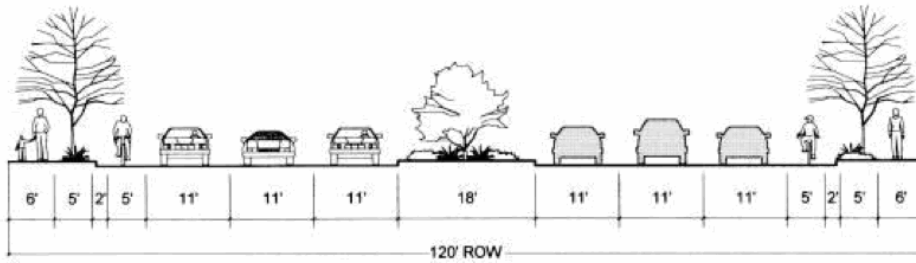
Comment [U1]: Comprehensive review of road standards is outside scope of rewrite project.

Comment [U2]: Fire Code will determine required width for most lot splits and small subdivisions.

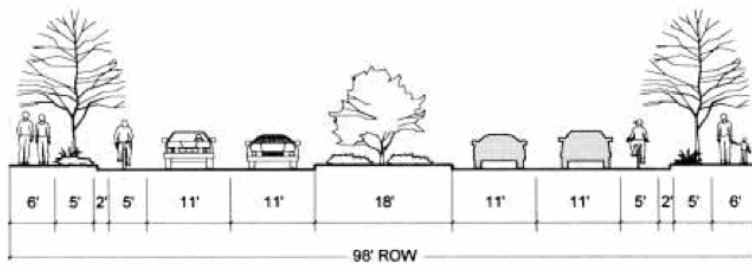
Comment [U3]: Traffic Engineer recommends minimum setback be five feet to make driveway ramps less steep. LUD staff notes existence of four-foot ramps throughout the city, drawbacks of wider ROW's.

Comment [U4]: Five-foot sidewalk width, or passing zones, required by ADA standards.

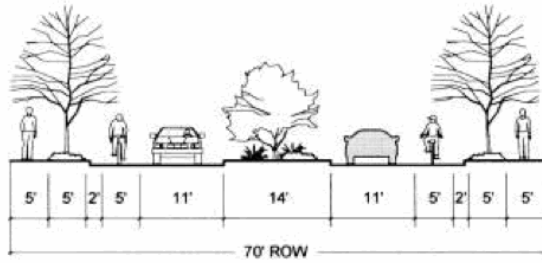
Comment [CLG11]: replace "traffic engineer" with PUW



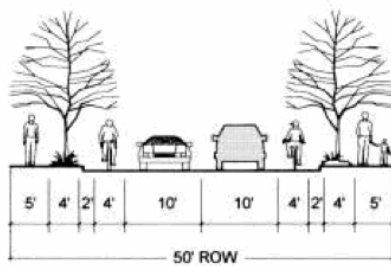
Major Aterial 6-Lane



Major Aterial 4-Lane

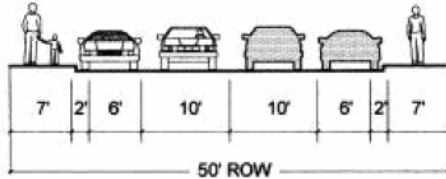


Secondary Aterial

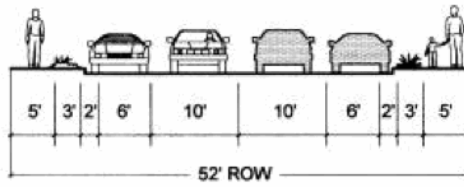


Collector

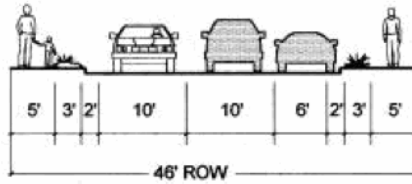
Illustration 14-9.2-1: Street Types Design



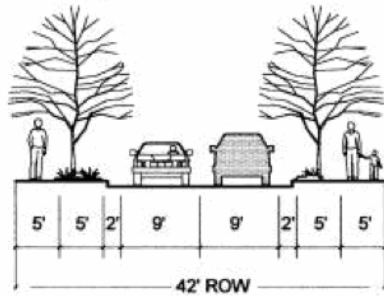
COLLECTOR - MIXED USE



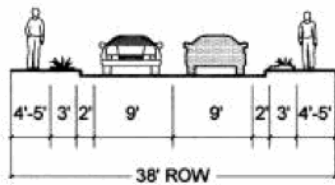
SUB COLLECTOR W/
PARKING BOTH SIDES



SUB COLLECTOR W/
PARKING ON ONE SIDE



SUBCOLLECTOR WITHOUT PARKING



LANE - NO PARKING

(e) The collector mixed use street type is to be constructed in conjunction with the development of neighborhood centers and is designed to function like many of the streets near the plaza.

(2) In order to better achieve the intent of this section, a land use board, or in the case of City street projects, the Governing Body, may consider and approve innovative street designs that are not included among the street types and street sections shown or described herein that provide adequate pedestrian and bicycle facilities, as well as necessary transit facilities.

(3) New development on an existing public street that does not meet the width or other applicable standards in Table 14-9.2-1 and which cannot be improved to meet those standards may exceed the Average Daily Traffic or Dwelling Unit Access standards in Table 14-9.2-1 without a variance.

Comment [CLG12]: rephrased
03/06/11

(C) Street Design Engineering Standards

(1) Public and private streets and lot access driveways shall be designed and constructed in accordance with the provisions of this chapter; Chapter 12, Fire Prevention and Protection and any engineering standards adopted pursuant to this chapter.

(2) Where no specific standard has been adopted, streets shall be designed in accordance with applicable standards adopted by national engineering organizations such as the American Association of State Highway and Transportation Officials and the Institute of Transportation Engineers.

(3) Where no specific standard has been adopted, construction must comply with New Mexico Department of Transportation Pedestrian Access Details (NMDOTPAD).

Comment [CLG13]: added
03/03/2011

(4) Any private street built and subsequently proposed to be dedicated to the City must meet all applicable public street standards set forth in §14-9.2(E)(3).

(5) The City will not maintain private streets.

(6)

~~(3) Specific Construction and Engineering Standards; Public Streets~~

~~(a) The arrangement of streets in a development shall either:~~

~~(i) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or~~

(ii) — Conform to a plan for the neighborhood approved by the Planning Commission to meet a particular situation where topographic or other conditions make continuance of or conformance to existing streets impracticable.

(b) — Construction and engineering standards shall be as follows:

(i) — Construction of public streets shall be in accordance with City Engineering and construction standards as recommended by the City;

(ii) — Lanes shall be laid out so that use by through traffic is minimized;

(iii) — Reserve strips controlling access to streets shall be prohibited except where their control is placed in the municipality under conditions approved by the Planning Commission;

(iv) — Street jogs with centerline offsets of less than 125 feet shall not be permitted, unless approved by the City;

(v) — A tangent of at least 100 feet shall be introduced between reverse curves on major and secondary arterial streets;

(vi) — When connecting street lines deflect from each other at any point by more than ten degrees, they shall be connected by a curve with a radius adequate to ensure a sight distance of not less than 250 feet for all streets except major and secondary arterials, and of a greater radius to meet engineering standards for special cases;

(vii) — Streets shall be laid out to intersect as nearly as possible at right angles, and no street shall intersect another local street at less than 60 degrees. Curvature in pavement alignment in the approaches to intersections shall be avoided. The Planning Commission may establish the minimum distance for which such curvature shall be prohibited;

(a) Each street shall terminate in a cul-de-sac or other approved turnaround, except where the Planning Commission or Summary Committee requires a street to be stubbed out at a property boundary in anticipation of future extension.

(b)(iii) Property lines at *street* intersections shall be rounded with a radius of ten feet, or a greater radius when necessary to permit the construction of a curb having a desirable radius. ~~However, the sidewalks may not be curtailed at a street corners to less than normal width.~~ The Planning Commission may permit comparable cutoffs or chords in place of rounded corners;

(c)(*) ~~New half and partial streets intersections shall be~~ dedicated and improved to the full width for which they are planned, except where a land use board or the Governing Body determines that an interim width or level of improvements will provide safe and adequate service as part of an enforceable plan for the phased completion of the improvements. ~~prohibited.~~

Comment [CLG14]: changes made 03/03/2011

_____ (d) 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 these regulations, ~~such~~ the necessary additional right-of-way shall be platted and dedicated in such a way to make the resulting *street* conform;

_____ (d*) ~~Street names shall be used which that~~ will not duplicate or be confused with the names of existing *streets* shall be used. Where a proposed *street* is to be a continuation of an existing named *street*, the proposed *street* shall have the name of the existing *street*. *Street* names ~~shall~~ must be subject to the approval by of the Planning Commission;

_____ (exi) Curbs at intersections shall be designed with a minimum radius of 25 feet. The Planning Commission may approve a ~~larger~~ smaller radius.

Comment [U15]: Authority to require larger radius is already implied, Traffic Engineer agrees that smaller radius is sometimes appropriate.

_____ (fxii) In areas ~~intended to be~~ zoned for *residential* development, planting strips are will be required between the edge of pavements and the edge of any required sidewalks, ~~where required~~. Such planting strips shall have a width of not less than ~~two~~ five feet;

Comment [CLG16]: change made 03/03/2011

_____ (gxiii) The Planning Commission may approve *street* access to adjoining property, requiring proposed *streets* to be extended by dedication to the boundary of such property. Such *streets* shall be improved in the same manner as is herein prescribed for other *streets* in the *development*.

_____ (hxiv) *Street* grades shall not exceed the following, with allowances for vertical curves;

_____ (iA)- Major and secondary arterial *streets* or highways, six percent ~~grade~~;

_____ (iiB)- Collector and subcollector *streets*, ten percent ~~grade~~;

_____ (iiiC)- ~~Lanes and private shared driveways, fifteen~~ 15 percent except when a lesser grade is required by the Fire Marshal pursuant to fire apparatus access road standards.

Comment [CLG17]: notation per request of Fire Marshal

_____ (iv*) No *street* grade shall be less than one half of one percent.

_____ (64) Specific Construction and Engineering Standards - Private Lot Access Driveways and Streets Classified as Lanes

_____ (a) Streets classified as "Lanes" shall be laid out so that use by through traffic is minimized;

(b) Lot access driveways shall be private. Streets classified as "lanes" may be constructed as private streets.

(c) Lot access driveways and private streets classified as "lanes" may be approved for access to newly created lots where the Planning Commission or Summary Committee determines that no public street will be needed to provide access to the property being subdivided or to surrounding properties, based on existing and planned future uses of the properties.

(d) All new City streets shall be paved public streets. The City will not maintain private streets. The Planning Commission may approve a private street for a roadway classified as a private lane if the following conditions are met lane must meet the following standards.

Comment [CLG18]: these belong somewhere else because the section is for private streets

(b) Private streets may be paved or unpaved. Minimum standards are:

Comment [CLG19]: this adds nothing to our understanding

(i) Paved private streets Lanes

- A. Twenty two22 feet pavement width;
- B. Eight16 feet shoulder and drainage ~~with eight feet on~~ each side;
- C. If asphalt, two-inch minimum depth on six inches of compacted base course;
- D. Two feet minimum gravel shoulder width within the shoulder requirement in Bb. above; and
- E. Thirty eight38 feet total access easement.

(ii) Unpaved Private Streets Lanes

- A. Twenty two22 feet ~~pavement~~ driving surface width;
- B. Eight16 feet shoulder and drainage ~~with eight feet on~~ each side;
- C. Six-~~inch material~~ crushed gravel base course surfacing material; and
- D. Thirty eight38 feet total access easement.

Comment [CLG20]: no pavement width on unpaved streets

(e) Where applicable, a lot access driveway must comply with the minimum standards adopted pursuant to Chapter 12, Fire Prevention and Protection. Otherwise, a lot access driveway must have an all-weather driving surface at least ten feet in width, must be no steeper than

15% grade, or as required by the Fire Marshal, and must accommodate drainage and/or utility facilities and easements.

Comment [CLG21]: relocated material

~~_____ (bc) Any private street built and subsequently proposed to be dedicated to the City shall meet all applicable public street standards set forth in §14-9.2(E)(3).~~

_____ (5) Gravel Surfacing for Lot Access Driveways and Lanes

All new ~~City streets shall~~ must be paved. However, the Planning Commission may approve gravel surfaces for roadways classified as a private lane or shared private driveway if it finds, based on substantial evidence, that the following conditions are met:

Comment [CLG22]: revision to comply with requirement of findings and conclusions

_____ (a) ~~Substantial evidence, such as v~~ Substantial evidence, such as v ~~Vegetation or topographical maps or other evidence shows that,~~ Substantial evidence, such as v ~~is provided showing that dust from the streets-roadways will not be a problem for residents living next to the roadway street.~~ Vegetation or topographical maps or other evidence shows that, ~~is provided showing that dust from the streets-roadways will not be a problem for residents living next to the roadway street.~~

_____ (b) ~~Substantial evidence is provided that t~~ Substantial evidence is provided that t ~~he gravel lane is an important consideration in the area's streetscape or in the overall project design.~~ he gravel lane is an important consideration in the area's streetscape or in the overall project design.

_____ (c) ~~Substantial evidence is provided showing that t~~ Substantial evidence is provided showing that t ~~he gravel lane will not cause extensive erosion or sediment problems or that such problems will be eliminated by the use of stabilized rundowns or other means~~ he gravel lane will not cause extensive erosion or sediment problems or that such problems will be eliminated by the use of stabilized rundowns or other means ~~accepted engineering methods.~~ accepted engineering methods.

Comment [CLG23]: deleted 03/03/2011

Comment [CLG24]: revised 03/03/2011

_____ (d) Maximum slope gradients do not exceed those set forth in §14-9.2(E)(3).

_____ (e) Gravel lanes must have a driving surface width of twenty two~~22~~ feet and a six inch minimum thickness of crushed gravel base course material. They will have eight feet of shoulders and drainage on each side of the roadway and a total right-of-way of thirty eight~~38~~ feet.

_____ (f) Shared gravel private driveways ~~approved for gravel shall~~ must have a driving surface of twenty~~20~~ feet with six inch minimum thickness of crushed gravel base course material and five foot drainage way on one side, and a total right of way or easement width of thirty feet.

(D) Access and Traffic Calming

(1) Where a development abuts or contains an existing or proposed arterial street, a land use board may require marginal access for collector or local streets, reverse frontage with screen planting or walls contained in a non-access reservation along the rear property line, deep lots with rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

(2) Where a development borders on or contains a railroad right-of-way or limited access highway right-of-way, a land use board may require a street approximately parallel to and on

each side, or on either side, of such *right-of-way*, at a distance suitable for the appropriate use of the intervening land for park or recreational purposes when such purposes are appropriate in the relevant area. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.

Comment [CLG25]: clarifies that the appropriateness of the use is the trigger for the PC to require the street

(3) At least one through street that traverses the entire developed area shall be provided for each one thousand feet of developed area. [Note: See General Plan 6-1-I-10.]

(4) At least two connections to the existing road network points shall be provided for every ten acres of development. [Note: See General Plan 6-1-I-10.]

(5) (iii) Reserve strips controlling access to streets shall be prohibited except where their control is placed in the municipality unless the City controls the reserve strip under conditions approved by the Planning Commission;

Comment [CLG26]: amended for clarity 03/06/11

(6) Traffic calming measures are allowed in new developments and specific measures may be required by the Planning Commission to ensure traffic safety in new neighborhoods.

(7) Single-family residential developments with six or more units shall not be gated. [Note: See General Plan 5-1-I-14.]

Comment [CLG27]: for Planning Commission discussion

(F) Sidewalks

(1) General Requirements

(a) If a subdivision plat or development plan approval is required, and there is no existing sidewalk, curb, gutter and sidewalk locations shall be dedicated at the time of on the subdivision plat or development plan approval and constructed in accordance with applicable standards as part of the subdivision or development infrastructure.

Comment [CLG28]: dedication occurs at recordation, not approval

(b) If a subdivision or development plan is not required, and there is no adequate existing sidewalk, curbs, gutter and sidewalks locations shall be dedicated prior to issuance of a building permit and constructed in accordance with applicable standards and dedicated to the City prior to issuance of a certificate of occupancy for:

Comment [CLG29]: changes for clarity 03/06/11

(i) All new construction of a new principal building as defined by the City's building permit process;

(ii) All additions over 500 square feet gross floor area;

_____ (iii) Remodeling or renovations over 500 square feet gross floor area for multi-family residential and non-residential permits.

_____ (iv) Sidewalk construction is not required to exceed twenty percent of the value of the other construction covered by the permit for additions and remodeling.

_____ (c) Sidewalks shall be located in a City of Santa Fe right-of-way (ROW) or if adequate right of way ROW is not available, sidewalks shall must be located in a public access easement. Said ROW or public access easement shall be dedicated to the City of Santa Fe on an approved plat approved by the City of Santa Fe. The sidewalk shall must be consistent with the street standards of Section 14-9.2(E) SFCC 1987 and located along each street frontage immediately adjacent to the development.

Comment [CLG30]: Discussion required regarding whether expense is in addition to IBC standard requirements

Comment [CLG31]: this is a defined term

Comment [CLG32]: City right of way is already the City's, so no dedication would be necessary

_____ (d) New sidewalks required as set forth in paragraphs (a) or (b) above shall must comply with the Americans with Disabilities Act Accessible Guidelines (ADAAG). New sidewalks constructed as per paragraph (a) above shall must be constructed of concrete meeting City standards adopted by the city or alternative materials unless otherwise approved by the Land Use Director or Public Works Director and be free of any structures, signs, landscaping, above ground utility elements, or other items that prevent free passage along the sidewalk. New sidewalks constructed as per paragraph (b) above shall be free of any structures, signs, landscaping, above ground utility elements, or other items as a result of the new construction, addition or renovation that prevent free passage along the sidewalk.

Comment [CLG33]: all sidewalks, not just ones made per building permit

Comment [CLG34]: this does not seem to add anything

_____ (e) If there are existing sidewalks are adequate if they are as described in paragraphs (a) or (b) above, such sidewalks shall be in good condition and substantially in compliance with ADAAG, as determined by the Land Use Department, or a new sidewalk shall be required. Such existing sidewalks shall be free of any structures, signs, landscaping, above ground utility elements, or other items that prevent free passage along the sidewalk. However, in the situations described in paragraph (b) above, the Land Use Department Director may allow the sidewalk barrier to remain or approve an alternate sidewalk alignment creating free passage if the removal of the sidewalk barrier is deemed not feasible, or the Land Use Director may approve an alternate sidewalk alignment creating free passage around the barrier. Appeals of such decisions may be made to the Planning Commission within 30 days of the date of that decision.

Comment [CLG35]: in 3.17

Comment [CLG36]: revisions for clarity only

_____ (f) Any new sidewalk that connects to an existing sidewalk shall be the wider of:

_____ (i) maintain the width of the existing sidewalk

_____ (ii) the required minimum width set forth in Table 14-9.2-1 of this Chapter

_____ (iii) ~~the New Mexico Department of Transportation Pedestrian Access Details (NMDOTPAD) as may be amended by the City;~~ or

_____ (iv) the minimum width required by ADAAG ~~whichever is widest.~~

_____ (g) A curb/access ramp, meeting NMDOTPAD and City standards ~~as set forth by NMDOTPAD as may be amended by the City or ADAAG,~~ shall must be constructed where two paved City streets with curb, gutter, and sidewalk intersect.

_____ (h) Drive pads shall must comply with NMDOTPAD ~~as may be amended by the City by adoption of the~~ and any City's street standard details.

_____ (i) If there is no curb or gutter, an alternative pedestrian route may be approved as part of a subdivision plat or development plan ~~approval by the Planning Commission or the Land Use Department Director if Planning Commission approval is not required.~~ The alternative pedestrian route shall comply with ADAAG. Consideration shall be given to future maintenance, the surrounding uses, density, and the location and type of the street.

Comment [CLG37]: unnecessary

_____ (j) Colored concrete shall be required in the City's Historic Districts according to the color palette approved by the Historic Design Review Board available from the Historic Preservation Division. Alternative materials may also be required by the Historic Design Review Board. In addition, the City reserves the right to specify sidewalk color or alternative materials in other sections of the City as may be appropriate.

_____ (k) Construction of sidewalks must comply with Section 23-3, Construction of Curbs, Gutters and Sidewalks.

Comment [CLG38]: added 03/03/2011

_____ (2) Construction and Engineering Standards

_____ (a) Construction

_____ (i) Construction for sidewalks shall be in accordance with City construction and engineering standards ~~as recommended by the City;~~

_____ (ii) Concrete sidewalks shall be ~~constructed with~~ a minimum thickness of four inches thick.

_____ (b) Inspections

Comment [CLG39]: amended 03/06/11

(i) ~~Inspections shall be performed~~ in accordance with policies adopted by the Land Use Director ~~Department;~~

(ii) ~~For concrete sidewalks the applicant shall request a sidewalk inspection at least 24 hours prior to concrete placement; or~~

(iii) For brick sidewalks the applicant shall request an inspection prior to placement of sand bedding and upon completion of construction.

_____ (c) Rejections or Approvals

_____ (i) The inspector shall approve or reject the sidewalk construction by written sign off on the building permit after a final inspection.

_____ (ii) If rejected, the inspector shall issue a notice of violation or noncompliance upon completion of final inspection to the applicant or his agent specifying the reason for rejecting the work.

_____ (G) Pedestrian Crosswalks

_____ Pedestrian crosswalks shall ~~shall~~ must be included in the design of each signalized intersection and at any other *street* crossing locations ~~deemed appropriate by the City~~ required by the Land Use Director and shall ~~shall~~ must meet engineering standards adopted by the City.- Crosswalks shall ~~shall~~ must connect sidewalks and must have sidewalk wheelchair ramps on each side of the *street*. ~~The developer shall install~~ Crosswalks must be installed at the time of intersection construction.

_____ (H) Curb and Gutter

_____ (1) All new ~~City streets shall~~ must have curb and gutter that meet City standards, except ~~(earth tone colored concrete may be required in certain sections of the City). However, the Planning Commission may waive curb and gutter requirements for roadways classified as a lane or shared private driveway if the~~ Planning Commission finds, based on substantial evidence, that the following conditions are met:

Comment [CLG40]: relocated below and revised

_____ (a1) ~~Substantial evidence is provided showing that the waiver~~ absence of curb and gutter will not contribute to the deterioration of the pavement edge, particularly on *streets* where on-street parking is allowed;

_____ (b2) ~~Substantial evidence is provided showing that curb~~ and guttering is not necessary to channel storm water, as shown by. ~~Such evidence may be provided through a site-~~ specific by site drainage and storm water control plan analysis or other means; and

Comment [CLG41]: amended 03/03/2011

_____ (c3) ~~Substantial evidence is provided that curbing~~ and gutter is not necessary to confine driveway access to specific locations and to maintain the appearance of the streetscape.

_____ (2) Colored concrete shall be required in the ~~City's Historic~~ Districts according to the color palette approved by the Historic Design Review Board available from the Historic Preservation Division.

_____ (I) Maintenance of Public Parkways

Maintenance of the public parkway, generally comprised of the sidewalk setback and the sidewalk itself, shall be the responsibility of the person owning or in charge or control of any lot or property contiguous to the parkway exclusive of controlled access arterials. Maintenance shall be for the purpose of elimination of public nuisances and for insuring pedestrian and vehicular safety and visibility, and shall include, but not be limited to, weed eradication and trimming of trees and shrubs.

Comment [CLG42]: is there a specific definition of public parkway?
YES DEFINE

Maintenance shall comply with Section 10.3, Weeds and 23-3, Construction and Maintenance of Curbs, Gutters and Sidewalks.

Comment [CLG43]: added
03/03/2011

Comment [CLG44]: relocate to
CHAPTER 23 or CHAPTER 10

(J) Alleys

(1) Alleys shall be provided in a subdivision or part of a subdivision zoned or proposed to be zoned for commercial or industrial use, except that the Planning Commission may waive this requirement where other definite and assured provision is made for service and emergency access;

(12) The right-of-way width of an alley shall not be less than 20 twenty feet;

(23) Alley intersections and sharp changes in alignment shall not be permitted, and, where necessary, corners shall must be cut off sufficiently to permit safe vehicular movement; and

(34) Dead-end alleys shall are not be permitted.

(K) Easements

(1) Easements across lots or centered on rear or side lot lines shall be provided for utilities where in the opinion of the Planning Commission or the City Engineer finds that they are necessary for adequate and necessary utility service to the subdivision or surrounding areas. Such easements shall be at least ten feet wide, and may be located over a lot line so that there is a five foot easement on each lot; and

(2) Where a subdivision is traversed by a watercourse, drainageway, channel or stream, the owner shall must be provided a storm water easement or drainage easement or right-of-way conforming substantially with the lines of such watercourse, and of such further width and/or construction, or both, as in the opinion of the Planning Commission finds will be adequate for the purpose. Parallel streets or parkways may be required by the Planning Commission in connection therewith.

(3) Easements required by this section must not interfere with other easements or uses of the property on which the easement exists.

Comment [CLG45]: added
03/03/2011

(L) Utilities, Storm Drainage, and Street Improvements

Utilities, storm sewers, or other storm drainage facilities and street improvements, shall must be provided in each new subdivision in accordance with the standards and requirements described in the as following schedules.

Comment [CLG46]: amended for
consistency

Comment [CLG47]: unnecessary

(1) Standards and Specifications

The standards and specifications for each type of development shall be as follows:

(a) Class A subdivision improvements are to be in accord with standard A. For the purposes of this paragraph, a class A subdivision means a subdivision within which no lot zoned or intended for use as a residential lot has a frontage of more than 175 feet or an area of more than one acre.

(b) Class B subdivision improvements are to be in accord with standard B. For the purposes of this paragraph, class B subdivision means a subdivision within which no lot zoned or intended for use as a residential lot has a frontage of 175 feet or less, or an area of one acre or less.

(c) Class C subdivision improvements are to be in accord with standard C. For the purposes of this paragraph, class C subdivision means a subdivision designed or intended for industrial or commercial use or zoned therefor, or that part of a subdivision so designed, or so intended, or so zoned.

(2) Schedule of Required Utilities, Storm Drainage and Street Improvements

TABLE 14.9.2-2: Required Utilities, Storm Drainage and Street Improvements

TABLE 14.9.2-2: Required Utilities, Storm Drainage and Street Improvements			
Standard			Requirements
A	B	C	
X		X	Public water as per franchise New Mexico public service company, except that all classes of subdivisions outside the corporate limits of the municipality are exempt from this provision
X	X	X	Public sanitary sewer system as per City ordinance
X	X	X	Storm sewer system and other drainage improvements as per plans approved by the City Engineer
X	X	X	Grading and centerline gradients as per plans approved by the City Engineer
X	X	X	Major and secondary arterial streets, cross section as determined by the City Engineer provided, however, that the cost of the improvement to the subdivider shall not exceed that which is required for improving a collector street
X	X	X	Street name signs of a material and design prescribed by the Governing Body shall be installed by the subdivider at all street intersections
X	X	X	Complete street lighting facilities as per plans approved by a City Engineer
X	X	X	Landscaping as may be required per §14.8.4.

Comment [CLG48]: Now, all new development is required to use City water. Therefore, the middle top line (B) would also be filled in, and thus (1) and (2) are consolidated as shown.; PNM reference removed. TABLE IS REMOVED

(a) Connection to City of Santa Fe water service;

(b) Connection to City of Santa Fe sewer services;

(c) Approval of storm sewer system and other drainage improvement plans by the City Engineer;

(d) Approval of grading and centerline gradients by the City Engineer;

(e) Approval of major and secondary arterial *street* cross section by the City Engineer, provided, however, that the cost of improvement to the subdivider shall not exceed that which is required for improving a collector street.

(f) Installation of *street* name signs of a material and design approved by the Governing Body at all street intersections;

(g) Approval of complete *street* lighting facilities by the City Engineer; and

(h) Landscaping as required by §14-8.4.

(32) Design Details, Construction Standards and Specifications

Design details, construction standards, and specifications for utilities and storm drainage shall conform to standard details and specifications ~~adopted by the City Engineer and approved~~ adopted by the Governing Body.

Comment [CLG49]: amended
03/03/2011

Comment [CLG50]: GB has authority
on this

(M) Landscaping

Landscaping plans shall ~~must~~ be submitted for all roadway medians and all ~~planting strips~~ parkway strips between the curb and sidewalk. Landscaping plans shall ~~must~~ include proposed location, size and type of vegetation or (xeriscaping,) including street trees, shrubs, ground cover, or other proposed ground treatment in conformance with the City's *landscaping* regulations.- Location of proposed *landscaping* shall ~~must~~ meet sight distance and other safety criteria as determined by the Land Use Director ~~City~~.- *Landscaping* plans shall ~~must~~ also show any irrigation system ~~deemed~~ necessary to maintain the roadway landscaping.- The final approved *landscaping* plans shall ~~must~~ be implemented at the *developer's* cost ~~at the time of~~ as part of road construction, and all materials shall ~~must~~ be maintained and guaranteed by the *developer* for a minimum of one year or until established.

Landscaping plans must comply with Resolution 2010-66, Landscape Design Guidelines for Medians and Planting Strips, as amended.

Comment [CLG51]: added
03/03/2011

(N) Bikeways

Bikeways shall ~~must~~ be provided on each side of the *street* on collectors (not collector mixed-use), secondary arterials, and major arterials, unless a *street* is approved as a one way in which case a bikeway will be placed to the right of the driving lane.- Bikeways shall ~~must~~ be located between the driving lane and the curb and gutter, or between the driving lane and right turn lane.- Bikeways shall ~~must~~ be separated from the driving lane by a solid white stripe or other appropriate pavement marking or traffic separation device approved by the City.- Bikeway pavement width shall ~~must~~ conform to the criteria set out in the street types-design criteria chart.

14-9.3 BLOCK AND LOT AND DESIGN STANDARDS

(C) Blocks

Comment [CLG52]: text change
provided by the City Engineer

- (1) The lengths, widths and shapes of blocks shall be determined with due regard to:
- (a) Provision of adequate *building* sites suitable to the special needs of the type of use contemplated;
 - (b) Zoning requirements as to *lot* sizes and dimensions;
 - (c) Need for convenient access, circulation, control and safety of *street* traffic; and
 - (d) Opportunities and limitations of topography; and
 - (e) Special design standards and or guidelines, including standards of 14-5.5 Overlay Districts and applicable policies of the General Plan.

(2) Blocks shall be wide enough to allow for two tiers rows of lots of at least the required minimum depth, except that a single tier row of lots of at least the required minimum depth is allowed where such lots abut an arterial street, limited access highway, drainage course, railroad right-of-way, a single tier row of lots in an abutting subdivision or a different zoning district, or to overcome specific disadvantages of topography or location, or in similar situations.

(aA) Where restrictions on access to an adjoining road are required for all or part of the block, those restrictions shall be noted on the plat.

(bB) A landscaping easement or screen wall shall be provided where appropriate.

(3) Pedestrian crosswalks shall not be permitted, except where the Planning Commission finds that such crosswalks are essential to provide circulation or access to schools, parks, playgrounds, shopping areas, transportation and other public facilities, and, if required, their location and width shall be as the Planning Commission may require to serve these purposes.

(D) Lots

(1) Depth, width, area and shape of sites or *lots* shall be adequate, as determined by the Planning Commission, to allow development in accordance with the applicable standards of this Code, including the provisions of this Chapter 14 for the district in which the subdivision is located.;

(2) Each *lot* shall be provided with access by means of a public *street*, private *street*, or private driveway in accordance with the requirements of Section 14-9.2(E)

(3) Side *lot* lines shall be substantially at right angles to straight *street* right-of-way lines and radial to curved *street* right-of-way lines; and

(4) *Through lots* are prohibited, except as provided in subsection (C)(2) above.-

- Comment [CLG53]: "tier" changed to "row" 03/03/2011
- Comment [U54]: 600'/1800' standard is not followed in current practice.
- Comment [U55]: Virtually all lot specific lot depth standards have been eliminated from the code.
- Comment [CLG56]: There is no discretion in this standard, so specific PC approval is not required

Comment [CLG57]: consistent with requirement of findings

Comment [U58]: Verify that definition of "through lot" has not been eliminated from code.

14-9.4 UTILITY AND STORM DRAINAGE IMPROVEMENT AND DESIGN STANDARDS

Comment [CLG59]: REVIEW AND UPDATE OF RELEVANT ORDINANCES WILL OCCUR AS A SEPARATE FUTURE CODE REVISION

[RESERVED]

14-9.5 INFRASTRUCTURE DEDICATION, COMPLETION AND GUARANTEES, PAYMENTS, AND DEDICATIONS

(A) Dedication of Rights-of-Way and Easements. On-site and off-site *rights-of-way* and easements required for public and quasi-public infrastructure shall be dedicated before or concurrently with recording a subdivision plat; filing a development plan; or issuance of a construction permit for any *development* for which no development plan or subdivision plat is required.

Comment [CLG60]: added
03/06/2011

(B) Infrastructure Completion; Agreement to Construct Improvements. Public and/or quasi-public infrastructure required for any *development* must be completed by the developer in accordance with plans approved by the City prior to commencing other aspects of the *development*, or the developer must enter into an agreement to construct improvements. The infrastructure must be completed, or the agreement to construct must be executed according to infrastructure policies adopted by the Land Use Director, prior to the earliest of the following:

Comment [CLG61]: added
03/06/2011

- 1) recording the plat, for *development* that requires a subdivision plat other than a plat for a family transfer subdivision, a summary procedure lot split or a resubdivision;
- 2) recording, or filing in City archives, an approved development plan;
- 3) issuance of a construction permit for any construction other than the infrastructure, for *development* for which a plat for a family transfer subdivision, a summary procedure lot split or a resubdivision is required;
- 4) issuance of a construction permit for any construction other than the infrastructure, for *development* for which no subdivision plat or development plan is required;

(C) ~~Financial Guarantee~~ Construction Cost Estimate

Comment [CLG62]: amended
03/06/2011

(1) ~~The applicant shall provide a~~ A construction cost estimate, prepared by a New Mexico licensed ~~professional engineer~~ or other qualified person as approved by ~~the Land Use Director~~ City staff, must be provided for all public or quasi-public improvements that are required as a condition of City approval or will be maintained by the City unless such improvements are built out prior to plat recordation. Required improvements include those described in §14-9.2 and as listed in the City guidelines. ~~The construction cost estimate shall~~ must include an ~~additional~~ ten percent contingency; a five percent contingency is acceptable for nonprofit housing and economic development organizations approved by the Community Services Department.

(D) Agreement to Construct Improvements, Financial Guarantee

Comment [CLG63]: added
03/06/2011

(1) An agreement to construct improvements establishes the sequence of permitting, construction, completion and acceptance of infrastructure relative to the permitting, construction, completion and occupancy of buildings and other development activities, consistent with City infrastructure completion policies.

(2) The agreement to construct must include a financial guarantee for the construction cost of the infrastructure as estimated according to paragraph (C) above.

(3) All required improvements shall be completed within two years after construction begins, unless a longer time period is approved by a land use board or by the Land Use Director for a project that is to be constructed in phases.

~~(2)~~ — Prior to the recording of the final subdivision plat or final development plan or final approval if a plat or plan is not required, the applicant shall either:

(a) — File with the City a financial guarantee in an amount no less than the cost estimate including the required contingency and which meets City guidelines and is acceptable to City staff ~~icpor~~

(b) — Complete the required improvements.

~~(3)~~ — Ten percent of the financial guarantee shall must be retained for one year, or as may be established in this chapter, after the project has been completed and the improvements have passed a final warranty inspection by the City.

(D4) Completion and Warranty Period Financial Guarantee

— If a financial guarantee is not utilized, ~~(1) All~~ infrastructure improvements shall must be completed in accordance with the requirements of all City regulations and approvals, and the Land Use Director must inspect and accept all work.

(2) The developer must warranty the infrastructure improvements for a period of one year after acceptance and must repair or replace defects at no cost to the City during the warranty period.

(3) During the warranty period, the developer must ~~— Prior to recording the final subdivision plat or final development plan or other final approval if a plat or plan are not required, City staff shall inspect and accept all work and the applicant shall~~ maintain on file with the City provide a construction financial guarantee in an amount equal to ten percent of the cost estimate in Paragraph (C) above and which including the required contingency. The ten percent financial guarantee shall meet City guidelines, be acceptable to City staff and be filed with the City. The financial guarantee in the ten percent amount shall be effective must remain in effect until one year, or as may be established in this chapter, after the project has been completed and the required infrastructure has passed a final warranty inspection by the City Land Use Director. If there is no agreement to construct improvements, a

separate financial guarantee for the warranty period consistent with city infrastructure policies must be provided.

(F5) Use of Funds by City

_____ If the required improvements are not completed in accordance with the agreement to construct improvements, or the required repairs are not completed satisfactorily within by the warranty period, the City may use the financial guarantee funds in any manner and in any combination it deems necessary for completion or repair of the required improvements. This does not relieve the applicant from the obligation to complete such improvements or repairs.

(G6) Refund

_____ If all conditions of this section have been met and the warranty period has passed, the City must refund all funds not called for by the City shall be refunded within 30 days of a written request from the applicant.

~~**(B) Repealed.**~~

~~**(C) Capital Impact Fees***~~

14-9.4 STANDARDS FOR INHERITANCE OR FAMILY TRANSFER SUBDIVISIONS

~~Proof of compliance with the following standards is not required for the approval of an inheritance or family transfer subdivision, but shall be required at the time of application for a building permit:~~

~~**(A) Terrain Management Regulation**~~

~~Terrain management regulation submittals as set forth in §14-8.2 of this chapter shall be waived for inheritance and family transfer subdivision applications.~~

~~Terrain management exclusions as set forth in §14-8.2 of this chapter shall apply.~~

~~(1) Each lot shall have a buildable area designated as suitable for building of not less than 2,000 square feet, which can be developed in accordance with the terrain management performance standards;~~

~~(2) One half of the area designated as suitable for building shall have a natural slope of 20 percent or less. The other one half of the buildable area may have a slope between 20 and 30 percent.~~

~~No building may be built on a slope of over 30 percent.~~

~~For a building built on a slope of over 20 percent, the finished floor elevation at any point shall not exceed five vertical feet above the natural grade below that point;~~

Comment [CLG64]: put note in 14-8.2 re this exception

Comment [U65]: Previous standards for family transfer subdivisions were based on regulations that are now obsolete. Staff recommends that current improvements be required, but with installation and financial guarantees deferred until the time a lot is developed.

~~(3) — The peak discharge of storm water resulting from the development shall not exceed the peak discharge calculated prior to the development. Provision for storm drainage shall be designated to safely retain storm water or adequately carry and discharge accumulated runoff into drainage channels, storm sewers or natural watercourses so it does not cause increased damage or increased flooding downstream. Applicants shall show retention methods, when applying for a building permit.~~

~~(4) — No existing watercourse or other natural drainage system, whether on-site or off-site, shall be disturbed by an on-site building development or construction activity unless a City Engineer approves the change to the watercourse or other natural drainage system;~~

~~(5) — All floodways shall be dedicated as drainage easements or drainage rights-of-way;~~

~~(6) — Cut or fill slopes for roads shall not exceed 15 feet in height;~~

~~(7) — Cut slopes for building sites shall not exceed 15 feet in height, unless a structural alternative acceptable to the City Engineer is provided; but in no case shall the height of the cut exceed the height of the building;~~

~~(8) — The horizontal measurement for an exposed, unstabilized surface of a cut shall be no less than twice the vertical measurement, unless a structural alternative acceptable to a City Engineer is provided, or unless it can be demonstrated by the grading plan that existing soils will naturally accommodate a steeper slope; and~~

~~(9) — The horizontal measurement for an exposed unstabilized surface of a fill slope shall be no less than three times the vertical measurement, unless a structural alternative acceptable to a City Engineer is provided.~~

~~(B) Design Standards~~

~~Subdivision design standards as set forth in §14-9.4(A) shall not apply. However, an access and utility easement shall be required.~~

~~This easement shall be a minimum of 20 feet wide~~

~~Access road improvements shall be at the discretion of the owner of the property.~~

~~When the access easement of record to the proposed lot is less than 20 feet wide, then this standard shall be reduced to no less than 15 feet. In addition, where the subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a storm water easement or drainage right of way conforming substantially with the lines of such watercourse is required.~~

~~(C) Required Improvements~~

~~Inheritance and family transfer subdivisions are exempted from required improvements as set forth in §14-9.4 except as follows:~~

~~March 17, 2011 PC Draft 14-9~~

~~(1) Provision for water and liquid waste disposal must be approved by the environmental improvement division of the health and environment department of the state of New Mexico.~~

~~(2) Any hook ups to proposed City sewer system must meet the applicable City requirements; and~~

(AD) Installation of Improvements

~~(3) Any improvements required to be constructed on inheritance or family transfer subdivisions shall be required to be completed at the time the building permit is requested~~ are only be required to be completed at the time the building permit is requested issued on any lot contained in the subdivision, and not at the time of plat approval or recordation. No financial guarantee is required at the time of plat recordation.

(BE) Density and District Regulations

~~Inheritance and family transfer subdivisions are required to meet the standards for use, density building placement, height, open space, parking and other items set forth in the district regulations. Densities for newly annexed areas shall conform to the density range provisions set forth in the General Plan.~~ must conform to the density range provisions set forth in the General Plan.