

**CITY CHARACTER AND  
URBAN DEVELOPMENT**

## 5 CITY CHARACTER AND URBAN DEVELOPMENT

The city character is largely determined by urban design. Policies, urban design guidelines, and design standards included in this chapter seek to create a continuous urban fabric and foster an environment friendly to the needs of pedestrians, bicyclists, and transit. Guidelines in this document are advisory and convey how private development can be more responsive to the city's traditional, pedestrian-oriented urban pattern. They will also provide a basis for design review. Development will be required to conform to the standards in this section. In addition to the standards enumerated here, development should conform to standards stipulated elsewhere in this document.

For development in specific areas, the following should also be consulted:

- *Business Capitol District Handbook,*
- *Downtown Urban Design Plan,*
- *City of Santa Fe Architectural Review Handbook,* and
- *Historic Districts Handbook.*
- *Design Guidelines* resulting from Visual Preference Surveys conducted by A. Nelessen Associates and published April 1993.

Following adoption of the General Plan, the urban design standards will be incorporated in the City Code by incorporation or reference. The City Code contains development standards for all districts and may contain additional design standards that are not included here. The City Code should be consulted for a full and detailed description of the standards.

The following themes and guiding policies apply to this chapter:

### THEMES

- Affordable Housing - Actively participate in the creation of affordable housing.
- Quality of Life - Enhance the quality of life of the community and ensure provision of community services for residents.
- Transportation Alternatives - Reduce automobile dependence and dominance.
- Economic Diversity - Develop and implement a comprehensive strategy to increase job opportunities, diversify the economy, and promote arts and small businesses.
- Sustainable Growth - Ensure that development is sustainable and that growth, conservation, redevelopment, and natural resource protection are balanced.
- Character - Maintain and respect Santa Fe's unique personality, sense of place, and character.
- Urban Form - Promote a compact urban form and encourage sensitive/compatible infill development.
- Community-Oriented Downtown - Put community activities back into Downtown.

- Community-Oriented Development - Orient new development to the community; foster life, vitality, and community spirit.
- Mixed Use - Provide a mix of land uses in all areas of the city.

## **GUIDING POLICIES**

### **5-1 NEIGHBORHOOD AND RESIDENTIAL DEVELOPMENT**

*For policies related to affordable housing, see Section 9.1 Affordable Housing; for policies relating to provision of through streets and street connectivity, see Section 6.1 Streets.*

5-1-G-1 Preserve the scale and character of established neighborhoods, while promoting appropriate community infill and affordable housing (see Section 9.7 Neighborhood and Community Planning).

5-1-G-2 Encourage new residential growth in the form of human-scale and vital neighborhoods that provide a mix of services and uses.

5-1-G-3 Increase the connectivity between neighborhoods and individual developments.

*This is addressed through design standards and guidelines included at the end of this chapter.*

5-1-G-4 Encourage and provide incentives for parks, open space, and infill development at selected sites at a density not less than surrounding development and consistent with Future Land Use (Figure 3-2), subject to appropriate standards to ensure compatibility with adjacent uses.

5-1-G-5 Improve the community orientation of new residential developments.

*A community orientation calls for greater attention to the relationship between residences, streets, and shared spaces, and does not require sacrifice of privacy or amenities. Gated neighborhoods isolate parts of the community from others and will not be allowed.*

### **5-2 DOWNTOWN AND COMMERCIAL DEVELOPMENT**

5-2-G-1 Promote the Downtown as a vibrant mixed-use center, and as a place of community-based activities and uses for Santa Feans of all ages, cultures, and incomes.

*The Downtown also benefits from its government base, so policies that provide for supporting office uses are important.*

5-2-G-2 Ensure that no other commercial center rivals Downtown in scale.

5-2-G-3 Create a hierarchy of commercial and mixed-use districts. Limit strip commercial development to Cerrillos Road and St. Michael's Drive, and do not allow new arterials to be lined with commercial strips.

5-2-G-4 Provide for uses to meet everyday needs within neighborhoods in the form of pedestrian-oriented neighborhood centers.

- 5-2-G-5 Protect neighborhoods from encroachment by non-neighborhood oriented commercial uses and related environmental impacts. Provide design standards and economic location criteria for big-box retail.
- Large scale, big box retailing needs to have specific zoning and design standards imposed so that it fits into the community. Current policy has been to locate them along arterial streets, which overwhelms the city's visual character.*
- 5-2-G-6 Ease transitions between commercial and surrounding areas.
- Land use changes occur very abruptly between Cerrillos Road and St. Francis Drive, Cerrillos Road and Rodeo Road, and St. Francis Drive and St. Michael's Drive.*
- 5-2-G-7 Preserve and enhance the natural amenities of Downtown. Protect air quality and regulate noise generating uses.
- Making the Downtown a more pedestrian oriented area may mitigate noise and air pollution.*

### **5-3 OFFICE AND INDUSTRIAL DEVELOPMENT**

*See also policies in Section 9.2 Economic Development.*

- 5-3-G-1 Encourage large-scale office development and research and development facilities to locate in business parks at appropriate locations.
- 5-3-G-2 Encourage professional and administrative offices to locate in and near neighborhood centers.
- 5-3-G-3 Allow offices serving local needs within the community on specific "office only" sites and in neighborhood centers.
- 5-3-G-4 Provide appropriately located areas for a broad range of manufacturing, warehousing, and service uses to strengthen the city's economic base and provide employment opportunities for residents.
- 5-3-G-5 Designate and protect the supply of land suitable for industrial use by not allowing incompatible uses to locate in industrial areas.
- 5-3-G-6 Achieve compatibility between industrial development and surrounding neighborhoods through use and design standards, and performance requirements intended to minimize excessive noise, smoke, light, glare, and other adverse environmental impacts.

## **5.1 NEIGHBORHOOD AND RESIDENTIAL DEVELOPMENT**

The traditional pattern of residential development consisted of adobe buildings lining narrow streets that were built with little or no setback. Residences were often built around a central patio, or placita. In the often harsh desert climate, the placita offered privacy and refuge from the dust and noise of the streets and formed the nucleus of activity. New rooms or separate structures were built around the placita to keep pace with the growing needs of the extended families. Because of the pivotal role played by the placita in family and social activities,

landscaping and fine architectural details were reserved for the area. Thus, facades of the residences along the streets often provided a deceptive impression of what lay inside. With this style, housing units could be built close to each other without sacrificing privacy. Remnants of this development pattern can be found in areas settled during the Colonial Period, such as the Canyon Road neighborhood and the area surrounding the Plaza (Sena Plaza, for instance).

Eastern settlers of the Territorial Period introduced residential yards. The increased distance between buildings and the streets provided ample space for street trees, which were introduced during the period. The Don Gaspar Avenue and the East Palace areas typify residential development of this period.

While the city had many subdivisions in the early 1900s, such as those along Santa Fe Avenue, the major increase of subdivisions did not arrive until after World War II. Neighborhoods built in the 1950s and 1960s maintained some architectural characteristics of traditional buildings by using elements such as adobe walls, but in structural organization (front and rear yards, with no central patios), they were more akin to their suburban counterparts elsewhere. This new pattern of development was also given impetus by the prevailing land use and zoning requirements of the time; for example, the 1946 General Plan, in a requirement atypical of much of the city's historical development character, required fairly generous yards (25-foot minimum front yards for typical 6,000-square-foot lots).

### **5.1.1 RESIDENTIAL AREAS**

Four centuries of city history have resulted in a wide variety of neighborhoods and housing types. The earliest of these neighborhoods, adjacent to the river and acequias, were the result of the traditional, incremental growth of extended family settlement. Streets are small, winding, not uniform, and without any apparent system to their direction. The houses blend perfectly within this context, often being built right up to the street and close to each other. This high degree of density is balanced and muted by the use of walls to protect and enhance privacy. The housing units themselves are without an apparent plan in how they related to each other, yet they blend with each other in a unique and satisfying way. These are truly traditional Santa Fe neighborhoods.

Later, during the Territorial Period, larger-scale planned developments were laid out surrounding the Plaza and military headquarters. While the typical housing type in many of these is single-family (such as the Don Gaspar neighborhood), many other neighborhoods integrate single-family and multifamily, and small-lot and compound development (such as the East Palace and the East Alameda neighborhoods). Multifamily developments in these areas tend to be smaller-scaled compared to more recent ones, and because of the mature vegetation along Alameda and East Palace Avenue they tend to be less prominent and noticeable.

The hills to the east and northeast, which are one-half to three-quarters mile from the Plaza, are dotted with large-lot single-family residences, many along dirt roads. Sites that have ready access from streets are generally built out, and steep slopes preclude development of much of the land.

Except for scattered pockets of multifamily development along West Alameda, Manhattan Avenue, and Paseo de Peralta, larger developments are located two to three miles south of Downtown along St. Francis Drive, Cerrillos Road, and St. Michael's Drive. Emerging multifamily areas are located still farther to the south and southwest of Downtown in the St. Francis Drive/Rodeo Road area, on Zia Road, and in Tierra Contenta. In stark contrast to the integrated nature of the earlier neighborhoods, virtually the entire developed area south of Siringo Road and west of Old Pecos Trail is characterized by either low-density or rural residential development, with high-density residential and commercial development lining the arterial streets. Disconnected streets, cul-de-sacs, and wide arterials are the norm; sound walls (such as those along Zia Road) are not uncommon.

Mobile homes, which provide affordable housing, are generally located in the southern and southwestern sectors. Mobile homes are considered special exceptions with Board of Adjustment approval in all residential districts excluding the H district.

### 5.1.2 COMPARATIVE EVALUATION OF RESIDENTIAL DEVELOPMENT

To evaluate the structural components of urban form for residential development, six neighborhoods representing different phases of Santa Fe's history were analyzed as part of background studies for the General Plan (Figure 5-1). Key results of the analysis are presented below and are used as a basis for policies, standards, and guidelines contained in the Plan; for the detailed evaluation, refer to *Working Paper: Existing Conditions and Planning Issues – Urban Area and Extraterritorial Zone*, June 1995.

The six neighborhoods studied are:

1. **Don Gaspar.** Located south of the Downtown, Don Gaspar is a neighborhood of narrow streets on a modified orthogonal grid built towards the end of the nineteenth century. Houses here represent a variety of styles – vernacular adobe, Victorian, Spanish Pueblo Revival, ranch style. Some of the residences have been converted to offices.
2. **East Palace.** The analysis unit consists of two distinct but related areas – the East Palace neighborhood and part of Canyon Road – separated by the Santa Fe River, which flows east-west through the middle. East Palace was established in the late 1800s when a number of fairly grand Victorian houses were built. Much of the vegetation in the area is mature.
3. **West San Francisco.** The West San Francisco neighborhood lies immediately west of Downtown. Because of the presence of the Santa Fe River, several arroyos, and major arterials, such as Paseo de Peralta, many of the local streets are dead-end. The great variety in housing types in the neighborhood is a result of piecemeal and family lot splits over time rather than a single development.
4. **Casa Solana.** Casa Solana, built in the early 1950s, is located in a moderately hilly area to the northwest of Downtown. Garages in the neighborhood are prominent and visible from the streets. Local streets are fairly generous and parking is permitted on both sides of streets.

5. **Sol y Lomas.** Sol y Lomas is a rural neighborhood located in the southern part of the city between Arroyo de los Chamisos and Interstate 25. The neighborhood is mixed-income with large lots, dirt streets, no sidewalks, and a rural feeling. The houses are mostly modest suburban ranch-style, with some pueblo-revival styles borrowed from the 1910s. Low-growing native vegetation and a feeling of openness predominate the neighborhood.
6. **Bellamah.** Built in the 1970s and 1980s and commonly referred to after the developer who built it, Bellamah is the most recently developed neighborhood in this analysis. The neighborhood consists of small moderately priced houses. Local streets are wider and yard trees are few, although small median strips between the concrete sidewalk and street have trees such as poplars.

The following analysis compares key structural aspects of neighborhood form.

### **Overall Development Pattern**

The neighborhoods analyzed here represent a transition from traditional Spanish development to more conventional late-twentieth century subdivision design.

Because of topography and development history, the earlier neighborhoods – Don Gaspar, East Palace, and West San Francisco – are very different from each other in their development pattern. Don Gaspar is a single-family neighborhood with a modified grid pattern of narrow, often winding, through streets and short blocks. East Palace is a more heterogeneous neighborhood with a greater variety of housing types and lot sizes as well as settings that range from the urban to the rural. West San Francisco is a neighborhood of smaller lots with houses that come close to the street. All neighborhoods also have a variety of architectural styles. Local streets in all of these neighborhoods are generally narrow, and except where interrupted by topography, they are well-connected to other local streets and the surrounding neighborhoods.

Casa Solana symbolizes the transition to a more suburban style of street layout. While none of the streets are dead-end, they are not continuous for more than two to three blocks. The loop-style network also discourages any through traffic, although some residents would argue that it does not. In Bellamah, the transition to a loop- and cul-de-sac style of development is complete.

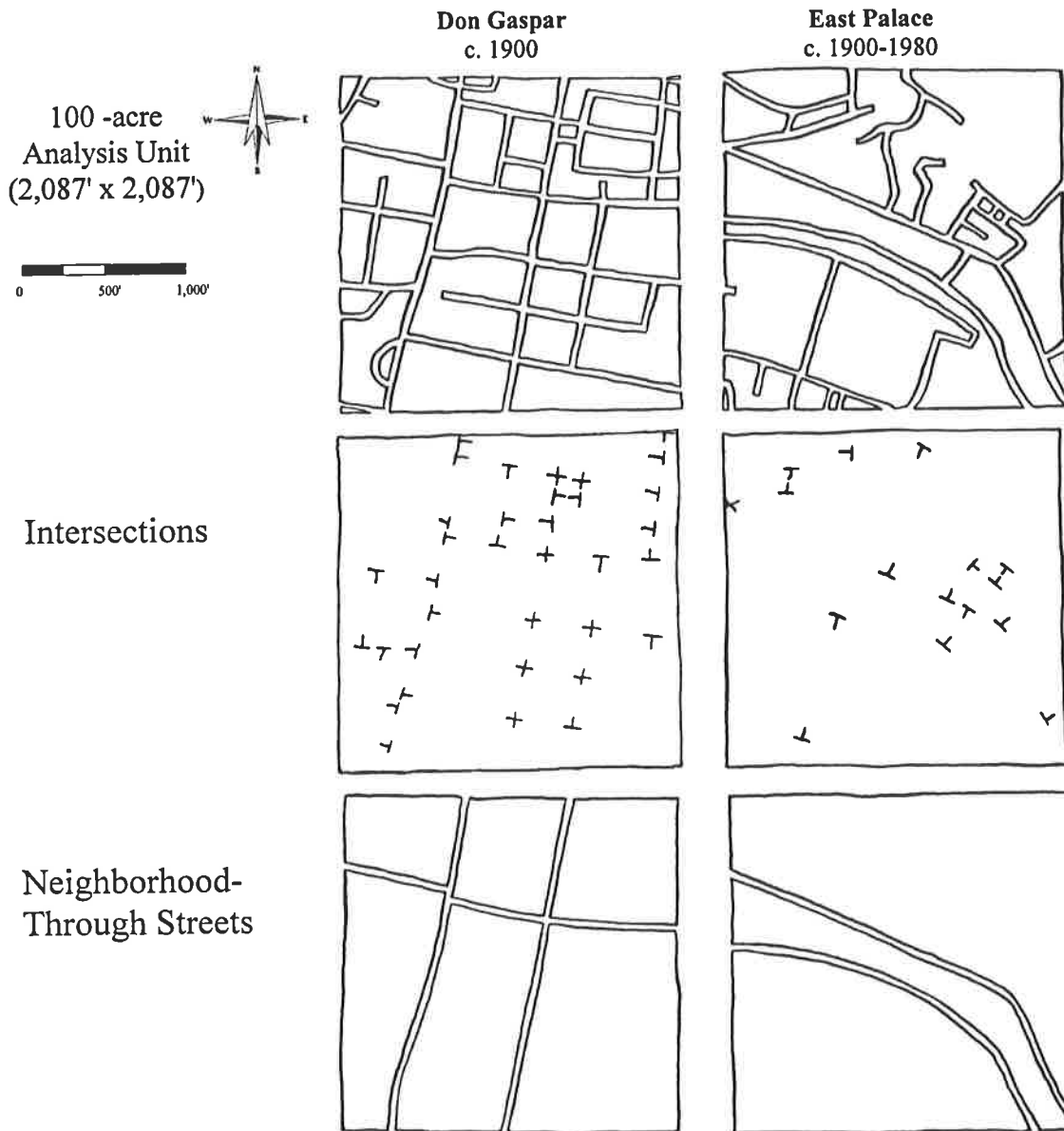
### **Number of Blocks**

For the purpose of this analysis, blocks are areas completely surrounded by streets. Don Gaspar has a significantly higher number of blocks compared to any other neighborhood. The average gross block size (including streets) in the neighborhood is about 3.1 acres. Except for Sol y Lomas, which is a rural neighborhood, the number of blocks in the other neighborhoods are comparable.



# Neighborhood Form Evaluation

Figure 5-1



Number of Intersections <sup>1</sup>	22	8.5
Number of Through Streets	3	2
Number of Blocks	32	17
Number of Access Points <sup>2</sup>	20	16
Linear Feet of Streets	21,350	18,400
Residential Density <sup>3</sup>	4.2	6.0

<sup>1</sup> For through streets only. T-intersections counted as 0.5. Streets with cul de sacs not included because they do not lead to any area outside the immediate block.

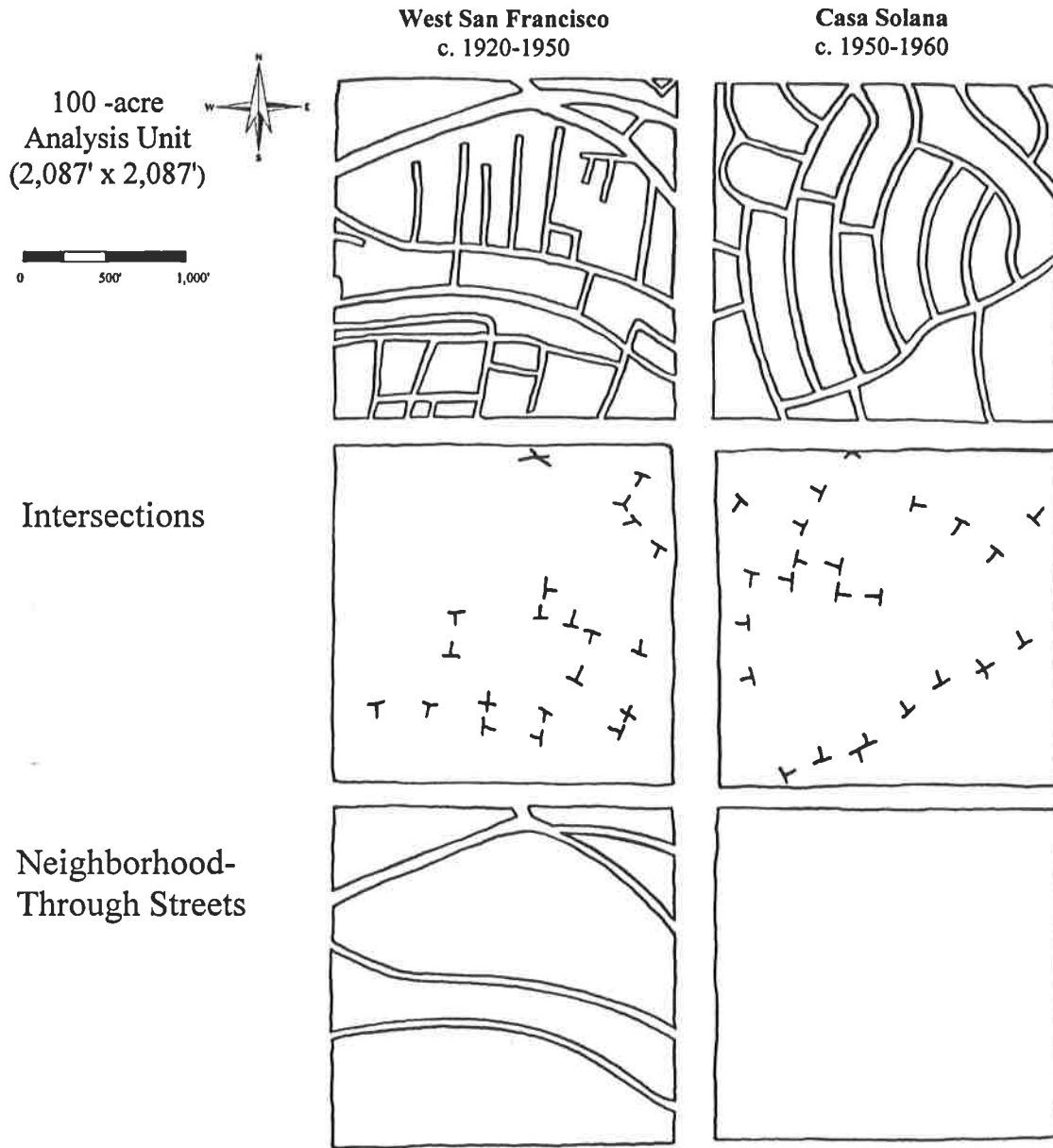
<sup>2</sup> Entrance by streets connecting to at least one other street in the Analysis Unit.

<sup>3</sup> Units per gross acre. On land devoted to residential use only.



# Neighborhood Form Evaluation

Figure 5-1



Number of Intersections <sup>1</sup>	12	13
Number of Through Streets	4	0
Number of Blocks	18	19
Number of Access Points <sup>2</sup>	16	13
Linear Feet of Streets	20,150	16,850
Residential Density <sup>3</sup>	5.4	3.9

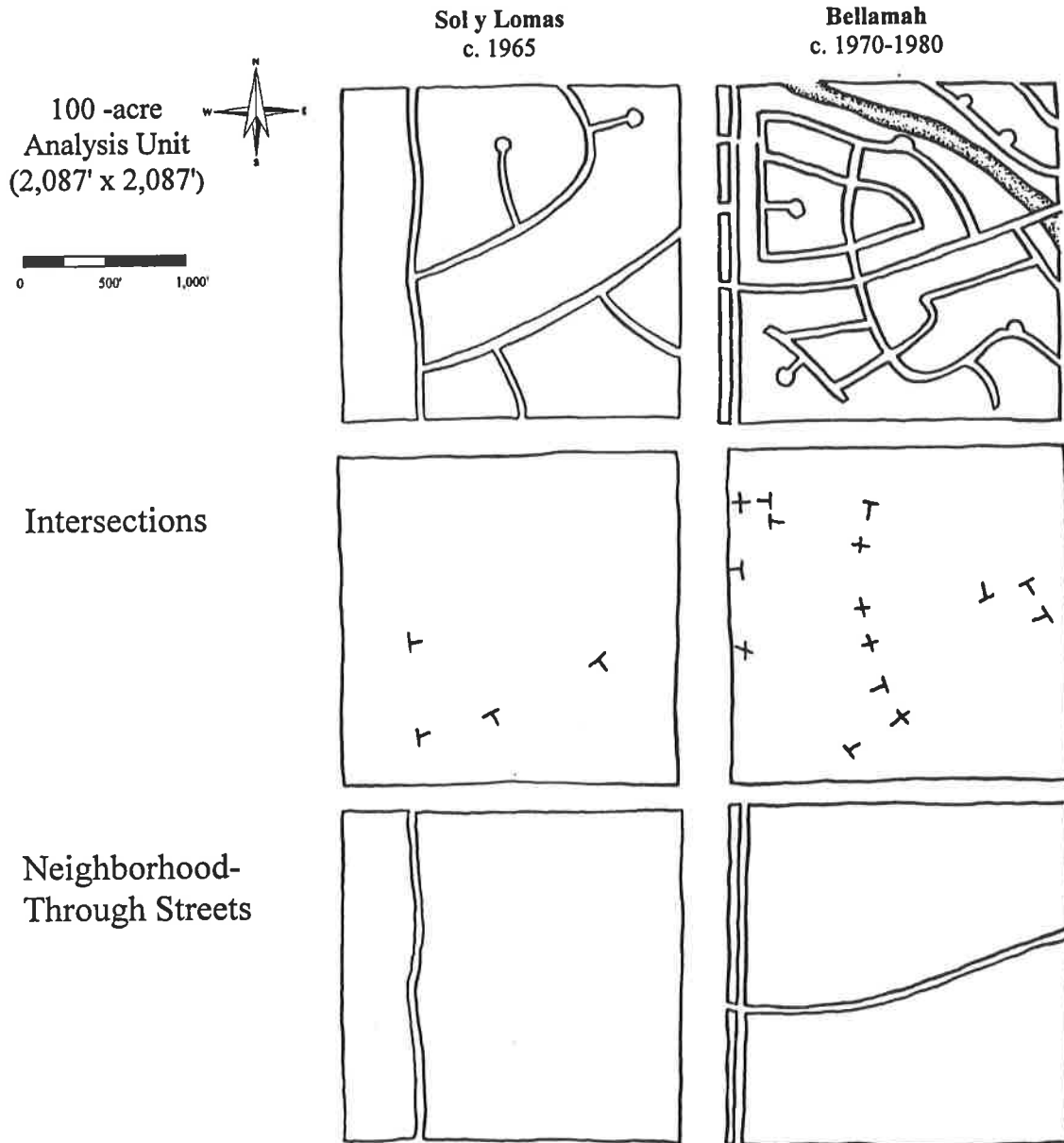
<sup>1</sup> For through streets only. T-intersections counted as 0.5. Streets with cul de sacs not included because they do not lead to any area outside the immediate block.

<sup>2</sup> Entrance by streets connecting to at least one other street in the Analysis Unit.

<sup>3</sup> Units per gross acre. On land devoted to residential use only.

# Neighborhood Form Evaluation

Figure 5-1



Number of Intersections <sup>1</sup>	2	10
Number of Through Streets	1	2
Number of Blocks	5	14
Number of Access Points <sup>2</sup>	6	8
Linear Feet of Streets	7,630	17,200
Residential Density <sup>3</sup>	0.7	2.6

<sup>1</sup> For through streets only. T-intersections counted as 0.5. Streets with cul de sacs not included because they do not lead to any area outside the immediate block.

<sup>2</sup> Entrance by streets connecting to at least one other street in the Analysis Unit.

<sup>3</sup> Units per gross acre. On land devoted to residential use only.

## **Street Length**

Although Don Gaspar has about twice as many blocks as the other neighborhoods, the total length of streets in the neighborhood is only six to 25 percent greater than the others (except for the rural Sol y Lomas). In effect, the total land devoted to streets in the neighborhood is less than that in Casa Solana and in Bellamah because of wider streets in these neighborhoods. Thus, it is not the total length of the streets in neighborhood that defines its urban structure, but the manner in which the streets are laid out. Traditional layouts in Santa Fe actually take less space than the more conventional subdivision layouts.

## **Density**

At 6.0 units per gross<sup>1</sup> acre, East Palace has the highest overall density of any neighborhood in the analysis. But, because of the mature vegetation in the neighborhood, the small size of the high-density developments, and the location of higher density developments (such as the La Vereda compound) away from major streets such as East Palace Avenue and Alameda, most people would perceive the density as being considerably lower than in many other neighborhoods. Although Bellamah has some of the smallest lots of any neighborhood in this analysis, because of wider streets, its density is barely 2.6 units per gross acre, less than half the overall density of East Palace and West San Francisco. Despite the difficult terrain and some rural development, the East Palace neighborhood accommodates about 2.3 times as many housing units per gross acre as the Bellamah neighborhood.

## **Intersections**

The number of street intersections in a neighborhood is a measure of its explorability and the ability of residents to reach destinations within the neighborhoods with short routes. Each intersection is a decision-making spot, offering a choice.

Counting each T-intersection as 0.5, the Don Gaspar area has 22 intersections, more than twice the number of intersections in Bellamah or East Palace. Thus, in Don Gaspar, residents are offered a fair number of route choices as well as shorter distances to different points within the neighborhood. On the other hand, in Bellamah a resident living at the end of a cul-de-sac may have to go around a few large blocks (a distance of more than half a mile in the neighborhood) to get to a house with which the resident may share a common rear-yard wall. Thus, residents in neighborhoods such as Bellamah are likely to be dependent on using the automobile to get to destinations that may be just a few hundred feet away.

## **Through Streets**

This topic is of special significance given the general lack of through streets in the city. Through streets are few in most neighborhoods, new or old. However, in a neighborhood like

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<sup>1</sup> Including land devoted to streets and other public rights-of-way, but excluding land devoted to nonresidential uses.

Don Gaspar (with three through streets) it is possible to get through the neighborhood on most streets with some turns and jogs because few streets are dead-end. That Casa Solana was designed to keep out through traffic is apparent by the nonexistence of any through streets.

### **Neighborhood Accessibility**

Neighborhood accessibility here is defined as entrance by streets that connect to at least one other street in the neighborhood. Accessibility measures how well the neighborhood connects to its neighbors; the higher the number of connecting points, the less introverted the neighborhood. Because Casa Solana with its loops and Bellamah with both loops and cul-de-sacs have been consciously designed to reduce accessibility, it is not surprising that their accessibility is much lower than that of the neighborhoods built prior to the 1950s. Don Gaspar has 2.5 times as many access points as Bellamah.

### **Garages**

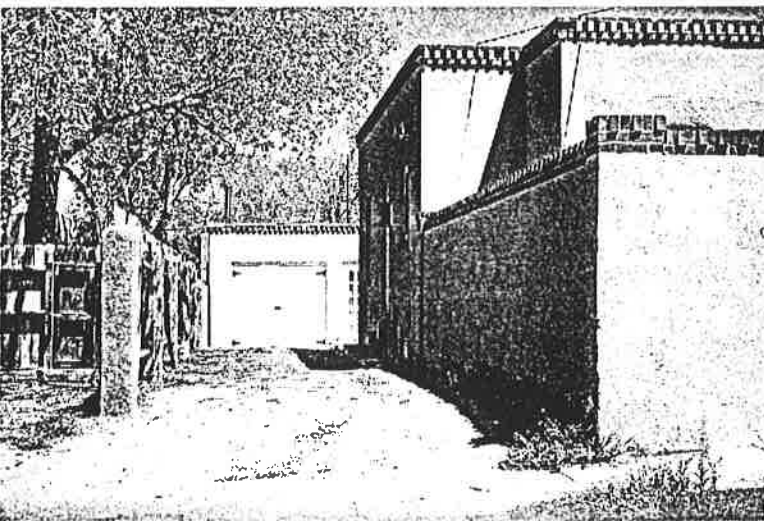
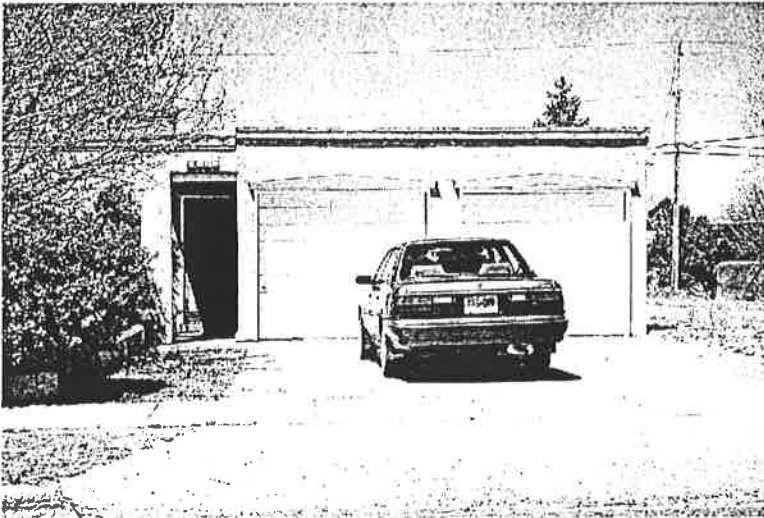
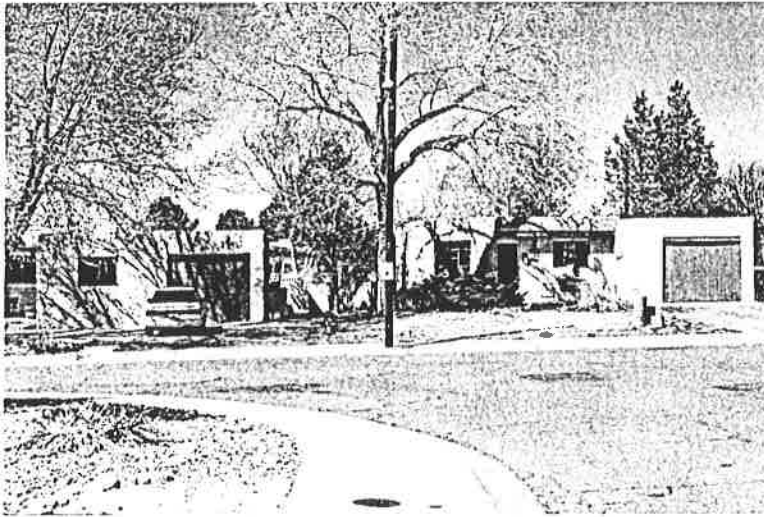
Garages became common in Santa Fe with subdivisions such as Casa Solana that were built in the 1950s. With increasing automobile ownership and the reduction in lot sizes that has accompanied increased land values, in many new neighborhoods garages are placed at the front of the house. The visual problem is compounded when two- or three-car garages are built on narrow lots, such as in Bellamah.

## **5.1.3 BUILDING AND PRESERVING NEIGHBORHOODS**

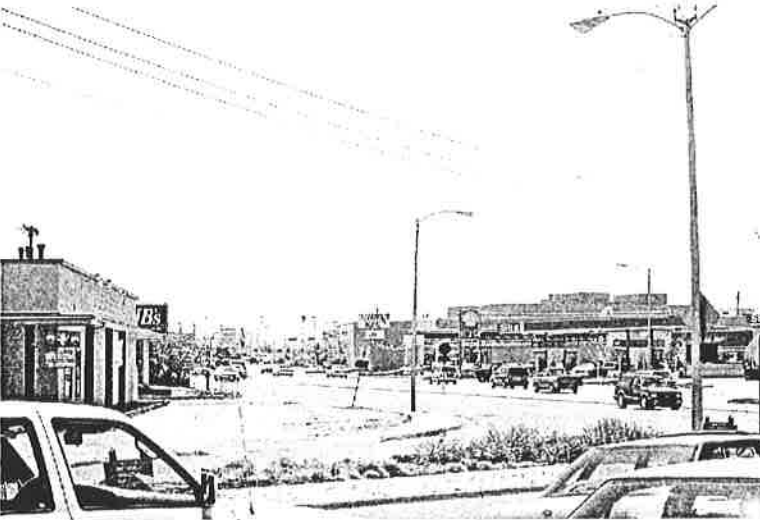
Preserving and enhancing neighborhoods is a fundamental concern of this document. In several public meetings, residents stated that they would like the city to “approve neighborhoods, not subdivisions,” and to orient development in the community to foster public life.

Some of the organizing principles behind residential development and neighborhoods depicted on Future Land Use (Figure 3-2) and in the policies that follow:

- City comprised of a cooperative network of neighborhoods related to the human-scale, and focused on a core with essential neighborhoods services,
- Mix of housing types in all neighborhoods,
- Neighborhoods and uses located to foster transit-friendly development,
- Clustering to protect valuable natural resources and open space,
- Promotion of small-lot single-family dwellings,
- Encouragement of shorter blocks, and
- Minimization of noise impacts.



*Garages fronting houses (top and middle) and recessed (bottom).*



*In traditional commercial centers, buildings define street edges (example above from Downtown). In contrast, buildings do not help shape streetscapes in many recent developments (below).*

## 5.1.4 NEIGHBORHOOD DESIGN

### Neighborhood Centers

A neighborhood focal point would be a well-defined mixed-use center, serving a population of 8,000 to 10,000 residents, organized around publicly-oriented uses and open spaces. On the Future Land Use (Figure 3-2), the centers are represented with a quarter- and half-mile radii – distances covered by foot in five or ten minutes by most people. Each center in the new neighborhood would have an eight- to 14-acre core, which could include a supermarket or drugstore, a variety of other smaller tenants, such as video stores, bakeries, and restaurants, and other neighborhood-serving functions, such as medical, dental, and real-estate offices. Community facilities such as elementary schools and neighborhood parks would be nearby. The centers are located along transit-intensive corridors. Residential uses on upper floors are permitted and even encouraged in the cores. Table 5.1 shows uses in the Neighborhood Center, and Table 5.2 shows buildout of a typical neighborhood center.

TABLE 5.1 INTENSITIES AND MIX OF USES IN NEIGHBORHOOD CENTERS		
Use	Mixed-Use Core	Center Outside Core <sup>a</sup>
Commercial	Yes	No
Office	Yes	No
Residential	Yes	Yes
	None on the first floor	
Maximum Floor Area Ratio (Nonresidential uses)	0.5	—
Maximum Residential Density (units/gross acre)	14	Varies
<sup>a</sup> Area within quarter-mile radius of the Mixed-Use Core.		
Note: Combined maximum Floor Area Ratio and residential density may not be achievable because of height, site coverage, parking, or other requirements. The intent in providing these maximums is to permit a greater level of flexibility for a mix of uses.		

The cores are to be accessible from collector or arterial streets, without being split up by them. They will be centered around a plaza or in the form of a pedestrian-oriented spine, such as Canyon Road. Proximity to collector streets would ensure that stores and offices are accessible to those who drive to them and that service trucks can reach the centers without impacting local streets. At the same time, residents would not need to walk across a four-lane arterial to reach a supermarket.



**TABLE 5.2  
TYPICAL BUILDOUT OF A QUARTER-MILE RADIUS NEIGHBORHOOD CENTER**

Use	Land Area (acres)	Housing Units
Low Density	30	150
Medium Density	35	350
High Density	15	300
Total Residential	80	800
Mixed Use Neighborhood Core	12	
Parks and Schools	15	

### Proximity of Residences to Centers

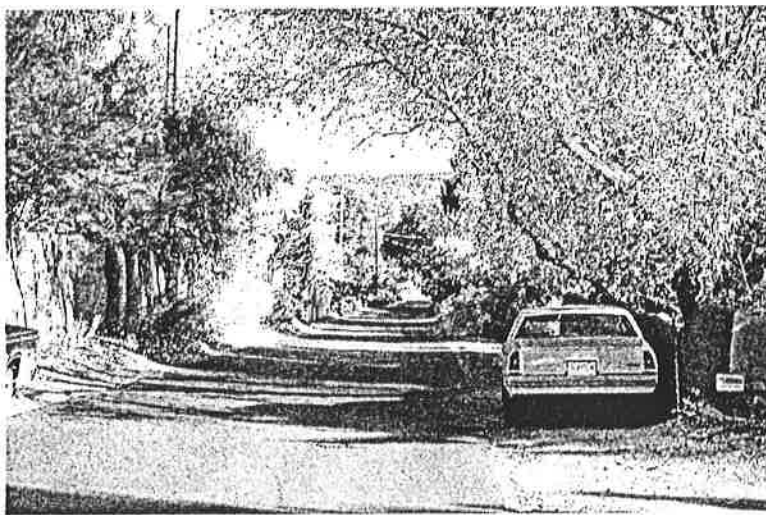
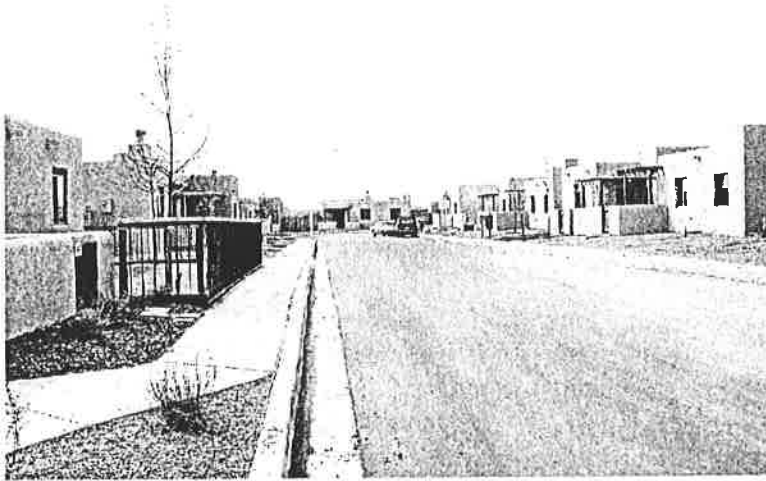
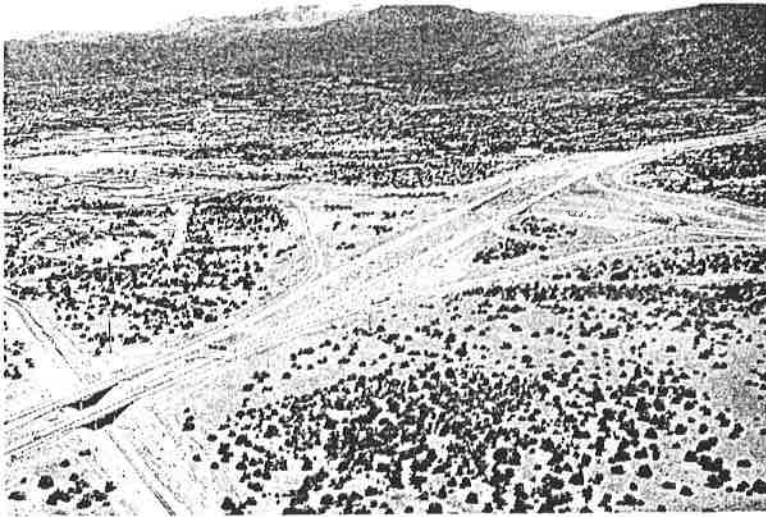
To minimize trip-lengths and bring a larger number of residents closer to centers, so they can bike or walk to shops and offices, the Plan designates sites for higher-density residential development in close proximity to each mixed-use commercial core in new neighborhoods. In new neighborhoods, about 35-40 percent of the housing units would be within a quarter-mile walking distance of a neighborhood core. The centers are intended to contain a variety of housing types at an average density of 12 to 15 units per gross acre (Table 5.2).

### Residential Prototypes

Figure 5-2 illustrates housing types covering the range of General Plan urban residential land use classifications. As the figure shows, given appropriate site configuration and supportive development standards in the Zoning Ordinance, it should be possible to accommodate most Plan densities with single-family housing types. However, multifamily housing types would be used at the high end of the High Density Residential use classification (at 29 units per gross acre). The illustrations show single-family detached and attached residences and townhomes (that is, units are not stacked one above the other), with parking access from the front or rear via alleys. All prototypes have two covered parking spaces on the lot; in some prototypes, additional off-street spaces can be accommodated by parking in tandem. Parking requirements for different housing types will be specified in the Zoning Ordinance. All prototypes also have private open space, and individual pedestrian and automobile access. Living areas of residences front the streets, and the visual domination of garages is limited. The prototypes depict a range of available choices and are not meant to limit possibilities or creative design solutions.

### 5.1.5 NEIGHBORHOOD CENTERS: DESIGN GUIDELINES AND STANDARDS

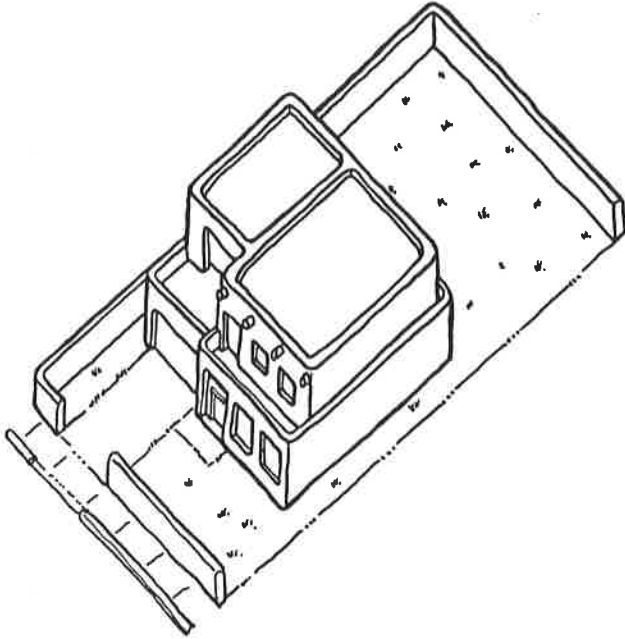
A Neighborhood Center is the focal point of a residential neighborhood, compatible and in scale with the surrounding neighborhood. It provides for a mix of residential, convenience shopping, and service uses; easy accessibility to neighborhood residents and transit riders; and an environment that is hospitable to pedestrians and bicyclists.



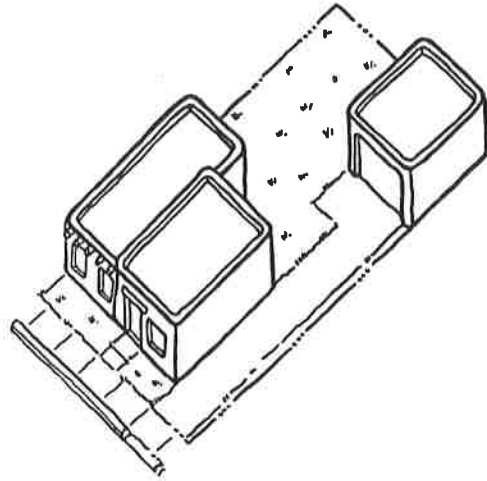
# Illustrative Residential Prototypes

Figure 5-2

**Detached  
(front loaded)**



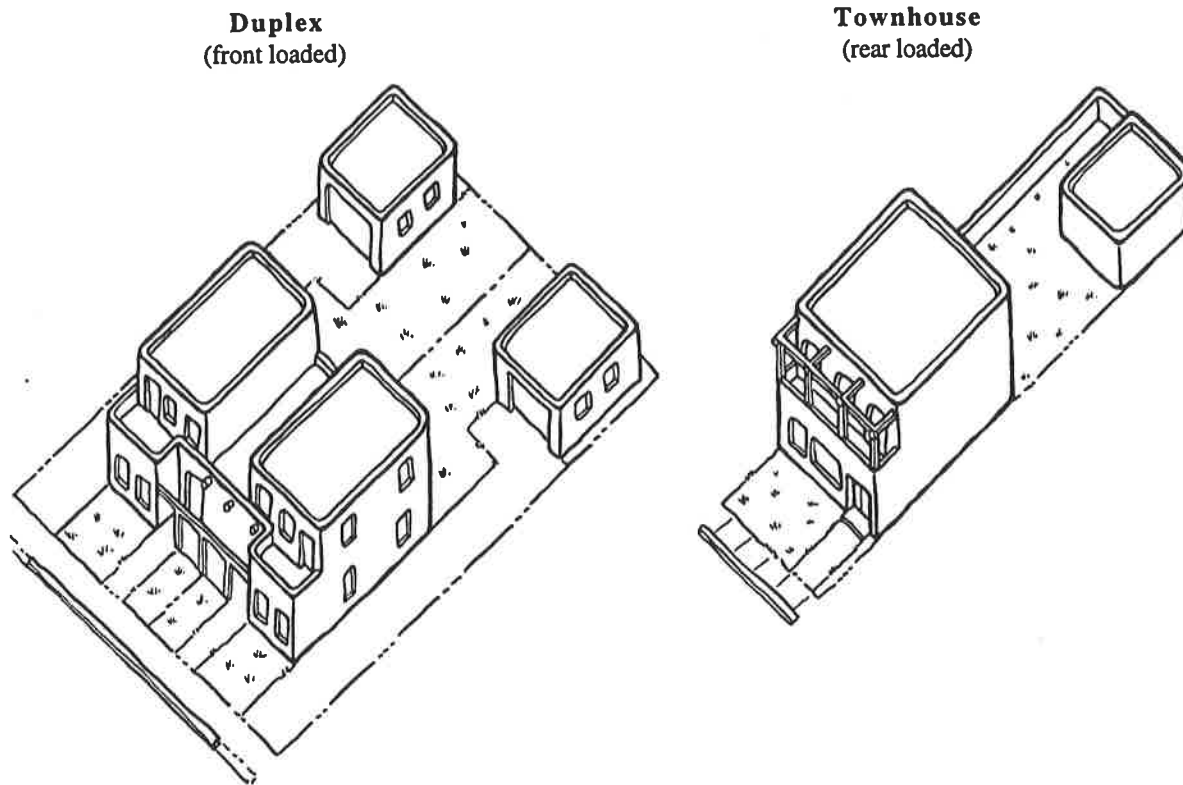
**Detached Zero Lot Line  
(front loaded)**



<b>Lot Size</b>	5,000 sq ft	2,100 sq ft
<b>Dwelling Size</b>	1,500 sq ft	1,200 sq ft
<b>Number of Floors</b>	2 floors	2 floors
<b>Illustrated Density (units/gross acre)</b>	6 du/ac	14 du/ac
<b>Typical Density Range for Housing Type</b>	3 to 7 du/ac	12 du/ac
<b>General Plan Land Use Classification</b>	low density	medium density

# Illustrative Residential Prototypes

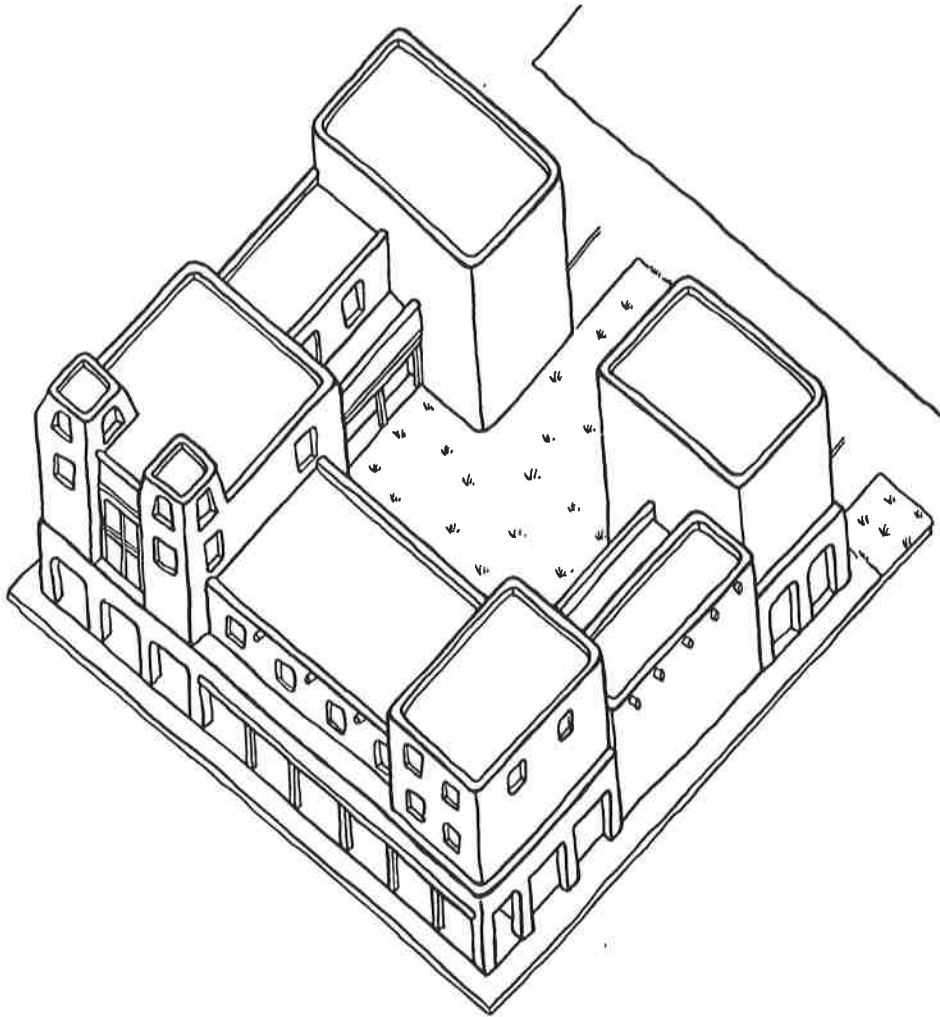
Figure 5-2



<b>Lot Size</b>	2,500 sq ft	2,500 sq ft
<b>Dwelling Size</b>	1,400 sq ft	1,500 sq ft
<b>Number of Floors</b>	2 floors	2 floors
<b>Illustrated Density (units/gross acre)</b>	12 du/ac	14 du/ac
<b>Typical Density Range for Housing Type</b>	7-12 du/ac	12-29 du/ac
<b>General Plan Land Use Classification</b>	medium density	high density

CITY OF SANTA FE GENERAL PLAN  
**Illustrative Residential Prototypes**  
*Figure 5-2*

**Apartments over Commercial**



<b>Dwelling Size</b>	1,200 sq ft
<b>Number of Floors</b>	2.5 floors
<b>Illustrated Density (units/gross acre)</b>	12 du/ac
<b>Typical Density Range for Housing Type</b>	up to 12 du/ac
<b>General Plan Land Use Classification</b>	neighborhood center

Neighborhood centers may be nodal or linear in form. The Downtown and to a certain extent the Cordova Shopping Center are examples of nodal centers; Canyon Road is an example of a neighborhood-scaled linear center, although many of the current uses are no longer neighborhood oriented.

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**NEIGHBORHOOD CENTERS: DESIGN GUIDELINES AND STANDARDS**

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Guideline	Standard
<b>DESIGN OF STRUCTURES</b>	
<b>Size and Scale</b> Buildings should be fine-grained and not appear large and monolithic. Details, signage, materials, individualized store fronts and entrances, display windows, recesses, upper-story setbacks, windows, awnings, color, etc., can all be used to keep the scale at a pedestrian level.  Match or respond to established cornice heights in commercial areas.  Developments, residential or commercial, should not be fenced or walled from public streets and rights-of-way.	Stores approximately 20,000 square feet or less, except one or two anchor stores such as a supermarket and /or drugstore in each center that can be larger.
<b>Location</b>	--  Neighborhood centers not to be located within three-quarter mile of an existing center, with a supermarket no closer than one mile to an existing supermarket
<b>Massing</b>	Project edges should be designed to facilitate integration with the surroundings.  See development standards in the Zoning Ordinance.
<b>Front Setback</b>	All structures with nonresidential uses should be built to provide a continuous frontage along public rights-of-way.  Low adobe walls or fences to separate outdoor seating areas may be used if they are low (generally less than four feet in height) and suggest spatial demarcation without physical separation.  Not more than ten feet. Greater setback permitted for outdoor seating, plazas, and other specified pedestrian activities.
<b>Portals</b>	Where provided, portals should run the entire length of a block.  Required along buildings facing a plaza or community center; encouraged on the other sides.
<b>Transparency</b>	Blank walls, reflective glass, and other opaque surfaces at the ground level along street frontages should be avoided.  Blank facades no more than 16 feet in width.
<b>Entrances and Doorways</b>	Frequent entrances to buildings are desirable.  Entrances to the rear of buildings from parking courts should not substitute for entrance(s) from a street.  At least 18 doorways per 1,000 lineal feet of building facing the street.

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## NEIGHBORHOOD CENTERS: DESIGN GUIDELINES AND STANDARDS

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Guideline	Standard
<b>Residential Developments</b>	<p>Residential projects, single- or multifamily, should generally be no larger than 100 units. Developments larger than this shall be designed as smaller, visually distinct, and independently accessible clusters.</p> <p>Each project application should demonstrate connections from the project to the city bikeway system and transit.</p> <p>Consolidated parking in higher density residential projects should be located away from the streets.</p> <p>Development should be oriented to streets, sidewalks, and public spaces.</p> <p>Site planning and architectural design should ensure that developments provide street frontages of interest to both pedestrians and neighboring residents.</p> <p>Buildings should be oriented to streets and each dwelling must have direct visual access to either a public sidewalk or a compound courtyard.</p> <p>Some dwellings on each site must front and face the adjoining public street and sidewalk.</p> <p>If entrance to individual buildings or dwellings is through a courtyard, the courtyard should open directly to a public street or sidewalk.</p>

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### USES AND INTENSITIES

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<b>Land Use and Mix</b>	<p>Mixed-use developments are encouraged. The General Plan provides incentives for a mix of uses.</p> <p>Regional commercial uses are discouraged. The appropriate location of such uses is in Community and Regional Commercial centers, not Neighborhood centers.</p>	<p>Permitted uses include residential, local retail businesses, and professional, business, and service establishments (see Section 3.5 for details).</p>
<b>Ground Floor Use</b>	<p>“Dead” uses such as storage, garages, and service areas should be located away from public streets and view.</p> <p>Contiguous location of retail in neighborhood centers is encouraged.</p>	<p>Street-level retail and service uses required in the core area of the centers. Other uses allowed at street level provided they occupy no more than 25 percent of the building frontage.</p>

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**NEIGHBORHOOD CENTERS: DESIGN GUIDELINES AND STANDARDS**

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	<b>Guideline</b>	<b>Standard</b>
<b>PARKING</b>		
<b>Location</b>	--	Majority to be located at the rear of building, with the exception of bicycle parking, which should be provided in front of stores in highly visible locations.
<b>Access</b>	At all new or redeveloped commercial sites, eliminate curb-cuts and access to parking lots along commercial frontage where access from alleys or side streets is available.	Access to be provided as follows: <ul style="list-style-type: none"> <li>• Alley</li> <li>• Local street</li> <li>• Nontransit designated arterial/collector street</li> </ul>
<b>Screening</b>	Screen all parking, surface or structured, from view from any street or sidewalk, by trees and shrubs. Walls, alone, should not be used as screening devices.  In all residential developments, alternatives to front garages, such as access from alleys, side drives with parking in the rear, and tandem parking, are encouraged.	See landscape development standards in the City Code.

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**5.1.6 RESIDENTIAL NEIGHBORHOOD: DESIGN GUIDELINES AND STANDARDS**

Thoughtful design and a community orientation are essential to creating pleasant and successful neighborhoods. Shared objectives and agreed-on design principles can help direct individual efforts towards a large whole neighborhood that promotes walking and provides access to service, streets that are shaded and safe to use, and development integrated with the surroundings rather than cut-off from them.

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**RESIDENTIAL NEIGHBORHOODS: DESIGN GUIDELINES AND STANDARDS**

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	Guideline	Standard
<b>Layout and Integration with Surroundings</b>	<p>Continue and extend the surrounding street-grid into the neighborhoods where feasible.</p> <p>Provide sidewalks along one side (preferably west and north) of public and private streets, except along alleys.</p> <p>Cul-de-sacs at project edges, where connection to other streets is feasible, are not encouraged.</p> <p>Encourage the use of a traditional street networks, including: narrow streets, alleys, and hammer head turn arounds.</p> <p>Sites should not be fenced or walled from neighborhood streets, sidewalks, or alleys; suggestive demarcation of space using low adobe walls is acceptable.</p>	<p>At least one "through street" (i.e., street that runs through the entire stretch of a development) every 1,000 feet of any development (except on hillsides).</p> <p>Maximum block size in new development limited to approximately 200 feet by 525 feet (roughly one-tenth of a mile).</p> <p>At least two access points for every ten acres of development.</p> <p>Proportion of loop streets, hammerheads, and cul-de-sacs shall be limited. .</p> <p>"Gated" developments not permitted.</p>
<b>Project Size</b>	--	<p>Residential projects, single-family or multifamily, no larger than 100 units.</p> <p>Developments larger than this shall be designed, approved, and managed as separate projects, visually distinct and independently accessible.</p>
<b>Focus</b>	Focus provided by a neighborhood mixed-use center, or park or plaza.	--
<b>Safety and Security</b>	Provide traffic calming devices such as speed-bumps, rather than promoting cul-de-sacs.	--
<b>Relationship of Parking and Buildings</b>	<p>Streets should be lined with living areas rather than garages to promote visual interest and safety.</p> <p>Alternatives to front garages, such as access from alleys, side drives with parking in the rear, hammerhead entryways, and tandem parking and more traditional design are encouraged. Provision of more frequent streets will not result in an overall reduction of development potential since Plan densities are stipulated in housing units per gross acre.</p>	--

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**RESIDENTIAL NEIGHBORHOODS: DESIGN GUIDELINES AND STANDARDS**

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<b>Guideline</b>	<b>Standard</b>
<b>PEDESTRIAN AND BICYCLE ACCESS</b>	
<b>Pedestrian</b>	Encourage pedestrian use by enhancing walkways within the neighborhood.  Introduce measures which slow or reduce traffic flow (curb parking, speed bumps, traffic speeds, etc.)
Bicycle and pedestrian connections required at the end of cul-de-sacs.	
<b>Bicycle</b>	--
	Connection to city bikeway system required.
<b>Transit</b>	Provide informational transit signage.
	--
<b>BUILDINGS</b>	
<b>Massing</b>	Developments should generally be broken down into small clusters, independently accessible and integrated with the surroundings with direct circulation and visual connection between buildings, streets, sidewalks, and open space. Superblock-style developments with large-scale internal circulation systems are discouraged.  Project edges should be designed to help integration with the surroundings.
	To be established in the City Code.
<b>Housing Types</b>	Housing types and density serving a variety of income and age group should be integrated rather than separated.
	--
<b>Entrances</b>	Promote courtyard or placitas that are not accessible by automobiles and provide a variety of size, style, and shape and a degree of public access and visibility.
	If access to a high-density residential project is from a compound or courtyard, there shall be a variety of courtyard access points and visibility to a public street or sidewalk. The number of units sharing a directly accessible building entrance or stairway is limited to eight.

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**RESIDENTIAL NEIGHBORHOODS: DESIGN GUIDELINES AND STANDARDS**

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	<b>Guideline</b>	<b>Standard</b>
<b>GARAGES</b>		
<b>Opening</b>	Parking should be integrated and accessible to pedestrians from outside the neighborhood.	Garage width openings facing public streets are normally limited to no more than 20 feet or one-third the lot width, whichever is less; recessed garages can be wider so long as the width visible from the front does not exceed the maximum.

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## **5.2 DOWNTOWN AND COMMERCIAL DEVELOPMENT**

### **5.2.1 EXISTING COMMERCIAL ACTIVITY**

Commercial activity is centered in the Downtown and strips along Cerrillos Road (which extends from Downtown to Interstate 25) and St. Michael's Drive. A few other shopping centers are also located along other major streets, such as Guadalupe Street, Alameda Street and St. Francis Drive. Much of the retail activity in the Downtown consists of specialty or tourism-oriented stores. Many major hotels are also located Downtown. Most commercial activity in the Extraterritorial Zone is located close to the city, such as the Santa Fe Factory Stores, which lie just south of the city limits, and commercial areas near the Airport and in Agua Fria. The largest commercial centers in satellite locations are the El Dorado Supermarket and the Tesuque Community Center, which has one market/restaurant and one other restaurant.

Most hotels outside of Downtown, as well as the malls (Villa Linda and Santa Fe Factory Stores) and big-box retail (such as Wal-Mart) are found in a continuous four-mile stretch along Cerrillos Road, which is a six-lane wide street running from Interstate 25 to Downtown. The street is dominated by signs and buildings largely separated from the street by large-sized parking lots. While the street is fairly similar to "strips" found in other cities, in Santa Fe this character stands in sharp contrast to the traditional pattern of buildings and mix of uses, short blocks, and streets lined with portals, such as in Downtown and to a limited extent along Canyon Road.

Almost all commercial development on Cerrillos Road south of Paseo de Peralta and along St. Michael's Drive is less than 40 years old. The development pattern of commercial activity along these streets is no accident; as far back as 1947, the city's General Plan sought to extend almost all new commercial development south of the city on either side of Cerrillos Road. The 1983 General Plan calls for commercial districts "along major city corridors where commercial uses have been established" within a corridor 600 feet from the streets.

### **5.2.2 MAJOR EMPLOYMENT CENTERS**

Of the urban area's estimated 36,500 jobs, about 55 percent are located in centers employing 1,000 or more persons. Outside of the Downtown, these centers are located along Cerrillos

Road and St. Michael's Drive. About a third of the total jobs are located in the Business Capitol District. Major employment centers in the Urban Area are:

- **Business Capitol District.** Total employment in this area is about 6,400 jobs.
- **South Capitol Complex.** An estimated 4,200 jobs are located here.
- **St. Michael's Drive/St. Francis Drive.** Estimated employment is 1,800 jobs.
- **St. Vincent's Hospital.** An estimated 1,650 jobs are located in the hospital and its vicinity.
- **College of Santa Fe.** There are an estimated 1,150 jobs in this area.
- **Rufina/Siler Road.** There are an estimated 3,400 jobs located in this area. Much of the area is vacant.
- **Villa Linda Mall/Valdes Industrial Park.** There are an estimated 1,700 jobs in this area.

### 5.2.3 NEW COMMERCIAL DEVELOPMENT

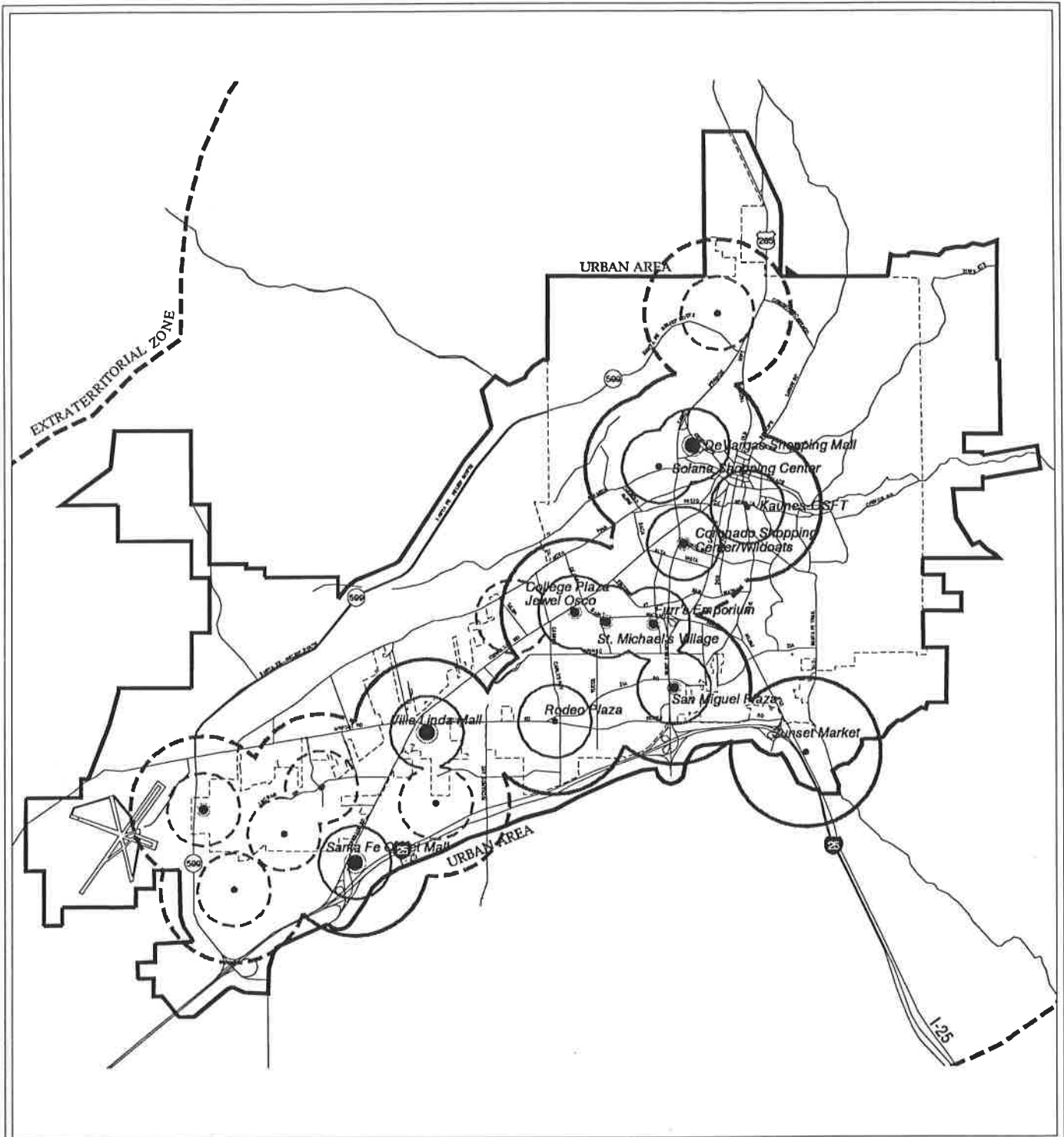
#### Neighborhood Center Development

Figure 5-3 shows existing and proposed neighborhood-serving commercial centers in the Urban Area. These are at least 60,000 square feet in size and contain at least one supermarket. The regional Villa Linda Mall includes a number of neighborhood-serving uses, such as a pharmacy, but not a supermarket. The figure also shows half- and one-mile radii around the centers; the half-mile radius represents an average ten-minute walking distance.







This document locates new neighborhood commercial centers to increase access to neighborhood services for both existing and new residences. The General Plan provides sites for new neighborhood centers in new and existing neighborhoods; additional neighborhood commercial development may also take place in the community commercial centers.

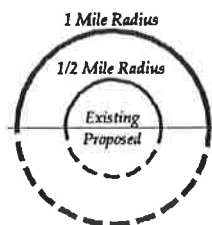
#### Community Commercial Development

The General Plan envisions creation of community commercial centers, as opposed to the strip-form of development that has been the norm in the city for the last three decades. The centers are expected to provide greater identity and individuality. Standards and guidelines that follow will ensure that the centers are designed to be pedestrian- and transit-friendly, and closely integrated with the surroundings. Wholesale ("big-box") retail uses, such as Sam's Club and Wal-Mart, are not permitted in neighborhood centers and community commercial centers.



## Commercial Centers Existing and Proposed

-  *Proposed Urban Area Boundary*
-  *Regional Center*
-  *Community Center*
-  *Neighborhood Center*
-  *Existing City Limits*
-  *Major Roads*



**City of Santa Fe**  
GENERAL PLAN

April 1999

Figure 5-3

## **5.2.4 COMPARATIVE EVALUATION OF COMMERCIAL DEVELOPMENT**

To better understand existing types of commercial and industrial development in Santa Fe, six representative commercial areas and two industrial areas were selected for study at 1" = 1,000' scale (Figure 5-4). Various quantifiable characteristics were charted, including number of intersections, through streets, blocks, and access points. These provide clues to the use, scale, density, and to some extent, urban character. Certain conclusions are suggested by these charts regarding pedestrian scale, sense of community, attractive streetscape, and potential for ongoing change and growth. Issues are also raised regarding vehicular access and convenience, as well as type and extent of regulations.

The traditional commercial urban development in Santa Fe is exemplified by the area around the Plaza and Canyon Road. This traditional type is characterized by buildings defining space (the Plaza and the streets) and by a sense of enclosure. Setbacks of the buildings from the street are minimal, and buildings and streets are human-scaled. On the other end of the spectrum are more recent suburban-styled developments located along St. Michael's Drive and Cerrillos Road, and the shopping malls, such as Villa Linda Mall and Wal-Mart.

### **Traditional Commercial Centers**

Downtown, Canyon Road, and to some extent Second Street, are the types of commercial settings that encourage small businesses and adaptability, with lots of interaction and choices for people. The sheer number of intersections in the Downtown study area (40 intersections in 100 acres) is indicative of the choices it provides. Residences are either mixed-in or within walking distance.

### **Suburban-styled Centers**

The suburban development type is characterized by fewer intersections, fewer store entrances from the street, and separation of buildings from the street by huge parking lots. These centers are not designed for the pedestrian and can only be traveled comfortably in a car.

### **Hybrid Centers**

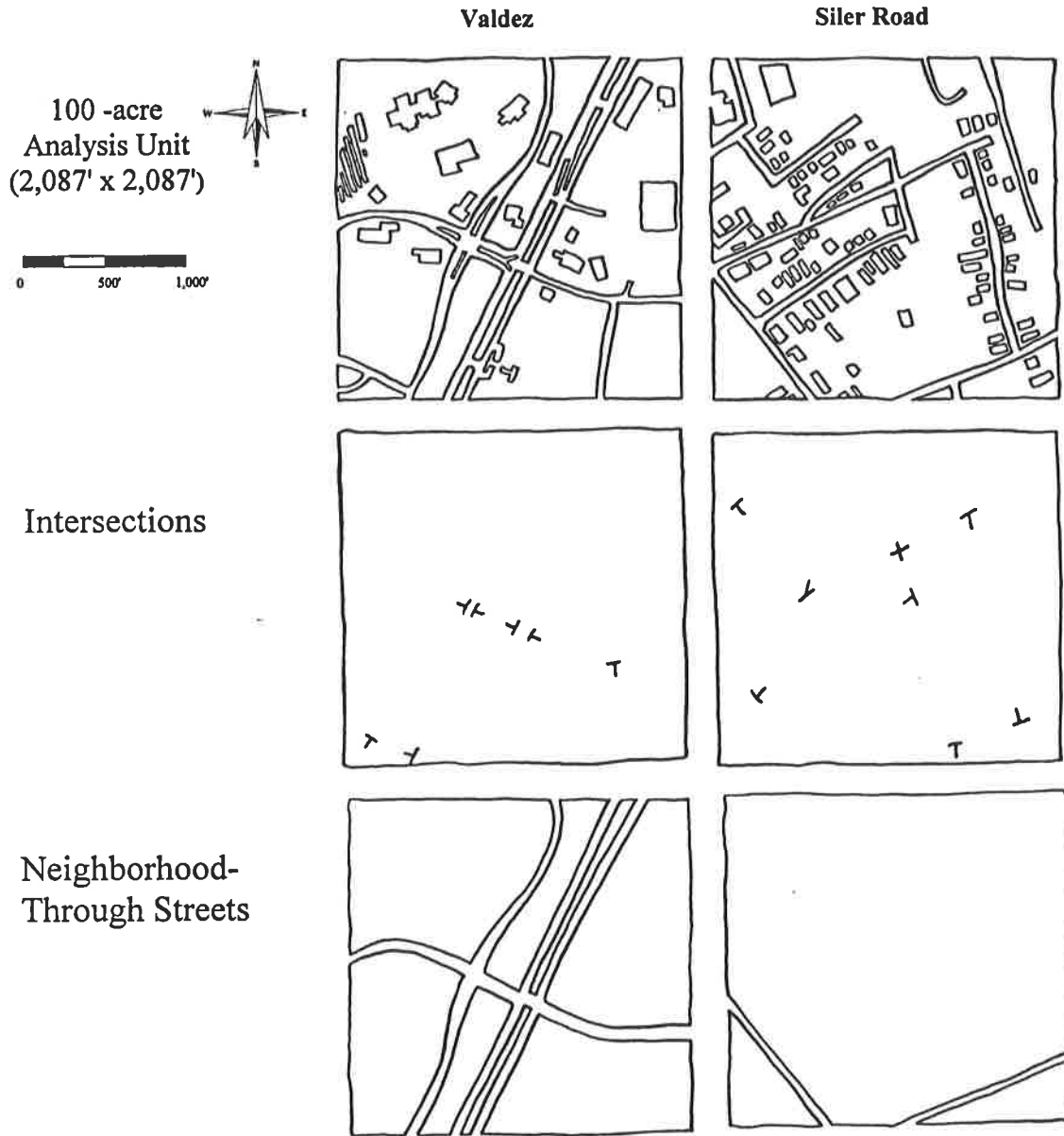
Cordova Shopping Center, characteristic of shopping centers 20 to 30 years ago, is a hybrid between a commercial center and a strip development facing the street but well back from the street, with a median setback of 110 feet.

If one compares the Cordova Shopping Center study area to Downtown, the number of intersections is less than half of Downtown and the number of through streets is similar, suggesting less urban vitality than Downtown, but more than the typical suburban shopping development.



# Commercial Center Form Evaluation

Figure 5-4



Number of Intersections	7	8
Number of Through Streets	3	2
Number of Blocks	8	12
Number of Access Points	9	7
Linear Feet of Streets	6,800	10,151

# Commercial Center Form Evaluation

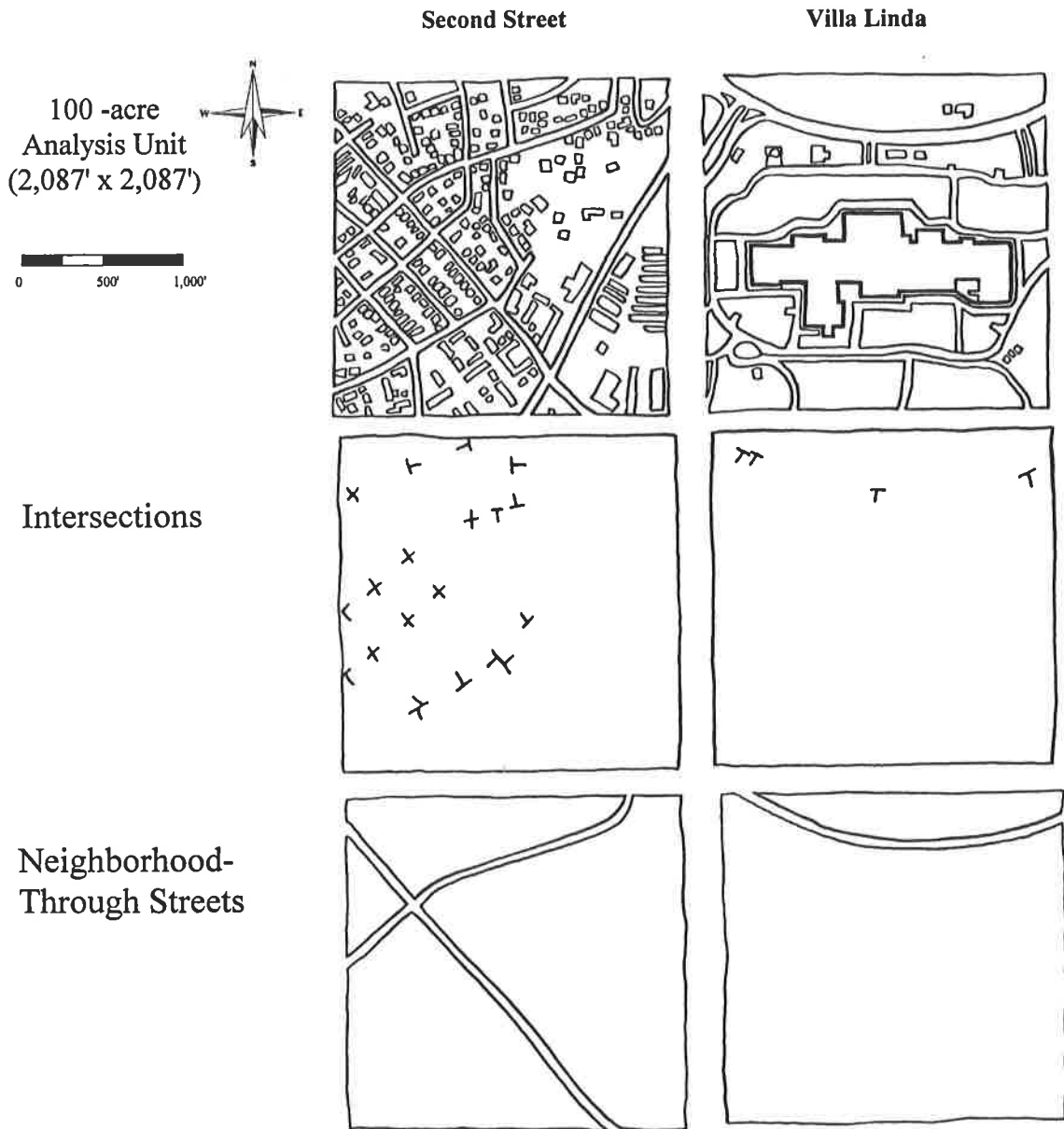
Figure 5-4



Number of Intersections	20	40
Number of Through Streets	6	3
Number of Blocks	15	34
Number of Access Points	8	18
Linear Feet of Streets	14,600	19,250

# Commercial Center Form Evaluation

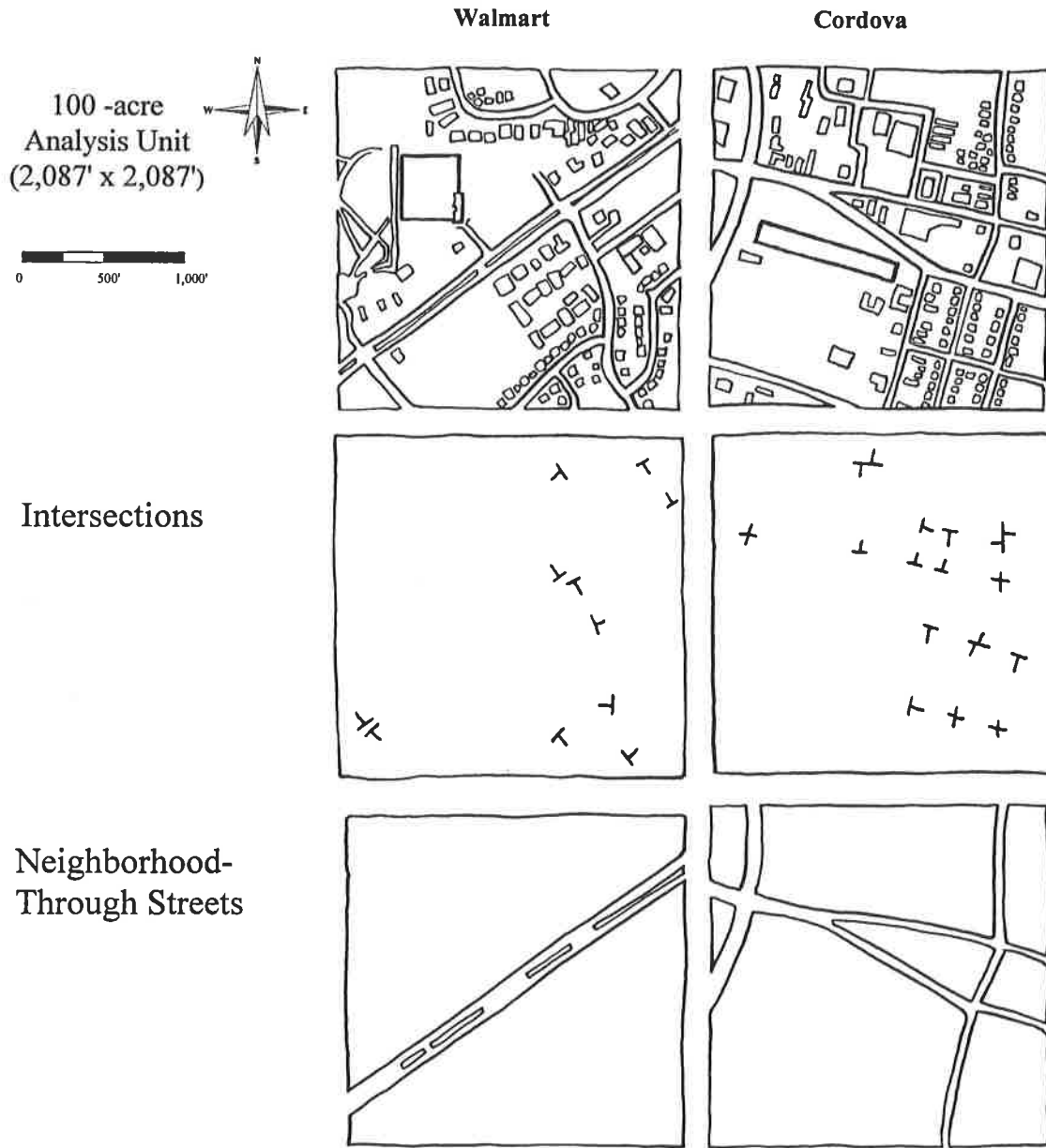
Figure 5-4



Number of Intersections	20	4
Number of Through Streets	2	1
Number of Blocks	20	1
Number of Access Points	14	4
Linear Feet of Streets	14,950	2,900

# Commercial Center Form Evaluation

Figure 5-4



## Comparative Evaluation

Figure 5-5 compares the structural urban design components that show differences in street life of a building or place. For example, looking at the number of doorways in a given distance of building frontage, Downtown has the most at 33, then Canyon Road followed by Cordova. Wal-Mart has the least, with Valdes a close second. Even though there are many doorways inside Villa Linda, which contributes to the mall atmosphere, it is essentially nonstreet oriented. The number of businesses and dwellings per acre also indicates the level of activity and vitality. Downtown is the most intense and has the most businesses and dwellings per ten acres, while Wal-Mart and Villa Linda have the least number of businesses in a ten-acre analysis area. The statistics consistently suggest that historically Downtown, Canyon Road, and presently Second Street and Cordova are commercial districts most vitally integrated into the fabric of the city.

### 5.2.5 COMMUNITY COMMERCIAL CENTERS: DESIGN GUIDELINES AND STANDARDS

The vision for commercial and neighborhood centers is of community-friendly, transit-accessible, sustainable, and livable communities – areas that offer commercial amenities within walking distance of residences and are scaled and designed for pedestrian interest, comfort, and safety. Historic Downtown and Canyon Road are fine examples of such development types.

In contrast, most centers built in the last three decades are isolated from their surroundings, with residential and commercial uses isolated from each other. Many of the centers have been designed without regard for pedestrian, bicycle, or transit accessibility, or for Santa Fe's unique character and the scale and character of adjoining neighborhoods. Well-designed centers can also decrease the number and length of automobile trips, with resultant benefits in air quality, energy savings, and decreased need for land devoted to parking. More importantly, they can strengthen the identity of neighborhoods and provide an environment that enhances everyday work, shopping, and recreation.

The realization of this vision will require fundamental changes in the way centers are planned and built, and coordinated public and private efforts. General design principles proposed to guide both large-scale development and redevelopment, as well as smaller-scaled incremental changes in the centers, are:

- Give priority to pedestrians, bicyclists, and transit riders in all centers over the automobile.
- Knit the centers into the urban fabric of the city by extending adjoining streets into developments, building close to public streets and sidewalks, setting parking behind buildings, and match the grain, scale, and character of the surroundings.
- Where feasible, overlay or introduce a traditional street grid (private or public) to shorten blocks, divide large parcels into a finer grain, and provide frontages for additional pedestrian-oriented development.

# Commercial Center Form Detail

Figure 5-5

16 -acre  
Analysis Unit  
(835' x 835')



Canyon Road

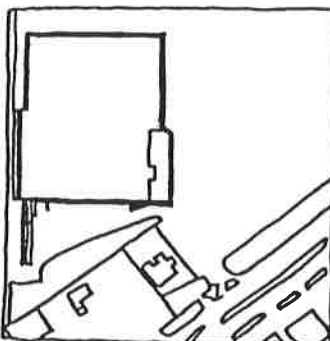


Downtown

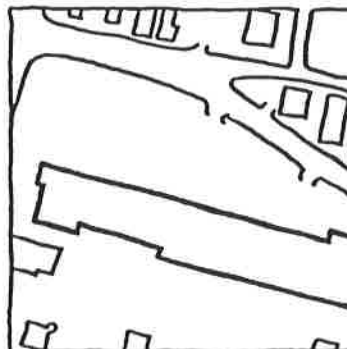


Building Height- Median Ht.	12 ft.	24 ft.
Median Building Setback (from street) Estimated	15 ft.	10 ft.
Doorways /1000 Linear Ft. of Building	20	33
Types of Uses	residential, retail, studio	hotel, office, institutional, retail
Number of Parking Places Off-street per 16 acres - Estimated	4	18
Pedestrian/Auto Orientation	pedestrian	pedestrian
Number of Businesses and Dwellings/10 acres- Estimated	24 dwellings, 13 businesses	108 businesses, 35 dwellings

Walmart



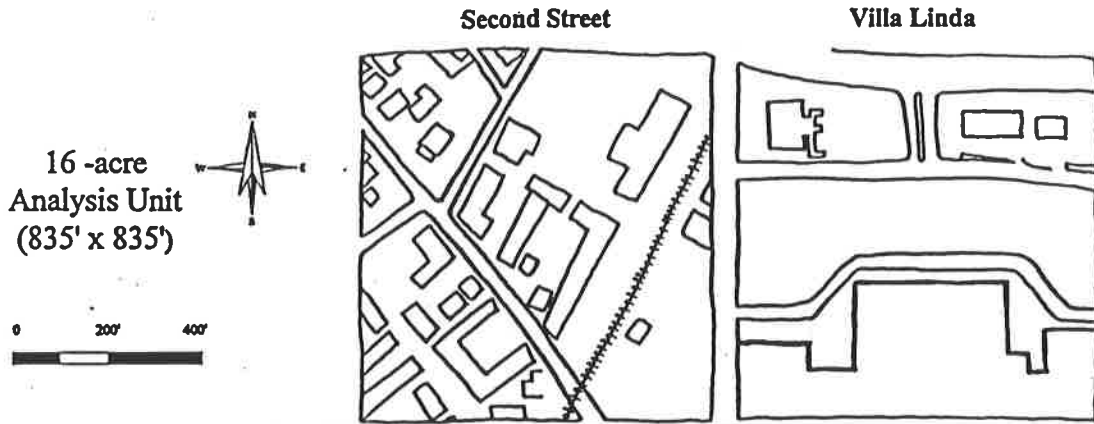
Cordova



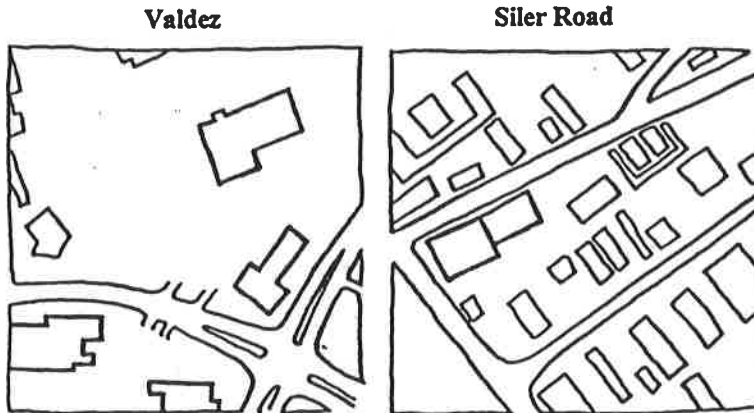
Building Height- Median Ht.	20 ft.	20 ft.
Median Building Setback (from street) Estimated	180 ft.	110 ft.
Doorways /1000 Linear Ft. of Building	4	18
Types of Uses	retail	retail
Number of Parking Places Off-street per 16 acres - Estimated	27	30
Pedestrian/Auto Orientation	auto	auto
Number of Businesses and Dwellings/10 acres- Estimated	4 businesses	18 businesses

# Commercial Center Form Detail

Figure 5-5



Building Height- Median Ht.	18 ft.	24 ft.
Median Building Setback (from street) Estimated	20 ft.	235 ft.
Doorways /1000 Linear Ft. of Building	14 ft	6
Types of Uses	residential, retail, heavy industry, office	retail
Number of Parking Places Off-street per 16 acres - Estimated	12.5	37.5
Pedestrian/Auto Orientation	auto, marginal pedestrian	auto
Number of Businesses and Dwellings/10 acres- Estimated	51 businesses, 12 dwellings	4 businesses



Building Height- Median Ht.	24 ft.	15 ft.
Median Building Setback (from street) Estimated	55 ft.	30 ft.
Doorways /1000 Linear Ft. of Building	5	11
Types of Uses	light industry	light industry, retail
Number of Parking Places Off-street per 16 acres - Estimated	11	9
Pedestrian/Auto Orientation	auto	auto
Number of Businesses and Dwellings/10 acres- Estimated	5 businesses	24 businesses





*Much of the recent commercial development in Santa Fe has taken place along arterial streets such as St. Michael's Drive (above) and Cerrillos Road (below).*

- Use buildings and trees to provide definition to pedestrian and transit-intensive corridors delineated on Future Land Use (Figure 3-2).
- Concentrate pedestrian activity in the centers, and create a plaza, park, or open space as a focus in all centers.
- Recognize the value of streets as public open spaces that form the building blocks of the community, and provide pedestrian amenities, lighting, and landscaping.
- Use trees, shrubs, and other landscape elements to provide identity, delineate edges, and define entrances and movement corridors.
- Respond to the unique character of individual centers by:
  - Preserving historic structures, artifacts, and landscapes that add to the character and richness of the environment; and
  - Retaining views of the mountains and natural features such as arroyos and topography by creating viewpoints and view corridors.
- Capitalize on the economic value of storefront merchandising by expanding sidewalk-oriented commercial uses, specifically:
  - Enhance and develop traditional blocks of storefronts with frequent pedestrian entries; store windows with portals, awnings, or canopies; and pedestrian-oriented signage;
  - Provide continuity in pedestrian-oriented frontages, avoiding blank walls, parking lots, and sidewalk setbacks; and
  - Design buildings to accommodate smaller businesses catering to nearby neighborhoods (no “big box” retail over 75,000 square feet).
- Fill the “gaps” in pedestrian orientation (blank walls and parking lots) with wall graphics, signage, artwork, and landscaping, where appropriate.
- Create new pedestrian and bike ways through centers, connecting them to adjacent neighborhoods, and provide bicycle racks or storage units near transit stops and activity centers.

In addition, the City Code may contain regulations and incentives for intensification within centers and standards for community- and pedestrian-oriented design and transit-supportive development. These could include:

- Reducing front setback requirements to bring buildings closer to the street;
- Requiring pedestrian circulation;
- Offering floor area ratio incentives for certain use mixes, as outlined in Section 3.1 Evolution of the Land Use Pattern and Section 3.4 Land Use Classifications;
- Offering additional floor area ratio incentives for structure/underground parking and public amenities and housing; and

- Setting parking “lids” and providing incentives for reduced parking, keyed to the transportation demand management provisions (see Section 6.2 Transit and Transportation and Section 6.4 Parking), and requiring amenities for bicyclists, including parking.

### Community Commercial Centers

Community Commercial Centers are concentrations of residential and commercial development that serve many nearby neighborhoods and generally include unique attractions that draw people. Aside from the Downtown, Santa Fe has few commercial “centers”; virtually all existing community commercial development, such as Sam’s Club and Wal-Mart, stretches in strip form along arterial streets. This is in stark contrast to the traditional Santa Fe fabric of small blocks, buildings with individual entrances, and building-defined street edges. For example, Villa Linda mall is situated in a sea of parking and has only one block compared to 34 blocks in 100 acres in the Downtown; all development is in one building with a footprint that is close to 30 acres in size.

In addition to new development, opportunities exist in many Community Commercial Centers to introduce new (public or private) streets to knit the centers into the fabric of adjacent neighborhood areas. This change offers a viable alternative to the automobile and would encourage walking and bicycling between the centers, transit stops, and surrounding residential areas. Reducing automobile trips and providing efficient parking layouts result in additional land being available for commercial development and expansion. In turn, use intensification can increase transit ridership.

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#### COMMUNITY COMMERCIAL CENTERS: DESIGN GUIDELINES AND STANDARDS

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Guideline	Standard
<b>LAYOUT, STREETS, AND BLOCK SIZE</b>	
<b>Layout and Integration with Surroundings</b>	<p>Continue and extend the surrounding street grid into the centers where feasible.</p> <p>Provide a fine-grained urban environment with streets and sidewalks sized and designed to promote outdoor use and walking.</p> <p>Provide sidewalks along all streets, public and private, except along alleys. For sidewalk width, see the city’s Engineering Standards.</p> <p>Provide midblock pedestrian connections through large blocks.</p> <p>Keep the number of private driveways and curb-cuts along principal streets to a minimum.</p> <p>Cul-de-sacs, where connection to other streets is feasible, are not permitted.</p> <p>Sites should not be fenced or walled from streets, sidewalks, or alleys.</p>
	<p>Blocks should be approximately 600 by 400 feet.</p> <p>At 0.5 floor area ratio (i.e., without incentives), this would still allow 240,000 square feet of floor area.</p> <p>Sites should be broken down by a network of closely spaced streets, approximately 400 feet apart.</p>

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**COMMUNITY COMMERCIAL CENTERS: DESIGN GUIDELINES AND STANDARDS**

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	<b>Guideline</b>	<b>Standard</b>
<b>Focus</b>	Provide an open-to-sky walkway or a plaza, surrounded by small stores, cafes, etc., that is pedestrian-oriented and acts as a focus of the center.	--
<b>Safety and Security</b>	Encourage sidewalk-oriented commercial storefronts to attract pedestrians and provide "eyes on the street."  Orient buildings to the streets, and avoid niches and concealed areas which encourage loitering.  Provide clearly marked and well-lit crosswalks at all intersections.	--
<b>Relationship of Parking and Buildings</b>	Do not locate new buildings as isolated islands in parking lots.	--

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**PEDESTRIAN AND BICYCLE ACCESS**

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<b>Pedestrian</b>	Encourage pedestrian use by enhancing walkways within the center.  Introduce measures which slow or reduce traffic flow (curb parking, speed bumps, etc.).	Pedestrian entrances located as close to transit stops as feasible.
<b>Bicycle</b>	Develop bicycle entries and through-center bicycle access routes that ensure safe passage through centers, specifically: <ul style="list-style-type: none"> <li>• At vehicular entry points, provide striped lanes for bicycle access.</li> <li>• Provide signage throughout centers and striped pavement within centers to indicate bicycle routes.</li> <li>• Provide bicycle parking at regular intervals near individual entries.</li> </ul>	--
<b>Transit</b>	Locate informational transit signage within each center.	--

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**BUILDINGS**

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<b>Size and Scale</b>	Individualize store fronts and entrances.  Maintain a pedestrian scale.	--
<b>Massing</b>	Maintain a minimum two-story height along arterial, transit-oriented, and transit-intensive streets.  Project edges should be designed to integrate with the surroundings.	To be established in the City Code.
<b>Front Setback</b>	Location of greater building frontage at property lines adjacent to public rights-of-way is encouraged.  Where buildings do not come up to property lines adjacent to public rights-of-way, parking should be set back a minimum 10 feet, and screened by trees and shrubs. Frequent pedestrian access to the parking from public streets should be provided.	None required. Twenty-five percent of building frontage along any public street (except for alleys) must be located at the property line. Design to prevent ice build-up on sidewalks and roads.

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**COMMUNITY COMMERCIAL CENTERS: DESIGN GUIDELINES AND STANDARDS**

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	<b>Guideline</b>	<b>Standard</b>
<b>Transparency</b>	Blank walls, reflective glass, and other opaque surfaces at the ground level along street frontages should be avoided.	No more than 50 percent of the ground level of a building fronting a public right-of-way shall be blank.
<b>Entrances</b>	Frequent entrances to the centers from streets and sidewalks and into buildings are desirable.  All buildings that front public rights-of-way should be accessible from the public sidewalk or the street.  Entrances to the rear of buildings from parking courts should not substitute for entrance(s) from a street.	At least 12 entrances per 1,000 lineal feet of building along a public street.
<b>Portals</b>	Use traditional Santa Fe architectural elements such as portals for weather protection and for defining store fronts, and use part of the sidewalk as a pedestrian enclave.	--

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**USES AND INTENSITIES**

<b>Land Use and Mix</b>	Mixed-use developments are encouraged. The City Code provides incentives for a mix of uses.  No "big-box" retail over 75,000 square feet in neighborhood centers and community commercial centers. Big -box retail will be allowed in designated areas within the Redevelopment Areas of Cerrillos Road and St. Michael's Drive.	Permitted uses include commercial and retail businesses intended to serve nearby neighborhoods, and attractions that draw people from throughout the city.  Residential uses also are permitted subject to appropriate standards.  See Section 3.5: Use Classifications
<b>Ground Floor Use</b>	"Dead" uses such as storage, garages, and service areas should be located away from public streets and off-site view.  All retail activity in a center should be located within a quarter mile radius and be contiguous.	For buildings within approximately 100 feet of designated transit-intensive streets, street-level retail and service uses are required.

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**PARKING**

<b>Location</b>	Structured parking is encouraged. Building intensity incentives for this may be provided in the City Code.  Structured parking, where provided, should be set back from the streets and ideally located to the side or behind retail, commercial, and other buildings.	A majority to be located at the rear of the building.
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**COMMUNITY COMMERCIAL CENTERS: DESIGN GUIDELINES AND STANDARDS**

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	<b>Guideline</b>	<b>Standard</b>
<b>Access</b>	Parking should be integrated and accessible to pedestrians from outside the centers.	Access to be as follows: <ul style="list-style-type: none"><li>• Alley</li><li>• Nonarterial street</li><li>• Nontransit designated arterial street</li></ul>
<b>Screening</b>	Screen all parking, surface or structured, from view from any street or sidewalk by trees and shrubs. Walls should not be used alone as screening devices.	See landscape development standards in the City Code.
<b>Size</b>	Surface parking should be broken into smaller "rooms," generally no larger than 200 feet in width.	

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### **5.3 OFFICE, BUSINESS PARK, AND INDUSTRIAL DEVELOPMENT**

*Also see Section 3.5 Use Classifications, Section 9.2 Economic Development, and the city's Economic Development Plan.*

To sustain economic development, there will be an increasing need for new office space, both in free-standing office buildings within existing commercial areas and in new business parks. Sites that can accommodate flexible office space and research and development facilities will be needed in order to diversify the local economy.

Future Land Use (Figure 3-2) provides about 230 acres for freestanding office development. Additional office space is provided Downtown, in neighborhood centers, and in business parks. Offices are also permitted in Community Commercial areas where new office uses may be located above the first floor or as a secondary use in multitenant buildings in order to promote retail continuity at the street level.

Because employment intensity (building space per employee) and site configuration, access, and other requirements for industrial uses vary dramatically, this document provides about 600 acres of land for new industrial development in a variety of settings and locations. Sites east of the Municipal Airport are reserved for business park establishments.

Plan policies also seek to increase the supply of rezoned, "ready-to-go" industrial land to enhance Santa Fe's competitiveness and decrease start-up time for new industrial development.

## 5.4 IMPLEMENTING URBAN DESIGN POLICIES, GUIDELINES, AND STANDARDS

The urban design framework outlined in this chapter reflects a desire to achieve a particular goal, and implementation of the policies and the guidelines will require a sincere commitment, openness, and cooperation between the city, businesses, and residents.

The design guidelines will be implemented incrementally, as centers are developed/ redeveloped. While large-scale developments will provide opportunities for a full realization of the guidelines and the standards in this chapter and in the City Code, small-scale site-level changes can also make important contributions to the vitality and community-friendliness of the centers. The Urban Design elements in the policies, guidelines and standards seek to reestablish traditional Santa Fe neighborhood values and heighten a sense of community. Incentives and bonuses provided in the City Code will ensure that development is in accord with the policies and guidelines and will not only benefit the community at large, but also benefit project proponents economically.

The design guidelines and standards will be incorporated in the City Code, by reference. The City Code will contain development standards relating to building heights and setbacks, and may contain additional design standards.

The design guidelines and standards should, over time, lead to the creation of vibrant centers that will encourage Santa Fe residents to walk or bike to stores, and take the bus for a trip Downtown or to another center. Residents will be able to live close to employment and commercial centers.

While implementing the design guidelines and standards, three additional points should be considered:

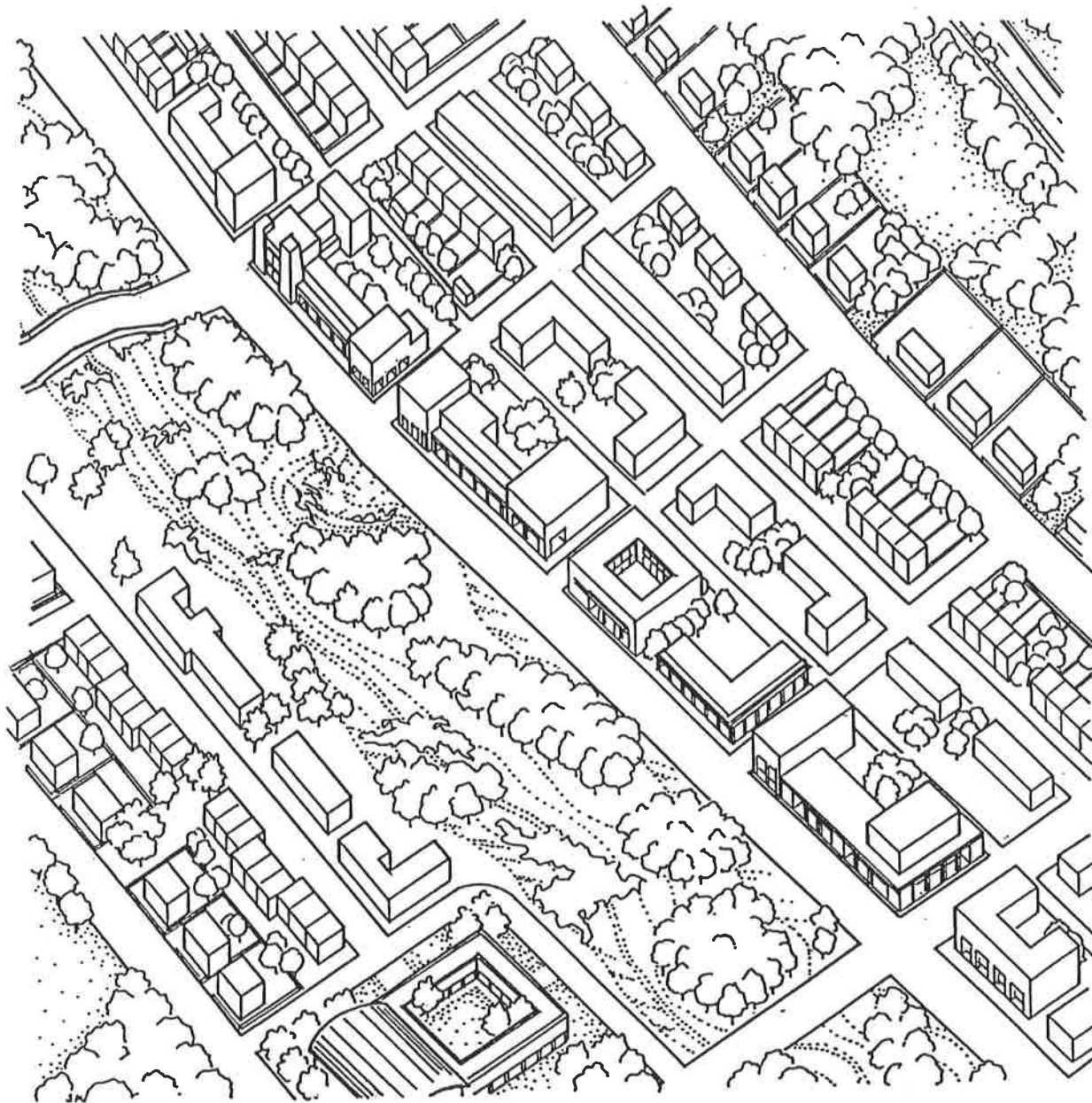
- **Participation.** An ongoing program for the participation of affected stakeholders should be established. Neighborhood residents and organizations, businesses and business organizations, institutions, and property owners should be included in the decision-making process. The guidelines and standards should also be integrated into neighborhood and area plans.
- **Partnerships.** Clearly the implementation of these guidelines and standards will require formal and informal interagency agreements, private-public partnerships, and neighborhood and civic partnerships. It will also require a shared vision and a civic spirit.
- **Process.** A process should be developed which will allow communities to measure the benefits of implementation of the guidelines and standards. The guidelines and standards should be periodically reviewed, embellished, and amended to respond to changing conditions and community needs and preferences.



*Contrasting patterns of development in Santa Fe: large-scale automobile-oriented development along Cerrillos Road (left and below) and a traditional pattern of closely-knit neighborhoods (right and above).*







## Linear Neighborhood Center Illustrative Development

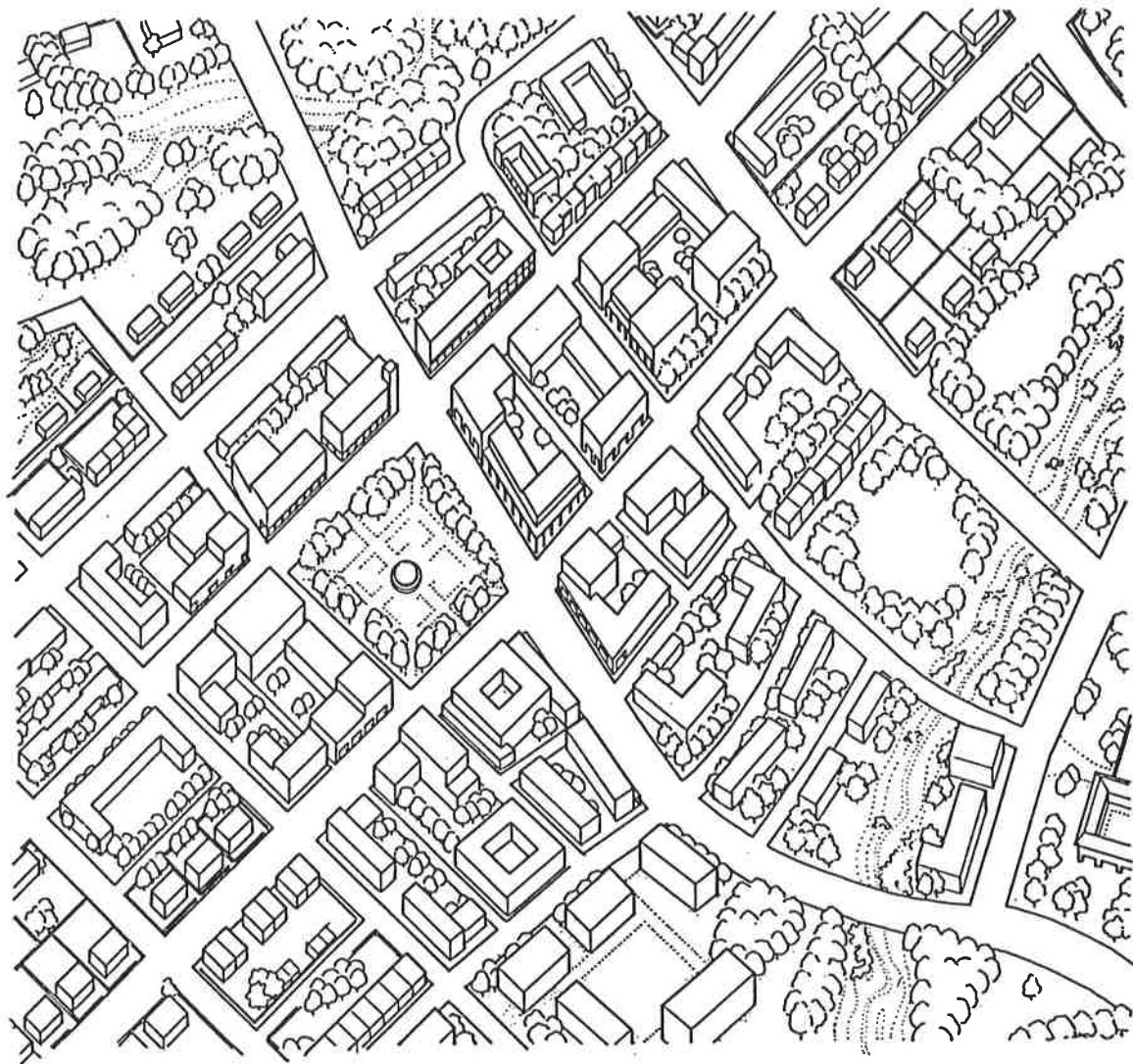


Scale in Miles

City of Santa Fe  
GENERAL PLAN

April 1999

Figure 5-6



## Nodal Neighborhood Center Illustrative Development



Scale in Miles

City of Santa Fe  
GENERAL PLAN

April 1999

Figure 5-7

## IMPLEMENTING POLICIES

### 5-1 NEIGHBORHOOD AND RESIDENTIAL DEVELOPMENT

#### Neighborhood Centers

- 5-1-I-1 In order to ensure the viability of the neighborhood commercial centers and provide intensification of existing commercial sites, maintain an adequate supply of available Community Commercial and Neighborhood Center land in the city.
- The General Plan buildout quantifies the need for future commercial land and land designated for commercial development.*
- 5-1-I-2 Do not permit supermarkets to locate outside of neighborhood centers or within one mile of an existing supermarket.
- 5-1-I-3 Ensure that for the neighborhood centers the City Code:
- Provides maximum store-size limitations,
  - Includes minimum parking requirements that are lower than for Community Commercial districts,
  - Does not permit auto-oriented or drive-through establishments, and
  - Limits the maximum amount of nonresidential development in any one neighborhood Center to 100,000 square feet of building area. Nonresidential does not include Public/Institutional uses.
- 5-1-I-4 Locations for infill neighborhood centers will be finalized through community area plans. Development of the centers shall be in accordance with the zoning ordinance and design guidelines created for the centers and/or the existing Architectural Review Ordinance, Streetscape and Urban Design Guidelines. Maximum store size and parking requirements and the appropriate mix of commercial uses are established by land use regulations in City Code.
- 5-1-I-5 Permit stores smaller than 1,000 square feet in Medium and High Density Residential areas subject to location criteria in the City Code, attainment of development standards, and neighborhood review.
- 5-1-I-6 Ensure that development standards for commercial districts in the Zoning Ordinance include build-to lines or maximum setback requirements.
- 5-1-I-7 Ensure that the Zoning Ordinance provides minimum and maximum densities consistent with the General Plan's Land Use Classifications.
- In order to promote compact development and ensure the availability of adequate sites in transit-accessible corridors for high-density housing and development of the proposed neighborhood centers, sites designated for Medium or High Density Residential uses should have intended use indicated.*

- 5-1-I-8 Develop an incentives package to encourage the land banking necessary to provide neighborhood centers. Incentives could include phasing development in response to population growth and property tax abatement during the period of time that the land remains undeveloped.
- 5-1-I-9 Permit a 4,000 square-foot minimum lot area for small-lot, single-family development in appropriate neighborhoods, either as-of-right in the residential areas or in a separate zoning district and classification.  
*Many existing lots in historic neighborhoods such as Don Gaspar and West San Francisco are much smaller.*
- 5-1-I-10 Permit no more than a 10,000 square-foot maximum lot area for single-family development in appropriate neighborhoods for new growth areas, with an appropriate open space requirement.
- 5-1-I-11 Provide development standards that permit the compound form of development in all Low and Medium Density Residential districts, subject to density range stipulations.
- 5-1-I-12 Permit zero-lot line attached or detached single-family dwellings on sites designated for medium or higher densities in the General Plan.
- 5-1-I-13 Ensure that development standards in the City Code do not result in disincentives for more frequent local streets.  
*Minimum lot-size standards in the Zoning Ordinance should be attainable in residential projects that provide through streets every 400 to 500 feet.*
- 5-1-I-14 Do not permit any residential development with six or more units to be gated.  
All subdivision development must be oriented to the community, not away from it. In order to maintain a community feeling and spirit, gated enclaves should not be permitted. Work with existing residential subdivisions to remove existing gates.
- 5-1-I-15 Provide adequate sites for residential arts and crafts for artist live-work places.
- 5-1-I-16 Neighborhood centers shall reflect the needs of the surrounding neighborhoods.
- 5-1-I-17 At the earliest possible opportunity and throughout the process, neighborhoods surrounding any proposed neighborhood center shall be included in the planning process for that center.

## 5-2 DOWNTOWN AND COMMERCIAL DEVELOPMENT

### Downtown

- 6-2-I-1 Prepare a comprehensive plan for downtown to evaluate existing conditions and policies. The plan should, at a minimum, include:
- Existing and proposed land uses, convention center, government, parking and circulation and pedestrian and transit amenities;

- Proposals for revisions to the Zoning Ordinance to provide incentives for residential and mixed-use infill, including affordable housing, and local-serving businesses; and
  - Proposals for design guidelines and possible revision to the Business Capitol District boundary to stabilize adjoining residential neighborhoods.
- 5-2-I-2      Develop centralized parking facilities as a mixed-use “Public Marketplace,” comparable in height to the adjacent buildings, providing parking, community-oriented retail stores, and small office space.  
*See also policies in Section 9.2 Economic Development.*
- 5-2-I-3      As part of development standards in the City Code, ensure that heights lend themselves to a scale consistent with and provide opportunities for additional office space and residential development.  
*The Zoning Ordinance could place limitations on the size of individual office spaces without limiting the overall amount of office development in order to provide space for small businesses.*
- 5-2-I-4      Provide incentives, such as a density bonus or fee in lieu of, or create parking assessment districts for parking developments where all parking is structured or below grade.
- 5-2-I-5      Permit residential uses on second and upper floors for all Downtown development and neighborhood centers.
- 5-2-I-6      Provide incentives for residential development in Downtown and surrounding areas, such as density/intensity bonuses and parking exemptions.
- 5-2-I-7      Ensure that in all new development, including parking structures on municipal property, and spaces fronting streets, is occupied by active uses, such as retail.  
*Thus, new, single-use parking structures will not be permitted in the Downtown.*
- 5-2-I-8      Use the City Code to restrict tourist-related retail to within a few blocks of the Plaza to prevent further spread into residential areas.
- 5-2-I-9      In consultation with the Downtown business community, consider formation of a parking assessment district, with shared parking burden and availability.  
*The sharing of parking by different uses will, for example, free up office parking for evening and weekend shoppers.*
- 5-2-I-10     Identify selected locations in the Downtown for zoning as community-oriented retail, distributed to provide reasonable access to residents and office workers.  
*This may provide protection for the few remaining community serving uses.*
- 5-2-I-11     Consider formation of a program that will allow local-serving businesses, such as Woolworth’s, to remain in the Downtown.

*While the city cannot directly subsidize commercial operations, formation of a program that would allow local-serving retail businesses to pay prevailing rents would be a tremendous boon to such uses. This however may happen under a different type of government, such as Home Rule.*

5-2-I-12 Amend the City Code to conform to General Plan policies and standards and reduce off-street parking requirements for residential uses.

5-2-I-13 Consider providing free shuttle services in the Downtown area that also link to peripheral parking locations.

*The City of Seattle has such as program, funded by Downtown businesses. This program can be funded with in lieu of contributions to a Downtown parking assessment district.*

5-2-I-14 Work with the state to intensify use of state-owned sites in the Downtown that are underutilized.

### **Cerrillos Road, Airport Road, and St. Michael's Drive**

5-2-I-15 Adopt a Cerrillos Road, Airport Road, and St. Michael's Drive Redevelopment Area as identified on the Future Land Use (Figure 3-2).

5-2-I-16 Prepare a comprehensive plan for the area that addresses issues related to:

- Streetscape, including street trees, lighting, sidewalk, and other improvements;
- Transit, including provision of fixed-guideway transit or transit lanes and transit stops and shelters;
- Mixed and other uses, and development standards for incorporation in the General Plan and the City Code; and
- Financing plan, which identifies sources of revenue, including those that would result from tax-increment financing; and
- Encourage a comprehensive plan that models a Spanish colonial boulevard for the Cerrillos Road, Airport Road, and St. Michael's Drive Redevelopment Area.

5-2-I-17 Place the Cerrillos Road, Airport Road, and St. Michael's Drive Redevelopment Area in an interim study zoning district.

5-2-I-18 Use tax-increment financing to undertake improvements to benefit the area and increase property values.

*The increase in property values would allow for recouping investment made in public improvements.*

5-2-I-19 Promote Cerrillos, Airport and St. Michael's roads as corridors with identity, sense of place, and pedestrian orientation.

5-2-I-20 Amend the sign regulations to limit design, color, and size.

## **5-3 OFFICE AND INDUSTRIAL DEVELOPMENT**

### **Office**

- 5-3-I-1 Establish use regulations, development standards, and minimum performance requirements for office development and research and development facilities in the Zoning Ordinance consistent with the General Plan, and amend the Zoning Map to be consistent with Future Land Use (Figure 3-2).
- 5-3-I-2 Prohibit office as a primary use in Community Commercial or Neighborhood Center Core.
- 5-3-I-3 Allow supporting retail and business services where the designation on Future Land Use (Figure 3-2) is Office.
- 5-3-I-4 Permit small medical offices in all Office and Neighborhood Center designated areas.

### **Industrial Development**

- 5-3-I-5 Establish use regulations, development standards, and minimum performance requirements for industrial development in the Zoning Ordinance, consistent with this document, and amend the Zoning Map to be consistent with Future Land Use (Figure 3-2) for all uses.
- 5-3-I-6 Adopt setback, landscaping, and screening requirements for industrial development to protect adjacent nonindustrial uses, and require a minimum physical separation and adequate buffering between manufacturing and warehousing, and residential neighborhoods and commercial and recreation areas.