Santa Fe Downtown Vision Plan

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Downtown Vision Plan Committee
Richard Verruni
Rick Martinez
Joe Gutierrez
Daphne DeLeon
Lois Snyderman
Bonifacio Amijo
Michael Trujillo (Chair)
Bemabe Romero (Vice-Chair)
Robert Jones
Sara Melton
Terri O’Hare
Cynthia Graves
Mark Mitchell

City of Santa Fe
Reed Liming
(Long Range Planning, Division Director)
Katherine Mortimer
(Long Range Planning, Supervising Planner)
David Rasch
(Historic Planning, Supervising Planner)
Richard Macpherson
(Long Range Planning, Senior Planner)

Crandall Arambula, PC - Lead Consultant

Southwest Planning and Marketing

Rosemary Romero Consulting

Chris Wilson, Historic Preservation

CH2Mhll

In Memory

Sara Melton was a valued member of the Downtown Vision Plan Committee and an intelligent, vigilant voice for historic preservation in Santa Fe. This community and committee still feel a void left by her passing away in February, 2006.
# Table of Contents

## Introduction
- Overview ................................................................. 1
- **Introduction** Approach .............................................. 2
- Vision Statement ..................................................... 3
- Vision Plan Goals ..................................................... 3
- Public Involvement .................................................... 4

## Plan Elements
- Planning Context ..................................................... 5
- **Historic Character** ................................................ 6
- Retail ......................................................................... 9
- Housing .................................................................... 17
- Arts and Culture ....................................................... 21
- Parking ..................................................................... 23
- Open Space and Streets ............................................ 29
- **Public Transit** ......................................................... 45
- Bicycle .................................................................... 48

## Regulatory Framework
- Overview ..................................................................... 49
- Subdistricts 
  - Cathedral Subdistrict ............................................ 50
  - Civic Subdistrict .................................................... 51
  - State Subdistrict ..................................................... 52
  - Water Street Site .................................................... 53
- Sustainability ............................................................ 54

## Appendix
- Public Workshop Results ............................................ A1
Introduction

Overview .....................................................1
Approach .....................................................2
Vision Statement ..........................................3
Vision Plan Goals .........................................3
Public Involvement .......................................4
Overview

What this Document Includes
This document is organized into three chapters:

1) Introduction - sets out the study area, provides the vision statement, vision plan goals, and the project process and schedule.

2) Plan Elements - identifies specific improvement opportunities and implementing actions for land use, the public realm and transportation.

3) Regulatory Framework - recommends the review and consolidation of subdistricts and the possible creation of new subdistricts to manage growth in developing areas, and a sustainability framework for downtown.

In addition, all supporting information developed throughout the process is provided in a separate appendix.

How This Document Will Be Used
This document is a tool that sets in motion next steps. On its own, it does not change any existing adopted City policies, plans, regulations or budgets. It provides the guidance for code amendments, policy changes, financing strategies, and additional studies necessary to bring about the successful implementation of the city’s vision.
Introduction

Approach

The Downtown Vision Plan provides a strategy for both preservation and growth.

This document describes the public’s strategy to preserve the essential elements that make downtown special while proactively establishing a template for measured growth that benefits the community at-large.

The Downtown Vision Plan is based upon an overarching statement of the community’s values and is consistent with community-formulated downtown goals.

The purpose of the Downtown Vision Plan is to provide a planning framework for preserving and protecting the historic character of downtown while allowing for appropriate new development within the constraints imposed by that framework.

A Plan Crafted By Citizens

This plan reflects the preferences of the broad spectrum of people who participated in the planning process.

The Plan describes the results of extensive public outreach and involvement. The public process was driven by a dedicated Downtown Vision Plan Steering Committee, appointed by the City Council and the Mayor. They reviewed and approved all plan information, proposals and strategies. After review by the Steering Committee, all plan components were thoroughly reviewed by the community: hundreds of people attended numerous public workshops and meetings, filled out ballots and comment sheets, and viewed information available on the City’s website beginning in the summer of 2005 and ending in the fall 2006.

Study Area

The Downtown Santa Fe Study Area encompasses nearly 300 acres and includes those properties within and adjacent to the Paseo de Peralta loop and Guadalupe Street.
**Vision Statement**

The Downtown Vision Plan Steering Committee crafted a vision statement for the future of Santa Fe. It establishes a set of core values, helping to guide formation of the vision plan. The vision statement is as follows:

“The Vision Plan will explore and recommend strategies for preservation of the historic character, and the improvement and development of downtown Santa Fe. The historic downtown should be an economically vital and ecologically sustainable place where new and existing retail and commercial establishments serve both local and visitors’ needs:

- Where public areas are accessible and welcoming to all;
- Where a living Santa Fe River and an active Plaza become a focus of public activity;
- Where sufficient parking and easily accessible transportation accommodate a pedestrian friendly environment;
- Where a healthy mix of Santa Feans live to create a neighborhood feeling and a sense of safety at all hours;
- And where the character and standards of all new and redevelopment are clearly defined.”

**Vision Plan Goals**

Throughout the planning process nine goals were used as a touchstone for the development and assessment of all plan proposals.

The top issues and concerns identified in the first public workshop were consolidated into nine preliminary goals by the Vision Plan Steering Committee. During an expanded outreach process that included a series of small neighborhood meetings, these nine goals were updated and reprioritized. The final list, reflecting all this input, is shown at right.
Public Involvement

Outreach

A concerted effort was made to solicit input from Santa Fe citizens of all ethnicities, ages and income levels.

Throughout the process, public comment was provided by downtown residents, business and property owners, and downtown workers who attended a variety of Downtown Vision Plan steering committee meetings, workshops, and information sessions. Ballot response sheets were used to measure public response from all those involved.

Moreover, a targeted effort was made to solicit input from those who typically might not attend public workshops or visit the City’s website. These meetings were held outside the downtown, in outlying neighborhoods and at times convenient for these groups. The Downtown Vision Plan Steering Committee directed and hosted these additional meetings in the southside of the City and for youth at Warehouse 21.

Public Participation

Opportunities for public participation included:

- Vision Steering Committee meetings
- Stakeholder meetings
- Public workshops
- Outlying neighborhood meetings
- A youth meeting

Process and Schedule

The detailed and systematic Vision planning process was comprised of three steps:

- Starting - extensive research, compilation and review of existing conditions and opportunities and constraints.
- Designing - exploration of a range of alternative concepts followed by the creation of final plan elements.
- Implementing - identification of next steps that will ensure that the vision will be realized.
Plan Elements

Planning Context ........................................5
Historic Character ......................................6
Retail ..........................................................9
Housing .......................................................17
Arts and Culture .........................................21
Parking ..........................................................23
Open Space and Streets ................................29
Public Transit ...............................................45
Bicycle ........................................................48
Planning Context

Translating broad project vision statements, goals and objectives into on-the-ground reality is the task of a comprehensive land use, transportation and public realm framework.

These framework elements are the subject of this chapter, “Plan Elements”. This chapter provides a guide for the preservation and development of private and public properties.

While this framework is conceptual in nature, at the same time it offers a realistic snapshot of the community’s vision for what downtown may look like as proposals are implemented over time.

The plan elements were informed by multiple considerations, including:

1. Recognition first and foremost that Santa Fe is a unique 400 year-old American “city different.” As such, downtown is not a place for novel planning experiments or reformulation of themes and concepts used elsewhere. It has survived and thrived largely as a result of a dedicated adherence to the fundamental building blocks upon which the city was founded. All plan proposals honor, reinforce and/or revive these principles.

Downtown is faced with numerous growth issues - and there is excellent historic precedent for how to deal with the growth. The plan recognizes that change has always been a part of Santa Fe’s history and that the citizenry has always strived to benefit from change. The 1912 “City Different” plan offers a prime seminal example of this response to change. Early in the 20th century, the city experienced both economic and physical deterioration. Citizens and elected officials countered this trend by developing a plan that served as a framework for both preservation and growth, and was successfully translated into an implementation strategy that was forward-looking yet true to the history of Santa Fe. The result is the very “Santa Fe Style” that we recognize today. The plan elements described on the following pages of this document have every intent to emulate the spirit and effectiveness of the City Different Plan, by offering a menu of land use, transportation and public realm elements that can address, manage and direct inevitable change in a way that is beneficial to all.

Santa Fe- Parks and Streets Plan, 1912 Plan
Historic Character

Maintaining Preserving Santa Fe’s historic character was identified as the primary public concern during the development of the Vision Plan. Existing and sometimes conflicting codes and ordinances do not seem to be providing the protection required to prevent the compromise of historic character in the study area. In Santa Fe, buildings should express a genuine understanding of the history of this special place.

General Intent

The key to maintaining and enhancing the character of downtown is to ensure that new buildings and building additions are consistent in harmony with surrounding buildings in terms of architectural style, height, pedestrian scale and design at the street level. Inconsistent new buildings and building additions that vary too much from the historic surroundings undermines Santa Fe’s historic fabric.

Architectural Style

The existing “Spanish-Pueblo Revival” and “Territorial Revival” styles must be respected in as much as these styles are intimately tied to the very essence of Santa Fe. Departure from either would diminish downtown culturally, socially and economically.

Santa Fe Downtown Vision Plan (Draft 2-20-07)
**Linking Form to Function**

The selection and application of Santa Fe architectural styles must respond to essential functional requirements, not merely aesthetics. The result of this linkage will be buildings that contribute positively to the overall downtown urban environment. For instance, retail storefronts require large glass windows which are consistent with the territorial revival style. However, large openings or windows on Spanish-Pueblo Revival buildings are not consistent. The small size and overall area of openings are appropriate for uses such as hotels and residences.

**Limiting Height**

The two predominant Santa Fe styles originally were subject to natural, technological limitations: buildings were constructed using materials and techniques which limited their height and massing. Indeed, the two Santa Fe styles were developed in response to available technological, cultural, and environmental conditions. Adobe walls could only be so high before they became unstable, and rooms could be only as wide as the length of timbers that could be found to support roofs. Later, as more advanced technologies of masonry and wood were used in the construction of territorial buildings, these buildings still had a height limit of three stories. Without exception, historically, buildings larger than three stories have presented the greatest challenge to retaining the essential character of Santa Fe. The conflict between the underlying zoning allowable heights under the Business Capital District (BCD) and the Historic Overlay District is a problem that must be resolved.
Historic Character

Implementation

New development is occurring and erosion of the downtown’s historic character continues. It is recognized that the historic character of downtown is endangered. The downtown appears to be at the “tipping point” where new out-of-character development will weaken the historic character.

Within the study area, a few significant areas remain available for new development. To prevent new development from further eroding Santa Fe’s unique character, immediate action and long term solutions are required.

Significant Features

Immediate actions include:

- A three floor height cap on buildings within the study area. Additional buildings over three floors will substantially change the downtown character.
- A review of downtown sub-districts to ascertain their impact on land use decisions and planning, and the feasibility of the consolidation and creation of sub-districts to simplify downtown zoning.
- Preparation of a Cathedral subdistrict plan.

Long term solutions include:

- Exploration of the feasibility of the creation of new subdistricts (i.e. Cathedral, Civic, State).
- Preparation of Civic and State subdistrict plans.
- Reviewing, simplifying and strengthening existing codes and ordinances relating to Santa Fe character.

Implementing Actions

Immediate City actions include:

1) Initiate the Cathedral Subdistrict planning process.
2) Prepare and adopt the necessary revisions to existing codes and ordinances, establishing a three floor height limit not to exceed 42 feet where the existing historic district’s height ordinance would allow greater height. (The plan does not imply that all new buildings should have three floors).
3) Conduct a study of historic floor heights to guide implementation of the three floor limit.

Longer term City actions include:

1) Initiating the Civic and State Subdistrict plans.
2) Establishing a work program, schedule and budget for simplifying and strengthening existing codes and ordinances relating to character.
3) Conduct a density study of existing total floor area in the downtown to help guide and limit future development.

Recommendations

1) A maximum height limit for new buildings of 3 floors
2) Updated codes and ordinances relating to character
Retail

Downtown Santa Fe is envisioned to have a collection of shopping streets that will serve both visitors and local shoppers. Santa Fe has a substantially well established visitor market with a considerable potential for additional retail to serve both visitors and local residents. The plan would allow for new retail that serves local residents as well as visitors.

General Intent

Downtown Santa Fe has a considerable market potential for additional retail, which should be met by accommodating a wider range of shopping, dining, and entertainment opportunities.

A strong retail framework provides a diverse retail offering of shops, restaurants, and entertainment uses for visitors, employees and residents of downtown and for the city as a whole.

A strong retail framework:
- Ensures that existing retail is supported and strengthened.
- Prevents establishment of new competing retail centers while providing localized spaces for future retail expansion.
- Identifies specific locations for local-serving retail that are both financially and operationally viable.

Retail Configuration

Retail framework diagrams on the following pages identify ground floor retail development along key “retail streets.” The proposed development is broken up into three basic categories:
1. Primary Retail - the premier shopping district of Santa Fe.
2. Secondary Retail - supporting and complementing the primary retail area.
3. Commercial/ (Mixed-use) - a mix of retail, art galleries, office, restaurants, services, and live/work, with an emphasis on local-serving, to reinforce the connection between the retail core of primary and secondary retail uses with other planned and existing retail areas such as Garfield Street, Canyon Road, and Old Santa Fe Trail south of the Santa Fe River.

The framework is based upon historic retail development patterns and is coupled with design requirements for new pedestrian-oriented retail development.
Retail Core
The retail framework identifies locations on commercial streets, and secondary retail streets where uses that serve residents and employees will be viable alongside additional visitor-serving retail. Where additional visitor-serving retail and entertainment uses are added, they should be an extension of the existing primary retail corridor, not physically separated or isolated.

Visitor Retail
By any measure, downtown visitor-serving retail is successful. Storefronts, primarily those along San Francisco and adjacent streets are filled with galleries, restaurants and specialty shops. A shopper can purchase anything from brand name clothing to hand-crafted jewelry.

The success of visitor-serving retail is an essential part of the downtown retail strategy. These areas need to be protected and strengthened. They provide vitality, jobs and tax revenue, all of which are important not only for the downtown, but for the city as a whole.

Local Shoppers
While the success of visitor-serving retail is key to overall downtown and city health, at the same time it can be a hindrance to the development of local-serving retail. Over the years, both national and “mom and pop” retail shops that historically served local needs downtown have been systematically replaced by visitor-serving retail.

The development of local-serving retail provides numerous benefits, including supporting downtown housing, employment and transit uses. Most importantly however, it signals to citizens that downtown is not just a destination for occasional fiestas festivities and gatherings, but a place to go for everyday needs.
Primary Retail

Areas designated as primary retail should adhere to the most stringent requirements for retail development.

Requirements

Maintain, strengthen and expand the historic retail core. Primary retail uses should adhere to the following requirements:

- Create a lively atmosphere seven days a week. They should create an “18 hour day” by providing shopping and entertainment opportunities from morning to late evenings.
- Be compact and continuous with multiple street-oriented storefronts that engage the sidewalk.
- Include only retail uses which engage pedestrians at the ground floor, with the exception of lobby areas for upper floor uses.

Retail Configuration

Primary retail requirements apply to these streets (both sides of street unless otherwise indicated):

1) San Francisco Street - Sandoval to Cathedral Place
2) Lincoln Avenue - block facing the Plaza
3) Washington Avenue - block facing the Plaza

Primary Retail Diagram
Secondary Retail

Retail that supports and complements the primary retail uses on San Francisco Street is appropriate here - especially those uses that cater to local shoppers. Adherence to stringent retail requirements is more relaxed than for primary retail.

Requirements

Provide opportunities for secondary retail uses which adhere to the following requirements:

- Create a lively atmosphere seven days a week. They should create an “18 hour day” by providing shopping and entertainment opportunities from morning to late evenings.
- Be compact and continuous with multiple street-oriented storefronts that engage the sidewalk.

Provide mostly retail uses at ground floor, but allow for limited commercial uses such as banks, hotels, and offices or residential lobbies and the like at ground floor.

Retail Configuration

Secondary retail requirements apply to these streets (both sides of street unless otherwise indicated below):

- Water street - (both sides from Sandocal to Old Santa Fe Trail
- Palace Avenue -
- Lincoln and Washington Avenues- (both sides from Palace to Marcy)
- Marcy Avenue- (both sides between Lincoln and Washington
- Galisteo Street, Don Gaspar & Old Santa Fe Traila (both sides between water and W. San Francisco)
- Garfield Street (both sides from Guadalupe to Cerrillos)
- Burro Alley –
- Grant Avenue (easie side between Place and Marcy)
Commercial/ Mixed-use

These key streets, which radiate away from the retail core of primary and secondary retail streets and connect to planned and existing retail and commercial areas such as, Garfield Street, Canyon Road, and Old Santa Fe Trail south of the Santa Fe River, should include a diverse range of ground floor uses providing services for downtown residents, employees and visitors.

Requirements

Provide opportunities for commercial uses which adhere to the following requirements:

- Be street-oriented, with front doors that engage and are accessible from public sidewalks.
- Be the primary ground floor use, with limited amounts of non-commercial uses such as “work-live” residences and the like at street level.

Commercial Configuration

Commercial requirements apply to these streets (both sides of street unless otherwise indicated below).
Local-serving Retail and Services

Implementation

The public has expressed concern about the lack of local-serving retail and services in the study area. The absence is due in large part to:

- High lease rates that local-serving retail and services cannot afford.
- A lack of sufficient and available land area to support a local-serving retail and service development.
- The lack of convenient parking required to support local-serving retail and services.
- Insufficient policies promoting local-serving retail.

A local-serving retail policy must be adopted to establish local-serving retail and services in the downtown.

Significant Features

1) Keeping Lease Rates Low

Rates are established by market demand. As long as tourism remains the primary retail market, rates will stay high. A potential solution is for new retail and service space to be built on sites already owned by the public or on private sites where the public offers financial incentives to developers to lease only to local-serving retailers or service providers.

2) Identifying Sufficient Land Area

A small amount of local-serving retail and services will not entice local residents to shop downtown. A minimum of 50,000 to 100,000 square feet of local-serving retail and services, concentrated in opportunity areas, would be required to attract local shoppers. The retail and service offering must give shoppers and service providers an opportunity to shop for their typical needs (groceries, drugstore items, clothing, books and music, gifts and affordable restaurants). Potential opportunities for establishing sufficient land area may exist along some existing streets and on remaining large undeveloped sites in the downtown. It is important that the retail and services be developed as local-serving according to a criteria tailored to Santa Fe.

3) Providing Convenient Parking

Local shoppers will not come unless they are able to park quickly, in close proximity to their shopping destination. In addition, the ideal parking location should be visually connected to the shopping and service area.

Potential Opportunity Area

Recommendation

50,000 to 100,000 SF of Local-serving Retail
It has been suggested that a substitute for local shopper or service user parking could be shuttle buses into the downtown from peripheral parking structures or neighborhoods. A shuttle bus is not a workable solution as long as local shoppers and service users have the ability to drive directly to any number of retail or service centers, at the time of their choosing, shop and load their purchases into the car and drive home. While shuttles work well for special events, they are a poor substitute for convenient parking because of its inherent scheduling complications and lack of facilities for transporting purchases conveniently. If land area can be located for local-serving retail and services (50,000 to 100,000 square feet) parking will be needed for 250 to 500 cars.

4) Promoting Local-serving Retail and Services - Some communities with tourist driven economies have adopted policies to promote local-serving retail. Possible approaches that might work in Santa Fe include:

- Restrict permitted uses at ground floor to local-serving retail only (i.e. no banks, art galleries, or jewelry stores).
- Restrict “lifestyle retail centers” and restrict chains that would not serve the local population.
- Provide small business incentives for locally owned businesses that cater to local shoppers.
- Require establishments to remain open until 8 p.m. on weekdays and to open at least four hours on Saturdays and Sundays.
- Locally-serving retail should be encouraged on both private property and public sites. While the City has little control over state and federally-owned land, the City can ensure that any city-owned property that is re-developed contains a mix of uses and should include local-serving retail.

**Local-Serving Services**

Encourage the provision of local-serving services as well as retail in new commercial development downtown.

**Implementing Actions**

As a first step, the city should immediately explore the feasibility of locating in the Cathedral subdistrict a concentration of local-serving retail and services and the associated parking. Local-serving retail and services should conform to accepted Santa Fe definitions.

As a second step, the city should determine the feasibility of creating a smaller concentration of local-serving retail and services on existing streets such as Garfield.

As a process for encouraging additional local-serving retail and services throughout the downtown, the city should:

- Study what local-serving retail and services is in Santa Fe.
- Study the relationship between local-serving and locally-owned business.
- Research and implement policies for promoting the development of local-serving retail and services.
Housing

Housing has been a fundamental part of life in downtown Santa Fe for most of its 400 years. In recent decades downtown residential areas have converted to offices, shops and tourist lodging. Because there is relatively little housing left downtown, the City needs to encourage more local-serving housing. However, any new housing in downtown shall conform to preservation regulations.

General Intent

Since 1970 downtown has seen more than a 50% loss in housing population. As the amount of housing available declined, there has been an ever greater decrease in the amount of available housing for those of modest income and/or with children.

A prime goal of the Vision Plan is to ensure that the downtown housing framework reverses this trend by creating new housing opportunities.

The housing objectives are summarized below and addressed on the following pages:

- Provide a range of housing types including both rental and for-sale opportunities for local, permanent residents.
- Provide housing for all income levels, ages and ethnic groups.
- Provide a realistic and meaningful implementation strategy.

Benefits

Providing downtown housing brings about many benefits:

- Contributes to an atmosphere of activity. With residents eating at downtown restaurants, visiting on park benches and simply going about their daily activities, downtown appears vibrant and alive. This liveliness in turn signals that the downtown is “open for business” to everybody. As a result more Santa Feans are likely to come downtown and walk around, shop, and visit galleries, museums and restaurants.
- Makes downtown safer. With more downtown residents, there is more 24-hour activity - and lower crime rates, since active streets tend to discourage crime.
- Reduces traffic congestion and improves air quality. If an employee who works downtown can live within walking distance, auto trips can be reduced.
- Shows environmental responsibility or “sustainability.” Downtown housing is less consumptive of natural resources, especially if “green” manufacturing, construction and habitat practices are an integral component of new housing development.

Short Term Rentals and Timeshares

The City needs to continue to define and enforce its “short-term rental” regulations. The issue may not be as much of a concern within the Downtown Vision Plan study area, but remains a concern in the residential neighborhoods outside the Paseo de Peralta/Guadalupe Street loop.

Downtown housing cannot occur just anywhere. Fundamental real estate requirements are addressed for all likely housing that will develop in the downtown. The sites identified on the framework on the following page is not arbitrary. They provide viable locations which meet the needs of both

The framework envisions mostly new development on underutilized or vacant sites. Reuse of existing historic buildings is suggested, where feasible.

The framework accommodates additional housing, which would be required to be built at a scale and character compatible with existing downtown buildings and open spaces.
Affordable Housing Sites

New affordable housing simply must be constructed in downtown.

The City of Santa Fe has made considerable efforts to try to provide additional affordable housing in the city as whole. But while building affordable housing anywhere in Santa Fe is difficult, doing so in downtown is especially challenging. This framework is intended to meet that challenge.

To address the affordable housing shortage in Santa Fe, more units need to be built. While new units can be created in various ways (including adaptive reuse and demolition and redevelopment), infill development is the most viable method. Thus, the housing framework illustrates only infill development.

Infill affordable housing is suggested to occur largely on existing publicly-owned parcels or parcels that public entities may acquire. These sites are indicated within the orange dashed lines in the framework below and could accommodate about 300 to 350 new units if the sites can be acquired for that purpose. Affordable housing implementation strategies for these publicly-owned sites are discussed on the following page.
Implementation

A comprehensive policy approach to downtown Santa Fe housing - especially affordable housing - needs to complement and expand upon the city’s existing affordable housing initiatives. Santa Fe’s newly enacted “Santa Fe Homes” ordinance requires that 30% of all new housing be priced to be affordable to people earning between 50% and 100% of the city’s median income. This new ordinance is nationally recognized as an innovative and necessary policy to encourage working Santa Feans to reside in Santa Fe.

The ordinance grants special concessions to developers, including:

- Waivers for certain development fees.
- Density bonuses permitting more homes to be built on a piece of land than city zoning laws would normally allow, while preserving the historic character of downtown.

There is currently no catalyst to encourage development of housing downtown.

Significant Features

New policies may include:

1) Development or redevelopment of publicly owned properties for affordable housing.

Housing development has numerous “fixed costs” - (i.e. building materials, financing) that are consistent regardless of where a home is built. At the same time, the cost of land varies and is generally greater in downtown. As a result, this high land value increases the overall cost of development and creates a deterrent to development of affordable housing downtown. However, the city, county and state currently own a number of properties in downtown Santa Fe and could purchase additional properties on which to develop affordable housing.

Potential Affordable Housing Sites (Government and Institutional Landowners)
The development of these sites should be offered to qualified developers with the provision that the land could be leased or sold below market value, provided that affordable housing would be constructed and occupied in perpetuity by residents meeting the affordability criteria.

2) Tax Increment Financing

Portions of downtown may be eligible as urban renewal areas for federal funds. The tax increment created within these areas could be dedicated in large part to the construction of affordable housing.

3) Financial Incentives and Programs

City policies and practices need to aggressively identify and offer available incentives and programs for development of affordable housing. There are a number of “gap financing” tools (many of which the city currently offers) such as low income housing tax credits and tax abatements.

4) Homeowner and Rental Assistance Programs

Programs that create additional “buying power” for potential homebuyers should be identified. For example, as additional transit options are offered in downtown, potential downtown residents may be eligible for innovative transit oriented “location efficient mortgages” that banks are beginning to offer to homebuyers who can demonstrate that they are auto-independent. The lenders are recognizing that owning and operating an auto increases a homebuyer’s debt in relation to their income. The special mortgages enable low income individuals and families to purchase more expensive housing than they would otherwise qualify for.

Implementing Actions

As a first step, it is important for the city to identify the public funds required per unit to create affordable housing. On the average, in many communities the public cost for downtown housing is $40,000 to $50,000 per unit, not including tax credits. Tax increment financing is the typical source for the public contribution.

To initiate an aggressive affordable housing program, the city should:

- Explore and adopt a tax increment financing program for the downtown study area.
- Identify potential downtown housing sites and have the appropriate city agency and housing advocacy groups start to implement the program.
- Explore other creative revenue sources that may be available.
- Create an incentive to encourage reversion of office space to residential use and development of other housing.
- Prepare a feasibility study for the provision of market rate and affordable housing.
Arts and Culture

“One in every six workers in Santa Fe County is employed in the arts and cultural sectors.”

_The Economic Importance of the Arts & Cultural Industries in Santa Fe County_, Mitchell and Reynis 2004

**General Intent**

The Mitchell and Reynis report documents the importance of arts and cultural activities to the Santa Fe economy. It also recommends using Santa Fe’s national and global prestige to establish Santa Fe as a center for creativity.

The City should continue to encourage and support existing and expanded arts and cultural programs in the downtown.

Another report, the _Santa Fe Economic Development Strategy- Angelou Economics_ 2004, recommends: “Create a national Center for Arts and Design in Santa Fe.” The center concept is described as having the following features:

- The center for arts and design will provide a single location in which multiple arts and design organizations can collaborate on projects of national significance. The concept would be modeled after national research consortia or laboratories, only with the arts rather than the sciences as its focus.
- The center would include educational resources, high quality studio space, design-oriented companies, and non-profit organizations, exhibit space, and retail.
- An arts incubator should become a core component of the center.
- The center would invite national and international experts to teach seminars or guide teams of designers and artists on projects.
The center Leveraging the existing public and private cultural institutions (museums, libraries, archives, art galleries, etc.) in the downtown area, an arts and cultural consortium composed of these facilities could provide an environment in which teams of designers or artists could form to:

- Propose on architectural design for major projects within the U.S.
- Provide creative support to the film industry.
- Create new artistic works
- Provide design services for New Mexico public sector projects.
- Design unique water and energy conservation techniques.
- Create a one-of-a-kind program to promote Santa Fe’s arts, culture, and design products.

An arts and cultural facility might also contain performance spaces. A major facility would be most appropriately located in the heart of the downtown. Ideally it would be adjacent to the Cathedral where space may be available next to Marian Hall and the former St. Vincent’s Hospital.
Parking

Parking is key to supporting a full array of downtown activities and leaves a lasting impression on visitors and residents, alike. For downtown to be competitive it needs to provide parking that is easily accessible, safe, and close easily accessible to the center of downtown shopping, activities and events.

General Intent

The parking framework provides a concise and focused approach to addressing parking demand. The framework:
- Recognizes that parking management of existing structures is important and is a part of an overall strategy. However the most effective solution for addressing the goals of the downtown plan are to construct new parking facilities.
- Is forward looking. It not only addresses current conditions but more importantly responds to future land use by providing for the demand it creates.
- Recognizes cost constraints. Providing public parking is one of the costliest expenditures that government will make in downtown Santa Fe.
- Requires that parking is sited and designed to be compatible in aesthetic character with surrounding uses.
- Reduces traffic impacts especially on important streets such as San Francisco and Water.

Parking Demand

In 1995 the Santa Fe Municipal Parking Program Study, Wilbur Smith, Associates, indicated a projected 2005 shortfall of approximately 1800 parking spaces to meet existing and projected demand. Since the completion of this Parking Study, new parking structures are either under construction or planned within the study area or along the periphery of downtown. Unfortunately most of these spaces are reserved for uses that will be built in conjunction with these structures and will not effectively reduce the overall downtown parking shortage.

Retail, Peripheral and Remote Parking

Sites are identified for three types of parking:
- Retail core parking serving local shoppers.
- Peripheral parking serving visitors and downtown employees.
- Remote parking, outside of the downtown study area, would be for downtown employees and others and would be served by inexpensive shuttle connections.

Santa Fe Downtown Vision Plan (Draft 2-20-07)
Core Parking

Parking must be in close-proximity. Accessible to downtown stores, or shoppers will simply go somewhere else to shop.

Requirements

Currently, downtown retail parking fails to meet the fundamental needs of local shoppers. The downtown parking experience must balance convenience with cost and allow downtown businesses to compete with the shopping center and malls elsewhere in town.

Fundamental downtown parking requirements include the need to provide:

1) Convenience - Ever more pressed for time, local shoppers are choosing to shop where they can park as close to a store’s front door as possible. For downtown Santa Fe, this means maintaining existing on-street parking, as well as providing abundant structured parking directly accessible from streets in the retail core.

2) Easy access - Entries into parking structures must be directly connected to and visible from the major roadways, Paseo de Peralta and Alameda. This will ensure that it is easy to park even for those who have never been downtown or come only occasionally.

3) Comfort - Parking facilities must be light, bright, clean and safe, with open sightlines and glass elevators visible from the street.

4) Easy navigation - Local shoppers are most accustomed to large open parking lots. A tight enclosed parking structure can be intimidating, especially if one is driving a large vehicle. New parking structures need to be designed so that turning radii are large and conflicts between vehicles are minimized.

5) Private parking – lots are available for both monthly and short-term parking.

The retail parking framework indicates locations where these fundamental parking requirements can be met.
Peripheral Parking

Parking structures located on the edges of downtown must be significantly less expensive than core parking to be successful.

Requirements

Peripheral parking facilities best serve the needs of some downtown employees and visitor, whose demand for convenience is less critical than that of local retail shoppers. Nevertheless, to attract these users, facilities must adhere to the following requirement:

1) Price-competitiveness - Those who park using peripheral facilities weigh cost versus convenience; peripheral parking must be either free or significantly less expensive than close-in parking.

Peripheral Parking Diagram
Remote Parking

Parking lots located outside of the downtown must be linked to the downtown using inexpensive shuttles.

Requirements

Remote parking best serves the needs of downtown employees who do not need use of their cars during the work day. However, to make these facilities work, the parking and shuttle service needs to be free or very inexpensive and the shuttle service needs to be very dependable and cover the full range of hours that employees might need to shuttle between the lots and places of employment.

1) Price-competitiveness - Those who park using remote facilities weigh cost versus convenience; satellite parking must be significantly less expensive than close-in parking.

2) Links to transit - Travel time increases for employees who park and then must wait for a shuttle to get to their workplace. If the increase is significant, employees will not use these facilities. To keep the overall travel time close enough to driving and parking close-in, connections to premium transit service must be frequent, especially at peak hours.

3) Safety – For safe use at all hours of day and night, parking facilities and transit waiting areas must be well lit and visible for adjacent buildings and streets.
Potential Core, Peripheral and Remote Parking Sites

Implementation

Previous studies identified an existing parking deficit of approximately 1800 spaces in the downtown. With additional new uses, the deficit will be even larger. More importantly, it is critical to provide parking for those users that are most under-served - the local shoppers - in locations that fit the fundamental requirements for “shopper friendly” parking. If shoppers cannot access such parking, they will shop elsewhere.

It has been suggested that the solution to the parking deficit is to construct outlying peripheral remote parking areas and shuttle people into the downtown. While providing this type of parking is important as part of an overall downtown parking strategy, it is not sufficient for local shoppers. Outlying “intercept remote parking” is intended for downtown workers and visitors rather than local shoppers, who demand parking in close proximity to shops.

Significant Features

To most effectively meet the needs of local shoppers, parking structures should be located so that they are “locked-in” to the retail core. A successful parking strategy should:

- Maintain/maximize all on-street parking.
- Include well-sited parking structures to serve local shoppers, employees and short term visitors.
- Encourage employees to use parking garages to free up on-street parking for short term parking needs.
- Require parking for all new development.

Ensuring that new parking structures will be properly designed and maintained is essential. New parking structures should:

- Include design requirements so that the structures will be highly efficient and safe.
- Be located where they are easy to find from major streets, such as Paseo de Peralta or Alameda.
- Have large parking floors with an easy-to-drive one-way circulation system.
- Provide a safe pedestrian environment allowing open sight lines and with stairways and elevators open to views from the street.
- Include ground floor shops or offices.

Recommendations

1) Dedicated parking funds
2) New Parking for local serving retail

Santa Fe Downtown Vision Plan (Draft 2-20-07)
- Locating parking below grade whenever feasible and cost-effective in order to minimize the visual impact.
- Additional uses such as housing or employment above parking where feasible.

Once this fundamental requirement for shopper friendly parking is met, additional parking strategies should be addressed. These include:

- Parking management to more effectively use the existing parking supply. Development of “intercept remote” parking lots and structures in outlying areas to meet the needs of those attending special events. Transit should be provided linking these facilities to the downtown core to maximize their use.

Implementing Actions

The following actions should be taken to ensure that the parking strategy is successfully implemented:

- Dedicate significant existing parking revenues to acquisition, construction and management of new local serving retail parking.
- Secure sites identified in the parking framework for development of retail-serving parking.
- Create “public-private” partnerships for financing, design and construction of proposed or potential development sites where retail parking might be needed.
- Review downtown parking requirements for new or renovated structures or for changes of use to ensure sufficient parking.
Open Space and Streets

Four hundred years ago, the development of Santa Fe began with its Plaza. The city’s cultural heart was the Plaza, and its streets emanated from that center. This Vision Plan offers the opportunity to honor the city’s history by protecting, strengthening, and supplementing the Plaza as the heart of Santa Fe. As more people live, work and visit downtown, protecting and supplementing the public realm is ever more important.

General Intent

Santa Fe is a unique city in that the public realm - its streets and open spaces - define the form and use of its buildings. These spaces have provided a focus of Santa Fe life for generations - a place for recreation, for trade and commerce, for fiestas and celebrations, and for political discourse, and other public gatherings.

It is the intent of the Vision Plan to ensure that these spaces are preserved, strengthened and used as originally intended. The public spaces of Santa Fe must be where future citizens can write their own history, as past generations have.

The open space framework offers a strategy to proactively address the needs of overused existing facilities and to allow new construction consistent with the original vision for the public realm. The framework offers a range of suggestions, from simple actions to repair and renew open spaces, to suggestions for construction of new spaces which were intended as part of the original Laws of the Indies plan but were never realized.

These new open spaces are based upon the very siting and organizing patterns prescribed in Santa Fe’s founding principles, the Laws of the Indies. The following pages illustrate concepts for maintaining, improving and creating a more pedestrian-friendly environment and active downtown. Included are:

- Improvements within the plaza itself.
- Improvements along the edges of the plaza.
- New urban spaces in the vicinity of the State Capitol and Cathedral.
- A nature promenade paseo along the Santa Fe River.
- Pedestrian-friendly street connections between the plaza, river and adjacent neighborhoods.
- Improve accessibility in the downtown and ensure compliance with the requirements of the Americans with Disabilities Act.
- Reduce the pedestrian-vehicular conflict at the plaza.
- Maintain street surfaces in a better way.

Cathedral Park
Open Space and Streets

Plan Elements

Unhealthy or Missing Street Trees
Portals Over ROW
Existing Parks and Open Space
Portals Not Over ROW
Santa Fe River
Sidewalks in Poor Condition

Existing Open Space and Streets Inventory

Open Space and Streets Diagram

Santa Fe Downtown Vision Plan (Draft 2-20-07)
Bishop’s Garden

The Bishop’s Garden links St. Francis Cathedral and Cathedral Park with nearby Lamy Garden and Loretto Chapel, uniting these cornerstones of Santa Fe’s religious and cultural history.

The design of the garden includes expansion of Cathedral Park behind the Cathedral and Parish Hall to connect to Lamy Garden, and continuing along a new Water Street promenade paseo to an expanded plaza in front of Loretto Chapel.

The design provides:
- A major organizing element for redevelopment of the Marian Hall and Archdiocese properties.
- Two-way vehicular circulation.
- Service access to the Inn at the Loretto and the La Fonda Parking Garage.

A new open space amenity in the downtown.

Improved pedestrian connections along Water Street between the Cathedral and Chapel.

Recommendation

New downtown open space linking significant historic facilities.
Water Street is a logical pedestrian connector between existing retail west of the Old Santa Fe Trail, the Loretto Chapel and the Cathedral. The primary function of this street is to transition from auto-orientation (where it acts as a parking service street at the Inn at the Loretto and the La Fonda), to pedestrian-orientation as a promenade linking these key religious sites in Santa Fe.

The creation of a pedestrian promenade would require expansion of the existing 30’ right-of-way to 60’. A setback of 30’ along the south side of the street would accommodate this expansion. The images shown at right illustrate the existing street section and proposed promenade concept.

The design provides for:

- A high quality open space and pedestrian environment linking the Cathedral and Loretto Chapel.
- Curbless two-way auto circulation.
- Large canopy trees and planters.
- Historically compatible lighting, posts, and benches.
- Pedestrian amenities such as bike parking, newsstands and vendors.
- Festival and market assembly.
- Auto and service access to the La Fonda and the Inn at the Loretto.
Santa Fe River Promenade and Park

The Santa Fe River has historically been not only an important natural resource but also a primary transportation route.

Today, renewed interest in river restoration, recreation and sustainability are focusing efforts to repair the last 50 years of neglect. A healthy river is symbolic of a healthy community. Restoration of the river begins with citizen and government involvement and a desire to access and use the river in a meaningful way.

The river promenade and park plan is only a piece of an overall restoration strategy. However it provides the opportunity to:

- Expand community awareness of river issues and commitment to river restoration.
- Showcase sustainability practices for stormwater management, xeriscape gardening, alternative transportation, energy and education programs.
- Include an outdoor amphitheater space to support concerts, fiestas, and community activities.
- Develop a recreational pedestrian and bike loop along both sides of the river from Guadalupe Street to Paseo de Peralta, with linkages to key sites and open spaces in downtown.
- Create a centrally located bike station to provide bike sales, repair, and rentals, along with potential bike education programs, and a location for downtown visitor information and public restrooms.

The following page identifies the physical elements needed to support the river promenade and park concept.
The physical elements supporting the river promenade and park are illustrated on the right and include:

**River Promenade**
- A shared pedestrian and bike path along Alameda Street.
- A shared off-street pedestrian-bike path along the south side of the river with undercrossings at each bridge.
- Repair of all existing retaining walls, stormwater outfalls, and railings following a consistent design theme.
- New areas for direct access to the river’s edge.
- Mitigation of invasive plant species, and new plantings to support river health.
- Reduction of flood water velocity with check dams and opportunities for water “pools” and river meandering.
- Balance river restoration hardscape with natural areas.

**River Park**
- A sustainability center for community outreach and education.
- A pervious amphitheater to support rain infiltration and recharge the soil and groundwater.
- A xeriscape demonstration and stormwater rain garden.
- Assembly area for concerts, fiestas, and events.

River plan must involve Long Range Planning Division, Public Works Department, and other departments, private groups working together.
Implementation

Enhancements to the Santa Fe River corridor should be initiated to improve stormwater management and the environmental quality of the waterway within the downtown. Improvements will serve as an early demonstration project for a comprehensive river enhancement program for the entire river corridor through Santa Fe. Improvements are also intended to re-establish the corridor as an amenity for downtown employees, residents and visitors.

Significant Features

Enhancements will:
- Re-establish native plant species or other zone appropriate plantings.
- Provide a year-round continuous waterflow throughout the downtown reach.
- Create a river park and amphitheater for events and learning center for study and implementation of innovative landscape and stormwater management techniques.
- Provide a bicycle station within the corridor as a major attraction and amenity.
- Establish a continuous, off-street pedestrian “esplanade loop” from Guadalupe Street to Canyon Road.

Implementing Actions

City actions required to initiate the enhancement program include:
1) Developing an outline work program, budget and schedule.
2) Identifying funding strategies for stormwater management, and for environmental and pedestrian improvements from organizations such as the Army Corps of Engineers, EPA and others.
3) Establishing a schedule for improvements and responsible parties for carrying out work tasks.
4) Retaining a consultant to assist in creating a Downtown Santa Fe River Restoration Plan. The plan will build upon existing studies.

Recommendations
1) Santa Fe River Park with amphitheater
2) A pedestrian esplanade loop
Plaza Enhancements

Plaza Edges

Preservation of the Plaza is inherently connected with maintaining its edges so that they support and enhance the Plaza’s essential role in Santa Fe civic life and allow for access consistent with the Americans with Disabilities Act.

The plaza edge includes the streets, sidewalks, and building facades outside of the existing curbline of the Plaza. These streets and sidewalks provide for everyday pedestrian and auto circulation by residents and visitors. They accommodate a series of culturally significant festivals and celebrations along with staging of events periodically through out the year.

To maintain the function, flexibility and character of these edges requires the following:

- Further study of adjustment of roadways adjacent to the Plaza - adjust width from existing 36’-40’ to 26’, to expand areas for pedestrian circulation, outdoor cafes, and seating, while maintaining existing on-street service and limited parking.
- Removal of existing street light fixtures surrounding the Plaza and replacement with light poles that are non-intrusive and compatible with the historic qualities of the Plaza and meet “dark sky” requirements.
- Further study of locations for sandstone curb benches - possible placement along existing curblines where benches would not conflict with staging of festivals, markets and other Plaza area events.
- Removal of planter boxes along Lincoln Street and Washington Street - study locations for movable posts as possible replacement elements to control auto traffic around the Plaza during events.
Plaza Interior

A preservation strategy for the Plaza should maintain the existing form, integrity, and materials that represent its most historically significant periods, while removing or relocating the elements that currently contribute to overall clutter.

A separate preservation strategy is currently being developed for the plaza interior (Santa Fe Plaza Cultural Landscape Report, Morrow Reardon Wilkinson Miller, Ltd January 2006), in conjunction with the National Parks Service, as it is the only city park on the National Register of Historic Places. The Santa Fe Plaza Cultural Landscape Report notes that between 1609 and 1924 there were several periods in which the Plaza enjoyed particular historical importance; the integrity and function of these periods should be preserved and maintained, as the report recommends. In doing so, the following plaza elements should be removed or relocated:

- Electrical boxes currently on the northeast corner of the Plaza should be relocated.
- Square posts and yellow rope used for periodically protecting grass areas should be removed and replaced with movable posts and chain consistent with the Early Plaza Park period (1862-1880) or the Post Railroad Plaza Park period (1880-1924).
Implementation

Development of elements that improve the plaza pedestrian environment will be initiated. Improvements are intended to enhance and repair the visual quality and function of the area from building edge to building edge surrounding the plaza. The improvements will:

- Be reviewed, approved by all the required historic officials, festival organizations and other appropriate parties.
- Occur largely outside the plaza itself.

Significant Features

Enhancements for additional study and design include:

- Replacement/removal of temporary yellow rope barrier and existing posts.
- Narrowed traffic lanes and expanded pedestrian walkways around Plaza.
- New electronic posts to allow street traffic management for pedestrian only events at key intersections.
- New removable, ornamental street posts along expanded sidewalks.
- Addition of historic ornamental street lights to replace cobra lights.
- New “flex zones” for bicycle parking, public art and other street furniture.
- Add three-way traffic signal at Palace, Water and Washington intersection to allow through traffic.
- Replacement of existing parking meters with pay stations.
- Reintroduction of historic sandstone curb seating at key locations.
- Relocate street signs to building facades and portals.

Implementing Actions

City actions required to initiate the plaza enhancement program include:

1) Developing an outline work program, budget, and schedule.
2) Retaining a consultant to finalize design of the plaza enhancements.
3) Preparing contract documents for construction.

A public participation effort should be integrated into the design refinement work.
Plaza and River Connectors

Santa Fe’s streets, based on the plan of the “Laws of the Indies”, have functioned to serve the promotion of commerce, provide linkages to key public, political, commercial and religious sites, as well as, a place for public assembly and events. Historically, there has been a direct relationship of the plaza to the buildings along its edges and the incorporation of elements such as portals.

The Plaza and River Connectors are intended to build on this historic relationship by:

- Repairing and building on the existing pedestrian environment and relationship of the buildings to the sidewalk that promote continued success of the retail core along San Francisco Street, Water Street and intersecting north/south streets.
- Incorporating improved pedestrian connections to support neighboring downtown districts such as the State Capitol Complex, the Railyard District, Canyon Road and residences along the periphery.

The strength of this pedestrian environment depends on the incorporation of high quality street elements, and materials. The focus should be on those streets that provide the greatest contribution to Santa Fe’s history and supporting those districts that contributes to the social and cultural identity for Santa Feans.

The following page identifies key elements and materials that are essential for Plaza and River Connectors.
Street improvements should build on the existing design of the downtown Santa Fe street network.

General street improvements should be considered throughout downtown that:
- Repair damaged sidewalks, curbs and crosswalks.
- Incorporate ADA accessible curb-cuts for individuals with disabilities.
- Provide for bicycle parking and areas to consolidate street furniture such as newspaper boxes and trash receptacles.
- Identify pedestrian-scaled lighting standards that respect the city’s historic significance.

**Portals, Ramadas, and Posts**

Essential street elements, as illustrated at right, promote the historic intent of the “Laws of the Indies”, strengthen the relationship of the buildings along its edges, and separate the pedestrian from the automobile. The elements include:
- Historically appropriate portals.
- Ramadas used to augment the portal system and adjacent to buildings set back from the sidewalk, where appropriate.
- Historically appropriate posts along those streets without on-street parking, such as Don Gaspar Street south of San Francisco Street.
Plaza Connectors

**Implementation**
The intent of the plaza connectors is to supplement, strengthen and create new, safe, convenient and direct public walkway areas and crosswalks along key streets.

**Significant Features**
Key streets include:
- Streets radiating from the Plaza
- Primary and Secondary Retail Streets

Improvements will include, where most appropriate:
- Portals (preferred)
- Ramadas (where portals are not appropriate)
- Ornamental posts (along narrow sidewalks without on-street parking only)

**Implementing Actions**
City actions required to initiate the street enhancement program include:
1) Developing an outline work program, budget, and schedule.
2) Developing phasing and funding strategies.
3) Retaining a consultant to finalize design of the plaza enhancements.
4) Preparing contract documents for construction.

A public participation effort should be integrated into the design refinement work.

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**Plaza Connectors**

**Recommendation**
Improved pedestrian access to plaza
River Connectors

Implementation
Pedestrian access improvements will be along the Canyon Road, Paseo de Peralta, Old Santa Fe Trail, Guadalupe and Garfield streets as indicated on the diagram below. These pedestrian improvements (along with other area improvements) are intended to establish direct, convenient and safe connections between neighborhoods, transit facilities and the downtown core. The connectors also serve as a focus for commercial and residential uses.

Significant Features
The connectors will include improvements to the pedestrian realm such as:
- Sidewalks
- Crosswalks
- Portals
Where appropriate, additional elements may include:
- Street Trees
- Ornamental Posts
- Flex Zones
- Directories
- Seating Areas and Transit Shelters

Implementing Actions
City actions required to initiate the River Connector street improvements include:
1) Developing an outline work program, budget, funding sources and schedule.
2) Retaining a consultant to finalize design and prepare contract documents for construction.

Recommendation
Improved pedestrian connections between the downtown and neighborhoods
Capitol-Promenade Avenida de la Capital

The Capitol-Promenade Avenida de la Capital provides an important east-west link between the State Capitol and the old Santa Fe Depot and Railyard District, as well as north-south links from the Capitol to the Santa Fe River.

The Promenade Avenida will be the organizing element linking the Capitol area with other parts of downtown and providing focus for state government facilities at the Capitol complex.

The design provides:

- Two-way vehicular circulation.
- A major organizing element for redevelopment and master planning of the Capitol complex area.
- New pedestrian-friendly roadway from east to west.
- Improved, pedestrian-friendly connection between Capitol area and river and Plaza destinations northward.
- Link to potential commuter/local transit connector at Santa Fe Depot.

- Street lighting and furniture compatible with appropriate historical precedents.
- Landscaping and large canopy trees.
Open Space and Streets

Implementation

The promenade paseo should serve as a focus and an open space amenity for the State Capitol area. The promenade paseo will extend from Cerrillos Road east to the PERA building.

Significant Features

The promenade paseo will:
- Accommodate pedestrians, automobiles, bicycles and transit vehicles.
- Include a centrally located open space with roadways flanking either side.
- Be flanked by buildings oriented to the street.
- Provide open space primarily for passive activities such as sitting and viewing.
- Utilize stormwater runoff to irrigate planting areas.

Implementing Actions

- Design refinement, specific location, phasing and other details should be developed as part of the State Subdistrict plan or as a separate design effort.
- State and city planning agencies will work cooperatively to develop the amenity so that it addresses the needs of both parties.

Recommendation

A new open space focus and public amenity for the capitol.
**Public Transit**

**Santa Fe needs a viable transit alternative to thrive in the future, especially if fuel prices continue to rise, but also to serve an aging population.**

**General Intent**
A comprehensive transit system that delivers quality, efficient, convenient and dependable service will ensure that Santa Fe maintains a high quality of life and is economically competitive in the coming years. The current downtown bus system delivers service mainly for those that are transit-dependent. The percentage of those who regularly take transit to or within downtown is small in comparison to those who travel by car. However, improving transit in the Santa Fe region and New Mexico resonates with citizens, and transit improvements are currently being initiated. The transit framework incorporates these planned initiatives and suggests additions. These include:

- The future Rail Runner commuter train. This is a significant first step in offering a meaningful alternative to automobile travel. With a large population of downtown employees and visitors originating their trip from Albuquerque and other southerly communities, it will provide a significant opportunity to decrease automobile dependency.

- Transit linkages. Because the commuter train service may terminate short of downtown, transit riders may need to transfer to another vehicle that will then deliver them to their downtown destinations. Providing transit linkages between downtown and the planned multimodal transit station is critical.

- Future transit connections to other employment, residential and commercial centers in Santa Fe, especially those along the Cerrillos Road corridor.

**Commuter Transit**

The transit commuter rail line, New Mexico Rail Runner Express, is planned to extend its existing service from Albuquerque to Santa Fe, with the new line expected to be complete by 2008. The service to Santa Fe will, at a minimum, reach a terminus at the Multimodal Transit Center; it may extend further, into the nearby Railyard district, adjacent to the historic Santa Fe Depot.

The commuter line will help relieve congestion on the I-25 corridor. Commuter rail use will be supported by a proposed 600 space parking structure at the Multimodal Transit Center. The vehicles will be powered by diesel-electric locomotives, and could run on bio-diesel fuel.
Transit Connection

A premium service that can accommodate morning and evening rush hour passenger surges must be provided.

The commuter train will deliver a large number of passengers at the Multimodal Transit Center. A majority of these passengers will likely have a final destination in downtown. Transferring these passengers by transit will be required. Vehicles that are either rubber tired or on rail will need to deliver an equal amount of passengers as the commuter train accommodated. Should this not be provided, commuters will be stranded at the multimodal terminus, forced to find other travel accommodations, or to walk or wait for the next shuttle. The transit service envisioned should:

- Connect at a minimum to the Old Santa Fe railroad depot at the Railyard development.
- Connect to the State Capitol.
- Connect as close as possible to the Plaza.
- Utilize vehicles that are compatible in character with the historic downtown streets.
- Utilize vehicles that do not emit pollutants.
- Minimize visual clutter. Overhead electrification poles and lines are discouraged.
Implementation
Premium transit service should connect the planned South Capitol Complex Multi-modal Center and commuter station to the capitol (at Saint Francis and Cordova) and downtown.

Significant Features
The transit connection should have the following characteristics:

- Both peak and off-peak hour service between the multi-modal transit center, the railyard, the state capitol and the downtown core should be provided.
- Vehicles should be required to accommodate “surges” at peak hour and for special events. Seating for a minimum of 60 passengers per vehicle should be provided.
- At a minimum, service to the railyard depot station should be constructed. An extension to the capitol may be constructed as part of the first phase. Later phases may include service along the Cerrillos Road corridor and to the De Vargas Center.

Implementing Actions
City actions required to initiate the project include:

1) Preparing an outline study program, budget and schedule.
2) Retaining a consultant to design the system and identify a funding strategy.
**Bicycle**

*An off-road bicycle system will be used by recreational riders. An on-road system is used primarily by commuters. A bicycle system would be used by both commuters and recreational users.*

**General Intent**

A new recreational bicycle loop is proposed, connecting to the city’s existing route system and to the planned River Promenade Paseo. The loop would cross the river at Shelby Street with a new pedestrian/bicycle crossing.

This new river crossing. The new transit center on Sheridan Street should also be the location of a “bicycle station” offering such bike-supportive facilities as a bike shop, repair, rental, and lockers, and showers for bike commuters. The facility could easily be expanded to support a visitor information center and public restrooms (not 24-hour access).

**Implementation**

Create a centrally located bike station to provide bike sales, repair, and rentals, along with potential bike education programs, and a location for downtown visitor information and public restrooms. [TEXT MOVED FROM P. 33]
Regulatory Framework

Overview ...............................................................49
Subdistricts
  Cathedral Subdistrict ...........................................50
  Civic Subdistrict ...............................................51
  State Subdistrict ................................................52
Water Street and Sandoval Parking Garage Sites ..53
Sustainability ..........................................................54
Overview

A significant amount of recent or planned development projects will have a profound effect on the future character and density of downtown. The regulatory framework is an attempt to get in front of those developments, proposed for large and significant sites, and guide it toward a character enriching and sustainable form that meets the community’s vision for downtown Santa Fe.

General Intent

The Regulatory Framework identifies opportunities to guide development of large planned public and private development projects and to establish a broad sustainability policy framework including a river restoration strategy.

The framework includes:
- Subdistricts
- Water Street and Sandoval Sites
- Sustainability Policy

Subdistricts

Three new subdistrict areas are identified if recommended by subdistrict review:
- Cathedral Subdistrict
- Civic Subdistrict
- State Subdistrict

Each of these areas has the potential to undergo significant change. To ensure that change is consistent with the Santa Fe Downtown Vision Plan goals, framework plans would be prepared for each area. Development of subdistrict design standards shall consider the character of adjacent subdistricts to ensure the transitions between districts is harmonious.

The existing Business Capital District Subdistricts should be reviewed and combined, with those that are similar in nature could be combined, to simplify downtown zoning.

Water Street and Sandoval Parking Lot Sites

Recommendations are prepared for:
- Character
- Affordable Housing
- Local-serving Retail
- Parking
- Bike Parking

Sustainability Policy

Recommendations include:
- Key features of a broad sustainability policy
- Santa Fe River Restoration Strategy
Cathedral Subdistrict

Implementation
A subdistrict plan should be created for the Archdiocese, Marion Hall and Loretto properties. Together these sites occupy approximately 18 acres east of the plaza. The subdistrict plan would be specific about how properties within the district should be developed to be consistent with the Santa Fe Vision Master Plan goals.

Significant Features
The plan should prescribe and locate:
- Land uses for ground floor and possibly upper floors
- Parking
- Open space and open space connections

Design Standards should be developed that establish requirements for:
- Ground Floor Openings
- “Build-to” Lines
- Portals
- Maximum Heights

A circulation framework should include requirements for:
- Autos
- Pedestrians
- Bicycles
- Transit

Implementing Actions
The subdistrict plan should be developed under the direction of the City of Santa Fe in conjunction with:
- Property owners
- The general public

The planning process could begin immediately and be completed in three to four months. The completed plan should be adopted by City Council.

Actions required to initiate the planning process include:
1. Developing an outline work program, budget, and schedule.
2. Obtaining city and stakeholder approvals to start the process.
Civic Subdistrict

Implementation
A subdistrict plan should be created for publicly owned properties between Marcy Avenue and Paseo de Peralta. These include:

- City Hall
- Sweeney Convention Center
- County Courthouse
- Post Office/Federal Building

Together these sites occupy approximately 14 acres north of the plaza.

Significant Features
The subdistrict plan should establish a long-term vision for redevelopment and will prescribe and locate specific:

- Land uses for ground floor and possibly upper floors
- Parking
- Open Space

Design should be developed that establish requirements for:

- Ground Floor Openings
- “Build-to” Lines
- Portals
- Maximum Heights

A circulation framework should include requirements for:

- Autos
- Pedestrians
- Bicycles
- Transit

Implementing Actions
The subdistrict plan would be developed under the direction of the City of Santa Fe in conjunction with:

- Property owners
- Government agencies
- The general public

The plan could be completed six months after initiating the planning process. The completed plan would be adopted by City council.

Actions required to initiate the planning process should include:

1) Developing an outline work program, budget, and schedule.
2) Obtaining city and agency approvals to start the process.
State Subdistrict

Implementation

A cooperative effort between the city of Santa Fe and the state of New Mexico should be initiated to prescribe land use and transportation framework elements and an implementation strategy. The subdistrict, covering approximately 48 acres, should fully integrate the state capitol with the overall downtown. The subdistrict plan will include:

- Land Uses
- Parking
- Open Space

A strategy for connecting the Capitol Complex to high capacity transit should be a central feature in the subdistrict plan.

Significant Features

Design Standards should be developed that establish requirements for:

- Ground Floor Openings
- “Build-to” Lines
- Portals
- Maximum Heights

A circulation framework should include requirements for:

- Autos
- Pedestrians
- Bicycles
- Transit

Implementing Actions

The subdistrict plan should be developed under the joint direction of the state and city with participation by the general public.

The planning process should begin immediately to explore the possibilities for connecting the Capitol Complex with high capacity transit to the South Capitol Complex Multi-modal Center and commuter station.

Actions required to initiate the planning process should include:

1) Developing an outline work program, budget, and schedule
2) Obtaining state and city approvals to start the process
**Water Street and Sandoval Parking Garage Sites**

**Implementation**
Redevelopment of the current Water Street parking lot and the future redevelopment of the Sandoval parking structure creates an opportunity to provide affordable housing, local retail, shopper-friendly parking, and bicycle parking while improving the pedestrian realm along the street edges.

**Significant Features**
The developments should:

- Increase the supply of downtown short-term retail-oriented parking
- Include new parking for residential use
- Provide street-oriented, multiple storefronts reserved exclusively for local and “start-up” retail uses. “National” retailers should be prohibited.
- Provide affordable housing in perpetuity on-site.
- Provide bicycle parking.
- Public restrooms.

**Implementing Actions**
City actions required to initiate the Water Street project in the near future and plan for the eventual redevelopment of the Sandoval Garage site and should include:

1) Preparing an outline, development program, work program, budget, funding sources and schedule.

2) Develop the organization for a “public-private” partnership to develop the site.

3) Preparing a development offering for the site with a development framework that prescribes the general form and location of essential design components.

4) Soliciting developer proposals and engaging a developer to build the project.
**Sustainability**

**Implementation**

The public has indicated strong interest in a broad sustainability policy framework including a river restoration program. A broad sustainability policy framework has not been initiated. However, a Santa Fe River Watershed Restoration Strategy and Corridor Master Plan, which deals with river restoration, has already been developed.

**Significant Features**

The key features of a broad sustainability policy framework that is consistent with the historic character of Santa Fe should include:

- **Community** (The organization of land use and transportation to reduce energy consumption)
- **Nature** (The protection of streams, imperiled species, habitat and recreation areas)
- **Green Buildings** (The life cycle implications of demolition, construction, materials, systems and operations – LEED Certification)
- **Energy Source** (Concern with renewable sources including solar, wind and geothermal)
- **Water** (The protection and maintenance of streams, watersheds and groundwater)

The key features of the Santa Fe River Watershed Restoration Strategy and Corridor Master Plan should include:

- Retention/Infiltration Ponds
- Rain Water Harvesting and Tree Catchment Systems
- Check Dams and Meandering
- Revetment Protection
- Culvert Upgrades
- Local Major Detention Downriver
- Provide for a Wide Variety of Public Uses
- Establish Continuous, Safe and Well Connected Trails
- Integrate with Surrounding Uses
- Improve the Quality of Life through River Projects

**Implementing Actions**

City actions required to initiate the river restoration program should include:

1) Identifying one agency within the city that will be responsible for promoting the river restoration program.

2) Developing a work program and budget for a long term commitment to river restoration.

City actions required to initiate a broad sustainability policy framework includes:

1) Implementation of the U.S. Mayors Agreement on Climate Protection and any future resolutions intended to increase sustainability.

2) Identifying one agency within the city that will be responsible for developing a comprehensive policy framework.

3) Developing a work program and budget for a long term commitment to sustainability.

**Recommendations**

1) An all-inclusive sustainability policy framework
2) River restoration and on-going maintenance
Appendix

A: Public Workshop Results
Summary

The first public workshops for the Downtown Vision Master Plan were held at Scottish Rite Temple in downtown Santa Fe on Thursday, November 3rd, 6:00-8:00 p.m. and Saturday, November 5th, 10:00 a.m.-12:00 p.m.

Attendance on November 3rd included 111 community members who signed in and submitted 81 response sheets. On November 5th, 57 community members signed in and returned 57 response sheets. Five response sheets were submitted outside of the meetings.

Community members seated at tables were encouraged to discuss issues and opportunities and fill out individual written response sheets (shown below right) detailing the following:

Special Areas (Indicate on Map)
- Areas you believe present special design opportunities
- Areas of concern

Issues and Concerns
- Your top three issues and concerns

Summary reports were presented by an individual from each table that included an identification of discussion topics and individual responses. The reports where documented by the consultants.

The following pages include response sheets summaries, summary of the Special Areas mapping, and a tally of the top three issues and concerns, and table discussions.
Summary of Design Opportunities & Areas of Concern

Comments regarding special design opportunities and areas of concern are identified below along with a summary graphic of mapped special areas at bottom:

- Lensic, church land & hospital, this is a big opportunity.
- PERA-the State will never give up sovereignty.
- Make Paseo a great street.
- Fill in parking lot at Water St.
- Restore de Vargas.
- Maybe more attention to transition areas.
- Old SF Trail & Paseo intersection gateway opportunity.
- Keep schools downtown.
- Save the River.
- Need safe ADA sidewalk down Bishop Lodge Rd. and traffic calming too.
- Do not overbuild Lensic property particularly height.
- Worried about scale of convention center.
- Water Street build-out (along Water St.) parking behind.
- Worried about this plan (Archdiocese) work with Dioceses planners.

- Bring the river back to life.
- Create safe connection to Canyon Rd. (pedestrian).
- Bring State government into the process, Capitol complex is under utilized.
- Create safe ped connection to Railyard.
- Build a bus connection and link it with a pedestrian & visual corridor to City Hall and Convention Center.
- Capture land behind buildings as areas for plazas.
- Need to convert six unworkable/unworkable intersections to roundabouts.
- No parking garage on Water St.
- Build shops on street level & apartments upstairs.
- No parking garage on Water St., the area is too pretty for cars.
- Easy access for locals in all parts of city.
- Paseo difficult for pedestrians/bikes to cross from downtown to Canyon Rd. & Aqua Fria.
- Move Plaza Monument to Cathedral Park & make the space more usable.
Top Three Issues and Concerns
The table below summarizes the top three issues and concerns mentioned in the 138 response sheets submitted after the workshop table discussions. The issues and concerns were grouped under overarching categories that suggest specific community goals for the Downtown Vision Master Plan.

### RESPONSE SHEET TALLY FOR MEETING #1 (10/17-18/05, 11/03/05, 11/05/05)

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<thead>
<tr>
<th>Top Issues &amp; Concerns</th>
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<td>1. Preserve Santa Fe Character</td>
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<td>13. Strengthen Traditional Arts &amp; Culture</td>
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<td>Native American Recognition</td>
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<td>Need Fine Arts Area</td>
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<td>Skills Training for Youth &amp; Adults</td>
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<td>St. Catherine’s &amp; Christo Rey Properties</td>
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<td>Public Restrooms</td>
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<td>More Outdoor Dining</td>
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<td>Move Day-labor Waiting Area</td>
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<td>Civic Center Design</td>
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<td>Emphasize Growth Outside Core</td>
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<td>Review Rail Plan as Resource</td>
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<td>Relocate State &amp; County Buildings to Free Up Space</td>
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<td>Relocate Convention Center to PERA</td>
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<td>Promote Mixed-use</td>
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<td>Make Downtown Attractive</td>
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<td>Improve Primary Education</td>
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<td>Strengthen Economy</td>
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Response Sheet Tally
A summary of each table discussion is recorded below for each of the workshop dates.

**November 3, 2005 - 6:00-8:00 p.m.**

1. **Table 1**
   - Concerned about downtown character height and mass
   - Politics driving the plan
   - Scale of the Convention Center must be considered
   - City must follow its own ordinances
   - Parking outside downtown area needs a shuttle
   - Santa Fe needs a transportation plan, (all streets one-way)
   - No more urban redevelopment
   - Beg state to get involved and abide by the plan

2. **Table 2**
   - Lack of public notice; issue of this meeting not scheduled well
   - Need more public input, similar to Rail yard Master Plan
   - Shuttles into Downtown
   - Alternative transportation
   - Rail terminus should be located in study area, study other cities such as Ithaca
   - More green spaces
   - More trails
   - In this process we need to know what the “gimme’s” are, how can we focus our efforts as directly relating to current/proposed projects in and around downtown

3. **Table 3**
   - Are these notes being recorded?
   - I question the 60% growth plan identified in the presentation- we will be in a contractive cycle over the next 5-10 years. I am concerned that we over commit to growth that may only be 15%
   - We want an organic plan
   - How do we get people to live here? Almost a contradiction to the area you outlined. This area is retail-where is housing going to go? Maybe city buildings with 2-3 floors would be available for retail and housing? Areas adjacent to the study area are better for housing
   - Lets make downtown a “civic space”; sidewalks are poor
   - Lack of public rest rooms
   - Plaza works well
   - The park on Alameda- cultivate into a park to visit, hang out, not just a skate park arena
   - Water harvesting-trees; more sympathetic to human scale and commingling
   - Study shuttles in Ithaca-Ann Arbor- Portland, reflect on foreign cities mentor yourselves on people who have done the work

4. **Table 4**
   - Effects of congestion- what that means for growth- some contradictions in what we discussed
   - Concern this process will create a moratorium on projects
   - Concerned about the multi-modal center/parking and how it relates to this study
   - Massing of buildings- which style should be dominate (an open question)- is hegemony of “pueblo” a detriment to others?
   - Reconnection w/ State Engineer- water moratorium?
   - Encourage more living downtown

5. **Table 5**
   - Be an example of green and sustainable- remember “night sky”
   - No “faux-dobe” need diversity of style
   - People friendly- pedestrians, bikes and cars
   - Local population return to downtown- need residential, grocery, shoe repair etc.
   - Consider infill
   - Consider ethnicity race, sex and age
   - Keep it safe (high rape rate per capita)
   - Maintain Hispanic owned business
   - Historic preservation- need a maintenance plan to continue these
   - Bring in Railyard and De Vargas into the plan

6. **Table 6**
   - We need a clear concise process- access to the steering committee- response from meetings posted on website
   - Parks and trails; what happened to the “river walk”
   - “Green” sustainability
   - Maintain diversity downtown
   - Outdoor markets for artists that don’t work against retailers
Day labor program- move to Home Depot- add outdoor office area as well

7. Table 7
- Open space should be improved
- Build back some of the missing pieces- vacant lots; Water St. parking lot- make this an urban block
- If housing in downtown it will be high end- build for “affordability”
- Revive De Vargas St.. (PERA parking lot)
- Paseo de Peralta a pedestrian friendly street with median of trees

8. Table 8
- Preserve pedestrian access
- Need traffic management
- Balance economic development and preservation- don’t strangle middle class and service providers
- Clean up Santa Fe River- an intensive agenda for a “real park”
- Concerned with day labor- conflict between state and city council (safe haven) on this issue- this is about public safety- we have other facilities more conducive to safety and day labor access to employment

9. Table 9
- Save heart of town for residents not tourists w/ their limited attention span
- If projected population growth of 60%- large influx of people in this area should be serviced by local serving business- build plazas where people can gather- promote intergenerational interaction
- Commuter rail- St.. Francis and Cerrillos- create a subsurface connection to Railyard
- Bring tourists to this Railyard- provide bus/shuttle service

10. Table 10
- Classic Santa Fe- hung up on parking traffic
- “No traffic in Plaza”
- Overwhelming support for housing downtown- as much infill as possible
- Conservation and preservation
- Multi-generational
- Sustainable features- systemic and specific to building

11. Table 11
- Mass- no massive buildings
- How to get people downtown?- What do they do?
- Convention Center, commuters need parking- 5,6,7,8 or 10 stories of underground parking
- Rail yard needs to be connected with downtown (there are very few owners downtown who control rents) must be a dense development to compete with downtown to balance rents
- Housing above San Francisco/Guadalupe- we need to facilitate change

12. Table 12
- Housing is an issue- does it need to be all resident- can it be time share or seasonal
- How easy is plaza to circulate?
- How to bring people from south side to plaza
- Too many banks on plaza- look at plazas in Seattle-Granville Islands as examples
- Local business vs. national chain- should plaza be as was or move on and be something else? Allow diverse styles.
- Establish a framework for housing

13. Table 13
- Save downtown- light pollution issues- sky- moon
- New Mexican editorials have been the best outreach to inform locals about this process
- I couldn’t read the ad
- Don’t defraud our city- I barely made it here- where are my south side friends- who is speaking Spanish?- we need more meetings and “don’t exclude anyone”- if the city won’t place ads than the consultants should place the ads- treat us like citizens- more inclusion- sorry for stepping out of line

November 5, 2005 - 10:00-12:00 p.m.
1. Table 1
- Infill the empty spaces
- Housing in and near downtown
- Design-scale-sunspace
- Infill too large preserve neighborhoods
- Traffic- lack of planning- improve pedestrian area
- Local retail transitioning to galleries (undesirable transformation )

2. Table 2
- Utilities- Rio Rancho is going wireless
- Economic development plan included looking at biomass strategy/sustainability
- Encourage city to review the economic plan- support creation of artist/live work space- (“old hospital”?)
- Historic preservation should include inside and outside of buildings- no more “Santa Fe Arcade”

3. Table 3
- Height restrictions should stay strict
- More local use- pocket parks/open space
- Driving is difficult downtown- this study should include parking outside core use shuttle to get downtown
- There is no parking for alternative transportation
4. Table 4
- These reports are getting repetitious
- Maintain housing pattern and heights
- Concerned w/ infill housing scale and size in neighborhoods
- There is a crisis for cost of land in the downtown-growth should be controlled
- Pedestrian access
- Cater to locals downtown
- Support habitat along Santa Fe River

5. Table 5
- Keep downtown livable
- Access for disabled downtown is poor
- Like shuttle bus service
- Cathedral Park is great- seating- accessibility more of this

6. Table 6
- Greenspace- River Walk- encourage safety especially by De Vargas park (migrant laborers move to Home depot)
- Public realm- walkability from new transit on Guadalupe to Montezuma- more portals
- What commitment does the city/state/and county have to this process?
- When special events a larger area should be cordoned off including- Santa Fe, Sandoval and W. Alameda
- More green space downtown

7. Table 7
- More affordable housing- City and State properties
- Schools
- How their statutory “no code compliance” impacts downtown
- Ordinance of 30% affordability required is difficult to build in high rent areas
- City spent millions on Railyard property and $20 million on Chavez Center-could subsidies be applied to affordable housing?
- Maintain historic feel of pedestrian circulation downtown support “cut throughs”
- Keep downtown events encourage more

8. Table 8
- Growth should not be equated with change- projected growth should be built in outlying areas- preserve downtown
- Support biomass energy plan for downtown
- River walk- could be more attractive
- Traffic downtown- building parking on the “periphery” w/ shuttles will reduce traffic
- Allow blocks to be closed off and turned into malls
- Government process- make sure existing officials and candidates hear your feelings- the Charter Commission Revision Committee- there is citizen input- weigh in on this
- Any housing downtown should be for people who work downtown

9. Table 9
- 8 or 9 properties owned by the city, state, schools and county-these are the largest vacant land owners- so housing and services- these entities (city, state, and county) have the greatest impact to support affordable housing and local services

10. Table 10
- Shuttle issue from outlying areas should include “Harvey cars”- make them hybrid and electric
- Create an existing conditions map that includes a “demographic” map of downtown- what is the make up of ages and ethnicity
- Downtown needs affordability for businesses and housing
- Green downtown spaces
- In this area the state owns lots of land-they can do whatever they want- they need to be represented in this process
- Inability of the city to follow its own ordinances- lack of accountability
- Connecting into downtown
- We should be developing and investing in the south side
- Worry developers will do the wrong thing
- We need “transparency” in this process to be able to follow the money
- Pump and dump schemes- this is boondoggling- don’t want this to happen here
- Where are the checks and balances to make sure the “peoples” will is done?
Summary

The second series of public workshops for the Downtown Vision Master Plan were held at Scottish Rite Temple in downtown Santa Fe on Thursday, February 9th, 6:00-8:30 p.m. and Genoveva Chavez Community Center on Saturday, February 11th, 10:00 a.m.-12:30 p.m.

Attendance

Attendance on February 9th included 123 community members who signed in and submitted 118 Response Sheets. On February 11th, 71 community members signed in and 76 Response Sheets were returned. Total attendance for both meetings was 194, with 194 Response Sheets returned.

Workshop Format

Each workshop attendee was provided a Response Sheet ballot.

The first part of the workshop was a presentation outlining the project goals and possible approaches to responding to each one. After the presentation the attendees discussed the alternatives and filled out their ballots. An individual from each table made a verbal report summarizing the table discussion.

Response Sheet Summary

Twenty-one possibilities for responding to the project goals were presented. A ballot tally indicated a positive vote for 17 of the 21 possibilities. The following pages include a summary of:

- the Response Sheet tally
- written comments from the Response Sheets
- the table discussion reports
### Response Sheet Tally

**Workshop #2 - February 9 & 11, 2006**  
Santa Fe Downtown Vision Plan

<table>
<thead>
<tr>
<th>Category</th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
<td><strong>Preserve Santa Fe Character</strong></td>
<td></td>
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<tr>
<td>Scale and Massing Concept</td>
<td>105</td>
<td>37</td>
<td>47</td>
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<td><strong>Promote More Housing</strong></td>
<td></td>
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<tr>
<td>Housing Framework</td>
<td>89</td>
<td>50</td>
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<td><strong>Expand Employment Opportunities</strong></td>
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<td>Office Employment Corridor</td>
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<td><strong>Foster Local-serving Retail</strong></td>
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<tr>
<td>Primary Retail Configuration</td>
<td>104</td>
<td>35</td>
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<tr>
<td>New Retail Locations</td>
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<td><strong>Enhance the Public Realm</strong></td>
<td></td>
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<tr>
<td>Bishops Garden</td>
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<td>Capitol Mall</td>
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<td>River Promenade</td>
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<td>Plaza Enhancements</td>
<td>131</td>
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<td>20</td>
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<td><strong>Promote Sustainability</strong></td>
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<td>Santa Fe River Park</td>
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<td><strong>Improve Transportation Access</strong></td>
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<td>New Roads</td>
<td>62</td>
<td>67</td>
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<td>Ring Road Concept</td>
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<td>Water Street Transit Center</td>
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<td>Streetcar Link to Commuter Rail</td>
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<td>68</td>
<td>34</td>
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<td>Bike Station</td>
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<td><strong>Increase Parking Supply</strong></td>
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<td>Post Office Site</td>
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<tr>
<td>State Facility</td>
<td>94</td>
<td>41</td>
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</tr>
</tbody>
</table>

**More Comments? Please write on the back of this sheet**

If you need additional time to respond, please return your comments to:  
Crandall Arambula  
520 SW Yamhill, Roof Suite 4  Portland, Oregon 97204  
(503) 417-7879 fax (503) 417-7904  
jgraf@ca-city.com
Summary of Written Comments on Response Sheets

Preserve Santa Fe Character

Scale and Massing Concept
- No downtown growth-limit all development..............20
- Allow more diverse historic styles and review of contemporary designs........................................18
- Maintain existing allowable height..........................16
- 2-story maximum height........................................15
- Styles shown are too massive....................................7
- Limit quantity of 3-story buildings............................5
- Prioritize design for energy and water conservation.....4
- Emphasize streetscape...........................................3
- Allow greater heights than 3-stories..........................3
- Allow larger windows on Pueblo ground floor..............2
- 3-stories allowed only with stepbacks.......................2
- Require building setbacks......................................2
- Scale and massing should be determined by streetscape, not a blanket limit..........................2
- No 3-story structures allowed west of the Lensic or north of ‘Sandoval Square’.........................1
- Do not link style & use............................................1

Promote More Housing

Housing Framework
- Affordable, year-round housing only, no time-shares..40
- Propose fewer units (less density and mass)..............16
- More affordable live/work space.............................2
- Adaptive re-use only, no new structures.....................1
- Post Office site only.............................................1

Expand Employment Opportunities

Office Employment Corridor
- Not enough information........................................12
- Preserve existing residences..................................2
- Smaller area......................................................1

Primary Retail Configuration

New Retail Locations
- Must be affordable...............................................22
- Must be locally-owned and/or local-serving retail.......5
- No new retail at base of Canyon Rd.........................1
- Fewer new retail location.......................................1

All
- Not enough information........................................4
- Cultural assets should be included in retail designation......................................................1

Enhance the Public Realm

Bishops Garden
- Prefer less formal scheme......................................2
- Expand...................................................................1

Capitol Mall
- Prefer less formal scheme......................................4
- Preserve existing landscaping..............................1
- Refer to ‘Railroad to Capitol Greenbelt Plan’ (1996)...1
- Use portals and sculpture instead of trees...............1

Sandoval Square
- Site transit center here..........................................1
- Develop site for mixed-use....................................1
- Relocate square to ‘Transit Center’ site......................1
- Increase landscaping..........................................1

River Promenade
- Refer to 1995 River Corridor Master Plan....................7
- Prefer less formal scheme......................................5
- Prioritize river restoration.....................................4
- Only with significant adjacent commercial development.................................................1
- Preserve existing trees..........................................1
- No commercial along promenade............................1

Plaza Enhancements
- Close Plaza to Auto Traffic....................................14
- Do not close Plaza to auto traffic............................3
- Maintain or improve landscaping......................... 2
- Remove lawn.......................................................2
- Connect Plaza to Cathedral....................................1
- No commercial along promenade......................... 1
- Bury power transformers & fix sidewalks............... 1

All
- Water conservation incompatible with increased greenspace..............................................13
- Pedestrian-only streets bounded by Alameda, Cathedral, Washington, Marcy & Sandoval..................3
- Need arts and cultural facilities.............................2
- More open space (e.g. southside, around plaza, Guadalupe St).............................................2
- More portales......................................................1

Promote Sustainability

Santa Fe River Park
- Broaden definition of ‘sustainability’..........................12
- Prioritize solving energy and water problems..............9
- Design as a natural-looking environment..................5
- No terracing (amphitheater) down to river............... 4
- Refer to 1995 River Corridor Master Plan..................3
- No buildings, park only........................................2
- Preserve existing De Vargas St...............................1
Summary of Written Comments on Response Sheets (cont’d)

- Increase ped-friendliness of Sandoval, Galisteo & Don Gaspar.................................................................1

**Improve Transportation Access**

**New Roads**
- Need more information ...........................................4
- Only if low-volume and ped-friendly ..........................3
- Improve existing roads ..............................................2
- New pedestrian-only roads only ................................2
- Include bike lanes .......................................................1
- No new SE streets ......................................................1

**Ring Road Concept**
- No Roundabouts ......................................................14
- No obelisks (culturally offensive) ...............................4
- Not enough information ...........................................3
- Eliminate ‘Downtown Gateways & Entries’ ....................3
- Encourage walking from neighborhoods outside of Paseo de Peralta .........................................................2
- Guadalupe not appropriate for ring road due to congestion and heavy ped usage .......................................2
- Avoid formal design ..................................................2
- Locate downtown gateway roundabout at St. Francis & Cerillos (Railyard Master Plan) ......................................2
- Need to anticipate more traffic from the north .............1
- Old Santa Fe Trail & Paseo not a good entry point (too congested) ..............................................................1
- No new public art .......................................................1

**Water Street Transit Center**
- Relocate further from plaza (i.e., ‘Sandoval Square’, ‘River Park’, New Civic Center sites, Sheridan Street, northside or Railyard) .................................................................10
- Need more information ...........................................2
- Site new square at this location ...................................1
- Prefer 2-story building, less massive ................................1

**Streetcar Link to Commuter Rail**
- Need more information ...........................................5
- Defer to Railyard Master Plan Shuttle concept (shuttles, not streetcar) .........................................................5
- Expand streetcar to neighborhoods .............................5
- Streetcar should end at Depot, bring commuter train to Railyard .................................................................4
- No Overhead Wires ..................................................3
- Use diminutive streetcar .............................................3
- Bring commuter train into downtown ..........................1
- Streetcar should stop at Sambusco ................................1

**Bike Station**
- Create safe bike lanes in downtown ............................7
- Extend bike/pedestrian paths into neighborhoods ........3
- Need more information .............................................3

- Extend river bike trial from Frenchy’s Field to Patrick Smith Park & Rail Trail (see existing plan) .........................2
- Relocate (i.e. to skate park or multi-modal transit center) ..............................................................................1
- Increase bike racks throughout downtown .................1

**All**
- Close entire downtown to automobiles, ped-only ........4
- Propose one-way streets in downtown ........................1
- Reduce Sandoval/Alameda driving lanes ......................1

**Increase Parking Supply**

**Marian Hall Site**
- Traffic problem created at this location ......................2
- Building too massive ................................................1

**Sandoval Expansion**
- Need a transition plan ................................................1

**Water Street Expansion**
- Needs a transition plan ................................................1

**Post Office Site**
- Parking structure only, no housing, maintain public uses .................................................................4
- Preserve building with adaptive re-use .........................1
- Include Federal Place with new City Hall .................1

**State Facility**
- Need more information .............................................1

**All**
- Peripheral garages with shuttles only .........................14
- No underground parking ...........................................7
- Propose fewer parking structures .................................4
- Structures accessed from Paseo de Peralta only ............3
- Emphasize way-finding from parking garages ..........2
- Limit underground parking to 2-levels due to water table .................................................................2
- New parking must be free ........................................2
- Free on-street parking ..............................................2
- Smaller-scale parking structures .................................2
- Need more information .............................................2
- No parking structures accessed from Paseo de Peralta 1
- Parking lots instead of structures to maintain views ......1
- Defer to Railyard Master Plan Parking Study .............1
**February 9th, 2006 Workshop**

**Table Discussion Summary**

Table 1 - Have we consulted cities that have done this? Wouldn't it be great to do this south of St Michael's?

Table 2 - A parking program should be “shuttle and walk”

Table 3 - Too much information. We liked style elements, massing was too general - needs to be case by case. Housing was too dense. Office and employment was not completely understood - will this include parking?

Table 4 - No height increase! For housing no condo or time share. Overall the infill was overwhelming. The pictures and style were great but not lasting visually with architectural character.

Table 5 - This is too fast of a process. How do locals use this place, such as a grocery? Who is benefitted here? Will this plan be for locals or will it be the gentrification of downtown?

Table 6 - Who is the real customer of this exercise? Tourists or locals? What are the economic impacts? Are we getting more auto traffic? Who should investment be made for?

Table 7 - Keep cars out of downtown. Round-a-bouts are out of character. Underground parking is expensive and parking fees will be exclusionary for locals. No national retailers downtown. Affordable retail and housing. Density will create more of what we already do not like.

Table 8 - This vision is a nightmare!

Table 9 - We are adamantly opposed to rail - too big of scale! Mass of buildings without setbacks is of concern. Infill is too big, not practical. Who are these investments made for? Affordable housing restrictions will exclude middle class forcing only high and low incomes in downtown.

Table 10 - “Extreme Plan” - more moderation. Look at the 1995 plan for walks along river. We disagreed with increasing parking downtown.

Table 11 - The character information was good, but we don’t necessarily endorse. Should add more parking downtown. We did not like cars and parking issues; the same goes with retail. We liked enhancing the public realm. Sustainability is a broad issue not just a park. Transportation is an issue - we did like the bike building. Parking supply should be as close to the ring road as possible.

Table 12 - Sustainability is a huge issue limited by resources and water. We challenge the assumption that locals don’t like to walk - more parking is the wrong direction. The issue of style being traditional or eclectic was mixed. What is the timeframe for this plan 20 years or 40 years?

Table 13 - We liked the river park concept - want to see more accessibility to this “community treasure”. We liked the transit concept, but are not sure how it will work. We had a problem with the statement that local retail is driving the need for more parking. Maybe we don’t need all this parking. Your plan has an apparent disregard for building heights - can’t cast aside so readily. Phasing - how does this occur overtime and what is the schedule? Soften all of this density with street cafes on plaza.

Table 14 - Santa Fe is not a CBD it is connected to the whole city. More this and more that challenge our identity. Character? - Santa Fe needs a preservation plan. The streetscapes discourage all 3 story buildings. Save 1 and 2 story buildings. Moderate investment in downtown. Make better connections to neighborhoods. Support housing outside of downtown. Keep retail mix we have today. Growth in moderation. Don’t want to lose Sandoval parking garage. Underground parking is a long term plan. Light rail - this will complicate traffic. Do a vehicular based transit. We like the river park.

Table 15 - It occurs to me that there is no Spanish blood present at this meeting. The Spanish culture is broken - losing downtown was like losing our heart; we must return it back to the Spanish who live here.

Table 16 - We have to get “local” views of creating a better downtown.

**February 11th, 2006 Workshop**

**Table Discussion Summary**

Table 1 - Very upset with meetings downtown - the people on the Southside are the ones who used to live downtown. My family has been here for 300 years. In the 1970’s Santa Fe was a tourist destination. Tourists came because the plaza was “alive” with locals and local businesses. Today art galleries and restaurants are representative of
other places and high prices. Our history is not the history of European cities. These consultants should stay home and care for their own. Who is this plan for? Lofts, railcars, gazebos? What is this? There is a big division in this town. What are you going to do to bring back the life and expansion of the local culture?

Table 2 - Preservation of Santa Fe character is a priority. Housing, retail, and commercial we don’t see this as local - a low priority. Parking is important. Round-abouts are not popular.

Table 3 - Density is a concern- Santa Fe is not straight lines (except Paseo De Peralta) this plan is not Santa Fe. The Cathedral to Loretto defeats purpose of this plan. Did you study Scandinavia to Spain - retaining character is the value here. Include smaller plazas, such as where Post Office is. No over-development, or plans that could be anywhere.

Table 4 - The river is dry as a bone. I never want to put my foot in it. Who pays for this idiotic plan? Its o.k. leave it alone! Maybe fix streets.

Table 5 - Either Santa Fe has a “central” focus or “sprawl” New vitality supports locals and tourists interest. The issue is wealth and density. Development should address “sprawl”. Focus energy, value and economic viability of downtown. I believe in Jane Jacob’s permeability, eyes on the street, it would be great to live downtown.

Table 6 - We understand this process as a broad vision. We are positive about this process and want to stay with it. We want a better plan for locals and tourists. Identify demographic groups that are representative of Santa Fean’s. Bring locals in with events targeted to children. Yes on vehicles out of the plaza, stay bike friendly and keep us healthy.

Table 7 - The consequences of not planning are harmful. We need to find a “vision” to guide planning. The vision for the future should be about people that enrich our community, the scientists, artists, etc. Strengthen this and you will strengthen Santa Fe.

Table 8 - We agreed with the question of new transit and roads. Would like to see widening of Paseo and Martyrs. New retail buildings downtown- should keep rents low. The use of eminence of public domain may be needed. How do you get the Archdiocese and State to support plan? Not much confidence city council will move forward with this plan.

Table 9 - We need more people involved. A vision is necessary. Some say this is a joke, and doesn’t meet the needs of citizens or focuses on the “right” needs. Why waste money on consultants or a vision? Rebuild parks instead.

Table 10 - How do we bring vitality back to downtown? Who does mixed use, housing and retail serve? Emphasize the river as open space. Affordability!

Table 11 - There is an issue with this “process” Reference and integrate with other projects. How do we get and facilitate greater “civic involvement”? How does this plan factor in elderly? How do we keep youth in Santa Fe? Plan for night time activities? Connect specific problems with solutions. Efforts in the Southside are not being addressed.

Table 12 - The population of this city is 75,000. It looks like with your plan we will go to a population of 300,000. It looks like a blueprint for developers. This doesn’t look like what we want. We want to keep the old buildings as they are. Development is limited by water! In terms of transportation we just need smaller trolleys.

Table 13 - We understand that this process is about identifying the bigger picture. It is good to plan, however it seems the plan should be an integrated “city wide” plan. We need more input before ideas go on the boards. The problems? - Lack of downtown local serving retail and the need for more downtown businesses. Downtown growth is a problem of high cost and city interests dominated by supporing “tourism”. Parking? - you identified 840 new housing which equals 1680 new parking spaces. Looks like you already created a new parking deficit.

Table 14 - This is an oral community and a dominate section of the community is not a part of this process. City needs to add funding to expand this public process. We have many plans how are you coordinating these efforts? We have a vision, we need a sustainability plan. How do we make it sustainable? Implement existing plans and support sustainability!
The third series of public workshops for the Downtown Vision Master Plan were held at the Scottish Rite Center on Thursday, June 15th, 2006 from 6:00 p.m.-8:00 p.m., and Santa Fe Community College, Saturday, June 17th, 2006, 10:00 a.m.-12:00 p.m.

Attendance
A total of 103 Response Sheets were collected from the two meetings. Sixty-nine Response Sheets were submitted at the June 15th meeting, and thirty-four Response Sheets were returned on June 17th.

Workshop Format
Each workshop attendee was provided a Response Sheet ballot. The first part of the workshop was a presentation that summarized four additional workshops in April, new priorities for the project goals, and the response sheet summary from Workshop #2 (see Response Sheet Tally at right). After the presentation there was a question and answer period and attendees discussed the alternatives and filled out their ballots. An individual from each table made a verbal report summarizing the table discussion. The second part of the workshop outlined twenty new questions for public consideration.

Response Sheet Summary
Twenty possibilities for responding to the project goals were presented. A ballot tally indicated a positive vote for 20 of the 20 possibilities. The following pages include a summary of:
- The Response Sheet tally
- Written comments from the Response Sheets
- The table discussion reports
## Individual Response Summary

### Response Tally

*Workshop #3 - June 15 & 17, 2006*

**Santa Fe Downtown Vision Plan**

#### Preserve Santa Fe Character

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<thead>
<tr>
<th>Item</th>
<th>Yes</th>
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<tbody>
<tr>
<td>1) Allow Only One, Two or Three Story Buildings</td>
<td>78</td>
<td>19</td>
</tr>
<tr>
<td>2) Encourage Building to Property Lines</td>
<td>76</td>
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<td>3) Encourage Active Edges</td>
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<td>4) Encourage Portals</td>
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<td>5) Encourage Ground Floor Openings</td>
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#### Foster Local Serving Retail

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<tr>
<th>Item</th>
<th>Yes</th>
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<tbody>
<tr>
<td>6) Encourage Ground Floor Retail</td>
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<tr>
<td>7) Encourage Local Serving Retail on Public Sites</td>
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<td>8) Encourage Local Serving Uses in Opportunity Areas</td>
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#### Enhance the Public Realm

**Plaza Enhancements**

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<th>Item</th>
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<tbody>
<tr>
<td>9) Adjust Roadway</td>
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<tr>
<td>10) Provide Sandstone Seating</td>
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<td>15</td>
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<tr>
<td>11) Provide Movable Street-Closure Posts</td>
<td>87</td>
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<td>12) Replace Plaza Lawn Posts</td>
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<tr>
<td>13) Relocate Utility Cabinets</td>
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**Street Enhancements**

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<thead>
<tr>
<th>Item</th>
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<tbody>
<tr>
<td>14) Replace Lighting Fixtures</td>
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<tr>
<td>15) Replace Parking Meters with Pay Stations</td>
<td>71</td>
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<td>16) Provide Flex Zones</td>
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<tr>
<td>17) Relocate Street Signs to Building Facades and Portals</td>
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#### Promote More Housing

<table>
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<tr>
<th>Item</th>
<th>Yes</th>
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<tbody>
<tr>
<td>18) Require 100% Affordable Housing on Public Sites</td>
<td>48</td>
<td>36</td>
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#### Promote Sustainability

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<tr>
<th>Item</th>
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<tbody>
<tr>
<td>19) Implement River Restoration Program</td>
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<tr>
<td>20) Develop Sustainability Policy Framework</td>
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## Summary of Written Comments on Response Sheets

### Preserve Santa Fe Character
- Limited 3-story buildings: 8
- No posts: 6
- Preserve trees at edges: 5
- Step-back 2 & 3-stories: 4
- Allow higher than 3-stories: 4
- Define ‘ground floor openings’: 4
- ‘Encourage’ should be ‘require’: 2
- Mixed-use on ground floor: 1
- No active edges on plaza: 1
- Preserve viewsheds: 1

### Foster Local-serving Retail
- Encourage outdoor dining and cafes: 6
- More greenscape downtown: 2
- Need examples: 1

### Enhance the Public Realm

#### Plaza Enhancements
- Public restrooms: 12
- Pedestrian only plaza: 7
- No parking along plaza: 5
- Widen sidewalks along ‘shop’ side of street: 4
- Manual moveable posts, not electronic: 3
- Use historic bench design: 3
- Fewer sandstone benches: 3
- Place seating in shade: 3
- Posts should be made by local artisans: 2
- Higher benches with backs: 2
- Improve plaza surfaces: 2
- Narrow road restricts annual processions: 2
- Ramadas over sandstone benches: 1
- Restrict ‘white light’ from buildings: 1
- Benches should be public art design: 1

#### Street Enhancements
- Use lighting that preserves ‘night sky’: 23
- Free parking downtown: 4
- Larger streetsigns: 4
- Improve sidewalks: 4
- Fewer posts: 4
- More than one pay station per block: 2
- Don’t use victorian-style light fixtures: 1
- Underground parking: 1
- Place street signs on lampposts: 1

### Promote More Housing
- Less than 100% ‘Affordable’: 7
- Restrict short-term rentals: 5
- Mixed income housing: 3
- Expand beyond public sites: 2
- Allow profit-sharing: 1
- Don’t lose civic uses on sites: 1

### Promote Sustainability
- Harvest/Recycle water: 7
- Water must be first priority: 6
- Require green building: 3
- Xeriscaping: 3
- Renewable energy: 2
- Need more details on river restoration: 2
- Use permeable materials: 1
- Water catchment on downtown roofs: 1

### Other
- Yes to streetcar: 7
- Satellite parking with electric buses: 5
- More open/greenspace: 4
- No rail system: 2
- Questionnaire too restrictive: 2
- Underground parking: 1
- Paseo streetcar loop: 1
- Tax-abatement for long-term residents: 1
June 15th, 2006 Workshop

General Questions & Comments

- Who maintains portals in public ROW? Responsibility is signed agreement with city.
- Revisit the Sandoval open space. We are losing open space.
- Ground breaking of railyard - commuter rail will go to the train depot.
- For Chris Wilson - in 1700’s whole area was Plaza with families living along edges. Did he go into land grant status? How did it get in this style? State property - no housing it will be garages for parking (Valdez - houses will remain). Correction to your views.
- In results from Workshop #2 - intriguing why we have 180 votes with ‘yes/no/other’ - why aren’t you looking at ‘other’?
- How do street lights affect the ‘night sky’?
- Street enhancements - would you consider removing newspaper and other elements from the street completely?
- Less worried about statistics - 200 people is too few voices. Concerned about saving energy, we have an energy crisis. Deal with parking short-term. Need a vision for public transportation.
- Other category - just ‘yes’ and ‘no’? look at the other!

Table Reports

Table 1

- Seems to be dissatisfaction with process.
- Have more neighborhood based meetings.
- List of options were just cosmetic.
- Concerned not enough acknowledgement of goals.
- People who live here should be comfortable.
- Comments are worse substitute than yes/no.
- If 100% affordable will degrade.
- SFWS - support river revitalization.

Table 2

- Agree with Table 1.
- Worry about Water St. infill.
- Use cisterns and reclamation in all new development, re-use water.
- We support river revitalization. What about river walk and reclaiming H2O?
- Active edges - we like this for community.
- Sandstone bench - not as bench but seating.
- How will affordable housing work downtown?
- Locations need to be accessible to community - expand process to neighborhoods! Communicate better with citizens.
- Keep local businesses downtown.
- Remove plaza meters, need ‘keys’.

Table 3

- City needs to install public restrooms.
- All buildings three stories = greed.
- Freeze all buildings to height they are today.
- Bring in local artists to design lights and benches.
- Posts are a hazard.
- Remove posts in plaza.
- Signs on posts at corners easier for us.
- Seats in plaza should have backs.
- Affordable housing is not possible! What to do?
- Boxes for parking - see Berkeley, CA example - more per block.

Table 4

- Water is priority - river restoration.

Table 5

- Attendance is horrifying! Been to meetings with three times as many.
- Do multi-page advertising.
- Keep traffic out of plaza. This has changed. Get cans out of plaza. Residents want to walk around plaza.
- Need alternative energy - no cars in future.

Table 6

- I feel restricted by this response sheet. The answer is in the ‘but’, not the ‘yes/no’.
- Night sky critical
- Sustainability is being used lightly. Your plan is not sustainable.
- If one we say yes to three-stories what is next? 4,5,6?
Table Discussion Reports (cont’d)

- Don’t narrow streets at plaza. Hispanics need spaces for processions.
- Table disturbed by turnout.
- Practical considerations to narrow road.
- If restricted regular auto you still need to service business.
- The environment of river needs to be improved.
- Day laborers need to go out to Home Depot.
- Recycle water.
- To improve downtown, improve sidewalks, This is simple!

Table 7
- Common theme about portal, active edge, we want balance not cute! Made these judgement calls...
- Rapid building not guided by a vision so we can organize our thoughts about that and goals.
- Outdoor dining needed in flex zone.
- Reduce garbage of parking meters.
- Sandstone benches need shade.
- Poor landscape for wildlife.
- Sustainability should be where you start from - be the underlying guide. Two votes are not statistically valuable. ‘Others’ should be ‘no’. Maybe ask question is more effective way to remove ambiguity and ‘be clear’.
- Silly concrete things on road, special parking things, flex zones requires busy work.
- Nice to be precise about what the problems are here - we are shooting for vision with no statement.
- Personal statement: have a sense we are rearranging the chairs on the Titanic - how do we keep the ship from sinking? If we look at deforming plaza such as narrowing roadway that stops events! Hippie kids, transients should ask city fathers for teenage centers for these kids to go push for stability - have them work on community activities.

June 17th, 2006 Workshop

General Questions & Comments

- I like streetcar idea, what was problem? (Issue is historic character, lines, cables, rails, etc.)
- As disabled stay away from anything that uses a track (try and see).
- I like what I see with plaza - any consideration to permanently close plaza to autos?
- The problem is not traffic it’s the parking - save handicap spaces. People are circulating around plaza - this is the problem.
- Don’t think locals look to park in plaza most have a ‘secret street’ nearby. It’s tourists who go round and round.
- As far as height - if 3rd story permitted must be setback - this is already in ordinance.
- Burrito Company - dining experience on streets could you enclose much of this with ramadas?
- Sandstone benches - just exterior or interior. Can be a barrier to the plaza. We need to keep plaza open.
- Taos has something like this.
- Enclose active edge with burrito company very spendy, fix the sidewalk.
- What about building edge and active edge are these competing?
- Extending plaza out - a way to extend storefront sidewalks into the street so we can have outdoor spaces, we should look at this.
- I like rail - you said commuter rail/ bus.. Could commuter rail extend up Guadalupe and Alameda?
- Any discussion of ‘trade-off’ with investment in parking versus streetcar function
- Rail service for offices and visitor versus parking downtown is counter-intuitive.
- Parking garage will not serve locals - a failure.

Table Reports

Table 1
- Parking downtown - no more fixed garages downtown - satellite parking like post office site with trams/busses to get you into downtown. Keep traffic away from downtown.
Expanding plaza sidewalk is an excellent idea and encourage outdoor seating.
Confusion on whether to support local-serving retail, is it viable?
Table 2
Impressed with goals and priorities, a lot of work, your basis is strong.
We thought 100% housing is not practical.
We like expanded sidewalk.
We like posts, but fear technology - doesn't need to be high-tech.
If signs on buildings, make them more prominent you still have signs like ‘stop’.
Like three story maximum.
Streetcar - create a loop around Paseo.
We agree we don’t need parking in center but on periphery.
Table 3
Generally concerned with trend from last 30 to 40 years about downtown being just a tourist place. Not convinced this trend is getting reversed with this plan.
Active edge retail is bad, setbacks with trees are better.
Cap it at three stories, encourage ‘long & low’ one-story - but we are concerned this overrides some codes.
Agree with street closure plan.
Lighting fixtures - existing light is good downward lighting. We need to think about the ‘night sky’.
Light Rail - why not electric cars? We do not need rails - find another way.
Affordable housing is desirable but how do you do it? Show us! Same with local retail.
Table 4
1-3 stories - in agreement, also portals and ground floor openings.
Encourage local-serving retail - yes.
Affordable housing on public sites - How do you do this? In Santa Fe government subsidy incentives ‘to preserve the social fabric’, if you give what you give to big business to local is yes!
What didn’t come up about plaza - we need clean, safe, public bathrooms. No reason to not have this. (New History museum is to provide this).

Table 5
Matter of changing nature of housing - Is retail shifted from local to tourist? housing doing the same?
Will county want to maintain short-term rental ban? Today there is housing but it is transient.
The law on the books is not interfaced. How do we stop this ‘transient’ housing from continuing?

Table 6
Divided on trolley. Light rail (fixed) is different from trolley (in street and level).
Adjust roadway opposite plaza.
Seating should be ‘curbs’ as seating not bench slabs!
Relocating street sign may have a security issue: “Clutter vs. Safety”
Affordable housing 100%? How does this work? We need mixed income!
Parking and access - hotels at Cerillos to downtown (shuttling)
We keep saying there is nothing for locals downtown. People do shop, go to restaurants an Saint Francis Cathedral. Make parking free!