Midtown Master Plan (the Land Development Plan)

City of Santa Fe

11/21/2022

MIDTOWN
SANTA FE

OPTICOS

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What's Inside?

Midtown Master Plan (the Midtown Land Development Plan)

How to Use this Document

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1. Purpose + Intent

In this chapter

1.1 Midtown Master Plan Organization

Chapter 1
Mission + Statement

Provides an overview of the Midtown Master Plan and its relationship to the existing regulatory framework.

Chapter 2
Background + Setting

Summarizes existing conditions and identifies key characteristics regarding regional relevance, demographics and local urban form.

Chapter 3
Urban Design Vision

Gives an overview of the development vision and phasing, articulates goals around sustainability, and desired connectivity, stormwater, open space and built form.

Chapter 4
Connectivity + Mobility Vision

Provides design for the future thoroughfare network within the Midtown Site, describes modal prioritization strategies, and parking policies. Also, it illustrates the connectivity phasing with upgrades to existing infrastructure and construction of streets.

Chapter 5
Development Standards

Establishes form-based zoning standards that regulate the future built character of the Midtown Site.

Chapter 6
Infrastructure + Stormwater

Describes green infrastructure for the Midtown Site and addresses water and sewer improvements to realize the Master Plan vision.

Chapter 7
Appendices

Includes a map series of key frameworks developed throughout the Master Plan document.

APPLICABILITY

Chapters 3 (Urban Design Vision) and 4 (Connectivity + Mobility Vision) present a comprehensive vision for development intensity and form, street network and connectivity, civic and open space, and stormwater and sustainability for the Midtown Site.

Chapter 5 (Development Standards) sets the legal requirements for physical development and provides standards for buildings, thoroughfares, and civic spaces within the Midtown Site boundary.

Improvements external to the Midtown Site in this Plan are conceptual and not regulatory. The City is interested in collaborating with adjacent property owners in the Midtown LINC Zoning Area to ensure a cohesive district and smooth development approval processes for new development. No external connection shall be constructed, dedicated, or made a condition of approval of any development application on an adjacent property, without the express consent of the affected adjacent property owner.

1.2 Purpose of the Midtown Master Plan

The Midtown Master Plan implements the community's vision for the Midtown Site by enabling reinvestment and future development that is feasible, predictable, and consistent with community aspirations and priorities.

Purpose

The Midtown Master Plan (Plan) is the culmination of a four-year planning effort (from 2018 to 2022) by City staff, an interdisciplinary consultant team, community members, organizations, and stakeholders. A vision for the Midtown Site (the Site) is articulated jointly in the Midtown Master Plan (this document) and the Midtown Community Development Plan. These complimentary plans provide a roadmap to achieve the community's objectives for development at the Site. The Midtown Master Plan focuses on increasing housing options and accessibility, improving walkability and transportation choices, creating jobs, and advancing climate change resiliency.

The Midtown Master Plan (Plan) presents policies and standards that help prioritize investment and regulate private development to deliver a future for the Site consistent with the community's aspirations.

Midtown Public Engagement Process

Following the closure of the Santa Fe University of Art and Design in 2018, the City of Santa Fe passed a resolution to initiate the Midtown Redevelopment Process. In this initial concept stage, the City developed a project plan and an online hub and established a vision for community outreach. The Midtown Redevelopment Process began with Collaborative Research Sessions, which took place in February 2018. The community engagement process informed programming, planning, and development approaches for the future reuse of the Site.

Around 2,800+ individuals participated in one of the phases (Concept Phase, Planning Phase, and Implementation Phase). They shared their ideas for the Site as part of the initial outreach process. The very high participation rate demonstrates the community's passion and commitment to shaping the future of the Midtown Property and Santa Fe. Four elements were identified based on the input received to guide sustainable development: Equity, Economy, Culture, and Environment. The four elements have been used as principles in this Plan.

The community engagement process led to the approval of the Planning Guidelines for the Midtown Property in the summer of 2018. The Guiding Principles and "Preferred Uses" helped to inform this Plan, along with updated feedback received as part of the engagement process during the Plan. "Other Possible Uses" are included in the Plan, and the Development Standards provide use regulations that address the "Non-Preferred Uses."

Images from the Public Engagement Process of 2018 and the Guiding Principles Document.

2018 PLANNING GUIDELINES*

- ***Sustainable Development.*** *Adopt a "triple bottom line" approach to development to balance and improve social, environmental, and economic impacts. Sustainable Development includes* ***Social, Environmental, and Economic*** *guidelines.*
- ***A City Center.*** *Develop the Site with a variety of uses that make it easy for residents of the city and region to live, work, play and learn. Integrate with neighboring communities by strengthening unique characteristics, minimizing displacement, promote social equity and economic vitality. A City Center includes guidelines on* ***Connections, Transportation, Density, Aesthetics, and Variety of Uses****.*
- ***Adaptable Infrastructure.*** *Develop the physical and digital infrastructure so that it increases accessibility and supports the initial steps of development. Design the infrastructure to be flexible and responsive to later stages of development. Adaptable Infrastructure includes guidelines about* ***Physical and Digital Infrastructure****.*
- ***Catalyze Midtown LINC Zoning Area.*** *Consider how owners of properties in the Midtown LINC Zoning Area can redevelop their properties in ways that will advance the Principles and Uses described.*

2018 USES*

Preferred Uses

- *Higher Education*
- *Housing*
- *Film + Emerging Media*
- *Arts + Creativity*
- *New Business + Innovation*

Other Possible Uses

- *Tech Hub*
- *21st Century Library*
- *Transit Center*
- *Joint Senior + Child Care Center*
- *Health Care*
- *Art Park*
- *Teen Center*
- *Premier Maker Space*
- *Recreation Network*
- *Mixed-Use Commercial + Residential Buildings*

Non-Preferred Uses

- *City Government*
- *Contemporary Cultural Center*
- *Offices + Large Amounts of Retail*
- *Large, Single-family Housing Development*
- *Avoid Homeless Shelters*
- *Dog Park*

**Source: Planning Guidelines for the City's Midtown Property Report, City of Santa Fe.*

The Midtown Site Planning Process

In 2019, the City of Santa Fe issued a formal request for proposals. Developers and operators submitted formal recommendations for the disposition and development of the Midtown Site (Midtown Property). The Midtown Property Planning Guidelines were used as criteria to evaluate the proposals. While a master developer was selected, they exited the project in 2020. The City decided to become the Strategic Planner for the redevelopment process at the Site moving forward.

Since 2020, the City has worked with community stakeholders and a consultant team to lead the two-part planning process subsequently:

- The Midtown Master Plan (Plan) guides land uses and provides an infrastructure framework to enable development and future investment. The Plan creates opportunities for types of development the community wants and provides guidance for mobility and connectivity, open space, and development at the Site.
- The Midtown Community Development Plan identifies community benefit expectations that can be delivered as development occurs. It is a policy-driven document to address housing choice and affordability, access to jobs and training, community arts, and cultural heritage recognition.

These plans provide a framework that private developers, nonprofits, and the City can use to deliver development at the Site.

A series of Listening Sessions held in June 2021, followed by a Visioning Workshop held in September 2021, helped to define the key issues and design priorities included in the Midtown Master Plan and presented in Chapter 2 (Background and Setting).

How the Plan Guides Development

This Plan is a visionary and regulatory document.

Within the Site, the Plan sets development standards to implement the vision for growth. The built character is guided by standards that articulate design expectations for the public realm, the sidewalk and frontage conditions, and the massing composition of new buildings. These standards establish design regulations specific to building form and land use that supplement standards in the base zoning and the Midtown LINC Zoning Area. Additional standards for civic and open spaces standards and thoroughfare design implement the vision for better access and mobility.

Within the greater Midtown LINC Zoning Area, the Plan establishes policies and priorities for future development.

Midtown Community Development Plan Timeline

Midtown Master Plan Timeline

1.3 Mission + Development Vision

The University of Arts and Design occupied the Midtown Site until 2018. Earlier, it was home to the College of Santa Fe.

The Midtown Master Plan provides a development framework to enable the implementation of the community's vision, priorities and aspirations for the Midtown Site.

Mission

This Plan documents the community and stakeholder-driven long-term vision for the Midtown Site (the Site) in central Santa Fe. Once home to the Santa Fe University of Art and Design (SFUAD), investment has not occurred at the Site since the SFUAD closure. The future development of the Site creates an opportunity to leverage much-needed economic investment and respond to the need for more housing options, greater access to employment opportunities, and the desire for a new civic and cultural center for Santa Feans in the heart of the city.

Development Vision

This Plan focuses on how the City of Santa Fe can direct and support planned development at the Site. It describes strategies to create a sustainable, walkable community over time and provide employment and housing opportunities, improved mobility options, and access to recreation, public spaces, and cultural venues.

The Plan articulates a clear vision for the Site as a pedestrian-friendly, mixed-use neighborhood. The Site can accommodate an expanded footprint for film production facilities, over 1,000 housing units, including opportunities for affordable housing, cultural and employment uses, and over 5 acres of public parks and open spaces.

Historic map of Santa Fe in 1952. The Midtown Site was once on the periphery of Santa Fe. As urban expansion occurred, the built environment around the Site transitioned from a rural context (in the map) to the suburban context that exists today.

Location + Overview

The Midtown Site is located in the center of Santa Fe. It sits at the intersection of Cerrillos Rd. and St. Michael's Dr., and it is adjacent to College Plaza Shopping Center.

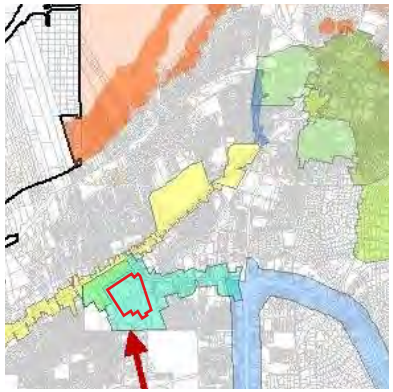
The Plan guides the revitalization of the former campus (Santa Fe University of Art and Design, SFUAD) to create a new center for Santa Feans that celebrates the City's rich history and culture. The Site's central location can provide a new center for Santa Fe, where civic services and amenities are accessible to all. Improved accessibility for surrounding neighborhoods such as Hopewell-Mann and Agua Fria can make reaching new amenities, employment opportunities, and cultural facilities at the Site easier.

Legend

The Midtown Site

Existing Access Points

1.4 Relation to Existing Plans, Policies + Regulations



The Site is covered by the Midtown LINC Zoning Area, and abuts the Cerrillos Rd. Highway Corridor overlay district.

The Midtown Master Plan establishes regulatory Design Standards in Chapter 5 (Development Standards), which are complementary and supplementary to regulations in the Santa Fe Land Development Code and the Midtown LINC Zoning Area.

Relation to Existing Plans

Development Standards in this Plan have been coordinated with existing planning and regulatory documents, including the General Plan, Land Development Code, and the Midtown LINC Overlay. Amendments to some documents following this Plan may be necessary to ensure alignment with the vision for the Site.

General Plan

The General Plan serves as the blueprint for the city's future growth and development, including actions and implementing policies. The General Plan addresses ten areas known as "themes:" Affordable Housing, Quality of Life, Transportation Alternatives, Economic Diversity, Sustainable Growth, Character, Urban Form, Community-oriented Downtown, Community-oriented Development, and Mixed-use. In addition, the General Plan outlines the following Guiding Policies for future development:

- There shall be consistency between the General Plan and the city's land use development laws.
- There shall be a mix of uses and housing types in all parts of the city.
- There shall be infill development at densities that support the construction of affordable housing, and a designated mix of land uses that provide an adequate balance of service retail and employment opportunities to address residential growth throughout the Urban Area.

Currently the Site is designated as Public/Institutional land use in the General Plan. Upon adoption of this Plan, the Site will be designated as Transitional Mixed-Use.

Land Development Code Zoning

The Site is currently zoned as single-family residential (R5). R5 allows only for low density residential developments. To allow for a broader set of uses, this Plan proposes that zoning be changed to C-2 (General Commercial District) upon plan adoption.

Areas adjacent to the Site are currently zoned C-2. On their own, standards are designed to guide future additions or changes to existing strip commercial developments in the area. Together with new development standards included in the Plan, this update will ensure that the buildings, streets and public spaces that get built at the Site are consistent with the community's vision.

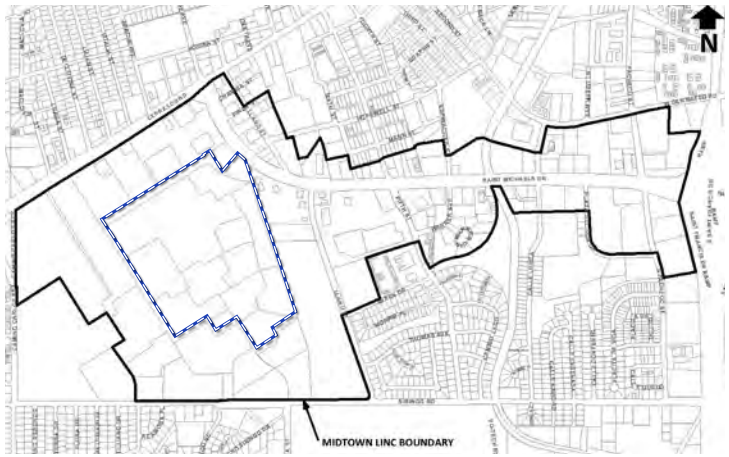
An illustrative vision of St. Michael's Dr. shows the type of walkable, higher-intensity development envisioned by the Midtown LINC Zoning Area.

Midtown LINC Zoning Area

The Midtown Local Innovation Corridor Overlay District (Midtown LINC Zoning Area) aims to create a vibrant, mixed-use neighborhood within the demographic and geographic center of the city.

Adopted in 2016, it incentivizes multi-family residential development, complementary nonresidential uses, and an enlivened, street-oriented pedestrian environment by freeing development capacity of existing under-developed land and buildings, while allowing existing uses to continue as redevelopment occurs.

The Plan provides guidance for how nearby properties in the Midtown LINC Zoning Area can evolve to be complementary with new development on the Site.



The Midtown Site is located within the Midtown LINC Zoning Area which extends along St. Michael's Dr. to St. Francis Dr.

Legend

The Midtown Site

Midtown LINC Zoning Area

1.5 Elements of Sustainable Development

Four elements of sustainable development were chosen through the community engagement process to guide visioning and planning for the Midtown Site.

Four Elements of Sustainable Development

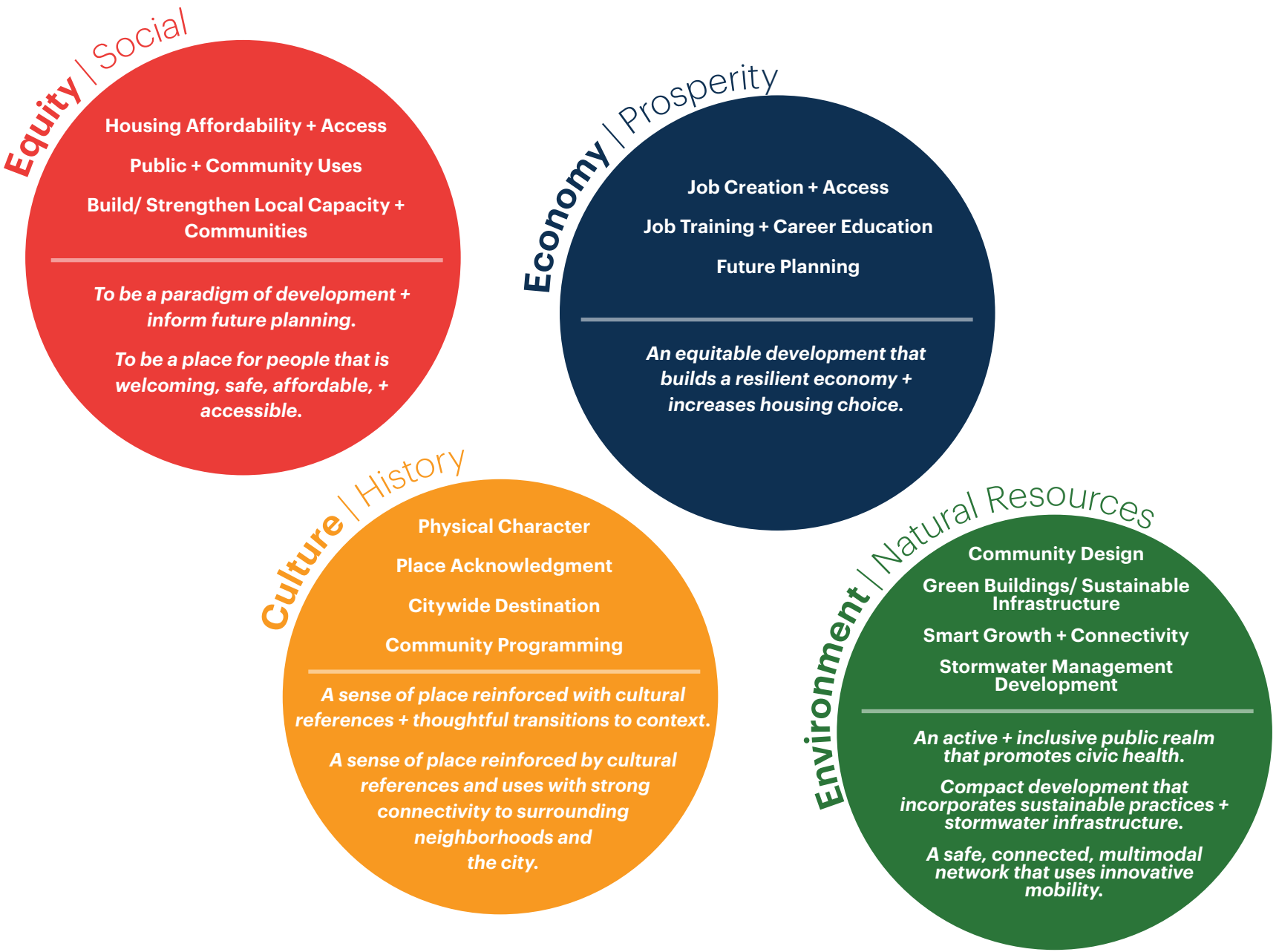
More than 2,800 people shared their ideas for the Site as part of the initial outreach process, which concluded in 2018. Based on the input received, four elements were identified to guide sustainable development:

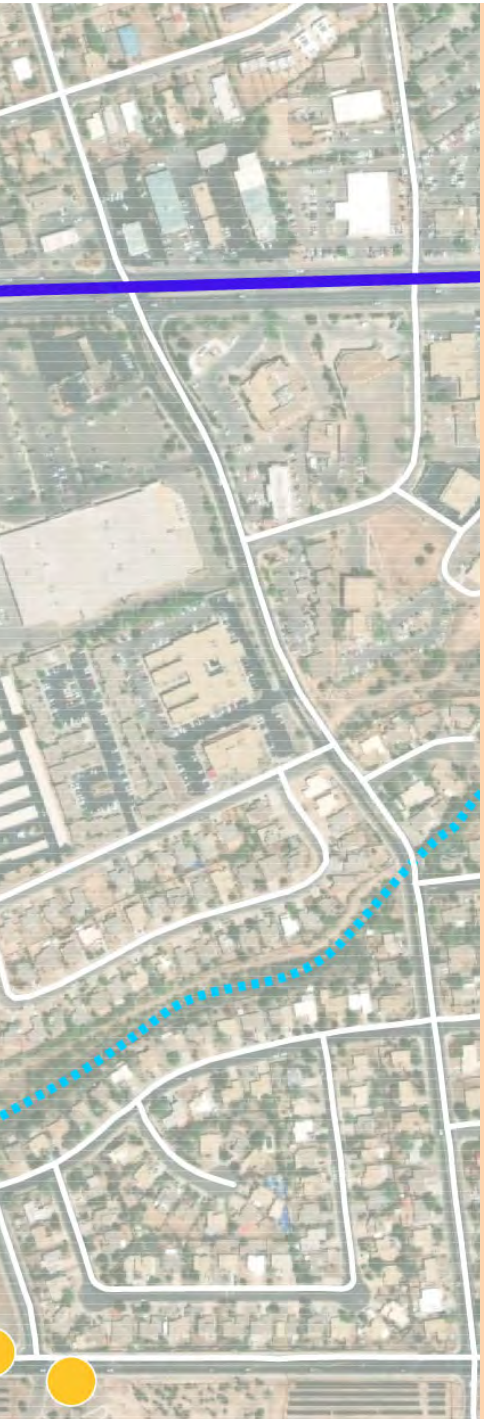
- Equity;
- Environment;
- Economy, and
- Culture.

These four elements have informed the vision and standards described in this Plan. Goals and objectives for each of the four sustainable development elements are described on the facing page.

Reinforcing Sustainable Development Approaches

In order to reinforce a sustainable development approach, the criteria established by the United States Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Design (LEED-ND) certification program were consulted to inform the development standards included in this Plan. LEED-ND encourages sustainable development, and that involves innovative design thinking. Additional details about how LEED-ND certification criteria complement this plan can be found in Chapter 3 (Urban Design Vision).


Equity | Social
Housing Affordability + Access
Public + Community Uses
Build/ Strengthen Local Capacity + Communities
To be a paradigm of development + inform future planning.
To be a place for people that is welcoming, safe, affordable, + accessible.
Economy | Prosperity
Job Creation + Access
Job Training + Career Education
Future Planning
An equitable development that builds a resilient economy + increases housing choice.
Culture | History
Physical Character
Place Acknowledgment
Citywide Destination
Community Programming
A sense of place reinforced with cultural references + thoughtful transitions to context.
A sense of place reinforced by cultural references and uses with strong connectivity to surrounding neighborhoods and the city.
Environment | Natural Resources
Community Design
Green Buildings/ Sustainable Infrastructure
Smart Growth + Connectivity
Stormwater Management Development
An active + inclusive public realm that promotes civic health.
Compact development that incorporates sustainable practices + stormwater infrastructure.
A safe, connected, multimodal network that uses innovative mobility.



2. Background + Setting

In this chapter

2.1 Regional Considerations + Site History

Legend

- Albuquerque
- Santa Fe
- New Mexico Rail Runner
- Rail Runner Station
- Regional Airports

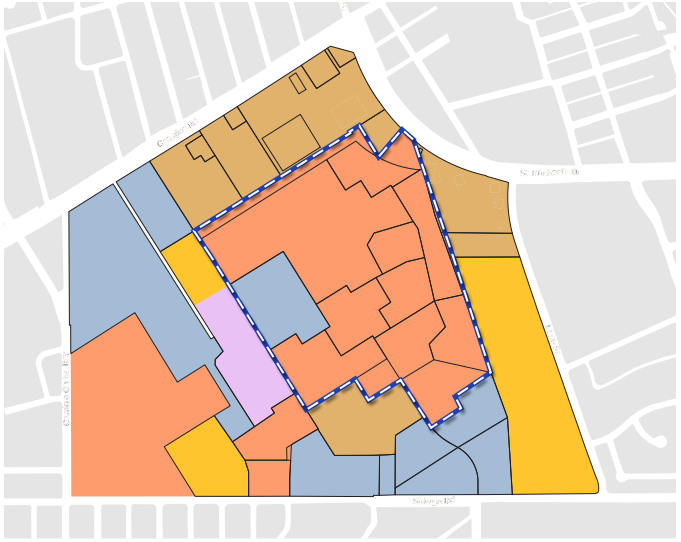
Geographic Setting

Santa Fe lies in the northern Rio Grande valley at 6,996 feet above sea level, at the foot of the Sangre de Cristo Mountains. It has an area of approximately 68 square miles (43,550 acres) within the Urban Area (defined by the 1999 General Plan). Santa Fe is a well-connected city to the region by Interstate 25 and the New Mexico Rail Runner Express to Albuquerque. Albuquerque and Los Alamos are nearby cities between which some people commute to or from Santa Fe. The Santa Fe Regional Airport is located about 8 miles southwest of the Midtown Site (the Site).

Adjacent Parcels

The Midtown Site contains parcels owned by the City of Santa Fe and the State of New Mexico. For successful development, the two agencies can coordinate to swap land so the Site can develop in a consistent manner.

It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the Midtown LINC Zoning Overlay to create a cohesive, mixed-use Midtown. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only. No external connection shall be constructed, dedicated, or made a condition of approval of any development



Ownership

Legend

- The Midtown Site
- Private Land
- State of New Mexico
- Santa Fe Public Schools
- City of Santa Fe
- Federally-owned

The Midtown Site and the adjacency area contains parcels owned by the City of Santa Fe and the State of New Mexico. For successful development, the two agencies can coordinate and adopt tools to make development and infrastructure easier.

application on an adjacent property, without the express consent of the affected adjacent property owner.

Site History

Land holds the memory of place, and the Midtown Site is no exception. The Site has been contextualized by the broader history and cultural heritage of Santa Fe, and it has served historically public purposes, including education, health, recovery, arts, and culture.

The colonial and present capital of New Mexico, Santa Fe, was originally settled by ancestral Pueblo Indians, probably Tewa-speaking Tanos. Hispanic colonists arrived in New Mexico in 1598 and by 1610 had begun the construction of a new capital city in the Spanish fashion, with the plaza at its center.

With the establishment of the Mexican Republic in 1821, the Santa Fe Trail was opened to traders and trappers from the eastern United States, bringing goods available from no other source to market in Santa Fe.

In February 1880, the Atchison, Topeka, and Santa Fe Railroad reached Santa Fe, signaling the end of the Santa Fe Trail as a freighting route to the Southwest. In the late 1800s and early 1900s, Santa Fe became a mecca for Americans disenchanted with the industrialized east. Many writers, artists, and patrons of the arts flocked to Santa Fe, making it the cultural center of New Mexico.

Statehood was finally granted to New Mexico in 1912, and elected officials replaced the appointed territorial governor and other office holders.

During World War II, the Site served as a military hospital. After the war, the Christian Brothers acquired the facilities to establish a college campus, which operated until 2009. The City, committed to preserving the civic purpose and educational use, purchased the Site and leased it to a private, for-profit university. However, by June 2018, the university ceased operations, and complete control of the Site reverted to the City of Santa Fe on July 2018.

The Site's civic use purpose continues with the City's commitment to creating a new center in what has now become the geographic center of Santa Fe.

Adapted from "Santa Fe" by William H. Wroth
New Mexico State Records Center & Archives,
https://newmexicohistory.org/2014/03/07/santa-fe-d81/

The Christian Brothers operated the College of Santa Fe on the Midtown Site until 2009.

The Midtown Site in the City of Santa Fe

The Midtown Site lies within a network of mixed-use centers in Santa Fe. These include transit-oriented sites anchored by the New Mexico Rail Runner and other cultural, civic, and employment centers. Development at the Site will support economic activity elsewhere in the city. It can also catalyze development at other centers as they expand and connections between them improve.

As such, connections between centers are crucial, improved transit and connectivity can realize the potential of these mutually beneficial relationships.

Zia Road Rail Runner Station. Image courtesy: santafenewmexican.com

Santa Fe Railyards Site.

Transit Oriented + Cultural Centers

Historic Downtown
Historic Downtown is Santa Fe's central landmark with special significance for arts and culture in the city. It contains cultural anchors, such as the Historic Plaza and the Palace of the Governors.

South Capitol Station
This transit hub is a stop for the New Mexico Rail Runner and is a transfer point for bus lines, providing access for commuters.

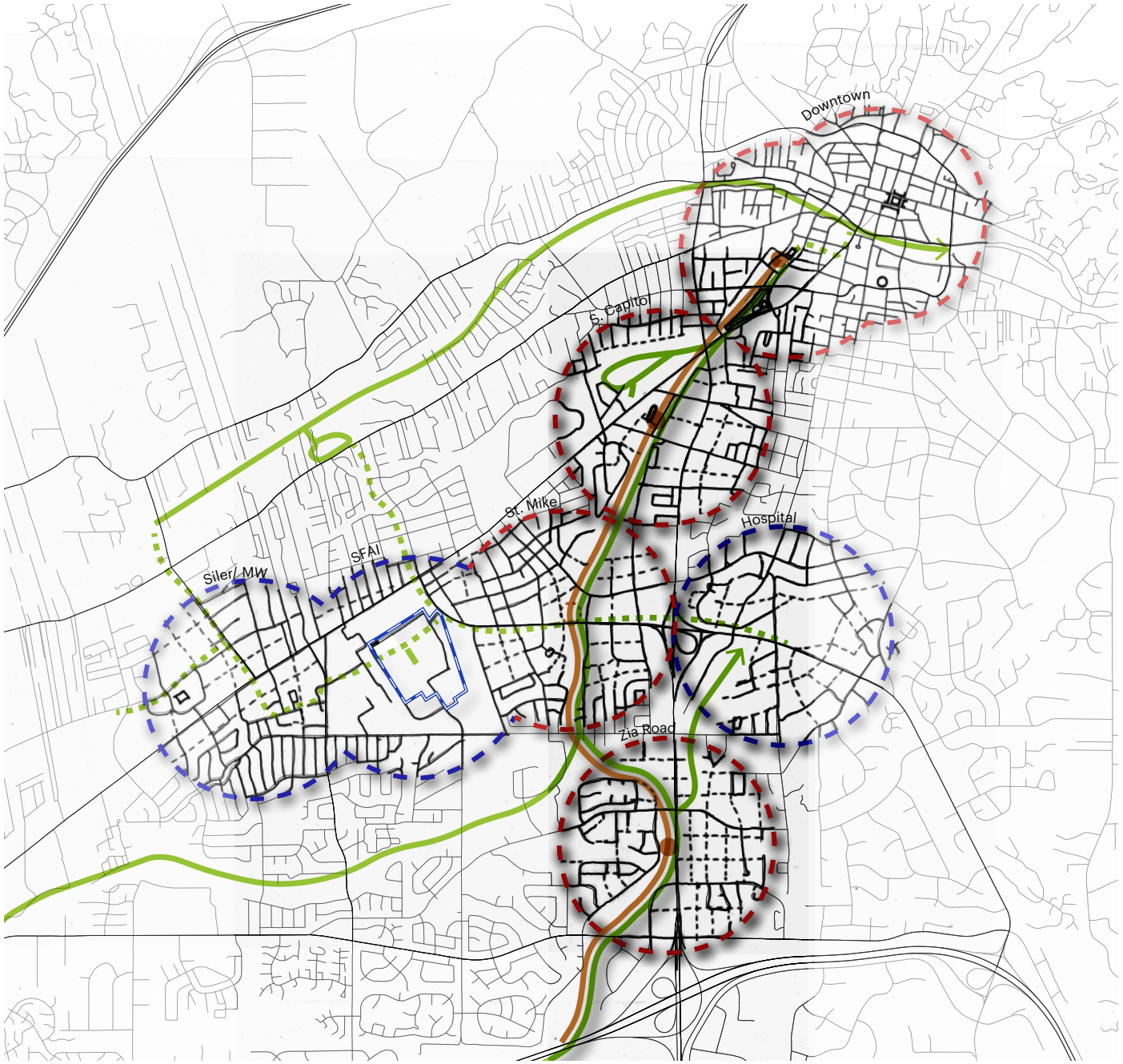
St. Michael's Dr. (St, Mike's)
St. Mike's is located at the center of Santa Fe and near the Midtown Site. It contains three significant corridors: St. Michael's Dr., 2nd St, and St. Francis Dr. Recently, this area has begun to experience redevelopment activity and has attracted new businesses and services.

Zia Road Station
The Zia Road Rail Runner station was opened in the spring of 2017, bringing South Santa Fe a major transportation opportunity. Since then, plans have been underway to construct new housing in currently vacant sites and introduce a mix of uses to the area.

Employment + Civic Centers

Hospital
The Christus St. Vincent Regional Medical Center at St. Michael's Dr. is a significant destination for healthcare and employment in Santa Fe and Northern New Mexico.

Siler District
The Siler District is a growing employment center in Santa Fe. Rufina St. — which runs through the district — is an important corridor connecting to other employment and residential areas in southwest Santa Fe. The Siler District has experienced infill activity in vacant land, bringing housing and jobs.



Relationship with other Activity Centers

Legend

- The Midtown Site
- Transit-oriented Centers
- Cultural + Civic Centers
- Improved Future Connectivity
- New Mexico Rail Runner
- Existing Bike Network
- Long-range Bike Connectivity
- Rail Runner Station

2.2 Site Considerations

Existing Conditions

The Midtown Site's desirable location, existing buildings, and existing infrastructure provide an opportunity for adaptive reuse. An appraisal of the Site[1] showed that some existing facilities can be repurposed. A similar study on current infrastructure conditions highlights opportunities and the extent to which existing facilities can get upgraded[2]. The upgrade and reuse of existing facilities can control costs and reduce overall carbon emissions, especially when associated with construction, and by prolonging existing facilities' life.

During the Site analysis and community engagement process, spatial issues were identified. These are described in this Section along with how to approach them as opportunities for improvement. All these issues will need to be addressed as part of redeveloping the Site.

Sources:
1. Appraisal Report/CBRE/2017
2. Wilson Report/2021

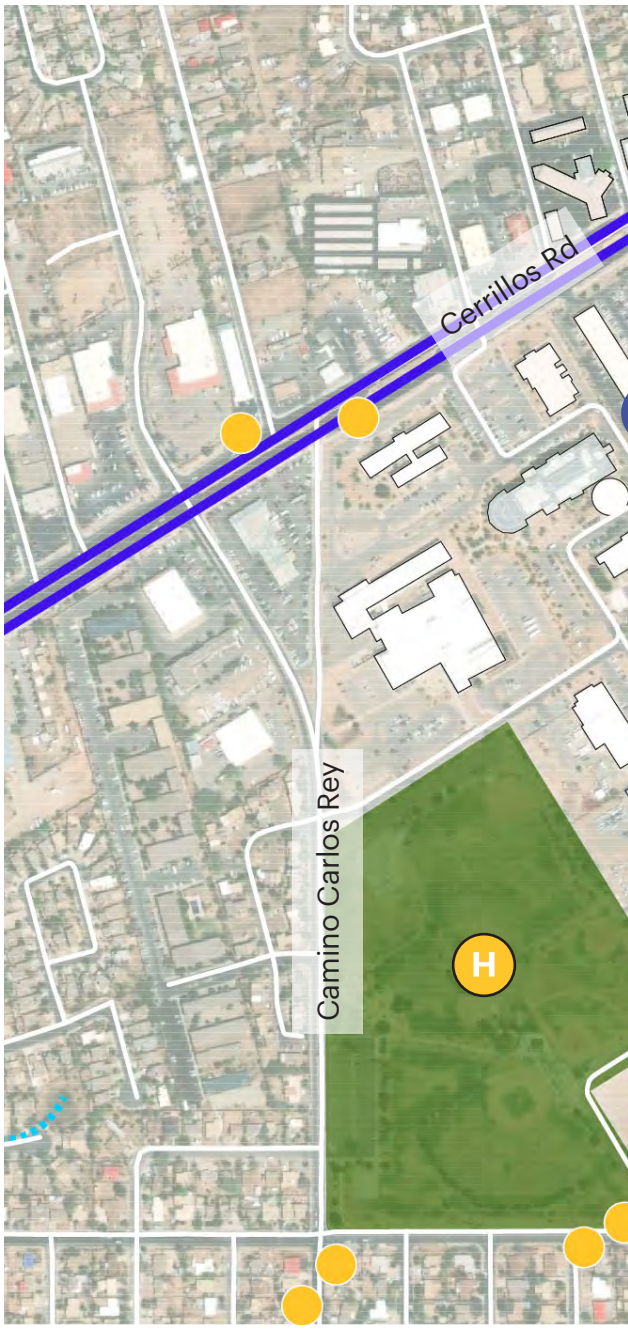
Issues

A **Poor External Connectivity**

B **Inconsistent Public Realm**

C **Some Infrastructure is Outdated**

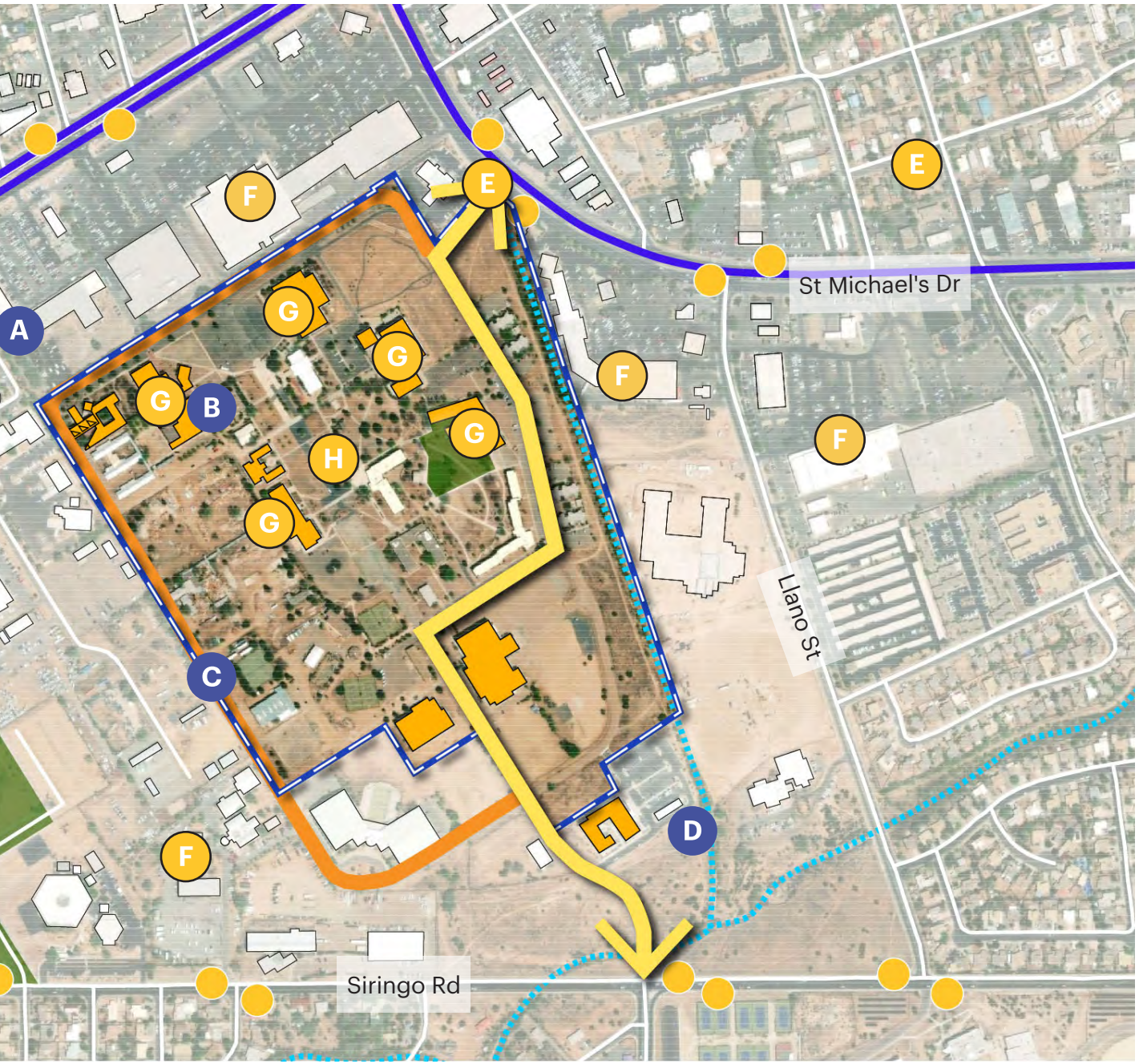
D **Poor Stormwater Infrastructure**



Existing Conditions

Legend

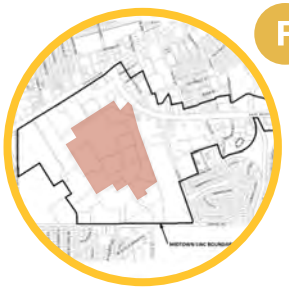
- The Midtown Site
- Major Streets
- Alumni Dr.
- Existing Bus Stop
- Existing Building
- Existing Arroyo
- Existing Open Space



Opportunities

E

Connect Adjacent Neighborhoods to High School + Future Resources at the Site

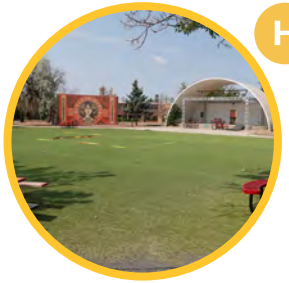


F

Synergy with Midtown LINC Zoning Area

G

Some Buildings can be Adaptively Reused



H

New + Expanded Civic Amenities

Consideration

Isolated Site/ Poor Connectivity

Issue

Poor connectivity separates the Midtown Site from nearby neighborhoods and other hubs of culture and employment. Existing external connections are provided via single outlets to St. Michael's Dr. and Siringo Rd. via Alumni Dr.

Opportunity

The Midtown Site, owned by the City of Santa Fe, is located in the heart of Santa Fe. Increasing connectivity to surrounding areas through improved crosswalks, and pedestrian paths can increase access and visibility. Additionally, improved crosswalks and pedestrian paths could provide access to the Hopewell-Mann residents and people using Franklin E. Miles Park.

Consideration

Inconsistent Public Realm

Issue

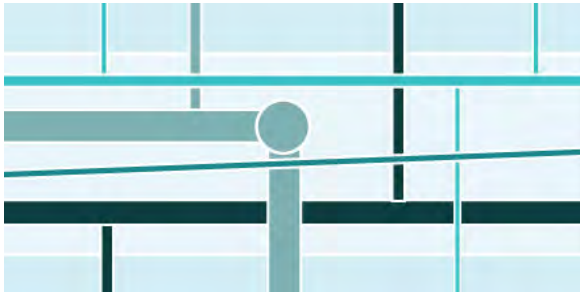
The quality of the Midtown Site public realm is inconsistent and does not provide a comfortable experience. Welcoming building frontages, wide sidewalks, street greenery, and lighting are lacking. The existing buildings and public realm do not relate in a coordinated manner, resulting in a disjointed experience across the Site.

Opportunity

The Midtown Site has the essential foundation for a well-connected street grid that can organize new buildings and create a pleasant public realm. New streets can incorporate high-quality public realm design, including trees, green infrastructure, and shade strategies to support walking, outdoor recreation and dining.

Consideration

Outdated Infrastructure



Issue

The lack of investment in existing utilities at the Midtown Site means that current systems are inadequate for future needs. Existing systems do not provide service across the entire Site and may not provide adequate capacity to serve the types of uses envisioned by the community for the Site. Additionally, existing infrastructure may not be suited to support current best practices for sustainable development.

Opportunity

Upgrades to existing and additional utilities provide the opportunity to build a modern, sustainable system of infrastructure that can support the electrification of climate control and vehicles, serve data-intense film studio activities and manage water efficiently and sustainably.

Consideration

Poor Stormwater Management

Issue

The Midtown Site lacks adequate stormwater management infrastructure to support the development envisioned in the Site. Existing facilities are inadequate for additional service development and do not take advantage of low-impact, green design strategies.

Opportunity

The availability of open land and existing topography can benefit the design and development of a sustainable stormwater management system. Integrating stormwater facilities with new streets, public spaces, and infrastructure can manage existing and anticipated stormwater runoff while contributing to a high-quality public realm for the Midtown Site.

Consideration

No Multi-modal Options

Issue

Internal pedestrian and bike connectivity at the Midtown Site are inconsistent, and there is limited access to nearby bus and rail connections. Existing pedestrian facilities are not readily accessible to and usable by people of varying abilities and people who require mobility assistance.

Opportunity

The Midtown Site can become a model for development that accommodates diverse users with different transportation needs, preferences, and abilities and prioritizes modes of transportation other than the private automobile. Promoting alternate transportation can reduce environmental pollution, encourage physical activity, and contribute to a healthier community.

Consideration

"One-size Fits All" Zoning

Issue

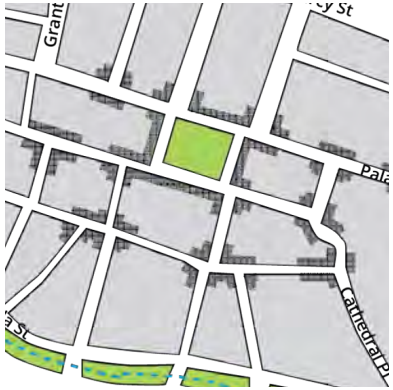
Existing residential zoning is inadequate to deliver a vibrant mixed-use district despite the presence of the Midtown LINC Zoning Area. Allowed uses, required public realm, and building form standards are inconsistent with the community's vision for the Site.

Opportunity

The redevelopment of the Midtown Site is an opportunity to introduce design standards that provide a model for the practice of zoning in Santa Fe and promote sustainable development. New development standards that are more prescriptive than what exists in the Midtown LINC Zoning Area can provide a roadmap for the incremental growth of the Site and adjacent areas over time.

2.3 Santa Fe Urban Form + Public Realm

Santa Fe Historic Plaza



Historic Downtown's and Historic Plaza urban configuration.

Santa Fe's unique sense of place is defined by its buildings and public spaces. Learning from the urban form elements that make up Santa Fe can help inform the Midtown Site's design and reinforce the Santa Fe sense of place.

Historic Urban Form + Landscapes

Santa Fe's memorable historic center is a result of unique urban elements. The block hierarchy, the mix of building scales, and the architectural "Pueblo Style" contribute to its distinctive sense of place and identity. The Historic Plaza is an excellent example of the New Mexico plaza traditions because of its orientation (north-south), the ratio of length-to-width (1.15), degree of "enclosure" by adjacent buildings (2 to 3-story buildings), and size (325' x 275').

Since Santa Fe's establishment, water has been integrated into its urban form: arroyos and acequias have been important to its historical development. On the one hand, the arroyos are less structured, allowing the urban form to respond to their shape. On the other hand, the acequias are integrated with the urban form as they are more defined in terms of their course.

Existing Urban Form, Pueblo + Abobe

Santa Fe's urban form is unique in scale, frontage articulation, construction technique, and materials. Overall, the importance of frontage dominates the urban character, particularly how building frontages address the sidewalk and the public realm. Elaborate architectural elements found in Santa Fe are references to the sophisticated Pueblo vernacular style and the adobe-like construction. Nowadays, although the adobe style dominates the city, Santa Fe has a diversity of architectural styles, including examples of Victorian, Italianate, and California Mission Revival styles.

Public Realm

Santa Fe's narrow streets, small alley-ways, and Historic Plaza have contributed to its strong public realm related to religious, civic, and commercial participation.

Frequent and offset T-intersections create a sense of enclosure and make the streets feel like outdoor rooms. Looking down a street towards a T-intersection – or "terminated vista" – provides an opportunity for signature buildings to take pride of place at the end of the street. Architectural elements, such as covered passageways and arcades (portales) provide shelter from rain or sunlight. These elements reinforce Santa Fe's unique sense of place driven by the local climate and culture. As a result, the public realm is categorized into formal open spaces, like the Historic Plaza, and informal open spaces, like the Alameda. Both complete the public realm of the Historic Downtown.

Historic Plaza
The Historic Plaza is a place full of history and memories and is a central part of Santa Fe's civic life. Its symbolic and functional presence serves everyday public activities and annual art and music events.

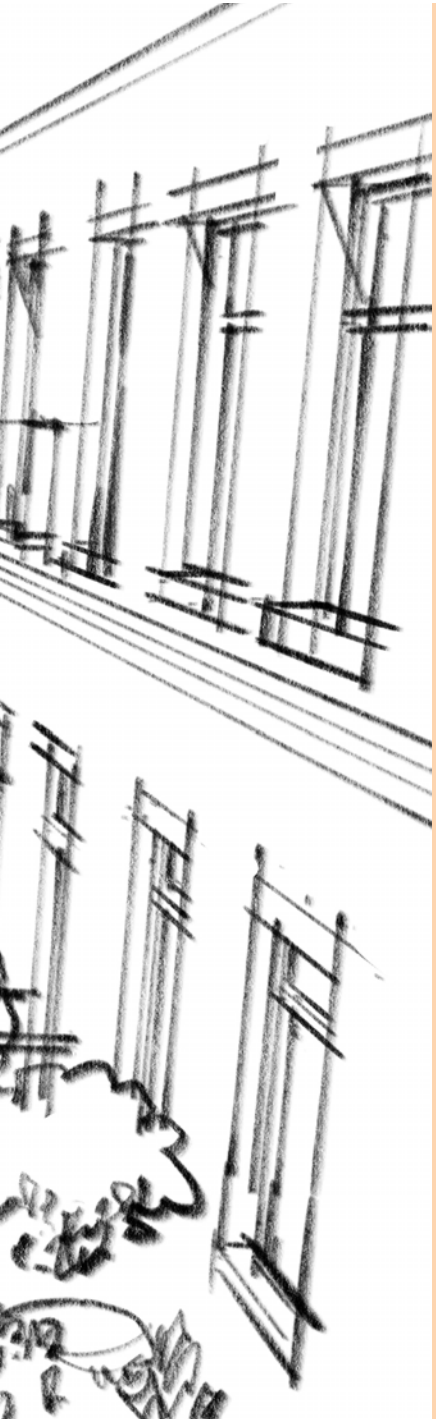
Cultural Anchors
Landmarks can be found all around Santa Fe. The Cathedral Basilica of Saint Francis of Assisi is placed at high ground anchoring the Downtown. More cultural places, like museums and galleries and the Palace of the Governors, add to its rich and diverse public realm.

Community Gathering Spaces
Open spaces and parks are essential to Santa Fe residents for community gatherings, fiestas, civic events, and religious processions. Big open spaces like Franklin E. Miles Park have been restored after community involvement and attract many youth and adult users.

Distinct Urban Form
Santa Fe is known for the "Santa Fe Style" - a homogeneous Spanish/Pueblo architectural style. It contains pueblo-style adobe exteriors, thick hand-plastered walls, carved wooden doors, exposed natural wood vigas, and earthy hues.

Climate-responsive Architecture
Santa Fe's architecture has adapted over time to include elements that contribute to temperature control through shading, cooling, and ventilating. The courtyard and the continuous arcade frontages help mitigate heat effects, protect from bad weather conditions, and provide shelter.

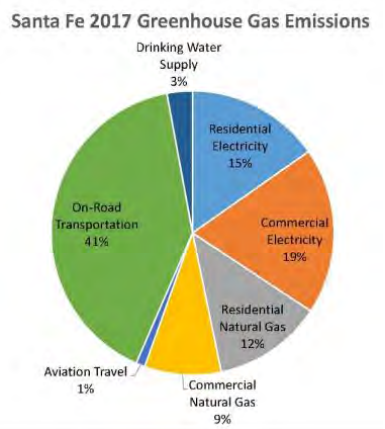
Water as a Form-Giver
Pueblos developed in connection with nature, and most of them are located close to arroyos and acequias. As a result, water has been a precious commodity for New Mexicans, enabling the emergence of traditional forms.



3. Urban Design Vision

In this chapter

3.1 The Midtown Site Development Vision



In 2020, the U.S. Green Building Council (USGBC) awarded the City of Santa Fe with LEED Gold Certification for its exceptional performance in fostering a sustainable, resilient city.

Development at the Midtown Site will provide a model for equitable development and sustainable urbanism and will become a new center of culture and community for Santa Feans.

A Sustainable Development Model

Sustainable development at the Midtown Site (the Site) encompasses environmental protection, social equity, and economic prosperity. The Midtown Master Plan (Plan) promotes sustainable development in an integrated manner by coordinating the design of streets, open spaces, stormwater management, and new and reused buildings to deliver a sustainable, complete neighborhood. By integrating design and policy considerations, development at the Site can model a holistic approach to sustainability, delivering on the Santa Fe community's economic, social, and environmental goals.

The Plan provides design standards at the scale of a building and at the scale of a neighborhood to achieve a comprehensive and holistic design vision for the Site. At the scale of the building, sustainability strategies can be implemented through the design and retrofit of new and existing streets, construction of new buildings and public spaces, and the reuse of existing facilities. At the scale of the neighborhood, sustainability strategies related to the layout of new streets and the location and massing (size and footprint) of buildings can provide a holistic approach for future sustainable development at the Site.

Additionally, the Plan provides opportunities to realize community priorities regarding housing affordability and economic opportunity at the Site. By coordinating the layout of blocks and lots with the development standards, the Plan enables new affordable housing and employment-generating uses.

Vision for Sustainable Development with LEED-ND

To promote sustainable design at all levels, the Plan lays the groundwork for achieving certification through the sustainable design certification program of Leadership in Energy and Environmental Design for Neighborhood Design (LEED-ND), administered by the United States Green Building Council. LEED-ND recognizes new developments that achieve sustainability and energy efficiency by building in a compact, walkable, and accessible way.

The LEED-ND system rates neighborhood development according to four categories:

- Smart location + linkage;
- Neighborhood pattern + design;
- Green infrastructure + buildings, and
- Innovation + design process.

The Plan has been guided by LEED-ND principles. The development standards included in the plan have been coordinated with LEED-ND criteria to promote environmentally sustainable design at the Site and satisfy LEED-ND certification requirements.

The Midtown Site as a Walkable, Mixed-use Environment

The Midtown Site is envisioned as a vibrant, walkable, and mixed-use center for Santa Feans. A mix of uses in new and existing buildings will promote sustained economic growth and deliver a high-quality environment for people living, working, learning and visiting at the Site. New housing choices will make the Site into a complete neighborhood, along with a variety of open spaces and other community-oriented uses.

Historical + Cultural Inspiration

Development in the Site will refer to Santa Fe's culture and history and respond to the local climate and culture by retaining existing buildings important to the community and integrating civic spaces for cultural and artistic uses and gatherings. The development vision is also inspired by urban elements distinct to Santa Fe, such as the composition of continuous arcades and the use of the Historic Plaza as a community space.

WALKABLE NEIGHBORHOODS

*For the purpose of this Plan, **walkable** describes places where a person can walk, roll or bike to fulfill daily needs. These environments allow for use of automobiles but do not require one for every trip.*

Walkable does not mean only recreational walking such as on paths and trails, but rather walking to a destination like work, a café, park, community center, and other amenities.

3.2 Connectivity + Mobility

Development will enhance accessibility at the Midtown Site by providing new connections to and within the Site and supporting mobility options for Santa Feans of all abilities.

The Midtown Site Connectivity Goals

- Improve access to outdoor recreational facilities such as parks and green spaces.
- Build or enhance infrastructures such as sidewalks, paths, and trails to support walking, rolling, and bicycling for active transportation and recreation.
- Improve access to public transportation.
- Improve access to community-serving uses at the Site, such as the new Library, by providing safe and convenient routes for walking, rolling, and bicycling from nearby neighborhoods.
- Enhance personal and traffic safety in areas where people are or could be physically active.

East - West Connectivity Goals

- Connect to adjacent neighborhoods, such as Hopewell-Mann neighborhood, and Franklin E. Miles Park.
- Prioritize pedestrians and cyclists over vehicles.
- Provide access to transit along St. Michael's Dr.
- Deliver good internal connectivity.

North - South Connectivity Goals

- Connect to regional trail systems such as the Arroyo de Los Chamisos Trail.
- Provide access to transit on Cerrillos Rd. and Siringo Rd.
- Minimize cut-through traffic.

Equitable, Sustainable, Multimodal Connectivity + Mobility

The Midtown Master Plan acknowledges different user needs by introducing various mobility and connectivity options. Multimodal street design accommodates diverse users with varying transportation needs, preferences, and abilities. The proposed multimodal street design includes a forward- thinking, flexible design that can integrate stormwater and green infrastructure technologies and allows for environmental sustainability.

Complete Streets

The vision for the Midtown Site is one in which users choose to meet their daily needs by walking, rolling, bicycling, taking transit, and ridesharing. The Complete Street concept prioritizes space-efficient modes of transportation — pedestrians, bicycles, and transit — when allocating space on streets and maximizing the capacity to move people and goods. An essential aspect of the Complete Street concept is universal access and the design of features that make streets safe and comfortable for people of all ages and abilities. Policy and design guidance in this Chapter ensures that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users, and that connections between destinations provide for safe and convenient access within Midtown and to destinations around Santa Fe.

Connectivity + Mobility Vision

For more information on the vision for connectivity and mobility at the Midtown Site, see Chapter 4 (Connectivity and Mobility Vision). For more information about standards for street design, see Chapter 5 (Development Standards).

No external connection shall be constructed, dedicated, or made a condition of approval of any development application on an adjacent property, without the express consent of the affected adjacent property owner.

Access + Connectivity Vision

Legend

- The Midtown Site
- Existing Major Streets
- Existing Bus Stops
- New Paseos/ Pedestrian Paths
- Major Roads + Access Points
- Long-range Streets
- Existing Buildings to be Adaptively Reused
- New Plazas + Parks
- New Open Space/ Linear Park
- Existing Open Space

It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, mixed-use Midtown District. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only. No external connection shall be constructed, dedicated, or made a condition of approval of any development application on an adjacent property, without the express consent of the affected adjacent property owner.

Dedicated Bike Lanes *Protected bike lanes make bicycling safe for all ages. Image courtesy: www.metaefficient.com.*

Slender, Low-Speed Streets *Slender, low-speed streets help to create family-friendly public places. The image above shows a slender. low-speed street, Octavia Boulevard, in San Francisco.*

Complete Streets Principles + Vision for Streets at The Midtown Site

Multimodal. Each street serves all users by balancing the needs of automobiles, buses, and trucks with those of pedestrians and cyclists. Multimodal is achieved in different ways and by using different strategies depending upon the use of the street and prioritization.

Context Sensitive. Each street is designed to work within the area's existing or intended physical context.

Physical Appeal. Each street is designed integrally with the public realm — the spaces between buildings such as sidewalks and parks — keeping in mind the needs of different user groups. For additional information on Complete Streets, visit www.smartgrowthamerica.org/complete-streets.

Streets for All Users. The transportation system serves a variety of users, including people traveling on foot, bike, wheelchair, bus, and automobile. Travel to and from the Midtown Site marks the beginning and end of a person's experience, establishing vital first and last impressions of the Site. Moreover, convenient access to the Site through a well-connected and effective multimodal transportation network is an essential component of the overall experience for existing neighborhood residents and future residents, employees, and visitors.

Streets as Public Spaces. Beyond their role as conduits for the movement of people and goods, streets host social interactions, provide space for community gatherings, and influence public life. Designing streets as public spaces where people want to spend time maximize their contributions to the public realm.

Streets in Support of the Economic Development. Businesses benefit from streets that efficiently move and transfer goods while attracting and serving customers.

Streets to be Adaptable. A multitude of design options is possible within a given street width. Street designs can change as the needs of their users evolve. Interim design treatments using paint and movable planters can demonstrate the effectiveness of design concepts while gradually adjusting user travel behaviors.

Streets Designed for Safety. Conflicts between people walking, driving, and bicycling are inherent on multimodal streets. Good street design considers sources of multimodal conflicts to minimize the potential for collisions.

Streets are Ecosystems. Streets are designed as ecosystems where man-made systems interface with natural systems.

COMPLETE STREETS

Example of a Complete Street
Showing features that create a context-sensitive, pedestrian-oriented public realm.

A Pedestrian Prioritization at Intersections
Design intersections to reduce wait times for pedestrians needing to cross the street.

B Intelligent Traffic Signals
Use intelligent traffic signals to control traffic flow, transit, and pedestrian crossing safely and efficiently.

C Comfortable Bicycle Facilities
Design bicycle facilities to create space for bicycles and protect them from moving cars.

D Minimum Vehicular Travel Lanes
Reduce the number and width of travel lanes to provide traffic calming and enable wider sidewalks.

E Enhanced Crosswalks
Design crosswalks to make the pedestrian experience safer and easier.

F Wide Sidewalks
Design sidewalks for a comfortable pedestrian experience for all ages and sidewalk dining with the widest sidewalks on shopping streets.

G Street Trees
Select species that thrive in urban environments provide shade and beauty and reduce air pollution.

H Green Infrastructure
Design Infrastructure that adds visual interest while directing stormwater directly to the soil to allow groundwater recharge.

I Ease of Maintenance
Reduce the cost of maintenance for streets through a selection of durable materials.

J Universal Design + Visitability
Include universal design features where possible to enable people of all abilities to use streets and sidewalks safely and comfortably.

3.3 Integrated Stormwater Management

The Plan advances applications of conventional stormwater management practices and implements improved code compliance strategies to provide water quality benefits, flood resilience, and peak flow improvements.

Vision for The Midtown Site

The Midtown Site integrates low-impact development (LID) and green infrastructure (GI) in its open spaces and public plazas, parks, paseos, and streets, to treat and address stormwater runoff at its source. The proposed strategies restore natural hydrologic processes to improve water quality and groundwater recharge, cultivate a robust urban ecology, protect the Site and adjacent communities from flooding impacts, and reduce erosion in Arroyo de Los Pinos. Integrated GI strategies support complete streets and improved pedestrian safety and promote recreational and educational opportunities for sustained social engagement and environmental stewardship.

The open space and stormwater management vision for the Site has been developed through a collaborative process, with input from community members, City of Santa Fe agencies and departments, and design and engineering teams.

Stormwater Strategies

The vision is to use a suite of best management practices (BMPs) which have the ability to work in concert with each other to meet the Site's water quality, retention, and flood protection goals:

- **Water quality and retention** through treatment, evapotranspiration, and infiltration. The development will implement water quality treatment facilities within private development parcels and the public right of way (PROW) throughout the Site. Water quality facilities are required within individual private parcels to treat the first flush (see Section 6.2 Policy for the Midtown Site + Surrounding Area) to the maximum extent practicable. Strategies include bioretention areas, flow-through planters, bioswales, tree box filters, permeable sidewalks, parking lanes, and acequias.
- **Conveyance features** within the PROW to safely move stormwater through the district while maximizing ecological benefit and protecting infrastructure from flooding. The Site integrates open channel and closed pipe conveyance across. Strategies include acequias, runnels/trench drains, and roadside bioswales, coupled

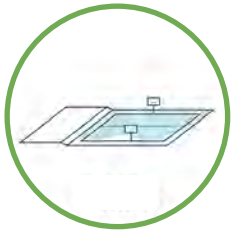
with an underground storm drain system at the periphery of the Site.

- **Peak flow and volume mitigation** provided by the decentralized BMPs (bioretention, permeable surfaces, acequias) proposed across the Site contribute to reducing peak flow and runoff volumes for frequent storms and for large, infrequent storm events (e.g., storm events with up to 50 or 100-year return period) where feasible. A centralized stormwater basin will manage the remaining runoff by retrofiting the existing pond, which will detain and retain additional stormwater as needed so that the peak discharge to Arroyo de Los Pinos is not exceeded.
- **Flood resilience** in the design of infrastructure and open spaces. Open space features, such as fields and courts, will be depressed to allow for additional flooding capacity within the system during extreme events beyond the 100-year design storm.

Integrated Open Space + Stormwater Management

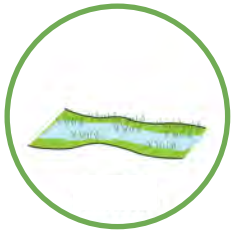
Integral to the success of the Midtown Site's stormwater and open space vision is the seamless integration of proposed stormwater strategies into the urban fabric, open spaces, and thoroughfare typologies described throughout this document. Successful integration will promote cross-cutting benefits within the public realm, including:

- **Complete street enhancement.** The Midtown Site prioritizes bicycle and pedestrian-focused environments with safe, comfortable, inviting, and visually legible wayfinding systems. Complete streets optimize space within the PROW for walking, sitting, and gathering — activities further enhanced by integrating green infrastructure elements such as bioretention and acequias. Green infrastructure is incorporated to promote traffic calming (i.e. bioretention bulb-outs).
- **Urban ecology and heat-island impact.** Vegetated and naturalized stormwater conveyance systems, and tree corridors, provide shade and reduce the urban heat island effect. Stormwater BMPs enhance infiltration and evaporation, hydrating soils and promoting a healthy urban canopy. Bioretention areas and vegetated BMPs provide pockets of urban habitat.
- **Dual purpose, resilient spaces.** Elements within open spaces such as plazas, parks, and courtyards can be designed for emergency detention during extreme; climate-change influenced storm events (e.g. floodable playgrounds, depressed landscape areas).
- **Educational infrastructure.** Visible green infrastructure draws attention to stormwater and climate issues, providing an educational opportunity for the Site and the surrounding community. Signage can be incorporated to enhance specific strategies and features.



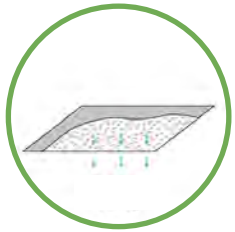
FLOODABLE SPACES

Non-critical open spaces used as a buffer for extreme storm events. The floodable space can be set at slightly lower elevations than surrounding roads and buildings, protecting against flooding of critical infrastructure.



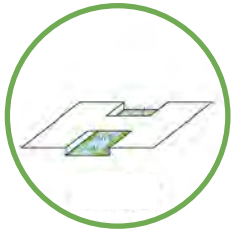
BIOSWALE

Vegetated swale designed to treat, convey and infiltrate runoff from adjacent roadways.



PERMEABLE PAVING

Permeable pavements are appropriate as a retention strategy where infiltration rates are adequate. Consider pervious materials to reduce runoff from site hardscapes and promote infiltration.

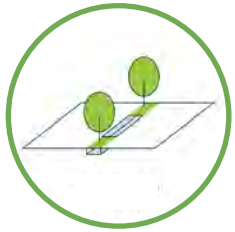


ACEQUIA

Open channels used to convey and detain runoff in street with a wider right-of-way.

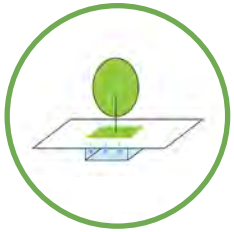
BIORETENTION AREAS

Larger bioretention facilities where space is available to contour the basin into the surrounding site and landscape naturally.



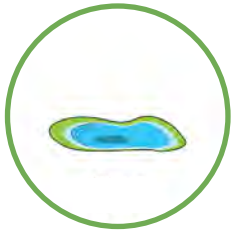
FLOW-THRU PLANTERS

Flow-thru planters (FTPs) are structured biotreatment facilities typically designed with concrete curb-walls and used in more space-constrained locations.



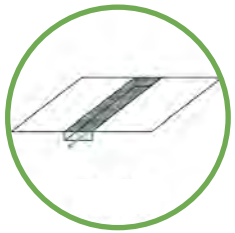
TREE BOX FILTER

Bioretention treatment integrated into treewells, appropriate for use in narrow PROWs adjacent to proposed stormwater inlets.



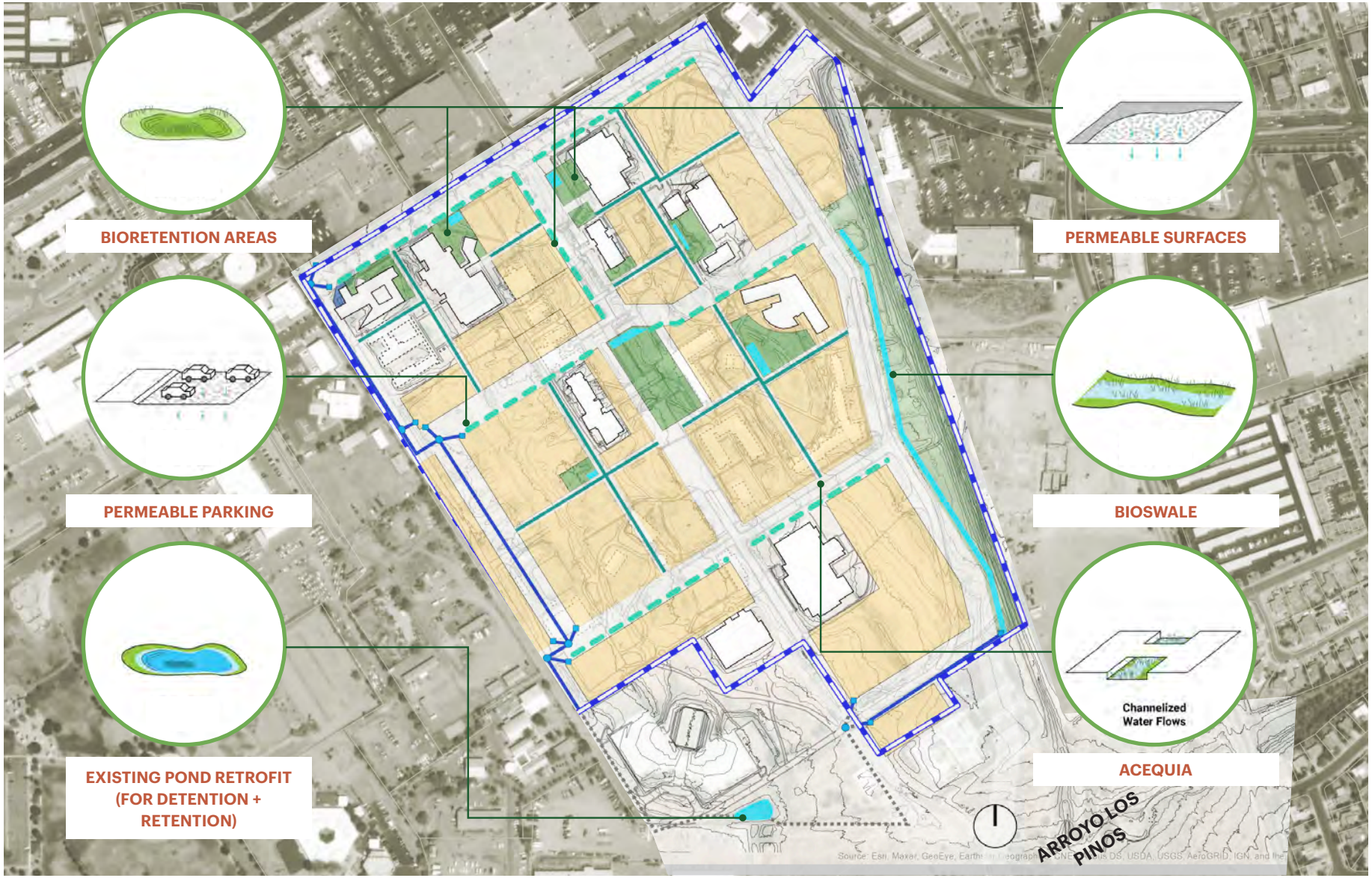
STORMWATER BASIN (EXISTING POND RETROFIT)

Used at the end of the stormwater management train, to detain and retain stormwater runoff.



RUNNELS/ TRENCH DRAINS

Runnels and trench drains integrated into urban, pedestrian-oriented areas to convey water at the surface while maintaining circulation.



Integrated Stormwater Management Vision

Legend

- The Midtown Site
- Open Channel/ Acequia
- Stormwater Pipe
- Runnels
- Bioswale
- Storm Catch Basins
- Storm Manholes
- Bioretention Areas

3.4 Civic + Open Spaces

Variety of Civic + Open Spaces

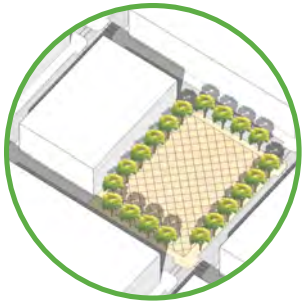
The Midtown Site includes a variety of civic and open spaces such as a grand plaza, pocket parks and plazas, a linear open space with trails, and intimate pedestrian paseos. The open space network is designed to be convenient to access, comfortable to use, and provide facilities and spaces for various activities and community needs. Places for gathering, such as the central plaza, encourage a sense of belonging and provide a venue for cultural activities and community celebrations.

Franklin E. Miles Park will continue to play an essential role as a space for recreation and other outdoor activities, and it is part of the new connections between the park and the Site. The ballfields and skate park at Franklin E. Miles Park will be more accessible to residents of the Site and surrounding neighborhoods. A network of pedestrian paseos provides a high degree of pedestrian connectivity within the Site and links all civic and open spaces across the Site. New pocket parks and pocket plazas in private developments provide additional open spaces for people living and working at the Site.

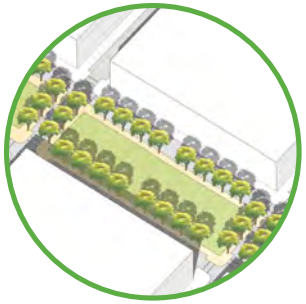
The civic spaces presented in this Section are regulated by standards included in Chapter 5 (Development Standards).

Objectives for Open Space Design

- Provide a variety of spaces to accommodate diverse uses and activities.
- Include facilities access safe and easy to access for pedestrians and people riding bikes.
- Provide shade and select tree species that thrive in Santa Fe.
- Design spaces for simple and cost-effective maintenance.
- Use principles of universal design and visitability to create accessible spaces.

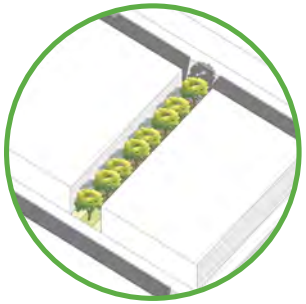


A Plaza *Community-wide focal space designed to accommodate both passive daily use and special community activities such as markets, community celebrations, and festivals.*



B Arroyo Park *Open space arranged in a linear composition along the existing arroyo to provide a natural environment for passive recreation.*

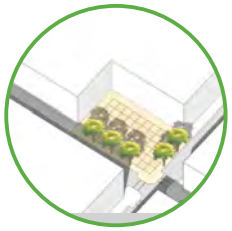
C Quad Park *An informal space where adjacent buildings provide a sense of enclosure. Pathways running through or around the space provide access through the park. Programmed areas are located among informal plantings or lawn/open areas.*



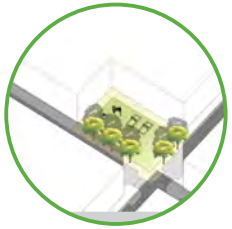
D Paseo *A pedestrian pathway that connects a street with another street or block interior is lined by ground floor entries to residential or live/work units and shopfront.*

Open Space at The Midtown Site	
Open Space Types	**Min. Area**
Civic Spaces	5.2 ac
+ Paseos	3.3 ac
+ Open Spaces on Community-Oriented Use parcels	0.4 ac
+ Open Spaces on Development parcels	20.5 ac
Total Minimum Open Space at the Midtown Site	**29.4 ac**

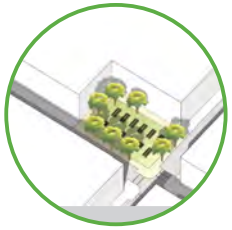
The following civic space types can be integrated with other types and/or used to satisfy open space requirements detailed in Chapter 5 (Development Standards).



Pocket Plaza or Pocket Park *Small-scale open space for informal activities, with seating and shade, sometimes at the intersection of two paseos.*



Playground *Space designed and equipped for children's recreation, with shade and visibility from a street or paseo.*



Community Garden *A grouping of garden plots available to nearby residents for small-scale cultivation.*

Above, the Historic Santa Fe Plaza is shown at the same scale as the Open Space Plan for the Midtown Site. While the Plaza at the Site could be a different shape, it is intended to be similar in size to the Historic Plaza.

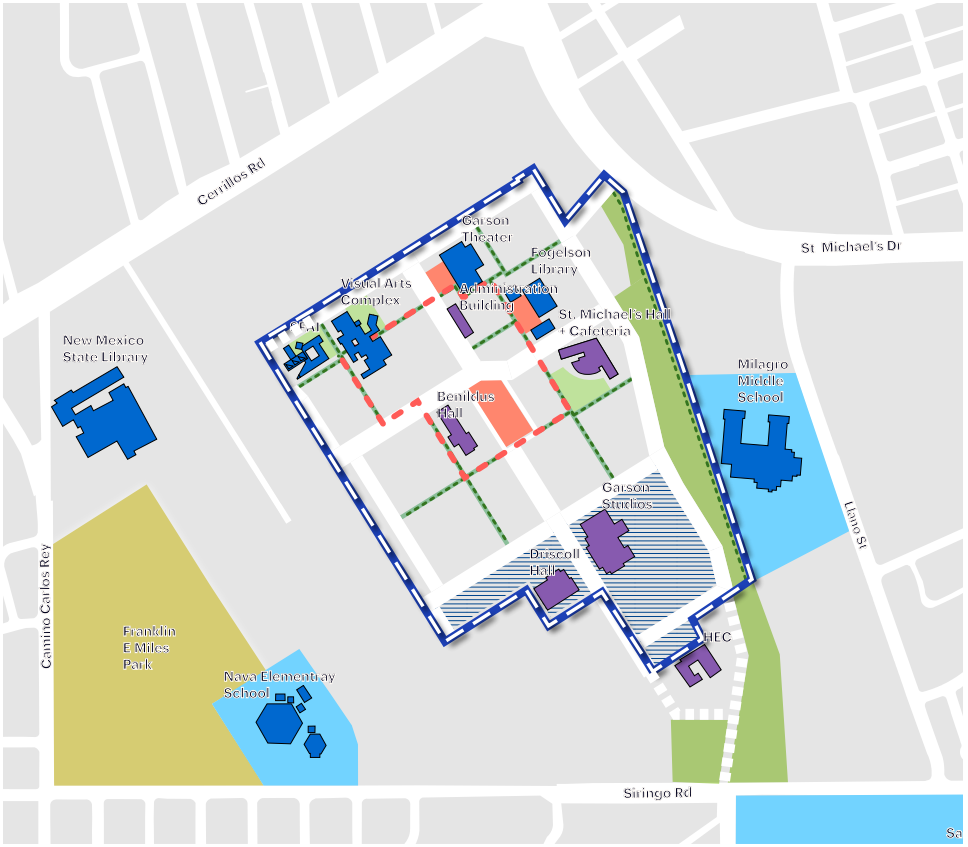
Civic, Cultural + Community Spaces

The Plan integrates a variety of civic spaces designed to support community activities. Additionally, the Plan proposes rehabilitating and reusing several significant existing buildings to stabilize, enhance and promote community arts and culture. These include the Visual Arts Complex, which will be repurposed as a Community Arts and Culture Hub, the Fogelson Library complex, which will get new life as a public library and community learning and innovation center, and the Greer Garson Theatre. Pocket plazas are placed adjacent to several buildings to complement their community-oriented uses. A network of paseos links all these spaces together, forming a "necklace" of community-serving cultural spaces and civic spaces at the Midtown Site.

Civic, Cultural + Community Spaces

Legend

- The Midtown Site
- Existing Buildings for Cultural Community-oriented Uses
- Other Existing Buildings to be Adaptive Reused
- Existing School Site
- New Plaza/ Pocket Plaza
- "Necklace" of Community + Cultural Spaces
- Film Studio Area
- New Open Space/ Linear Park
- Existing Open Space
- New Paseos/ Pedestrian Paths
- Long-range Streets



The civic space network includes a variety of spaces that can accommodate multiple cultural activities and respond to specific community needs. A network of pedestrian paseos ties these spaces together in a "necklace" of community and cultural spaces.

It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, mixed-use Midtown District. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only. No external connection shall be constructed, dedicated, or made a condition of approval of any development application on an adjacent property, without the express consent of the affected adjacent property owner.

Civic Spaces + Community-oriented Buildings

Habitat Creation + Native Plants
The Arroyo Park can serve as an important open space and green connector between destinations in the Midtown Site. It also provides an opportunity to preserve and create habitats for native flora and fauna.

Midtown Plaza
The Historic Plaza in Santa Fe is an iconic place that attracts visitors from all over the country. It is considered a National Landmark, an exemplary case of a traditional Spanish-American plaza. The Plan proposes a central plaza for Santa Feans at the Midtown Site inspired by the Historic Plaza to be a place for community gathering and social interaction.

Fogelson Library
The Fogelson Library will operate as the City's Public Library branch. It is envisioned as a community anchor for the Midtown Site, attracting Santa Feans from across and allowing them to take advantage of services offered there. The Pocket Plaza in front of the library building can host community events related to library activities.

Community Activities

Community Food + Artisan Market
The Midtown Plaza is a central space suitable for pop-up markets where area artisans, small businesses, and food startups can make their goods available for sale to the Santa Fe community.

Community Arts + Culture Events
Plazas are spaces for community events and civic gatherings. The new Plaza in the Midtown Site will accommodate events at various scales since the streets around the Plaza are designed to extend the plaza space to the opposite sidewalks.

Literary Festivals with Fogelson Library + Nearby Schools
Civic spaces at the Midtown Site will host annual literary events to encourage engagement with writing and reading, such as book festivals to celebrate local authors, cooperative events with area schools to spotlight youth authors and publications, and Library Book Sales.

A New Center in Santa Fe

The Midtown Site is envisioned as a new Center for life in Santa Fe. The new Plaza will serve as a civic hub and a thriving cultural and community space that celebrates what makes Santa Fe unique. It will be an active space for special events and everyday activities and reflect Santa Fe's diversity and creativity.

Buildings around the Plaza will frame the open space, and active ground floor uses will engage pedestrians. These active frontages and covered sidewalks will allow indoor activity to spill into the outdoors. Ample shade will be provided for pedestrians and passersby through arcades — covered sidewalks. This way, the Plaza will be a large "outdoor room" at the heart of the Site.

Vision

- **A** The Midtown Plaza will be similar in size to the Historic Santa Fe Plaza.
- **B** Covered sidewalks frame the Plaza and provide shade for pedestrians.
- **C** Opportunities for a mix of uses will activate the Plaza space.
- **D** Low-speed, curbless streets around the Plaza can be closed to vehicular traffic to create a larger Plaza space during special events.

3.5 Urban Form + Building Scale

Development Blocks + Parcels

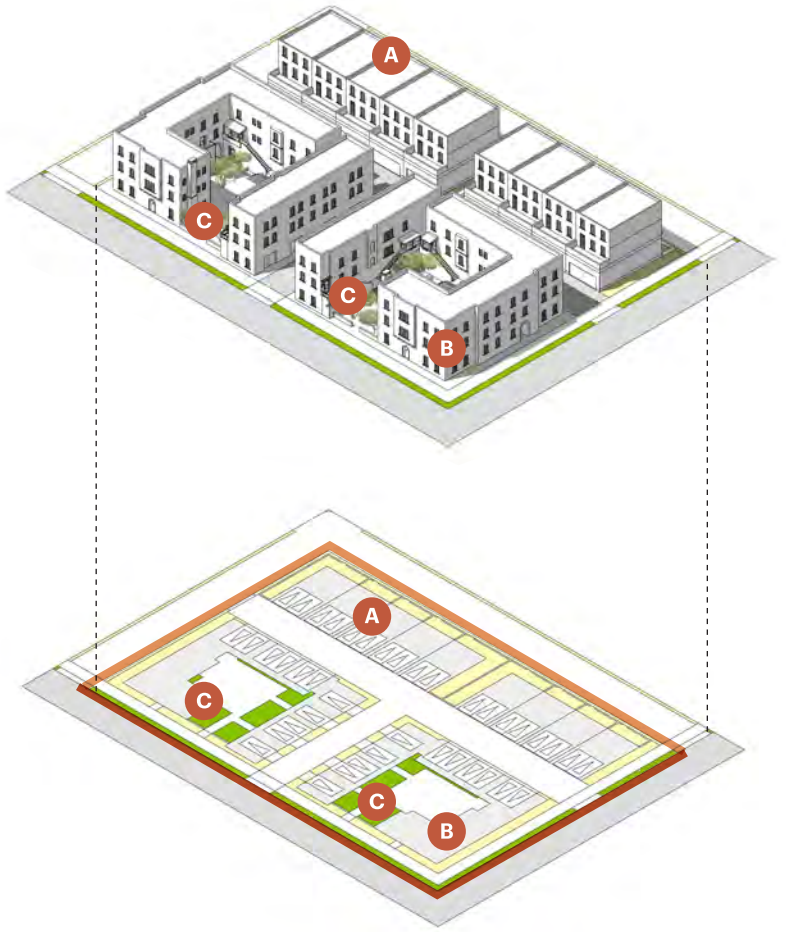
New development in the Midtown Site will happen incrementally over time. The Plan utilizes a street grid of larger development blocks broken into smaller development parcels by pedestrian paseos and living alleys. This concept is intended to provide development flexibility in response to changes in market conditions while prioritizing an urban environment with buildings oriented to streets and public spaces.

Blocks at the Site are scaled to promote walkability by limiting block face and perimeter dimensions according to the Development Standards Regulating Plan and the Thoroughfare Regulating Plan (see Chapter 5 Development Standards). A high degree of connectivity and intersection density diffuses traffic throughout the Site and provides multiple route options for people walking, rolling, and riding bikes.

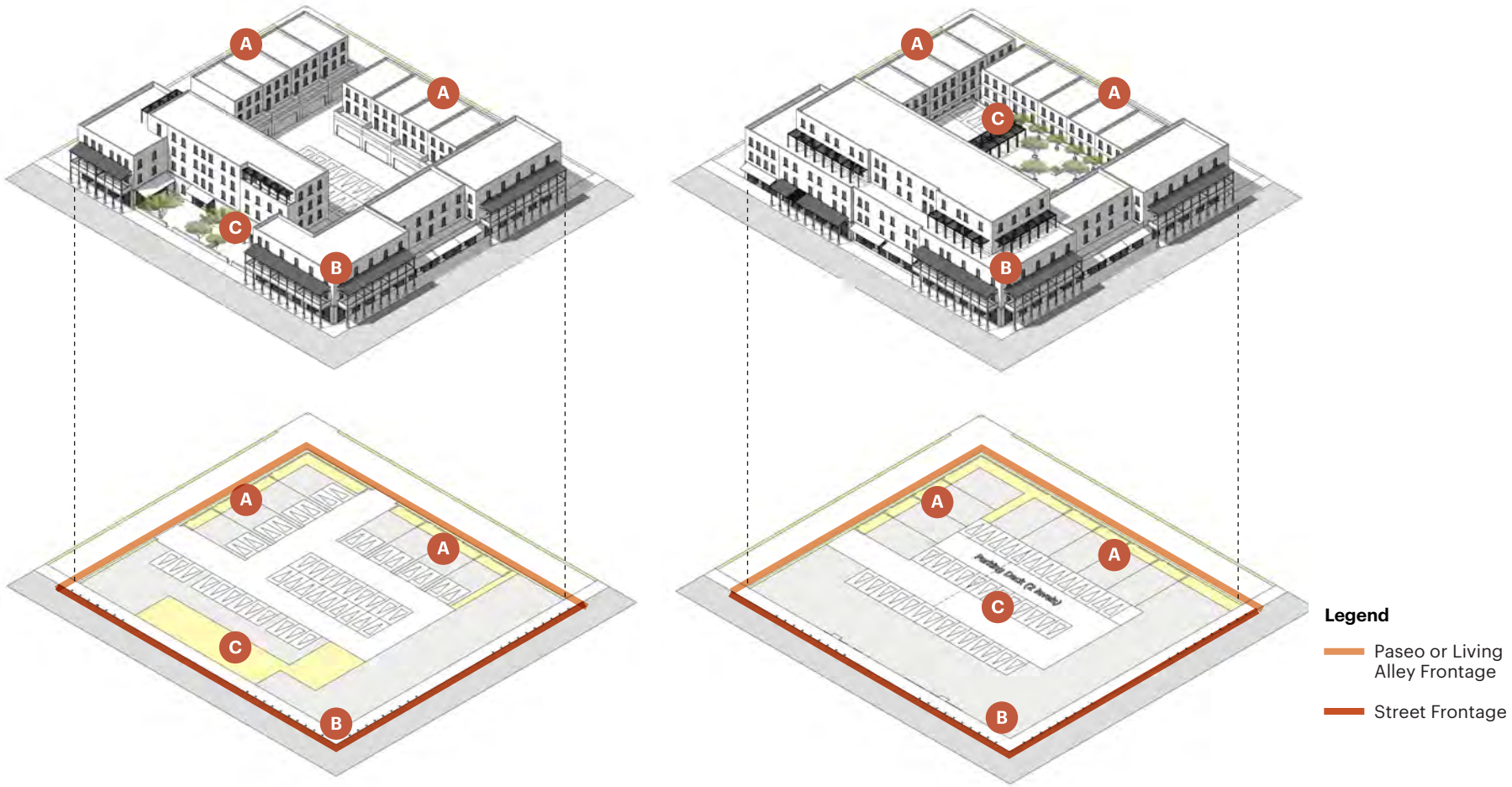
The diagrams to the right illustrate how a variety of building types and scales (size of building footprint and building height) can be arranged on a block. Larger, more intense buildings are located along the street frontages, while smaller buildings are located along the paseo frontages at the rear.

Parking and service areas are in the center of the block to not negatively impact street and paseo frontages. Open spaces in courtyards are connected to sidewalks, while frontage conditions such as shopfronts with awnings and galleries provide shade to promote a high-quality public realm by protecting pedestrians from sun and rain and support walking, rolling, riding bikes, and taking transit.

The variety of building types enabled by the Plan lays the groundwork for more housing choices for Santa Feans. It provides the opportunity for both affordable and market-rate housing in the Site. The Plan allows for both fee simple (for sale) and rental housing, along with other typologies such as co-living and community land trusts.



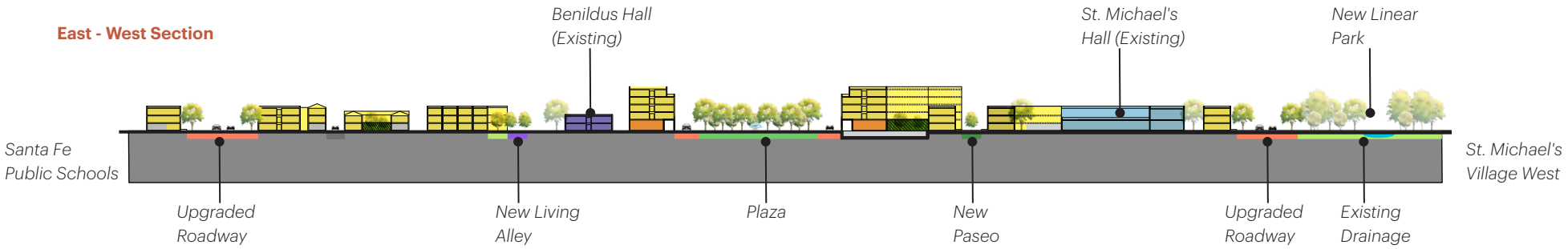
Lower Intensity Block Example
Courtyard Apartment/ Condo Buildings along streets A
Townhouses along paseos B
Multiple courtyards C
3 stories
1-2 parking spaces per unit; tuck-under parking



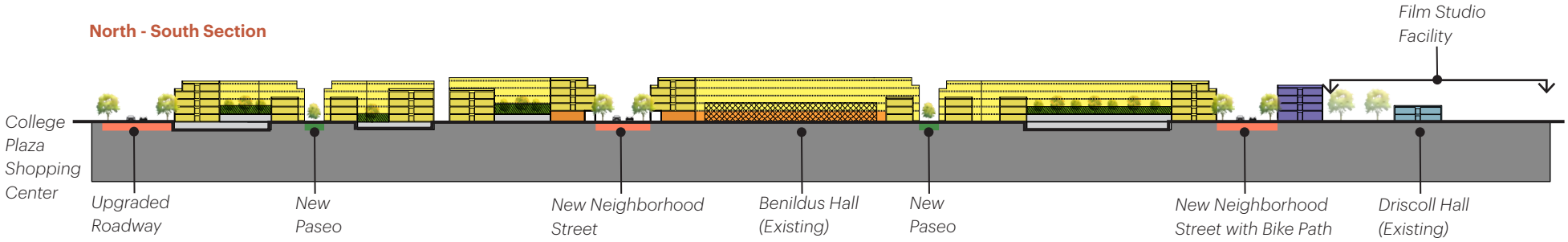
Medium Intensity Block Example
Mixed-Use Apartment/ Condo/ Office Buildings along streets A
Townhouses along paseos B
Courtyards at ground level C
Primarily 3 stories, some 4 story buildings
1-2 parking spaces per unit; parking lot + tuck-under parking

Higher Intensity Block Example
Mixed-Use Apartment/ Condo/ Office Buildings along streets A
Townhouses along paseos B
Courtyards located on top of parking deck C
3-5 stories
1 parking space per unit; parking deck + underground parking

East - West Section



North - South Section



Variety of Building Scales

Building scale refers to the size of a building based on its footprint (length and width) and height. Each block should include various building scales to promote a diversity of housing options and provide flexibility for the different uses envisioned at the Midtown Site. Taller, more intense buildings are appropriate along streets, while shorter, smaller-scale buildings are more appropriate along paseos and living alleys. Even in instances where a single building type is used across the entire face of a block, different frontage conditions and changes in building height should respond to the adjacent street and paseo contexts.

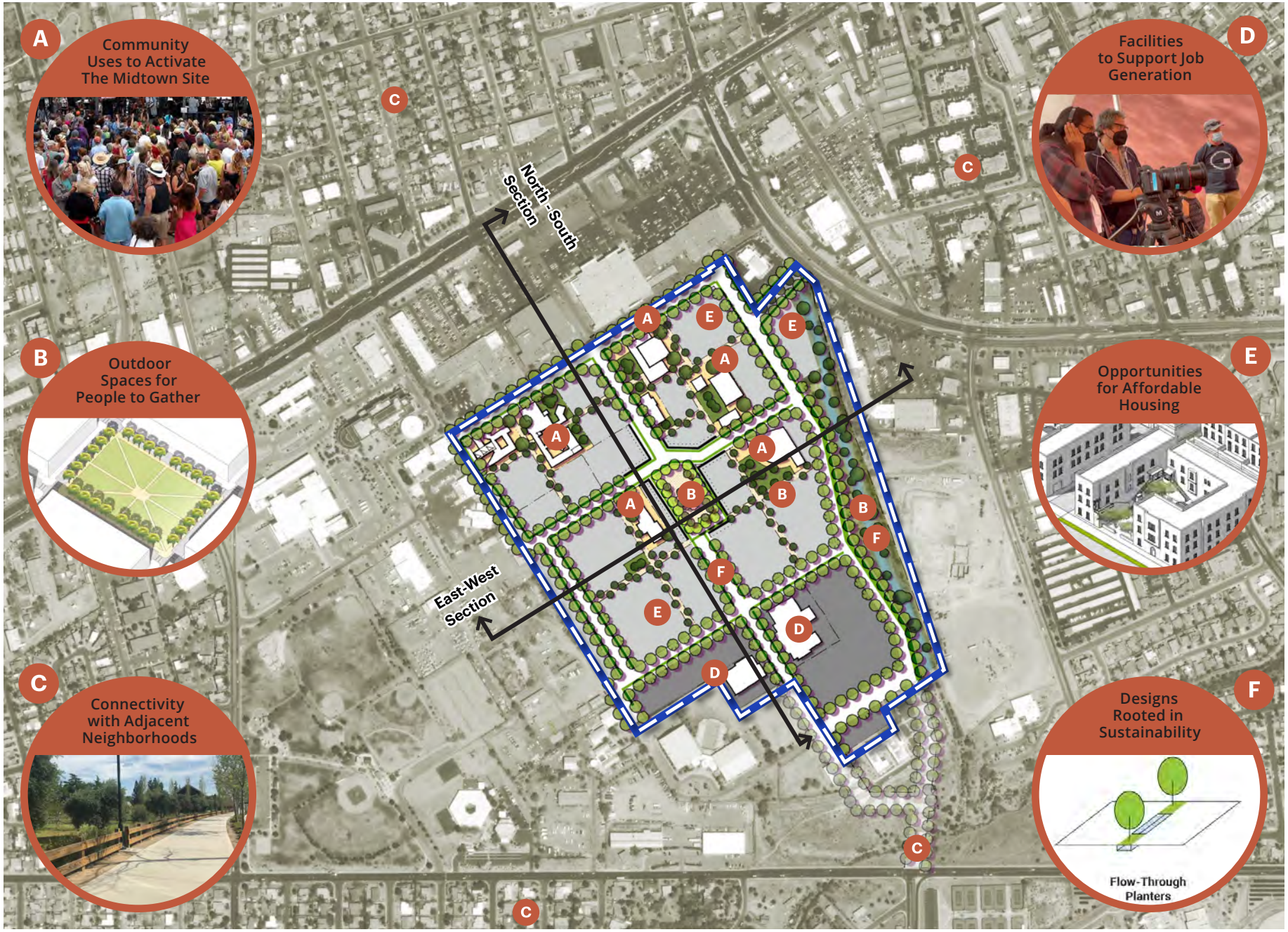
Legend

Uses

- Residential
- Active Ground Floor
- Office
- Community-Serving
- Parking
- Podium/ Green Patio

Street Types + Civic Spaces

- Street
- Paseo
- Living Alley
- Plaza
- Arroyo Park
- Driveway


A
Community Uses to Activate The Midtown Site
B
Outdoor Spaces for People to Gather
C
Connectivity with Adjacent Neighborhoods
D
Facilities to Support Job Generation
E
Opportunities for Affordable Housing
F
Designs Rooted in Sustainability
Flow-Through Planters
North - South Section
East-West Section

3.6 Place-based Approach

Place-based Design Principles

Place-based design — which considers local climate and culture — shapes the Midtown Site's vision. Taking inspiration from local building traditions, architectural heritage, local weather, and historic and cultural resources, buildings and public spaces in the Site will look and feel distinct to Santa Fe. Chapter 5 (Development Standards) implements this place-based design as a strategy by providing standards that are tailored to reflect the building traditions and climate context of Santa Fe.

The place-based approach for the Site balances the need for a variety of building types, the importance of economic feasibility, and the integration of sustainability goals. Place-based design at the Site should consider:

- Creation of comfortable outdoor spaces that take advantage of Santa Fe's climate.
- Incorporation of architectural elements typical of Santa Fe including courtyards, roof terraces, and shaded walkways.
- Public art.
- Use of native plants and cultivars suited to Santa Fe climate.
- Attention to solar orientation when positioning building openings and when locating outdoor spaces.

Facade Zones *These images illustrate the vision for the Main Street (top) and Live/Work Flex (bottom) Facade Zones. Coordinated Facade Zones encourage a variety of environments at the Midtown Site to reinforce Santa Fe's urban form patterns and discourage monotonous development.*

Proposed Zones

The Plan establishes Sub-Zones and Facade Zones to regulate development at the Midtown Site. These are listed below and mapped on the Development Standards Regulating Plan in Chapter 5 (Development Standards). The Zones allow for types of uses desirable to the community and promote walkable development while reflecting Santa Fe's unique culture and climate.

Sub-Zones

- Civic Space
- Mixed-Use Neighborhood
- Mixed-Use Center
- Mixed-Use Office
- Mixed-Use Film
- Community-Oriented Use

Facade Zones

- Plaza
- Main Street
- Main Street-Office
- Live/Work
- Neighborhood Residential
- Neighborhood Paseo

Building Types

The Plan anticipates a range of building types able to provide a variety of residential and retail unit sizes and price points, making housing more affordable.

The development standards in Chapter 5 (Development Standards) allow for the following building types but do not limit development exclusively to these types:

- Townhouse
- Live/Work Townhouse
- Courtyard Residential Building
- Mid-Rise: Residential or Mixed-Use Building

In addition to these building types, the Plan envisions the reuse of existing buildings, such as the Fogelson Library and Greer Garson Theatre, and the Visual Arts Complex.

Frontage Types *These images illustrate frontages part of the Plaza Facade Zone, articulating a recessed ground floor facade.*

3.7 Development Program + Phasing

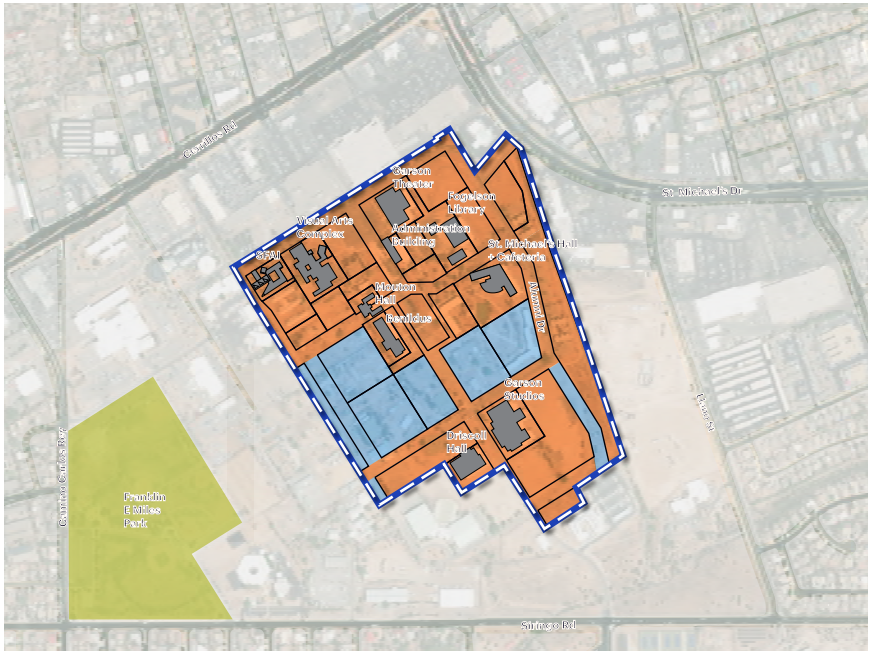
Uses + Distribution of Uses

The Midtown Site will be a mixed-use and mixed-income district enabling a variety of uses — from residential buildings to offices, retail and commercial spaces, flex spaces designed to fulfill artists' needs, theater and film production areas, and community-oriented uses. The Midtown Site will invite all Santa Feans to live, work, learn and visit.

Shops, artists' studios, and places to eat are proposed centrally along the north-south street leading from the Plaza, forming an arts-and-culture corridor through the center of the Site. Community-oriented uses are clustered in existing buildings at the northern end of the Site, while employment uses anchored by the Greer Garson Studio Complex are located at the southern end of the Site to accommodate future expansion of film production spaces. Residential blocks are situated in the north end and at the center of the Site to provide proximity to amenities.

Development Phasing

Development will happen incrementally, combining public and private development efforts to realize the City's and community's goals for the Midtown Site. The first development phase uses existing buildings and infrastructure to animate community facilities while opening up opportunities for infill development on the adjacent parcels. The central Plaza anchors new development and adaptively repurposed amenities. New and upgraded streets establish good internal connectivity for Phase 1. In Phase 2, more developable parcels at the Site become available, in line with infrastructure and connectivity investments. Small and significant open spaces support the new development and the added street infrastructure.



Phasing + Development Blocks

Legend

- The Midtown Site
- Existing Buildings to be Adaptively Reused
- Development Blocks
- Phase 1: Build on and revitalize existing facilities
- Phase 2: Build out the rest of the Site

Phase 1

Legend

- The Midtown Site
- Existing Buildings to be Adaptively Reused
- New Parcels for Development in Phase Noted on Illustration
- Film Use Area
- Parcels Developed in Previous Phase
- New Plazas/ Open Spaces/ Linear Park
- New Road Infrastructure within the Site
- Paseos/ Pedestrian Paths
- Existing Open Space

Phase 2

It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, mixed-use Midtown District. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only. No external connection shall be constructed, dedicated, or made a condition of approval of any development application on an adjacent property, without the express consent of the affected adjacent property owner.

CONNECTIONS TO MIDTOWN DISTRICT AMENITIES

Internal connectivity within the Midtown Site improves access to amenities:

- **A** *Reorientation of connections around HEC and tennis center;*
- **B** *To Cerillos Rd and nearby shopping;*
- **C** *To St. Michael's Dr., and*
- **D** *To Franklin E. Miles Park and repurposing of nearby public lands for complementary housing and mixed-use development.*

Connectivity Concepts for the Midtown Site:

- **E** *Improving connections to Hopewell-Mann;*
- **F** *Achieve regional connections to pathways, and*
- **G** *Good connections to New Mexico Rail Runner and local transit.*
- **H** *Safe routes to nearby schools.*

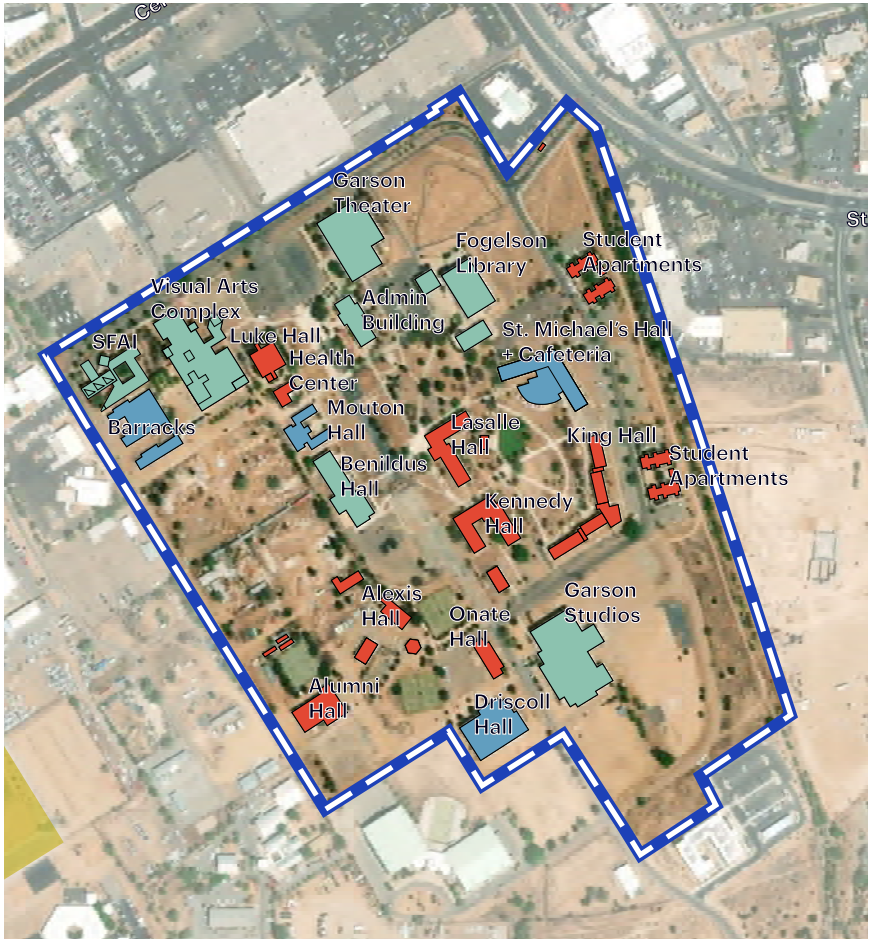
Building Reuse Strategy

A thorough appraisal of existing buildings was undertaken in 2017[1] to determine suitability for reuse. Based on this and ongoing assessments, buildings have been identified for the following:

- **Permanent Adaptive Reuse**. These buildings are among those in the best condition on the Site, provide significant architectural and cultural value, and are best suited for adaptive reuse.
- **Temporary Reuse + Further Assessment**. The condition of these buildings could accommodate temporary reuse; however, further assessment is needed to determine the feasibility of upgrading these facilities to support longer-term uses.
- **Demolition**. These buildings pose significant challenges for reuse and need substantial improvements and/ or structural and mechanical systems, which make reuse difficult and expensive.

Sources:
1. Appraisal Report/CBRE/2017

Building Reuse Strategy		
Permanent Adaptive Reuse	**Temporary Reuse**	**Demolition**
Administration Building	St. Michael Hall Complex	Alexis Hall
Benildus Hall	Driscoll Fitness Center	Entry Station
Fogelson Library Complex	Mouton Hall	Health Center
Greer Garson Studio Complex	Barracks	Kennedy Hall
Greer Garson Theatre Center		King Hall
Visual Arts Center		La Salle Hall
		Modular Trailers + Security Building
		Luke Hall
		Student Apartments
		Onate Hall



Building Reuse Strategy

Legend

- The Midtown Site
- Existing Buildings for Permanent Adaptive Reuse
- Existing Buildings for Temporary Reuse + Further Assessment
- Existing Buildings for Demolition

Administration Building*
Single story building currently used by City of Santa Fe Office of Emergency Management.

Benildus Hall
Two story classroom building with modern facilities to be utilized by future Greer Garson Studio Complex tenant.

Fogelson Library Complex*
Multi-building complex to be reused by the Santa Fe Public Library.

Greer Garson Studio Complex*
Building and studio lot with soundstages and screening facilities.

Greer Garson Theatre*
513 seat theater to be reused as a performing arts venue.

Visual Arts Center
Ricardo Legorreta-designed complex including classrooms, library and performance space.

Adaptive Reuse Buildings

Buildings identified for Permanent Adaptive Reuse will be made available through a Request for Proposal process that will identify a suitable user and program for these buildings.

These buildings have been integrated into the urban design vision for the Midtown Site and serve as important cultural and community anchors while physically linking the future of the Site with its history.

** Denotes building designed by local architect Philippe Register, a practitioner of "southwest regional modernism" that is unique to Santa Fe.*

3.8 Affordable Housing

Affordable Housing

The Midtown Master Plan directly addresses land uses for affordable housing development so that a minimum of 30% of the homes developed within the Midtown Master Plan area will be priced affordably to low- and moderate-income households. The City has control of the land and will purposefully leverage land value in its disposition process to ensure that community objectives are realized.

Excerpts for the Midtown Community Development Plan:

- The City's Housing Inclusionary Zoning requirement (SFCC 26-1, 26-2) shall be applied to the Midtown Site, in addition to leveraging subsidy and incentives to ensure affordability goals are reached or exceeded.
- Furthermore, if inclusionary programs are to create and preserve mixed-income communities, long-term restrictions are vital for the program to have a lasting impact. The City's goal is to increase the stock of long term affordable housing in Santa Fe. To achieve that goal the City, at its sole discretion, will issue Solicitations (Request for Proposals, RFPs) tailored for Midtown that require mixed-use and residential development. The objectives for housing development are the following:
  - Inclusionary homeownership units will have affordability controls or deed restrictions placed on them that impose resale restrictions and never expire. RFPs may state that projects that propose shared equity models, land trust structures, or other forms of long-term community control will be more competitive;
  - Developers may not opt out of the regulation by (i) developing in other areas outside of Midtown Master Plan area; (ii) or making cash contributions according to formulas included in the Santa Fe Homes Program Ordinance and Regulations outside of Midtown Master Plan area;
  - For rental units, the City will protect affordability through deed restrictions or covenants for a fixed affordability period, to be not less than 30 years.
- RFPs for mixed-use and residential development will facilitate the development of various housing types and sizes to meet the housing needs of Santa Feans based on market studies and community data, required to be demonstrated in the proposals submitted.
- RFPs for the development of affordable housing on certain parcels will encourage various tenures, including ownership, rental, land trust, and co-housing.
  - The City, at its sole discretion, will maintain a preemptive option for the property to remain price-restricted after any applicable affordability period has expired, as deemed necessary to best serve the public interest.

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Designing for ADA, children and seniors.

3.9 Reinforcing Community Health Through Urban Design

The new center for Santa Fe, civic spaces, streets and buildings in the Midtown Site will be inclusive and accessible for all.

Universal Design + Visitability

The Center for Universal Design at North Carolina State University – a national leader in the advancement and development of Universal Design practice – promotes seven basic principles of Universal Design. These inform design and policy considerations at the Midtown Site to create a place accessible to all Santa Feans. Below are some ways these principles could be applied at the Site:

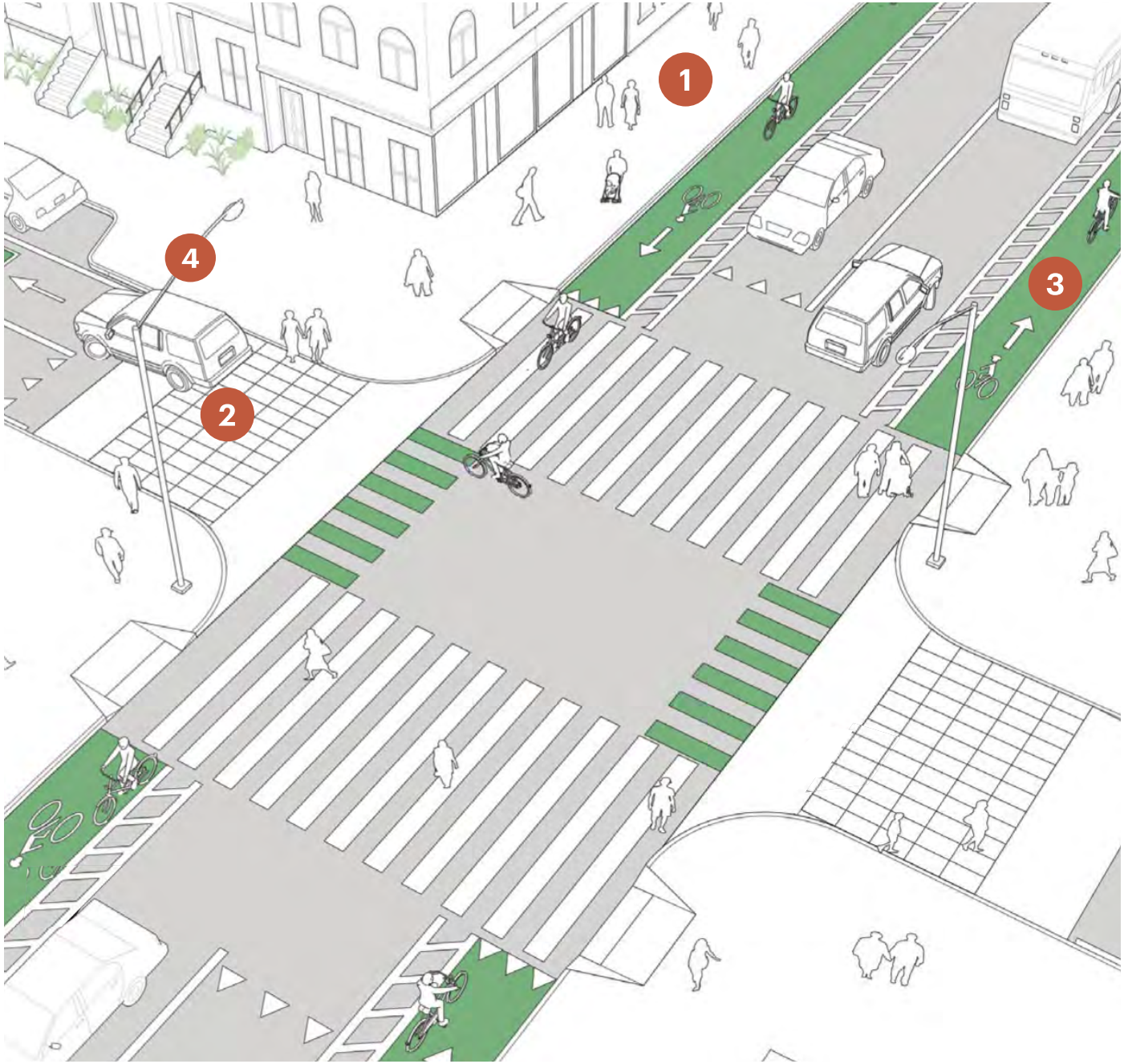
- **Equitable use.** The Site to be accessed and enjoyed by people of diverse abilities.
- **Flexibility in use.** The Site to be experienced in a variety of ways, and people to be able to move around using a variety of transportation types/modes.
- **Simple + intuitive use.** Routes of travel at the Site to be clearly marked, and building entrances to be obvious.
- **Perceptible information.** Wayfinding signage to be clear and easy to use by people of diverse abilities.
- **Tolerance for error.** Multiple routes for pedestrians means that making a wrong turn does not require substantial backtracking.
- **Low physical effort.** Direct pedestrian routes direct, so people do not need to go out of their way to access a building or civic space.
- **Size + space for approach + use.** Sidewalks and pathways to be wide enough to accommodate multiple users traveling in opposite directions at the same time.

Active Design

Active Design is an approach to developing buildings, streets, and neighborhoods that uses architecture and urban planning features to make daily physical activity and healthy foods more accessible and inviting1.

Improved bicycle and pedestrian network implemented via the Plan includes multi-use paths that promote active transportation options and various physical activities. The network assumes the integration of civic spaces and green infrastructure to encourage active recreation and promote daily physical activity and an active lifestyle. Safe and convenient access to nearby grocery stores, community gardens in civic spaces, and a central plaza accommodate a food and art market to make healthy food accessible to the Site residents and residents of nearby neighborhoods.

Source:
1. Active Design Guidelines, Promoting Physical Activity and Health in Design, NYC, 2010



Universal Design Tools

1. Wide Sidewalks
2. Tactile Cues
3. Color
4. Lighting
5. Audible Cues
6. Directional Cues
7. Tactile Display

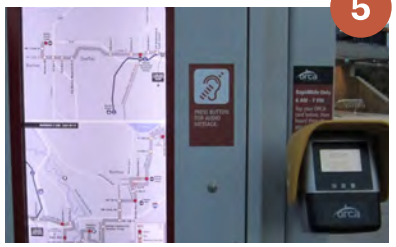


Image courtesy for image to the left and two from the top: Nacto.org
Image at the bottom: Bonnie Mintun.

HEALTH + WALKABILITY

The societal benefits of a walkable environment are an active lifestyle, better public health, safety, and a sense of community. Equally beneficial is providing open space and nature access, particularly in dense urban conditions. The quality of a place's public realm, described as its streets and civic spaces, plays a prominent role in determining how ***walkable*** *that place will be. Open spaces can include public parks, plazas, and publicly accessible open spaces on privately-owned parcels. Open spaces can take various forms to respond to different environments, and design criteria vary accordingly.*

Designing for Health at The Midtown Site

A well-designed and inclusive public realm is one that all residents and visitors can visit and enjoy freely and comfortably, feels safe at all times, and encourages day-to-day, spontaneous interaction. It promotes an active lifestyle, improves public health, and creates safer, more close-knit communities.

The Midtown Site has the opportunity to create a development that promotes health equity by encouraging active lifestyles and providing access to resources that promote health. The Site can make active transportation options the preferred way of getting around and offer better connections to healthy food places and other resources that promote community health.

Health Equity Framework

A fundamental element of the vision for the Site is a well-designed, cohesive public realm that functions as connective tissue, integrating adjacent neighborhoods and creating a strong sense of place. The Plan includes a variety of pedestrian network enhancements to maintain a high-quality pedestrian environment and encourage active transportation. Through a defined network of streets and public spaces, the Plan creates a district that promotes better health through physical activity:

- Parks and plazas are located throughout the Site, to provide spaces for recreation and physical exercise, and
- Streets and paseos enhance pedestrian and bicycle connectivity and link key destinations to encourage active transportation.

Promoting Physical Activity + Health Equity in Design

Thoughtful environmental and urban design are vital to building and maintaining a healthy society. Active design may have particular consequences for children's health, especially those in low-income neighborhoods. Increasing the number of facilities encouraging physical activity has been associated with lower obesity and more significant physical activity in youth. Access to parks, open spaces, recreational facilities, and children's play areas can promote better health through physical activity.

Parks, Open Spaces + Recreational Facilities

- The design of parks, open spaces, and recreational facilities can complement the cultural preferences of the local population, and accommodate a range of age groups, including both children and their parents and guardians. Co-locating physical activity spaces for children and parents or guardians can simultaneously promote physical activity in different age groups.

Children's Play Areas

- Locations for play should be visible from the public right-of-way to allow for community surveillance and easy access.
- Lights on sidewalks and active play areas to extend opportunities for physical activity into the evening.
- A variety of climate environments can facilitate activity in different seasons and weather conditions. For example, include sunny, wind-protected areas for use in the winter and shaded zones for use in the summer.

Source: Active Design Guidelines: Promoting Physical Activity and Health in Design (2010), City of New York.

Image source: Alameda Sun Newspaper https://alamedasun.com/news/citywide-bike-festival-rodeo-scheduled-sunday-may-19

4. Connectivity + Mobility Vision

In this chapter

4.1 Conceptual Connectivity + Mobility Framework

Multimodal Connectivity + Enhanced Mobility

The Midtown Master Plan (Plan) acknowledges different user needs by introducing various mobility and connectivity options. Multimodal street design will accommodate diverse users with varying transportation needs, preferences, and abilities. A cohesive network of streets, paseos, and bike lanes will bring cyclists, pedestrians, and cars from Cerrillos Rd. and St. Michael's Dr. to the Midtown Site (the Site).

The Plan presents a hierarchy of streets in the Site to balance vehicular traffic with the needs of pedestrians and cyclists, and balance short and long-term needs. Initially, 'soft connections' will build upon the existing potential for pedestrian and bike connectivity and connect the Site to important cultural anchors around. The soft connections vary from improved sidewalks, bike lanes, multi-use paths, and connections to existing trails and nearby schools.

East - West Connectivity Goals

- Connect to adjacent neighborhoods, such as Hopewell-Mann neighborhood, and Franklin E. Miles Park.
- Prioritize pedestrians and cyclists over vehicles.
- Provide access to transit along St. Michael's Dr.
- Deliver good internal connectivity.

North - South Connectivity Goals

- Connect to acequia and arroyo trail system.
- Minimize cut-through traffic.
- Provide access to transit on Siringo Rd.

Streets for a New Center
Enjoyable and highly walkable streets lined with shops, restaurants, and community uses.

Neighborhood Streets
Typical streets that balance vehicular, bike, pedestrian, and green space.

Multimodal Corridors
North - south and east - west streets that include separated bike paths and sidewalks.

Shared-use "Slow Streets"
Living alleys designed for very slow vehicle speeds.

Enhanced Bike/ Pedestrian Paths
Bike and pedestrian-only pathways that connect within the Midtown Site and to surrounding neighborhoods.

Pedestrian Paseos
Urban pedestrian pathways between buildings and within open/civic space.


Legend
The Midtown Site
Streets with Bike Lanes
Shared-use Streets
Streets with Separated Two-way Bike Lane
Plazas + Paseos
Parks + Open Spaces

The Midtown Site Connectivity + Mobility Guiding Principles

Balanced. Ensure people can easily move within the Midtown Site and get there by bike, walking, taking transit, driving, rideshare, or by e-mobility. Dedicating specific routes within the Site promotes safe active transportation options and still allows auto connectivity.

Connected. Allow for the Midtown Site to be well-connected both internally and also easily accessible by surrounding neighborhoods, regional parks, trails, open space, schools, civic areas, commercial centers, and transit stops, including the New Mexico Rail Runner.

Enjoyable. Streets are designed to maximize the comfort of the walking and biking experience. Landscaping and street trees help soften the streetscape, help create a buffer between vehicular movement, and cool the street during hot daytime conditions. Streets easily blend into small pedestrian-friendly plazas and plaza spaces within the Midtown Site.

Sustainable. The Midtown Site streets and connections go beyond moving people and serve as ecological corridors using landscaped-based stormwater management, trees for passive solar energy and ambient air cooling, and a diversity of plant species, including pollinator-friendly low-water use plants.

Flexible. Design streets, especially in the heart of the Midtown Site, to be used as flexible public spaces. Streets can be closed for special events but still allow traffic to move effectively through the Site. Flexible streets can also be designed as "flush" or "curbless" to the surrounding sidewalks allowing for the easy physical transformation of space.

Authentic. The flavor and feel of the Midtown Site streets should be a reflection of the local area. Paving materials, landscaping, street furniture, lighting, wayfinding/ signage, and public art should be unique to Santa Fe and not overpower the aesthetic of the surrounding neighborhoods.

Images on this page illustrate general concepts applicable to the Midtown Site, but do not represent proposals for specific facilities at the Site.

Vehicular Parking Strategy

The Plan brings a variety of parking strategies to the Site to reduce the need for large parking lots, which can negatively impact walkability and increase the heat island effect. While the Site will be accessible by various transportation options, including walking/ rolling, bicycling, and transit, people who drive to the Site, will be encouraged to "park once" and walk to different destinations within the Site rather than driving between each destination. Some parking strategies to include:

- On-street parallel parking to be shaded by street trees.
- Above or below ground public parking structure with capacity for solar panels on roof located near the edge of the Site to reduce the number of cars traveling through the Site to reach parking.
- Small surface lots and/or "tuck-under" parking on the ground floor of 2-3 story buildings.
- Parking to be located in "podiums" and underground structures for larger 4-5 story buildings.
- Parking to be located behind buildings with access via driveways and/or Living Alleys whenever possible.

In the Midtown Site, parking will be designed and managed to accommodate different users:

- Public parking on streets and in public parking structure(s).
- Private parking for use by future residents, businesses, and customers.

Public parking is detailed on the map to the right. A Parking Demand Management Strategy may be needed to leverage the Site's proximity to schools, shopping, and other destinations, including transit, and analyze the complete pedestrian and bike network proposed for the Site. The Parking Management Strategy could support the implementation of affordable housing and smaller-scale incremental development by showing the effects on development when reducing parking requirements.

Parking Vision

Legend

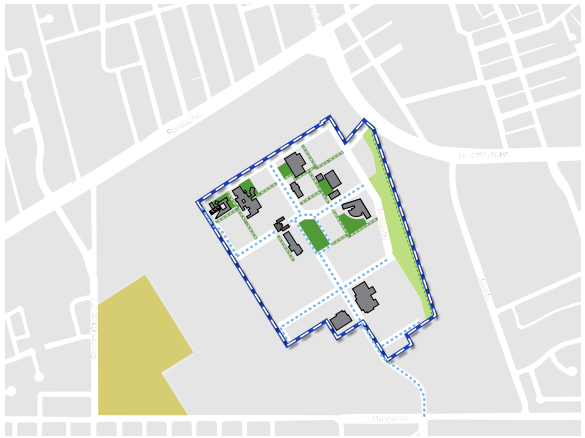
- The Midtown Site
- Proposed Parking Structure Site for Public Parking
- On-street Parking
- New Paseos/ Pedestrian Paths
- Long-range Streets
- Existing Buildings to be Adaptively Reused
- New Plazas + Parks
- New Open Space/ Linear Park
- Existing Open Space

It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, mixed-use Midtown District. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only. No external connection shall be constructed, dedicated, or made a condition of approval of any development application on an adjacent property, without the express consent of the affected adjacent property owner.

4.2 Connectivity + Mobility Phasing

Connectivity + Mobility Phase 1

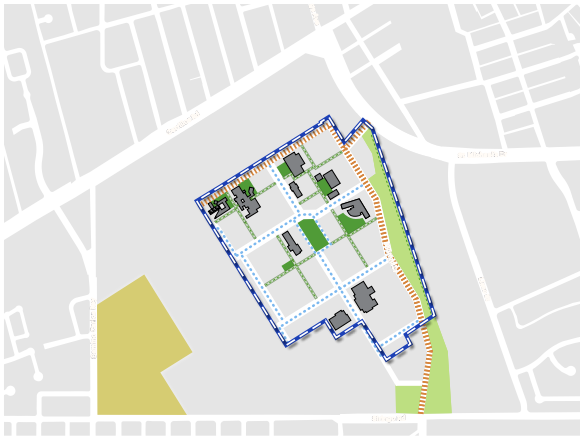
- Upgrades to some existing streets.
- Construction of new streets and paseos.
- Enhancements to existing external connections.
- New potential connection to Cerrillos Rd.



Phase 1. *Within the Site partial public street and pathways build-out.*

Connectivity + Mobility Phase 2

- Upgrades to remaining existing streets.
- Construction of remaining new streets and paseos.
- Potential new connections to St. Michael's Dr. and Siringo Rd.



Phase 2. *Within the Site public street and pathways build-out.*

Connectivity + Mobility Phase 3

- Potential new connection to Franklin E. Miles Park.
- Potential new connections to St. Michael's Dr. and Siringo Rd.

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Phasing

Streets, pedestrian paseos, living alleys, and bike paths will be developed incrementally to facilitate an orderly and efficient build-out of the Midtown Site and encourage complimentary redevelopment on adjacent parcels. New facilities will prioritize convenient and safe access to and within the Site for people walking and rolling, riding bikes, taking transit, and using other forms of active transportation, in addition to accommodating service and construction vehicles and those traveling by car.

Legend

- The Midtown Site
- Future Bike Connections + Trails, MPO
- New Paseos/ Pedestrian Paths
- New Bike Streets within the Site
- Existing Buildings to be Adaptively Reused
- Existing Bus Stops
- New Parks + Plazas
- New Open Space/ Linear Park
- Existing Open Space

Bike, Pedestrian + Transit Vision

Streets, pedestrian facilities, and bike facilities will be designed to achieve the following:

- Sidewalks on every street and crosswalks at every intersection.
- Bike facilities on every street.
- Crosswalks at all external connections to existing streets.
- Direct pedestrian connections to bus stops.
- All civic/open spaces and community use buildings to be accessible via walk/roll sidewalks and/or paths and bicycle facilities.

Connections to Hopewell Mann + Adjacent Neighborhoods

The Plan prioritizes safe and convenient connections between the Midtown Site and nearby neighborhoods, such as Hopewell-Mann, providing current residents access to the amenities and community uses proposed at the Site. Improvements to existing external connections along St. Michael's Dr. will create safer and more convenient pedestrian crossings. Improvements to existing external connections along St. Michael's Dr. will create safer and more convenient pedestrian crossings to St. Michael's Dr. and to Midtown from Hopewell-Mann.

REGIONAL CONNECTIVITY

Improved connections between the Site and existing regional trails — such as the River Trail, Arroyo de Los Chamisos Trail, and Rail Trail — will provide connectivity options for people traveling between the Site and Downtown, the Railyard, Santa Fe Place Mall, and other regional destinations. Upgrading existing bike and pedestrian facilities and providing new facilities will support multimodal mobility goals at Midtown and in Santa Fe. The City will continue to refer to plans developed by the Metropolitan Planning Organization, such as the 2015 Pedestrian Master Plan, the 2019 Bicycle Master Plan, and 2020-2025 Metropolitan Transportation Plan, as may be amended, to create community-oriented, safe routes that promote health and support regional mobility and transportation networks.

As the Master Plan circulation network is implemented, the City will facilitate and encourage the completion of two important, non-road shared-use paths prioritized in the 2019 Bicycle Master Plan (BMP). The first is the Midtown Campus Trail, an important connection between Siringo to the existing Midtown entrance at St. Michaels Drive, identified in the BMP as a critical north-south, road-independent bicycle and pedestrian link with potential connections to Yucca Street, Milagro Middle School, and shopping opportunities. The second is the Midtown Campus Wall Trail, envisioned as linking the Midtown Campus Trail to Lujan Street at Cerrillos Road, as a link north to The Acequia Trail and west to Franklin Miles Park.

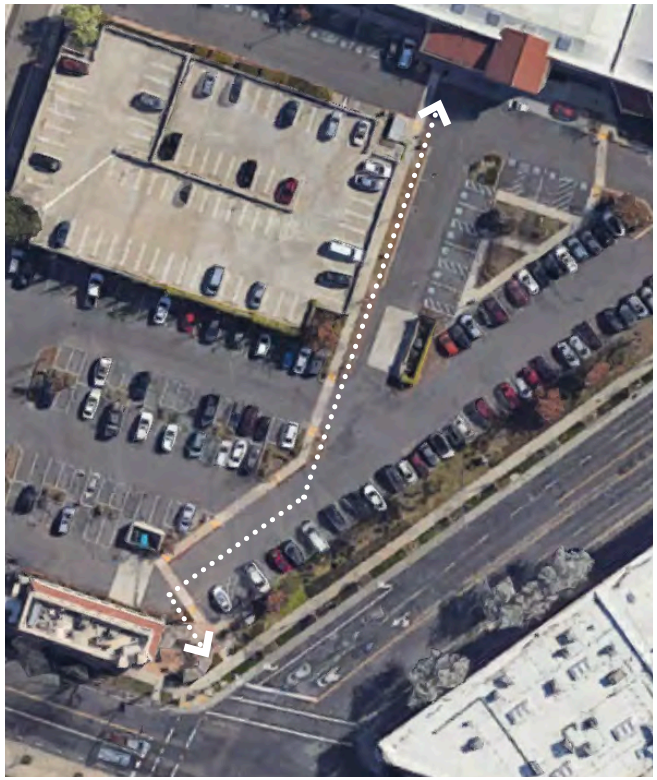
Improvements to St. Michael's Dr. + Cerrillos Rd.

Projects undertaken by the City and the State will provide improvements to Cerrillos Rd. and St. Michael's Dr. specific to the safety, comfort, and convenience of people walking, rolling, riding bikes, and taking transit. The projects will improve accessibility to the Midtown Site. Future upgrades to sidewalks, intersections, transit facilities, and bike facilities should provide accessibility to the Site for all Santa Feans.

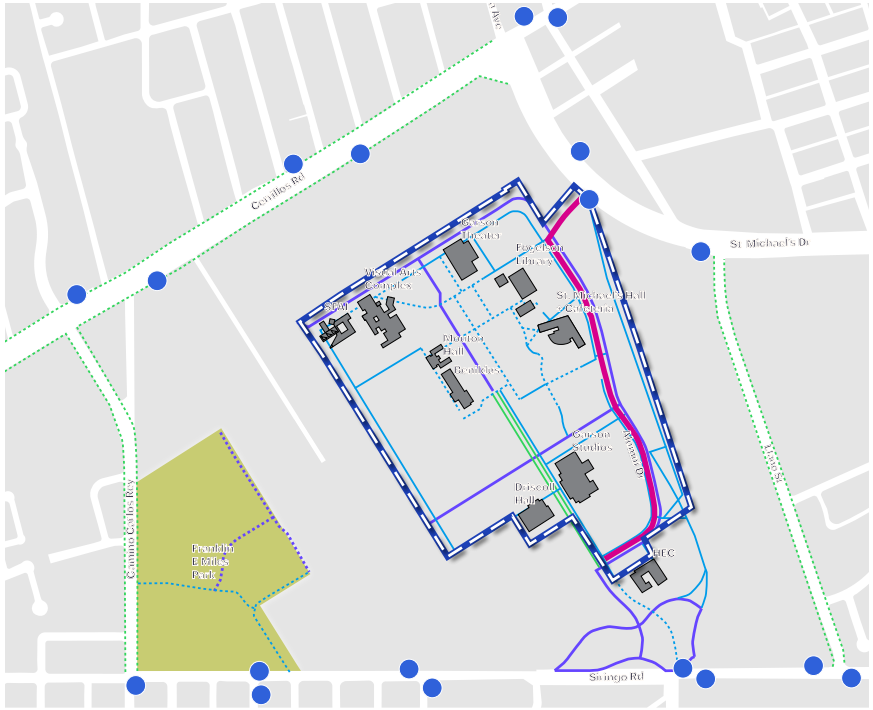
Early Phase "Soft Connections"

he Plan envisions a variety of street types that balance vehicular traffic with the needs of people walking, rolling, riding bikes and taking transit. Short and long-term needs are recognized by a phasing plan that includes 'soft connections' preceding Phase 1 that will build upon the existing roadway and sidewalk network to provide improved connectivity to nearby destinations and neighborhoods. The soft connections vary from improved or new sidewalks, bikelanes, multi-use paths, and connections to existing trails and amenities.

Coordination with adjacent property owners will be necessary to create these "soft connections" over time as they look to redevelop or improve their properties. Connections between the Midtown Site and existing commercial areas could provide new opportunities for economic development and incentivize the implementation of the existing Midtown LINC overlay. In addition, the redevelopment of Midtown creates an opportunity for collaboration between the city and the school district to create Safe Routes to School programs that make it safer and more accessible for students to walk and bike to school and encourage more walking and biking where safety is not a barrier.



This example shows how minor modifications to an existing parking lot allow for a pathway that connects people walking, rolling, and riding bikes. P St & Stockton Blvd, Sacramento, CA. Source: Google Maps



Soft Connections

Legend

- The Midtown Site
- Existing Buildings to be Adaptively Reused
- Existing Open Space
- Alumni Dr.
- Existing Pedestrian Connections
- New Sidewalks
- Existing Bus Stops
- Existing On-street Bike
- New On-street Bike
- Existing Multi-use
- New Off-street Multi-use

Pre-phase one improvements will provide direct connections between the Midtown Site, adjacent roads and parks, and the Hopewell-Mann neighborhood. These connections can be upgraded during future phases of development. It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, mixed-use Midtown District. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only. No external connection shall be constructed, dedicated, or made a condition of approval of any development application on an adjacent property, without the express consent of the affected adjacent property owner.

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4.3 Multimobility Best Practices

Images on this page illustrate general concepts applicable to the Midtown Site, but do not represent proposals for specific facilities at the Site. Dimensions are not regulatory.

Overview

Proposed multimodal concepts are drawn from best practice mobility design components and strategies, including interventions that can be applied to the Midtown Site, and those meant for implementation in specific circumstances as determined by traffic operations and site context.

Continuity and consistency are key to the success of bike and pedestrian facilities; the Site offers an opportunity for consistent and continuous multimodal facilities, including on- and off-street bikeways, to support a wide range of biking abilities and interests. Consistent intersection treatments provide legibility and rhythm for people traveling the corridor on foot, wheelchair, bike, or other mode.

The separation of modes is a critical component of high-comfort multimodal streets. Many proposed streets within the development project separate pedestrian and bike paths and add protected on-street bike lanes and intersection protection to keep people biking separated from vehicular travel.

Streets designed for pedestrian and bicycle travel offer a multitude of health, environmental, safety, and livability benefits. Streets with multimodal mobility options promote active transportation and slow vehicle speeds and inspire conviviality and public life. The following pages describe several key mobility best practices, but they are not limited to what is shown.

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Shared-use Pathways

Shared-use paths are physically separated from motor vehicle traffic by an open space or barrier. The separation creates a facility that is comfortable for people of all ages and abilities.

1. The desirable width of the separated path for bikes and micromobility devices is 12 feet, excluding the shoulders. Surface materials can be asphalt or concrete with special paving at mixing zones and approaches to intersections. See Pedestrian + Bike Mixing Zones.
2. Provide a shoulder or horizontal clearance between the path and vertical elements such as fences, walls, or signs.
3. When space allows, provide separation between people walking and rolling and people on bikes or other micromobility devices to reduce conflicts between modes. When the pedestrian path is separated from the bike or wheeled path, the materials should be dissimilar to make the separation clear to users. The desirable width for the separated path for people walking and rolling is 8 feet, but it should be no narrower than 6 feet.
4. A buffer between the pedestrian path and the bike/wheel path encourages people to stay in their path. The buffer can be special paving, vegetation, or other feature denoting separation. At-grade planters that will allow for street trees should be 5 feet or wider.

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Class IV Separated Bike Lanes

Class IV or separated bike lanes include a physical barrier from the roadway. The conceptual design includes a physical barrier in some areas of the corridor. In those locations, the following guidelines should be considered.

1. Physical separation in the buffer between the bike lane and motor vehicle lane can include cast-in-place concrete, pre-cast curbs, plantings, flexible posts, inflexible posts, etc. At-grade planters in the buffer should be 3 feet or wider to provide space for low plants. 5-feet minimum width is required to support street trees. Keep vertical elements in the buffer, including plantings, below 30 inches to maintain sightlines.
2. The bike lane can be at the roadway, sidewalk grade, or midway between. The bike lane width should be 5 feet or wider, not including the gutter.
3. If applicable, a buffer between the separated bike lane and sidewalk encourages people biking to stay in the bike lane. The buffer can be special paving, vegetation, or other feature denoting separation. At-grade planters that will allow for street trees should be 5 feet or wider.

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Class II Buffered Bike Lanes

On-street bicycle lanes provide an exclusive space for bicyclists in the roadway and provide accommodation for more confident bicyclists who desire to travel at greater speeds.

1. Class II or buffered bike lanes include pavement markings in the buffer space between the bike lane and motor vehicle lane. The buffer width should be 2 feet or wider. When space is constrained, and the minimum bike lane dimensions cannot be provided as mentioned above, low-profile rectangular reflective pavement delineators can be used to provide an additional visual and physical marker between the motorist travel lane and the bike lane.
2. The bike lane width should be 5 feet or wider.
3. If applicable, a buffer between the bike lane and sidewalk encourages people biking to stay in the bike lane. The buffer can be special paving, vegetation, or other feature denoting separation. At-grade planters that will allow for street trees should be 5 feet or wider.

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Curb Extensions

Curb extensions, also known as neckdowns, bulb-outs, or bump-outs, are created by extending the sidewalk and planting buffers at corners or mid-block. Curb extensions are intended to increase safety, calm traffic, and provide extra space along sidewalks for users, amenities, planting, and green infrastructure.

1. Curb extensions visually and physically narrow the roadway to create safer and shorter crossing distances for pedestrians while increasing the available space for street furniture, benches, plantings, trees, and green stormwater infrastructure.
2. Curb extensions prevent cars from parking where parking is not allowed and improve sightlines near the crosswalks, midblock crossings, and stop signs. The curb extension should be the 20-feet minimum length at signalized intersections and 30-feet minimum length at stop-controlled intersections.
3. Curb extensions can also change the geometry of intersections, resulting in smaller corner radii and slowing turning motor vehicles. It is important to design the curb extensions so that street sweeping equipment can still adequately maneuver and clean the street gutter.
4. The curb extension should not reduce the bike lane width below the minimums.

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Pedestrian + Bike Mixing Zones

Where people walking and rolling cross paths with people biking, mixing zones are provided as a signal to all users that they must yield. Mixing zones are indicated by a paving material that differs from the pedestrian and bike paths.

1. Special paving at mixing zones indicates people on wheels yielding to people walking and rolling. The special paving should be comfortable for people on wheels, with minimal pavement joints.

4.4 Connectivity + Mobility Action Items

NOTE

It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, mixed-use Midtown District. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only.

Short Term

1. Construct new connections and upgrade existing connections between existing bus stops and the Midtown Site.
2. Develop a parking enforcement strategy for all on-street and public parking facilities at the Midtown Site.
3. Create and implement a Parking Demand Management Strategy to provide options and tools that reduce the amount of parking needed for development.
4. Improve connectivity between neighborhoods to the north, east, and south of the Midtown Site by improving pedestrian and bicycle connections at intersections on Cerrillos Rd., St. Michael's Dr., and Siringo Rd.
5. Work with nearby property owners to determine the desirability and feasibility of "Soft Connections" that improve convenience, safety, and comfort of people accessing the Midtown Site by walking, rolling and riding bikes, including improvements to crosswalks, intersections, and sidewalks along Cerrillos Rd, St. Michael's Dr. and Siringo Rd.

Medium Term

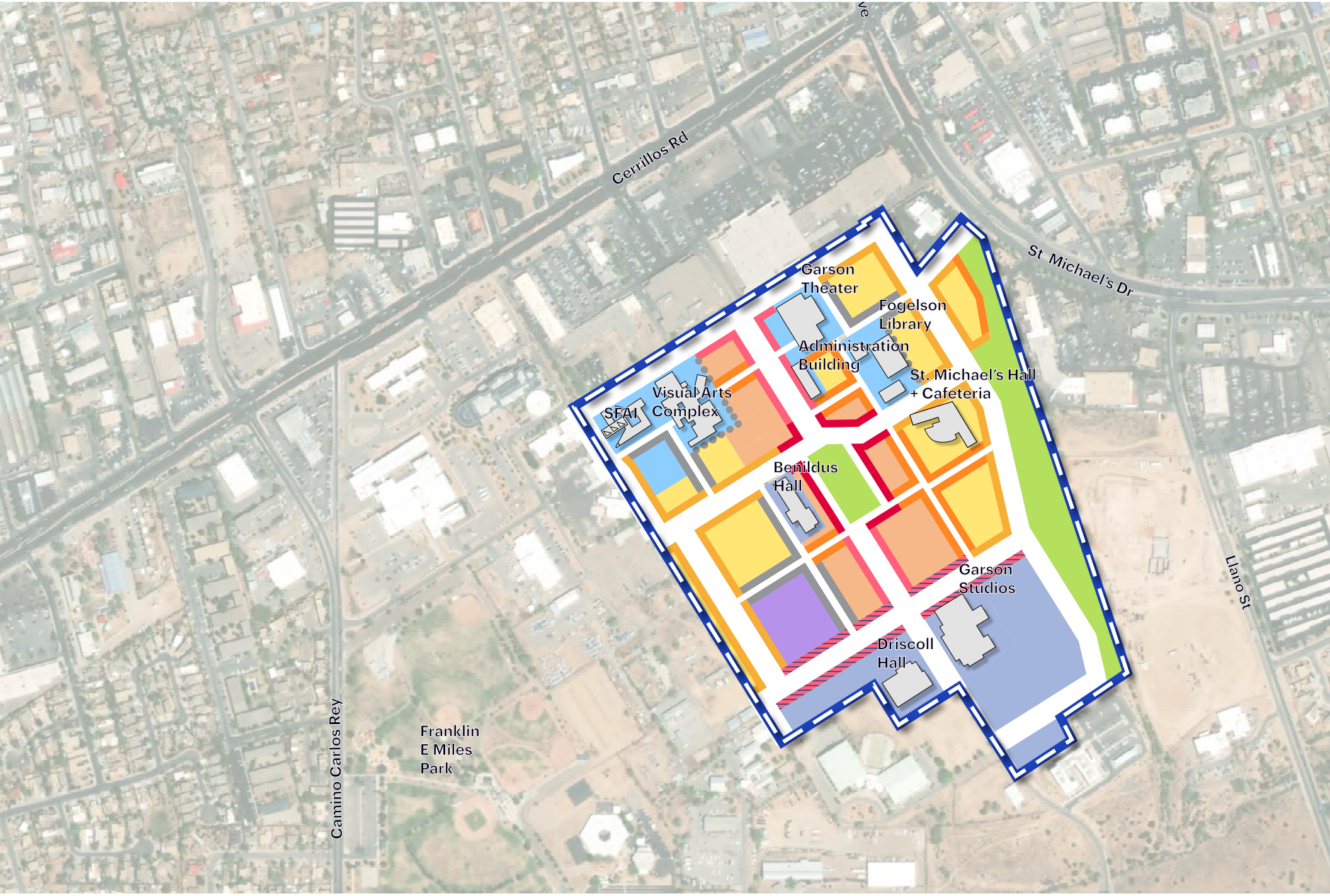
1. Work with Santa Fe Trails to improve service between the Midtown Site and key destinations and neighborhoods in Santa Fe.
2. Upgrade existing bus stops near the Midtown Site to promote the use of transit.
3. Include charging facilities for electric vehicles and bicycles for on-street parking and parking located in structures that serve community use buildings.
4. Provide incentives and consider requirements for electric vehicle and bicycle charging facilities for private developments.
5. Work with State, County, and Local entities to promote improvements and upgrades on area streets that make it safer and more convenient to access the Midtown Site using active transportation and transit.
6. Collaborate with adjacent property owners to plan and develop additional multimodal connections between the Midtown Site and existing streets within the Midtown/LINC Zoning Area.

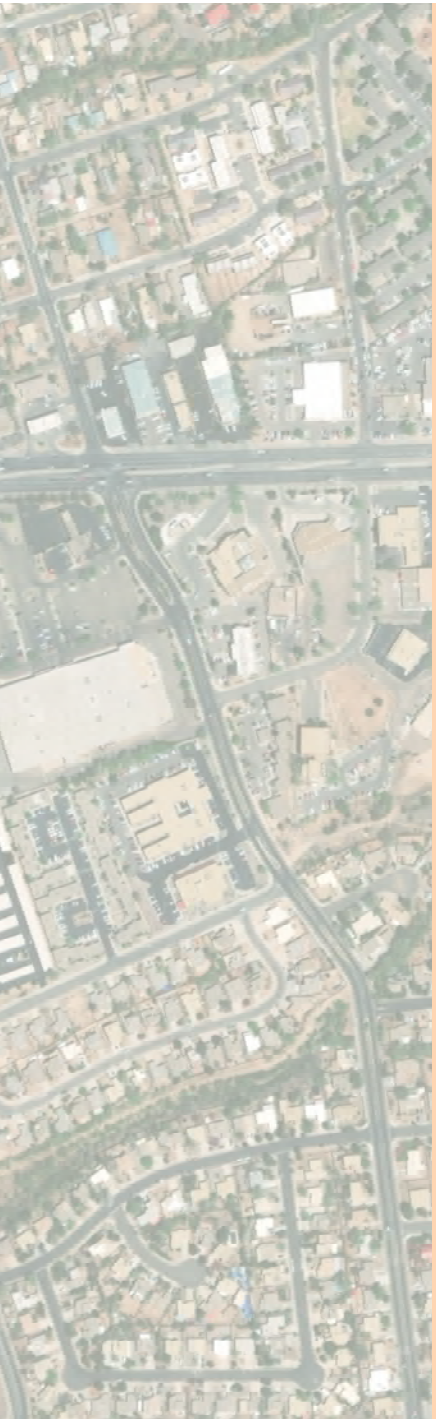
Long Term

1. Include the Midtown Site in planning for micro-mobility services such as bike-share and scooter-share programs.
2. Investigate opportunities to strengthen connection to RailRunner via existing bus routes or a new shuttle route.
3. Upgrade bike and pedestrian facilities that connect the Midtown Site to regional networks such as the Rail Trail and the Acequia Trail.
4. Collaborate with adjacent property owners to plan and develop additional multimodal connections and Safe Routes to Schools between the Midtown Site and existing streets within the Midtown/LINC Zoning Area, as well as building frontages and circulation networks that enhance a strong Midtown/LINC Zoning Area, the Midtown District. No external connection shall be constructed, dedicated, or made a condition of approval of any development application on an adjacent property, without the express consent of the affected adjacent property owner.

NOTE

It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, mixed-use Midtown District. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only.


Cerrillos Rd
St Michael's Dr
Garson
Theater
Fogelson
Library
Administration
Building
St. Michael's Hall
+ Cafeteria
Visual Arts
Complex
SFAI
Benildus
Hall
Garson
Studios
Driscoll
Hall
Llano St
Camino Carlos Rey
Franklin
E Miles
Park



5. Development Standards

In this chapter

5.1 Purpose + Intent

The Development Standards in this Chapter provide supplemental standards to the Midtown LINC Zoning Area. They shape the physical form and built character of development and refine the palette of allowed uses at the Midtown Site. The development standards will not apply to adjacent properties.

Organization

The Development Standards are organized as follows:

- Section 5.2 (Thoroughfare Standards) provides standards for thoroughfare design and location.
- Section 5.3 (Civic + Open Space Standards) provides standards and guidelines for the development and location of civic and open spaces.
- Section 5.4 (Development Standards Regulating Plan) demonstrates where specific standards apply.
- Section 5.5 (Sub-Zone Standards) allowed uses.
- Section 5.6 (Facade Zone Standards) identifies required building setbacks, height and frontage standards relative to specific public way adjacencies.
- Section 5.7 (Frontage Types) provides required supplemental frontage standards for each frontage type.
- Section 5.8 (Design Standards General to All) provides supplemental standards for required courtyards, roof terraces, parking, and open space requirements.
- Section 5.9 (Plan Administration) provides special procedures and requirements for the preparation, filing, and processing of development applications applicable to Plan Area
- Section 5.10 (Definitions) provides terminology relevant to standards in this Section.

Development in Compliance with Regulating Plan

Steps	Instructions	Section/ Title
1	**Identify Sub-zone(s)**	Consult Section 5.4 (Development Standards Regulating Plan) Comply with Section 5.5 (Sub-zone Standards)
2	**Identify Facade Zone(s)**	Consult Section 5.4 (Development Standards Regulating Plan) Apply standards in Section 5.6 (Facade Zones) Apply standards in Section 5.7 (Frontage Types)
3	**Apply Supplemental Standards**	Apply standards Section 5.8 (Design Standards General to All)

Development Requiring Modifications to Regulating Plan

Modifications to Regulating Plan may include subdividing a development block into individual Lots, adjusting the location of paseos or civic spaces, or establishing public easements for alleys and paseos not included on the regulating plan.

Steps	Instructions	Section/ Title
1	**Identify Sub-zone(s)**	Consult Section 5.4 (Zoning Regulating Plan) Comply with Section 5.5 (Sub-zone Standards)
2	**Place Thoroughfares, Civic Spaces + Lots** **1.** Determine location and boundaries of thoroughfares, including alley and paseo easements. **2.** Determine location and boundaries of civic spaces. **Optional:** Subdivide remaining development block area into individual Lots, providing each with required frontage.	Comply with Section 5.2 (Thoroughfare Standards) Comply with Section 5.3 (Civic + Open Space Standards)
3	**Apply Facade Zone(s)** **1.** Identify applicable facade zone(s). **2.** Apply the appropriate facade zone(s) to new or modified thoroughfares. **3.** Apply the appropriate facade zone(s) to new or modified civic spaces. **4.** Apply standards.	Consult Section 5.4 (Zoning Regulating Plan) Comply with Section 5.2 (Thoroughfare Standards) Apply standards in Section 5.6 (Facade Zones) Apply standards in Section 5.7 (Frontage Types)
4	**Apply Supplemental Standards**	Apply standards Section 5.8 (Design Standards General to All)

Applying Standards at Various Scales of Development

The Development Standards are applied at three different scales as follows:

- Block – applying Sub-Zone, Thoroughfare, and Civic + Open Space Standards;
- Development Parcel – resulting from Blocks after placement of Streets, Paseos and Civic Spaces; and
- Lot/Design Site – determining form of buildings.

Key

Levels of Applicability

- A Block
- B Development Parcel
- C Lot/Design Site

Facade Zones Applied

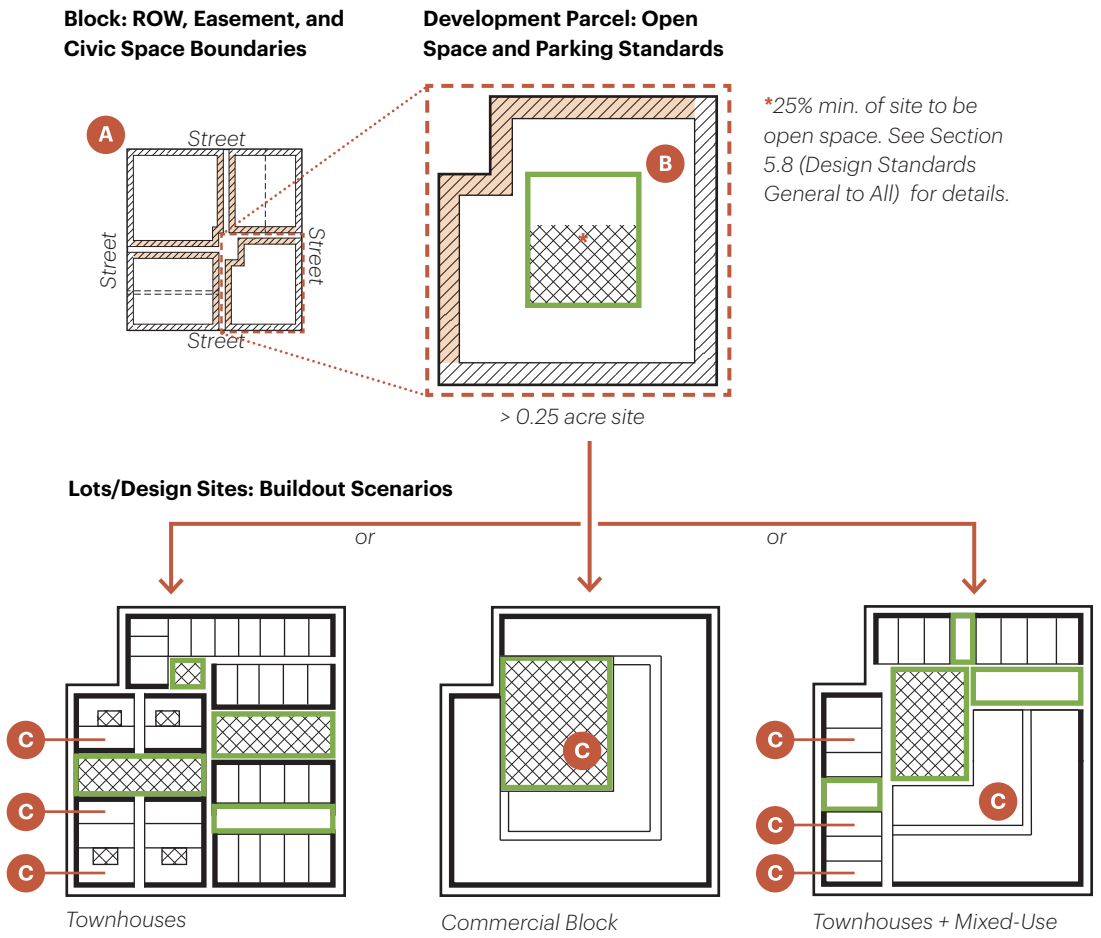
- Street/Primary Frontage
- Paseo/Civic Space
- Side/Rear Lot Line

Open Space

- Common Open Space
- Courtyard Space

Building Facades

- Front/Side
- Rear/Internal



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5.2 Thoroughfare Standards

NOTE

It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, mixed-use Midtown District. Any plans in this Midtown Master Plan that illustrate public circulation and connecting networks, or other planning concepts on adjacent properties, are conceptual only.

This Section establishes the standards applicable to thoroughfares throughout the Midtown Site. These standards apply to public right-of-ways as well as to publicly-accessible easements within the development blocks and to generate a comprehensive and connected network.

Thoroughfare Placement + Standards

Thoroughfares shall be located in accordance with Figure 5.2.1 (Thoroughfare Regulating Plan) within the Midtown Site. The location of flexible-location thoroughfares identified by the Regulating Plan may be adjusted with approval of the Director either direction, measured perpendicular to the thoroughfare as mapped. Regardless of location, such thoroughfares must meet the standards for the applicable Thoroughfare Type, as provided in this Section.

Easements in Addition to Mapped Thoroughfares. In addition to the thoroughfares shown in the Regulating Plan easements may be established within individual development blocks to increase connectivity and access. Such easements, within the Midtown Site, shall connect to public right-of-ways and shall meet the standards for either the Paseo (if intended as a pedestrian space) or Living Alley (for vehicular and utility access).

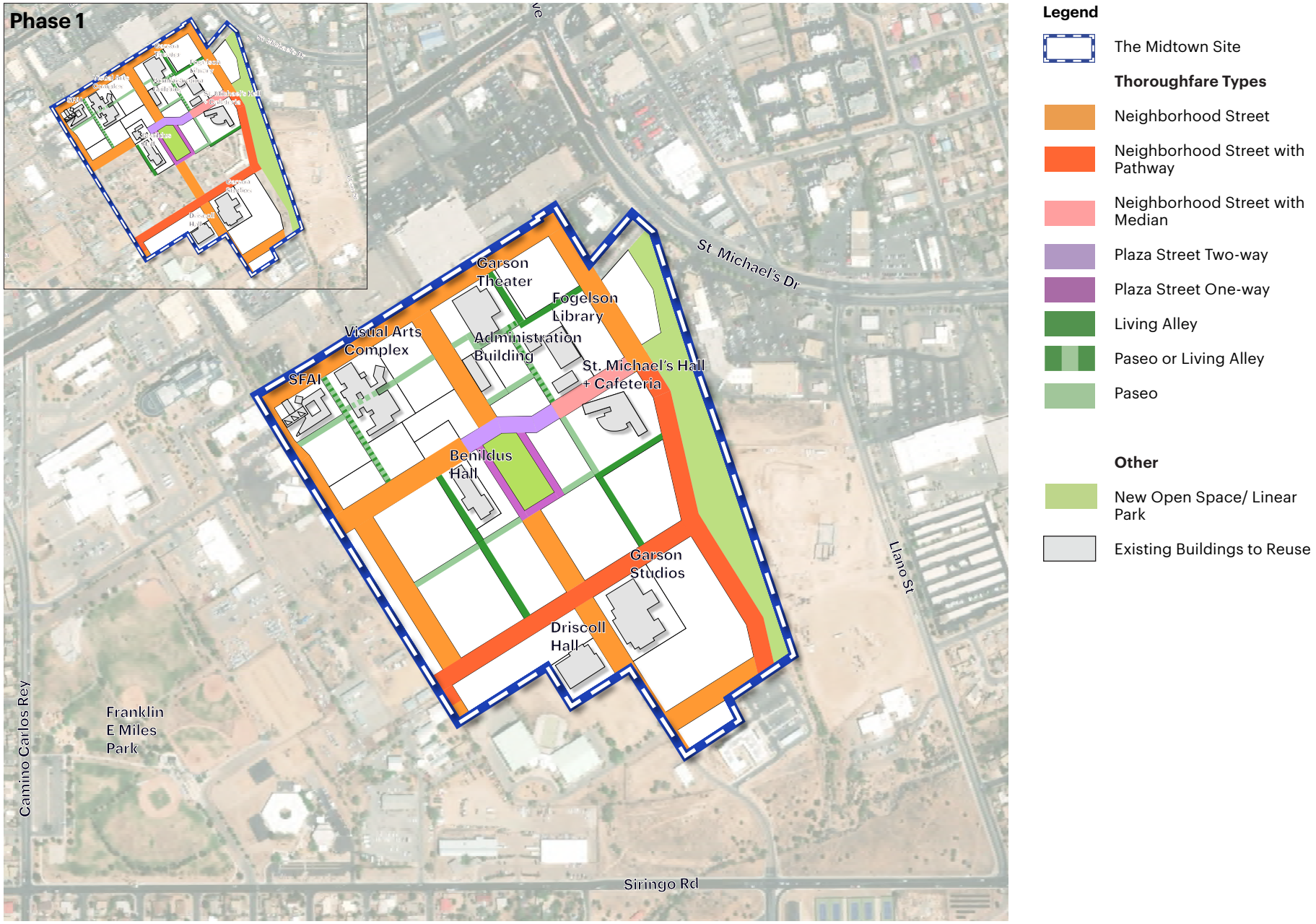
Facade Zones on Unmapped Thoroughfares. For Paseos, where no facade zone is indicated in the Regulating Plan, the Neighborhood Paseo Facade Zone shall apply to any buildable area abutting the easement. No facade zone is required for buildable area abutting an alley not mapped in the Regulating Plan.

Relationship of Thoroughfares to Development Blocks + Lots

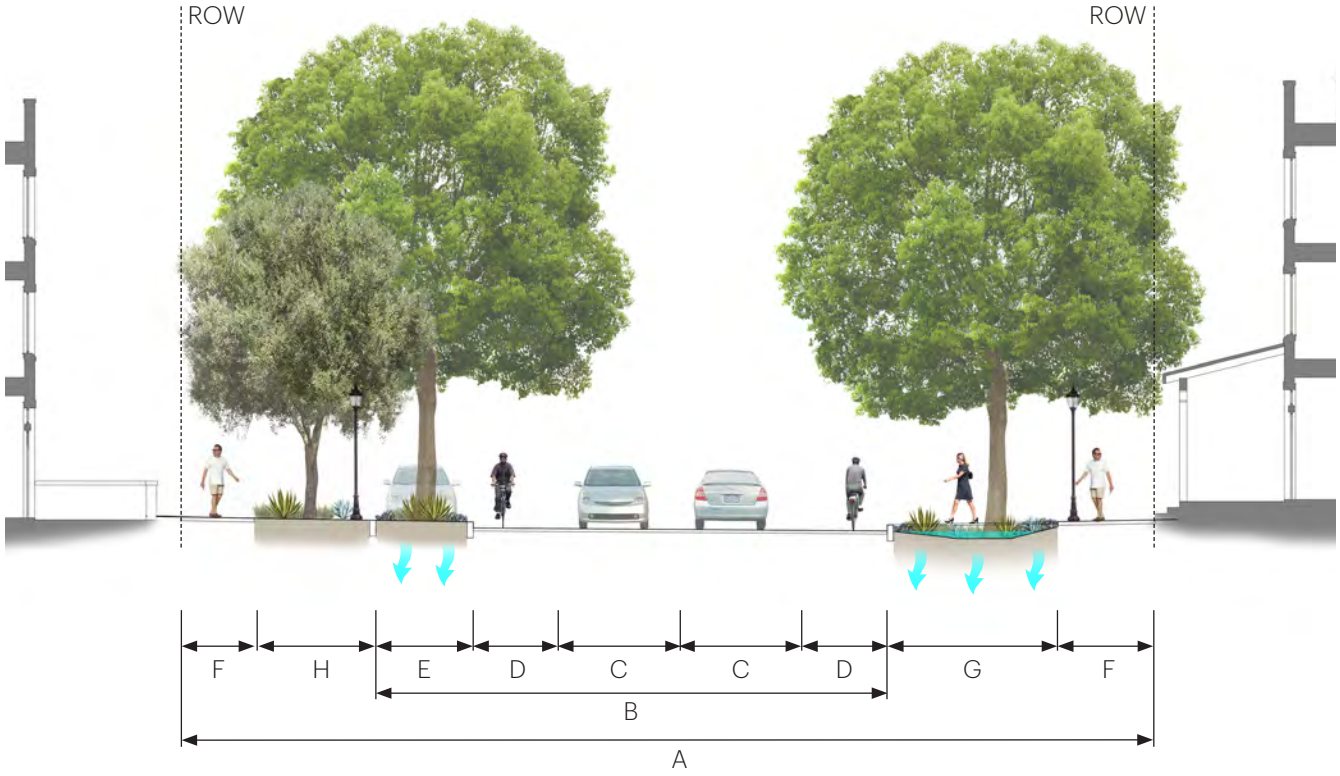
The arrangement of thoroughfares and the nature of the blocks they define are intimately connected. Each of the thoroughfares shown in the Regulating Plan defines the front of adjacent buildings, where they engage with the pedestrian realm and where main entrances may be identified.

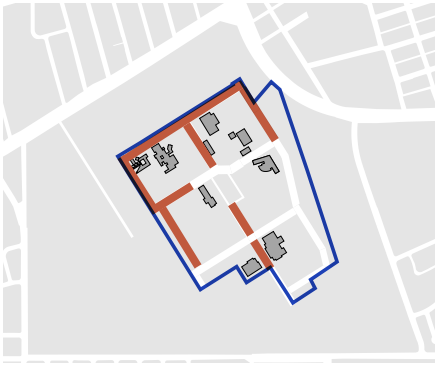
Frontage Requirements for Subdivided Lots. If development blocks are further subdivided, each resulting lot shall have at least one frontage line extending for no less than 18 feet along a thoroughfare, civic space, or easement connected to a thoroughfare, where the standards in Section 5.6 (Facade Zones) and Section 5.7 (Frontage Types) shall apply.

5.2.1 Thoroughfare Regulating Plan



5.2A Neighborhood Street





The Midtown Site

Neighborhood Street

Description

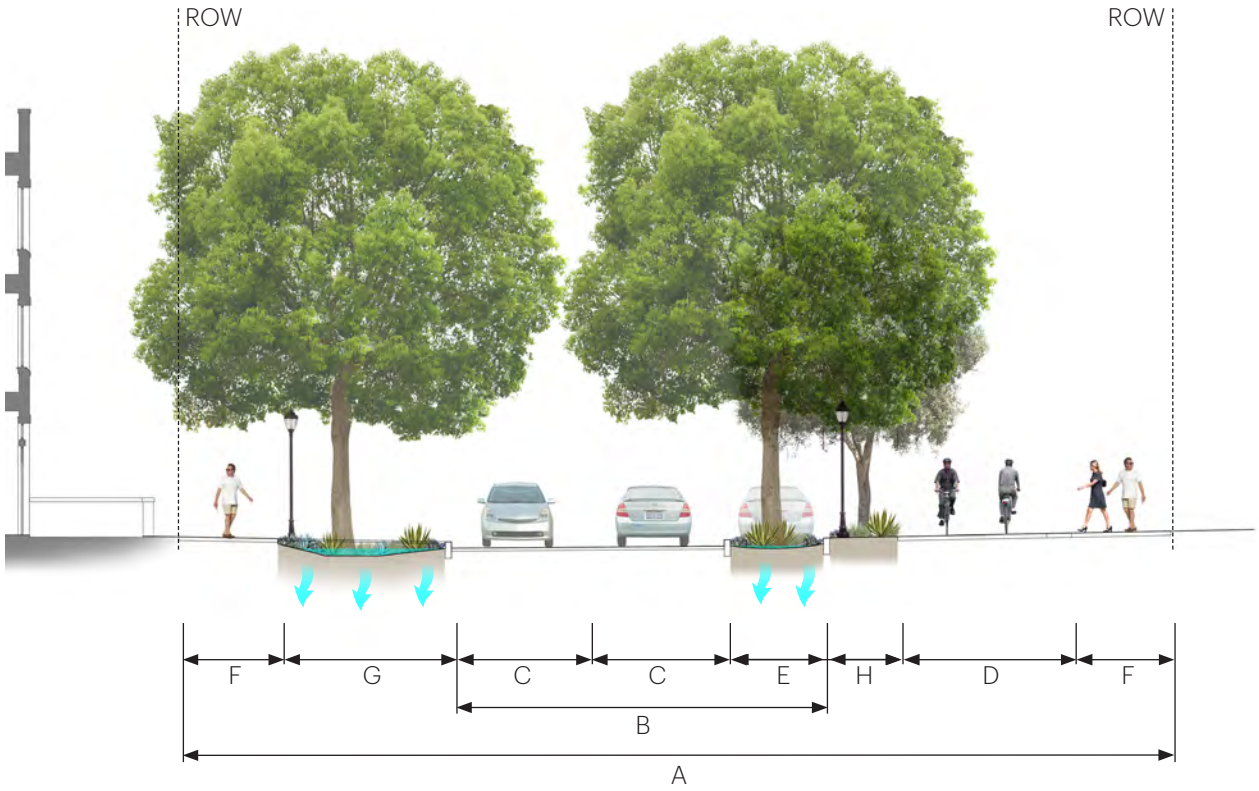
This street provides generous sidewalks, travel lanes and buffered bike lanes in both directions, with on-street parking on one side of the street and a rain garden or surface stormwater conveyance facility on the other.

Overall Widths		
Right-of-Way	94′	A
Curb to Curb Pavement	42′	B

Street Mode Assembly		
Vehicle Traffic Lanes	2@10′	C
Bicycle Lanes	2@5′ Lane + 2' Buffer	D
Parking Lanes/Curb Extensions	1@8′	E
Sidewalks	2@16'	F
Stormwater Conveyance Spine	1@14'	G
Planting Strip/Furnishing Zone	1@6'	H

Green Infrastructure Assembly	
Furnishing Zone	Pervious Pavement/ Landscape
Parking Zone	Pervious Pavement/ Rain Gardens
Tree Zone	Trees @ 30′ o.c. avg.
Stormwater Spine	Rain Garden/Boardwalk

5.2B Neighborhood Street with Pathway



The Midtown Site

Neighborhood Street with Pathway

Description

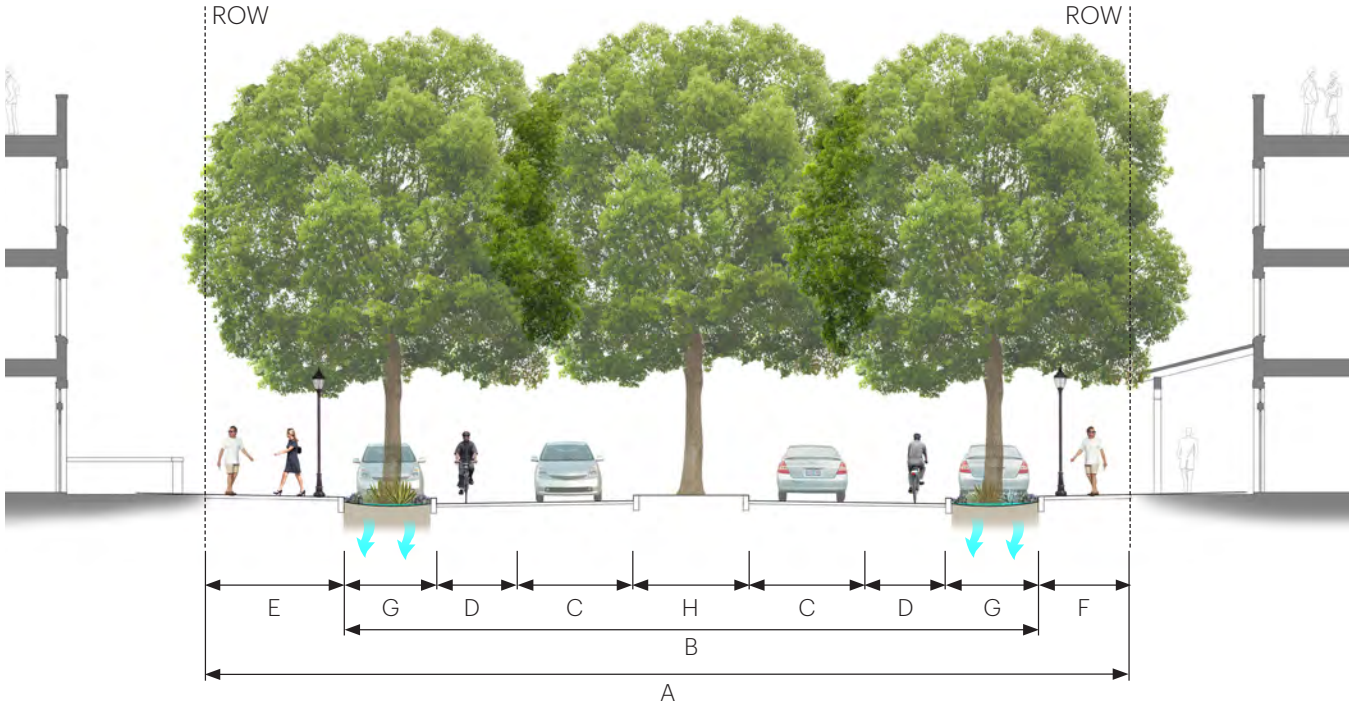
Main perimeter road with a separated major pedestrian and bike route and on-street parking on one side of the street. Stormwater is managed with both pervious pavement and stormwater curb extensions within the parking zone of the street as well as a prominent linear "stormwater spine." The majority of the street is graded towards the stormwater spine to maximize the capture of runoff.

Overall Widths		
Right-of-Way	80′	A
Curb to Curb Pavement	30′	B

Street Mode Assembly		
Vehicle Traffic Lanes	2@11′	C
Two-Way Bicycle Trail	1@12′ + 2' Buffer	D
Parking Lanes/Curb Extensions	1@8′	E
Sidewalks	2@8'	F
Stormwater Conveyance Spine	1@14'	G
Planting Strip/Furnishing Zone	1@6'	H

Green Infrastructure Assembly	
Furnishing Zone	Pervious Pavement/ Landscape
Parking Zone	Pervious Pavement/ Rain Gardens
Tree Zone	Trees @ 30′ o.c. avg.
Stormwater Spine	Rain Garden/Boardwalk

5.2C Neighborhood Street with Median



The Midtown Site

Neighborhood Street with Median

Description

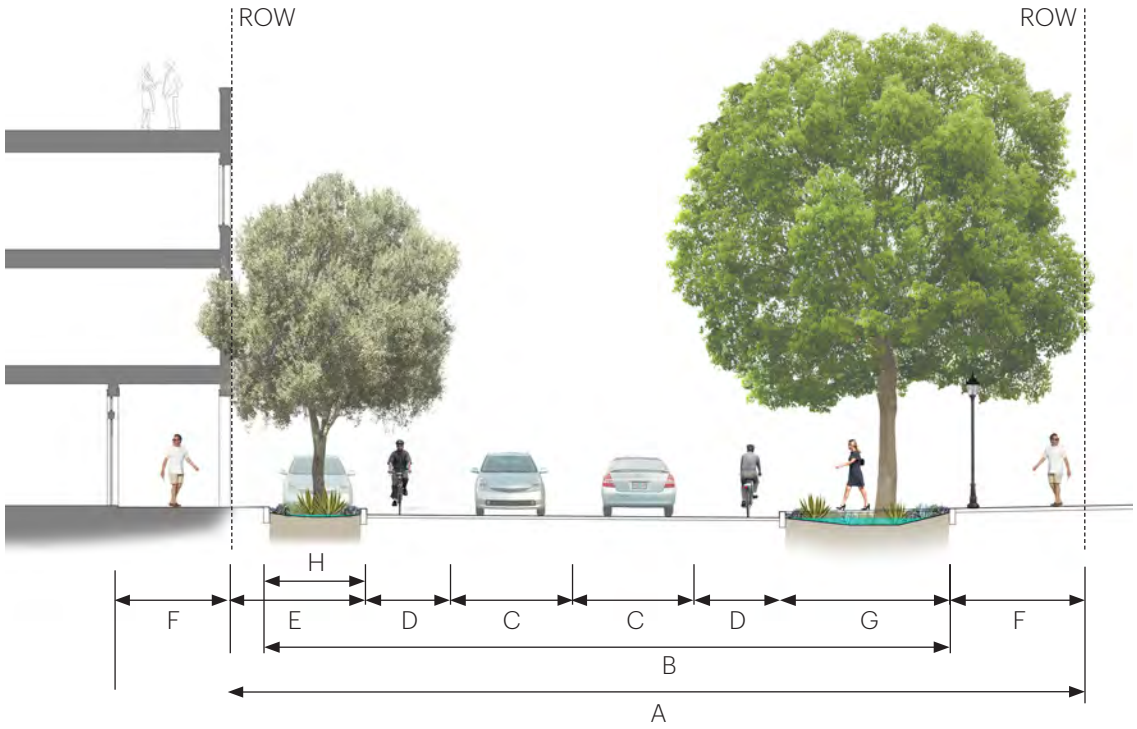
This street provides generous sidewalks, on-street parking, travel lanes and buffered bike lanes in both directions, and a center median to provide additional planting area for street trees and a pedestrian refuge for people crossing the street.

Overall Widths		
Right-of-Way	80′	A
Curb to Curb Pavement	60′	B

Street Mode Assembly		
Vehicle Traffic Lanes	2@10′	C
Bicycle Lanes	2@5′ Lane + 2' Buffer	D
Sidewalks	1@12'/1@8'	E/F
Parking Lanes/ Curb Extensions	2@8'	G
Landscape Median	1@10'	H

Green Infrastructure Assembly	
Parking Zone	Pervious Pavement/ Rain Gardens
Tree Zone	Trees @ 30′ o.c. avg.

5.2D Plaza Street Two-Way



The Midtown Site

Plaza Street Two-Way

Description

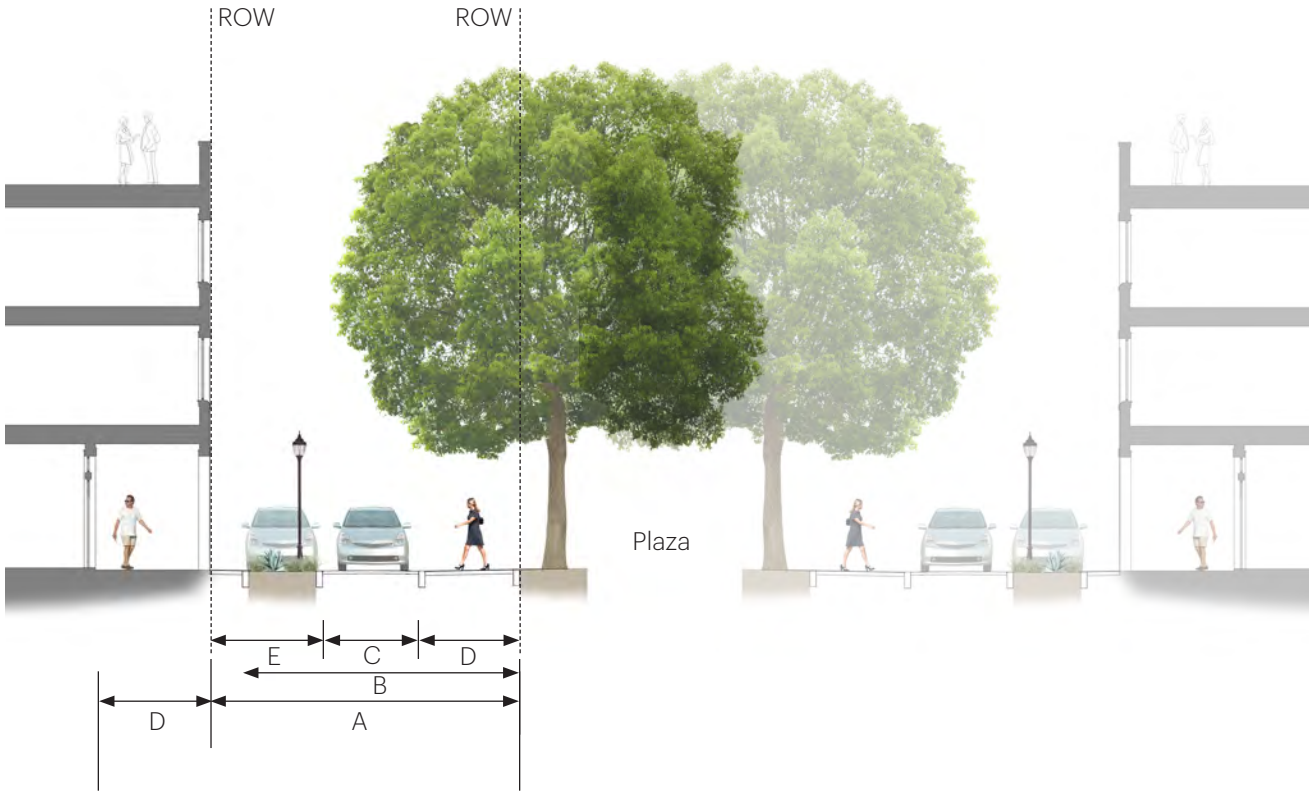
This street combines elements of the Neighborhood Street with the wide pedestrian path and arcades that surround the Plaza. The bicycle lanes and stormwater spine ensure continuity for these elements across the Midtown Site.

Overall Widths		
Right-of-Way	72′	A
Curb to Curb Pavement	60′	B

Street Mode Assembly		
Vehicle Traffic Lanes	2@10′	C
Bicycle Lanes	2@5′ Lane + 2' Buffer	D
Parking Lanes/Curb Extensions	1@8′ + 4' Buffer	E
Sidewalks	2@12'	F
Stormwater Conveyance Spine	1@14'	G
Planting Strip/Furnishing Zone	1@8'	H

Green Infrastructure Assembly	
Furnishing Zone	Pervious Pavement/ Landscape
Parking Zone	Pervious Pavement/ Rain Gardens
Tree Zone	Trees @ 30′ o.c. avg.
Stormwater Spine	Rain Garden/Boardwalk

5.2E Plaza Street One-way



The Midtown Site

Plaza Street One-Way

Description

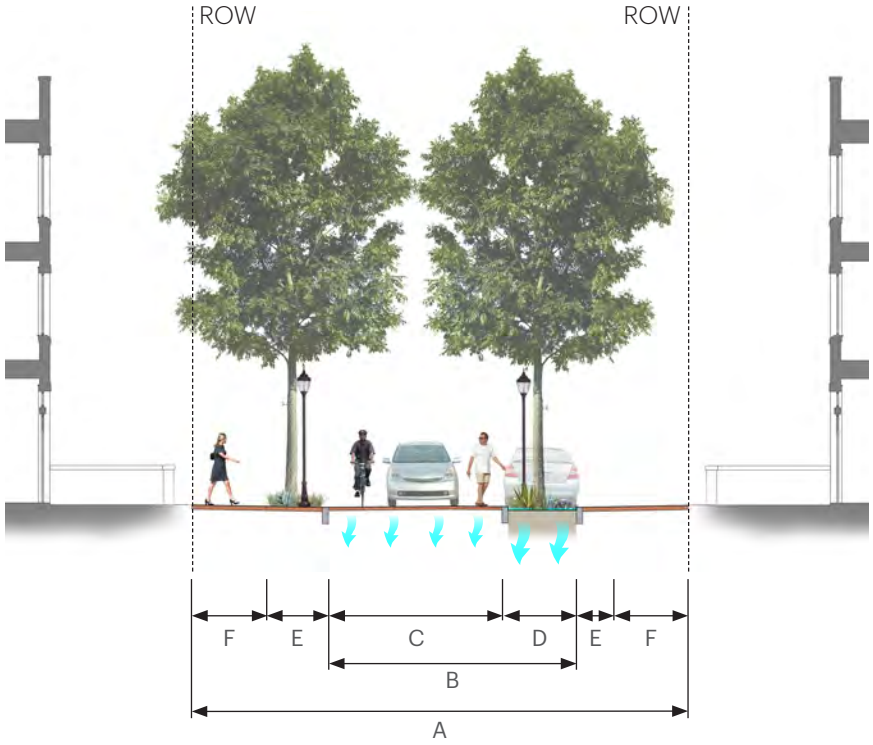
This curbless street facilitates pedestrian movement across the Plaza as well as counterclockwise traffic around it. It features parallel parking adjacent to the arcade frontage and a wide pedestrian zone on the plaza side that can also expand emergency vehicle access when needed.

Overall Widths		
Right-of-Way	32'	A
Curb to Curb Pavement	28'	B

Street Mode Assembly		
Vehicle Traffic Lanes	1@10′	C
Arcade/ Sidewalk	2@10'-14'	D
Parking Lanes/ Rain Garden	1@8′ + 4' Buffer	E

Green Infrastructure Assembly	
Tree Zone	Trees @ 30′ o.c. avg.
Stormwater Spine Zone	Rain Gardens/Boardwalk

5.2F Living Alley



Design Considerations

Living Alleys should be designed to provide a comfortable environment for people walking and rolling through the Midtown Site while also providing service access to parking, loading/unloading areas, and service entries. Living Alleys should use the following design strategies:

- Use pavers to slow traffic and allow for stormwater infiltration
- Travel lane should meander to slow traffic
- Parking/rain gardens should alternate sides to slow traffic
- Maintain vehicular traffic speed at 10 miles per hour or less

The Midtown Site
Living Alley

Description

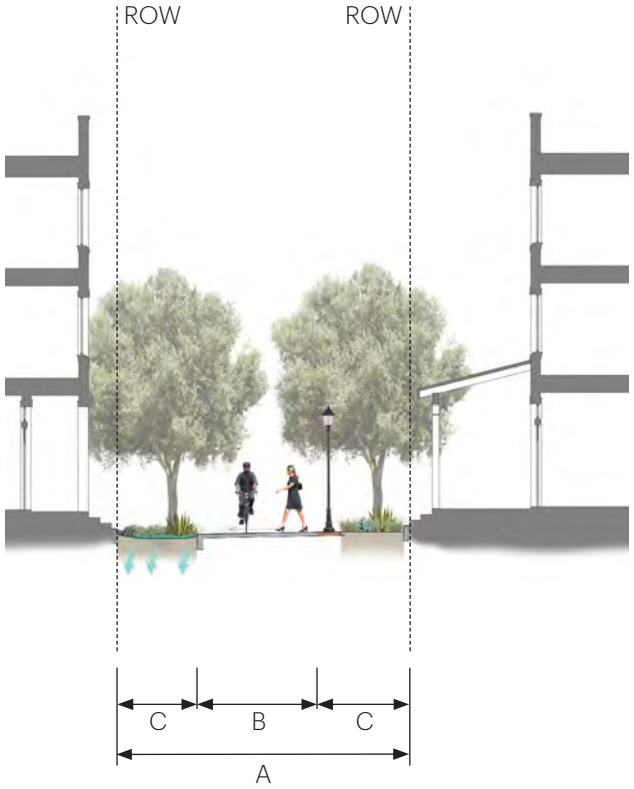
This service street provides a two-way queuing lane (yield condition) that is meant as a slow-speed travel lane that accommodates people walking or riding bicycles, as well as the occasional vehicle. On-street parking is provided on alternating sides of the street and incorporates rain gardens in curb extensions.

Overall Widths		
Right-of-Way	26′	A
Curb to Curb Pavement	13'-26′ (Variable)	B

Street Mode Assembly		
Shared Travel Lanes	1@13′ Queuing Lane	C
Parking Lanes/Curb Extensions	1@7', Alternating Sides	D
Planting Strip/Furnishing Zone	1@6', Alternating Sides	E

Green Infrastructure Assembly	
Furnishing Zone	Pervious Pavement/ Landscape
Tree Zone	Trees @ 50′ o.c. avg.
Shared Travel Lane	Permeable Pavers
Parking Zone	Pervious Pavement/Rain Gardens

5.2G Paseo



Design Considerations

Paseos should be designed to provide a comfortable environment for people walking and rolling through the Midtown Site. Shade, seating, adequate pedestrian-scale lighting and public art can help to make the Paseo a pleasant outdoor space that serves to improve connections across the Site.

Description

Intended as a non-vehicular connection, the paseo provides a generous shared use path and green spaces for stormwater conveyance and infiltration.

Overall Widths		
Right-of-Way	26′	A

Street Mode Assembly		
Shared Use Path	1@10'	B
Stormwater Spine Zone	2@8' avg. (Variable)	C

Green Infrastructure Assembly	
Tree Zone	Trees @ 30′ o.c. avg.
Stormwater Spine Zone	Rain Gardens/Boardwalk

5.2H Additional Design Standards Applicable to All Thoroughfares

All Thoroughfares should be designed to demonstrate consistency with the following design standards. Reference the NACTO Urban Street Design Guide for additional design guidance.

Low-Speed Movements

- Thoroughfare design should reinforce motor vehicle travel speeds that are appropriate for the neighborhood environment envisioned for the Midtown Site:
- Living Alleys should be designed to a Target Speed of 5-10 mph.
- All other thoroughfare types in the Site should be designed to a Target Speed of no more than 20 mph.

Lighting

- Utilize light poles that are capable of accommodating at least one pole banner, where appropriate, but not on residential streets. Required on thoroughfares adjacent to Plaza and Main Street Facade Zones.
- 14-8.9 Outdoor Lighting in the Santa Fe Code of Ordinances establishes cutoff requirements for luminaires and average illumination levels for sidewalks, pedestrian areas, and public spaces consistent with Dark Sky policies.
- Lighting fixtures within the right-of-way should be pedestrian-scale in order to improve walkway illumination for pedestrian traffic and enhance community safety.

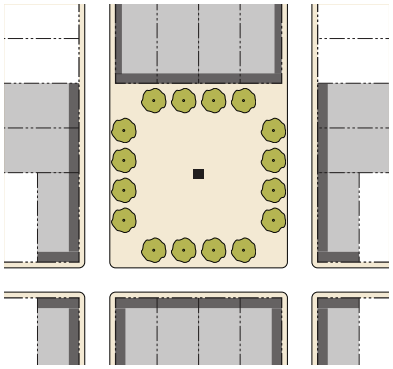
Stormwater Management Facilities

- Curb extensions at intersections and at mid-block locations as appropriate should be used for rain gardens and street trees.
- Low Impact Design (LID) stormwater management facilities should be integrated into the design of every thoroughfare in the Site.

Intersections

- Intersections and mid-block crossings should be designed so as to prioritize the safety and convenience of people walking, rolling, and riding bikes through the use of curb extensions, raised crosswalks, pedestrian refuges, and other design elements as appropriate.
- Intersections and mid-block crossings should include clearly marked pedestrian crosswalks, including instances where pedestrian paseos and/or living alleys intersect with multi-modal streets.
- Curb extensions and changes in paving material and/or color should be utilized where pedestrian paseos and/or living alleys intersect with multi-modal streets and at all mid-block crossings. Raised crosswalks may also be appropriate in these conditions.
- Curb ramps should be directional as feasible.

5.3 Civic + Open Space Standards



Building Frontage Adjacent to a Civic Space

Key

Building Frontage

Building Adjacent to Civic Space

This Section establishes the standards applicable to existing and new civic spaces and civic buildings. These standards supplement the standards for each zone. Civic spaces are land in the public realm—whether publicly or privately owned—available for civic gathering purposes.

Civic Space Types

Standards and Characteristics. The intent and purpose of each civic space type is described along with standards and characteristics regarding general physical character, uses, size and location. Characteristics are considered standards unless stated otherwise.

Amount of Open Space Required. As required by Section 5.5 (Development Block Standards), development sites are required to include a minimum area of the site as open space. One or more civic spaces may be used to meet the open space requirements. Civic spaces identified on Figure 5.3.1 (Civic Space Regulating Plan) as having a flexible location shall be located within the same block as indicated by the Regulating Plan and shall be connected to the public right-of-way by adjacent paseos.

Civic Spaces, Public and Private. All civic spaces, whether privately or publicly owned, are required to be in compliance with the standards in this Section.

Stormwater Management Through Civic Spaces. Civic spaces in zones serve the additional purpose of managing stormwater. There is no minimum standard for the amount of stormwater to be detained in each civic space. Civic spaces, and required open space in general, are intended to contribute to each development's stormwater management plan. This is to be accomplished as follows:

1. Stormwater is to be directed to civic space(s), open space on individual lots (such as courtyards, dooryards, and forecourts), planted medians, and tree planting areas along travel lanes.
2. Except for Plazas, Pocket Plazas, Playgrounds, and Community Gardens, each civic space shall accommodate stormwater while primarily being designed as a gathering space for people.
3. Civic spaces shall make use of permeable paving to reduce stormwater runoff—see Chapter 6 (Infrastructure and Stormwater).
4. Civic spaces are required to be designed in compliance with the standards of this Section and the Civic Space Regulating Plan.

Facade Zones Along or Adjacent to Civic Spaces. Each civic space shall be bounded on all sides by facade zones and/or rights-of-way. The applicable facade zone standards in Section 5.6 (Facade Zone Standards) shall govern the design of building facades facing the civic space.

5.3.1 Civic Space Regulating Plan

Overview of Civic + Open Space Types

This Sub-section identifies the civic and open space types envisioned for the Midtown Site. Additional details, including minimum dimensional standards, are detailed on the following pages.

Table 5.3.A Civic and Open Space Types Overview

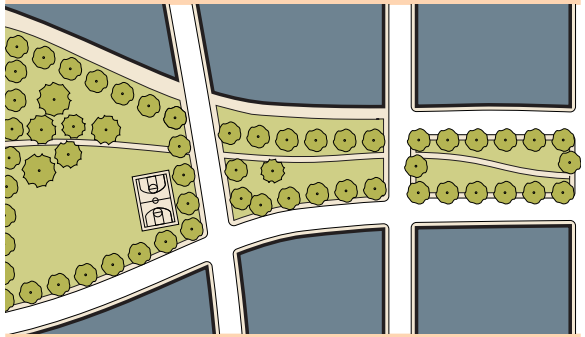
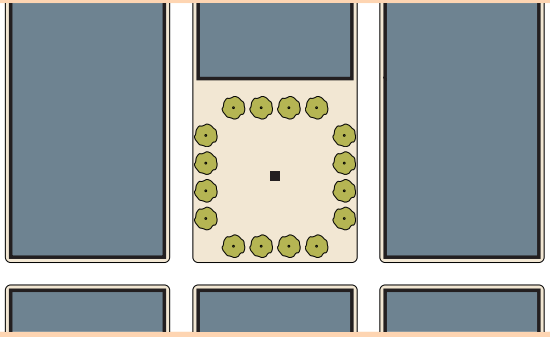
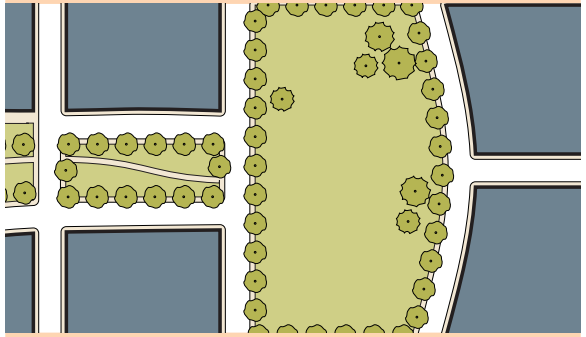
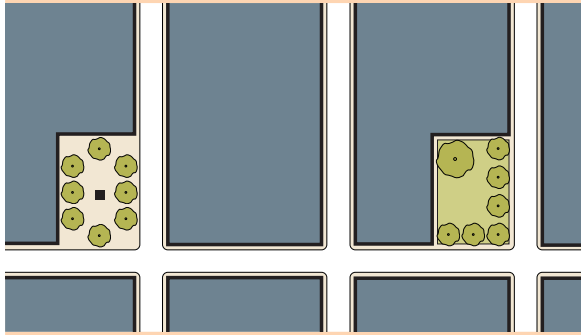
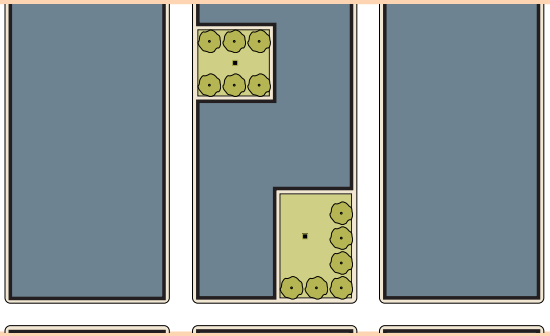
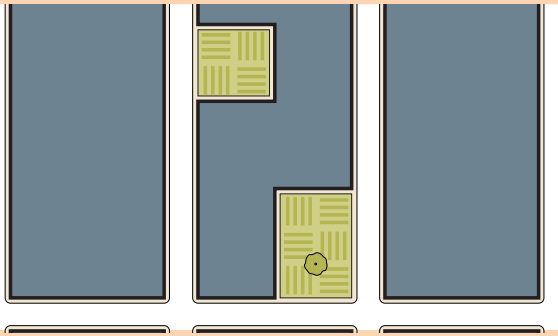
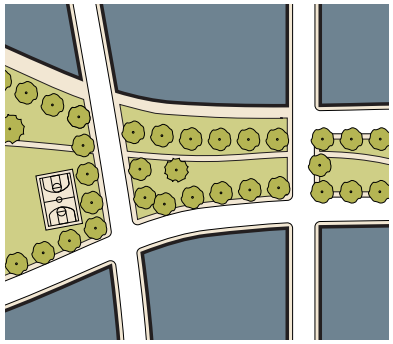
Arroyo Park	Plaza	Quad Park
		
Description	**Description**	**Description**
A linear space two or more blocks in length for community gathering, bicycling, running, or strolling, defined by a pathway that runs the length of the arroyo park. The park is bordered on the east side by the existing arroyo and on the west side by a new street to provide public access. Programmed open spaces such as playgrounds or gardens may be located along the linear space. The arroyo park will serve an important role as a green connector between destinations.	Community-wide focal point designed to accommodate both passive daily use and special community activities such as markets, community celebrations and festivals.	An informal space where adjacent buildings provide a sense of enclosure. Pathways running through or around the space provide access through the park. Programmed areas are located among informal plantings or lawn/open areas.

Table 5.3.A Civic and Open Space Types Overview

Pocket Plaza/Pocket Park	Playground	Community Garden
		
Description	**Description**	**Description**
An intimate, small-scale space, serving the immediate neighborhood, available for informal activities in close proximity to neighborhood residences, and civic purposes.	A small-scale space designed and equipped for the recreation of children. These spaces serve as quiet, safe places protected from the street and typically in locations where children do not have to cross any major streets. An open shelter, play structures, or interactive art and fountains may be included. Playgrounds may be included within all other civic space types.	A small-scale space designed as a grouping of garden plots available to nearby residents for small-scale cultivation. Community Gardens may be fenced and may include a small accessory structure for storage. Community Gardens may be included within all other civic space types except Plaza.

5.3A Civic Space Type: Arroyo Park



Description

Inspired by Footbridges Park, this linear space provides a space for community gathering, bicycling, running, or strolling, defined by a pathway that runs the length of the arroyo park. The park is bordered on the east side by the existing arroyo and on the west side by a new street to provide public access. Programmed open spaces such as playgrounds or gardens may be located along the linear space. The arroyo park will serve an important role as a green connector between destinations.

Image courtesy Rails to Trails Conservancy

Image courtesy GoodHomeGroup

Image courtesy OJB

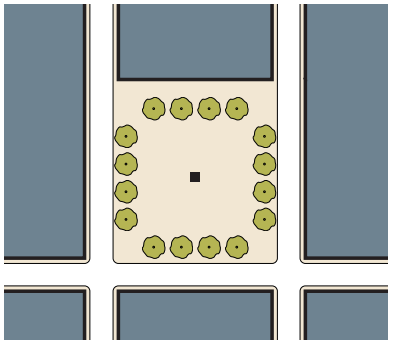
Arroyo Park Standards
General Character
Formal or informal, dominated by landscaping and trees with integral stormwater management capacity
Multi-use path along length of linear park
Continuous or periodic access from adjacent right-of-way
Shade and seating provided

Arroyo Park Standards (Continued)	
Size	
Area	5.8 acres min.
Width	60' min.
Length	As mapped

Note: Images are illustrative

5.3B Civic Space Type: Plaza

Image courtesy Gensler Architects.



Description

Community-wide focal point designed to accommodate both passive daily use and special community activities such as markets, community celebrations and festivals. Primarily hardscaped, with some planted areas. Adjacent streets with bollarded curbless edges could allow for temporary enlargement of the plaza area and could accommodate food trucks or mobile vendors.

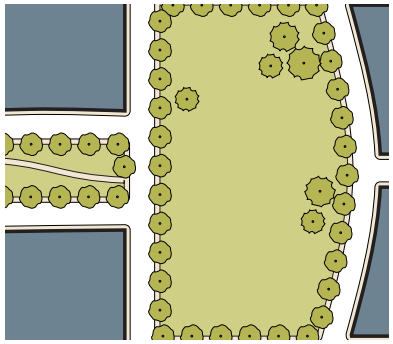
Plaza Standards
General Character
Formal, urban
Hardscaped and planted areas in formal patterns
Spatially defined by buildings and tree-lined streets
Adjacent buildings front onto plaza

Plaza Standards (Continued)	
Size	
Area	1.2 acres min.
Width	165' min.*
Length	165' min.*

* shortest dimension of historic Santa Fe Plaza

Note: Images are illustrative

5.3C Civic Space Type: Quad Park



Description

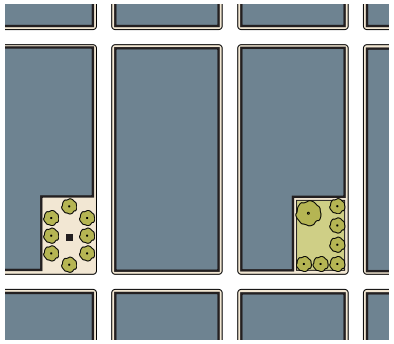
An informal space where adjacent buildings provide a sense of enclosure. Pathways running through or around the space provide access through the park. Programmed areas are located among informal plantings or lawn/open areas.

Quad Park Standards
General Character
Separated from major streets by building volumes
Hardscape paths connecting main access points
Programmed areas provided

Quad Park Standards (Continued)	
Size	
Area	7,260 sf min.
Width	50' min.; 350' max.
Length	75' min.; 500' max.

Note: Images are illustrative

5.3D Civic Space Type: Pocket Plaza/Park



Description

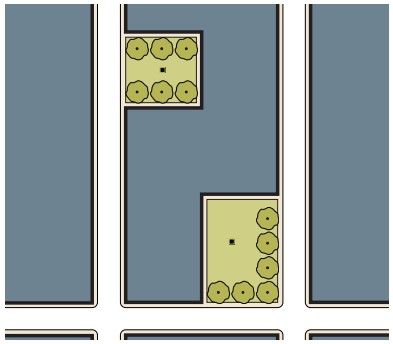
An intimate, small-scale space, serving the immediate neighborhood, available for informal activities in close proximity to neighborhood residences, and civic purposes.

Pocket Park/Plaza Standards
General Character
Informal or formal, combination of planted areas and hardscape
Spatially defined by building frontages and trees
Adjacent buildings front onto plaza
Walkways along edges or across space

Pocket Park/Plaza Standards (Continued)	
Size	
Area	3,750 sf min.
Width	50' min.; 80' max.
Length	75' min.

Note: Images are illustrative

5.3E Civic Space Type: Playground



Description

A small-scale space designed and equipped for the recreation of children. These spaces serve as quiet, safe places protected from the street and typically in locations where children do not have to cross any major streets. An open shelter, play structures, or interactive art and fountains may be included. Playgrounds may be included within all other civic space types.

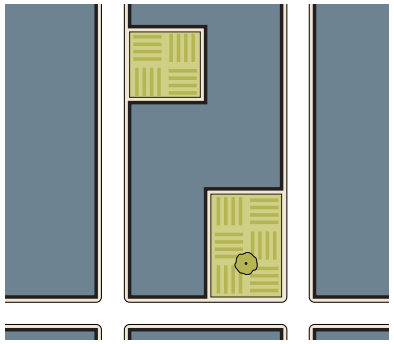
Image courtesy Foursquare

Playground Standards
General Character
Focused toward children
Play structure, interactive art, and/ or fountains
Shade and seating provided
May be fenced

Playground Standards (Continued)	
Size	
Area	2,400 sf min.
Width	40' min.
Length	60' min.

Note: Images are illustrative

5.3F Civic Space Type: Community Garden



Description

A small-scale space designed as a grouping of garden plots available to nearby residents for small-scale cultivation. Community Gardens are fenced and typically include a small accessory structure for storage. Community Gardens may be included within all other civic space types except Plaza.

Community Garden Standards
General Character
Dedicated to food production
Siting ensures year-round solar access
May include greenhouse(s)
Owned or managed by an entity whose decision making includes neighborhood residents
Primary circulation network provides pedestrian access to garden and all required features

Community Garden Standards (Continued)	
Size	
Area	3,750 sf min.
Width	40' min.
Length	75' min.
Required Features	
Continuous fencing along all sides	
Watering systems (e.g. drip irrigation)	
Garden bed enhancements (e.g. raised beds)	
Secure storage space for tools and supplies	

Note: Images are illustrative

5.4 Development Standards + Regulating Plan

This Section demonstrates where form-based development standards and allowed uses apply within the Midtown Site.

Development Standards Approach

To deliver the vision described in the Plan, each development parcel on the Midtown Site shall be controlled by a combination of Sub-zone Standards that control use and Facade Zone Standards that control building massing, and design. Both sets of standards have been coordinated and must be satisfied for each development parcel on the Midtown Site.

Sub-zone Standards. These standards apply to the entirety of each site onto which they are mapped, and control allowed uses.

Facade Zone Standards. These standards apply to the edges of each site that abut public rights-of-way, civic spaces, or public access easements such as paseos. They control elements such as setbacks, height stepbacks and required frontage types.

Regulating Plan

Figure 5.4.1 (Development Standards Regulating Plan) identifies the applicable Sub-zone Standards and Facade Zone Standards for each development site in the Midtown Site.

Where development sites are combined, the applicable standards identified in the Regulating Plan must be met.

Where the location of flexible rights-of-way and easements—such as paseos and living alleys—as identified by Figure 5.2.1 (Thoroughfare Regulating Plan), is adjusted, the applicable Facade Zone Standards indicated in Figure 5.4.1 (Development Standards Regulating Plan) shall apply to the right-of-way or easement in its new location, unless the new location represents a substantial change in context which merits a change in Facade Zone type, to be determined by the Land Use Director.

Where Civic Spaces are established, such as those identified by Figure 5.3.1 (Civic Space Regulating Plan), the Facade Zone(s) mapped at the location of the Civic Space in Figure 5.4.1 (Development Standards Regulating Plan) shall govern development along all edges of the Civic Space that are not bounded by thoroughfares.

5.4.1 Development Standards Regulating Plan

Legend

The Midtown Site

Sub-Zones:

- Civic Space (CS)
- Mixed-Use Neighborhood (MU–N)
- Mixed-Use Center (MU–C)
- Mixed-Use Office (MU–O)
- Mixed-Use Film (MU–F)
- Community-Oriented Use (CO)
- Existing Buildings to Reuse

Facade Zones:

- Plaza (PL)
- Main Street (MS)
- Main Street–Office (MS–O)
- Live/Work (LW)
- Neighborhood Residential (NR)
- Neighborhood Paseo (NP)
- 3 stories max. height within 30' of indicated parcel line

5.5 Sub-zone Standards

This Section refines the palette of uses allowed in base zoning and the Midtown LINC Zoning Area by establishing an allowed palette of uses for the Midtown Site.

Use Standards

Table 5.5.A (Allowed Uses) sets forth the uses allowed and prohibited according to the Sub-zones established by Section 5.4 (Development Standards Regulating Plan) and are not impacted by adjacent Facade Zones (see 5.6 Facade Zone Standards). These regulations are based on the patterns of development and physical activities that comprise the principal and accessory uses of land, rather than on whether the activity is conducted for profit, not for profit or other purposes. Any specific use type not listed or included in the Table 5.5.A (Allowed Uses) is prohibited unless the Land Use Director determines that it is to be included in an existing use category.

The Midtown Site Sub-zones

The following Sub-zones apply in the Midtown Site:

- Mixed-Use Neighborhood (MU–N) provides for a variety of housing options.
- Mixed-Use Commercial (MU–C) provides opportunities for limited commercial uses such as retail, dining and entertainment while providing a variety of housing options on upper floors and along pedestrian paseos.
- Mixed-Use Office (MU–O) provides opportunities for service commercial uses as a transition between film production uses and residential uses.
- Mixed-Use Film (MU–F) provides for film production activities focused on the Garson Studios.
- Community-Oriented (CO) provides for civic uses such as libraries, education, performing arts, and other uses that serve the community.
- Open Space (OS) provides for publicly-accessible civic and open space.

Table 5.5.A Allowed Uses	MU-N	MU-C	MU-O	MU-F	CO	OS
Residential						
Group Living						
Continuing care community	S	S*	P	—	—	—
Group Residential Care Facility	S	S*	—	—	—	—
Group Residential Care Facility, Limited	P	P*	—	—	—	—
Group Residential Care Facility, Correctional	—	—	—	—	—	—
Boarding, dormitory, monastery	S	S*	—	—	—	—
Household Living						
Dwelling, multiple- family	P	P*	P	—	—	—
Dwelling, single-family	P	—	—	—	—	—
Manufactured homes	S	—	—	—	—	—
Mobile home, permanent installation	—	—	—	—	—	—
Mobile home park	—	—	—	—	—	—
Short-Term Rental Unit	—	—	—	—	—	—
Public, Institutional + Civic (Ord. No. 2014-31 § 11)						
Emergency Services						
Police and fire stations	S	S*	S	—	—	—
Police substations (6 or fewer staff)	S	P*	P	—	S	—
Preschool, Daycare for Infants or Children						
Small (6 or fewer)	P	P*	P	S	S	—
Large (More than 6)	S	S*	S	S	S	—
Electrical Facilities (See 14-6.2(F) for Planning Commission Review Requirements)						
Distribution facilities	P	P*	P	P	P	P
Substation	—	—	—	—	—	—
Switching station	—	—	—	—	—	—
Transmission lines	—	—	—	—	—	—

Table 5.5.A Allowed Uses	MU-N	MU-C	MU-O	MU-F	CO	OS
Educational						
Elementary and secondary schools, public and private	—	S*	S	S	S	—
Colleges and universities, residential	—	—	—	—	S	—
Colleges and universities, nonresidential	—	S	P	P	P	—
Museums	—	P*	P	P	P	—
Vocational or trade schools, nonindustrial	—	P*	P	P	P	—
Vocational or trade schools, light industrial	—	—	—	—	—	—
Community Centers and Institutions						
Neighborhood and community centers, including youth and senior centers	S	P	P	—	P	—
Religious, educational and charitable institutions (does not include schools or assembly uses)	S	P*	P	—	P	—
Hospitals and Extended Care Facilities						
Extended care, convalescent, nursing, recovery care facilities	—	—	—	—	—	—
Hospitals	—	—	—	—	—	—
Hospital heliport	—	—	—	—	—	—
Human Services						
Adult day care	—	S*	S	—	S	—
Foster homes licensed by the appropriate state agencies	—	—	—	—	—	—
Human service establishments	—	S*	S	—	S	—
Sheltered care facilities	S	—	—	—	—	—
Parks and Open Space						

Key

P = Permitted Use
S = Special Use Permit
A = Accessory Use
— = Not Allowed
* = Use must be located on upper floors, or on ground floor behind another permitted use.
** = Allowed on ground floor where access to use is via Live/Work Facade Zone.

Table 5.5.A Allowed Uses	MU-N	MU-C	MU-O	MU-F	CO	OS
Human Services (continued)						
Cemeteries, mausoleums and columbariums	—	—	—	—	—	—
Public parks, playgrounds, playfields	P	P	P	P	P	P
Religious Assembly						
All	S	—	S	—	—	—
Utilities						
All (includes natural gas regulator station, telephone exchange, water or sewage pumping station or water storage facility)	S*	S*	S*	S	—	—
Commerical (Ord. No. 2014-31 § 11)						
Animal Sales and Service						
Veterinary establishments, pet grooming	—	—	—	—	—	—
Kennel	—	—	—	—	—	—
Arts Activities						
Arts and crafts studios, galleries and shops; gift shops for the sale of arts and crafts	P**	P	P	—	P	—
Arts and crafts schools	S**	P	P	—	P	—
Dance studios	P**	P	P	—	P	—
Photographers' studios	P**	P	S	—	P	—
Assembly						
Private clubs and lodges	—	P*	P	—	—	—

	MU-N	MU-C	MU-O	MU-F	CO	OS
Commercial Cannabis Establishments						
Cannabis consumption area	—	—	—	—	—	—
Cannabis manufacturing, heavy	—	—	—	—	—	—
Cannabis manufacturing, light	—	—	—	—	—	—
Cannabis producer microbusiness (200 mature plants max.), indoor growing only	—	—	P	—	—	—
Cannabis producer microbusiness (200 mature plants max.), outdoor growing	—	—	—	—	—	—
Cannabis producer, indoor growing only	—	—	—	—	—	—
Cannabis producer, outdoor growing	—	—	—	—	—	—
Cannabis research laboratory	—	—	—	—	—	—
Cannabis testing laboratory	—	—	S	—	—	—
Commercial cannabis retailer	—	P	P	—	—	—
Financial Services						
Banks, credit unions (without drive-through)	—	P	P	—	—	—
Banks, credit unions (with drive-through)	—	—	—	—	—	—
Food and Beverages						
Bar, cocktail lounge, nightclub, no outdoor entertainment	—	P*	—	—	—	—
Bar, cocktail lounge, nightclub, with outdoor entertainment	—	P*	—	—	—	—
Restaurant - full service, with or without incidental alcohol service	—	P	—	—	P	—

Key				
	P = Permitted Use S = Special Use Permit	A = Accessory Use — = Not Allowed	* = Use must be located on upper floors, or on ground floor behind another permitted use.	** = Allowed on ground floor where access to use is via Live/Work Facade Zone.

Table 5.5.A Allowed Uses	MU-N	MU-C	MU-O	MU-F	CO	OS
Food and Beverages (continued)						
Restaurant with bar, cocktail lounge or nightclub comprising more than 25% of total serving area.	—	P*	—	—	—	—
Restaurant - Fast service/take-out, no drive-through/drive-up	—	P	—	—	P	—
Restaurant - with drive-through/ drive-up	—	—	—	—	—	—
Commissary kitchen	—	S*	S	—	S*	—
Medical						
Apothecary shops or pharmacies	—	P	P	—	—	—
Medical and dental offices or clinics	—	P*	P	—	—	—
Offices, Business and Professional						
Business and professional offices excluding medical and dental and financial services	—	P**	P	—	—	—
Public Accommodation						
Bed and breakfast houses and inns	—	P*	P	—	—	—
Conference and extended stay lodging facilities	—	P*	P	—	—	—
Hotels, motels, residential suite hotels	—	P*	P	—	—	—
Vacation time share projects	—	—	—	—	—	—
Public Transportation						
Transit transfer facilities	S	S*	S	S	S	S

Table 5.5.A Allowed Uses	MU-N	MU-C	MU-O	MU-F	CO	OS
Recreation and Entertainment						
Commercial recreational uses and structures; theaters, bowling alleys, pool-rooms, driving ranges, etc.	—	P	P	—	—	—
Exercise, spas or gym facilities	—	P	P	—	—	—
Nonprofit theaters for production of live shows	—	S	S	—	P	P
Retail Sales and Services						
Antique stores	P**	P	—	—	—	—
Art supply stores	P**	P	—	—	P	—
Bookshops	P**	P	—	—	P	—
Cabinet shops, custom	—	—	—	—	—	—
Department and discount stores	—	S	—	—	—	—
Flea markets	—	—	—	—	—	—
Florist shops	P**	P	—	—	—	—
Funeral homes or mortuaries	—	—	—	—	—	—
Furniture stores	—	P	—	—	—	—
Neighborhood grocery stores and laundromats	—	P	—	—	—	—
Office equipment sales and service; retail sale of office supplies	—	P	—	—	—	—
Retail establishments not listed elsewhere	—	P	—	—	—	—
Retail and service uses that are intended to serve the primary uses and that do not exceed 5,000 square feet	—	—	—	—	P	—

Key				
	P = Permitted Use S = Special Use Permit	A = Accessory Use — = Not Allowed	* = Use must be located on upper floors, or on ground floor behind another permitted use.	** = Allowed on ground floor where access to use is via Live/Work Facade Zone.

Table 5.5.A Allowed Uses	MU-N	MU-C	MU-O	MU-F	CS	OS
Retail Sales and Services (continued)						
Retail sales accessory to any permitted use, provided that such commercial uses shall not occupy more than ten percent of the total floor area of all buildings occupied by the principal use	—	—	—	—	—	—
Sign shops	—	—	—	—	—	—
Service Establishments						
Barber shops and beauty salons	—	P	P	—	—	—
Personal care facilities for the elderly	—	P	P	—	—	—
Personal service establishments including cleaning and laundry, appliance repair and similar services	—	S	P	—	—	—
Tailoring and dressmaking shops	—	P	P	—	—	—
Sexually Oriented Businesses						
All	—	—	—	—	—	—
Storage						
Individual storage areas within a completely enclosed building	—	—	—	—	—	—
Mini-storage units	—	—	—	—	—	—
Telecommunication						
Telecommunications Facilities	Permitted as set forth in Section 14-6.2(E) (for facilities in public rights of way see Article 27-2 SFCC 1987)					

	MU-N	MU-C	MU-O	MU-F	CO	OS
Vehicles and equipment						
Commercial parking lots and garages	—	S*	S*	S*	S*	—
Service and repair establishments including filling stations and repair garages	—	—	—	—	—	—
Tire recapping and retreading	—	—	—	—	—	—
Industrial						
Automobile salvage and wrecking yards, junkyards or yards used in whole or in part for scrap or salvage operations or for processing, storage, display or sales of any scrap, salvage or secondhand building materials, junk automobiles or second hand automobile parts	—	—	—	—	—	—
Research, experimental and testing laboratories	—	—	P	—	—	—
Manufacturing and Production						
Light assembly and manufacturing	—	—	—	—	—	—
Outdoor Storage						
Outdoor storage lots and yards, except wrecking yards, junkyards or yards used in whole or in part for scrap or salvage operations or for processing, storage, display, or sales of any scrap, salvage or second-hand building materials, junk automobiles or second-hand automobile parts	—	—	—	—	—	—

Key				
	P = Permitted Use S = Special Use Permit	A = Accessory Use — = Not Allowed	* = Use must be located on upper floors, or on ground floor behind another permitted use.	** = Allowed on ground floor where access to use is via Live/Work Facade Zone.

Table 5.5.A Allowed Uses	MU-N	MU-C	MU-O	MU-F	CS	OS
Warehouse and Freight Movement						
Wholesaling and distribution operations - 3,000 square feet or less of storage	—	—	—	—	—	—
Wholesaling and distribution operations - over 3,000 square feet of storage	—	—	—	—	—	—
Agricultural Uses (Ord. No. 2016-41 § 3)						
Animal production	—	—	—	—	—	—
Commercial stable	—	—	—	—	—	—
Urban Farm Ground Level, less than 10,000 sq ft.	S	S	S	S	S	S
Urban Farm Ground Level, 10,000 sq ft. - 1 acre	—	—	—	—	S	S
Urban Farm Ground Level, greater than 1 acre	—	—	—	—	S	S
Urban Farm Roof Level, Open Air, 1000 sq ft. or less	S	S	S	S	S	S
Urban Farm Roof Level, Open Air, greater than 1000 sq ft., less than 5000 sq ft.	S	S	S	S	S	S
Aquaculture, less than 750 sq ft.	—	S	S	S	S	S
Aquaponics, less than 750 sq ft.	—	S	S	—	—	S
Aquaponics, greater than 750 sq. ft	—	S	S	—	—	S
Hydroponics, any size	—	S	S	—	—	S
Composting	—	—	—	—	—	—

	MU-N	MU-C	MU-O	MU-F	CO	OS
Accessory Uses						
Accessory structures of a permanent, temporary or portable nature such as coverings not constructed of solid building materials, including inflatable covers over swimming pools + tennis courts + such other accessory structures which exceed 30 inches in height from the average ground elevation.	A	A*	A	A	A	—
Children's play areas + play equipment	A	A*	A	A	A	P
Accessory dwelling units	A	A*	A	A	A	—
Greenhouses, noncommercial	A	A*	A	A	A	A
Home occupations	A	A	A	A	A	—
Hospital heliport	—	—	—	—	—	—
Other uses + structures customarily accessory + clearly incidental and subordinate to permitted permissible uses + structures	A	A*	A	A	A	A
Private barbecue pits, private swimming pools	A	A*	A	A	A	—
Private daycare for infants + children	A	A*	A	A	A	—
Private garages	A	A*	A	A	A	—
Residential use ancillary to an approved use	A	A*	A	A	A	—
Utility sheds, located within the rear yard only	A	A*	A	A	A	—
Apothecaries, pharmacies, or laboratories accessory to a clinic	—	A	A	—	—	—

Key

P = Permitted Use
S = Special Use Permit
A = Accessory Use
— = Not Allowed
* = Use must be located on upper floors, or on ground floor behind another permitted use.
** = Allowed on ground floor where access to use is via Live/Work Facade Zone.

5.6 Facade Zone Standards

This Section establishes Facade Zone Standards that regulate setbacks, frontage types, height, and other elements that impact the quality of the pedestrian realm. These standards are meant to complement the Development Block Standards in the preceding Section.

Walkable, Pedestrian-Oriented Design

Standards for specific Facade Zones are intended to create a high-quality public realm that provides an appealing experience for people moving around the Midtown Site on foot. This goal is achieved through intentionally regulating design elements such as ground floor frontages, facade definition, the shape of buildings along the streetscape, and composition of openings.

Context-Sensitive Standards

To deliver the high quality public realm envisioned by this plan, specific standards for particular Facade Zones are applied according to Section 5.4 (Development Standards Regulating Plan). These standards correspond to different thoroughfare environments, and are scaled accordingly. Facade Zones that allow for taller heights and facade conditions appropriate for commercial uses are prescribed for major thoroughfares, while lower-intensity Facade Zones with reduced building heights are prescribed for more intimate paseos and residential streets. The Frontage Types allowed under each Facade Zone are calibrated to the physical character and types of activity envisioned for each environment.

Application of Facade Zone Standards

Facade Zones are applied along the edges of rights-of-way, easements, and civic spaces, as shown in Section 5.4 (Development Standards Regulating Plan). The standards in this Section govern the above-grade portion of a development block within a certain distance of these public spaces, defined as the Facade Zone (see the table below). All standards contained in Section 5.5 (Sub-zone Standards) and Section 5.8 (Design Standards General to All) remain applicable within the Facade Zone.

Applicability of Standards	
Facade Zone Extents	
Depth (From Frontage Line[1])	Up to 30'
Height (Above Grade)	To maximum height in sub-zone

[1]The frontage line shall be defined as the boundary of the adjacent public way or easement.

Openings

Standards in this Section shall apply to all walls contained within a single lot and facing a public way or open space.

Table 5.6.A Facade Zones Overview

Plaza (PL)

Intent

An active, arcaded streetscape characterized by high pedestrian density and commercial activity. This Facade Zone reinforces the Central Plaza as a gathering point for the neighborhood.

Main Street/Main Street-Office (MS/MS-O)

Intent

A walkable main street environment designed for a mix of housing and workplaces, which can evolve to accommodate increasing commercial activity as the neighborhood matures.

Live/Work (LW)

Intent

Inspired by traditional city streets, this Facade Zone features a pedestrian-oriented passage lined by buildings that combine residences with ground-floor shops and studios.

Neighborhood Residential (NR)

Intent

An environment in which residences face onto a landscaped public realm accommodating pedestrians, bikes, and low-speed auto traffic—gracefully transitioning to the private realm through appropriate frontage types.

Neighborhood Paseo (NP)

Intent

A fine-grained, intimate environment with homes facing onto pathways for foot and bike traffic.

Note: Images are illustrative

Facade Definition

Note: Images are illustrative

Intent

A continuously varied streetscape contributes to a more pleasant pedestrian experience, providing interest for people navigating the neighborhood on foot and helping them to orient themselves. Even in environments where the street wall is more or less continuous, differentiating building facades through changes in various architectural parameters can help to realize these benefits.

Photo Gallery

Facade Variety in Development Standards

The standards for each Facade Zone include a maximum width for defined Facades. Where individual buildings are no wider than the maximum facade width for the Facade Zone, defined Facades shall correspond to individual buildings. Buildings wider than the maximum Facade width shall incorporate multiple Facades no wider than the maximum for the Facade Zone.

Facade Definition	
Max. Width of Defined Facade	Per Facade Zone Standards
Boundary between defined Facades shall extend vertically for the full height of the building(s).	A
Facades shall be designed to be or appear to be structurally independent. Vertical support elements (columns, etc.) may not be shared between adjacent Facades.	B
A defined Facade shall be differentiated from adjacent Facades through two or more of the following techniques[1]:	
Change in frontage type, or its material composition	
Change in wall color or material	
Change in eave or parapet height	
Change in story where stepback/roof terrace occurs	
Recess or projection ≥ 18" deep	
Change in typical windows, doors, and surrounds	

(Facing page) Collections of unique townhouses in Tucson, Arizona illustrate how varying facade characteristics along a block face can reinforce a human scale of development.

(Above) Diagram showing how differentiation between adjacent facades may be achieved through variation of architectural features. Image is illustrative, not regulatory.

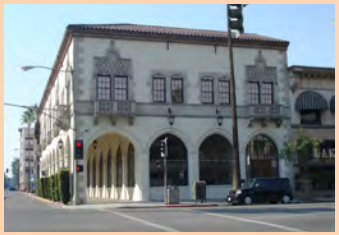
Plaza (PL)

Overview

An active, arcaded streetscape characterized by high pedestrian density and commercial activity. This Facade Zone reinforces the Central Plaza as a gathering point for the neighborhood.

Note: Images are illustrative

Allowed Frontage Types in the Plaza Facade Zone



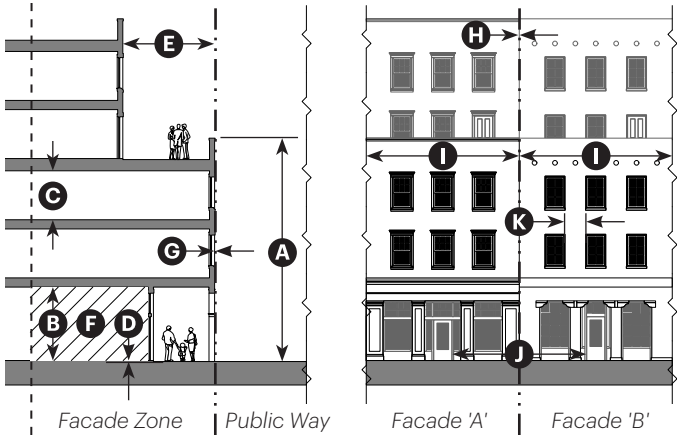
Arcade

Shopfront[1]

Gateway/ Zaguan[1]

[1] In the Plaza Facade Zone, Shopfront and Gateway/ Zaguan frontage types must be used within the Arcade frontage type, articulating the recessed ground floor facade.

Building Form Within Facade Zone		
Height		
Building Height in Facade Zone	3 stories max.[2]	A
Ground Floor Ceiling Height	12' clear min.	B
Upper Floor Ceiling Height	8' clear min.	C
Ground Floor Finish Level Above Sidewalk	2" max.	D
[2] At 15' from frontage line and beyond, height may increase to 5 stories. Any resultant space between frontage line and fourth story floor area shall meet standards for Roof Terrace in Section 5.8 (Design Standards General to All).		E
Flex Space		
% of Ground Floor Area Required	75% min.	F
Parking is not permitted in the Facade Zone		
Building Placement		
Building/Frontage Type Setbacks		
From Public Way	0' min. 2' max.	G
From Shared Lot Line	0' min. 0' max.	H
Facade Zone Occupied by Building, Frontage Type, or Perimeter Wall	100% of Facade Zone width min.	
Encroachments		
Encroachments into ROW		
≥ 14' Vertical Clearance from SW	6' max.	
< 14' Vertical Clearance from SW	1' max.	



Note: Images are illustrative

Facade Definition		
Width of Defined Facade	75' max.	I
Wall Length Between Entrances	50' max.	J
Openings		
Wall Length Between Openings[3]	10' max.	K
Openings as Percent of Wall Area		
Open to Sky	10% min. 35% max.	
Shaded by Gallery, Portal, Canopy, or Awning	15% min. 75% max.	
[3] Openings located between 42" and 73" above floor level.		
Driveways		
Driveway Width		
One-way Traffic	12' max.	
Two-way Traffic	20' max.	
Separation Between Driveways	150' min.	

Main Street/Main Street-Office (MS/MS-O)

Note: Images are illustrative

Overview

A walkable main street environment designed for a mix of housing and workplaces, which can evolve to accommodate increasing commercial activity as the neighborhood matures.

Office Sub-zone

The Main Street-Office sub-condition allows for greater frontage flexibility to accommodate a wider variety of uses at the ground floor.

Allowed Frontage Types in the Main Street/Main Street-Office Facade Zone

Shopfront

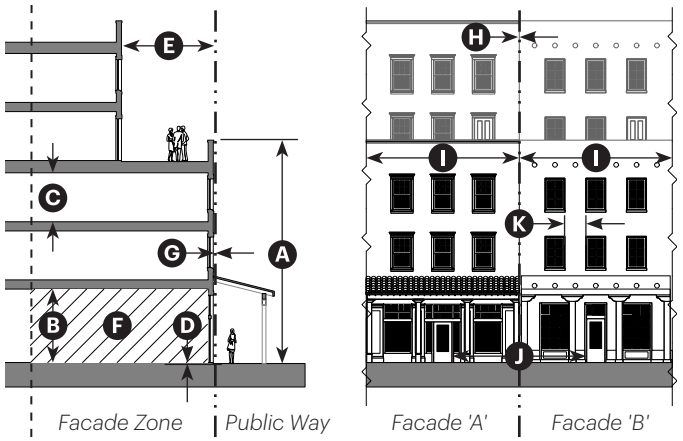
Gallery

Gateway/Zaguan

Dooryard

Forecourt

Building Form Within Facade Zone		
Height		
Building Height in Facade Zone	3 stories max.[1]	A
Ground Floor Ceiling Height	12' clear min.	B
Upper Floor Ceiling Height	8' clear min.	C
Ground Floor Finish Level Above Sidewalk	2" max.	D
[1] At 15' from frontage line and beyond, height may increase to 5 stories. Any resultant space between frontage line and fourth story floor area shall meet standards for Roof Terrace in Section 5.8 (Design Standards General to All).		E
Flex Space		
% of Ground Floor Area Required	60% min.	F
Flex Space shall meet the requirements of the applicable building code for eating and drinking and mercantile occupancies		
All interior and exterior space within the Facade Zone shall be habitable		
Parking is not permitted in the Facade Zone		
Building Placement		
Building/Frontage Type Setbacks[2]		
From Public Way	0' min. 5' max.	G
From Shared Lot Line	0' min.	H
Facade Zone Occupied by Building, Frontage Type, or Perimeter Wall	80% of Facade Zone width min.	
[2] For Gallery frontage type, see "Encroachments".		
Encroachments		
Encroachments into ROW		
≥ 8' Vertical Clearance from SW	6' max.	
< 8' Vertical Clearance from SW	Not Allowed	
Gallery Frontage Type	10' max.[3]	
[3] Or to to within 18" of the curb face, whichever is less		



Note: Images are illustrative

Facade Definition	MS	MS-O	
Width of Defined Facade	75' max.	150' max.	I
Wall Length Between Entrances	60' max.	110' max.	J
Openings			
Wall Length Between Openings[4]	10' max.		K
Openings as Percent of Wall Area			
Open to Sky	10% min.	35% max.	
Shaded by Gallery, Portal, Canopy, or Awning	15% min.	75% max.	
[4] Openings located between 42" and 73" above floor level.			
Driveways			
Driveway Width			
One-way Traffic	12' max.		
Two-way Traffic	20' max.		
Separation Between Driveways	100' min.		

Live/Work (LW)

Note: Images are illustrative

Overview

Inspired by traditional city streets, this Facade Zone features a pedestrian-dominated passage lined by buildings that combine residences with ground-floor shops and studios.

Allowed Frontage Types in the Live/Work Facade Zone

Shopfront

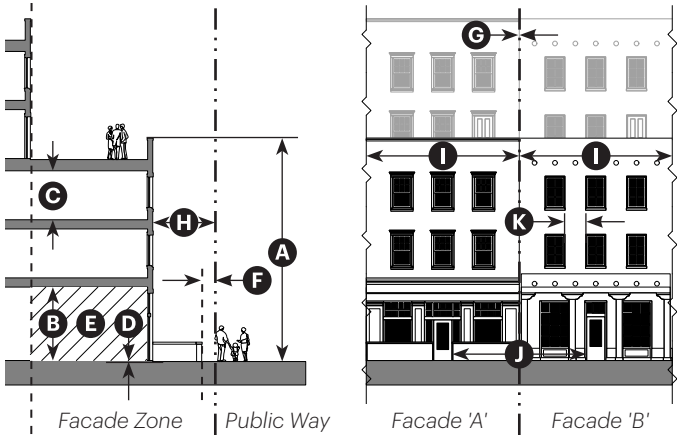
Gateway/Zaguan

Dooryard

Forecourt

Portal

Building Form Within Facade Zone		
Height		
Building Height in Facade Zone	3 stories max.	A
Ground Floor Ceiling Height	12' clear min.	B
Upper Floor Ceiling Height	8' clear min.	C
Ground Floor Finish Level Above Sidewalk	2" max.	D
Flex Space		
% of Ground Floor Area Required	60% min.	E
Nonresidential ground floor area within live/work unit(s) may satisfy Flex Space requirement		
Flex Space not contained within live/work unit(s) shall meet the requirements of the applicable building code for eating and drinking and mercantile occupancies		
Habitable Space		
All interior and exterior space within the Facade Zone shall be habitable		
Parking is not permitted within the Facade Zone[1]		
[1] Garage parking is permitted where accessed via an alley		
Building Placement		
Building/Frontage Type Setbacks		
From Public Way	2' min. 5' max.	F
From Shared Lot Line	0' min.	G
Facade Zone Occupied by Building, Frontage Type, or Perimeter Wall	80% of Facade Zone width min.	
Building Facade Setbacks		
Single Story	6' max.	
2+ Stories	12' max.	H
Encroachments		
Encroachments into Front Setback		
Stairs/Ramps	2' max.	
≥ 8' Vertical Clearance from SW	2' max.	
< 8' Vertical Clearance from SW	Not Allowed	



Note: Images are illustrative

Facade Definition		
Width of Defined Facade	60' max.	I
Wall Length Between Entrances	70' max.	J
Openings		
Wall Length Between Openings[2]	10' max.	K
Openings as Percent of Wall Area		
Open to Sky	10% min. 35% max.	
Shaded by Gallery, Portal, Canopy, or Awning	15% min. 75% max.	
[2] Openings located between 42" and 73" above floor level.		
Driveways		
Driveways are not permitted in this Facade Zone		
Vehicular access shall be via alley or shared access easement		

Neighborhood Residential (NR)

Note: Images are illustrative

Overview

An environment in which residences face onto a landscaped public realm accommodating pedestrians, bikes, and low-speed auto traffic—gracefully transitioning to the private realm through appropriate frontage types.

Allowed Frontage Types in the Neighborhood Residential Facade Zone

Gateway/Zaguan

Dooryard

Forecourt

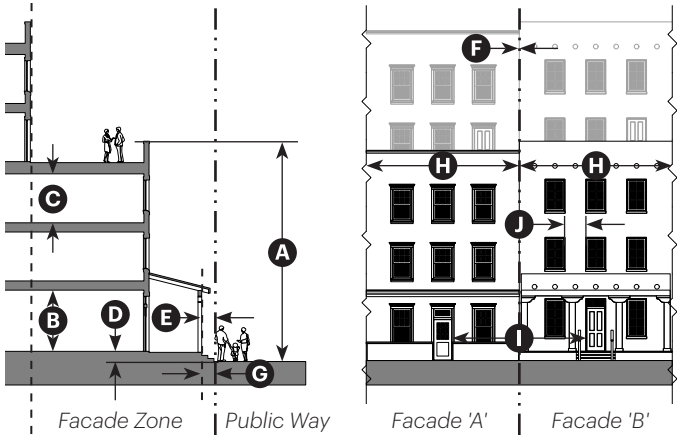
Portal

Building Form Within Facade Zone		
Height		
Building Height in Facade Zone	3 stories max.	A
Ground Floor Ceiling Height	10' clear min.	B
Upper Floor Ceiling Height	8' clear min.	C
Ground Floor Finish Level Above Sidewalk	18" max.	D
Habitable Space		
All interior and exterior space within the Facade Zone shall be habitable		
Parking is not permitted within the Facade Zone[1]		

[1] Flex space, which may accommodate garage parking, is permitted where accessed via an alley

Building Placement			
Building/Frontage Type Setbacks			
From Public Way	2' min.	5' max.	E
From Shared Lot Line	0' min.		F
Facade Zone Occupied by Building, Frontage Type, or Perimeter Wall	75% of Facade Zone width min.		

Encroachments		
Encroachments into Front Setback		
Stairs/Ramps	2' max.	G
≥ 8' Vertical Clearance from SW	2' max.	
< 8' Vertical Clearance from SW	Not Allowed	



Note: Images are illustrative

Facade Definition		
Width of Defined Facade	60' max.	H
Wall Length Between Entrances	80' max.	I
Openings		
Wall Length Between Openings[2]	10' max.	J
Openings as Percent of Wall Area		
Open to Sky	10% min. 35% max.	
Shaded by Gallery, Portal, Canopy, or Awning	10% min. 50% max.	

[2] Openings located between 42" and 73" above floor level.

Driveways	
Driveway Width	
One-way Traffic	12' max.
Two-way Traffic	20' max.
Separation Between Driveways	35' min.

Neighborhood Paseo (NP)

Note: Images are illustrative

Overview

A fine-grained, intimate environment with homes facing onto pathways for foot and bike traffic.

Allowed Frontage Types in the Neighborhood Paseo Facade Zone

Gateway/Zaguan

Dooryard

Forecourt

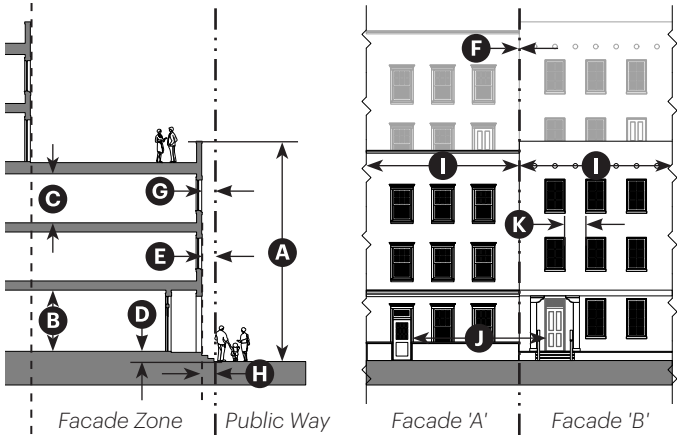
Portal

Stoop/Recessed Entry

Building Form Within Facade Zone		
Height		
Building Height in Facade Zone	3 stories max.	A
Ground Floor Ceiling Height	10' clear min.	B
Upper Floor Ceiling Height	8' clear min.	C
Ground Floor Finish Level Above Sidewalk	18" max.	D
Habitable Space		
All interior and exterior space within the Facade Zone shall be habitable		
Parking is not permitted within the Facade Zone[1]		

[1] Flex space, which may accommodate garage parking, is permitted where accessed via an alley

Building Placement			
Building/Frontage Type Setbacks			
From Public Way	2' min.	5' max.	E
From Shared Lot Line	0' min.	0' max.	F
Facade Zone Occupied by Building, Frontage Type, or Perimeter Wall	80% of Facade Zone width min.		
Building Facade Setbacks			
Single Story	8' max.		
2+ Stories	12' max.		G
Encroachments			
Encroachments into Front Setback			
Stairs/Ramps	2' max.		H
≥ 8' Vertical Clearance from SW	2' max.		
< 8' Vertical Clearance from SW	Not Allowed		



Note: Images are illustrative

Facade Definition		
Width of Defined Facade	60' max.	I
Wall Length Between Entrances	70' max.	J
Openings		
Wall Length Between Openings[2]	10' max.	K
Openings as Percent of Wall Area		
Open to Sky	10% min. 35% max.	
Shaded by Gallery, Portal, Canopy, or Awning	10% min. 50% max.	

[2] Openings located between 42" and 73" above floor level.

Driveways
Driveways are not permitted in this Facade Zone
Vehicular access shall be via alley or shared access easement

5.7 Frontage Types

This Section establishes standards for all frontage types. Frontages are the components of a building that provide the transition and interface between the public realm (street, sidewalk, or civic space) and the private realm (yard or building).

Application of Frontage Types

- Each building shall be connected to the adjacent street, paseo, or civic space by at least one frontage type. A single building may have multiple frontage types in compliance with the types listed for the applicable Facade Zone(s).
- The frontage line shall be defined as the boundary of the adjacent street, paseo, or civic space from which the entrance is accessed.
- Frontage types shall be located in compliance with the Facade Zone per Item 2 (Building Placement) and Item 3 (Encroachments).
- Frontage types not listed in the standards for the Facade Zone under "Allowed Frontage Types" are not allowed in that Facade Zone.
- The names of the frontage types indicate their particular configuration or function and are not intended to limit uses within the associated building. For example, a Shopfront may serve residential uses, and a portal may serve non-residential uses as allowed by the Sub-zone.

Frontage Types + Entrances

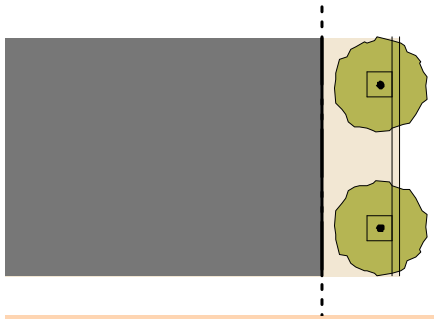
- Each frontage type shall accommodate at least one entrance.
- The primary building entrance shall be on the front of the building unless a side street or paseo are present—in which case the building entrance may be in any of these locations.
- Access to entrance doors of individual dwelling units located above the ground floor level may be provided by an enclosed lobby or corridor and stairway. Unenclosed or partially enclosed exterior stairways, open-air corridors, and/or egress balconies are also permitted as the primary means of access to dwelling units located on the second floor.
- Dwelling units on the ground floor and their entrances must be connected to adjacent public way(s), as well as to parking areas and other on site facilities.

Arcade

Description

The ground floor facade is set back to form a covered passageway, with the surrounding structure supporting habitable space up to the frontage line on the upper floors. Frequently incorporates the Shopfront or Gateway/Zaguan frontage types.

Shopfront



Description

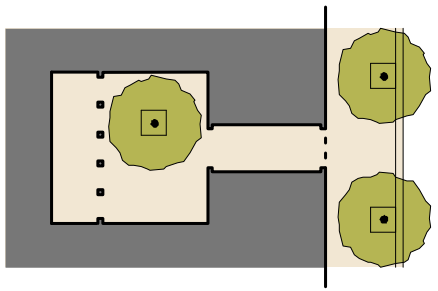
The main facade is at or near the frontage line with at-grade entrance along the sidewalk. Includes substantial glazing between the Shopfront base and the ground floor ceiling, frequently shaded by a canopy or awning over the sidewalk.

Gallery

Description

The main facade is at or near the frontage line and an at-grade covered structure, typically articulated with a colonnade that extends into the right-of-way. May be one or two stories and typically incorporates the Shopfront type.

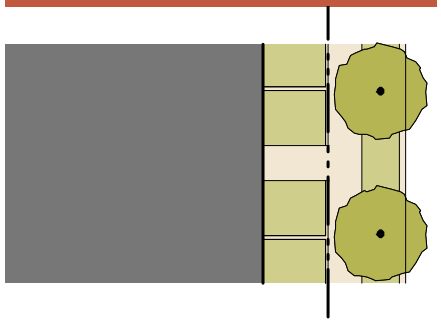
Gateway/Zaguan



Description

The main facade is at or near the frontage line, with a prominent Gateway linking the sidewalk to an interior court via a covered, open-air passage or Zaguan. This type often accommodates a vertical change in grade from the sidewalk to the court.

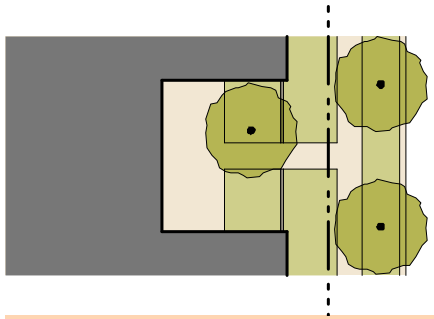
Dooryard



Description

The main facade is set back from the frontage line, which is defined by a low wall, creating a small private area between the sidewalk and the facade. Each Dooryard is separated from adjacent Dooryards. The Dooryard may be raised or at grade.

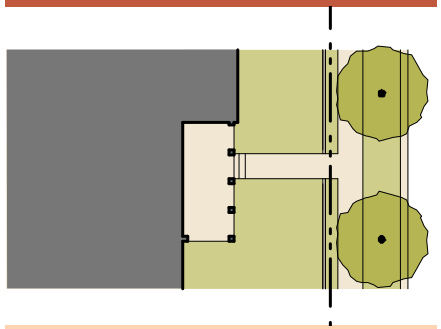
Forecourt



Description

The main facade is at or near the frontage line and a portion is set back, extending the public realm into the lot for an entry court or shared garden space, or as an additional shopping or restaurant seating area within retail and service contexts.

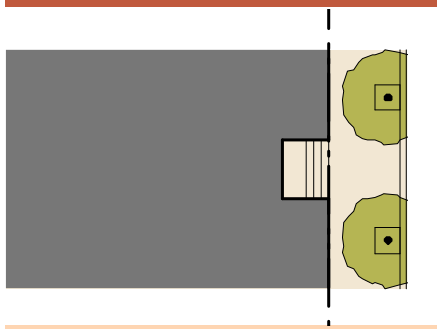
Portal



Description

A portion of the main facade is set back from the frontage line, creating space for a projecting covered structure. May be up to two stories and may have up to three adjacent sides that are engaged to the building, with at least one side open.

Stoop/ Recessed Entry



Description

The main facade is near the frontage line, with steps to an elevated and/ or covered entry recessed into the main facade, providing a defined transition between the sidewalk and the interior. Stairs or ramps may lead directly to the sidewalk or may be parallel to the sidewalk.

Frontage Type: Arcade

Note: Images are illustrative

Description

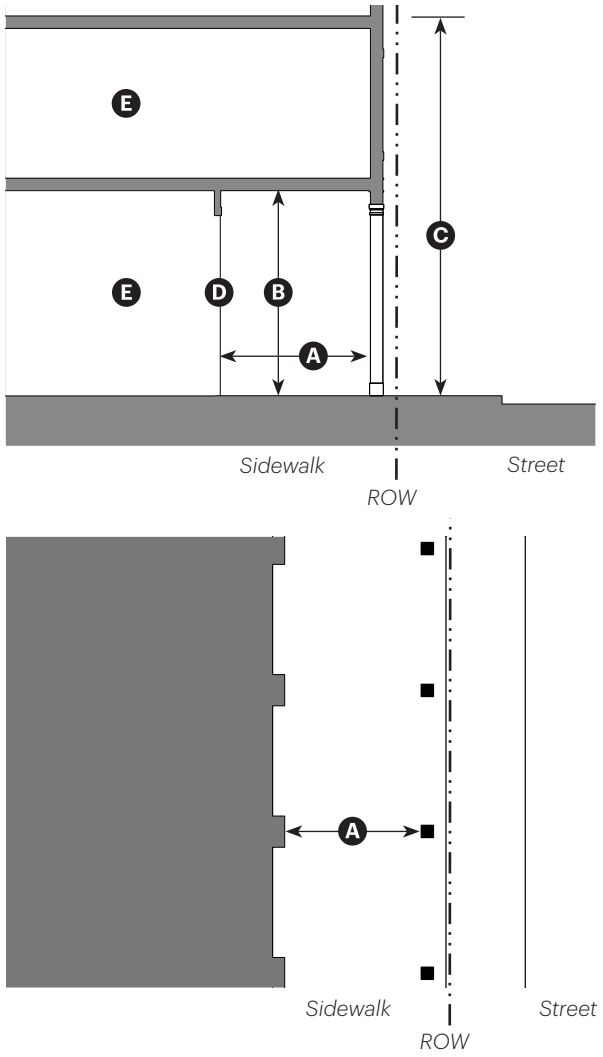
The ground floor facade of the building is set back to form a covered passageway, with the surrounding structure supporting habitable space up to the frontage line on the upper floors. The recessed ground floor facade frequently incorporates the Shopfront or Gateway/ Zaguan frontage types.

Intent

To provide shelter for pedestrians and to create an indoor-outdoor environment that accommodates activities that activate the public realm—such as outdoor dining and vending.

Photo Gallery

Arcade Standards		
Size		
Depth, Clear	10' min.	A
Ceiling Height	12' min.	B
Building Height at Arcade	3 stories max.	C
Miscellaneous		
Building facade within arcade shall follow the standards for the Shopfront and/or Gateway/Zaguan Frontage Type(s)		D
Habitable Interior Space		E
Arcades shall have a consistent depth		
Arcades are not allowed to project over the sidewalk in the public right of way.		
Sliding doors are not allowed as the entry door(s)		



Note: Images are illustrative

Frontage Type: Shopfront

Note: Images are illustrative

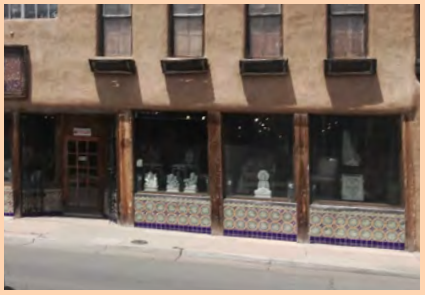
Description

The main facade of the building is at or near the frontage line with at-grade entrance along the sidewalk. This type is intended for service, retail, or restaurant use and includes substantial glazing between the Shopfront base and the ground floor ceiling, frequently shaded by a canopy or awning that overlaps the sidewalk.

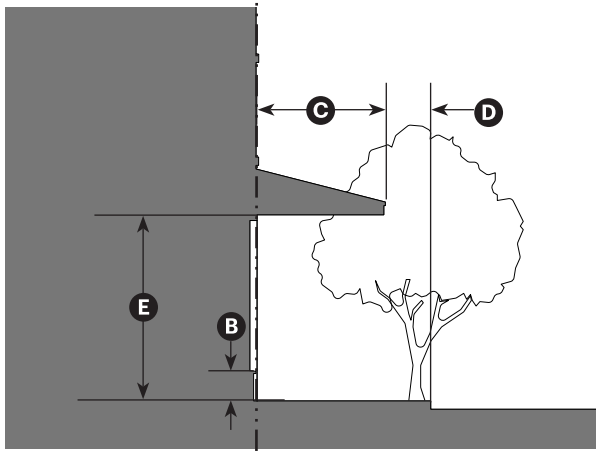
Intent

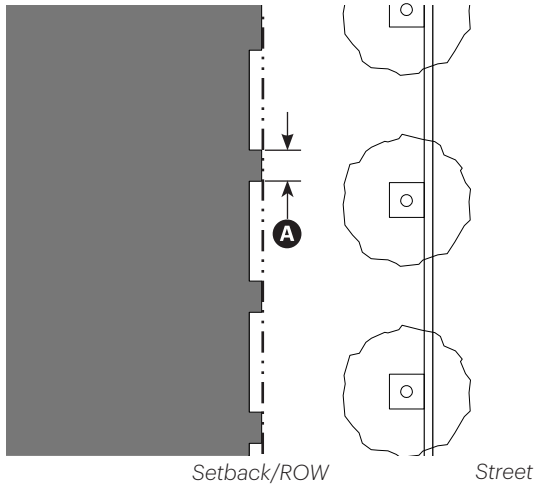
To activate the streetscape by providing a visual connection between activities taking place inside and pedestrian activity on the sidewalk.

Photo Gallery



Shopfront Standards		
Size		
Distance between Glazing	2' max.	A
Ground Floor Glazing between Sidewalk and Finished Ceiling Height	65% min.	
Depth of Recessed Entries	5' max.	
Shopfront Base	6" min.; 30" max.	B
Awning (When Present)		
Depth	5' min.	C
Setback from Curb	2' min.	D
Height, Clear	8' min.	E
Miscellaneous		
Residential types of windows are not allowed		
Rounded and hooped awning are not allowed		
When decorative accordion-style doors/windows or other operable windows that allow the space to open to the street are included, Site Plan Review is required		
Sliding doors are not allowed as the entry door(s)		





Note: Images are illustrative

Frontage Type: Gallery

Note: Images are illustrative

Description

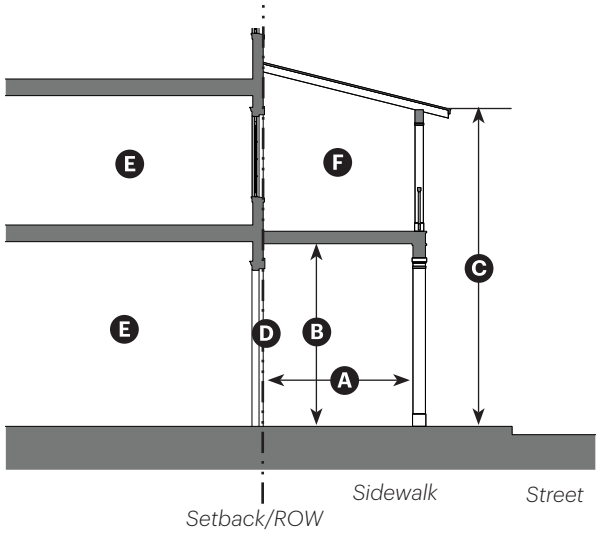
The main facade of the building is at or near the frontage line and an at-grade covered structure, typically articulated with a colonnade or arches, covers a pedestrian area extending into the right-of-way. This type may be one or two stories and typically incorporates the Shopfront frontage type.

Intent

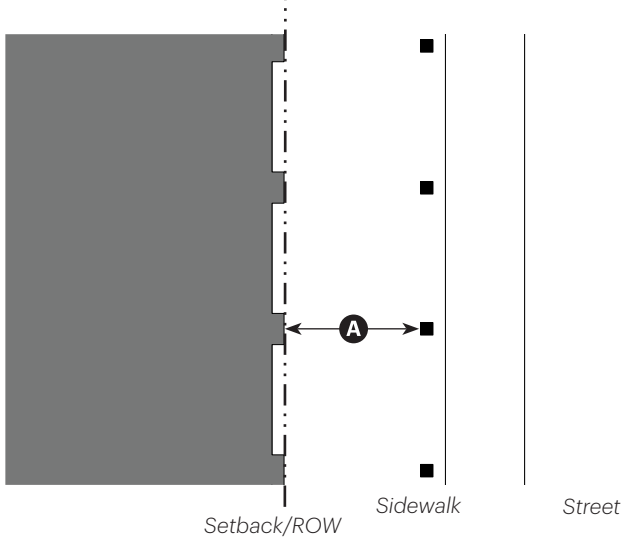
To provide shelter for pedestrians and to create an indoor-outdoor environment along the sidewalk that accommodates activities that activate the public realm—such as outdoor dining and vending.

Photo Gallery

Gallery Standards		
Size		
Depth, Clear	8' min.	A
Ground Floor Ceiling Height	10' min.	B
Gallery Height	2 stories max.	C
Miscellaneous		
Building facade within gallery shall follow the standards for the Shopfront and/or Gateway/Zaguan Frontage Type(s)		D
Habitable Interior Space		E
Second story of Gallery may be used as a Balcony and may be covered by a roof		F



Note: Images are illustrative



Frontage Type: Gateway/Zaguan

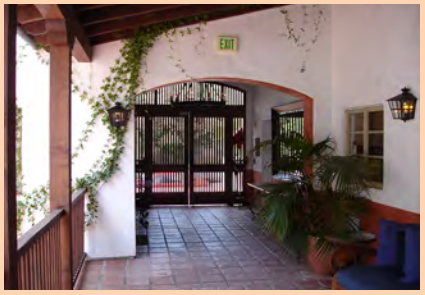
Description

The main facade of the building is at or near the frontage line, with a prominent Gateway linking the sidewalk to an interior courtyard by way of a covered, open-air passage or Zaguan. This type often accommodates a vertical change in grade from the sidewalk to the courtyard.

Intent

To reinforce an architectural element that is common in Santa Fe and to provide access control, natural light and ventilation, and a transition between the public and private realms.

Photo Gallery



Gateway/ Zaguan Standards

Courtyard Access

This frontage type provides direct access from the sidewalk to a Courtyard[1] via a sequence consisting of the following elements:

Gateway	A
Zaguan (unless Courtyard is adjacent to ROW[2])	B
Courtyard[1]	C

[1] See Section 5.8 (Design Standards General to All) for Courtyard standards

[2] If Courtyard is adjacent to ROW, Gateway may open directly onto Courtyard

Gateway

Clear Width of Entrance	3' min., 11' max.	A
Threshold Elevation Above Sidewalk at Gateway	0" max.	D

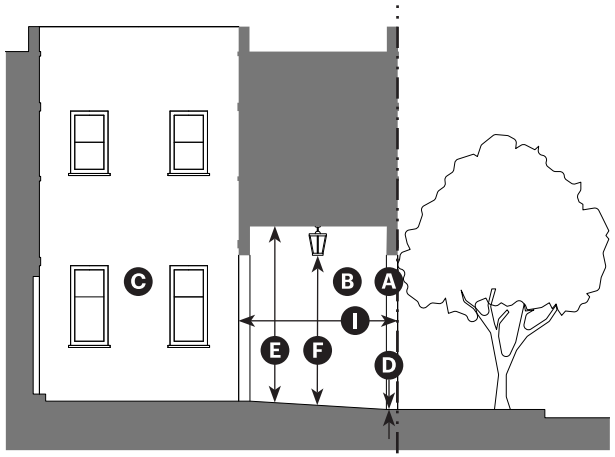
Gateway shall be constructed to enable cross-ventilation, daylighting, and visibility—either through gaps between vertical members equal to or wider than the vertical members, or through unglazed transoms/eye-level openings in an otherwise solid door

Zaguan

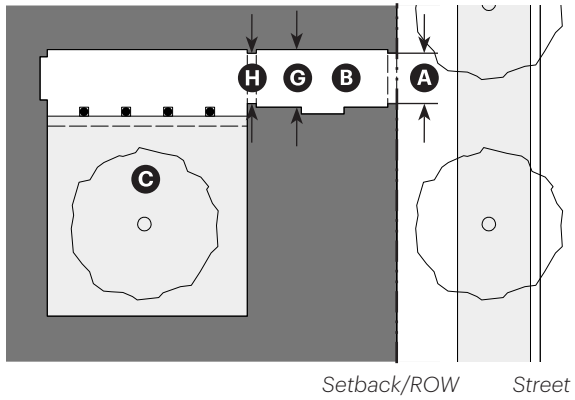
Height		
Ceiling Height	10' min., 24' max.	E
Clear Height	7' min.	F
Width		
Wall to Wall	4' min., 12' max.	G
Clear Width	44" min.	H
Length	10' min., 40' max.	I

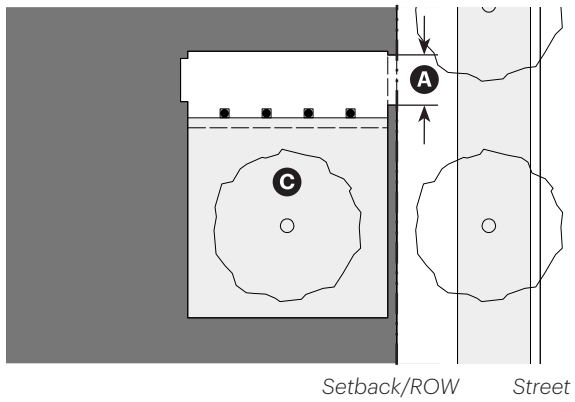
Zaguan may serve as part of an exit discharge system, subject to requirements of the applicable building code

Zaguan may slope toward Courtyard



Note: Images are illustrative





Frontage Type: Dooryard

Note: Images are illustrative

Description

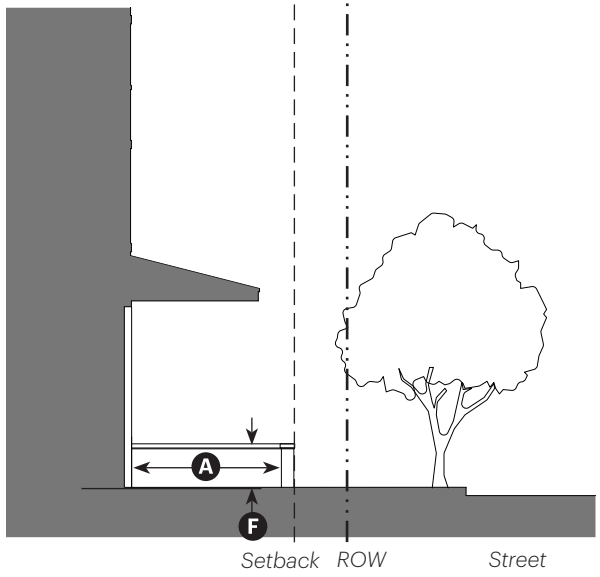
The main facade of the building is set back from the frontage line, which is defined by a low wall, creating a small private area between the sidewalk and the facade. Each Dooryard is separated from adjacent Dooryards. The Dooryard may be raised or at grade.

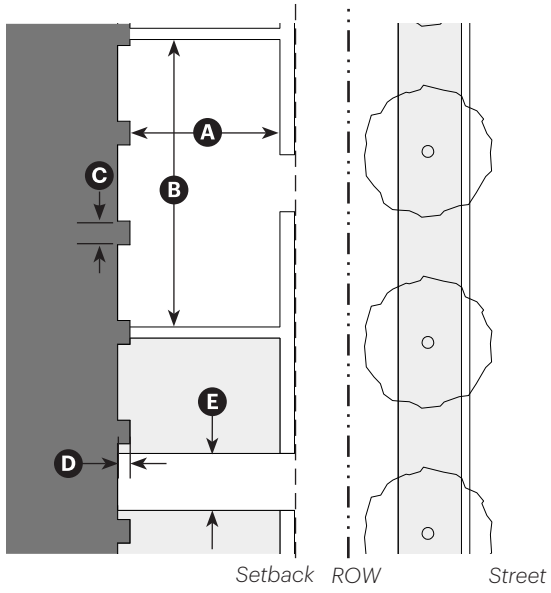
Intent

To provide a transition between the public and private realms and to provide an outdoor area that can accommodate activities that activate the public realm—such as socializing and outdoor dining and vending.

Photo Gallery

Dooryard Standards		
Size		
Depth, Clear	7' min.	A
Length, Clear	12' min.	B
Distance Between Glazing	4' max.	C
Depth of Recessed Entries	12" max.	D
Pedestrian Access Width	3' min.	E
Height of Dooryard Fence/Wall Above Finish Level	36" max.	F
Miscellaneous		
In the Main Street and Live/Work Facade Zones, building facade(s) within dooryard(s) shall follow the standards for the Shopfront Frontage Type		
Each Dooryard shall contain only one ground floor entry		
Sliding doors are not allowed as the entry door(s)		





Note: Images are illustrative

Frontage Type: Forecourt

Note: Images are illustrative

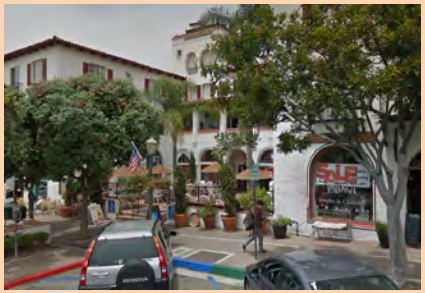
Description

The main facade of the building is at or near the frontage line and a portion is set back, extending the public realm into the lot for an entry court or shared garden space for housing, or as an additional shopping or restaurant seating area within retail and service contexts.

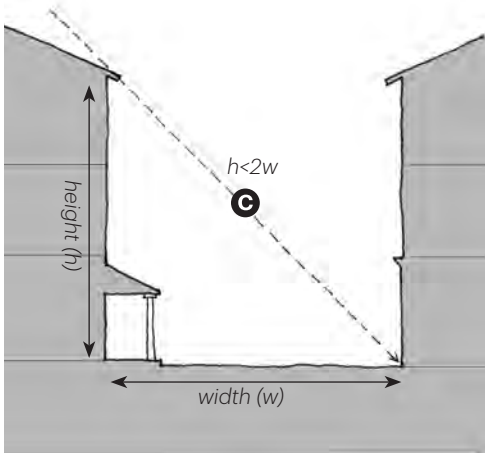
Intent

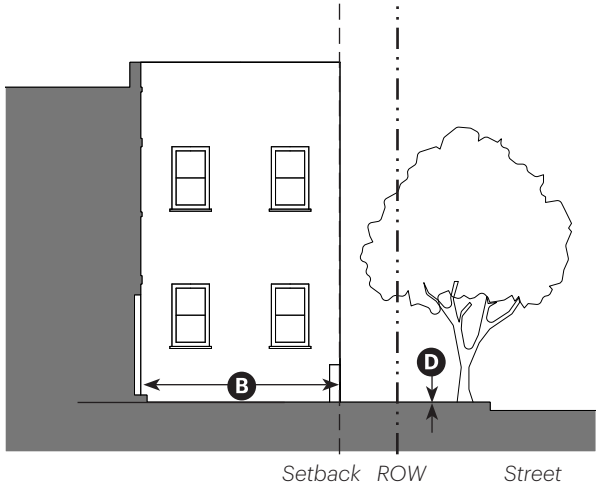
To extend the public realm and to create the sense of an outdoor room that can accommodate activities that activate the public realm—such as outdoor dining and vending.

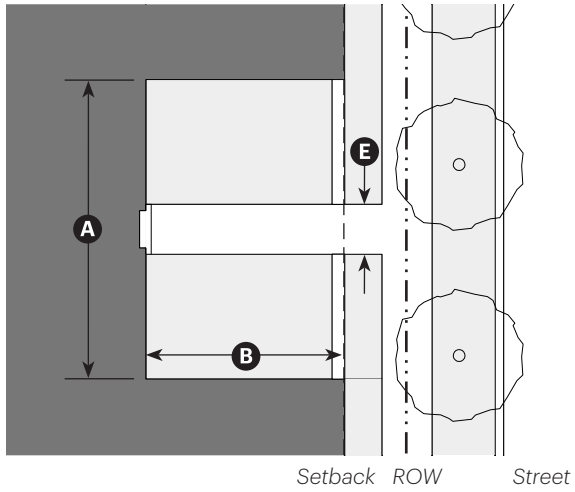
Photo Gallery



Forecourt Standards		
Size		
Width, Clear	15' min.	A
Depth, Clear	15' min.	B
Ratio, Height to Width	2:1 max.	C
Height from Sidewalk	12" max.	D
Pedestrian Access Width	3' min.	E
Miscellaneous		
May be utilized to group several entries at a common elevation in compliance with the zone ground floor finish level standards		
The proportions and orientation of these spaces shall comply with the diagram below for solar orientation and user comfort		
Sliding doors are not allowed as the entry door(s)		
Other frontage types as allowed in the facade zone may be applied to the front of the building and/or within the Forecourt		







Note: Images are illustrative

Frontage Type: Portal

Note: Images are illustrative

Description

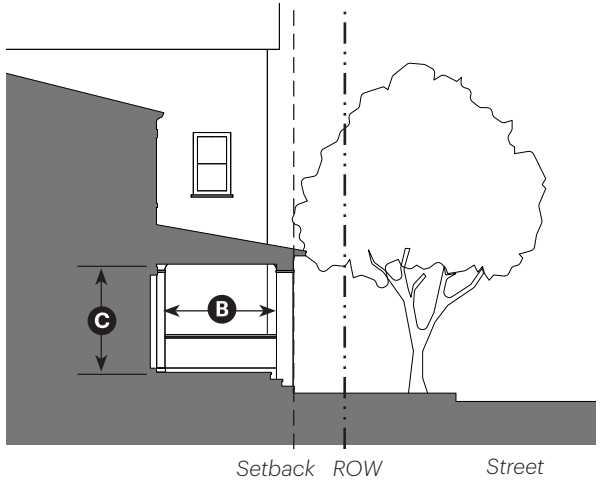
A portion of the main facade of the building is set back from the frontage line, creating an area for a covered structure that projects from the facade. The Portal may be one or two stories and may have one, two, or three adjacent sides that are engaged to the building, with at least one side open.

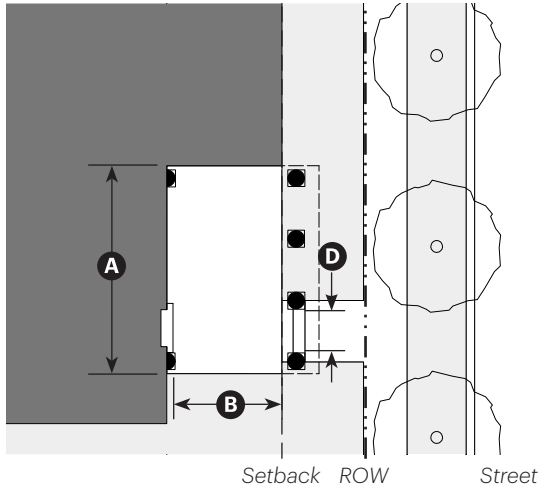
Intent

To provide a transition between the public and private realm, to provide protection from the weather for a building entry, and to provide a shady outdoor area for socialization and relaxation.

Photo Gallery

Portal Standards		
Size		
Width, Clear	12' min.	A
Depth, Overall		B
Elevated < 12" from average finish grade	8' min.	
Elevated ≥ 12" from average finish grade	6' min.	
Height, Clear	8' min	C
Stories	2 stories max.	
Pedestrian Access Width	3' min.	D
Miscellaneous		
Portal shall be open at least on one side and shall be covered by a roof		
Clear glass may be installed between the columns if the minimum size of individual panes is 12"		
Sliding doors are not allowed as the entry door(s)		





Note: Images are illustrative

Frontage Type: Stoop/Recessed Entry

Note: Images are illustrative

Description

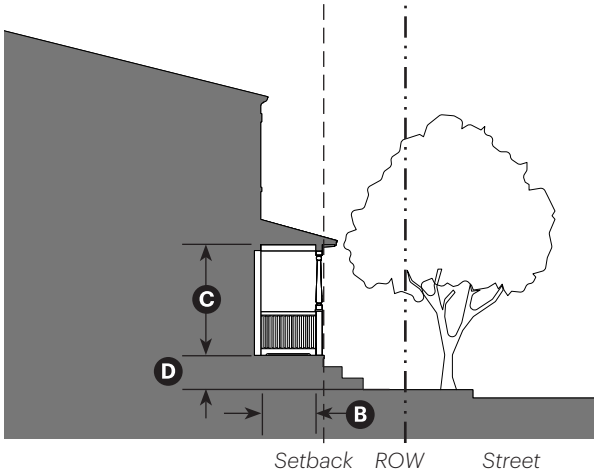
The main facade of the building is near the frontage line, with steps to an elevated entry and/ or a covered entryway recessed into the main facade, providing a defined transition between the sidewalk and the interior. Stairs or ramps from the Stoop/ Recessed Entry may lead directly to the sidewalk or may be parallel to the sidewalk.

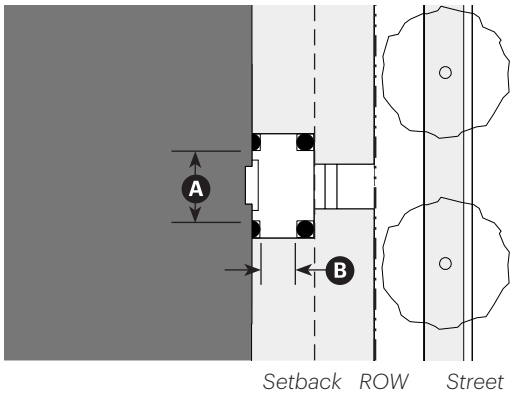
Intent

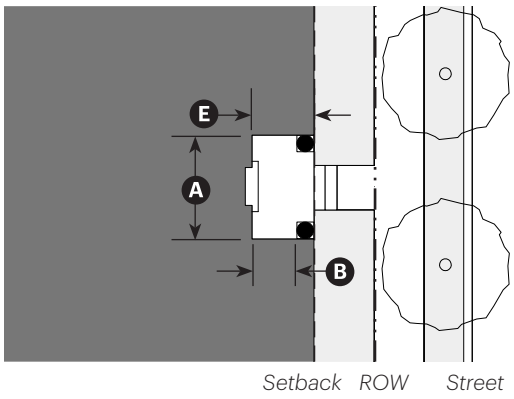
To provide a transition between the public and private realms and to provide protection from the weather for a building entry.

Photo Gallery

Stoop/Recessed Entry Standards		
Size		
Landing Width, Clear	5' min.	A
Landing Depth, Clear	3' min.	B
Height at Landing, Clear	8' min	C
Stories	1 story max.	
Finish Level Above Sidewalk		D
Entry Recessed ≥ 60" from facade	0" min.	
Entry Recessed < 60" from facade	12" min.	
Depth of Recessed Entries	6' max.	E
Miscellaneous		
Stairs may be perpendicular or parallel to the building facade		
Ramps shall be parallel to facade or along the side of the building		
Entry doors are covered or recessed to provide shelter from the elements		
Gates are not allowed		
At least one entry door shall face the street		
Sliding doors are not allowed as the entry door(s)		







Note: Images are illustrative

5.8 Design Standards General to All

This Section establishes design standards that are applicable to all development parcels at the Midtown Site.

General to All

Design standards described in this Section apply to all development parcels in the Midtown Site, regardless of underlying Development Block Zone and Facade Zone. Design standards applicable to all parcels include certain building setbacks, minimum open space standards, parking standards, and courtyard and roof terrace design standards as described in this Section.

Building Setbacks		
From Public Way with Facade Zone indicated	A	Per Facade Zone standards
From Easement with no Facade Zone indicated	B	0' min.
From Shared Lot Line	C	0' min.

Exceptions to Height Limits

Mechanical rooms, stair enclosures, elevator towers, renewable energy generating equipment, and shade structures/pergolas may exceed height limits set by this Chapter.

Open Space

Required Open Space

% of Parcel Area	25% min.[1]

On parcels > 1/4 acre in area, min. open space requirement shall be satisfied through common open space.

Area of Courtyards and Roof Terraces meeting the applicable standards in this Section, and of Forecourts meeting the standards in Section 5.7 (Frontage Standards), may apply toward required common open space.

[1] Minimum open space requirement may be reduced by 5-10% of the total parcel area if the development incorporates rainwater harvesting; see Sub-section 14-7.5(D)(6) for standards.

Courtyards + Roof Terraces

Courtyard Requirement (per standards in this Section)	D	15% of Parcel area min. on Parcels over 2,500 sf

Area of Roof Terraces meeting the standards in this Section may apply toward required open space in excess of required Courtyard area.

Parking

Vehicle Parking Location + Access

Vehicle parking spaces are restricted within the Facade Zone. See Section 5.6 (Facade Zone Standards).

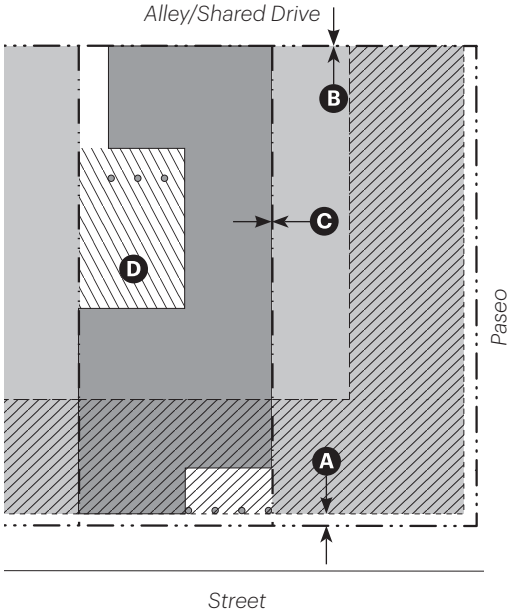
Vehicular access shall be via alley or shared access easement where feasible.

Required Vehicle Parking Spaces

Residential Uses	2/du max.	
Non-residential Uses	2/1,000 sf max.	
Minimum Required Bicycle Storage Spaces[2]	**Short Term**	**Long Term**
Residential Uses (greater of:)	1/40 visitors or 4/bldg	3/10 occupants or 1/du
Non-residential Uses[3] (greater of:)	1/40 visitors or 4/bldg	1/20 occupants or 4/bldg

[2] Required bicycle storage shall be within 100 ft walking distance of an entrance serving the relevant use.

[3] Non-residential uses shall have free access to ≥ 1 on site shower with changing facilities per 100 occupants.



Courtyards, Roof Terraces, + Balconies

Description

Courtyards, Roof Terraces, and Balconies feature prominently in the region's native and Spanish architectural heritage, offering opportunities for residents to enjoy the outdoors while making efficient use of available land. These features also provide buildings with the associated benefits of natural light, ventilation, and passive cooling.

Note: Images are illustrative

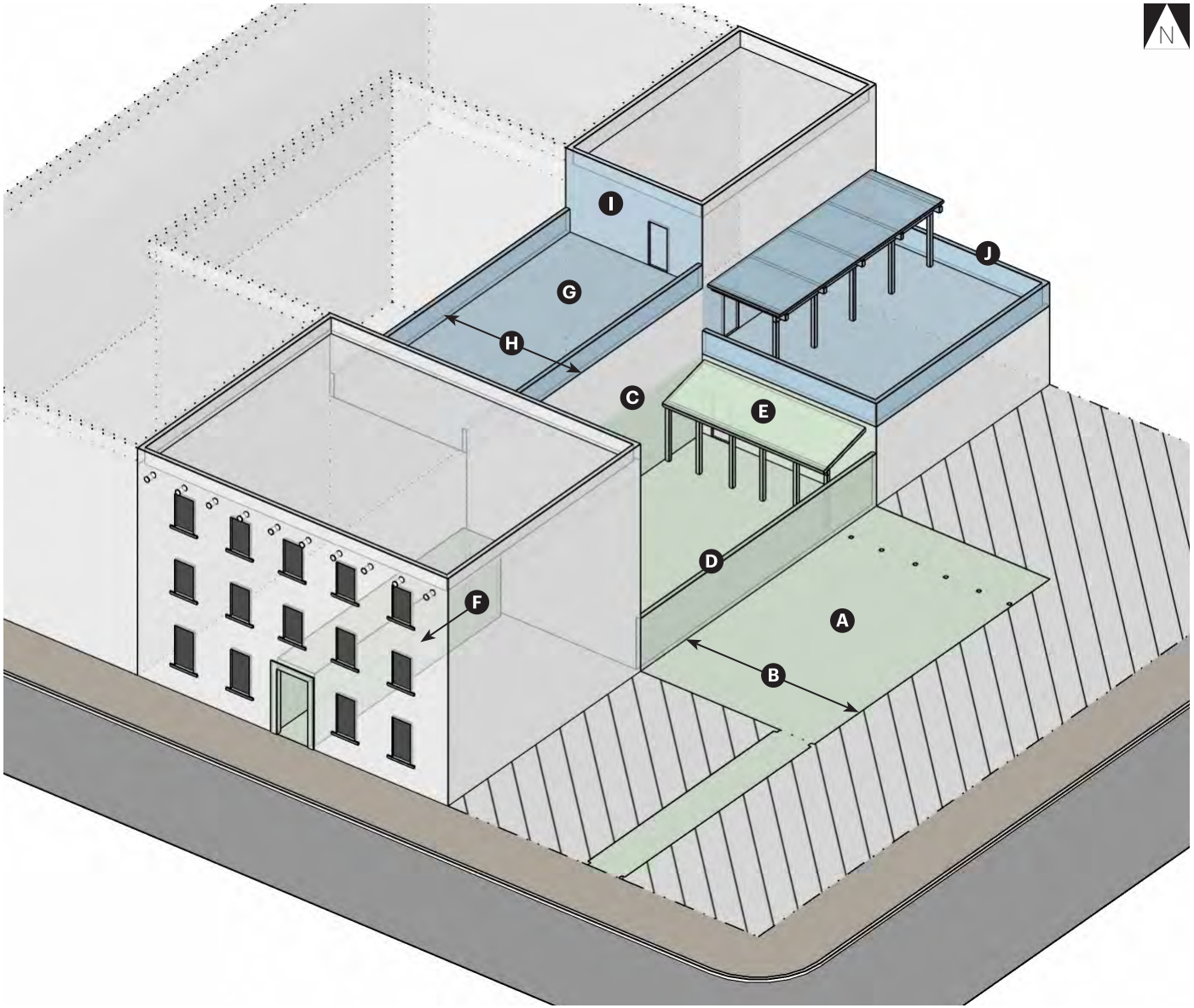


Photo Gallery

Courtyards			
Area			
Total Area Required	15% of parcel area min. for parcels > 2,500 sq ft[1, 2]		A
Impervious Cover	25% of courtyard area max.[3]		
[1] Required Area may be divided among multiple Courtyards			
[2] Courtyard area includes adjacent open-air circulation, but does not include vehicular use area or parking			
[3] Impervious cover excludes Courtyard area covered by landscaping or permeable pavement.			
Dimensions	**Width/Depth**	**Area**	
Private Courtyard	12' min.	250 sq ft min.	B
Common Courtyard	15' min.	500 sq ft min.	B
Courtyards may be used to satisfy open space requirements of § 14-7.5.			
Enclosure + Access			
Enclosure Required		All sides	
Perimeter Enclosed by Exterior Building Wall		50% min.	
Enclosure Height by Type			
Exterior Building Wall		10' min.	C
Perimeter Wall		30" min.	D
Portal Required along Exterior Building Wall; see standards in Section 5.7 (Frontage Types): Portal.		1 North Edge min.	E
Open-air connection to public way required[4]			F
Courtyard shall be located either at grade or on an accessible route from a public way at grade			
A courtyard abutting a frontage line and meeting the requirements of this Section may function as a Forecourt; see standards in Section 5.7 (Frontage Types): Forecourt.			
[4] Access to Public Way from Courtyard shall meet egress requirements of the applicable building code			

Roof Terraces			
Area			
Area of Roof Terrace(s) may contribute to any required open space in excess of required Courtyard area.			G
Area may be divided among multiple Roof Terraces.			
Roof Terrace(s) may be located at any story above the first.			
Dimensions	**Width/Depth**	**Area**	
Private Terrace	6' min.	75 sq ft min.	H
Common Terrace	9' min.	200 sq ft min.	H
Enclosure			
Enclosure Required		All sides	
Enclosure Height by Type			
Exterior Building Wall		10' min.	I
Parapet Wall and/or Railing		42" min.	J
Balconies (as applicable)			
Total Area			
Area of Balconies shall not count toward required open space			
Balcony area shall include upper-story area of two-story Portals and/or Galleries; see Section 5.7 (Frontage Types): Portal; Gallery.			
Width	**Depth**	**Area**	
8' clear min.[6]	6' clear min.[6]	48 sq ft min.[6]	
[6] Minimum dimensions shall not apply if at least 80% of innermost Balcony edge is occupied by doorway(s) to adjacent habitable space.			
Enclosure + Access			
Railing Height		42" min.	
Access required from habitable space on same floor			

5.9 Plan Administration

Overview

This Section provides guidance for review of development applications within the Midtown Site. This information supplements existing City review procedures applicable to the Midtown LINC Overlay District (Section 14-5.5(D)) to more effectively implement the vision for the Midtown Site.

Plan Interpretation

Change in the Midtown Site will be dynamic and incremental, with buildout likely occurring over many years. The Plan provides clear and reasonable expectations and standards designed to minimize the need for interpretation and eliminate uncertainties. When projects are proposed, the applicant should first look to evaluate them against the policy direction and guidance established in Chapters 3 (Urban Design Vision) and 4 (Connectivity + Mobility Vision). Development Standards in this Chapter are designed to accommodate a range of potential, compliant outcomes that will further the vision of the Plan.

In some situations, new information may be provided as part of a proposal that is consistent with the vision described in the Midtown Plan but requires one or more minor adjustments to the Development Standards in this Chapter. In these situations, the guidance for Minor Modifications in this Chapter should be utilized.

In other situations, new information may be provided that will require both the policy direction in Chapters 3 (Urban Design Vision) and 4 (Connectivity + Mobility Vision) and this Chapter to be revisited. In these cases, the Midtown Master Plan will require legislative Amendments.

Minor Modifications + Administrative Deviations

The Zoning Ordinance provides authority to the Land Use Director to grant Minor Modifications to approved Master and Development Plans (14-2.11(C)(2)) as well as Administrative Deviations in (14.2.11(C)(3) to provide review flexibility.

In some situations, development applications may be consistent with the policy direction in Chapters 3 (Urban Design Vision) and 4 (Mobility + Connectivity Vision) but require one or more minor adjustments to this Chapter. Minor Modifications in this Section provide a degree of flexibility and specificity in implementing the Plan.

Guidance for Minor Modifications in this Section aims to ensure that applicants seeking measured relief from development standards can still uphold the intent and vision described in the Plan.

Applicability. Minor Modifications are considered for only those items specified in Table 5.9.A Types of Minor Modifications Allowed, and only after first making the findings listed below.

Findings. The Land Use Director shall make the following findings when considering Minor Modifications and Administrative Deviations:

1. There are special circumstances or conditions applicable to the subject property (e.g., location, shape, size, surroundings, topography, or other physical features, etc.) that do not generally apply to other properties in the vicinity under an identical Facade Zone classification;
2. Strict compliance with Development Standards requirements would deprive the subject property of privileges enjoyed by other properties in the vicinity and under an identical Facade Zone classification;
3. Approving the Minor Modification would not constitute a grant of special privilege inconsistent with the limitations on other properties in the same vicinity and Facade Zone in which the subject property is situated; and
4. The requested Minor Modification would not allow a use or activity that is not otherwise expressly authorized by the regulations governing the subject parcel.

Precedents. Each application shall be reviewed on a case-by-case basis, and the approval of a prior Minor Modification is not admissible evidence for approving a new Minor Modification.

Conditions of Approval. In approving a Modification application, the Review Authority may impose conditions deemed reasonable and necessary to ensure that the approval would be in compliance with the findings listed above.

Amendments

Amendments to the Midtown Master Plan may be required when new information is provided that requires both the policy direction in Chapters Three and Four and the standards in Chapter Five Development Standards to be revisited. Amendments to the Plan are legislative and require the Planning Commission's recommendation and the Governing Body's authorization in accordance with Section 14-3.9(C).

Table 5.9.A Types of Minor Modifications

Type of Minor Modification	Definition of Modification	Allowed Max. Modification
Building Height	A deviation in the height calculation for main buildings, ground floor finish level, upper-floor stepbacks, and ceiling height (feet and inches).	10 percent
Footprint	A decrease in the minimum required depth of ground floor space for residential and retail/service, or the minimum required ground floor flex space where applicable (feet and inches).	20 percent
Building Placement	A deviation from the required build-to-lines and setbacks (e.g., front, side, street-side, and rear) for structures (feet and inches).	20 percent
Civic Space	Deviations from the minimum, maximum, typical dimensions, and location (as applicable) (feet and inches).	20 percent
Facade Composition	A deviation from the maximum width of defined facades, wall length between entrances or other openings, or openings as a percentage of wall area.	20 percent
Driveways	A deviation in maximum driveway width and/or separation (feet and inches).	20 percent
Frontage Type	A deviation in any minimum or maximum dimension regulated by a frontage type (feet and inches)	10 percent
Open Space	A decrease in the minimum required open space or courtyard area, or minimum dimensions for courtyards, roof terraces, or balconies (feet and inches)	20 percent

5.10 Definitions

Definitions

This Section provides definitions for specialized terms and phrases used in this Chapter.

C Definitions

Civic Space. A piece of land made available for public gathering purposes. A civic space may be publicly or privately owned. For Civic Space Types, see Section 5.3 (Civic + Open Space Standards).

Common (Courtyard/Terrace/Open Space). An outdoor space for use by inhabitants of the building through which the space is accessed or to which it is attached.

E Definitions

Edge, North. A boundary of a space, defined such that for most points along the boundary, a portion of the space lies directly to the south. Because the infrastructure network in the Midtown Site is oriented obliquely relative to the compass points, most rectangular spaces will have two North Edges.

Edge, South. A boundary of a space, defined such that for most points along the boundary, a portion of the space lies directly to the north. Because the infrastructure network in the Midtown Site is oriented obliquely relative to the compass points, most rectangular spaces will have two South Edges.

F Definitions

Finish Level, Ground Floor. Height difference between the finished floor on the ground floor and the adjacent sidewalk. Standards for ground floor finish level for ground floor residential uses do not apply to ground floor lobbies and common areas in multi-unit buildings.

Flex Space. A room or group of internally connected rooms designed to accommodate an evolution of use over time in response to an evolving market demand. Typically designed to accommodate future commercial uses, while accommodating less intense short-term uses, including, but not limited to, residential or live/work, until the commercial demand has been established.

H Definitions

Habitable Space. Space designed to accommodate living, sleeping, food preparation, eating, or non-residential activities such as assembly or commerce. Includes outdoor space appropriate for these activities but excludes mechanical/utility rooms and storage.

L Definitions

Lot Line, Shared. A defined line that forms a boundary between adjacent lots. Does not include the boundary between a single lot and an adjacent right-of-way or easement.

N Definitions

North Edge. See Edge, North.

P Definitions

Perimeter Wall. A linear masonry structure that defines an edge. Typically 18" in height to allow for functionality as a seat when at ground level.

Portal. A space outside the main walls of a structure, with a roof supported by vertical posts. For the Portal Frontage Type, see Section 5.7 (Frontage Types): Portal.

Private (Courtyard/Terrace/Open Space). An outdoor space for use by inhabitants of the unit through which the space is accessed or to which it is attached.

Public Way. A street, alley, or other parcel of land open to the outside air leading to a street, that has been deeded, dedicated, or otherwise permanently appropriated to the public for public use and which has a clear width and height of not less than 10 feet (2021 IBC). Includes civic spaces.

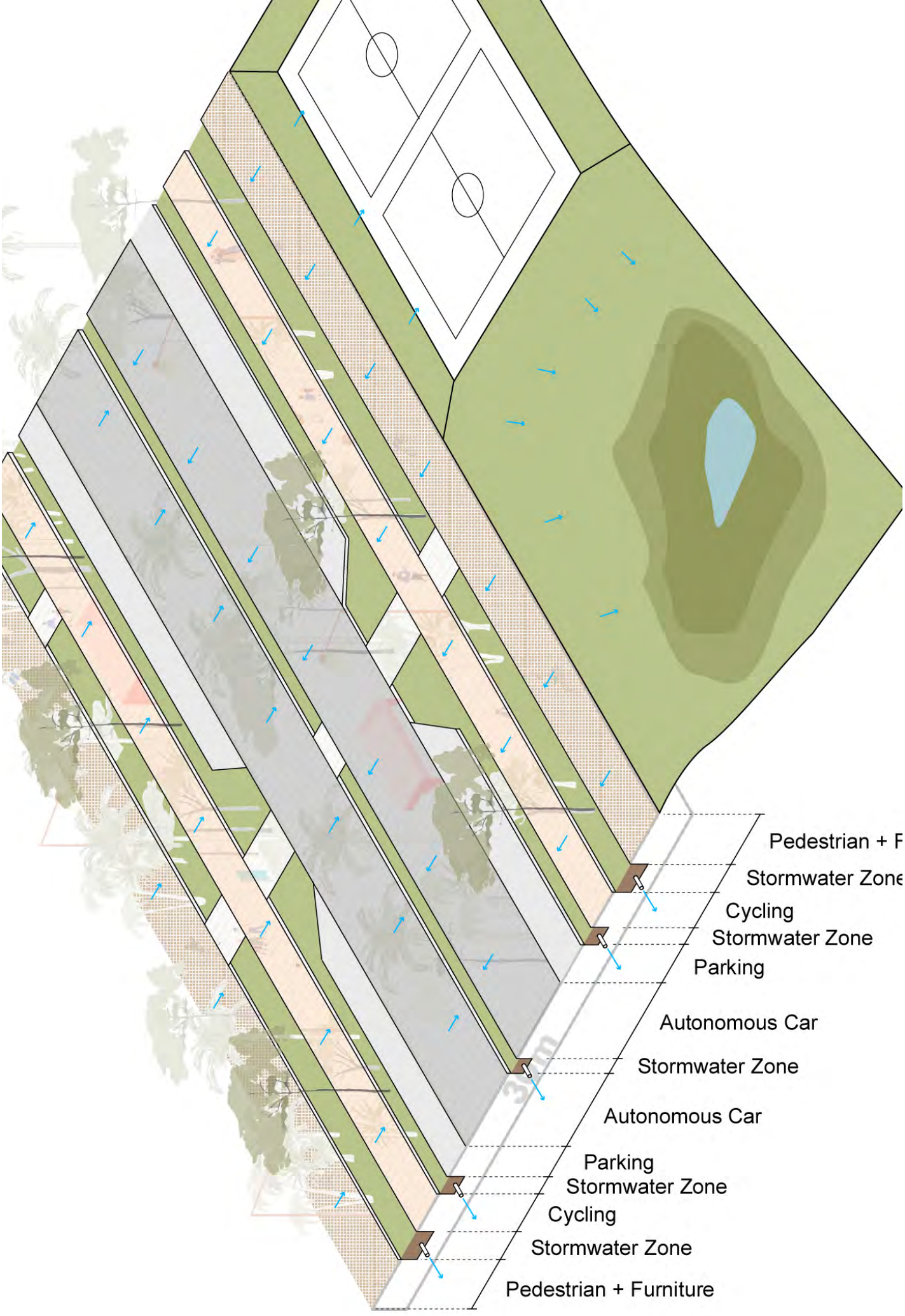
S Definitions

Shared Lot Line. See Lot Line, Shared.

South Edge. See Edge, South.

Z Definitions

Zaguan. A covered passageway leading from the outer entrance of a building to an internal patio or courtyard. For the Gateway/Zaguan Frontage Type, see Section 5.7 (Frontage Types): Gateway/Zaguan.


Pedestrian + F
Stormwater Zone
Cycling
Stormwater Zone
Parking
Autonomous Car
Stormwater Zone
Autonomous Car
Parking
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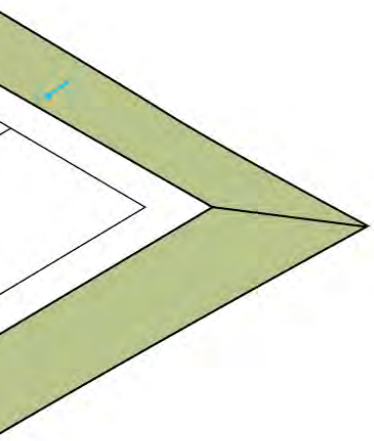
Cycling
Stormwater Zone
Pedestrian + Furniture



6. Stormwater + Infrastructure

In this chapter

6.1 Stormwater + Water Quality Management

Existing Stormwater + Drainage

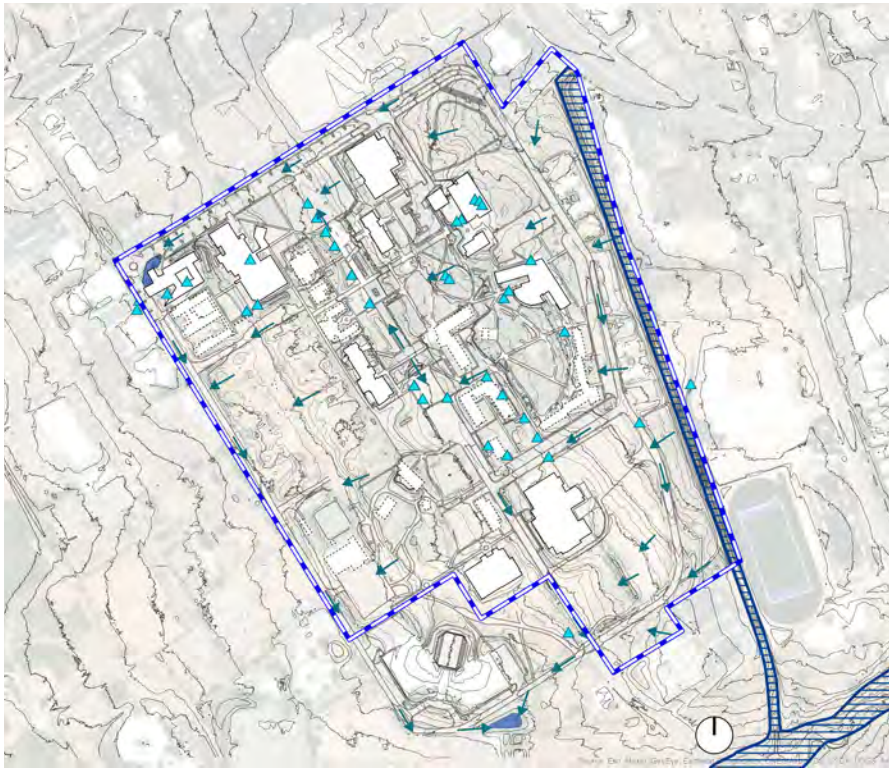
The Midtown Site (the Site) features drywell inlets that capture stormwater runoff across the Site, natural swales with no outflows that appear to quickly infiltrate stormwater runoff, a bioretention area adjacent to SFAI, and an existing pond right outside on the south end of the Site that outfalls to Arroyo de lo Pinos. The storm drain system within the Site is owned and managed by the City of Santa Fe.

In general, stormwater runoff flows from east to west following the natural site topography, and once the runoff hits the road on the western edge of the Site, the flow pattern changes from north to south. For the most part, the Site grades across the project area do not properly direct stormwater runoff to existing drainage structures. This has resulted in erosion across the Site, localized flooding, and road damage. Soil erosion contributes to high levels of total suspended solids (TSS) which are currently in need of improved management. The area draining to the existing bioretention, by SFAI, needs re-grading to maximize the treatment capabilities, and the existing pond needs maintenance and further evaluation to determine its existing capacity and performance.

The existing pond is intended to provide detention and manage peak flow discharge into Arroyo de los Pinos, however, it is unknown if the pond was designed to provide water quality treatment. In general, the pond's landscaping and outlet structure are in need of maintenance and repairs. Further evaluation is highly recommended and required to determine existing detention capacity and whether the pond provides any water quality benefits.

FEMA Floodplain

The Site features a FEMA regulated floodplain (1% Annual Chance Flood Hazard) located on the east side of the project boundary, classified as a Zone A floodplain. The existing floodplain is confined within the existing channel that runs along the Site's east boundary conveying off-site runoff only. This project has no plans to change the geometry of the channel or propose new outfall into the channel. No impacts to the floodplain are anticipated.



Existing Stormwater Facilities

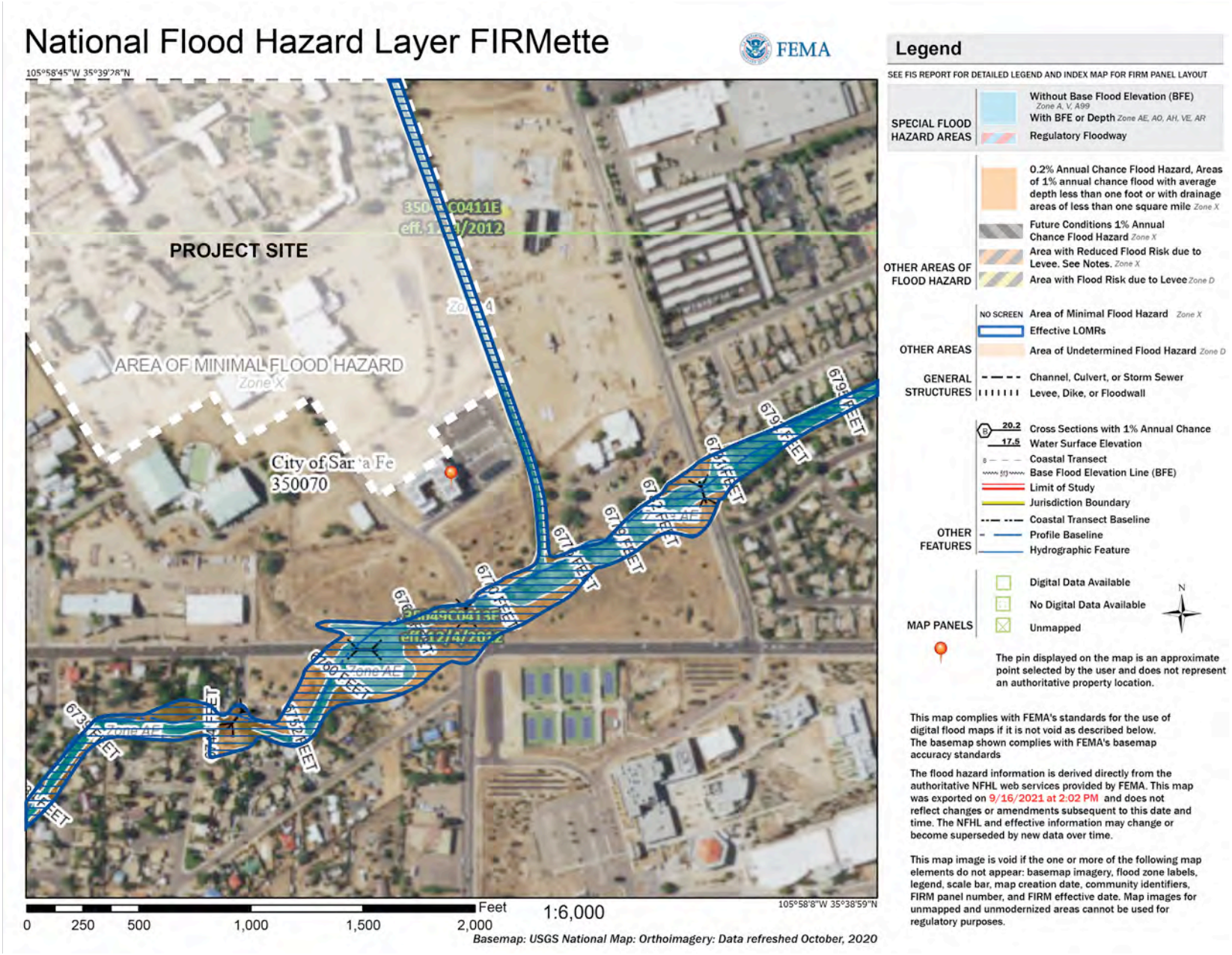
Legend

- The Midtown Site
- Existing Stormwater Inlets
- Drainage Flow Direction
- Contours
- Existing Pond[1]
- Base Flood Elevation

Disclaimer:

[1]The existing pond is outside the project boundary but it currently drains the Site and is located within City easements.

Existing Floodplain



Proposed Stormwater + Drainage Approach

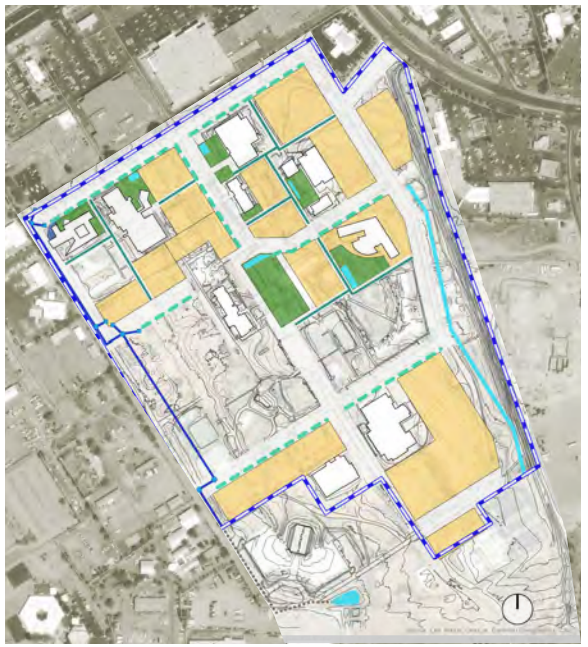
The proposed stormwater management system will manage water quality and quantity to ensure the protection of the receiving bodies of water and public safety. A suite of green infrastructure strategies, described in Section 3.3 (Integrated Stormwater Management) will be employed throughout the Midtown Site, rolled out over three Phases. Similarly as in existing conditions, stormwater conveyance will follow natural topography from east to west. Additionally, a proposed gravity pipe system, along the western boundary of the Site, will intercept and route stormwater from north to south into the retrofitted existing pond, which ultimately outfalls to Arroyo de Los Pinos.

All components of the storm drain system will be designed and constructed in accordance with applicable City, State, and Federal codes. Proposed stormwater policy specific to the Site is described in Section 6.2 (Policy for The Midtown Site + Surrounding Area).

The proposed stormwater system works in an interconnected manner to treat, infiltrate, detain and convey water from both private development and public spaces, and rights-of-ways:

- Private development parcels will route stormwater runoff to stormwater conveyance (open channels such as acequias, runnels, and flow-through planters) located in the adjacent Public Right of Way(s) (PROWs). Private parcels will be encouraged to minimize imperviousness and required to manage stormwater quality onsite, however, retention and peak flow management (conveyance and detention) will be provided in the PROWs, as well as public parks and open spaces.
- Runoff reduction and water quality treatment will be achieved in streets, alleys, paseos and plazas by integrating permeable pavements and bioretention (bioswales, flow through planters, tree box filters).
- The proposed network of acequias primarily serve as the backbone conveyance system for the district. Acequias will receive runoff from the PROW and adjacent private parcels. Because of the relatively flat topography and permeable native soils, significant retention and water quality (through infiltration) will occur throughout the acequia system, serving to reduce the volume and peak runoff to be managed downstream.
- Within secondary streets and constrained PROWs (alleys, paseos), alternative surface conveyance strategies such as runnels, gutters and trench drains can be used to route water to the acequias.
- Where shown, larger water quality features (bioretention areas) will be integrated within public open spaces. Stormwater will be diverted from the upstream acequias into the facility to further treat and attenuate peak flows, then overflow back into the downstream acequias to be conveyed to the centralized system.
- Acequias outfall into the underground storm drain pipe system running along the west side of the Site that conveys runoff into the existing pond. The existing pond will be retrofitted to meet stormwater management requirements to detain the 100-yr storm event.

Proposed Stormwater Management

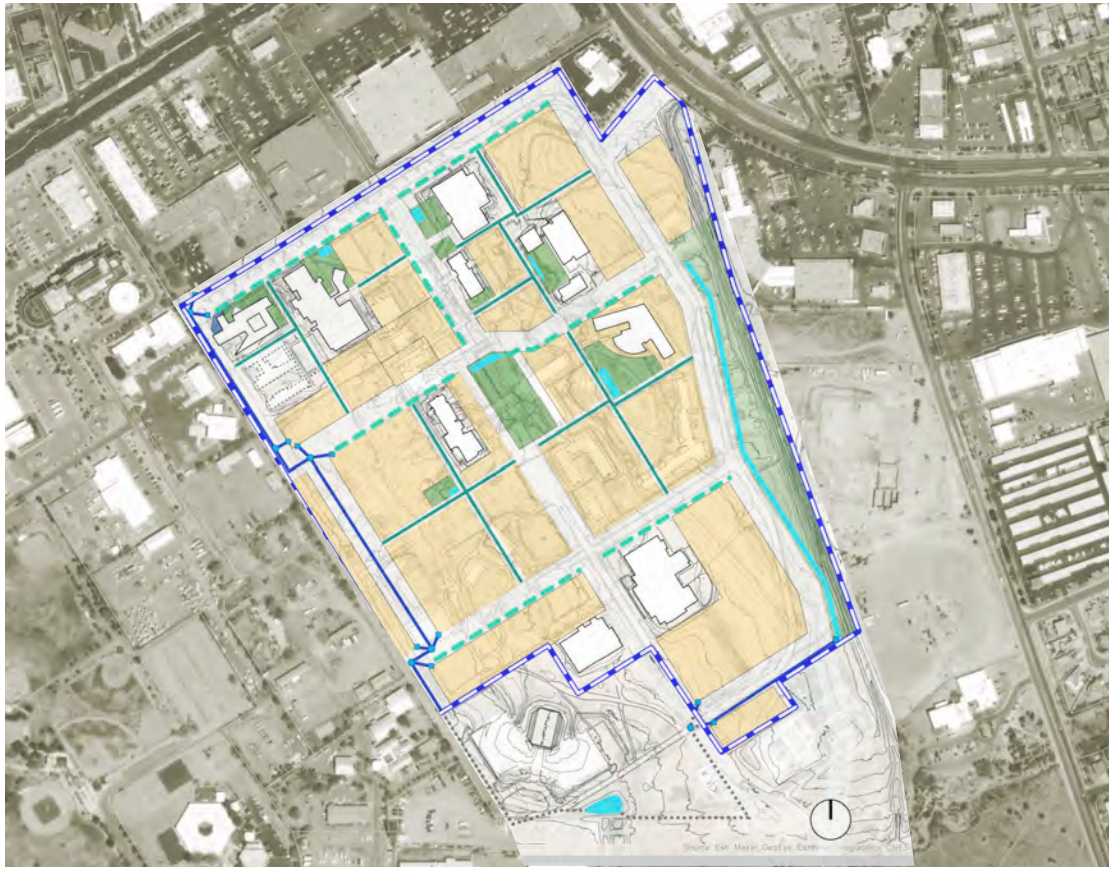


Phase 1

All drywells within the Phase 1 area will be demolished. The main trunkline of the piped storm drain system will be constructed, as well as supporting Phase 1 drainage infrastructure. Stormwater management BMPs (bioretention, permeable surfaces at sidewalks and parking lanes, acequias, runnels, flow through planters) will be integrated into the associated PROWs constructed with this Phase.

Phase 2

All drywells within the Phase 2 area will be demolished. Phase 2 expands the stormwater system put in place in during Phase 1. Major improvements associated with this phase include retrofitting the existing pond and extension of the piped storm drain system on the south east end of the Site. During this phase a park adjacent to the existing channel is created and it incorporates a bioswale that treat and conveys runoff from the Public Right of Way Area(s) (PROWAs) in Phase 1, proposed stormwater management features will be constructed with the PROWs and open spaces.



Legend

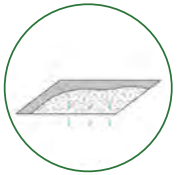
- The Midtown Site
- Open Channel/ Acequia
- Stormwater Pipe
- Runnels + Flow through Planters
- Bioretention / Bioswale
- Stormwater Pipes[2] outside Project Area
- Storm Catch Basins
- Storm Manholes
- Bioretention Areas
- Existng Pond[1]

Disclaimer:

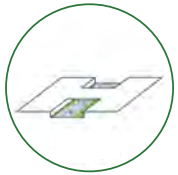
[1]The existing pond (to be retrofitted) is outside the project boundary within City easements.

[2] All anticipated work to take place within City's ROW or easements

Stormwater Integration: Neighborhood Street



PERMEABLE PAVING



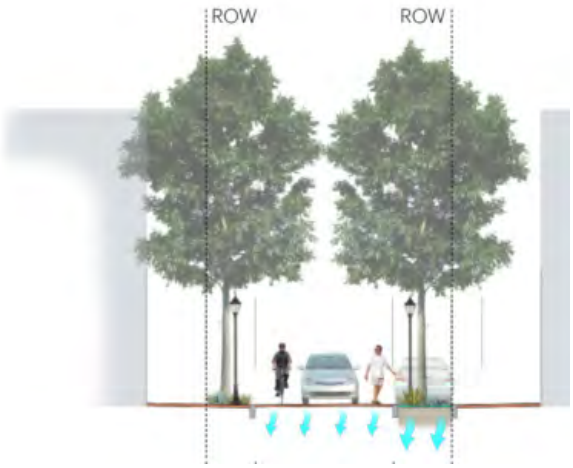
ACEQUIA

BIORETENTION CURB EXTENSION

Acequias are proposed adjacent to pedestrian pathways to provide a more naturalized experience

Bioretention curb extension or bulb-outs enlarge the sidewalk to incorporate the parking lane, which increases the pedestrian zone at strategic locations. This can be implemented at corners and mid block. Curb extensions enhance the safety by increasing pedestrian visibility while providing additional space for stormwater management.

Stormwater Integration: Living Alleys



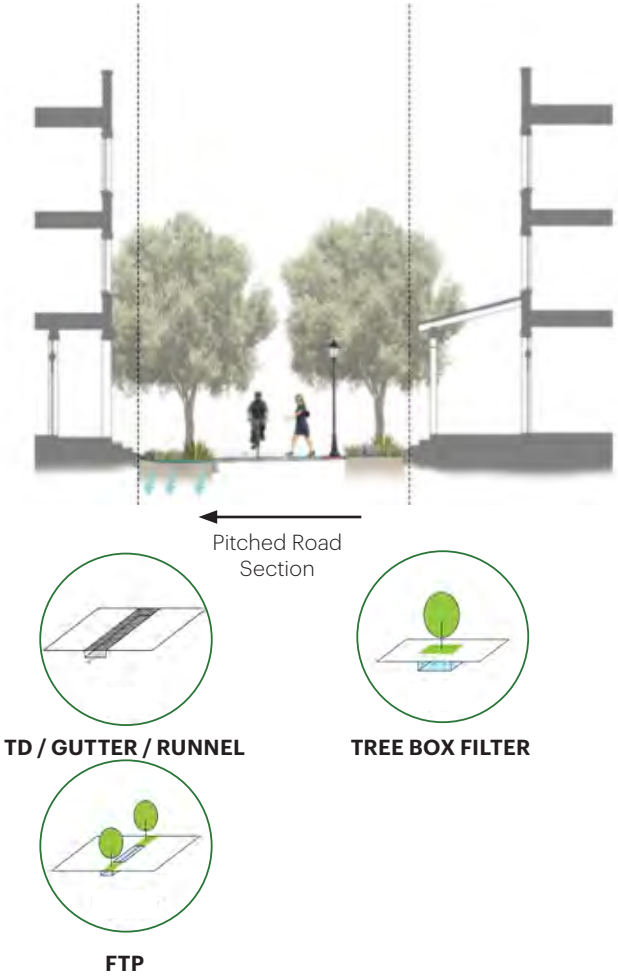
[1] FTP: Flow-through Planter

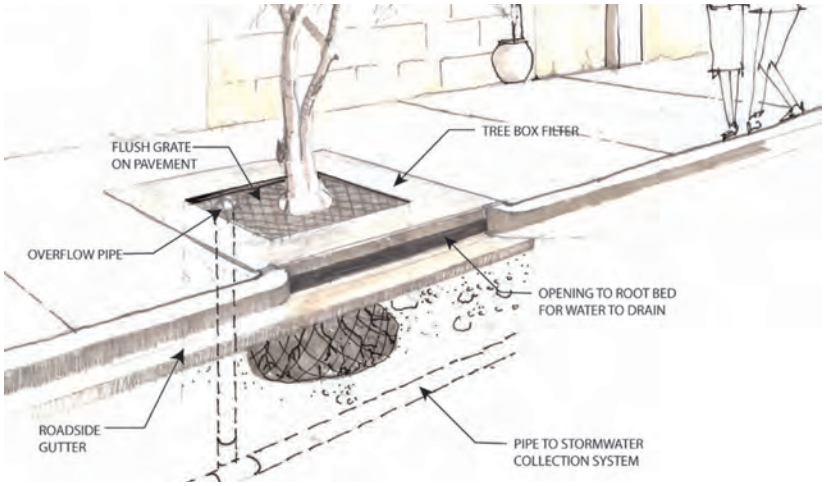
[2] TD: Trench Drain

Permeable parking aisles reduce runoff, enhance infiltration

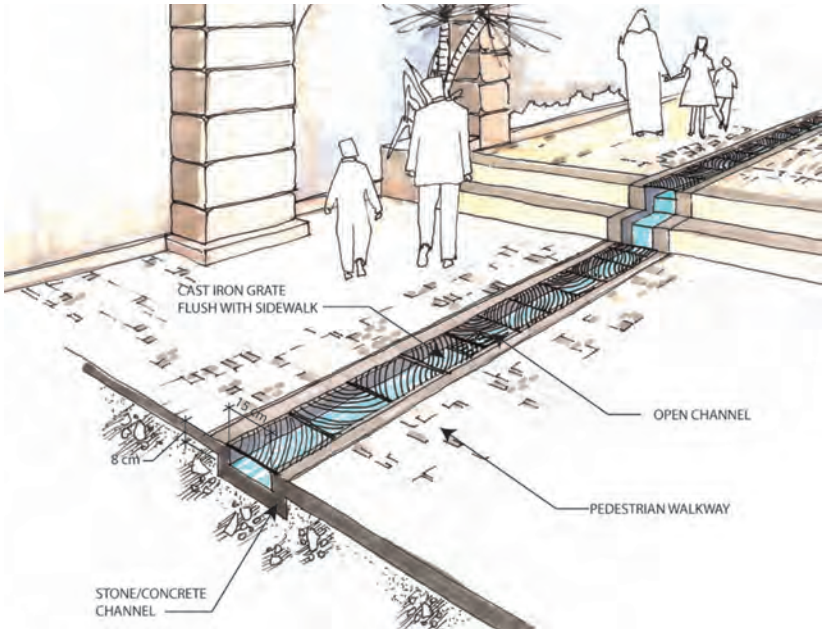
Flow through planters create opportunities for habitat and ecology to be created and provide the public with shade

Stormwater Integration: Paseos





Tree box filters are highly adaptable to constrained PROW providing shade and habitat.



Trench drains control excess surface water and keep travelers safe and seamlessly adapt to different configurations.

6.2 Policy for The Midtown Site + Surrounding Area

Existing Stormwater Policy

The City's current stormwater criteria requires all new development to manage stormwater runoff such that the post-development peak discharge rate does not exceed the pre-development rate for the 100-year, 24-hour design storm. The City has a Land Use Code and Stormwater Codes that speak to water quality and illicit discharges (city of Santa Fe Ordinance 2005-3), however, the purpose is focused on "prohibiting non-stormwater discharges to the city's storm drain system"[1]. Policies or requirements that enforce water quality management through onsite stormwater infiltration or stormwater retention are not enforced. As such, current City policy doesn't address onsite hydrologic improvements that directly or indirectly impact downstream conveyance systems. The policies proposed for the Site aim to manage stormwater to enhance water quality, stream stability, sediment transport, and stormwater volume management.

All new development is required to pay a City "Stormwater Utility Service Charge Fee" based on the size of the proposed development parcel(s). Because the service charge is based only on total parcel size, the service charge has been described as "inflexibly structured with no basis for extending incentives or credits to customers for taking measures to reduce the rate or volume of storm runoff or to improve runoff water quality."[2]

Proposed Policies for The Midtown Site

The Midtown Site development implements strategies that address water quality and retention, in addition to peak mitigation. The proposed policies, summarized in the Table 6.2.A (Current City Policy), incorporate a stormwater quality standard to manage the 90th percentile (aspirational) or 80th percentile (minimum required) storm event on the Site. Estimation of the 90th or 80th percentile storm event discharge volume is included in EPA's Technical Report entitled "Estimating Pre-development Hydrology in the Urbanized Areas in New Mexico.

Estimation of 90th or 80th per EPA's report:

- **Option A**. Site specific 90th or 80th percentile storm event discharge volume using methodology specified in the referenced EPA Technical Report.
- **Option B**. A site specific pre-development hydrology and associated storm event discharge volume using methodology specified in the referenced EPA technical Report

1. City of Santa Fe code of Ordinances, Chapter XIII Stormwater Utility, Section 13-2.3 Purpose.

2. Final Stormwater Strategic Compendium Section 11.

Private Development Parcels

The Site is proposing and implementing a district-wide approach to stormwater management. Hence, developers will be required to meet stormwater quality requirements onsite to the MEP. Furthermore, onsite management of the 2-year 24-hr event will be incentivized through the stormwater fee structure described below, however, developers may "opt out" and utilize BMPs within the PROW to meet stormwater runoff volume requirements. Private development parcels will be required to document the stormwater management volume as described above.

Stormwater Fees

For the Midtown Site, the stormwater rate shall be in accordance with the parcel's impervious area footprint (encompassing rooflines, pavement, and any other impervious surface) combined with the already in place flat rate. This fee will account for runoff volume that will be managed in the PROW.

Table 6.2.A Current City Policy		Proposed The Midtown Site Policy	Additional Notes
Peak Mitigation + Detention / Flood Control			
Design Storm: 100-year, 24-hr storm for post development should not exceed pre development conditions at the Midtown Site outfall.	Post-project peak flows cannot exceed existing peak flows at the parcel level for the 100-yr 24 hr event.	• Maintains the current city requirement, but considers the full the Midtown Site collectively. • Individual parcels/developments are not required to meet this standard. • Individual parcels are encouraged to retain the 2-yr 24-hr storm event	• Significant reduction will achieved through the decentralized stormwater management train employed throughout the Midtown Site. • The existing stormwater pond will be retrofitted as needed to maintain peak discharge to the receiving Arroyo de Los Pinos at or below existing conditions.
Volume Control + Conveyance			
Design Storm: Open channels in paseos to be be designed to convey the 10-yr storm. Open channels in main streets to also include 0.5 ft of freeboard. Storm drain closed pipe system to be design to convey the 100-yr 24-hr storm event.	All conveyance system to be designed to convey the 100-yr 24-hr storm event	**Private Development:** Encouraged to retain the 2-yr 24-hr onsite. **Within Public ROW:** Runnels and trenches to be designed to convey the 10-yr 24 hr Acequias to be designed to convey the 10-yr and provide a 0.25 ft of clearance, and to convey the 50-yr 24-hr event. Closed pipe system to be designed to convey the 100-yr 24-hr event.	Drainage design criteria in Section 200 of New Mexico Department of Transportation (NMDOT) Drainage Manual requires the 50-yr design flood and 100-yr check flood for open channels and trunk lines.
Water Quality + Retention			
Water Quality + Retention **Design Storm:** 80th percentile (minimum); 90th percentile (aspirational)	• No runoff water quality requirements. • There is an stormwater illicit discharge ordinance that aims to protect and enhance the water quality of watercourses and groundwater by prohibiting non-stormwater discharges to the city's storm drain system (Ord. #2005-3, § 4)	**Private Development** Will be required to provide water quality treatment to the maximum extent practicable. **Public ROW** GI and LIDs to be implemented across the Midtown Site.	

6.3 Other Utilities + Infrastructure

Sanitary Sewer - Existing Conditions

The Midtown Site is currently served by an existing sanitary sewer system that divides the flow into two sewer sheds- a northern connection point along Cerrillos Rd., and a southern connection at Siringo Rd. During a site visit it was observed that the sewer system connected to the south at Siringo Rd. exceeded the design capacity, surcharging existing manholes. However, the northern connection features an underutilized sanitary sewer with available capacity between the Tony Anaya Building and Cerrillos Rd. South of the Tony Anaya building, the existing sewer system is in poor condition, undersized and in need of replacement.

This utility is managed by the City of Santa Fe.

Existing Sanitary Sewer

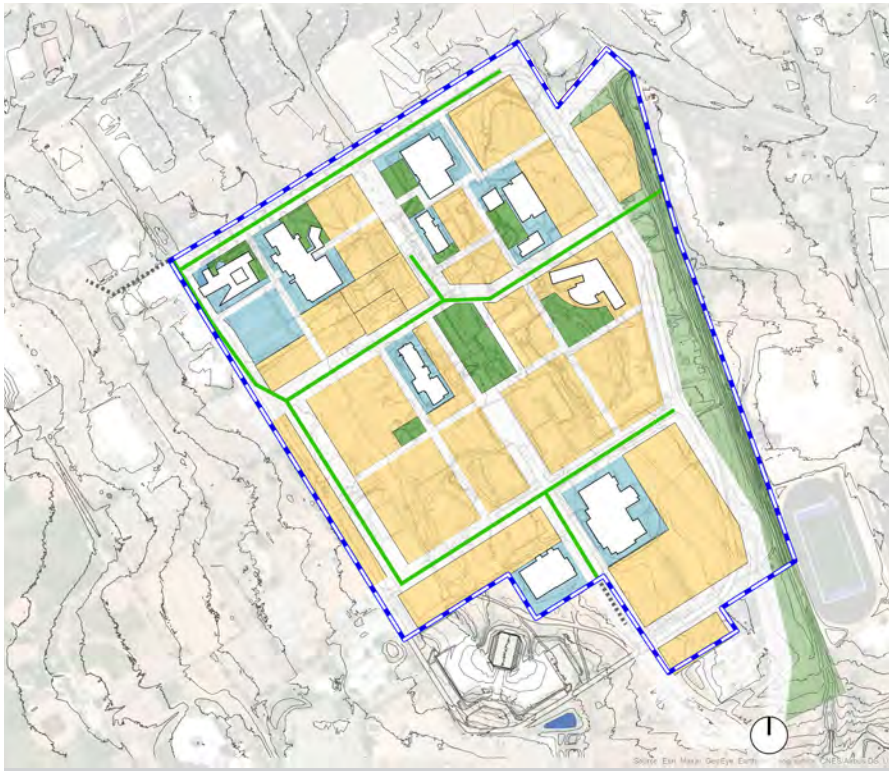
Legend

- The Midtown Site
- Existing Sewer Mains
- Abandoned Sewer Mains
- Existing Sewer Mains outside Project Area
- Existing Sewer Manholes

Proposed Sanitary Sewer

The Midtown Site's development will feature a new sanitary sewer system that will direct all flows towards the north, connecting to the main line on Cerrillos Rd. This diversion of flow will help alleviate the surcharging issues on the Siringo Rd. sewer system. The proposed design shall provide gravity services to all of the proposed development, and will be designed with adequate slopes, depths, and capacity to accommodate the full build-out flow condition. Sewer design flow shall be at 50% full and velocity in sewer lines shall be less than 10 ft/sec and greater than 2.2 ft/s.

Due to the change of direction of the sewer, the existing sewer lines and structures cannot be reused and shall be abandoned and or demolished. As part of proposed conditions the 30' Silar Rd. interceptor shall be repaired and re-lined (Via CIPP).



Proposed Sanitary Sewer

Legend

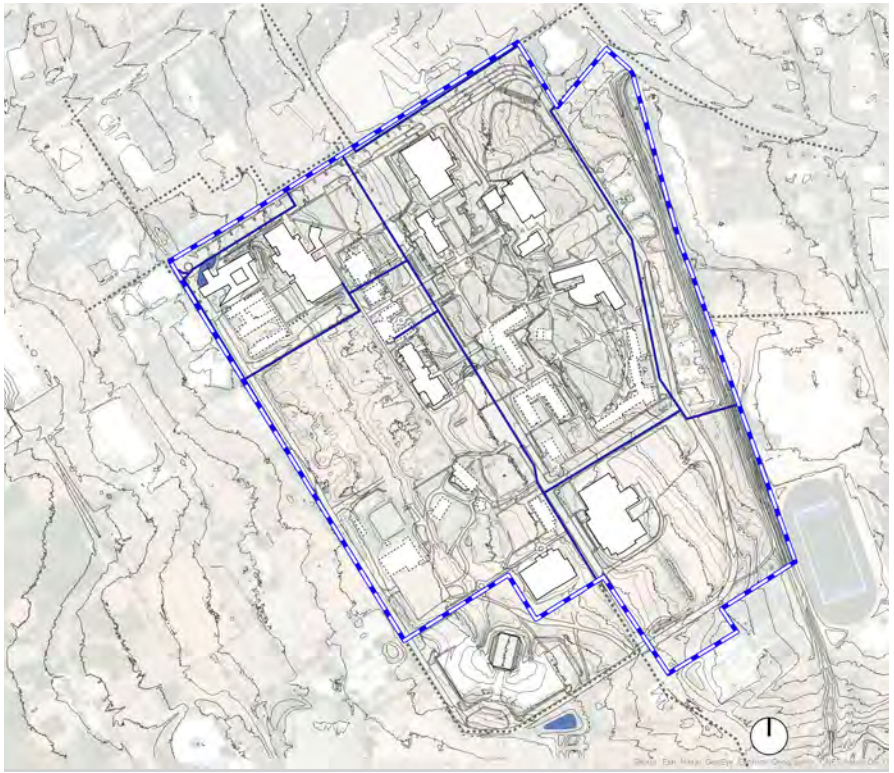
- The Midtown Site
- Proposed Sewer Lines
- Proposed Sewer Lines outside Project Area

Disclaimer:

The proposed sanitary sewer system will require a connection outside the project boundary. All anticipated impacted areas are within the City's right of way or easements.

Potable Water - Existing Conditions

The Midtown Site is served by existing underground system and supporting infrastructure mostly located within the existing public right of way with segments going through private parcels. Modeling results show that the existing system has enough capacity in current conditions and proposed conditions for both peak flows and fire flows. This utility is managed by the City of Santa Fe.



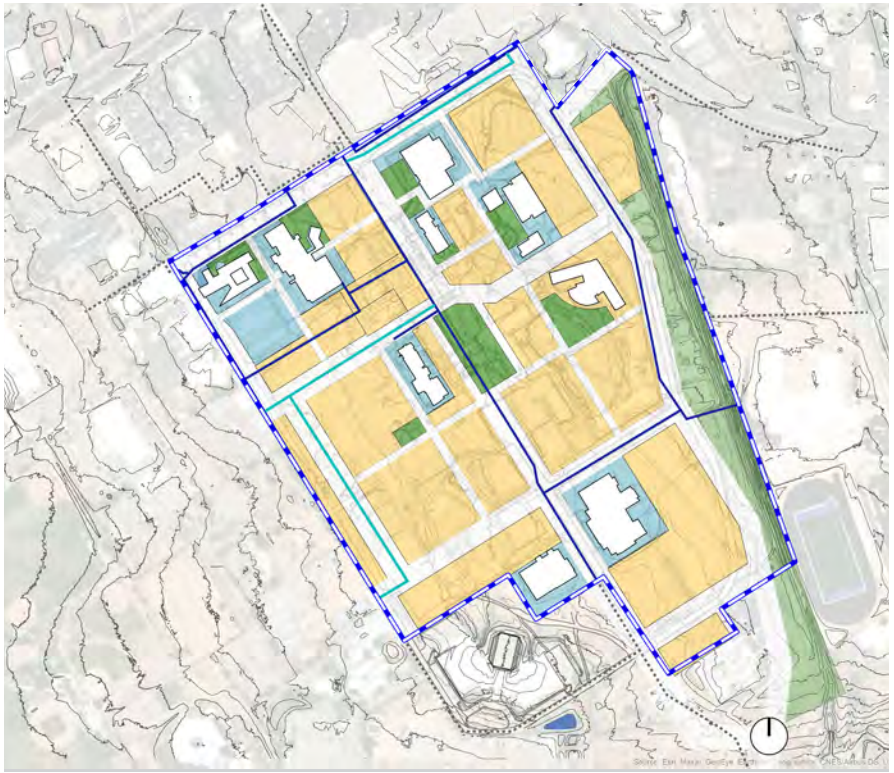
Existing Potable Water

Legend

- The Midtown Site
- Existing Water Mains
- Existing Water Mains outside Project Area

Proposed Potable Water

The majority of the existing water system will be preserved, however, the proposed development plan will necessitate relocation of specific sections of water main to follow new right-of-way alignments. Where relocation is required, water mains will be replaced with the same pipe size and will be constructed to City of Santa Fe requirements.



Proposed Potable Water

Legend

- The Midtown Site
- Existing Water Mains
- Existing Water Mains outside Project Area
- Proposed Water Mains

Disclaimer:

The proposed water system may require work outside the project boundary. All anticipated impacted areas are within the City's right of way or easements.

Electrical - Existing Conditions

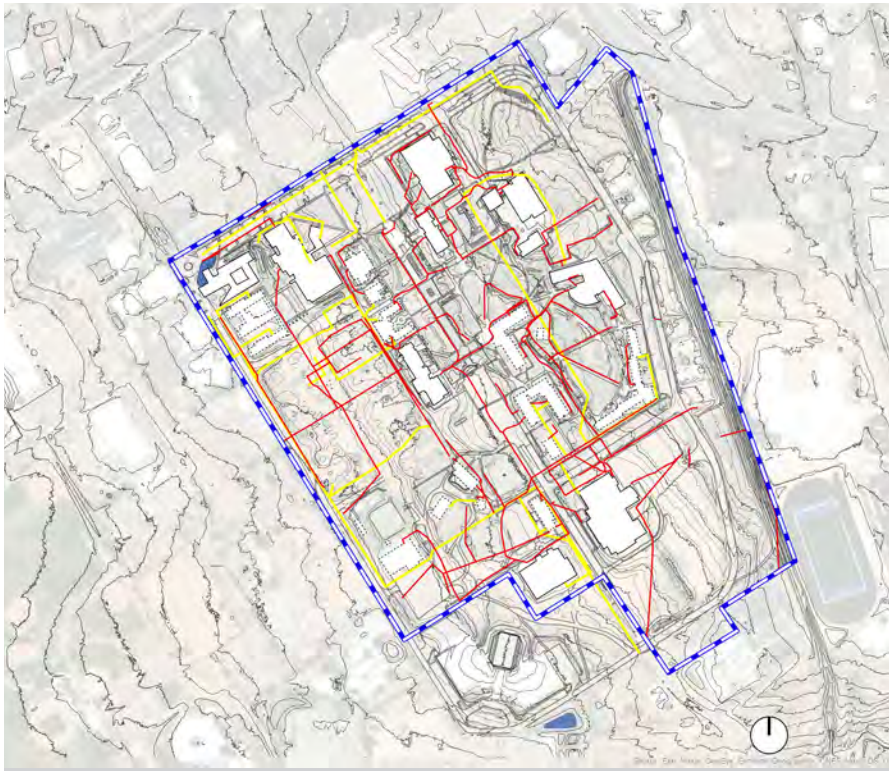
The Midtown Site is currently served by underground and above ground electricity lines and infrastructure that run on the existing right of way across the Site. This utility is managed by PNM.

Gas - Existing Conditions

The Site is currently served by underground natural gas pipes and infrastructure that run mostly on the existing right away and connect to existing buildings. This utility is managed by New Mexico Gas Company.

Energy Vision

To support sustainable development, energy infrastructure at the Midtown Site will be upgraded to support a fully electric future. Existing gas lines will be abandoned and electrical trunk lines within the right of way will be upgraded to support 100% electrification of existing and future buildings' energy needs, including climate control, and to provide adequate supply to support electric vehicle charging. Specific electric infrastructure will be development-dependent and costs may be borne by developers of specific parcels according to the specific need of the development program associated with that parcel.



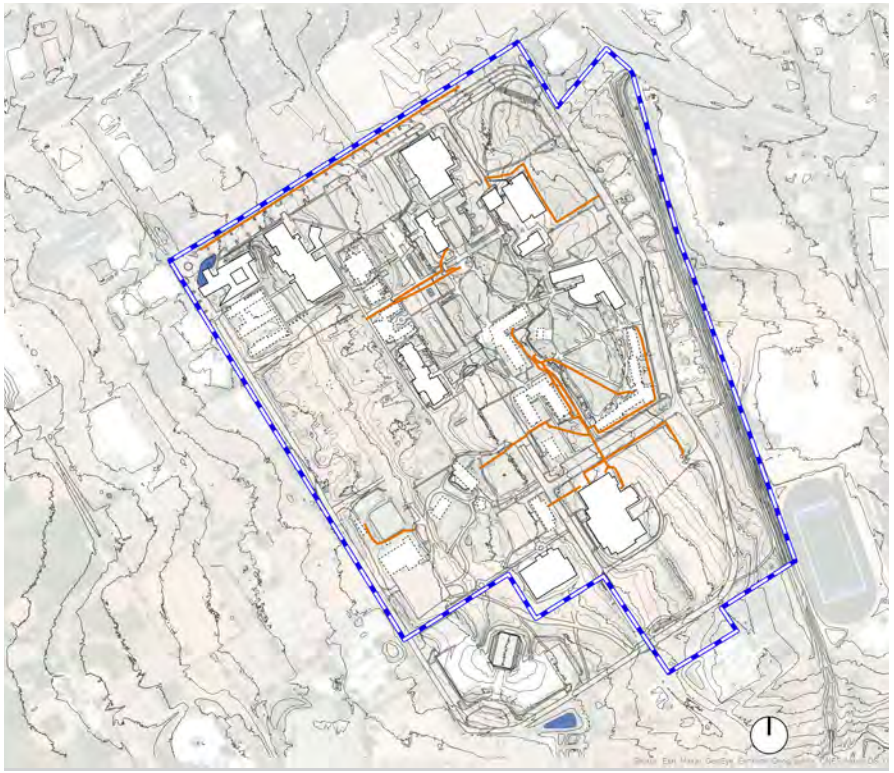
Existing Electrical + Gas Lines

Legend

- The Midtown Site
- Existing Electrical Transmission Lines
- Existing Natural Gas Lines

Fiber Optics + Telecommunications - Existing Conditions

The project area is served by telephone communications, fiber optic lines, and supportive infrastructure that run on existing streets and serve existing buildings.



Existing Telecommunications Lines

Legend

The Midtown Site

Existing Communications Lines

6.4 Infrastructure Implementation Strategy

Infrastructure Phasing

The Midtown Site will be built out with both public and private infrastructure. Table 6.4.A (Preliminary Midtown Infrastructure Costs by Phase) shows very preliminary estimated construction cost by phase for all infrastructure that will be owned and maintained by the city, including the Public Utility. Table 6.4.B (Midtown Infrastructure Funding and Financing Sources) shows the potential funding sources for each infrastructure asset class. These costs are subject to change as more specific design information becomes available and as more detailed engineering studies are completed.

Water and sanitary sewer system upgrades will be managed by the Public Utility with funding coming from the future developers who acquire development sites through the Midtown disposition process. In addition, new development will have to pay for new system demand in the form of water rights or by paying a fee in lieu of water for Midtown LINC qualified projects. These cost estimates reflect the cost to upgrade the sanitary sewer system and move certain trunk lines for the water system to align with road rights-of-way. Developers will pay for their lateral connections to the trunk infrastructure.

Road construction will comprise the single largest infrastructure cost. The cost estimates provided in Table 6.4.A (Preliminary Midtown Infrastructure Costs by Phase) are only for road construction within the Midtown Site. There could also be additional road construction costs involving new entrances and access roads to the campus. However, to build such roads will require cooperation with adjacent property owners and will evolve as the Midtown development process proceeds. Therefore, estimated costs for these streets were not included in this analysis. Maintenance costs were also not included.

The Midtown Master Plan Thoroughfare Regulating Plan (Section 5.2.1) identifies nine street types. Five of these types (neighborhhood streets, neighborhood streets with pathways, neighborhood streets with median, plaza two-way street, and plaza one-way street) will all be built within the Midtown Site in the locations specified in the Plan, with the exception that those types that may potentially connect through the lands of adjacent property owners will notbe built without the express consent of the affected adjacent property owner. The Regulating Plan governs thoroughfare typologies and locations only for those thoroughfares built within the Midtown Site. For these street types, the Public Works Department will oversee construction. Costs include the road construction including associated sidewalks, medians, pathways, and storm water improvements. Funding will come primarily from developer contributions as well as from public sources such as federal grants, state legislative funding, and local sources such gross receipts taxes (GRT) or property taxes that can be leveraged through GRT bonds and general obligation bonds. It is possible that the City may initially pay for road construction using bond

debt, but over time, most of the cost will be recaptured through developer contributions.

Roads that will be built within development parcels including living alleys, paseos, and pedestrian access connections will be built by developers as part of their project costs. in these cases, construction will be overseen by the Division of Roads and Trails with plan review from the Public Works Department.

Phase 1 road construction projects include streets necessary to enhance circulation primarily for existing buildings on the Site. However, future road construction phases will vary with the pace and intensity of future development.

The **electric distribution system** will also require considerable upgrading. However, no system assessment has been completed yet. This work will be initiated within the next month and will provide a general approach to designing the new system. It is expected that as property is purchased or leased, that individual property owners will work directly with PNM. PNM will be responsible for building the system.

Table 6.4.A Preliminary Midtown Infrastructure Costs by Phase				
Asset	**Phase**			**Total**
	Phase 1	**Phase 2**	**Phase 3**	
Water	$ 584,911	$ 235,269	N/A	**$ 820,180**
Sanitary Sewer	$ 762,660	$ 342,574	N/A	**$ 1,105,234**
Roads	$ 17,718,309	$ 3,518,941		**$ 21,237,250**
Civic Parks and Open Space	$	$ 2,600,000		
Parking Garage			TBD	
Electrical	N/A	N/A	N/A	**N/A**
Total	**$ 19,065,880**	**$ 6,696,784**	**-**	**$ 23,162,664**
Sources: Wilson Engineering, City of Santa Fe, Opticos Design Inc, Strategic Economics, October 2022				

Table 6.4.B Midtown Infrastructure Funding and Financing Sources							
Asset	**Funding/ Financing Source**						
	General Fund	**Federal Grants/ State Legislative Funding**	**Bonds**	**Developer Reimbursement**	**Impact Fees**	**Land Sales**	**Utility Rates**
Water		X	X	X		X	
Sanitary Sewer		X	X	X		X	
Roads	X	X	X			X	
Civic Parks and Open Space	X	X	X		X	X	
Parking Garage	X		X			X	
Electrical							X
Sources: City of Santa Fe, Strategic Economics, October 2022							

Other Infrastructure

Civic parks and open space will primarily be built in the second development phase to coincide with new development opportunities in the Midtown Site's southern portion. However, this timing is flexible and some civic spaces, including the Plaza, could be built sooner depending on funding availability and community priorities. Funding sources for parks and open space will be the same as for roads. The Parks and Open Space Division will be responsible for overseeing construction of these facilities.

Funding and timing for constructing a **parking garage** are to be determined based on funding availability and community priorities. In the past, Santa Fe has used bond funds to pay for parking garages. Garages are also often financed by charging parking fees.

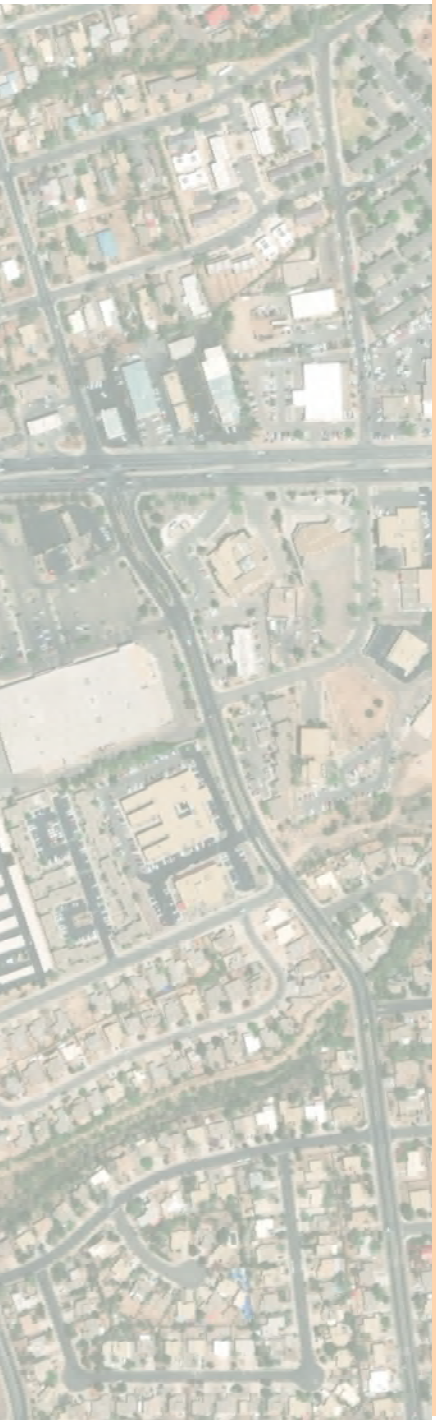
Fiscal Impact

The ongoing costs to provide municipal utilities to Midtown will be recovered through utility rates paid by users. This includes water, sanitary sewer, and garbage collection. Ongoing costs for road and park and open space maintenance will be covered through both the general fund and potentially through a Property Improvement District (PID) which would be formed to assess future Midtown occupants for common space maintenance costs similar to the way a homeowners' association works. These maintenance costs will be significant. However, it is also important to note that the development will generate new ongoing revenue for the City.

The police and fire departments were both consulted in the process of preparing the Midtown Master Plan. Both departments confirm that they will have the capacity to serve future development at Midtown without having to increase any staff or capital resources. However, if additional services are required, the Midtown Site is expected to generate considerable increases in GRT, property, and other tax revenues for the city's general fund that should be adequate to absorb these costs.

Financial Incentives for Midtown Developers

The Midtown locations offers a series of financial incentives for developers. First, the Site is in a federal Opportunity Zone, which offers considerable tax benefits for qualified development projects. Second, the Site is within the Midtown LINC Zoning Area. This enables qualified projects to be exempt from all impact fees, as from wastewater and water utility expansion charges. Third, if a Metropolitan Redevelopment Area is formed for Midtown, developers and future businesses will have access automatic access to all LEDA benefits offered by the State of New Mexico.



7. Appendices

In this chapter

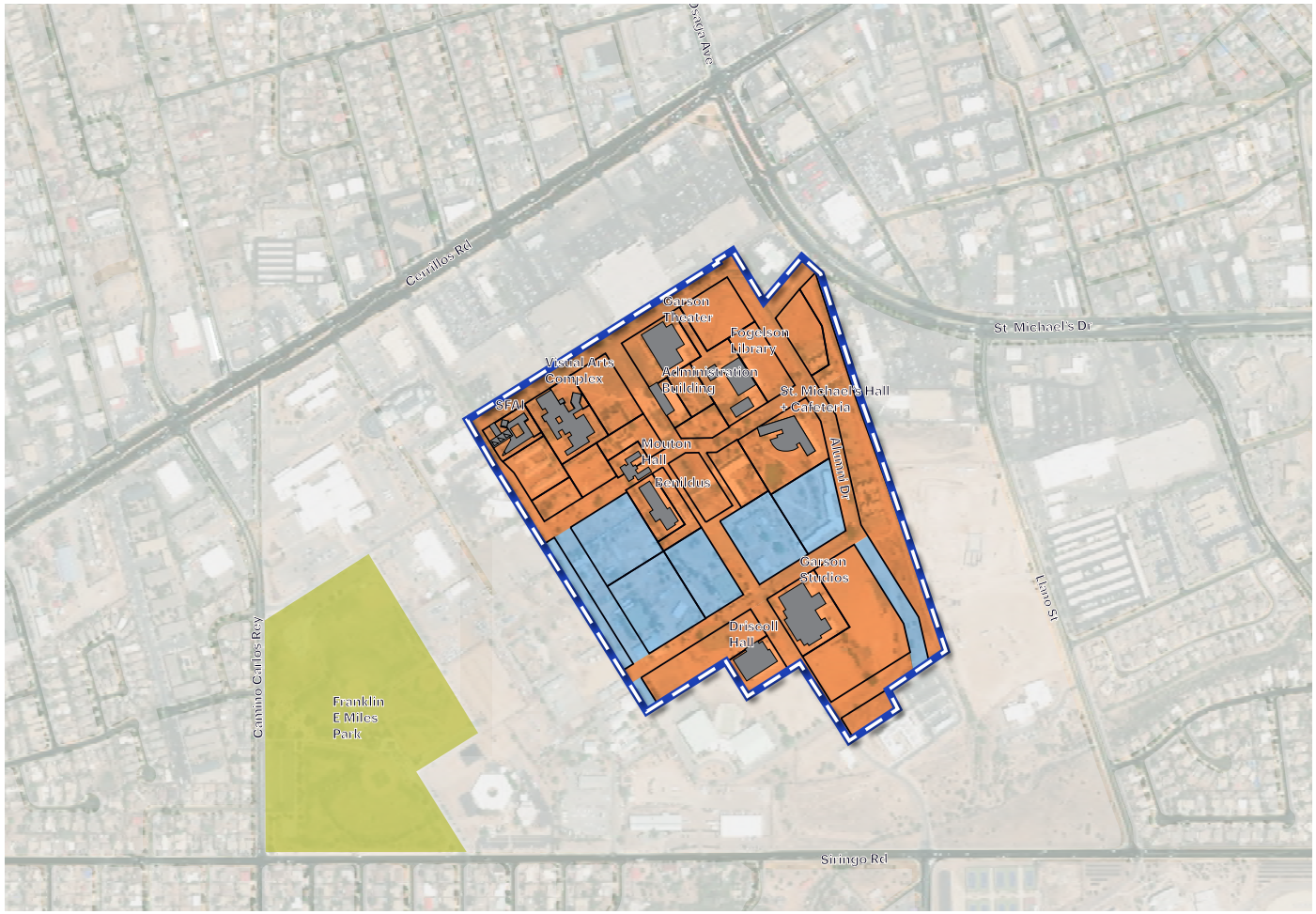
7.1 Map Series

Purpose of the Map Series

The following pages include reproduction of maps that appear earlier in the Midtown Master Plan (Plan) document. They are repeated here to provide a quick reference to developers, staff, and the public as they use the Plan.

Phasing Diagram

See Chapter 3 (Urban Design Vision), Section 3.7 (Development Program + Phasing).



Legend

- The Midtown Site
- Buildings to Reuse
- Development Blocks
- Phase 1: Build on and revitalize existing facilities.
- Phase 2: Build out the rest of the Midtown Site.

Zoning Framework - Facade Zones

See Chapter 5 (Development Standards), Section 5.4 (Development Standards Regulating Plan).

Legend

The Midtown Site

Sub-Zones:

- Civic Space (CS)
- Mixed-Use Neighborhood (MU–N)
- Mixed-Use Center (MU–C)
- Mixed-Use Office (MU–O)
- Mixed-Use Film (MU–F)
- Community-Oriented Use (CO)
- Existing Buildings to Reuse

Facade Zones:

- Plaza (PL)
- Main Street (MS)
- Main Street–Office (MS–O)
- Live/Work (LW)
- Neighborhood Residential (NR)
- Neighborhood Paseo (NP)
- 3 stories max. height within 30' of indicated parcel line

Open Space Framework

See Chapter 5 (Development Standards), Section 5.3 (Civic + Open Space Standards).

Legend

- The Midtown Site

Civic Space Types:

- Arroyo Park
- Plaza
- Quad Park
- Pocket Park/Plaza

Other

- Paseos
- Existing Buildings to Reuse
- Development Blocks

Thoroughfare Network Framework

See Chapter 5 (Development Standards), Section 5.2 (Thoroughfare Standards).

Legend

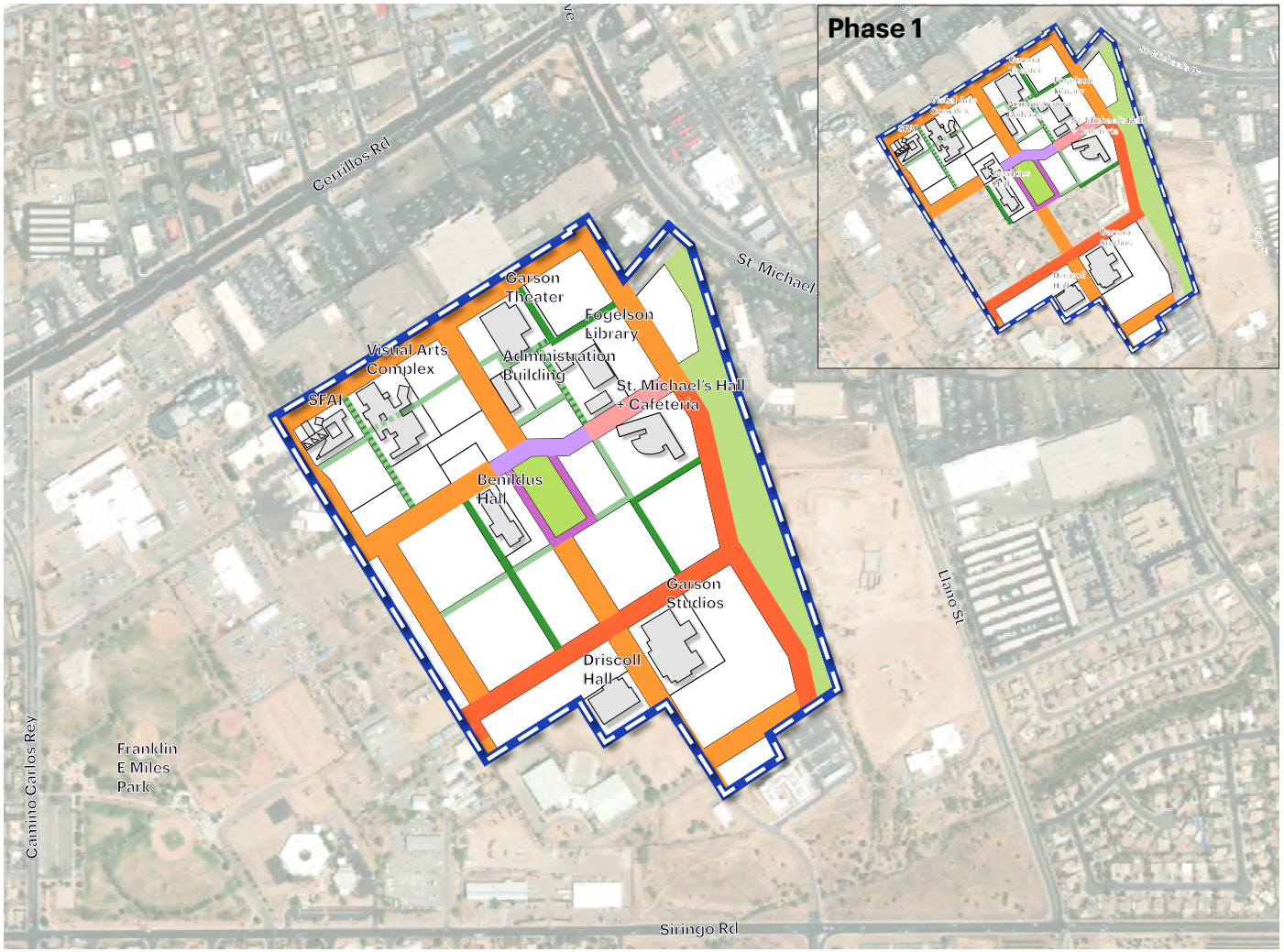
- The Midtown Site

Thoroughfare Types

- Neighborhood Street
- Neighborhood Street with Pathway
- Neighborhood Street with Median
- Plaza Street Two-way
- Plaza Street One-way
- Living Alley
- Paseo or Living Alley
- Paseo

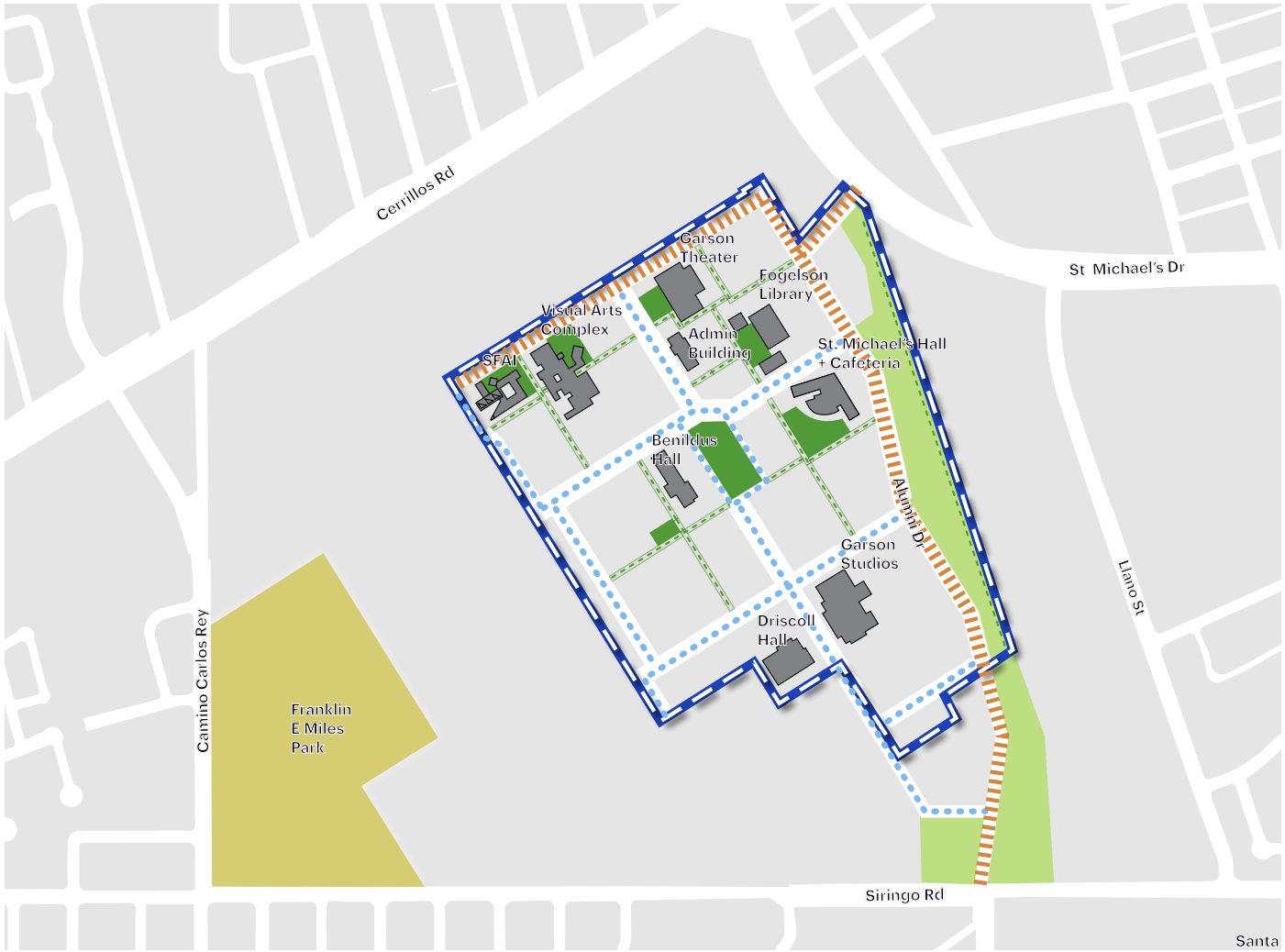
Other

- New Open Space/ Linear Park
- Existing Buildings to Reuse



Transit + Access Framework

See Chapter 4 Connectivity + Mobility Vision), Section 4.2 (Midtown Connectivity + Mobility Phasing).



Legend

- The Midtown Site
- Future Bike Connections + Trails, MPO
- New Paseos/ Pedestrian Paths
- New Bike Streets within the Site
- Existing Buildings to be Adaptively Reused
- Existing Bus Stops
- New Parks + Plazas
- New Open Space/ Linear Park
- Existing Open Space

7.2 Midtown Infrastructure Report

Technical Memorandum - Existing Sewer and Water Infrastructure prepared by Wilson & Company (8/11/22 rev. 8/25/22) is incorporated by reference.