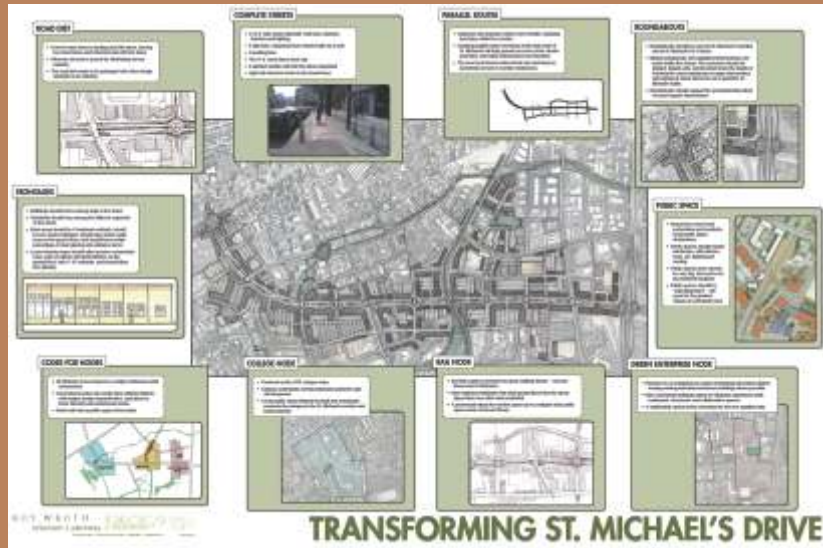
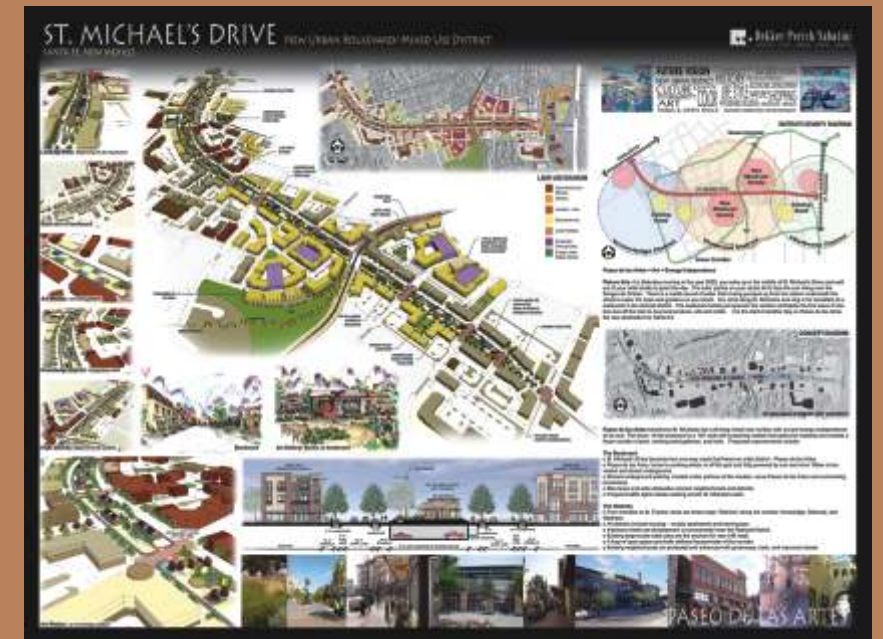


St. Michael's Drive

Visions of the Future



St. Michael's Drive... *...Visions of the Future*

This booklet celebrates a “Sketch Design” project that provides alternative visions of St. Michael’s Drive; how the roadway might look as well as how the land along it might be redesigned to provide a vibrant district of activity in Santa Fe.

Six urban design firms and a City of Santa Fe staff planner participated in the project by providing plans/designs showing their own future visions of a revamped St. Michael’s Drive.

The following individuals and firms participated:

- **Albert Moore+Associates / Santa Fe**
- **Roy Wroth Urbanism & Planning / Santa Fe**
- **Lloyd & Associates Architects / Santa Fe**
- **Spears Architects / Santa Fe**
- **Dekker/Perich/Sabatini, Architects and Planners / Albuquerque**
- **Steve Price (Urban Advantage) / Berkeley, CA**
- **Richard Macpherson, Santa Fe City Planner**

Public Event

An “open house” at which the following plans/designs were on public display was held during Friday and Saturday, May 8 & 9, 2009 in the lobby of the former CinemaCafe located in the St. Michael’s Village West shopping center along St. Michael’s Drive. Nearly 100 individuals attended the 2-day event. We wish to thank Forrest Thomas for providing the location for the open house.

Credits

Kathy McCormick, Housing and Community Development Department Director

Reed Liming, Director, Long Range Planning Division

Richard Macpherson, Senior Planner

Maria Vigil, Project Specialist

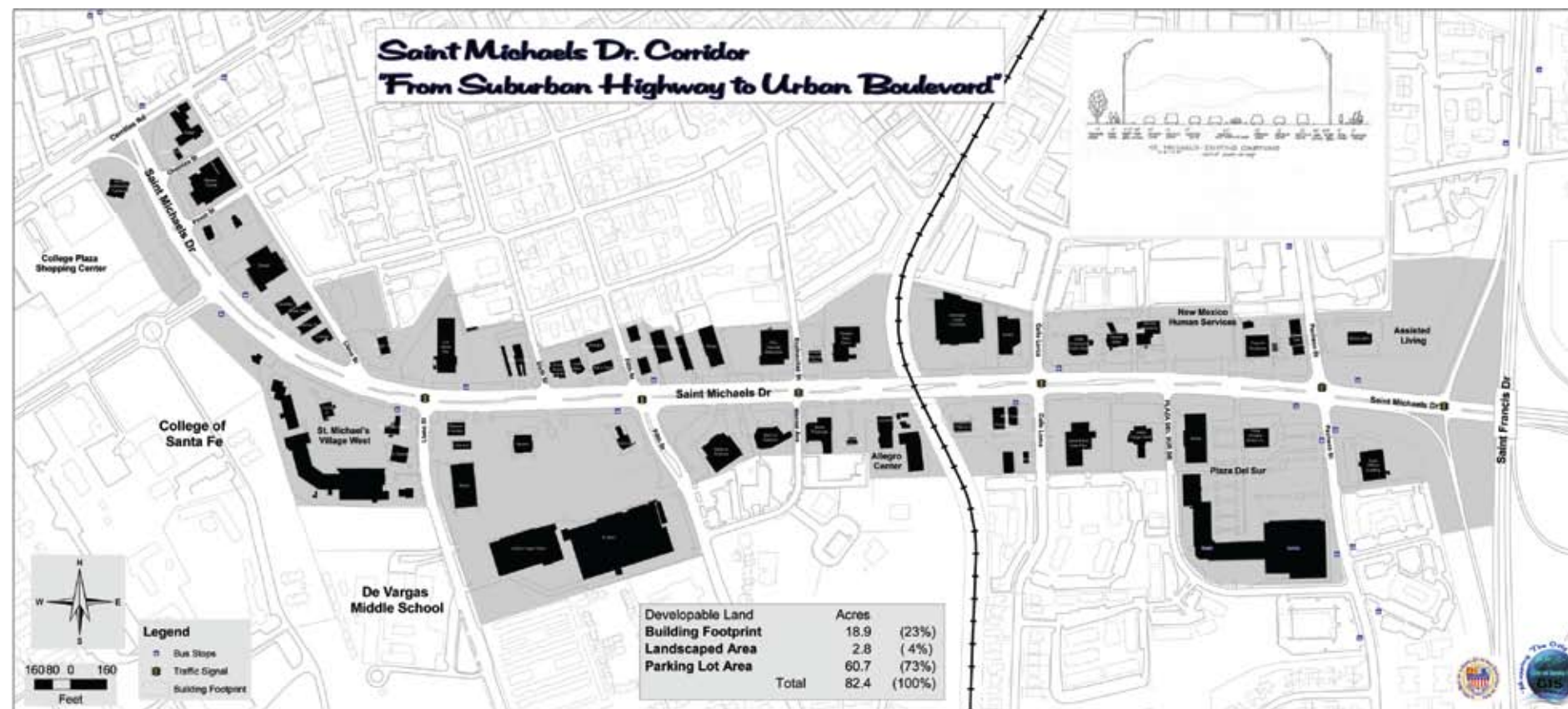
Valerie Chelonis, Graphic Artist, Graphics Section

St. Michael's Drive - a Brief History

Originally built in the 1950's and designed as a "by-pass" highway around what was then the southern edge of Santa Fe, St. Michael's Drive has since become a commercial corridor at the center of Santa Fe's growing Urban Area of 90,000 residents.

St. Michael's Drive, Cerrillos Road and Airport Road, act as a transportation and land use spine extending through the geographic and population center of a growing Santa Fe. St. Michael's Drive is one of the city's busiest streets and has become essential to the urban fabric of the city. Yet, it has been identified in public forums as lacking a redeeming urban form or aesthetic, and not particularly safe for pedestrians.

Today, St. Michael's Drive contains 7 lanes of traffic (6 thru lanes and a center turn lane) in the 1.25 miles between St. Francis Drive and Cerrillos Road. It handles approximately 25,000 to 35,000 vehicles per day (ADT). The adjoining, suburban-style land development pattern includes a combination of shopping centers and older car dealerships, marked by large expanses of parking lots along the road edge and large, aging buildings set back from the roadway.



St. Michael's Drive – Designs

The concepts put forward by the various participants focus on the combination of a re-designed roadway, as well as a new development pattern and new approach to urban design along the road.

Albert Moore + Associates	pages 4-5
Roy Wroth Urbanism & Planning	pages 6-7
Lloyd & Associates Architects	pages 8-9
Spears Architects	pages 10-11
<i>Dekker/Perich/Sabatini, Architects and Planners</i>	pages 12-13
Steve Price, Urban Advantage	pages 14-15
Richard Macpherson	pages 16-17



Albert Moore & Associates (Santa Fe) designed a future St. Michael's Boulevard as a "special district for life as a creative expression through contemporary architecture, design, media, performance & sustainable practices."

Moore's design includes generous use of green, landscaped parks and plazas as interior courtyards surrounded by mixed-use buildings with below-ground parking. St. Michael's, itself, would be reduced to 4 through-lanes of traffic with a landscaped median irrigated by a system of underground storm water reservoirs that also collect roof water from adjacent buildings.

The over-arching theme of the St. Michael's Boulevard district would be focused on a "living laboratory" of contemporary design & sustainable practices... in the built environment, as well as the programs & organizations inhabiting those buildings.

Albert Moore + Associates

IN APPRECIATION FOR THEIR SUPPORT

DAVID FEATHERMILL
 MICHAEL HERRERA
 LIZIVIE BRONKHORST
 WILMADE BENAVIDES
 JANE STRONG
 MICHELLE ROSSER
 PETER BELLET
 ASHLEY KOPPEL
 ROY THOMPSON
 ELIZABETH HUBBARD

LANDSCAPE ARCHITECTURE

CONCEPT (THEME) STATEMENT FOR THIS SUBMISSION
St. Michael's Boulevard
 A Special District for life as a creative expression through Contemporary

- architecture
- design
- media
- performance
- sustainable practices

moving Santa Fe toward a diversified and sustainable growth economy while weaving together two existing neighborhoods separated by a busy highway

BUILDING TYPOLOGIES
 Establishing Building Typologies into a framework for consistent design...
 BASIC TYPOLOGY
 MIXED PLAZA TYPOLOGY

THE PROGRESSION
 FROM PLANNING TO BUILDING TYPOLOGIES TO MASSING STUDIES TO ARCHITECTURE TO CONSTRUCTION

Santa Fe's
District for Contemporary Growth & Sustainable Practices
 DESIGN · ARCHITECTURE · PERFORMANCE · MEDIA

LANDSCAPE ARCHITECTURE

MISSING STORIES OF ANOTHER SECTION OF THE DISTRICT

LAND USE LEGEND

TRANSIT CORRIDOR AT MICHAEL'S BOULEVARD

UNIQUE NEIGHBORHOODS

PROJECT INFORMATION

CLIENT

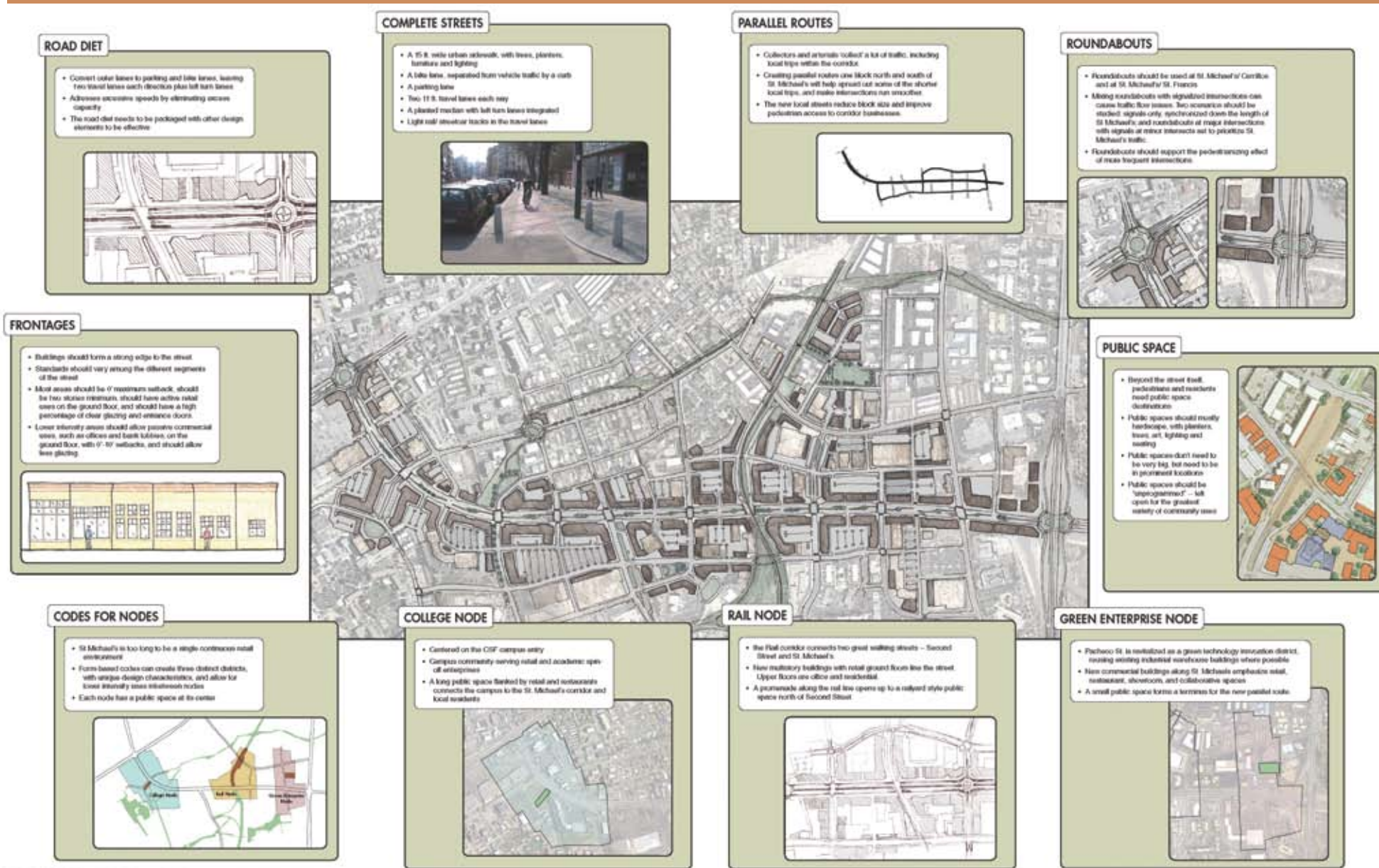
ARCHITECT

PLANNING

LANDSCAPE ARCHITECTURE

PERFORMANCE

MEDIA



Roy Wroth, Urbanism & Planning (Santa Fe), developed a concept calling for 3 primary “nodes” along St. Michael’s including a *College Node* at the west end centered on the College of Santa Fe, a *Rail Node*, an area surrounding the rail line that runs through the heart of St. Michael’s and a *Green Enterprise Node* at the east end of the study area near St. Francis Drive.

Wroth’s design includes public space; roundabouts at both ends of St. Michael’s; parallel roads behind major developments fronting on St. Michael’s to encourage local circulation without using St. Michael’s Drive; complete streets that widen sidewalks, provide bike lanes and greater landscaping; the concept also calls for a “road diet” reducing St. Michael’s to 2-lanes in each direction, rather than 3, converting the 3rd lane in each direction to on-street parking.

This design also stresses making better connections into and access from nearby neighborhoods. Green networks and better defined neighborhood “gateways”, small architectural, landscaped designs at intersections would act as elegant, traffic-calmed entrances to residential neighborhoods.

Roy Wroth, Urbanism & Planning

CORRIDOR IDENTITY

- Santa Fe's Mainstreet
- A living neighborhood, not just a shopping district
- A series of distinct nodes along a transit line, not a run-on environment



TRANSIT CORRIDOR

- St. Michael's should have streetcar/light rail service
- The RailRunner should stop between St. Michael's and 2nd Street
- Bus routes, local service on the rail line, and regional bus service should be coordinated



GREEN NETWORKS

- The area is lacking parks and trails
- Existing greenways should be improved for public use
- Greenways should be expanded, restored and connected
- Pocket parks and neighborhood parks should be established



BALANCE HOUSING AND JOBS

- Add 2-3 thousand households to utilize the corridor's transit and retail resources
- Increase the number and diversity of jobs in the corridor to match needs of surrounding neighborhoods and new residents

NEIGHBORHOODS

- Four established residential neighborhoods are within walking distance of St. Michael's
- A transitional district of higher density housing should be built between single family neighborhoods and the commercial corridor
- A neighborhood center, with public space, local serving retail, and community amenities should be established in the transitional area, providing a sense of place separate from the corridor itself



NEIGHBORHOOD CENTERS

- A public space that is part hardscape and part pocket park
- A diversity of higher density housing types, including rowhouses, courtyard houses, and apartment blocks
- Public amenities, like libraries and community centers
- A low local serving retail businesses at prominent ground floor locations



NEIGHBORHOOD GATEWAYS

- Neighborhoods should be distinguished from the corridor with gateways on sidewalks
- At the transition to established residential areas, streets should be narrowed with bulbouts or median islands
- Public art, architectural gateways or landscape elements should make the transition
- If needed, residential parking zones can begin inside the gateway



FREQUENT INTERSECTIONS

- People like to walk around districts with about 500' long blocks
- People like to walk up one side of the street, cross, and walk back down the other side
- People will park farther from their destination if the walk is enjoyable and safe



ELIMINATE CURB CUTS

- Curb cuts are an unsafe and disruptive element in a pedestrian environment
- Shared parking strategies work together with shared curb cuts
- Curb cuts should be right-in, right-out



BIG BOX REUSE

- As they reach the end of their lifecycle, big box stores are often abandoned or underused
- Design interventions can include courtyards, mezzanines, upper level residential units, stagger retail spaces





Lloyd & Associates Architects

Lloyd & Associates Architects (Santa Fe) took a bold approach to a future St. Michael's Boulevard that features roundabouts at all of the currently signalized intersections. Pedestrians would be afforded 22-foot wide sidewalks on each side of St. Michael's with an additional 22-foot landscaped median running down the center of the boulevard.

The centerpiece of the Lloyd & Associates design is a large, circular shaped park surrounding a proposed train station with the mainline of St. Michael's running underneath the train station area. St. Michael's would split into side streets for local traffic while maintaining through traffic traveling the length of St. Michael's Boulevard.

The train station would feature a solar/wind "orchard" of turbines; quiet, efficient and architecturally unique. While new multi-storied buildings would front St. Michael's, the train station area would provide the focus of energy & activity located at the heart of the new St. Michael's district.



Spears Architects (Santa Fe) split St. Michael's into a tri-segment boulevard, with two 25-foot medians separating a simple 4-lane "through" street from a side street that allows one-way traffic and on-street parking.

The use of a wide color palette is a recurring theme in the Spears concept evoking someplace that is "fun to be" and creating a distinctive district along St. Michael's. Two and three-storey buildings with ground-floor arcades and upper floor, open-air balconies, front the xeri-scaped, tree-lined medians that create a welcomed separation from the main road.

Spears Architects



SAINT MICHAEL'S BOULEVARD STUDY

SPEARS ARCHITECTS

FACTS

1. St. Michael's Drive was first built in the late 1950's as a 2-lane state "bypass highway" connecting Camino Real and Old Pecos Trail. During the mid-1970's, St. Michael's Drive was expanded to six lanes west of St. Francis.

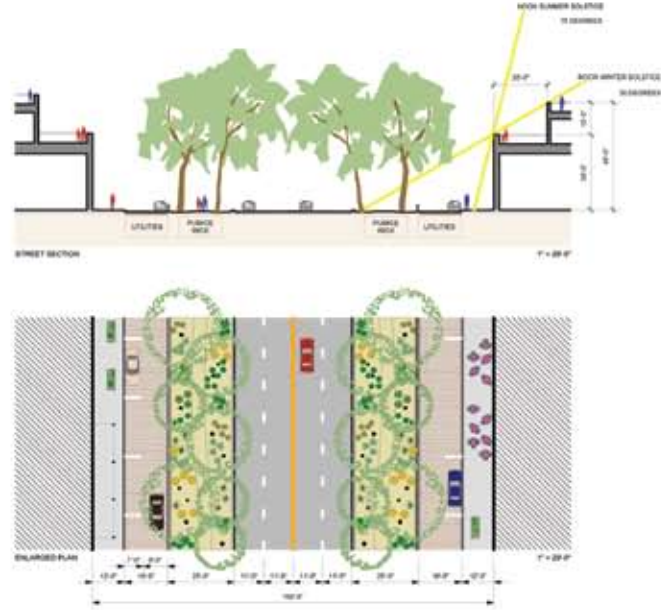
2. St. Michael's Drive handles approximately 25,000-30,000 vehicles per day (VTD).

3. Surrounding Neighborhood Data

Neighborhood	Population	Age	Pop. Density	Median Age	Median Income	Median Home Value
Historic Downtown	2,811	37%	400	22	\$33,000	\$175,000
Old Pecos Trail	474	34%	200	27	\$39,000	\$150,000
Old Pecos Trail	511	34%	200	27	\$39,000	\$150,000
Thomas Square	600	37%	200	22	\$33,000	\$175,000
Southside	2,474	36%	300	27	\$42,000	\$175,000
Old Pecos Trail	2,947	35%	300	28	\$39,000	\$175,000
Old Pecos Trail	2,947	35%	300	28	\$39,000	\$175,000

4. At 14' per year, the average tree growth rate into the city area is 14' per year. It is important to note that this is an average rate, not a guarantee.

5. Trees spaced in an arc on St. Michael's Drive is currently at 8' in the center. To provide a more consistent spacing, it is recommended to have the trees spaced at 12' in the center. This would result in approximately 200 trees.



ST MICHAEL'S BOULEVARD RENDERING STREET VIEW

IDEAS

LINES

1. Reasonably narrow lanes to naturally slow traffic to posted speed limit.
2. Stoplights to be median, pole mounted without arms.
3. Curbs to have tight radius corners for slower speeds and greater pedestrian safety.
4. Permanent white markings for crosswalks and lanes.

UTILITIES

1. All utilities underground.
2. Utilities under access street to avoid conflict with tree roots.
3. Streetlights to be scaled to pedestrians and placed in the medians at crosswalks.

MEDIANS

1. Native plants in medians for hardiness, low water use, and regional identity.
2. Plants to be columnar and low (20' maximum) with dense foliage to provide shade, reduce glare, and clear visibility at eye level for safety.
3. Runoff from streets and sidewalks collected and passively stored to sustain plantings year round.
4. Walking and jogging path of compacted crusher fines slightly meandering in the center of the medians.
5. A few benches in the medians.
6. Bollards at edge of median by access lane and pedestrian realm to allow stormwater drainage into median.
7. Openings in raised curb between through lanes and medians to allow stormwater into medians.

BICYCLES

1. Bicycles to share driving lane in parking/access realm.
2. Bicycle racks on the sidewalk.

PARKING

1. Partial parking next to the sidewalk within the pedestrian realm.
2. Parking temporarily prohibited at sidewalk curbs only during active table service.
3. On-street parking only behind buildings.
4. On-street parking free until a future point when demand overwhelms supply.

SIDEWALKS

1. Sidewalks lit by sconces attached to buildings.
2. Sidewalks to allow encroachment of porches, balconies, canopies, awnings, and cafe tables.
3. Sidewalks to have bike racks and some planters.

BUILDINGS

1. Mixed uses to be mixed with retail and office space predominating the street level and residential and office space on the second and third floors.
2. Private development to build to edge of right-of-way, either with building facade, or a landscaped walled courtyard.
3. Buildings along boulevard sidewalk to have frequent doorways, windows and architectural details.
4. Buildings encouraged to have roof terraces and balconies in keeping with regional tradition and to enliven the street.
5. Predominantly two-story buildings to a maximum height of 30 feet at street edge with an allowable third story set back to provide full winter sunlight.
6. Well-detailed stucco buildings, predominantly contemporary in design.
7. Thick walls, flat roofs, portals, zigzags, canals, and bands encouraged. Corbels, viga ends, curvilinear parapets, pitched roofs discouraged.
8. Stucco colors from a palette reminiscent of mid-century Santa Fe and northern New Mexico as well as Colonial Mexico.
9. Signs limited in size.
10. Landmarks needed. A new City Museum established on the Boulevard. Churches, public institutions and government offices encouraged.

QUOTES

Alan Jacobs *Clear Streets, The NY Times, Cambridge MA, 1995*
 "The people of cities understand the symbolic, ceremonial, social, and political roles of streets, not just those of movement and access."
 "A great street should be a most desirable place to be, to spend time, to live, to play, to work, or the same time that it naturally contributes to what a city should be. Streets are settings for activities that bring people together."
 "The best streets are those that can be remembered. They leave strong, long-lasting positive impressions."
 "There is magic to great streets."

Steven Berkowitz, *San Francisco Street Profiles, for the City of San Francisco, 1982*
 "Perhaps the only clear conclusion is that there is no indication that narrower streets are less safe than wider streets, or less capable of carrying the same volume of traffic. That being the case, one may argue that a policy of preserving the character of the streets can be maintained without sacrificing efficiency or safety."
 "The data for pedestrian accidents is sparse but is quite revealing. Rather than indicating a pedestrian safety problem exacerbated by narrower, loop streets, the data shows that the only pedestrian accidents experienced over a six-year period between 1980 and 1985 in the districts surveyed occurred on the widest streets with the highest average speeds."

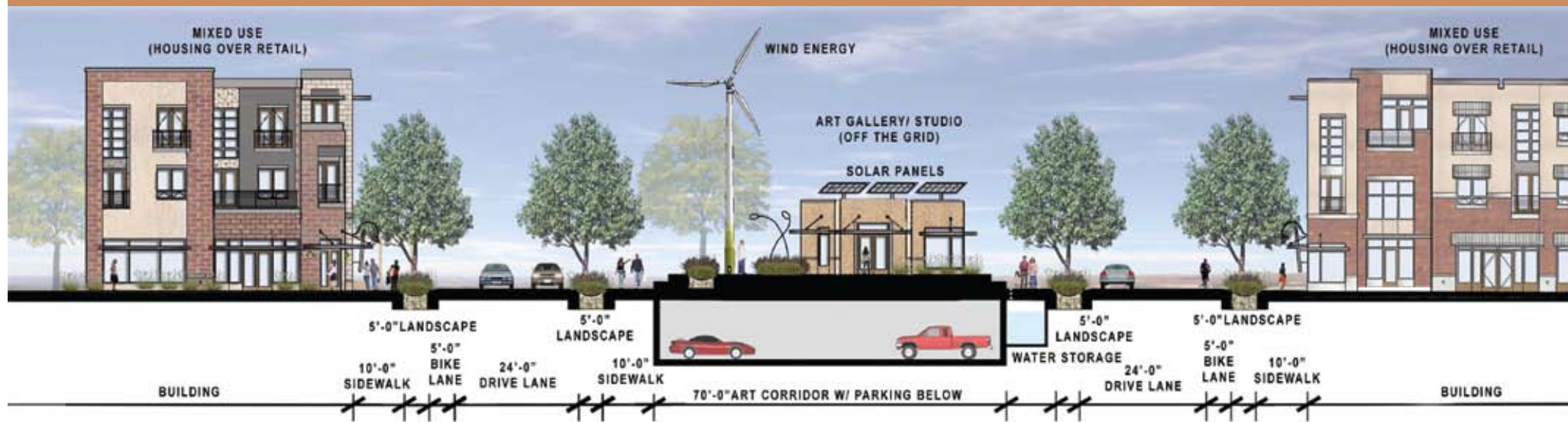
William Scharoun and Steven Berkowitz *Urban Design Guidelines, for the City of San Francisco, 1982*
 "The results of the community input process indicate that the community values high-quality San Francisco's historic and cultural fabric and strongly endorses a policy of preserving and enhancing its unique character and enhancing these features to developing areas of the city."
 "In order to preserve San Francisco's unique character, promote an indigenous style, and avoid generic urban development, it is critical to reassess the regulatory provisions which regulate the relationship between land use and transportation."
 "Preservation or recreation of the native techniques, use of native plant materials, and retention of the openness and clear views characteristic of San Francisco and the Southwest should be guiding principles in the design of all roads."

John Jacobs, *The Death and Life of Great American Cities, Random House, 1961*
 "On successful city streets, people must appear at different times. This is true considered on a small scale, hour by hour through the day."

Alan Jacobs *Elizabeth Macomber, Yorker Park, The Richmond Book, NY Times, 2000*
 "On the best boulevards, the pedestrian realm is never less than 50 percent of the total width of the right-of-way, and often approaches 70%."
 "Trees are indispensable components of boulevard design."
 "Establishing a strong boundary between the pedestrian realm and the through-going realm is essential to a successful boulevard."



ST MICHAEL'S BOULEVARD PLAN



Dekker/Perich/Sabatini, Architects and Planners (Albuquerque) created an entire “art corridor community” down the middle of St. Michael’s Boulevard with a self-sustaining 100-foot wide median known as *Paseo de las Artes* that includes art galleries, studios and live/work units served by underground parking located beneath the median. The entire *Paseo* community running down the center of St. Michael’s would be energy self-sufficient fully powered by sun and wind with water harvested and stored below ground.

More intensive 3-5 storey mixed-use buildings are located around the rail station located on the north side of St. Michael’s. Three distinct districts, *Knowledge, Railroad* and *Wellness* reflect the current college, commuter rail and hospital & medical offices that help define the St. Michael’s area.

*Dekker/Perich/Sabatini,
Architects and Planners*

ST. MICHAEL'S DRIVE

SANTA FE, NEW MEXICO

NEW URBAN BOULEVARD/ MIXED USE DISTRICT



Looking West: beginning of art boulevard



East end of boulevard



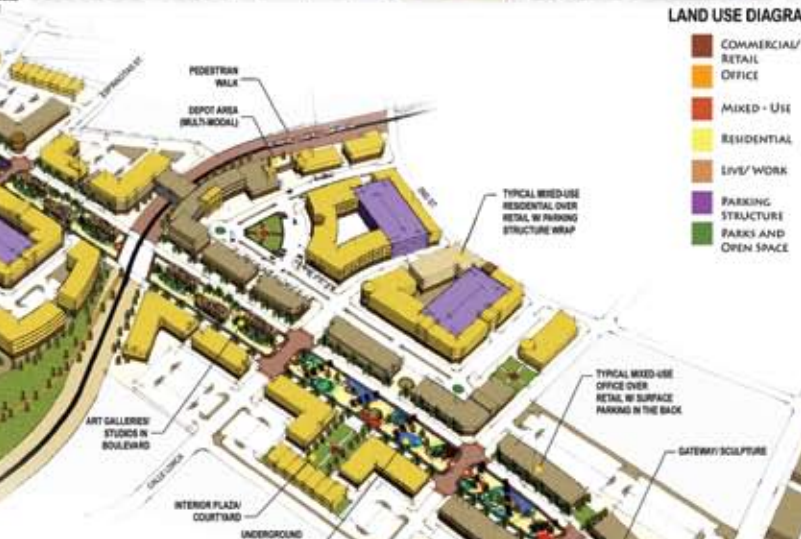
Art Median: artwork gardens



Knowledge District: supporting retail



High density: Depot and art median



Paseo de las Artes = Art + Energy Independence

Picture this: it is Saturday morning in the year 2020; you wake up in the middle of St. Michael's Drive and walk out of your artist studio to greet the day. The solar panels on your studio tilt to face the sun rising over the Sangre de Cristos. There is a subtle sound of water that's being pumped up from the cistern underneath the street to water the trees and gardens on your block. You stroll along St. Michael's and stop in for breakfast at a restaurant in the railroad district. The weekend market just opened; the vendors anticipate the first wave of visitors due off the train to buy local produce, arts and crafts. It is the start of another day on Paseo de las Artes, the new destination for Santa Fe.



Paseo de las Artes transforms St. Michaels into a thriving mixed-use corridor with art and energy independence at its core. The focus of the boulevard is a 100' wide self-sustaining median that splits the roadway and creates a linear corridor of park, working artist galleries, and trails. Proposed improvements include:

- The Boulevard**
- o St. Michael's Drive becomes two one-way roads that frame an artist district – Paseo de las Artes.
 - o Paseo de las Artes, home to working artists, is off the grid and fully powered by sun and wind. Water is harvested and stored underground.
 - o Shared underground parking, located under portions of the median, serve Paseo de las Artes and surrounding businesses.
 - o Bike lanes and wide sidewalks connect neighborhoods and districts.
 - o Frequent traffic lights makes walking across St. Michael's safer.
- The Districts**
- o From Cerrillos to St. Francis, there are three major "Districts" along the corridor: Knowledge, Railroad, and Wellness.
 - o All districts include housing – mostly apartments and townhouses.
 - o Intensive mixed use development is concentrated near the Railroad District.
 - o Existing large-scale retail uses are the anchors for new infill retail.
 - o A loop of open space and trails defines the perimeter of the corridor.
 - o Existing neighborhoods are protected and enhanced with greenways, trails, and improved streets.



Art Median: at knowledge district



PASEO DE LAS ARTES



Steve Price, Urban Advantage

Steve Price / Urban Advantage (Berkeley, CA) focuses on creating visions of “walkable, socially-interactive communities by transforming photographs into photo-realistic visualizations.” Price created a 5-frame progression of a future St. Michael’s Boulevard by beginning with the way St. Michael’s looks today. He then adds, frame-by-frame, new elements that culminate with a boulevard complete with pedestrian-oriented sidewalk, an off-road bike lane separated from walkers by a tree-lined landscaped area.

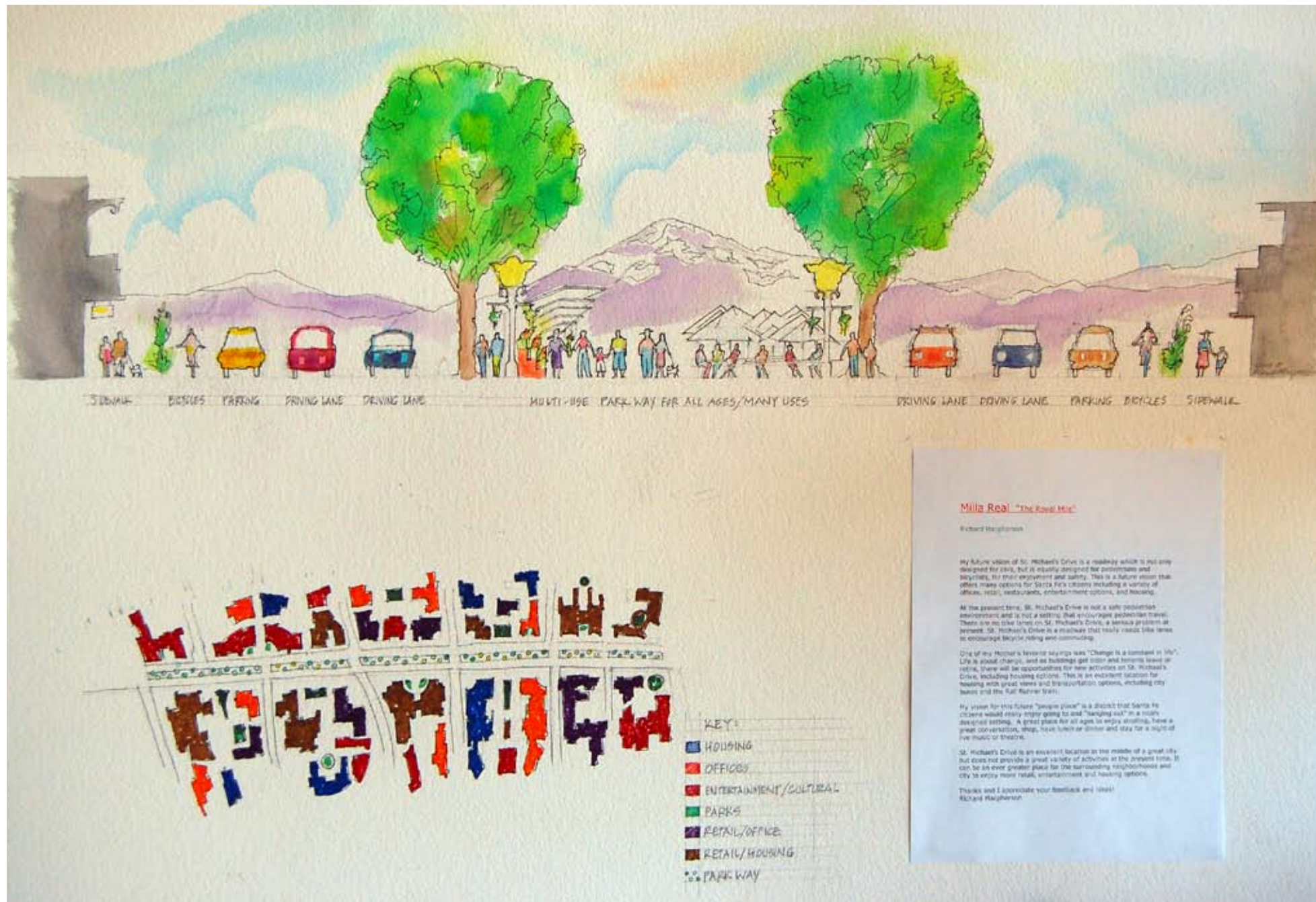
St. Michael’s Boulevard would contain 2-lanes in each direction separated by a landscaped median of 25-feet. The existing outer, 3rd lane in each direction, would be converted into on-street parking to serve new, sidewalk-fronted buildings. A new 6th Street extension would be continued on the south side of St. Michael’s across from the existing 6th Street that ends on the north side.

St. Michael's Drive



**Steve Price,
Urban Advantage**





Richard Macpherson, City of Santa Fe staff planner, contributed his own hand-drawn, images of a new St. Michael's Boulevard, re-named *Milla Real* ("Royal Mile") evoking the impressive nature of Barcelona's famed *Las Ramblas*.

Macpherson's 60-foot wide, tree-lined promenade is clearly designed for people to be on, to walk along, to meet one another and to shop at the boulevard's stores and dine at its cafes and restaurants. This wide, tree-lined and canopied walkway has a focus on pedestrian activities. The design of this boulevard assures comfort for pedestrians: shade in the summer and sun in the winter, due to deciduous trees. Four lanes of traffic with on-street parking would be accommodated along with 2 and 3-storey buildings lining the street.

Milla Real brings Santa Fe full-circle with its Spanish origins and re-introduces the new world settlement with its European lineage in a bold, 21st Century creation.

Richard Macpherson







City of Santa Fe

Housing and Community Development Department
Long Range Planning Division