



Agenda

Long Range Planning Sub-Committee (LRPC)

**Tuesday, November 1, 2016
11:00 a.m. to 1:00 p.m.
Round House Meeting Room
City of Santa Fe Rail District Offices
500 Market St., Suite 200**

- 1. CALL TO ORDER**
- 2. MEMBERS IN ATTENDANCE**
- 3. APPROVAL OF AGENDA**
- 4. APPROVAL OF NOTES: October 5, 2016**
- 5. DISCUSSION ITEMS:**
 - A. *Draft* Land Use & Urban Design Study (review of document)**
- 6. MATTERS FROM THE STAFF**
- 7. MATTERS FROM THE COMMITTEE**
- 8. MATTERS FROM THE PUBLIC**
- 9. NEXT MEETING DATE: Thursday, December 1, 2016**
- 10. ADJOURN**

An interpreter for the hearing impaired is available through the City Clerk's Office (955-6521) upon 5 days notice. For questions regarding this agenda, please contact the Long Range Planning Division at 955-6609.

Long Range Planning Sub-committee Meeting

October 5, 2016 Meeting Notes

Committee Members present:

Kim Shanahan
Justin Greene
Michael Maremont

Staff Members present:

Richard Macpherson
Reed Liming
Greg Smith

- Kim called the meeting to order at 11:06 a.m. Justin made a motion to approve the August and September notes. Michael seconded the motion. Reed reminded the group that it doesn't appear as though a stenographer will be assigned to the LRPC meetings. Staff will continue to take meeting notes.
- Reed described the changes made to the draft Land Use & Urban Design Study since the last meeting. Justin mentioned having a community services/facilities map would be helpful. Reed said annexation created a younger demographic in the city.
- Discussion regarding census data & home sales, etc. LRPC got to page 9 in the draft at the last meeting. Richard updated the endangered species information in the draft. Justin asked about building permits data.
- Justin asked about having a school location map. Justin inquired about a map showing public safety, senior centers & youth centers, perhaps calling it a Community Services map. Discussion about having a map showing residential building permits, Kim suggested from 2000 to 2010.
- Michael asked who the audience will be for this document and to be careful to not have too much information. Reed said it will be a public document and be on the web. Reed mentioned having a more reasonably sized general plan would be good. Kim mentioned showing permit information

- Discussion about building permits in Santa Fe and prices of homes combined on one map. Greg likes having City Plan and plans for the future are very helpful to him and his staff.
- Reed said he will look into a Facilities map and a Permit map showing median prices over the last 10 to 15 years. Kim said to take out “eligibility” wording in the Historic Districts map. Long Range staff will talk to David Rasch in Historic Preservation Division for his opinion on whether or not to leave “Potential Historic Districts” designation on the map.
- Discussion about how mixed-use projects might function in Santa Fe. Justin suggested that chapters 4 and 5 be switched. Justin mentioned economic development issues.
- Discussion regarding moving LRPC meetings to Thursdays.
- Next meetings were agreed to as Tuesday, November 1st and Thursday, December 1st, both at 11:00 a.m.

Meeting notes: _____

Date: _____

Approved by: _____

Date: _____

Residential Growth & Median Housing Prices

New Dwelling Units Built Between 2000-2015

- Single-Family Dwelling Units (4847)
- Multi-Family Dwelling Units (374)
- Accessory Dwelling Units (401)

Median Housing Prices 2015

- Northeast (\$723,000)
- Northwest (\$410,825)
- Southeast (\$550,000)
- Southwest (\$231,212)

Northwest (\$410,825)

- Single-Family Dwelling Units (537)
- Multi-Family Dwelling Units (71)
- Accessory Dwelling Units (41)

Northeast (\$723,000)

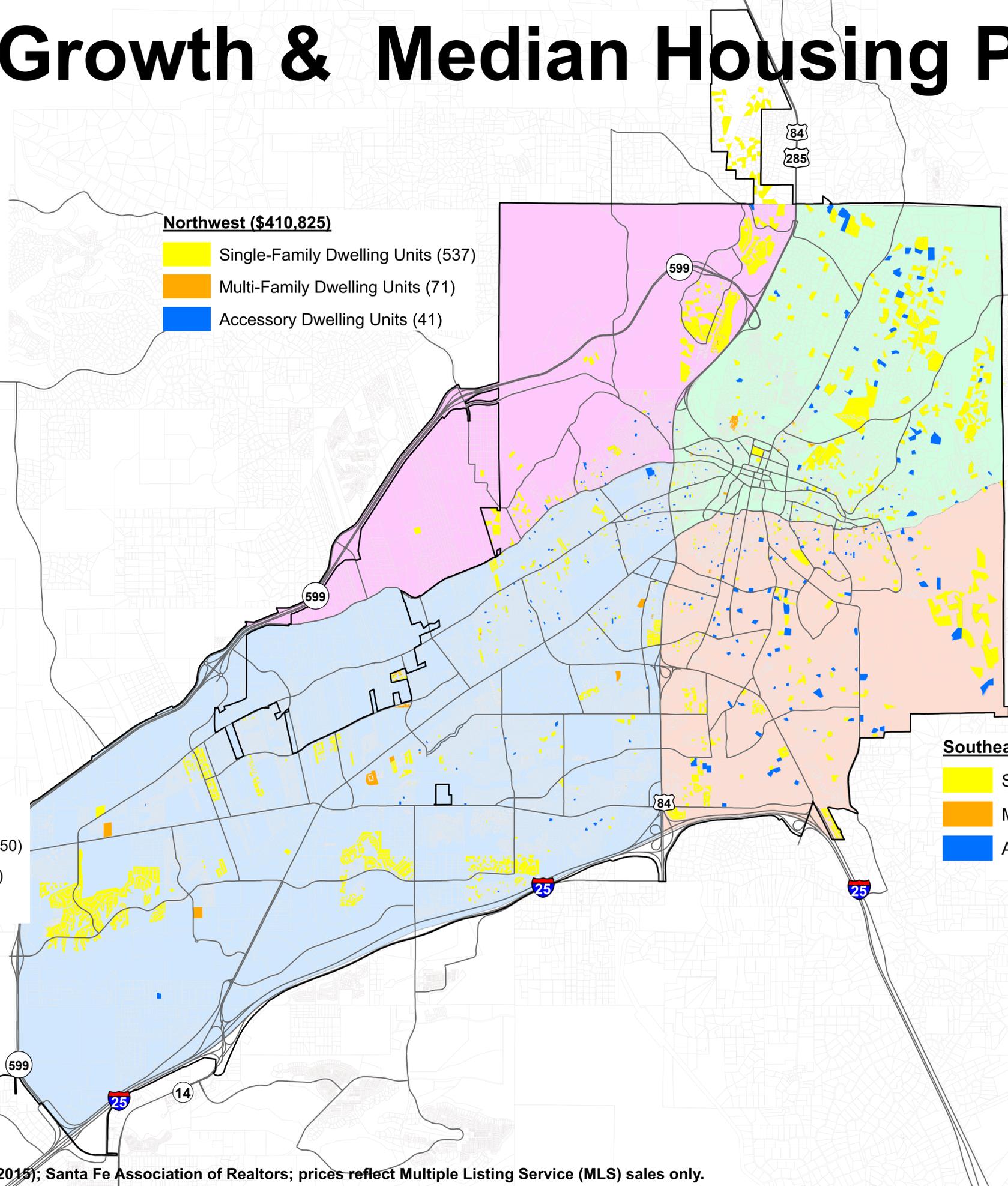
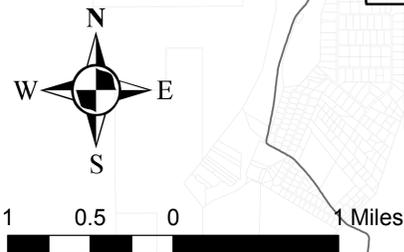
- Single-Family Dwelling Units (479)
- Multi Family Dwelling (126)
- Accessory Dwelling (126)

Southeast (\$550,000)

- Single-Family Dwelling Units (447)
- Multi-Family Dwelling Units (17)
- Accessory Dwelling Units (139)

Southwest (\$231,212)

- Single-Family Dwelling Units (3350)
- Multi-Family Dwelling Units (155)
- Accessory Dwelling Units (91)



Reference Scale: 1:0
 Time: 2:19:39 PM
 Date: Friday, October 21, 2016
 Prepared By: Leonard Padilla (GIS Project Coordinator)
 City of Santa Fe GIS
 200 Lincoln Ave. P.O. Box 909
 Santa Fe, New Mexico 87504-0909
 Coordinate System:
 NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983
 Disclaimer: This information is for reference only.
 The City of Santa Fe assumes no liability
 for errors associated with the use of these data.
 Users are solely responsible for confirming data
 accuracy when necessary.

Source: Median housing prices for quadrants of the city (2015); Santa Fe Association of Realtors; prices reflect Multiple Listing Service (MLS) sales only.

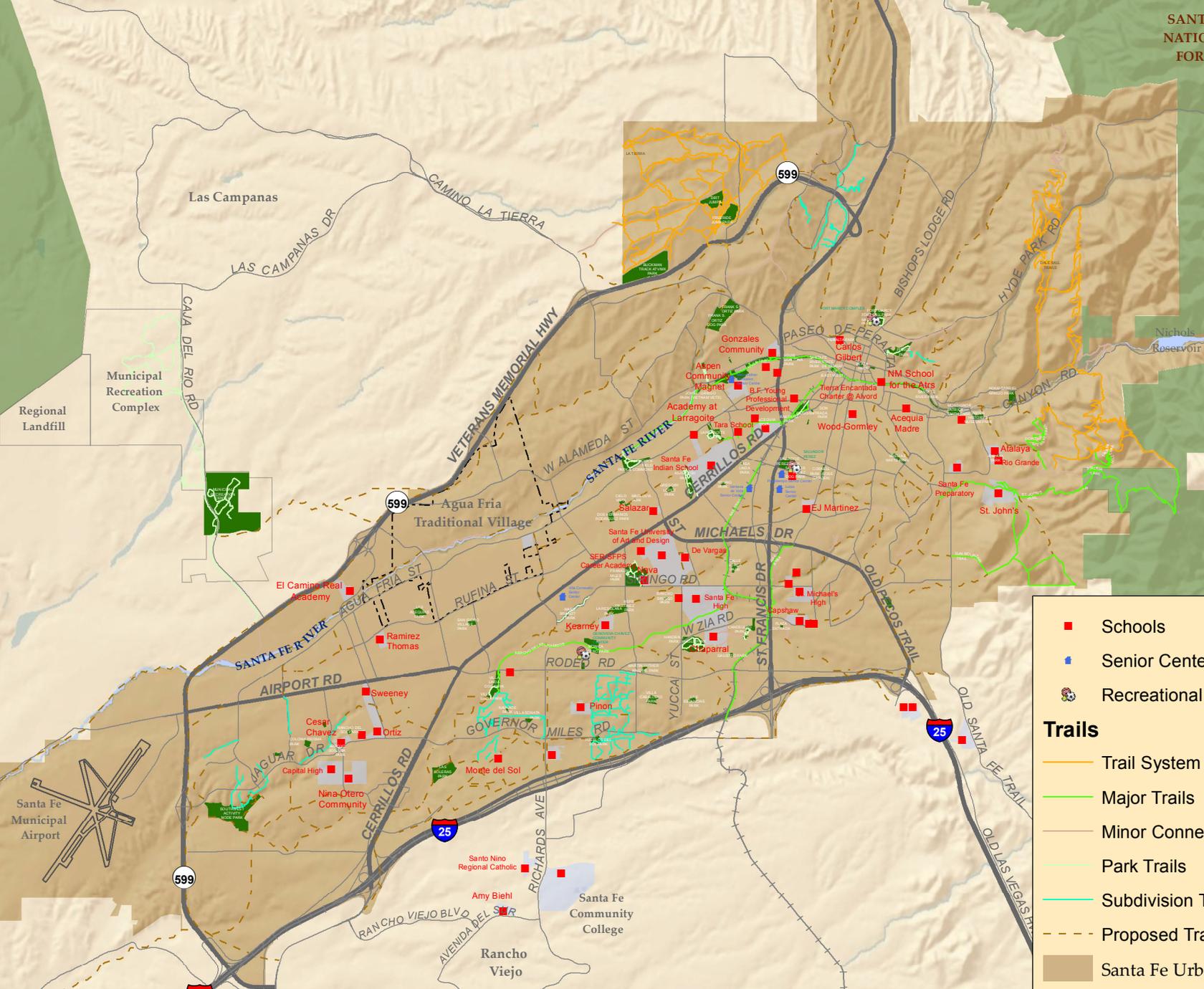
SCHOOL, TRAILS, PARKS, RECREATIONAL COMPLEX & SENIOR CENTERS

SANTA FE NATIONAL FOREST

SANTA FE NATIONAL FOREST

SANGRE DE CRISTO MOUNTAINS

SANTA FE NATIONAL FOREST



- Schools
- Senior Centers
- Recreational Complex

Trails

- Trail System
- Major Trails
- Minor Connection Trails
- Park Trails
- Subdivision Trails
- - - Proposed Trails
- Santa Fe Urban Area

0 1 2
Miles



Regional Landfill
Municipal Recreation Complex



Academy for Technology and the Classics (ATC) ■ Institute of American Indian Arts

City of Santa Fe



Land Use & Urban Design Study

DRAFT

Acknowledgments

Staff Contributors

Alexandra Ladd, Affordable Housing

David Rasch, Historic Preservation

Donna Wynant, Land Use

Greg Smith, Land Use

Katherine Mortimer, Sustainability

Lisa Martinez, Director, Land Use

Mark Tibbetts, Transportation

Project Staff

Reed Liming, Long Range Planning

Richard Macpherson, Long Range Planning

Gilbert “Gil” Martinez, Graphic Artist

Leonard Padilla, G.I.S. Project Coordinator

Photo Sources/Acknowledgments

Maria Clokey, City of Santa Fe Multi Media - Cover Photo

Table of Contents

Land Use & Urban Design Study

Santa Fe City Charter (iii)

Public Opinion & Community Goals (iv)

1. *Introduction & Community Profile* (pages 1-6)

- Introduction
- Planning Area Boundaries
- Demographic & Economic Data
- Population Shift (map)
- Population Density (map)
- Santa Fe's Aging Population (map)
- Age, Income and Ethnicity (map)

2. *Natural Setting & Environment* (pages 7-10)

- Santa Fe River
- Escarpments
- Ground Water & Surface Water
- Air Quality
- Vegetation
- Wildlife & Plants
- Natural Features (map)

3. *History & Preservation* (pages 11-13)

- History & Preservation
- The Preservation Movement
- Historic Buildings
- Historic Neighborhoods
- Historic Downtown
- Archaeological Sites
- Historic Districts & Landmarks (map)

4. *Urban Design & City Character* (pages 14-21)

- Residential Design
- Community Oriented Downtown
- Corridor Redevelopment
- Employment Centers
- Neighborhood Centers
- Railyard Redevelopment
- Urban Design Essentials
- Commercial Design
- Residential Design
- Street Sections
- Other Design Elements

5. *Land Use & Growth Management* (pages 22-35)

- Growth & Water
- Growth Projections
- Annexation
- Growth Management
- Santa Fe's Aging Population
- Centers & Corridors
- Areas to Conserve
- Areas of Focus
- Centers & Corridors (map)
- Planned Communities
- Housing & Affordability
- Transportation & Mobility
- Connections - Transit, Trails & Parks (map)
- Sustainability & Energy
- Policies
- Future Land Use (map)

Santa Fe City Charter

The Charter of the City of Santa Fe was adopted by the voters of the City of Santa Fe, New Mexico, at a Special Municipal Election held on December 9, 1997; amended by the voters of the City of Santa Fe, New Mexico, at a Regular Municipal Election held on March 4, 2008; and amended by the voters of the City of Santa Fe at a Regular Municipal Election held on March 4, 2014.

The following are the seven “policy statements” contained in the City Charter, thus far:

Article II. Policy Statements

2.01. Code of ethics.

The proper administration of democratic government requires public officials to exercise a high degree of integrity and honesty, free from undue and inappropriate influence and further requires that government decisions and policy be made in a fair manner, guided by the best interests of the people and the community, so that the public may have confidence in its government. To effect these ends, the governing body shall by ordinance establish standards for the ethical conduct of all elected and appointed officials and all employees of the city, and provide consequences for violating such ethical standards.

2.02. Human and civil rights.

The human and civil rights of the residents of Santa Fe are inviolate and shall not be diminished or otherwise infringed. To that end, no city ordinance, resolution or policy shall be enacted or adopted nor shall any action be condoned which discriminates on the basis of ethnicity, race, age, religion, creed, color, national origin, ancestry, sex, gender, sexual orientation, physical or mental disability, medical condition or citizenship status; nor shall any ordinance enacted or policy adopted protecting or enhancing these rights be subject to the right of referendum or initiative. The governing body shall preserve, protect and promote human rights and human dignity, and shall, through all of its activities, including but not limited to employment, awarding of contracts, housing accommodation, and the provision of city services, prohibit and discourage such discrimination. To effect these ends, the governing body may enact ordinances and establish appropriate commissions with jurisdiction, authority, and staff sufficient to effectively administer this policy.

2.03. Environmental Protection

The natural beauty of Santa Fe, its historical heritage, and its unique architectural style are among the city’s most valued and important assets. In order to enhance the beauty and quality of both the natural and built environment within and around the city, the governing body shall protect, preserve and enhance the city’s natural endowments, plan for and regulate land use and development, manage the city’s growth, encourage source reduction, re-use and recycling of materials, and promote and maintain an aesthetic and humane urban environment. To effect these ends, the governing body may take whatever action is necessary and may enact ordinances and may establish appropriate commissions with jurisdiction, authority, and staff sufficient to effectively administer this policy. Because water quality and availability are extremely important to the citizens of Santa Fe, the governing body shall protect, preserve, and enhance the city’s water resources through regulation, conservation and relating development to water availability.

2.04. Cultural and neighborhood preservation.

The people of Santa Fe derive invaluable benefits from our multi-cultural heritage. The multiethnic and multi-racial residents who have made their homes here over the centuries have each left their unique cultural mark on our city, producing a rich blend of stories, traditions and neighborhoods. The result is a community that treasures a variety of artistic, literary and musical forms, that symbolizes an architectural style, and that celebrates the diversity of those who have chosen to live here. We therefore declare that the multi-cultural heritage and neighborhoods of Santa Fe are essential to the people of this community and that public officials shall at all times exercise their powers with sensitivity to and respect for that cultural and neighborhood heritage.

2.05. Campaign finance and campaign practices.

The escalating cost of campaigning for elective office provides an opportunity for monied interests to control the electoral process of city government. Candidates may be encouraged to put the interests of their campaign contributors ahead of the needs and concerns of their constituents, and the passage or defeat of a measure may be skewed by monied interests to the detriment of the public interest. In order to eliminate financing inequities, conflicts of interest, and the potential for corruption inherent in this situation, the governing body shall enact such ordinances, and may appoint such commissions and take such other actions as may be necessary to make campaigns for elective office more democratic. To this end, the governing body shall facilitate voting, establish ethical standards for the conduct of campaigns, regulate lobbying of city officers and employees, provide methods of voter education that will enhance the possibility for an open, accountable and responsive campaign process, encourage broad-based contributions from the public, and require that each candidate and campaign committee for issues appoint one central committee to coordinate, control and report all financial transactions and make full and timely disclosure of all campaign contributions and expenditures. The governing body shall provide for meaningful public financing of campaigns.

2.06. General plan.

The governing body shall establish and adopt by ordinance or resolution the policies, goals and objectives outlined in the city General Plan. Such policies, goals and objectives shall not be revised or amended without one or more public hearings by the governing body.

2.07. Support for local business and an enduring local economy.

A local economy is critical to a healthy and prosperous community. The governing body shall, as guiding principles, strive to support local business, a strong local entrepreneurial spirit, and an enduring local economy that recognizes the rights of all to earn a living wage.

Public Opinion & Community Goals

Public Opinion

During April, 2013 over 500 Santa Feans responded to an on-line public survey, that asked what Santa Fe did well and what the city needed to improve the most. According to the survey results, Santa Fe's top strengths include:

- Promoting Arts & Culture
- Preserving History
- Providing Parks, Trails, Open Space & Recreation

The top issues under city government direction that respondents said the city needed to improve most include:

- Jobs & Economy
- Managing Growth
- Sustainability and Clean Energy



Photo credit: Caretaking Couple, creative common

Community Goals

The city's General Plan (1999) set out overall themes, or community goals. The goals are still important and help to summarize Santa Fe's vision for the future. (Goals are not necessarily listed in order of priority.)

AFFORDABLE HOUSING – Actively participate in the creation of affordable housing.

QUALITY OF LIFE – Enhance the quality of life of the community and ensure the availability of community services for residents.

TRANSPORTATION ALTERNATIVES – Reduce automobile dependence and dominance.

ECONOMIC DIVERSITY – Develop and implement a comprehensive strategy to increase job opportunities, diversify the economy and promote arts and small businesses.

SUSTAINABLE GROWTH – Ensure that development is sustainable and that growth, conservation, redevelopment and natural resource protection are balanced.

REGIONAL PERSPECTIVE – Maintain a regional growth management perspective and work with other private and governmental entities towards that goal.

WATER – Undertake comprehensive efforts to conserve water and ensure adequate supplies with growth.

CHARACTER – Maintain and respect Santa Fe's unique personality, sense of place and character.

URBAN FORM – Promote a compact urban form and encourage sensitive/compatible infill development.

COMMUNITY-ORIENTED DOWNTOWN – Put community activities back into downtown.

COMMUNITY-ORIENTED DEVELOPMENT – Orient new development to the community; foster public life, vitality and community spirit.

MIXED USE – Provide a mix of land uses in all areas of the city.

REVIEW PROCESS – Streamline the planning and development review process.

IMPLEMENTATION – Ensure consistency between the General Plan, implementing ordinances (including zoning and impact fees) and the Capital Improvements Program (CIP).

Introduction & Community Profile

1. Introduction

This document is intended to help prepare an update to the City of Santa Fe's 1999 General Plan by looking at recent and anticipated development trends and incorporating a vision for future growth. It is intended to reflect changing demographic and economic conditions in the community.

Planning Area

This document covers planning within the Santa Fe city corporate limits (population 84,009). A somewhat larger Urban Area also includes the Agua Fria Traditional Historic Community (population 3,225) and residential subdivisions east of the city, which remain under county jurisdiction. The city comprises approximately 53 square miles, or 84% of the Urban Area's 63 square miles. Santa Fe is generally bounded by the city limits to the north, Sangre de Cristo Mountains to the east, Interstate 25 to the south and the municipal airport and state highway NM 599 (i.e. Veterans Memorial Highway) to the west.

Regional Location

The Santa Fe region is characterized by national forest and pueblo lands to the west, north and east while large tracts of privately owned land and smaller residential communities exist to the south (i.e. Eldorado, Madrid, Galisteo and Lamy).

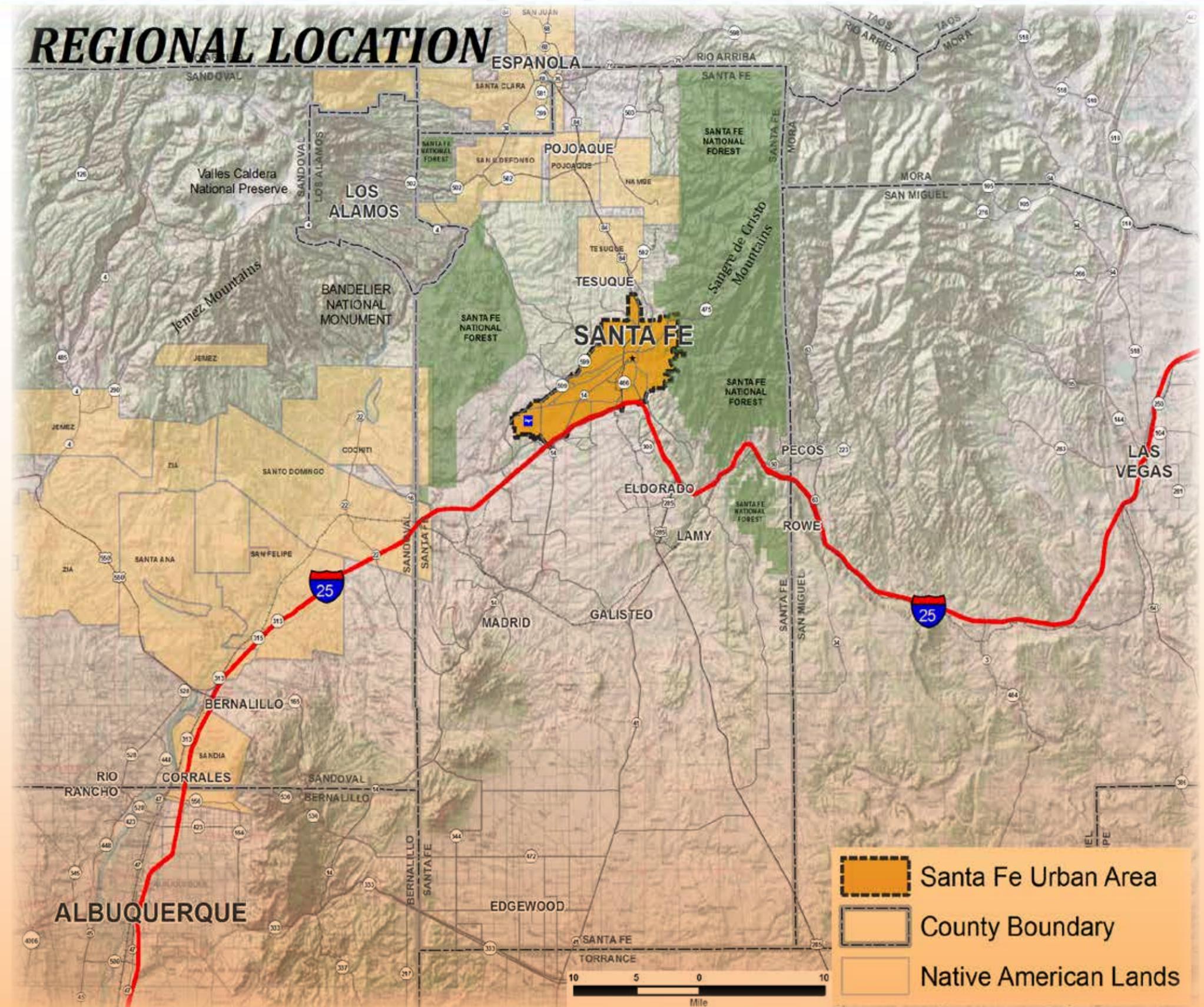
Albuquerque, New Mexico's largest city and economic center, is 60 miles to the southwest. Las Vegas is also about 60 miles from Santa Fe to the east around the southern tip of the Rocky Mountains. Los Alamos County and the National Laboratories are northwest of Santa Fe. Española is approximately 25 miles north of Santa Fe on U.S. Highway 84/285.

2015 Population

City	City	MSA*/County	
Santa Fe	84,099	148,686	(Santa Fe County)
Albuquerque	559,121	907,301	(Four Counties**)
Las Cruces	101,643	214,295	(Doña Ana County)
Rio Rancho	94,171	139,394	(Sandoval County)
Las Vegas	13,386	27,967	(San Miguel County)
Los Alamos	17,785	17,785	(Los Alamos City/County)
Española	10,066	39,465	(Rio Arriba County)

* Metropolitan Statistical Area; U.S. Census 2015 city and county population estimates.

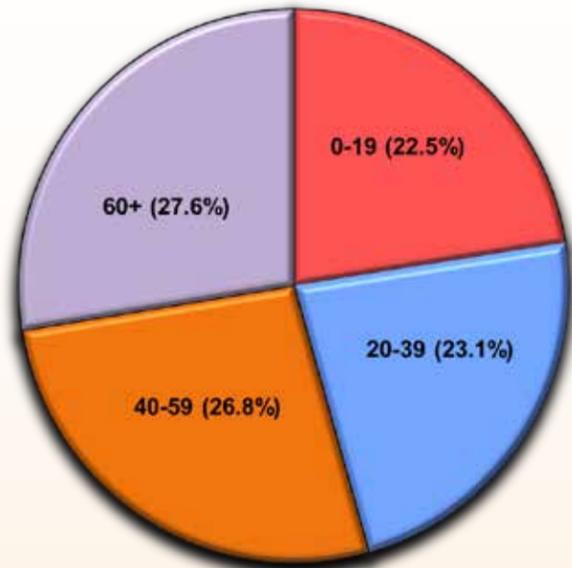
** Albuquerque MSA includes Bernalillo, Sandoval, Valencia and Torrance Counties



Introduction & Community Profile

Demographic and Economic Data

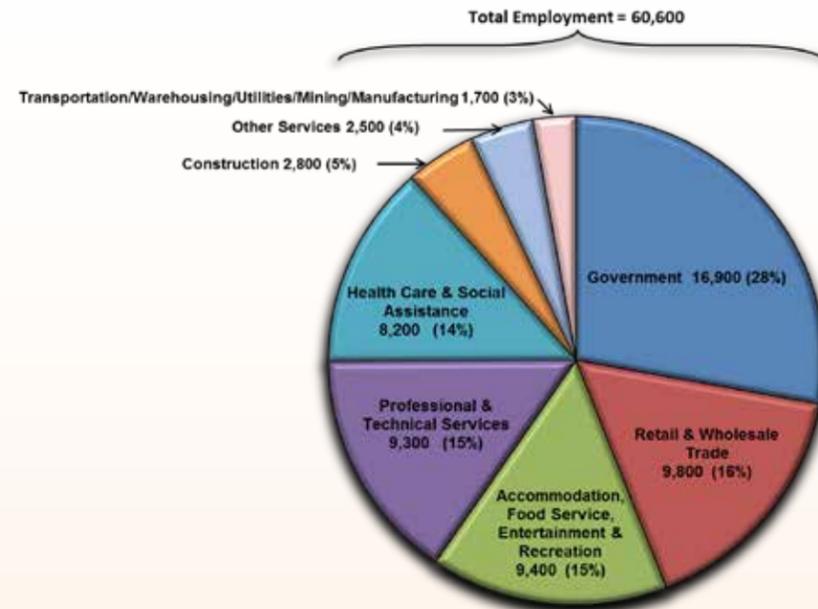
City of Santa Fe Population Percentage by Age Group



Source: U.S. Census (ACS, 2015)

Santa Fe's largest age group (60+) will continue to grow in the years ahead based on the size of the 40-59 age group.

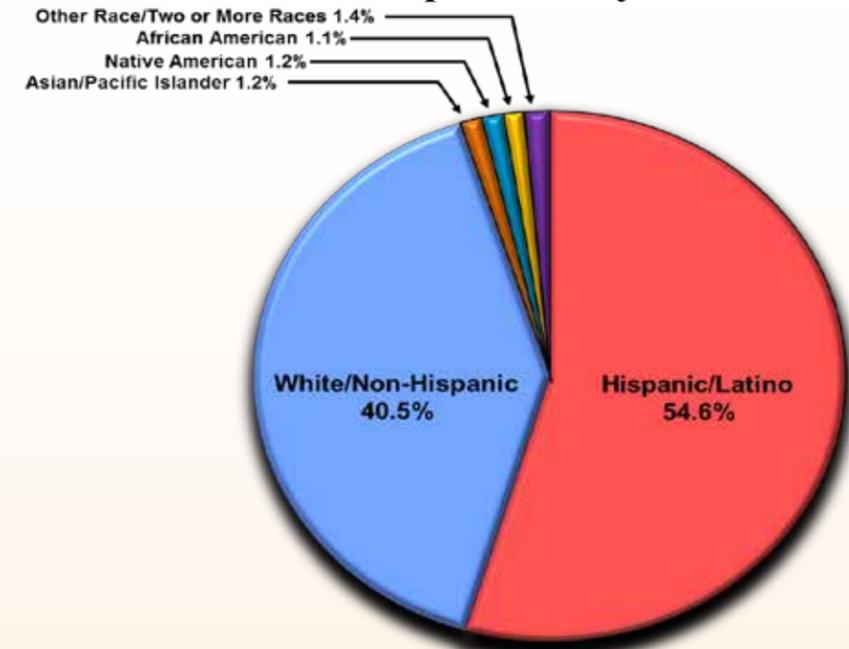
Employment by Sector, Santa Fe County



Source: New Mexico Department of Workforce Solutions; Derived from Table D (2013).
 Notes: 1. Figures Rounded to Nearest 100 and Whole Percent.
 2. Agriculture, Forestry, Fishing & Hunting = 170
 3. Manufacturing = 830 (1.5%)

Santa Fe's role as a historic capital city and seat of state government is reflected in its employment figures. The Government sector employs more than 1 in 4 workers, while the Retail/Wholesale sector and the Accommodation/Food Service sectors, often associated with Santa Fe's history as a tourist destination, each employ 1 out of every 7 workers. These three sectors combine to employ nearly 60% of all those working in Santa Fe.

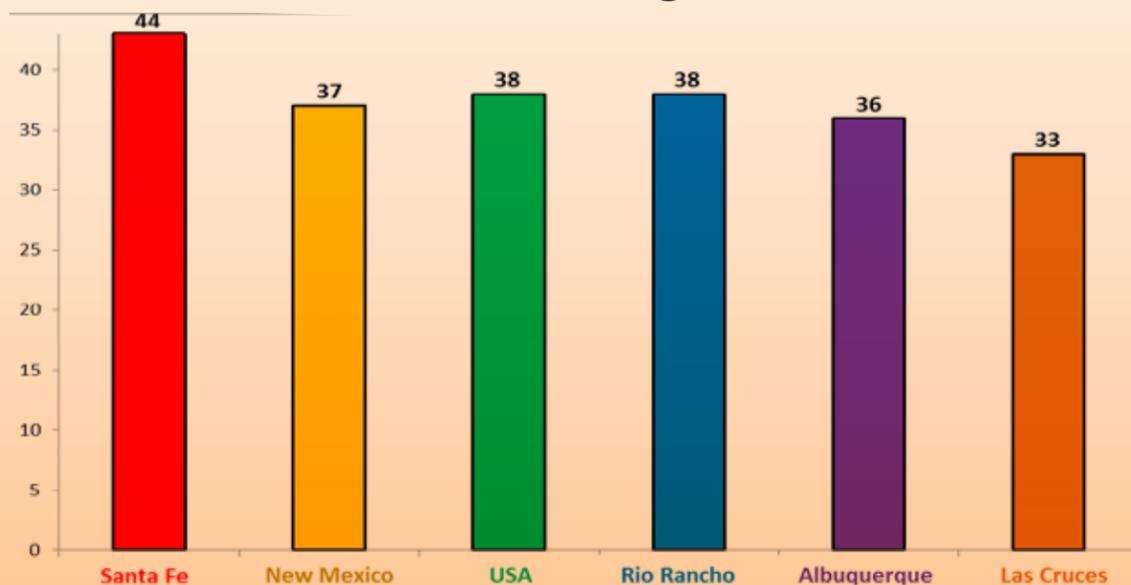
City of Santa Fe Population by Race



Source: U.S. Census (ACS, 2015)

Santa Fe's Hispanic/Latino population (54.6%) and White, Non-Hispanic population (40.5%) comprise just over 95% of the city's residents.

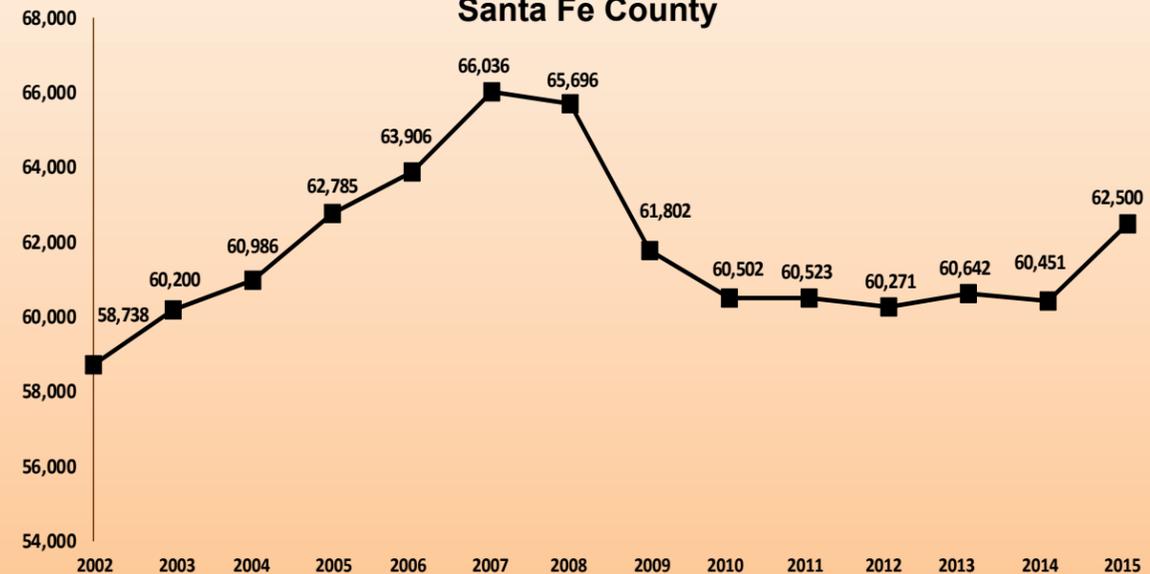
Median Age



Source: U.S. Census (ACS, 2015)

Santa Fe's population is older than the state, the U.S. and other New Mexico cities. This disparity in median age with other New Mexico cities may continue to grow.

Total Employment by Year Santa Fe County



Source: New Mexico Department of Workforce Solutions; Average Annual Employment (Table D)

Employment levels increased steadily and reached a peak in 2007 before the recession. Regaining pre-recession employment is proving to be a gradual process.

Introduction & Community Profile

Population Shift

Population Growth

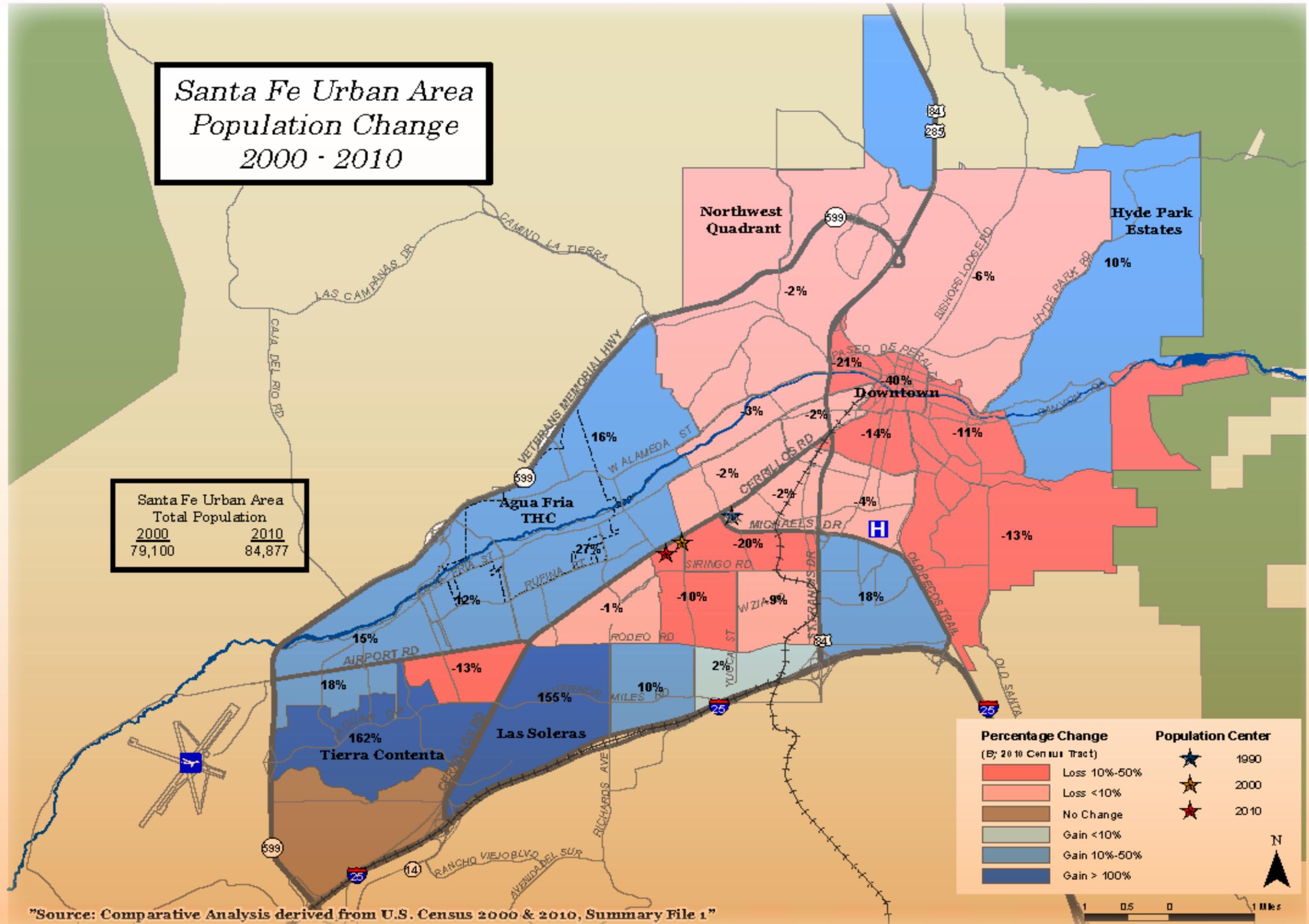
Santa Fe has been growing to the southwest for decades and this trend will continue, but at a slower pace. Flat land that allows higher housing densities via smaller lots and smaller homes has provided a more affordable location for young families in Santa Fe.

Population Decline

Population on the north and east side of Santa Fe has been generally declining since 1990. Most of this is due to the existence of vacation or 2nd homes, high housing costs in the area.

Future Trend

Tierra Contenta and Las Soleras will continue to absorb much of the city's growth through 2030 and beyond. These two master planned areas together could have an additional 3,000-4,000 housing units constructed within them. Also, directly south of Tierra Contenta is another area of over 400 acres of undeveloped land.



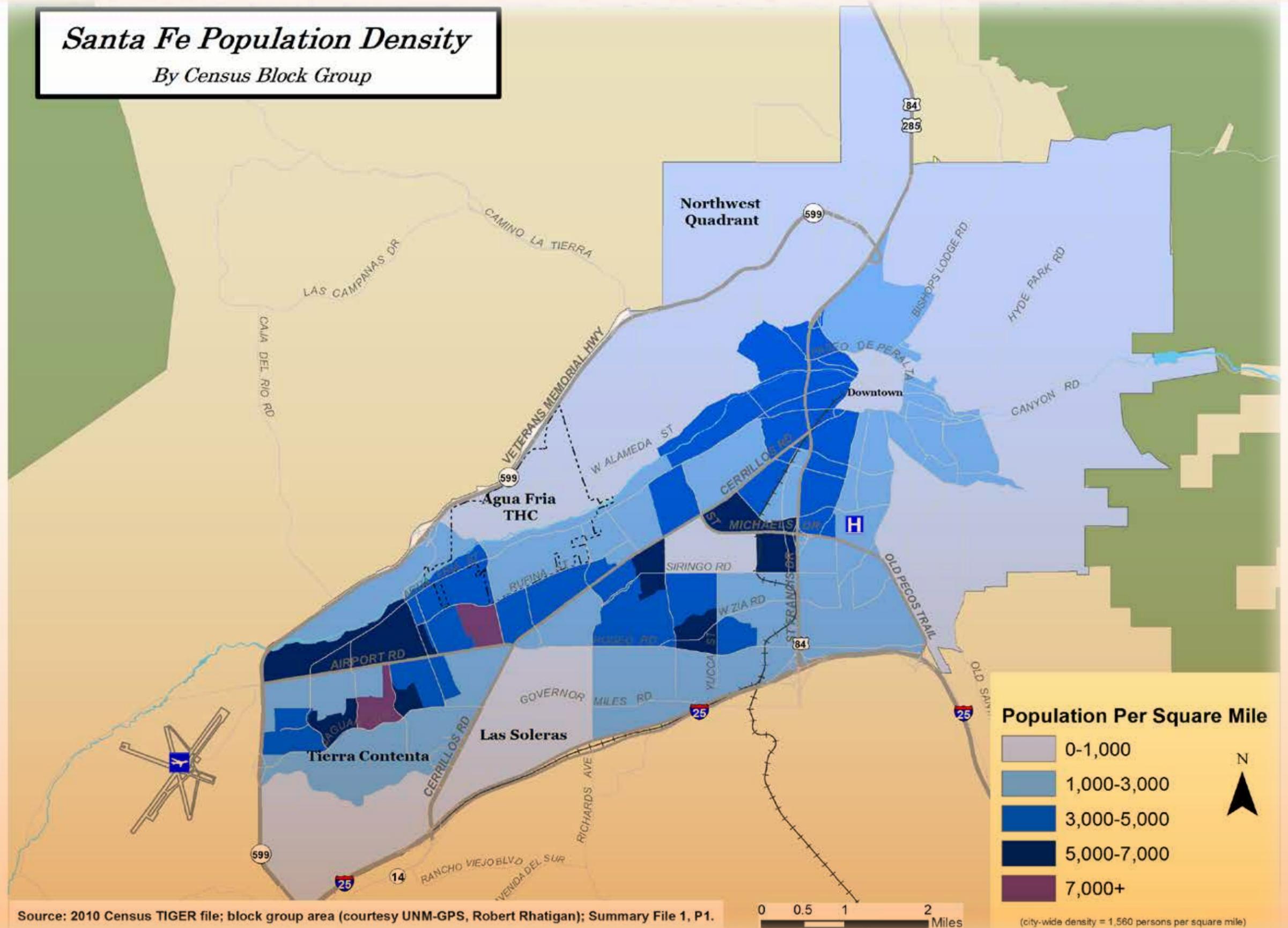
Introduction & Community Profile

Population Density

Santa Fe's most densely populated areas (7,000+ residents per square mile) are in Las Acequias and Tierra Contenta in the Airport Road area in the southwest part of the city.

Other high density areas (5,000-7,000 residents per square mile) exist along Airport Road, as well as in the central part of the city, in the Bellamah neighborhood west and south of Siringo Road, and on both sides of St. Michael's Drive.

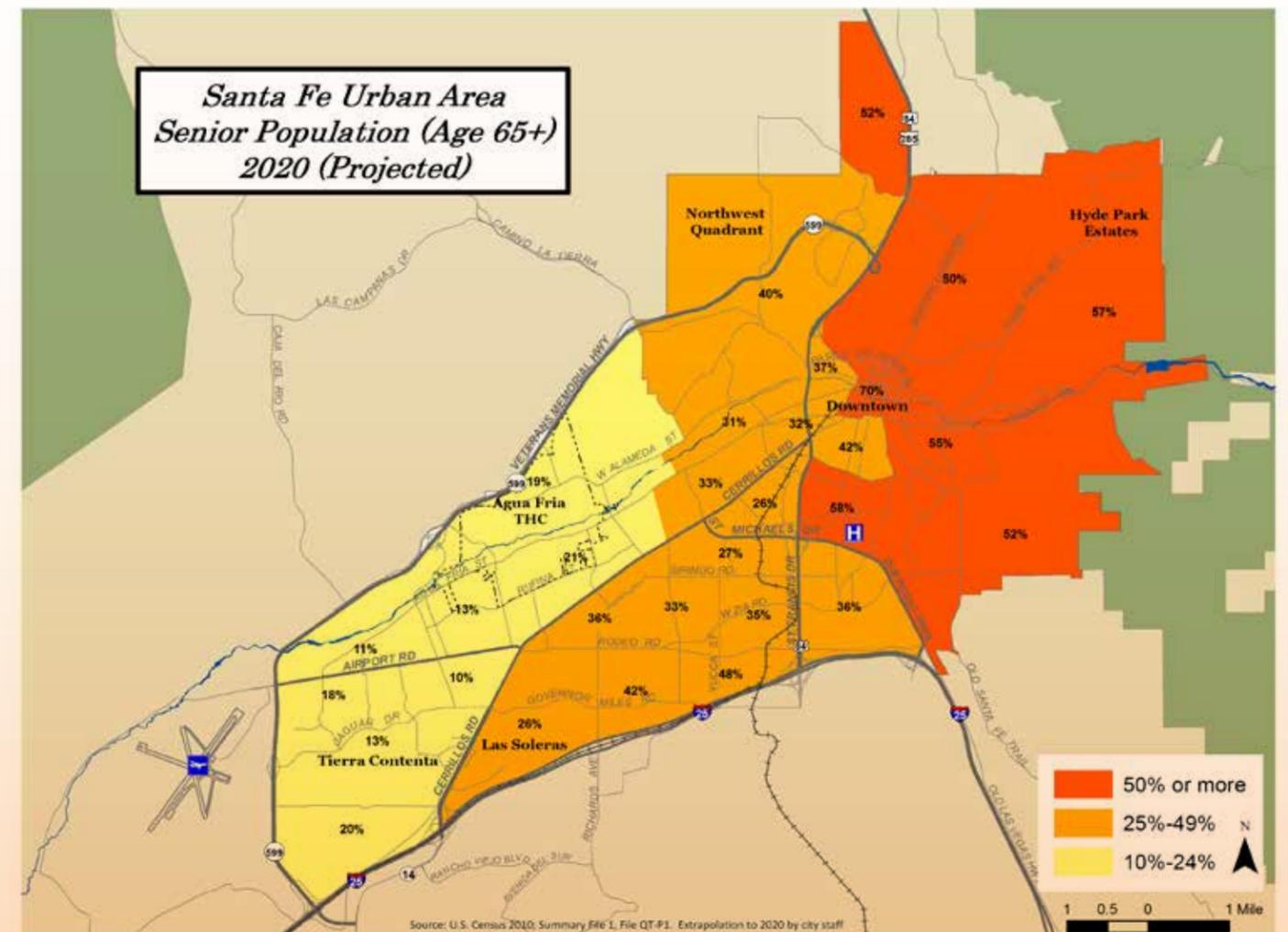
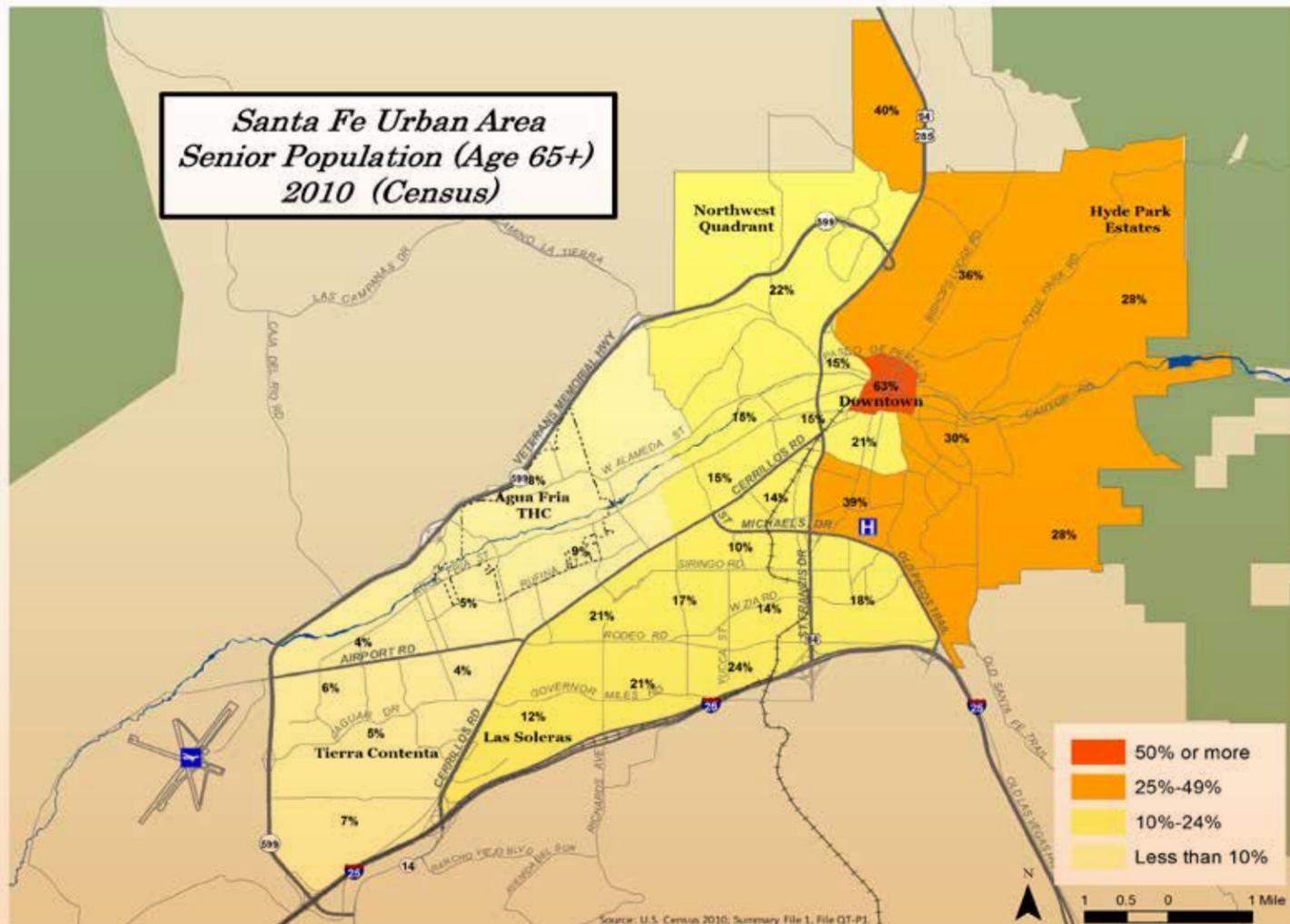
The city has lower population densities on the north and east sides due to hilly terrain and lower housing densities. The lower population densities in the extreme southwest part of the city represent areas that have yet to fully develop, but are capable of holding much higher densities in the future.



Introduction & Community Profile

Santa Fe's Aging Population

Growing Senior Population – The senior segment (age 65+) of Santa Fe's population will continue to grow quickly, especially on the north and east sides of town, as more residents turn 65 and retirees continue moving to the area. Santa Fe's senior population could double this decade, reaching 20,000 by 2020, accounting for nearly 25% of the city's population.



Natural Setting & Environment

2. Natural Setting & Environment

Santa Fe is located in a unique and beautiful natural setting, on the western edge of the Sangre de Cristo Mountains – a setting that has inspired residents and visitors for centuries. The city has a dry, sunny climate with more than 300 days of sunshine annually and only enough precipitation (10-14 inches annually) to support a ground cover of mostly piñon and juniper trees, some native grasses and wild flowers. Four distinct seasons produce daily temperatures that range from an average high in the low to mid-40's during the winter months to the mid-80's during the summer months. The typical first frost can occur from late-September to mid-October and the last frost can occur from late-April to mid-May.

Water is this area's most precious resource. Sustainable development, water conservation and the preservation of the natural setting are vital to Santa Feans.

Santa Fe River

The Santa Fe River flows out of the Sangre de Cristo Mountains from east to west and was first collected in a reservoir on the city's east side in the early 1900s. There are currently two reservoirs, McClure and Nichols, which are part of the river system as it flows into the city. Due to the reservoirs, the river no longer flows continuously through the city, though the city has considered trying to renew a continuous flow with the "Living River" initiative by regular releases from the reservoirs. The river is also a key feature in the city's multi-use Trail system as the city and county work together to complete a paved trail along the river's 7-mile reach from St. Francis Drive to where the river channel crosses underneath Highway NM 599.

The Santa Fe River is the heart of a natural drainage (arroyo) system that extends from the Sangre de Cristos in a westerly-southwesterly direction across the city. The arroyos form an important part of the local ecosystem and they extend through the urban area from northeast to southwest.

In urban and semi-developed areas, numerous wildlife species, such as coyote, skunk, and rabbit use these corridors to travel between remaining areas of native habitat. The sides of the arroyos also provide nesting and burrowing habitat for species such as coyote, burrowing owl and rabbits.

Major arroyos, such as the Arroyo de los Chamisos, have not been channelized or lined. This allows for percolation and helps with natural recharge of groundwater aquifers, as flooding has not been a recurring problem, historically, for Santa Fe. Road, street and subdivision patterns wrap around or along arroyos and follow the contours of the land. This system of arroyos provides excellent use as passive and even active park and open space in many locations.



Photo Credit: Maria Clokey, City of Santa Fe Multi Media

Escarpments

The city's north and east sides contain many ridge-tops and steep slopes due to the city's proximity to the Sangre de Cristo Mountains and foothills. Hills and mountains are visible from most locations in the city and are good elements for orientation. The foothills are home to many sensitive biological resources and the alteration of these natural slopes can impact drainage and increase runoff.

The escarpment, ridges and foothills lying to the north and east of the city present problems in terms of the management of grading, erosion and storm runoff during and after the land development process. Several escarpments or steep slopes separate the flatter portion of Santa Fe from the higher elevations to the northwest and northeast of downtown Santa Fe. The city has specific regulations limiting the type and amount of land development on ridge tops and steep slopes.



Photo Credit: Maria Clokey, City of Santa Fe Multi Media

Natural Setting & Environment

Ground Water & Surface Water

Santa Fe receives its water supply from three sources: mountain runoff, the aquifer and the Rio Grande via the Buckman Diversion facility. Historically, as much as 40% of the city's water supply was dependent on the winter snowfall in the Sangre de Cristo Mountains above the city, stored in reservoirs. Now with the addition of the Rio Grande Diversion Facility at Buckman, Santa Fe's water management approach balances the three sources.

The city's high desert location can mean long periods without any rain or snow. Periods of drought can dramatically limit surface water supplies.

Over 20,000 acre-feet of rain water falls within Santa Fe city limits during a typical year. That is more than the average annual usage for all urban use in the city. This runoff can be used to support plants and trees, reduce potable water demand and recharge the overtaxed ground water supplies. Uncontrolled runoff causes erosion and causes maintenance problems in the millions of dollars.

An arroyo is a dry watercourse which can turn into a torrent of flowing water after thunderstorms. Arroyos can be formed by severe run-off and overgrazing and other misuses and a subsequent lack of vegetative hold on the arid landscape in the desert southwest. By capturing runoff before it ends up in the arroyos, the torrential flash flooding that scours the river channel is reduced and could lead to improved conditions for the Santa Fe River.



Photo Credit: karenmarrolli.wordpress.com Sangre de Cristo Mountains from Arroyo Chamiso Trail - Creative Commons



A stunning view of the Santa Fe River all the way from the Canyon Road treatment plant past Nichols and McClure Reservoirs, stacked one above the other on the mountain. Frozen and white with snow they shone among the pines — the source of 40 percent of Santa Fe's drinking water.

*Photo Credit:
The Santa Fe Review
George Johnson*

Air Quality

With an elevation of 7,000 feet, at the base of the Sangre de Cristo Mountains, Santa Fe's air quality and natural light have drawn many to the area and create one of the great attributes of the city. In fact, Santa Fe's excellent air quality was recently rated as the best in the nation (American Lung Association, "State of the Air" rankings, 2012).

Air quality meets federal and state standards for monitored pollutants (Particulate Matter and Ozone). As long as the state and federal standards are met, authority for additional controls and plans rests with the Santa Fe city and county governments.

In the urban area, air quality degradation is caused primarily by emissions from motor vehicles and, to a lesser degree, commercial and industrial development. Dust from dirt roads and smoke from wood burning fireplaces also contribute to air pollution. The county land development code sets a basic requirement that allows the Board of County Commissioners to determine if a development involving a commercial or mining use should be required to limit increases in air pollution.

Natural Setting & Environment

Vegetation

The Santa Fe area has a great variety of plant life due to a significant variety of elevations. Elevations range from approximately 5700 to over 7700 feet in the city area and into the foothills. From 5700 to 7300 feet, piñon and juniper woodlands generally predominate. In the upper portion from about 6500 to 7300 feet, both juniper and piñon thrive along with limited amounts of oak brush. In the lower portions from 5700 and 6500 feet the tall tree line thins out and is mostly comprised of junipers. Gramma grass is primarily associated with this woodland vegetation.

The Santa Fe area rises gradually up to the foothills of the Sangre de Cristo Mountains and then steepens abruptly as it enters the mountain terrain. At this point, Tesuque Creek and the Santa Fe River cut into the mountains and it is here on the north facing slopes or those on the south side of a canyon, that the ponderosa pine predominates.

Above 7700 feet, south facing slopes contain ponderosa with some aspen trees. North facing slopes contain mixed conifers, particularly Douglas and White fir evergreens.

Typical plant species occurring in the area are blue and black gramma grasses, Indian ricegrass, galleta, dropseed, bush and ring mulhy, sacation, and broom snakeweed. Wildflowers present in the area include zinnia, globe mallow, bush pestemon, purple aster, butterfly weed, and chamisa, with species such as melilotus and solidago in the riparian zone. Shrubs include the four wing saltbush, and sagebrush, broom dalea, yucca, and cholla cactus.



Photo Credit: Maria Clokey, City of Santa Fe Multi Media



Photo Credit: Coyote by Yathin S Krishnappa (Own work) [CC BY-SA 3.0 (<http://creativecommons.org/licenses/by-sa/3.0/>)], via Wikimedia Commons

Wildlife & Plants

Wildlife in the urban area includes species such as rabbit, coyote, whiptail lizard and bull snake. At least 357 species of vertebrate animals occur in the urban area: at least 48 species of reptiles and amphibians, 61 species of mammals, and 248 species of birds. Many of these species are migratory and are in the area only part of the year. Birds of prey including hawks, eagles, falcons, and owls receive special legal protection.

There are a number of endangered plants and animals in the Santa Fe area. The endangered plants include the Lady Tresses Orchid, the Rocky Mountain Lilly and the Santa Fe Cholla. The endangered animals include the Bald Eagle, the American Peregrine Falcon & the Whooping Crane.

Prairie Dogs are common in the Santa Fe area. In 2001, the City adopted a prairie dog re-location ordinance. Rather than killing these animals, the City and private land developers are required to trap prairie dogs and release them in locations away from urban development.

3. History & Preservation

Santa Fe was established as a provincial capital of New Spain in 1610 and officially named – La Villa Real de la Santa Fe de San Francisco de Asis, attaching the name of its Patron Saint, St. Francis of Assisi. The city was settled near the banks of the Santa Fe River as it flowed out of the nearby mountains, and was laid out according to the “Laws of the Indies”, issued by Spain’s King Philip II in 1573 to be used for Spanish settlements in the new world. The city’s central downtown plaza and the layout of the surrounding streets are evidence of the King’s decree.

After the Pueblo Revolt of 1680, it was left to Diego de Vargas and a military force to reclaim the settlement for the Spanish 12 years later. Santa Fe soon settled into its role as a northern trading outpost and small provincial administrative center for the Spanish Crown. Mexico’s independence from Spain in 1821 had far-reaching effects for Santa Fe as trade was officially opened with the United States. The Santa Fe Trail was established between the city and Independence, Missouri. Trade turned into U.S. military occupation just 25 years later in 1846. After the war with Mexico, New Mexico became a territory of the United States in 1850, when statehood was denied by a narrow U.S. Senate vote, and was finally admitted as the 47th state of the union January 6, 1912.



Photo Credit: New Mexico State Archives



Photo Credit: New Mexico State Archives

The Preservation Movement

Even before New Mexico became a state, a strong grassroots movement began in Santa Fe to preserve native New Mexico architecture in the city and end the spread of “imported” architectural styles. The authors of the first city plan in 1912, “Plan for Proposed Improvements in Santa Fe,” (the same year New Mexico gained statehood), recommended that the city only approve building permits that should be issued were those reflecting the architecture of what was termed “Santa Fe Style” or Spanish-Pueblo Revival architecture that consisted of a stucco façade with rounded corners that emulated native adobe construction.

“We further recommend that no building permits be issued to any person intending to build on any of the streets listed hereafter and indicated on the map as old or ancient streets until proper assurance is given that the architecture will conform exteriorally with the Santa Fe style.”

- Report of the Santa Fe City Planning Board, December 3, 1912.

By the late 1940s and early 1950s, preservation-minded citizens worked to put those recommendations into law. In 1957, Santa Fe adopted its first historic styles ordinance, which also established the city’s first historic district. Through amendments to this ordinance in 1983, additional districts were created and the city’s Historic Districts Review Board was established to review requests for demolition, alterations and new construction in these districts.

Historic Buildings

As Santa Fe continues to grow to include more contemporary development, the historic sections of town become even more critical to preserve. The half-century of historic preservation law in the city has become part of the city government’s daily functions. Some believe the historic preservation ordinances are too restrictive, while others believe that the city’s historic district regulations do not go far enough. The city continues to try and balance broad community support for preservation while allowing some flexibility for owners to modify their historic homes and properties.

The city contains over 100 individually listed properties on the National Register of Historic Places and State Register of Cultural Properties, Sites and Districts. In addition, four sites are listed as National Historic Landmarks:

- Palace of the Governors
- Santa Fe Plaza
- Barrio del Analco Historic District
- National Park Service Headquarters (located on Old Santa Fe Trail)

The preservation of the above listed buildings and historic areas are of local, state and national interest. The city will work closely with state and federal agencies to provide appropriate maintenance and protection of these areas.

The city separates historic properties into “significant”, “contributing” and “non-contributing” categories based on the level of historic integrity of the property and its social importance in the history of Santa Fe. Sena Plaza, an old family hacienda, is an example of a significant historic site in downtown Santa Fe. City staff and the city’s Historic Design Review Board combine to review hundreds of cases annually where applicants request some modification to historic homes and buildings in the city’s historic districts. Building additions, wall or fence construction, and door or window replacement are common changes to historic buildings that the city reviews for historic integrity.



Photo Credit: Maria Clokey, City of Santa Fe Multi Media

History & Preservation

Historic Neighborhoods

The city recognizes five historic districts that represent eras of common architectural styles or themes. These districts are shown on the Historic Districts and Landmarks map and include:

- Downtown and Eastside District
- Don Gaspar District
- Westside-Guadalupe District
- Historic Transition District
- Historic Review District

The Eastside, Don Gaspar and Westside Guadalupe districts represent thriving residential neighborhoods, and ones that are closely watched when it comes to physical change. The Eastside District contains some of Santa Fe's oldest and most physically intact neighborhoods. Old Santa Fe compounds are common in this area and street patterns are more irregular than in other parts of town suggesting some of the oldest development patterns off the Plaza.



Photo Credit: Richard Macpherson

The Don Gaspar District, part of the larger South Capitol Neighborhood, reflects railroad era development in Santa Fe (1890-1930). The district contains a variety of architectural styles including the bungalow. In some respects, this district reflects a time at which architecture was becoming a major topic of public debate in the City Different. New manners of design were being rapidly introduced in the city, and specifically this district, as an influx of people from the eastern part of the country settled in Santa Fe. The district is also characterized by a tightly-knit grid of streets, typical of the era's planned residential layout.

The Westside-Guadalupe Transition District includes homes along Agua Fria Street, the original Camino Real, or royal highway that connected Santa Fe to Mexico City. Most of the original homes are gone, but some houses in this area pre-date 1900. The district grew slowly from a more rural development pattern through most of its history until the rail yard was developed on the edge of the district. According to a study of the area, considerable growth occurred between 1920 and 1946.

Historic Downtown

The centerpiece and showcase of Santa Fe is its downtown. Built around the centuries old Plaza and the adjoining Palace of the Governors, the oldest public building in the United States, downtown has been a magnet for visitors for over a century. Spanish Pueblo Revival architecture and the small town pedestrian-oriented atmosphere have captured the hearts and minds of people from around the world. The combination of architecture and history provide Santa Fe with a strong tourist economy.



Photo Credit: Maria Clokey, City of Santa Fe Multi Media



Photo Credit: Chris Corrie Museum of Fine Arts in Santa Fe, Creative Common

History & Preservation

Archaeological Sites

The city's preservation efforts are also geared toward identifying, cataloging and, where possible, preserving archaeological sites. In 1987, the city established archaeological review districts that require official reporting of archaeological discoveries as part of the land development review process. These districts include:

- Historic Downtown Archaeological Review District
- River and Trails Archaeological Review District,
- Suburban Archaeological Review District.

The city works with the New Mexico Archaeological Records Management Section of the State's Historic Preservation Division to allow on-site inspections, recovery and cataloging of sites in Santa Fe. This can involve the excavation and removal of human remains for scientific analysis after which reburial occurs.

Prehistoric sites have been discovered in Downtown Santa Fe, along the Santa Fe River and along two historic entrances into the city – Agua Fria and Galisteo Streets as well as in the area along the Old Santa Fe Trail. These finds remind us that the Santa Fe area had a substantial pre-columbian history.

So far, most of the archaeological sites analyzed that pre-date the European settlement of Santa Fe fall into either the latter part of the Developmental Period (A.D. 600-1200), the Coalition Period (1200-1325) or the Classic Period (1325-1600). The Developmental Period includes the period of the Anasazi culture, a people who were ancestors of the pueblo culture. It is believed that the pueblos of the Anasazi were abandoned by 1425 due to environmental conditions. But by the time Spanish exploration occurred in the 1540s, the pueblo culture had been re-established.

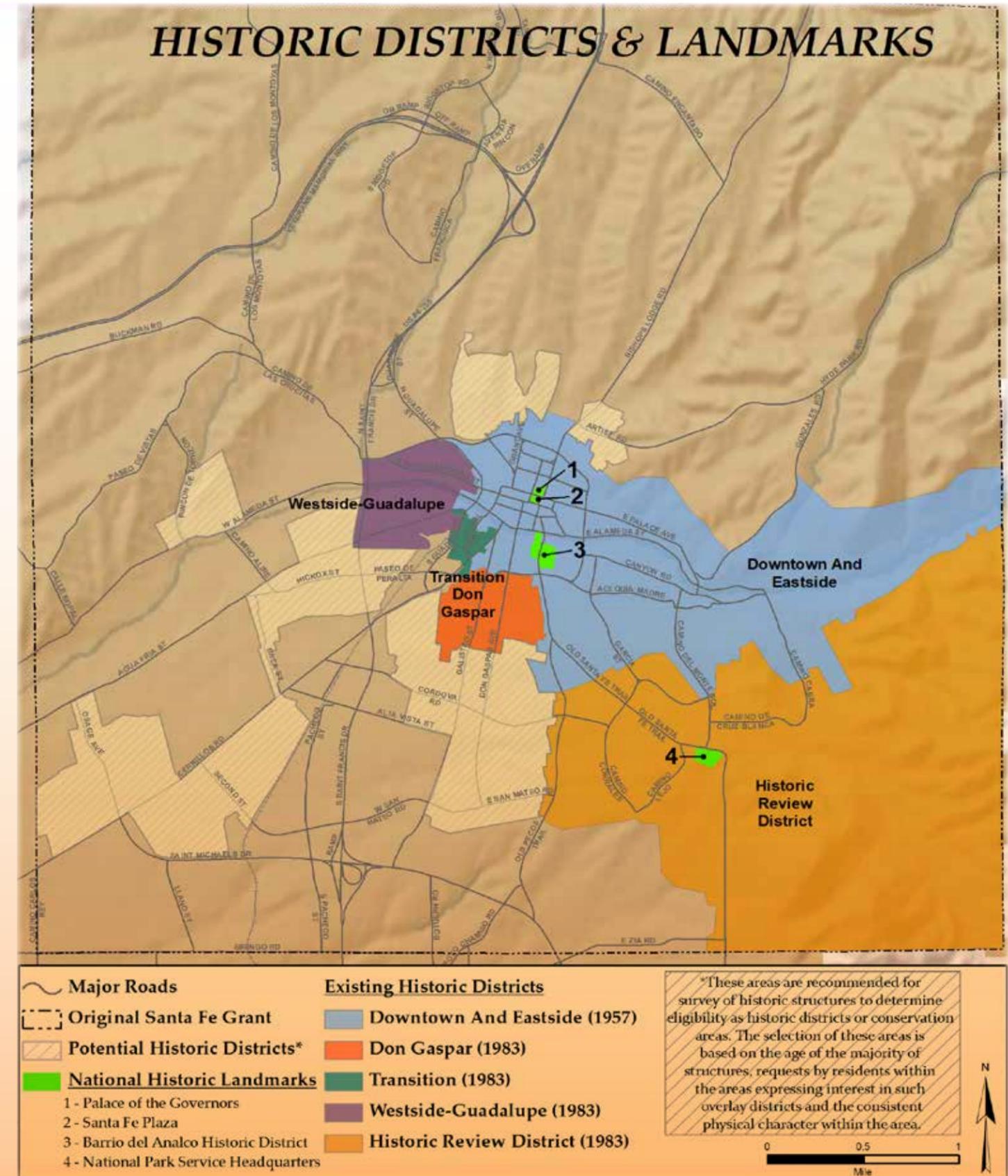


Photo Credit New Mexico Office of Archaeological Studies, a division of the New Mexico Department of Cultural Affairs. Creative Commons

4. Urban Design & City Character

Encourage new development to be mixed-use, compact and community oriented.

Santa Fe is a city of contrasts with unique public spaces and winding roads that contrast with the automobile-age city of today. The original layout and formation of Santa Fe encouraged a walkable and pedestrian environment. The older sections of Santa Fe contain building and design features that should be used in new developments.

Residential Design

Encourage compact design and smaller lots, connecting streets, and neighborhood vitality. Improve the community orientation of new residential developments.

The traditional pattern of residential design in Santa Fe consisted of adobe buildings lining narrow streets that were built with no front yard on the street. Residences were often built around a central patio or placita. In the southwestern desert climate the placita offered privacy and refuge from the dust and noise of the streets and formed the nucleus of family activity. Remnants of this development pattern can be found in areas settled during the Colonial Period, such as the Canyon Road neighborhood and the area surrounding the Plaza; Sena Plaza is a good example of this design.

While the city had small “subdivisions” in the early 1900’s, such as those south of downtown, larger subdivisions did not occur until after World War II. The neighborhoods built in the 1950s and 1960s maintained some architectural characteristics of the traditional neighborhoods. However, residential development from this era was quite different and reflected a much more regulated layout of lots and wider streets for cars in neighborhoods like Casa Solana.

Today, concern over high housing prices has led to calls for greater single-family residential densities and more multi-family housing, especially in “Planned Communities.” Smaller lot sizes and smaller block sizes with narrower streets are encouraged.



*Photo Credit: Best Southwest Travel Destination - Historic Santa Fe New Mexico
Amy Bell 2015*



Rendering Credit: Richard Macpherson

Community Oriented Downtown

Reinforce and encourage the historic ambiance of downtown and its unique setting as the heart of the city. Allow and encourage residential uses on second and upper floors for all downtown development and new commercial development.

Downtown Santa Fe, and especially the plaza, remains the heart and soul of the city. Ringed by Paseo de Peralta, and approximately 240 acres in area, downtown contains the remnants of 17th century Santa Fe including the Plaza, the Palace of the Governors and Barrio de Analco neighborhood. Hotels, restaurants, art galleries, small shops and small-scale offices are common north of the Santa Fe River and its adjoining Alameda. The State Capitol, state office buildings and the city rail yard dominate the land uses south of the river. The city should encourage the continued use of downtown as a center of cultural activities and local celebrations.

Corridor Redevelopment

Encourage and help create vibrant corridors that have well-designed public spaces, shade trees and excellent pedestrian and bike facilities.

Almost all commercial development outside of downtown is less than 60 years old. The development pattern along the city's major corridors is no accident; as far back as 1946, the city's General Plan sought to extend almost all new commercial development south of the city on either side of Cerrillos Road. The 1983 General Plan called for commercial districts "along major city corridors where commercial uses have been established within a corridor 600 feet from the streets."

The city's major commercial streets are often criticized for the lack of architectural and urban design quality. There are three primary problems with the existing urban design and land use along these streets:

1. Over-sized parking lots are a poor, inefficient use of land;
2. The streetscape is not beautiful nor enjoyable in a city known for both;
3. The automobile orientation of these streets discourages pedestrians and bicyclists.

These commercial corridors provide the focus of efforts to encourage additional development that contains a mix of uses, including residential. Unused parking areas provide infill opportunities that add land value and provide a more enjoyable street. A mix of commercial and residential uses along these corridors could change the rhythm of the street and create a livelier environment.

Landscaping is a very important part of any corridor re-development project. Walkways with well landscaped edges can direct customers safely into retail and commercial areas. Street trees, along the street edge can soften the development mass and create a more pleasant and natural setting. Trees planted along these major thoroughfares are vital to creating a desirable urban environment.

Basic design criteria to enhance new developments along Santa Fe's major corridors (St. Michael's Drive, Airport Road, Cerrillos Road, & St. Francis Drive) include:

- Building placement
- Sidewalk width
- Street trees
- Street width and design
- Pedestrian realm – sidewalks and street trees

The city should recommend a full mix of uses along the city's major corridors (See Centers and Corridors Map).



Rendering Credit: Steve Price of Urban Advantage, Inc.

Employment Centers

Encourage mixed-use employment centers that include retail and residential uses even in business parks

The city contains significant areas of undeveloped land for office development. Additional office space is provided downtown, along major corridors and in business parks. Offices are also permitted in Community Commercial areas where new office uses may be located.

Offices should be encouraged to locate in or near commercial centers. Future industrial uses that are not compatible with residential land uses have land reserved to them near the airport. Meanwhile, older industrial areas, such as the Siler Road area, should be allowed to re-develop with a full range of uses, including residential.



Photo Credit: City of Santa Fe, Tourism Santa Fe, Farmers Market at the railyard

Railyard Redevelopment

Continue to encourage and support vibrant activities and uses in the Railyard district to allow for a broad range services for the entire Santa Fe community.

On February 9, 1880 the Atchison, Topeka and Santa Fe Railway Company pulled its first train into the Santa Fe, New Mexico depot. By the 1940s, The Railyard was an activity center for Santa Feans. The site remained a central hub until rail transportation began to be eclipsed after World War II by the interstate highway system and the airlines.

Like other railroad-related locales around the U.S. Santa Fe's station, tracks, equipment and surrounding neighborhood began to decline. The city purchased the railyard in 1995 and began a community-based planning process.

In February, 2002 the Railyard Master Plan was approved and the Santa Fe Railyard Community Corporation was awarded a lease and management agreement with the city to oversee development of the 50 acre site, which began in 2006.

Neighborhood Centers

Actively support the re-use of aging school sites as neighborhood centers with a mix of community uses.

Introduce the neighborhood center concept, through the use of existing school sites. Public schools are often located at or near the center of neighborhoods and therefore are perfectly situated to act as "Neighborhood Centers". In areas where student populations have declined, and the school district may no longer have need for a school, older schools can find new life as a neighborhood activity center. Encourage the development of former schools for neighborhood centers as gathering spots serving surrounding residents.

School Site /Neighborhood Centers could include the following:

- Meeting Rooms
- Offices
- Medical Clinics
- Non-profit agencies
- Recreation; indoor and outdoor
- Senior Activities
- Small Shops



Photo Credit: Richard Macpherson

Urban Design & City Character

Urban Design Essentials

Commercial Design

The following urban design essentials are necessary in the creation of a well-designed built-environment. These items will help make the city more pedestrian friendly, visually appealing and add to the overall enjoyment of Santa Fe for residents and visitors.

- ...Give people priority over cars.
- ...Ensure that streets do not become barriers to pedestrian crossings.
- ...Recognize bicycling and walking as viable alternatives to motorized transportation.

A. Buildings Near The Street (Create a Streetscape)

Create a “building frontage” along the commercial corridors rather than a “parking lot frontage”.

1. New buildings should be as close to the street frontage property line as possible to create an active streetscape that includes adequate room for pedestrians, street trees and other landscaping.
2. Buildings should have windows and doors facing the street and should incorporate other architectural features (see “Building Design” Section).
3. Setbacks – Buildings should be located not more than 10 feet from the street frontage property line.
4. Outdoor seating is encouraged, especially restaurants.

B. Street Trees And Sidewalks

Create a more enjoyable and healthy pedestrian environment and beautify the city’s major corridors.

1. Street trees (deciduous/shade) should be planted by the developer /builder along the entire street frontage at a maximum spacing of 30 feet between trees.
2. Street trees should be planted close to the street and between the street edge and sidewalk.
3. Tree size at planting should be of sufficient diameter and height.
4. Protective tree wells, grates, or other means of hydration should be used around the base of each tree.
5. New sidewalks should be a minimum of 5 feet wide, or be at least 10 feet wide from the back of curb.

C. Parking Lots, Drive-Thrus & Gas Pumps

Encourage design of parking lots, drive-thrus and gasoline pumps to be located at the rear of buildings.

1. New on-site parking spaces, drive-thrus and gas pumps should not be located between a building and a street.
2. Parking lots located between buildings should be shared and credited as part of each building’s total parking space requirement.
3. Develop new parking requirements that reduce the amount of on-site parking.
4. Sidewalks should be included between double-loaded parking rows.



Photo Credit: Richard Macpherson



Photo Credit: Richard Macpherson

D. Lighting

Ensure on-site lighting contributes to the character of the site and does not disturb adjoining development.

1. Lighting should be provided in parking lots and along pedestrian walkways and should be decorative.
2. Lighting fixtures should not exceed the height of the building they service, and generally should not exceed 20 feet for parking lots and 12 feet for walkways.

E. Landscaping

Emphasize deciduous trees and xeric plants. Minimize expanses of rocks and stone without an adequate mix of vegetation.

1. Deciduous trees, xeric plants and shrubs are encouraged around the base of buildings and along property boundaries as well as in curbed islands at the ends of parking rows.
2. Flowering trees and plants are encouraged to add seasonal color to the landscaping.
3. Walls around the edges of the property should be solid masonry or colored stucco and should not exceed three feet above the grade of the sidewalk along the street. Wherever possible, discourage chain-link fencing along major corridors.

F. Building Design

Ensure that the design of buildings within the city's commercial corridors is in keeping with the city's scale and representative of Santa Fe's unique architectural qualities.

1. Height - Ensure that building heights are limited along the corridors to maintain Santa Fe's low cityscape and building profile.
2. Step-Backs – Utilizing architectural and building façade step-backs on upper floors along the corridors is encouraged in keeping with Santa Fe's architectural tradition. They can also be effective in creating outdoor patios and spaces.
3. Window Area and Placement – Ensure that buildings contain substantial window area and other visually interesting features along the length of street frontages.
4. Multiple Tenants – Encourage multi-tenant buildings rather than large, single tenant buildings along commercial corridors, with each tenant space entrance opening on to the street frontage.
5. Courtyards & Patios – Encourage the inclusion of patios and courtyards in all commercial development to add visual relief and in keeping with traditional Santa Fe building design.



Rendering Credit: Richard Macpherson

Residential Design

Good residential street design is fundamental to a successful neighborhood environment & there are certain design essentials that ensure a well-designed neighborhood setting.

A. Street Connectivity

The logic of inter-connecting streets is to provide continuous flow and ease of travel, for both motorized and non-motorized traffic and to encourage pedestrian and bicycle useage, in all neighborhoods.

1. Limit cul-de-sacs because they can limit street connectivity, thus providing few travel options.
2. A grid, or modified grid, is encouraged in all neighborhood designs & layouts.

B. Parks

Parks should be designed to encourage public use and should be placed in easily accessible areas.

1. Parks should be located along major roadways or next to schools and should not be gated or hidden in their location.
2. Canopy deciduous tree parks encouraged.

C. Sidewalks

The best sidewalks are separated from the curb by a landscaped strip and/or street trees. This creates a more beautiful and safer pedestrian and city environment.

1. Planting strips should contain shrubs and trees.
2. Sidewalks should have a minimum width of five feet in residential areas.

D. Block Lengths

Block lengths are key to street connectivity and shorter block lengths have been shown to enhance neighborhood livability.

1. Shorter block lengths are a reason older, pre-World War II neighborhoods are desirable.
2. Residential block lengths in new neighborhoods should not exceed 250 to 300 feet, based on studies of older neighborhoods.

E. Street Widths

Street widths are very important in creating safe neighborhoods for children and all pedestrians. Overly-wide residential streets encourage unsafe traffic speeds.

1. Residential streets should generally have a pavement width that does not exceed 25 to 30 feet in width.

F. Roundabouts

Roundabouts can be very effective in safely controlling traffic near residential areas.

1. Roundabouts are often an excellent alternative for intersections that would otherwise have traffic signals or all-way stops. Because of one-direction movement, roundabouts have proven to be safer.
2. Roundabouts eliminate the need for left- only turn lanes / unnecessary street widths.
3. Roundabouts are a good place for low-scaled landscaping or sculpture

G. Curve Roads to Narrow Site Lines

Gentle curves in a roadway will slow down traffic.

1. Curves can add visual interest and still work on a grid with connecting streets.
2. Curves tend to require drivers to slow down.

H. Street Trees

Street trees provide beauty, shade, and offer an element of protection for pedestrians. Street trees are an essential feature of residential street design.

1. Street trees should be planted at regular intervals along sidewalks.
2. Tree variety is important: different shapes, colors of foliage in fall & disease resistant trees are all important characteristics.
3. Trees should be planted on each side of the street
4. Adequate space and irrigation methods should be employed

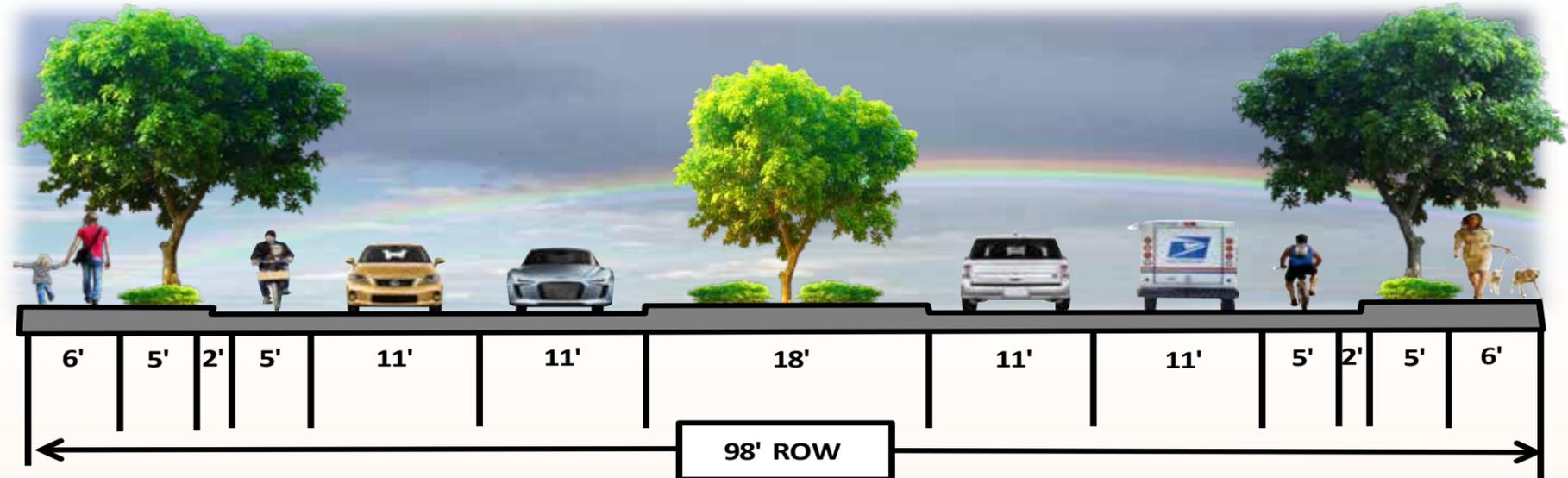


Photo Credit: City of Santa Fe Cycling Infrastructure

Urban Design & City Character

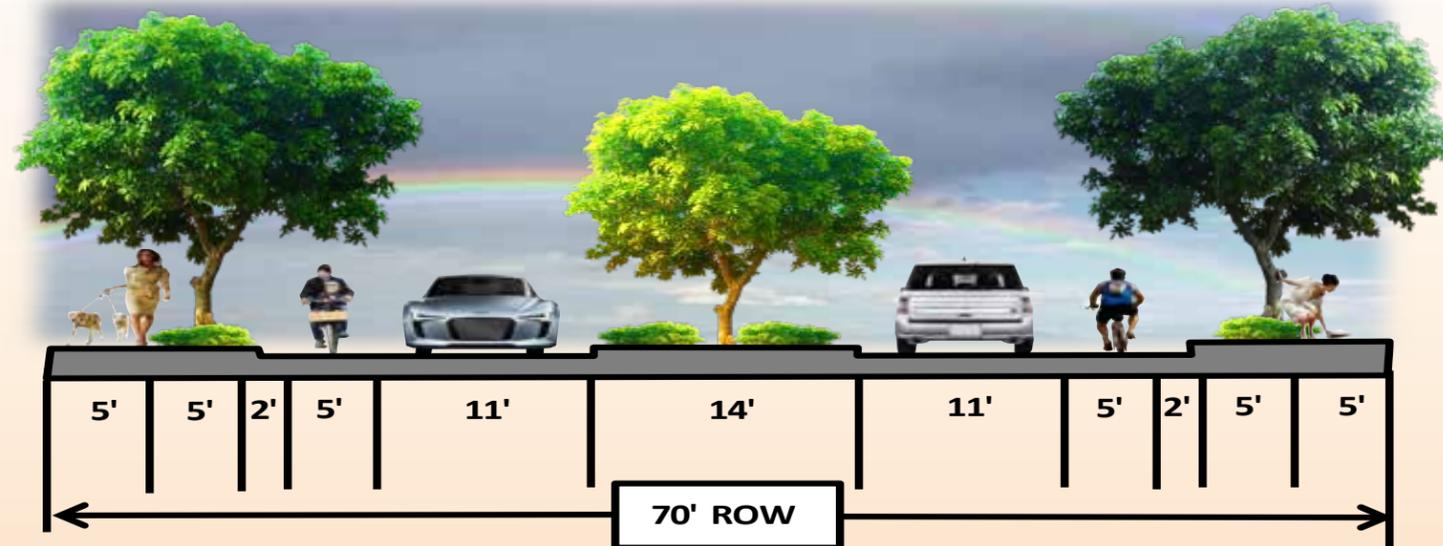
4-Lane Arterial

This roadway design is a total of 98 feet wide and includes the following roadway elements: wide sidewalks, planter strips, two bike lanes, four travel lanes and a wide landscaped median.



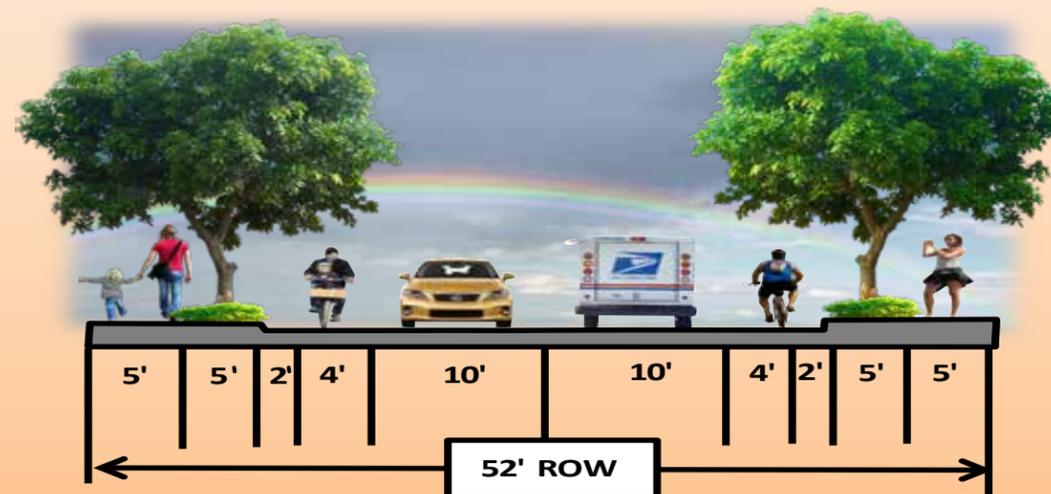
2-Lane Arterial

This roadway design is a total of 70 feet wide and includes the following roadway elements: wide sidewalks, planter strips, two bike lanes, two travel lanes and a wide landscaped median.



Collector

This roadway design is a total of 52 feet wide and includes the following roadway elements: wide sidewalks, planter strips, two bike lanes, and two travel lanes.



Urban Design & City Character

Other Design Elements

Flags and Banners – Flags can add visual interest and color to the streetscape.



Photo Credit: Jackie Jadrnak Albuquerque Journal

Sculpture – Public sculpture can play a significant role in the character and quality of a plaza or major arterial; they also act as excellent entryway statements for districts or neighborhoods.



Photo Credit: Museums in New Mexico

Lighting – Decorative, pedestrian-scaled lighting creates a more enjoyable environment.



Photo Credit: The Architect's Newspaper Blog, 2012 Creative Commons

Sidewalk textures – Brick, stone, and textured concrete with color can enhance sidewalks.



Photo Credit: Tamar Carson Hardscapes Pinterest Creative Commons

Roadway textures – Textured roadways can be effective for traffic calming and pedestrian crossings.



Photo Credit: Travel Gadget Review burro alley

Clocks – Large, public (non-digital) clocks can be both enjoyable sculpture and serve a valuable purpose in commercial areas.



Photo Credit: Street Clocks, Pinterest Creative Commons

Water and fountains – A fountain can be a pleasant, calming design element of a plaza.



Photo Credit: Beth Campbell, Turquoise Bear Creative Commons

Seating & Park-lets – Artistically designed public seating areas and tiny park-lets add to the enjoyment of the city's commercial areas.



Photo Credit: The Architect's Newspaper Blog, 2012 Creative Commons

Plants & Flowers – Plants and flowers add color and much needed vegetation in commercial areas and along corridors.



Photo Credit: Travel Writer Rants and Raves Creative Commons

Kiosks & Bike Racks – Allow for announcements of Neighborhood and city-wide news, events, etc.



Photo Credit: Traveling Twosome, sunflower bike rack, Creative Commons

Land Use & Growth Management

5. Land Use & Growth Management

Santa Fe began as a 5-mile by 5-mile land grant from the King of Spain more than 400 years ago, though archaeological evidence shows pit-house settlements of native people pre-dating the Spanish settlement. The city was able to grow within its 25-square mile royal grant boundaries for 350 years until the city's first annexation in 1959 and subsequent development of the Bellamah neighborhood.

Santa Fe's population grew at a steady pace from the 1960s through the 1990s, adding an average of 5,000-8,000 new residents per decade and, in the process, changing from a small town into a city. Beginning in the 1970s, areas outside the city grew faster than the city itself, though by 2010 that trend had ended. Population and housing growth in the Santa Fe area has slowed to less than 1% annually, since the Great Recession began in 2007.

The city's existing land use is summarized in the pie chart. Though there is considerable vacant acreage within the city limits, much of it is owned by the city in the Northwest Quadrant and would require substantial investment on the city's part in order to develop the land. Other growth areas such as Tierra Contenta and Las Soleras have enough land for city growth for the next 10-20 years, based on current slower rates of annual growth of less than 1%.

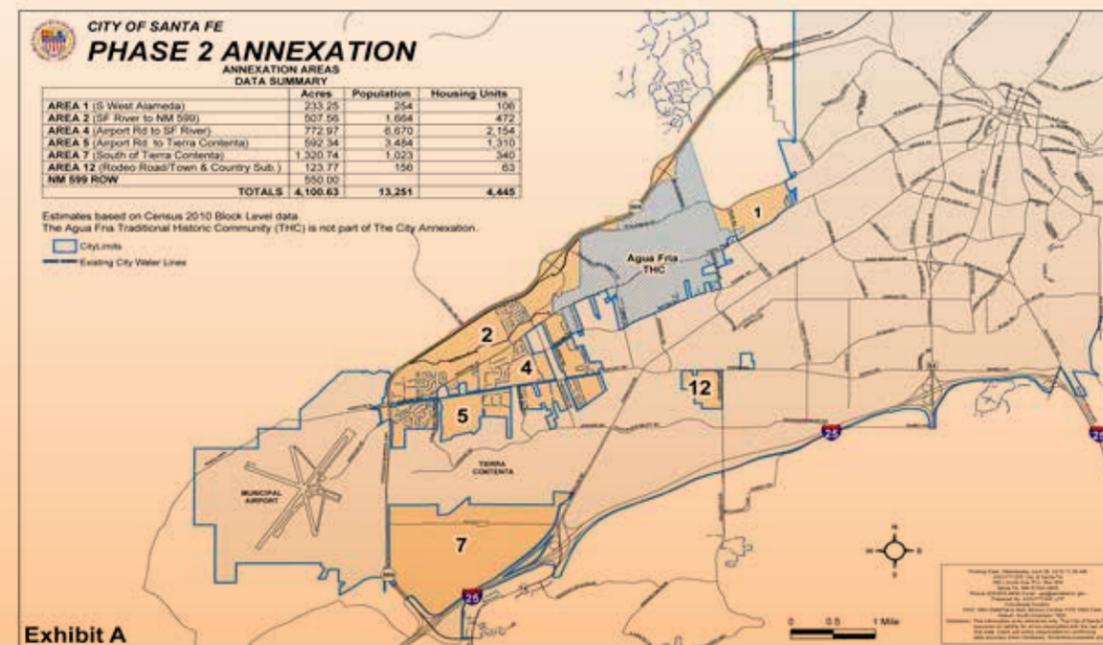
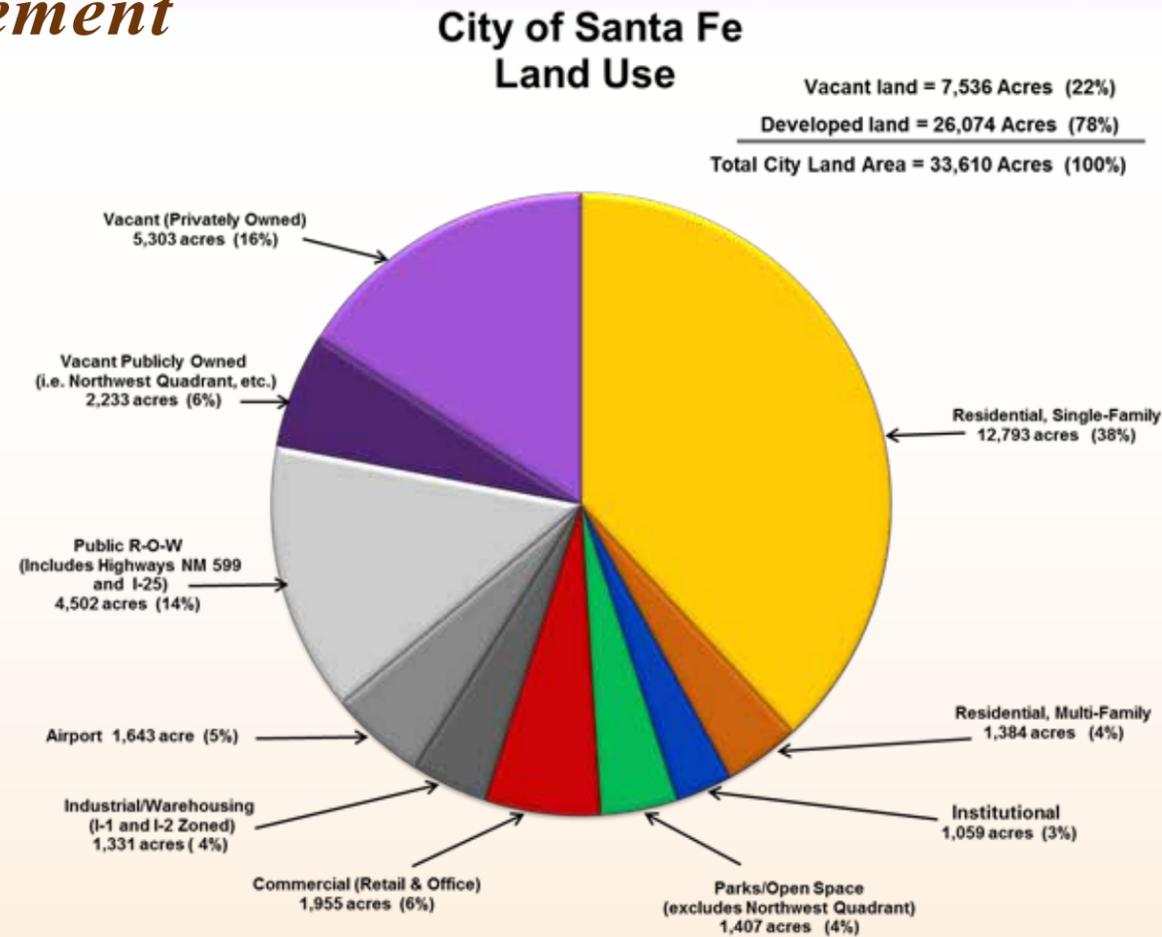
Growth and Water

Growth and water will continue to be important issues in Santa Fe. The maps in this chapter show how the urban area may grow. However, any discussion of growth must consider limitations that the area's water supply may create for the future of Santa Fe. The city's water system currently serves approximately 80,000 residents and its supply can vary between 10,000 and 13,500 acre feet per year, depending on how much water is captured in the mountains by city reservoirs located in the Sangre de Cristo foothills.

The city is a leader in water conservation and actually reduced overall water demand from an all-time high of 12,700 acre feet in 1995 to 9,400 acre feet by 2015 through a comprehensive series of water conservation measures and the efforts of citizens. Now, new residential and some commercial developments within the City of Santa Fe are required to obtain and transfer water rights into the city water system in order to obtain construction permits. The water rights must be equal to the amount of water the development will need at its completion, or "buildout."



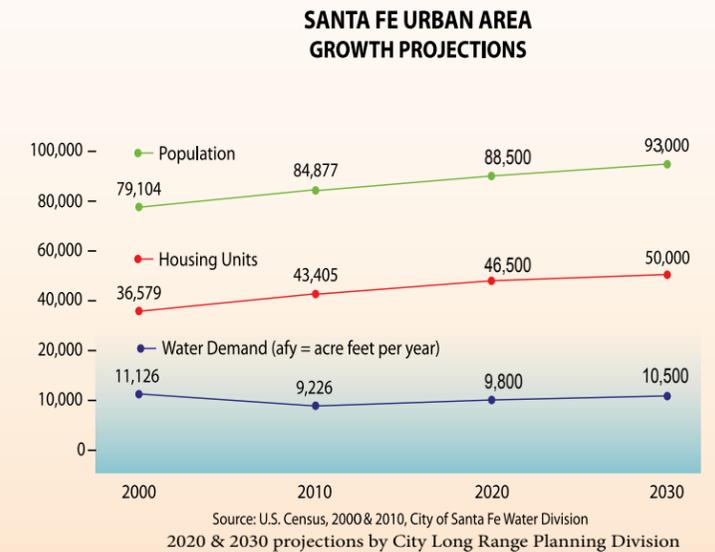
Photo Credit: Maria Clokey, City of Santa Fe Multi Media



Growth Projections

The growth of the city represents only a part of the growth picture in Santa Fe. Metropolitan Santa Fe includes several communities outside the urban area, but within ten miles of downtown. Another 33,000 residents live outside the Urban Area in communities like Eldorado, La Cienega, Las Campanas, Tesuque, and Rancho Viejo.

Growth of the Santa Fe Metro area, whether in the city or the county, will be dependent on the available water supply of both the city and county water systems. Both local governments discourage the addition of more domestic wells in new subdivisions.



Annexation

Annexation to the highways (I-25 & NM599) creates clearly definable areas for the city and the county to administer. Clear boundaries make government service delivery easier, more cost-effective, allow residents to know more easily whether they reside in the city or county and make it clear which government has authority over land development and transportation issues. The Agua Fria Traditional Historic Community will remain under county jurisdiction.

The map to the left shows the areas annexed in 2014

Land Use & Growth Management

Growth Management

The City of Santa Fe has implemented the following major growth management techniques since 2000:

Annexation/Clear Boundaries – The city has nearly completed an ambitious three-phase annexation program that has set the city corporate limits at the highways to the south and west (I-25 and NM 599, respectively). These new city limits clearly define areas of jurisdictional responsibilities between the city and county, while allowing for growth of the city within a well-defined geographic boundary.

Water Offset Program – The city’s continuing efforts in water conservation have become nationally-recognized. The city uses a dual-track approach:

- Water Conservation at home, work and school through progressively-scaled rate pricing, rebates on replacement of older more water-wasteful household fixtures, and community advertising and education.
- Transfer of Water Rights - New residential and commercial development must offset the anticipated water to be used through conservation, or transfer enough water rights to serve the entire development at build-out.

This has proven to be an effective and comprehensive approach to growth management. During the past 20 years, the city’s overall annual water consumption decreased nearly 25%, while the population increased 15%.

The following growth management strategies should be added to the city’s current program:

- **Urban Design** – Well-designed development uses less land by creating smaller residential lots and using more multi-family housing, thereby making more efficient use of land and city utilities. Good urban design also aids growth management by requiring commercial development to build closer to front property lines, creating more walkable, pedestrian-friendly environments and, in the process, using less land for excessive off-street parking requirements. One of the biggest contributors to sprawl and poor land management can be found in the amount of land devoted to massive parking lots that are rarely, if ever, full. The city should review and amend its parking requirements in the Land Development Code (Chapter 14). Traditional suburban road design can also absorb much more land than is needed to create a truly effective, efficient street system. At this point in Santa Fe’s development history, very few, if any, new roadways require more than 50-60 feet of Right-of-Way.
- **Land Use / Streets / Public Parks & Plazas Linkage** – A fundamental aspect of effective growth management is fully integrating the following: (see the Urban Design chapter)
 - Smaller neighborhood-scale blocks; commercial buildings near the street.
 - Frequently intersecting street network,
 - Centrally located public parks & plazas

These three aspects of city life, when fully integrated, create the most desirable parts of the city and also create the healthiest sections of a city, fiscally. Examples of this integration are often best reflected in older neighborhoods.

Re-Use / Re-Development along Major Streets – The City should encourage and provide incentives for the re-purposing/re-use of older strip commercial development along major arterials like Cerrillos Road and St. Michael’s Drive. Eliminating administrative costs and barriers to this type of re-development helps counterbalance the constant push toward more commercial development on the edges of the city.

Impact Fees – The city first began charging limited impact fees as early as 1993, and developed a full impact fee program collecting fees for roads, parks/trails, police and fire in 2004. These fees help fund road, park, trail, police and fire capital projects required by the new growth. Between 2004 and 2014, \$14.0 million was collected for numerous capital projects. The city waives impact fees for new affordable housing.

Santa Fe’s Aging Population

Nearly one-quarter of Santa Fe’s population will be age 65 or older by 2020 and this senior population will continue to increase regardless of the rate of the city’s overall population growth. Santa Fe’s median age may reach 50 by 2020, considerably older than the city has been during past decades. An aging population has implications for land use and urban design considerations, such as:

Streets

- Sidewalk Maintenance – Ensuring that sidewalks are in good repair is essential.
- to encouraging seniors to stay active by walking outdoors, in and around their neighborhood; Especially important on north and east sides of town.
- Crosswalks – Ensure that crosswalk striping is well-maintained where a predominance of seniors reside and visit;
- Traffic Signal/Crosswalk Timing – Additional seconds put onto crosswalk signals and traffic signal cycle length can be critical to allowing seniors the necessary time to safely cross a street;

Public Transportation

- Santa Fe Trails & City Senior Services – Increased planning and coordination between Santa Fe Trails and the senior services division’s scheduled and “Call-on-Demand” van service will be important to serve a growing and older senior population in the future.

Homes and Permits

- Affordable Housing – Regardless of age, affordable housing is fundamental to every individual’s sense of security and well-being. Santa Fe’s affordable housing program may become increasingly important to the city’s senior population.
- House-to-Duplex (Age-in-Place with Extended Family) – The city should reduce as many regulatory barriers and fees as possible to allow seniors, their families or their friends to add a guesthouse or divide a home into two units in order to house family members under the same roof or on the same property.

Land Use & Growth Management

Centers & Corridors

The Centers & Corridors Map shows the primary types of land use in Santa Fe and provides clearly established areas to be conserved and largely protected (Areas to Conserve) and those areas where most new development and redevelopment efforts should be directed (Areas of Focus).

Areas to Conserve - These areas represent established parts of the city that should remain much as they are today, unless there is widespread agreement for change.

Natural Area – Parks, open space, the Santa Fe River and other recreational areas are all natural areas that we should protect, even enhance, in the future. These natural areas become more important as the city grows larger.

Neighborhood Area – Neighborhoods represent the city’s “private realm” and residents often rely on neighborhood stability and constancy for their own personal sense of well-being. The city’s many neighborhoods vary by location and physical character, but provide the foundation of the city.



Photo credit: The Architect's Newspaper Blog, 2012 creative commons

Historic Downtown – Santa Fe’s historic downtown may continue to have some incremental physical change, but the downtown area is not a focus for large-scale new development or re-development. The maintaining of the downtown’s historic built character is of great importance to the community. Landmarks such as St. Francis Cathedral (Basilica), The Palace of The Governors and the Plaza, itself, are constants that residents and visitors rely on as defining and re-assuring.

Historic District – Santa Fe’s historic residential districts have great cultural and historical value. The city has been a national leader in local historic preservation and these efforts will continue to be a vital part of the city’s identity for future generations. Any physical changes to the structures and streetscapes in these designated historic districts are reviewed and strictly regulated by the city’s Historic Design Review Board.

School Site – School sites are often located at the heart of neighborhoods and any changes to these sites should be in keeping with the surrounding neighborhood. School sites may evolve over time and, as some sites may no longer be needed as schools, could become excellent locations as future neighborhood centers. But, these sites should always reflect the desires and scale of the neighborhoods that surround them.

Areas of Focus - The following areas represent vacant and/or developable parts of the city that should receive most of the city’s growth over the coming decades.

Planned Community – These areas will be the focus of future growth for Santa Fe and already have an approved master plan, development plan, and may be under construction. They should be built with greater overall densities, connect to the city’s water and wastewater system and should include a full mix of uses.

Urban Reserve – These areas are largely vacant tracts of land in single ownership, or with few owners, but have no overall master plan approved by the city. These areas provide a “reserve” of land for potential future growth, but due to the available land in existing developments, such as Tierra Contenta and Las Soleras, are not needed to absorb the city’s population growth for at least the next 10-15 years.

Potential Residential Development

Community	Acres	Future Housing (units)	Population Added
Tierra Contenta	500	2,500	4,000
Las Soleras	500	1,500	3,000
Northwest Quadrant	160	750	1,500
River/NM 599	200	1,000	2,000
South of Tierra Contenta	440	1,250	3,500
TOTALS	1,800	7,000	14,000

Employment Center – Employment centers already provide many of the non-retail jobs outside of Santa Fe’s Historic downtown and should be encouraged to develop/re-develop with higher building density and even add some housing in the future. As the map shows, the employment centers (like the Retail Centers) are located along major corridors that carry large volumes of traffic and serve as the network for the city’s transit (bus) system.

Retail Center – Like Employment Centers, these areas are located along major corridors and should be encouraged to re-develop at greater densities. These centers should consider housing in any re-development plans to promote this plan’s theme of Mixed Uses.

Planned Commercial Center – These areas are approved for future development but are almost exclusively non-residential. Allowing residential development should be an option for the future to place residences closer to commercial activities. But any residential uses in these areas should be located away from highways and the airport.

Mixed Use Corridor – Santa Fe’s main traffic arterials include Cerrillos Road, St. Francis Drive, St. Michael’s Drive and Airport Road. They include most commercial and business enterprises outside the city’s historic downtown. Development and redevelopment along these corridors should be encouraged to provide greater density of commercial uses and more housing, as they allow immediate access onto these major arterials which are also primary bus routes. The city should pursue the following approaches:

1. Re-Use blighted or failing buildings and businesses;
2. Retrofit streetscapes and underused parking lots; and
3. Re-Green paved or covered natural drainages with trees & wetlands.

Land Use & Growth Management

CENTERS & CORRIDORS

AREAS to CONSERVE

Natural Area
Parks, Open Space, the Santa Fe River and other recreational areas provide visual relief and outdoor gathering places in the city.

Neighborhood Area
Neighborhoods represent the city's "private realm" where Santa Feans live and rely on stability and continuity for their own sense of well-being. (Includes some areas of non-residential use.)

Historic Downtown
The heart of Santa Fe and over 400 years old, downtown is maintained as the city's cultural meeting place and home to festivals for residents and visitors alike. New development is compatible with the historic scale and style.

Historic District
The city's historic residential districts have great cultural and historic value. The city has long been a national leader in local historic preservation.

School Site
School sites are often in the heart of neighborhoods (especially elementary schools) and change should be in keeping with the surrounding neighborhoods. Some school sites may evolve over time to become neighborhood centers.

--- City Limits --- Future Roads
+ Railroad --- Existing Roads

AREAS of FOCUS

Planned Community
These areas will be a focus of future growth in the city and already have an approved master plan.

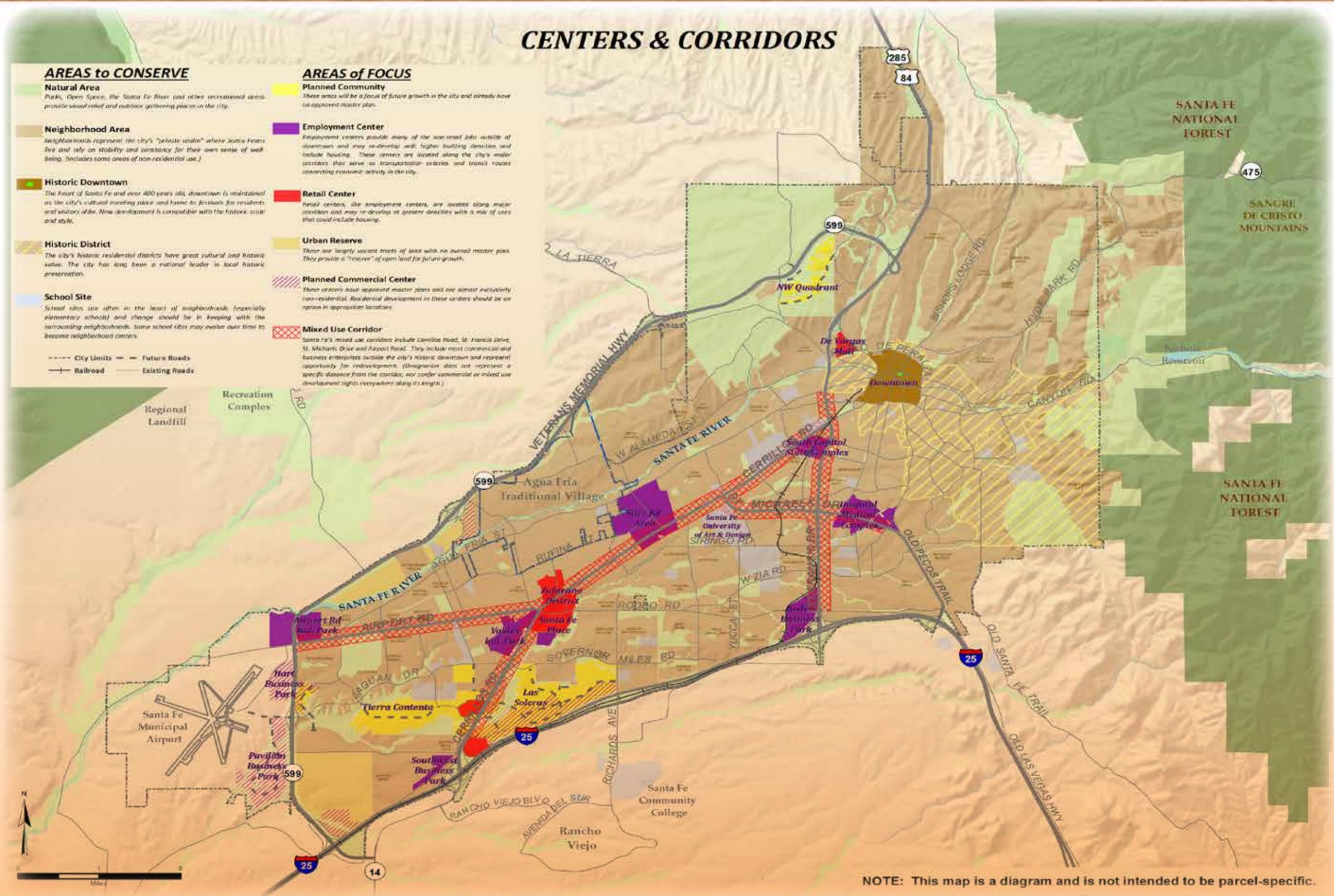
Employment Center
Employment centers provide many of the non-retail jobs outside of downtown and may re-develop with higher building densities and include housing. These centers are located along the city's major corridors that serve as transportation arteries and transit routes generating economic activity in the city.

Retail Center
Retail centers, like employment centers, are located along major corridors and may re-develop at greater densities with a mix of uses that could include housing.

Urban Reserve
These are largely vacant tracts of land with no overall master plan. They provide a "reserve" of open land for future growth.

Planned Commercial Center
These centers have approved master plans and are almost exclusively non-residential. Residential development in these centers should be on a grain in appropriate locations.

Mixed Use Corridor
Santa Fe's mixed use corridors include Cerrillos Road, St. Francis Drive, St. Michaels Drive and Airport Road. They include most commercial and business enterprises outside the city's historic downtown and represent opportunity for redevelopment. (Designation does not represent a specific distance from the corridor, nor confer commercial or mixed use development rights everywhere along its length.)



Land Use & Growth Management

Planned Communities

The city contains three Master Planned communities that will absorb most of Santa Fe's growth through 2030.

Tierra Contenta

The Tierra Contenta master plan was begun in 1995 with construction of the first homes. After 20 years, nearly 2,500 homes and apartment units have been built. The master plan is approximately 50% complete based on an approval for as many as 5,200 housing units. Housing Affordability has been emphasized in Tierra Contenta as a city-initiated development and approximately 50% of all housing built to-date has met city affordability criteria. The western portion of Phase 2 and all of Phase 3 of the master plan await construction. This includes a total of approximately 400 acres of developable land and 100 acres of open space/park. The Arroyo de los Chamisos extends through parts of the southern portion of the master plan area (Phase 3).

Tierra Contenta's final phases include a commercial center near the Jaguar Drive/NM 599 highway interchange, development of a Community Park (SWAN) and a larger area (Phase 3) of residential development to the south/southwest of Capital High School.

Las Soleras

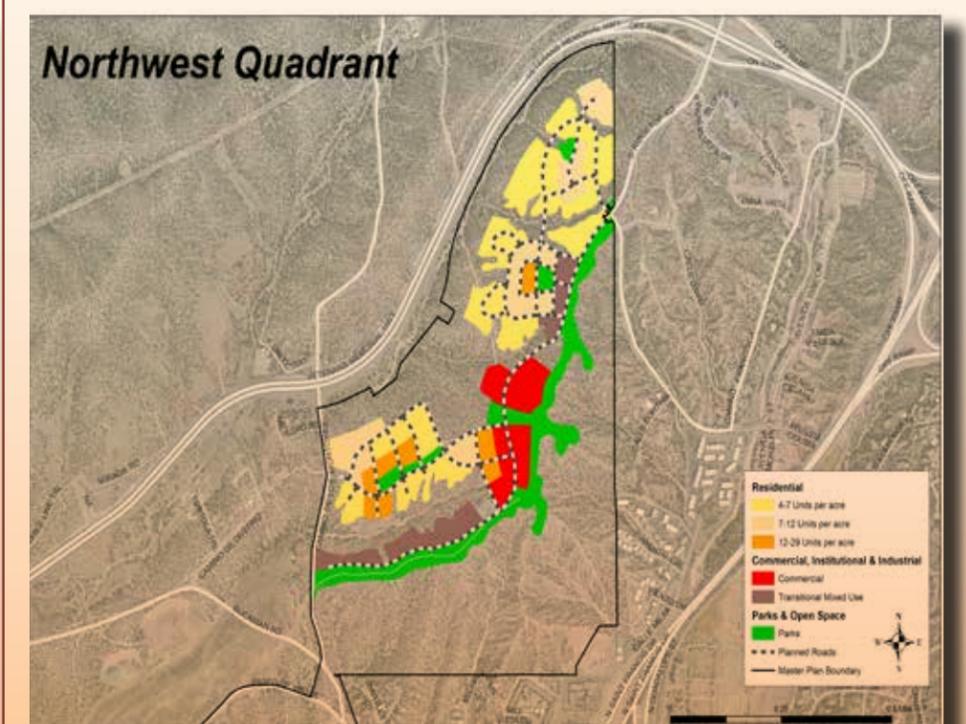
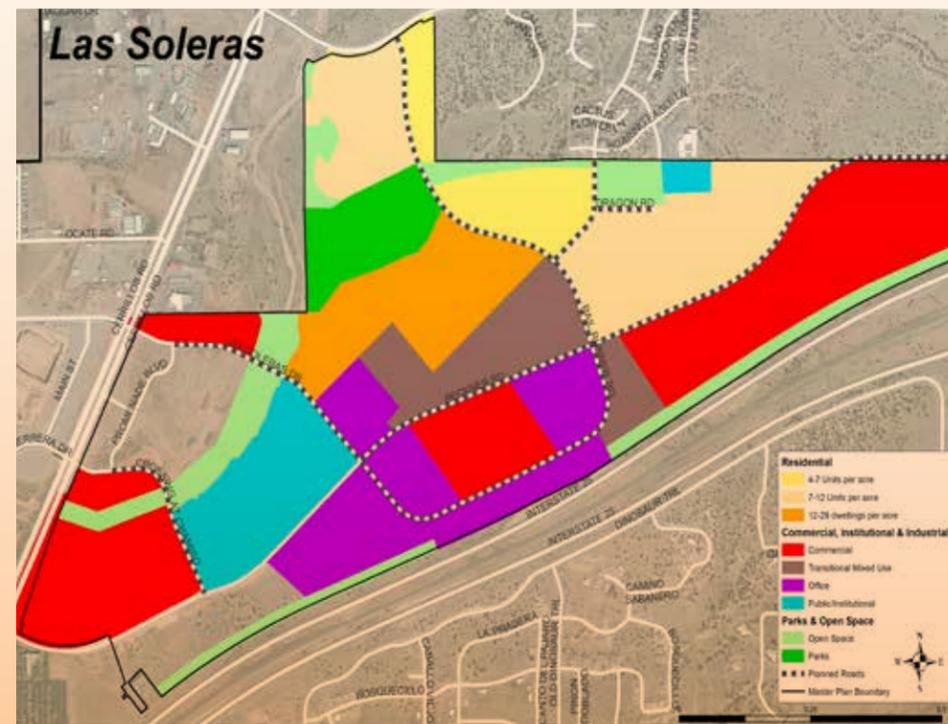
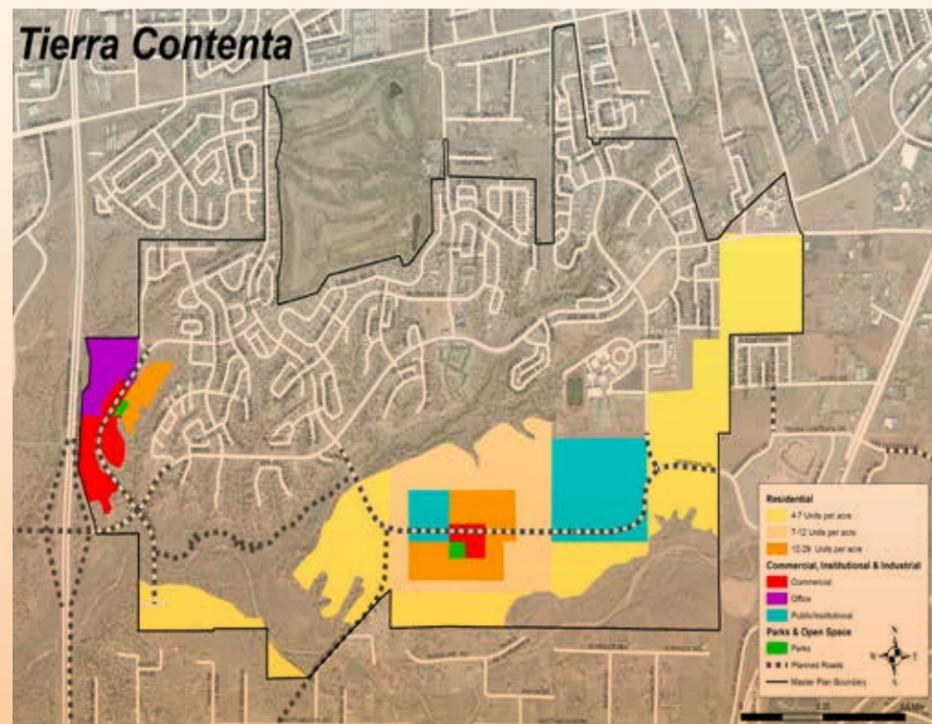
Approved in 2008 as part of an annexation plan, Las Soleras began slowly due to the recession and the resulting drop in demand for new residential and commercial development. The master plan covers 500 acres with most of the land along I-25 slated for commercial and some mixed uses. The internal portions of the master plan are reserved for residential uses, which could be developed with 1,000-1,500 housing units.

Beckner Road, the main road in the master plan, which connects Cerrillos Road and Richards Avenue, should be developed with a highly urbanized streetscape, bringing commercial buildings up close to the street while using shared-parking either between buildings, or behind buildings. Beckner, and all other streets should be tree-lined with sidewalks separated from the curb, or wider sidewalks up against the curb with tree wells used for street trees. Bike lanes should be striped on both sides of the street.

Northwest Quadrant

Created in 2010, this master plan covers just 160 acres of some 2,000 acres the city owns in the northwest corner of the city. The master plan calls for 750 housing units to the southeast of Highway NM 599. The plan shows a commercial center and small neighborhood scale parks with multi-family housing next to the parks. Most of the units would be lower density single-family style units. There would be a strong component of affordable housing within the master plan. Because the master plan sits on city-owned land, the city would need to initiate the land transfers and a development entity similar to what the city created in Tierra Contenta with the Tierra Contenta Corporation.

Because Tierra Contenta is still developing and due to the private land interest and private investment in Las Soleras, the Northwest Quadrant does not appear to be a necessary part of the overall development picture in Santa Fe for many years.



South of Tierra Contenta (Urban Reserve)

The vacant land south of Tierra Contenta and the Mutt Nelson Road residential area, is comprised of approximately 440 acres, mostly in single ownership. The southern portion is zoned for commercial use, while the northern portion above an escarpment is zoned for residential use. Like the state-owned lands between Highway NM 599 and the Santa Fe River, this area may be developed in the future but currently is not under construction. Future residential development in this area could include 1,000-1,250 housing units with ample land for open space and parks much of which could act to buffer this area from existing residents in the Mutt Nelson and Remuda Ridge neighborhoods.



Photo credit: Microsoft corporation, 2015, creative commons

Santa Fe Place Mall (Retail Center - Redevelopment Scenario)

Santa Fe Place (formerly known as Villa Linda Mall) opened in 1985 providing covered retail shopping for Santa Fe's rapidly growing south side. As the retail shopping industry changes and continues to move away from the indoor mall pattern, the 75+ acres occupied by the mall (most of which is surface parking) could transition to a more complete "village" concept with a reduced footprint of commercial businesses at the center surrounded by residential uses, including for-sale patio homes and multi-family rental units.



Photo credit: Trademark Property, 2010, creative commons

Siler Road (Employment Center - Redevelopment Scenario)

An area of approximately 240 acres (similar in size to the downtown area), the Siler District is characterized by a mixture of older industrial/warehouse use that lacks curb and gutter on some streets and contains outdoor junk yards and outside storage on open ground. Siler Road bisects this district between Cerrillos Road and Agua Fria. The city owns significant acreage within the district that currently contains the city yards, fueling station, as well as some administrative offices.

The Siler Road area, between Cerrillos and Agua Fria, should be allowed and encouraged through re-zoning or an overlay district to redevelop with the possibility of a range of mixed uses that might include housing, offices, wholesale/retail and a variety of artist/artisan/craftsman live-work spaces.



Photo credit: loopnet.com

St. Michael's Drive (Mixed Use Corridor)

St. Michael's Drive commercial corridor connects Cerrillos Road and St. Francis Drive. This corridor is a prime location for a road diet, bicycle and enhanced pedestrian facilities. The adjoining businesses should be allowed and encouraged to redevelop existing aging buildings and underused parking lots for shops, work spaces and multi-family housing with new buildings opening onto the street. With the Santa Fe University of Art & Design at the west end and the Hospital/medical complex located east of St. Francis, this corridor is poised to play a pivotal role in Santa Fe's future.



Rendering: Steve Price of Urban Advantage, Inc.

Land Use & Growth Management

Housing & Affordability

The City of Santa Fe contains virtually every housing type from apartments to condominiums to single family detached homes – all built on a wide-range of lot sizes. Housing prices are higher in Santa Fe than prices nationally and have been for decades. The median housing price in Santa Fe is consistently higher than the U.S. median price.

Adding to the complexity of Santa Fe's housing market is the fact that the city is home to residents representing economic extremes – those at the very high end of the housing market and those at the very low end of the market. There has been enough activity at the higher end of the housing market in recent decades to create significant upward pressure in housing values across all price categories. This created an ongoing need for the city to be very active in the provision of affordable housing.

Santa Fe's Neighborhoods

Affordable housing has been an important issue in Santa Fe for decades. As early as 1976 the city received policy recommendations to improve housing affordability. The most recent report to guide the city is the City of Santa Fe Housing Needs Assessment (updated in 2013) which is an in depth review of the housing market and housing needs for the city, from the homeless to the homeowner. The Housing Needs Assessment steers the goals for all affordable housing programming, planning and regulation in Santa Fe.

The city has been proactive in supporting the efforts of its local nonprofit housing partners through the following programs:



Photo credit: Richard Macpherson

- emergency shelter beds and homeless outreach services;
- supported rental units for people with special needs, mental illness, youth, victims of domestic violence and others in danger of becoming homeless;
- rental assistance vouchers for low-income renters, including people with special needs;
- homebuyer counseling and training to low and moderate-income residents;
- no-interest, no-payment due down payment assistance loans for qualified homebuyers;
- home repair loans to low- and moderate-income homeowners (includes emergency repairs) and loans for energy efficiency improvements to improve long-term housing affordability.



Photo credit: Richard Macpherson

Tierra Contenta

In the early 1990s the city purchased a bankrupt development in the southwestern quadrant of Santa Fe. The city's vision was to create a master planned community in which at least 40% of the homes would be priced affordably. A HUD planning grant of approximately \$1.2 million provided the seed money for the initial phase of planning and infrastructure development. The resulting Tierra Contenta Master Plan promotes principles of walkability, traditional streetscapes, clustered housing, mixed-use districts, and access to an extensive open space and trails network.

The Tierra Contenta Corporation (TCC) was established by the city as a nonprofit development entity. As TCC sells parcels of land to developers, proceeds from the sale are used to build the "spine" infrastructure for the next phase of development and to pay back the city for the initial purchase cost. This development model is designed so that the city of Santa Fe does not incur any long-term operating costs, other than maintaining public facilities and rights-of-way.

To date, approximately 2,500 homes have been built in Tierra Contenta, housing about 7,000 people and approaching 10% of Santa Fe's current population. Forty-six percent (46%) of these homes were rented or sold to Santa Fe residents earning no more than 80% of the Area Median Income (AMI), well exceeding the original affordability goals.

Inclusionary Zoning

This plan promotes greater residential densities and a mix of uses for the provision of new housing in newly developing areas on the edges of the city and in re-development efforts along the city's major corridors. Moderating increases in housing prices, better use of land, and efficient use of existing utilities (water and sewer lines) are some of the major reasons why this plan calls for higher housing densities and a mix of uses within close proximity, including residences located within the same buildings where retail or office uses are allowed. Another priority to both preserve affordability and support infill development is to continue home repair programs that also offer opportunities for energy efficiency improvements.

The aging of the city's population, the need to increase economic diversity by attracting younger workers, and varied sizes and mixes of families, both native and immigrant, calls for a diverse housing market with a wide range of:

- house sizes (especially smaller homes or homes that can be adapted to emerging needs like accommodating a caregiver or a home-based business)
- lot sizes (especially smaller lots or lots with more flexible use standards such as setbacks and height restrictions)
- owner-occupied and rental units, including guesthouses, mother-in-law units and other means for achieving incremental infill
- live-work units (combining residences, offices and retail spaces)



Photo credit: The Housing Trust 2014, Creative Commons

Land Use & Growth Management

Transportation & Mobility

Santa Fe's transportation system is multi-modal – a system that includes city streets and sidewalks, state and federal highways, the Santa Trails Bus System, the Rail Runner Commuter Train and an expanding interconnected system of on-road bike lanes and paved urban, multi-use trails. The city should support a transportation network that encourages a balanced, complete system of mobility that provides alternatives to the automobile. This is achieved, in part, by adopting land use policies that reduce the need for automobile travel by providing greater residential and commercial densities in newly developing areas as well as a greater mix of uses in redeveloping areas.



Photo credit: Santa Fe Rail-Trail Conservancy Creative Commons

Transportation planning for the urban area is carried out by the city, county, state, tribal and federal agencies that come together to form the Santa Fe Metropolitan Planning Organization (MPO). The Santa Fe MPO produces a long-range Metropolitan Transportation Plan (MTP) which is updated every five years and allows federal transportation funds to be used for transportation improvements. The MTP also incorporates separate master plans for improving public transit, bicycle and pedestrian infrastructure and activity.

Road Network

Santa Fe's road network has changed dramatically since the 1999 General Plan. Veterans Memorial Highway (NM 599) was completed in 2000 and serves as a bypass around Santa Fe and generally acts as the western boundary of the city. Two new interchanges have been added: one at County Road 62 (2012) and another at Jaguar Road (2015). The construction of Rufina Street, the extensions of Governor Miles, South Meadows, the Siler Road river crossing and major improvements to Cerrillos Road and Airport Road have all occurred since the 1999 General plan. Major urban area transportation improvements for the future include:

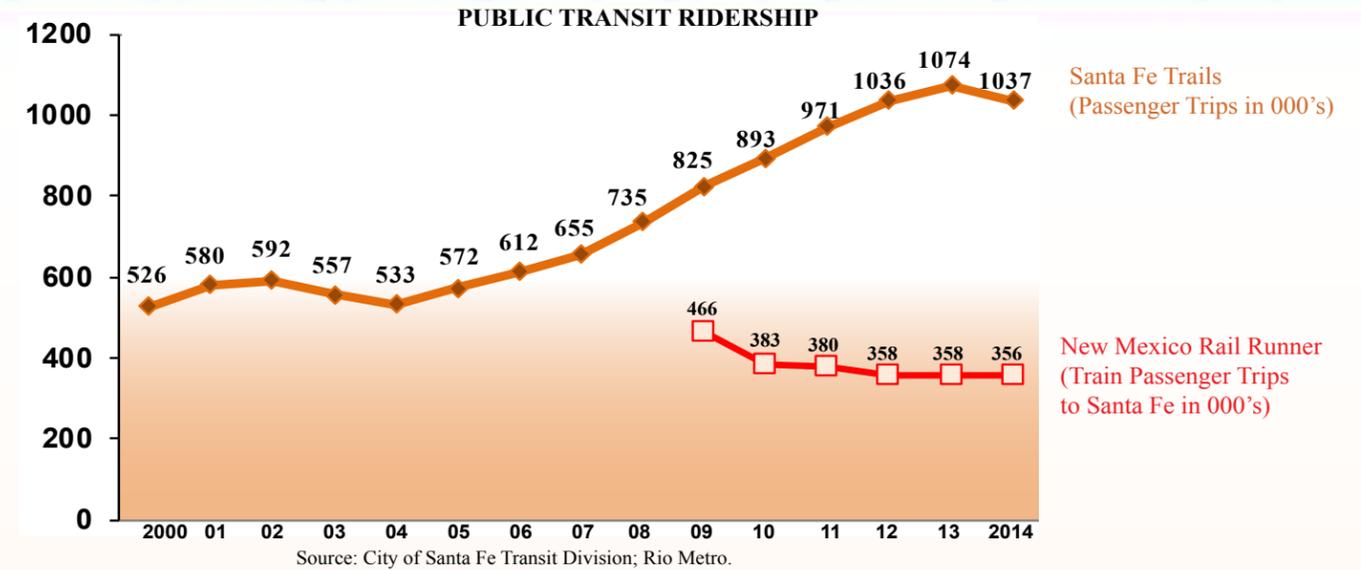
Cerrillos Road – Re-construction of Cerrillos, ultimately to St. Francis Drive.

Future Roads – New roads (developer built) in Las Soleras; Tierra Contenta.

Highway Interchanges – New highway interchanges may be built along NM 599 (NW Quadrant, CR 70 and at Airport Road) and along I-25 (Richards Avenue). However, NMDOT has no plans for additional interchanges in the Santa Fe Area.



Photo credit: PerryPlanet Source: self-taken Creative Commons



Transit

The Santa Fe Trails bus system began in January 1993 and grew quickly in ridership, providing one million passenger trips for the first time in 2012. The Cerrillos Road routes together account for approximately 50% of all system ridership. The city operates a fleet of 37 buses, of which approximately 22 are in service during peak hours.



Photo credit: City of Santa Fe Transit

Santa Fe Trails was one of the first all Compressed Natural Gas (CNG) bus systems in the United States and continues to operate today as a completely CNG- powered system.

The city's transit division operates federally-funded programs such as Job Access Reverse Commute (JARC) program that provides work trips by passenger van to jobs or workforce training based on income qualifications.

Commuter Rail

Initiated in December 2008, the state of New Mexico began commuter rail service between Santa Fe and the Albuquerque Metro Area. The New Mexico Rail Runner Express operates between Belen and Santa Fe and carries over 1.0 million passengers system-wide, annually, while about a third of those ride to and from Santa Fe.

Land Use & Growth Management

Transit Master Plan

The Santa Fe Metropolitan Public Transit Master Plan recommendations for the future of the transit system include:

- Improved Coordination – between Santa Fe’s multiple transit agencies; Santa Fe Trails, North Central Regional Transit District, NMDOT Park & Ride Service and the New Mexico Rail Runner Express commuter train that connects Santa Fe and the Albuquerque Metro area. The plan also encourages greater coordination with the city’s senior services division and its paratransit service to provide the most efficient transit service to the city’s growing senior population.
- Hybrid Bus Rapid Transit (BRT) – An express bus route along Cerrillos Road with fewer stops and on-board signal actuation to provide enhanced service along the city’s main transit route.
- Sheridan Street Transit Center (Downtown) – Build an enhanced bus transfer facility along Sheridan Street.
- Santa Fe Depot Pull-in/Turnaround – Construct an off-street, pull-in/turnaround location for buses meeting rail runner trains.
- Accessibility – the plan identifies bus routes, especially along Agua Fria, South Cerrillos Road and Rodeo Road that lack essential facilities (i.e. sidewalks and bus stop shelters) for existing and potential bus riders.
- Route Improvements – the plan recommends improvements for more efficient service on the Agua Fria/Airport routes and the South Cerrillos Routes.
- Later Week-Night/Expanded Weekend Service.



Photo credit: Credit: City of Santa Fe Transit



Photo credit: Credit: City of Santa Fe Transit

Pedestrian System

The Santa Fe Metropolitan Pedestrian Master Plan identifies specific city-wide pedestrian infrastructure needs and safety issues in “Areas of Critical Concern” which include stretches of the major corridors and include the following locations:

Areas of Critical Concern

- A. St. Francis Drive/Guadalupe Street Intersection
- B. St. Francis Drive/Historic Guadalupe Neighborhood
- C. Upper Cerrillos Road Corridor
- D. South Capitol Area
- E. Mid-Cerrillos Road Corridor
- F. St. Michaels Drive Corridor
- G. South St. Francis Drive Corridor
- H. Lower Cerrillos Road Corridor
- I. Lower Agua Fria Street Corridor
- J. Airport Road Corridor

Bikeways/Urban Trails

Santa Fe’s bikeway system is a combination of on-road facilities, including designated bike lanes, striped shoulders, and lanes shared with motor vehicle traffic; and off-road facilities, including paved multi-use trails and formal or informal soft-surface paths. In some cases, facilities are designated and linked through “Bike Route” or other guidance signage. The Santa Fe Bikeways and Trails Map details existing on-road and off-road facilities throughout the Santa Fe area.

On-road bike lanes are an important part of encouraging alternative forms of transportation. The city has added a number of roads to its list of streets that have striped bike lanes, or bikeways. Cerrillos, Zia, Galisteo, Rodeo, Airport, Old Santa Fe Trail, Camino Cabra and Governor Miles are some of the roadways that have had striped bikeways added through resurfacing during the past fifteen years.

Santa Fe contains 26 miles of paved, off-road trails, providing a transportation alternative to the auto. The city’s urban trail system has as its “spine” the intersection of a major east-west trail along the Arroyo de los Chamisos and a major north-south trail along the rail line. These trails intersect north of Zia Road and at Siringo Road, just east of Santa Fe High School. The city’s four primary urban trails are (see map):

- Arroyo de los Chamisos Trail – Extends from east of St. Francis Drive toward Santa Fe Place Mall, wraps around the mall and proceeds underneath Cerrillos Road before heading along the southern extent of Tierra Contenta.
- Rail Trail – This trail extends along the rail line from the Santa Fe Depot south to Interstate 25, with the county portion continuing all the way to Eldorado.
- Santa Fe River Trail – The city and county are working together to create an 8-mile Santa Fe River Trail from the eastside of downtown all the way to where the river crosses under highway NM 599 near the southwest part of town.
- Acequia Trail – This trail extends south from the Rail Trail just north of Cerrillos Road. It provides access for several neighborhoods as it follows the path of the Acequia Madre or “Mother Ditch” that provided irrigation for early settlers.

School Zone Needs – There are many school zones that have a need for improved pedestrian facilities to encourage more children to walk or bike to school. The Plan highlights a few examples:

1. Sweeney Elementary/Airport Road Corridor area,
2. El Camino Real Academy – Lower Agua Fria Street/South Meadows Drive area
3. Ramirez Thomas Elementary – Rufina Street area

In addition, the city has installed Americans with Disability Act (ADA) ramps at many intersections especially in the older historic parts of town. As an on-going program, these sidewalk and intersection improvements are generally capital improvement project (CIP) funded, or can be partially state and federal grant funded.



Photo credit: The Architect's Newspaper Blog, 2012 Creative Commons

Land Use & Growth Management

Bicycle Master Plan

The Santa Fe Metropolitan Bicycle Master Plan (MPO, 2012), sets out principles of strong, healthy bicycling communities as well as a plan for creating a complete system. The Expanded Bikeway Vision 2032 envisions a complete system of multi-use trails and on-street bike routes.

Benefits of bicycling, cited by the plan, are many and include:

- Local Transportation Option – Bicycles can provide a daily transportation option
- Reduce Emissions – Bike trips that replace car trips reduce emissions
- Health/Fitness – Bicycles provide excellent exercise for better health and fitness
- Economy – Bike commuting can help reduce transportation costs - a major household expense
- Business/Tourism – Santa Fe’s environment, especially its downtown and historic districts, provides an excellent environment to help promote bicycling and bicycle-related businesses.

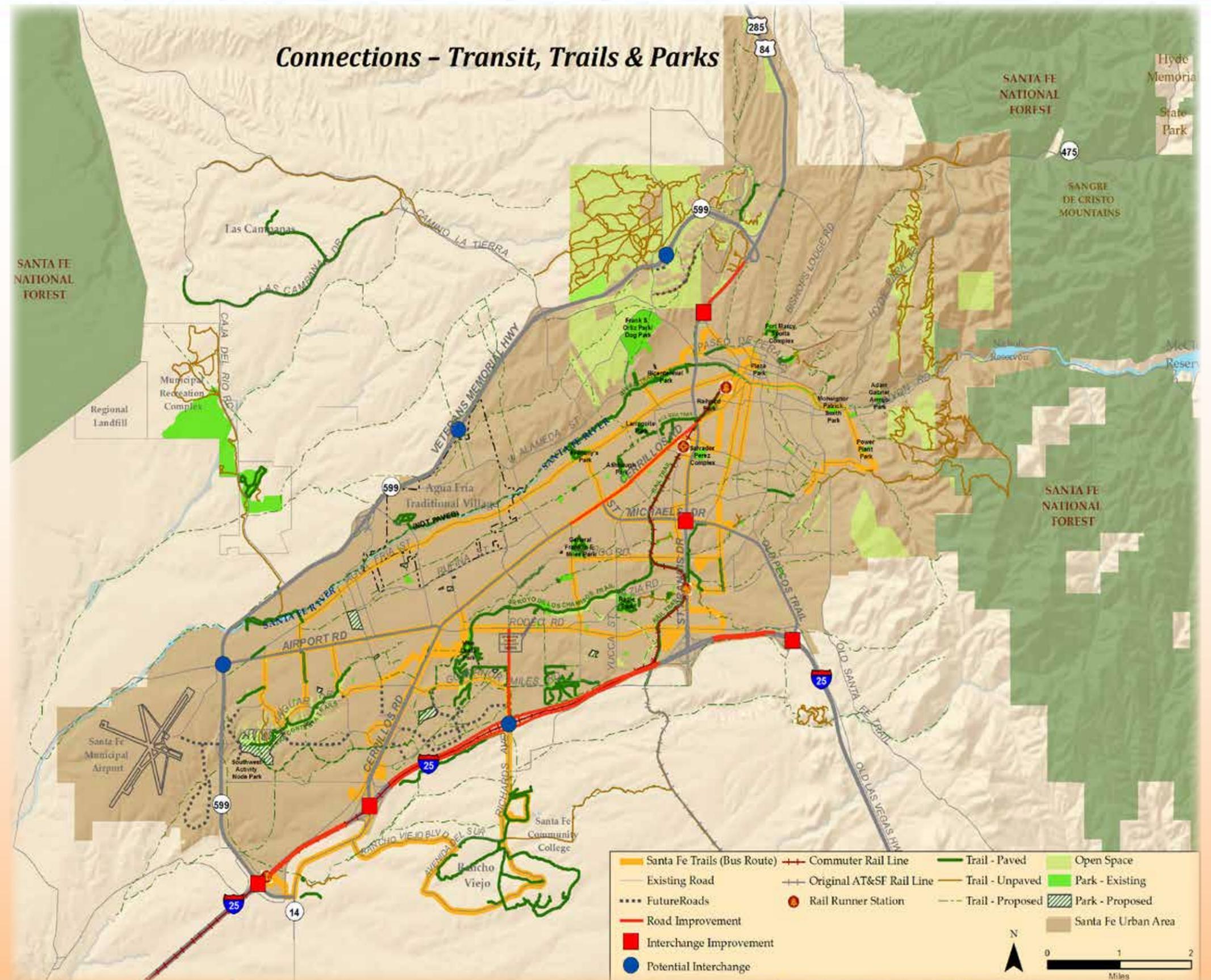
Strategies to achieve a bicycle-friendly community include:

1. Require bicycle accommodations in all roadway design,
2. Focus on system connectivity through targeted improvements,
3. Provide bicycle signage and on-line tools for way-finding,
4. Develop safe routes to schools.

Airport & Aviation

The Santa Fe Municipal Airport is a “primary service” airport that includes general aviation as well as limited commercial airline service to major hubs such as Denver, Dallas and Los Angeles. Expansion of airport infrastructure and facilities will occur only as increased demand of the airport warrants. As a result, there are no current plans to expand the terminal or lengthen any of the runways.

The airport will have a new entrance from Highway NM 599 and the Jaguar Drive interchange.



Land Use & Growth Management

Sustainability & Energy

Santa Fe adopted the Sustainable Santa Fe Plan in October 2008. The plan attempts to balance the economic vitality of the community with social justice and environmental health. The Sustainable Santa Fe Plan seeks both to reduce greenhouse gas emissions (GHG) and to find ways to increase the capacity of the community to adapt to climate change.

Adapting to Climate Change

Predictions for Santa Fe indicate that the area will become hotter and drier with greater and more severe droughts than in the past, translating into wild fires and subsequent run-off contamination of surface water. This would affect water sources, the local ecology and the ability to produce food through both farming and ranching.

- Water Resources – Protecting and conserving the city’s water supply and the watershed will be important in adapting to a warmer, drier climate.
- Local Ecology – The local ecology will be fundamentally changed as a result of climate change affecting soil, water, plants and animals.
- Local Food Production – Local agriculture is already under pressure from water rights transfers to growing urban development. The Santa Fe City /County Advisory Council on Food Policy has recommended a policy to promote greater food security for Santa Fe.

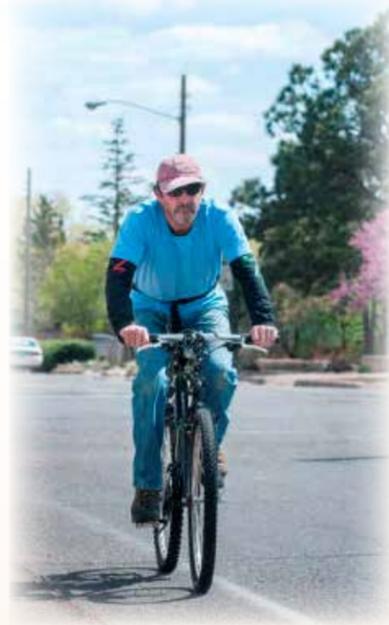


Photo Credit: Edie Moore,
Albuquerque Journal

Reducing Emissions

The majority of greenhouse gas emissions come from building construction and operation. The second largest contribution is from transportation of people and goods. The city’s land use and growth management strategies to reduce emissions include:

- Green Building Code – Santa Fe adopted a residential green building code for new single-family residences. Homes must be sited, designed, constructed to enhance the well-being of their inhabitants and to reduce the negative impacts on the environment.
- Alternative Transportation – The city emphasizes alternative modes of transportation including an extensive urban trail network for pedestrians and bicyclists as well as the operation of a bus system that was the first in the nation with an entire fleet powered by Compressed Natural Gas engines (CNG).
- Development Code – Land use patterns and land management strategies including using stormwater and a resource and encouraging increased density and mixed use development support reduced GHG activities within the community.

Renewable Energy – City Facilities

Because municipalities cannot take advantage of federal or state tax credits, it is difficult to finance large-scale renewable energy projects up-front. For this reason the City of Santa Fe has pursued and will continue to pursue cost-effective alternatives to install renewable energy systems to its facilities.

The city has contracted to have photovoltaics (solar panels) put up at eight different city facilities. Greenhouse gas emissions would be reduced by an impressive 4,001 tons per year. In addition, the city expects savings of over \$11,500 per year in electric bills over the 20- year term of the contracts.

City plans to reduce greenhouse gas emissions focus first on energy efficiency retrofits for a number of reasons including: many of the planned projects have a 2 to 5 year payback, many city buildings have outdated energy technologies that result in uncomfortable environments for customers and employees and energy efficient buildings require smaller less expensive renewable energy systems.

Wind and Solar Energy

Alternative energy sources, particularly wind and solar energy, have been studied, are being developed and can be an important role in New Mexico’s energy future. PNM has begun using wind-based electricity production for use in the state. PNM currently generates approximately 8% (Source: PNM) of its total electricity from a wind farm near Tucumcari. The use of renewable energy sources promotes greater regional and national self reliance as well as greater energy stability and a cleaner environment for future generations.

Wind turbines are a good example of the growing competitiveness of renewable energy technologies. The cost of electricity produced by modern wind turbines has declined by over 50% in the past twenty years. Other renewable sources of electricity include solar-thermal electric-power plants and photovoltaic cells.

Solar energy may have the greatest potential for meeting current and future energy demands. Passive solar heating and cooling systems are not uncommon in New Mexico, especially in private homes. These systems are simple in concept and use few moving parts and require little or no maintenance.

Recent Projects

Photovoltaic panels at the convention center in downtown Santa Fe and a composting facility at the wastewater treatment plant off Airport Road are the latest public-private partnership projects for renewable energy. Solar panels are offsetting power use at another part of the wastewater treatment plant, at the city’s transit yard on Siler Road and at the joint city-county Buckman Direct Diversion water project.



Photo Credit: Gaia Gardens Mission
Santa Fe Reporter 2012



Photo Credit: City of Santa Fe Transit

Land Use & Growth Management

Land Use & Growth Management Policies

Neighborhood Areas - Balance neighborhood and community goals when new development is proposed within and adjacent to existing neighborhoods; recognize that some degree of change will be needed to accomplish community-wide goals.

Neighborhood Areas - Protect established neighborhoods from the intrusion or encroachment of incompatible non-residential uses, as well as inconsistent residential densities proposed by new development.

Infill - Promote infill residential development with the same or similar density and character as the surrounding neighborhood, or at slightly higher densities if transitioning to adjacent non-residential development.

Areas of Focus - Amend the city's Land Development Laws (Chapter XIV) in the areas designated as "Areas of Focus" (Centers & Corridors map), to provide more flexibility with issues such as permitted uses and parking requirements.

Metro Area Growth - Work with Santa Fe County to ensure necessary provision of services, administration and infrastructure throughout the larger Santa Fe Metro Area.

Annexation - Complete the annexation of the urban area to provide greater clarity and certainty for the city, county and affected citizens.

Mixed Use Corridors - Encourage mixed use and residential uses in the redevelopment of existing commercial centers and along major corridors to better utilize existing infrastructure.

Planned Community - These areas will be required to install and/or fund the infrastructure to meet the service needs they generate. City financing and construction of infrastructure will be reserved for meeting the needs of the community as a whole, or where specifically targeted to support major civic projects, affordable housing or economic development projects.

Planned Community - Require future communities to be built with: greater densities; a mix of uses among and within buildings; interconnected networks of complete streets; tree-lined, pedestrian-oriented streetscapes; and a range of housing types.

Planned Community - Support significant increases in residential density where it is part of a plan for a neighborhood or significant part of a neighborhood, such as might happen in a semi-rural area when roads and sewer and water become available.

Mixed Use - Promote, encourage and allow residential, office and retail uses within the same development, and within the same building, along Mixed Use Corridors, in Planned Communities and in other non-residentially zoned areas.

Connectivity - All land development and roadway projects should enhance system connectivity.

Protect Visual Open Space - Protect visual open space, hillsides, and ridge tops through adoption of an Escarpments ordinance.

Residential Density Ranges - Where city water and wastewater systems are to be used in new development, an overall minimum gross residential density range of 5 units per acre should be encouraged.

Transportation

Land Use/Transportation Connection - Encourage land use and transportation patterns that promote use of alternatives to the automobile including pedestrian, bicycle and bus.

Road Network / Complete Streets - Provide a well-maintained road system that is easily shared by different modes, especially bikes and pedestrians.

Multi-Use Trail Network - Build an interconnected network of paved off-road, multi-use trails throughout the city.

Transit - Continue to promote and fully fund transit and Santa Fe Trails as a viable and preferred alternative to private automobiles.

Commuter Rail - Promote commuter service and study/consider future local train service within Santa Fe.

Airport & Aviation - Support continued use of the airport for general aviation and limited commercial use.

Connectivity - All land development and roadway projects should provide for connections within and between neighborhoods and commercial centers. Cul-de-Sac road patterns and gated residential areas are discouraged.

Land Use & Growth Management

Housing

MPO Transportation Plan (MTP) - Support and implement those portions of the Santa Fe MPO Metropolitan Transportation Plan, Bicycle Master Plan, Pedestrian Master Plan and Public Transit Master Plan that are recommended within the city.

Americans with Disabilities Act (ADA) - Ensure that transportation facilities meet ADA requirements.

Roundabouts - Consider roundabouts as an option for all reconstructed intersections and as a priority for all new road intersections.

Multi-Modal Access - Provide for bicycle and pedestrian access and facilities at transit hubs and centers.

Park & Trail Linkages - Provide pedestrian, trail and bikeway linkages, including sidewalks, between parks, open space and recreational facilities.

Major Arterial Design Standards - Recognize major arterials as commercial corridors and important civic spaces and support their redevelopment with enhanced design standards that include landscaping, public furnishings and public art.

Sheridan Street Transit Center - Redevelop the Sheridan Street Transit Center downtown with enhanced pedestrian and bicycle facilities.

Santa Fe's Neighborhoods - Preserve the scale and character of the city's existing neighborhoods.

Future Housing - Encourage a greater mix of housing types and lots in new developments.

Affordable Housing - Support the creation of more affordable housing.

Inclusionary Zoning - Continue to require that all new housing developments provide affordable homes or housing units to help better integrate more expensive and less expensive homes throughout the city.

Affordable Housing Resources - Continue to support financial and management structures that will promote availability of affordable housing in new affordable housing developments for those who could not otherwise afford it, including the homeless population.

Homelessness - Prevent homelessness from becoming permanent by connecting families, individuals, veterans and youth to appropriate services and facilities.

Land Use & Growth Management

