City of Santa Fe, New Mexico

Exhibit C

Applicant Materials

Midtown Master Plan Application Letter

1. Master Plan Application
2. Legal Lot of Record
3. Midtown Vicinity Map Existing Conditions
4. Development Standards Existing and Proposed
5. ENN Notes
6. Midtown Master Plan Amendment Delta Page
7. Updated Midtown Master Plan w/ Clouding
8. Midtown Masterplan Administrative Amendments
9. Midtown Masterplan Administrative Minor Modification Memo
10. Midtown Master Plan Updated

CITY OF SANTA FE
METROPOLITAN REDEVELOPMENT AGENCY

NV5

June 18, 2025
<<revised July 10, 2025>>

Joel Cruz-Haber, Senior Planner
Planning and Land Use Department
City of Santa Fe
Sent via email: jacruzhaer@santafenm.gov and planning@santafenm.gov

RE: APPLICATION FOR AMENDMENT 1 TO THE MIDTOWN MASTER PLAN

Dear Mr. Joel-Haber,

On behalf of the City of Santa Fe Metropolitan Redevelopment Agency ("MRA"), I respectfully submit this application letter and supporting documentation for Amendment 1 to the Midtown Master Plan for review and consideration. The Midtown Property (also referred to as the "Midtown Site") is located at 1600 Saint Michael's Drive. It is zoned C2-PUD and is located within the Midtown Local Innovation Corridor (LINC) Overlay District. The Future Land Use Map identifies the Midtown Property as "Transitional Mixed Use."

BACKGROUND

The Midtown Property is a 64.22-acre area comprised of multiple parcels located in the geographic center of the City of Santa Fe (See attached Vicinity Map and Legal Lot of Record Documentation). The Midtown Property had previously been used as a higher education campus, for both the College of Santa Fe and the Santa Fe University of Art and Design (SFUAD). When SFUAD operations ceased in 2018, the City of Santa Fe ("City") immediately commenced a city-wide, community-driven planning process to determine the future of the Midtown Site. The "Concept Phase" culminated with a Vision and Concept Plan that established the Midtown Planning Guidelines. Based on the Midtown Planning Guidelines, the "Planning Phase" focused on creating the regulatory and policy plans for the redevelopment of the Midtown Property.

The Midtown Master Plan ("Master Plan") establishes regulations regarding land uses, urban designs, open space and circulation, stormwater management, as well as other sustainable design and development practices. The Midtown Community Development Plan provides policy requirements and priorities in response to community voices regarding equity, environment, economy, and culture. These two plans were unanimously approved by the City's Governing Body in 2022 (Resolution 2022-68) and 2023 (Resolution 2023-5), respectively. Together,

these plans are called the Midtown Redevelopment Plans, which regulate and direct all development at the Midtown Property.

The Metropolitan Redevelopment Agency ("MRA") proposes amendments to the Midtown Master Plan to facilitate development as intended by the approved Midtown Redevelopment Plans. Multi-phased master plans, like the Midtown Master Plan, require continual evaluation and oversight to ensure that the plans respond to specific site conditions and evolving market demands during implementation to achieve the desired outcomes of the approved master plans. The MRA, the City's agency responsible to implement and steward the Midtown Redevelopment Plans, has identified minor changes to the Master Plan that align with its core vision, intent, goals, and objectives, and that further policy directives for the area as stated in the Midtown Community Development Plan, the Midtown LINC Overlay District, and the General Plan. In March 2025, a request for several minor modifications to the plan were submitted for administrative approval, including minor changes to the Neighborhood Street section and the addition of policy statements related to stormwater and alternative energy sources. (See attached *Midtown Master Plan Administrative Amendment Memo*, dated March 17, 2025, and *Midtown Master Plan Administrative Minor Modifications Memo*, dated July 1, 2025.) The changes proposed within Amendment 1 require Planning Commission and Governing Body review and are intended to allow for the Midtown Master Plan to be implemented more smoothly and efficiently.

PROPOSED AMENDMENTS: DEVELOPMENT STANDARDS REGULATING PLAN

The proposed amendments to the Development Standards Regulating Plan include removal of the Main Street - Office (MS-O) Façade Zone from the northern frontage of the Mixed-Use Fim (MU-F) Sub-Zone (Tracts F-1a and I-1a) as well as changing the Sub-Zone designation for Tract O from Mixed-Use Neighborhood (MU-N) to Mixed-Use Center (MU-C). Please see attached Existing and Proposed Development Standards Regulating Plan for reference.

Initial development proposals for Tract F-1a have demonstrated that the MS-O Façade Zone is not compatible with the Mixed-Use Film (MU-F) Sub-Zone, and the LINC Overlay along with the design standards established by the Midtown Master Plan are sufficient to address character and appearance for residential and mixed-use development in the MU-F Sub-Zone. Specifically, the MS-O Façade Zone requires numerous openings (doors and/or windows) consistent with a building form with street-level commercial shop fronts and upper story residential units. However, this type of development is not consistent with the Mixed-Use Film (MU-F) Sub-Zone and is overly restrictive for the redevelopment and infill development intended for those tracts. All development within the MU-F Sub-Zone will comply with the underlying Midtown LINC requirements, upon which the Master Plan is based, including the architectural points review process required by the LINC (SFCC §14-8.7). In addition, all development will refer to and be evaluated for consistency with architectural and urban design guidelines provided in the Midtown Master Plan (pages 136-153).

Additionally, the proposed Sub-Zone change to Tract O will provide for a greater range of commercial uses on that parcel than were originally anticipated but which align with the mixed-use intent of the Midtown Master Plan in this central area of the Midtown Site. The tract is presently designated Mixed-Use Neighborhood (MU-N), which limits development to a range of housing types and very few commercial uses; whereas, changing the Sub-Zone to Mixed-Use Center (MU-C) will provide opportunities for a wider range of job-creating commercial uses, including retail, dining, and entertainment, in addition to housing, which will encourage a more robust mixed-use development program on this centrally located tract.

The proposed amendments to the Development Standards Regulating Plan provide the flexibility to allow an appropriate range of commercial uses as well as multi-unit residential development throughout the Midtown Site, as was intended by the Midtown Redevelopment Plans. The proposed amendments to the Development Standards Regulating Plan effectively facilitate the development of a mixture of uses on all parcels within the Midtown Site.

PROPOSED AMENDMENTS: SUB-ZONE STANDARDS

Within the Sub-Zone Standards, the proposed amendments will replace the Permitted Use Table with a reference to the Permitted Uses delineated for C-2 zoning (SFCC §14-6.1, Table 14-6.1-1) and a list of Prohibited and Conditional Uses that apply to the Midtown Property. As staff began applying the Permitted Use Table, they realized that it was too restrictive to implement the development vision for Midtown and that the permitted uses in C-2 more closely align with the intent of the plan. This change will permit multi-unit residential development throughout the Midtown Property, including those tracts where previously it was not permitted (such as MU-F), while maintaining all Special Uses (also called Conditional Uses) and Prohibited Uses to remain consistent with the Midtown Master Plan as originally approved. This amendment to allow a mix of uses does not apply to the Open Space (OS) or Community-Oriented (OS) Sub-Zones. The allowable mix of uses under this amendment are consistent with and refer to C-2 districts, which is the underlying zoning upon which the Midtown Master Zone is based.

The proposed change to the existing Table 5.5.A Allowed Uses is consistent with the intent of the Master Plan and will maintain the non-permitted uses and conditional uses as established during community engagement sessions. The underlying zoning is C-2, which allows uses defined by SFCC §14-6.1 Land Use Categories and Table 14-6.1-1 of Permitted Uses, with the exception of the Prohibited and Conditional Uses as they are currently defined in the Master Plan. Reference will be made to the Permitted Uses in C-2, and the following lists of Prohibited and Conditional Uses will be inserted into the Master Plan:

All uses that are permitted in C-2 Districts, as specified in SFCC §14-6.1, Table 14-6.1-1, are permitted throughout the Midtown Site, with the exception of the Prohibited and Conditional Uses specified below.

The following uses are prohibited throughout the Midtown Site, in all Sub-Zones:

Prohibited Uses

Group Residential Care Facility, Correctional	*Drive-throughs*
Mobile home, permanent installation	*Cabinet Shops, Custom*
Mobile home park	*Sign Shops*
Short-Term Rental Unit	*Sexually Oriented Business*
Vacation Time Share Projects	*Automobile Salvage and Wreckage Yard*
Electrical Facilities; Substation, Switching Stations, Transmission Lines	*Vehicle Service and Repair Establishments including Tire Service*
Vocational or trade schools, light industrial	*Manufacturing and Production*
Hospital and Extended Care Facilities	*Light assembly and manufacturing*
State Licensed Foster Homes	*Storage Facilities*
Cemeteries, Mausoleums and Columbarium	*Outdoor Storage*
Funeral Homes or Mortuaries	*Animal Production and Commercial Stables*
Animal Sales and Service	*Composting*
Cannabis; Consumption Area, Manufacturing, Producers with more than 200 plants, Outdoor growing, Laboratory	

The following uses may be permitted as Conditional Uses (also known as "Special Uses") in all Mixed-Use Sub-Zones and are subject to SFCC §14-3.6 Special Use Permits.

Conditional Uses

Continuing Care Community	*Cannabis Testing Laboratory*
Group Residential Care Facility	*Commissary Kitchen*
Boarding, dormitory, monastery	*Department and Discount Stores*
Police and Fire Stations (> 6 Staff)	*Religious Assembly*
Elementary and secondary schools, public and private	*Religious, educational and charitable institutions (does not include schools or assembly uses)*
Colleges and Universities	*Transit transfer facilities*

Adult day care	*Nonprofit theaters for production of live shows*
Human service establishments	*Urban Farm (Ground Level, Roof Level, and Open-Air)*
Sheltered care facilities	*Aquaponics, Aquaculture (less than 750 sf), Hydroponics*
Utility Facility	

PROPOSED AMENDMENTS: FAÇADE ZONE STANDARDS

Within the Façade Zone Standards, proposed amendments eliminate step-back requirements at third story, street-facing façades and allow the height of street-facing building façades to match the maximum of five stories allowed elsewhere at the Midtown Site. This amendment also includes language that encourages the use of façade step-backs at the street and expresses a preference for architectural design proposals that fulfill the intent of the Midtown Master Plan to create diverse building forms and façade articulation to enhance the aesthetic quality, interest, and pedestrian scale of the public realm. Rather than requiring step-backs, MRA and City staff will direct development proposals to refer to and be consistent with sample images of façade articulation, set-backs, fenestration, and other street frontage design intents provided in the Midtown Master Plan.

The proposed amendments to the Façade Zone Standards provide for more flexibility in applying urban design guidelines while also increasing the potential for additional residential units. MRA and Planning and Land Use Department oversight and design review of development proposals will be important to ensure alignment with the intent of the Midtown Master Plan urban design guidelines.

PROPOSED AMENDMENTS: DESIGN STANDARDS, GENERAL TO ALL

The proposed amendment to the Design Standards General to All provides for the following:

1) Signage design requirements, which had not been previously included;
2) Temporary art installation guidelines and requirements, including murals, which had not been previously included; and
3) Language that references the landscape design standards for the Midtown LINC Overlay District (SFCC §14-5.5(D)(9)), while specifying that the minimum caliper for new street trees at the Midtown Property shall be 4" at the time of planting and shall have a minimum mature height of 25' and that other new trees shall have a minimum caliper of 2" at the time of planting, which is consistent with the requirements for large scale projects elsewhere in the City.

These additions to the Midtown Master Plan will add specificity pertaining to signage, temporary art installations, and landscape design. The proposed amendments facilitate the

implementation of cultural intents and strategies provided in the Community Development Plan and will have the effect of clarifying the regulations and guidelines of the Midtown Master Plan.

Guidelines and requirements for signage and temporary art installations have been adapted from the Railyard Master Plan. Staff used these existing requirements from the City's first major redevelopment plan as a guide for appropriate regulations for the Midtown Site, with adjustments made for consistency with the Midtown Vision. Proposed language for signage and temporary art installations is as follows:

> *Generally, signage located in the Midtown Site is governed by SFCC §14-5.5(D)8 in addition to the requirements found in SFCC §14-8.10. Specific rules for building signage, directional and wayfinding signage, and murals and art installations at the Midtown Site is as follows:*
>
> ***Building Signage:*** *Signage and font shall be similar or the same as found on existing buildings throughout the Midtown Site, which form the basis for future Midtown standards (see the Fogelson Library and Garson Performance Theater, as reference). Signs are to be painted on the building skin or on thin panels mounted closely to the building. Pin and channel lettering and numbers are to be mounted closely to the building. Pole mounted signs are not permitted. Hanging signs are permitted under canopies or portales. Sign logos and text may be internally illuminated if lamp is not visible, and light does not glare or impede vision.*
>
> ***Site Directional and Wayfinding Signs:*** *Signs are to be fabricated in metal and finished in durable high quality metal paint finish or natural metal finishes. Wayfinding signs shall be used at street edges and bus stops. Sign colors shall be consistent with the Midtown color palette (see Midtown color palette). Sign forms shall be simple and minimalistic. Signs shall be constructed of metal, color shall be black, plus 1 or 2 accent colors using the Midtown color palette. Sign logos and text may be internally illuminated if lamp is not visible, and light does not glare or impede vision. Wall signs associated with film studio stages within the Midtown LINC Overlay District and whose sign faces parallel to a wall or garage attached to a film studio stage shall be painted and shall not exceed 380 sqft.*
>
> ***Murals and Art Installations:*** *Publicly visible murals and art installations are permissible with approval from the Metropolitan Redevelopment Agency. The relocation of existing sculpture and installation of new art in public and publicly visible spaces are encouraged and must consider structural stability, weather, circulation, and safety. Murals on public property shall be pursuant to the MRA Public Arts Murals Agreement.*

APPROVAL CRITERIA

The proposed amendments to the Midtown Master Plan comply with the approval criteria for master plan specified in SFCC §14-3.9(D)(1), as described below:

(a) The Master Plan is consistent with the General Plan.

Applicant Response: The 1999 City of Santa Fe General Plan identified the area surrounding the Midtown Property as the "St. Michael's Drive Redevelopment Corridor", signaling a long-term intention to support use intensification and mixed-use development. Since then, the area has been designated as "Transitional Mixed Use" on the City's Future Land Use Map, reinforcing the vision of creating a dynamic urban environment. This designation encourages redevelopment that balances higher intensity commercial corridors with adjacent lower-density neighborhoods by promoting a mix of residential, commercial, and community-serving uses.

To further support these goals, the Midtown Local Innovation Corridor (LINC) Overlay District was established in 2016. The overlay aims to catalyze revitalization through the introduction of additional housing options and compatible non-residential development—a step toward fostering a more vibrant and diverse urban core.

In 2017, the Governing Body passed Resolution 2017-78, formally recognizing the historical and strategic importance of the Midtown Property—formerly home to the College of Santa Fe and the Santa Fe University of Art and Design (SFUAD). As both the demographic and geographic center of the city, the Midtown Property was seen as central to implementing the objectives of the LINC Overlay District. The resolution also called for a renewed community vision for the site. City staff were tasked with initiating a "Concept Phase" of planning, including broad community engagement efforts. Known as the Midtown Campus Project, this initiative attracted approximately 3,000 participants and culminated in a set of community-informed planning guidelines.

Following the closure of SFUAD in 2018, the City passed Resolution 2018-54, which formally adopted the planning guidelines developed during the Concept Phase. The resolution also directed staff to begin the "Planning Phase," initiating a consultant-led process to develop a comprehensive land use strategy for the site, grounded in continued community engagement.

These efforts resulted in the creation of two foundational planning documents: the Midtown Master Plan and the Midtown Community Development Plan, approved by the Governing Body in 2022 and 2023, respectively. Together, these documents articulate a clear framework for a mixed-use, high-activity redevelopment district that reflects community priorities and long-standing city policy.

With its strategic location near major transportation corridors, business districts, and neighborhood-serving amenities, the Midtown Property is envisioned as a hub for residential living, arts and culture, and economic opportunity. The planned redevelopment reflects the city's commitment to equitable, sustainable growth, as envisioned in the 1999 General Plan and reaffirmed in successive planning initiatives. The proposed amendments to the Midtown Master Plan are intended to ensure efficient and effective implementation of this shared vision and are in alignment with the General Plan and subsequently adopted resolutions and policies.

In addition to the above, the proposed Amendment to the Midtown Master Plan aligns with following Guiding Policies, found in Chapters 3 (Land Use), 4 (Growth Management), 5 (City Character), and 6 (Transportation) of the 1999 General Plan:

- *Guiding Policy 3-G-2: There shall be a mix of uses and housing types in all parts of the city.*
- *Guiding Policy 3-G-3: 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*
- *Guiding Policy 4-1-G-2: Concentrate population at greater densities in developing areas with centrally located neighborhood centers to encourage pedestrian scale development, reduce auto dependence, and provide central transit nodes*
- *Guiding Policy 5-1-G-2: Encourage new residential growth in the form of human-scale and vital neighborhoods that provide a mix of services and uses.*
- *Guiding Policy 5-1-G-3: Increase the connectivity between neighborhoods and individual developments*
- *Guiding Policy 5-2-G-4: Provide for uses to meet everyday needs within neighborhoods in the form of pedestrian-oriented neighborhood centers*
- *Guiding Policy 6-1-G-3: Provide for a closely spaced network of narrower streets as opposed to fewer wider streets*
- *Guiding Policy 6-1-G-5: Ensure that new development is more "connected" to its surroundings with an increased number of access points and pedestrian and bicycle connections to a neighborhood network.*

(b) The Master Plan is consistent with the purpose and intent of the zoning districts that apply to, or will apply to, the master plan area, and with the applicable use regulations and development standards of those districts.

Applicant Response: The Midtown Site is located within the C2-PUD zoning district and the Midtown Local Innovation Corridor (LINC) Overlay District. In 2022, the City's Governing Body adopted Resolution 2022-68, finding that the Midtown Master Plan was consistent with the purpose, intent, and development standards of these underlying zoning designations. The proposed amendments to the Midtown Master Plan continue to align with all applicable zoning requirements. In many cases, the amendments provide greater specificity and clearer references to the regulations and design guidelines set forth in the C2 and Midtown LINC districts, further supporting implementation of the City's planning and development objectives for the site.

(c) Development of the Master Plan area will contribute to the coordinated and efficient development of the community.

Applicant Response: The proposed amendments to the Midtown Master Plan are intended to facilitate the effective implementation of the Plan's core intent: to establish a vibrant, inclusive, and economically sustainable mixed-use district at the heart of Santa Fe. The amendments contribute to this goal in several key ways.

First, the proposed amendments strengthen support for mixed-use development. The amendments refine and clarify the land use framework to more explicitly support a variety of compatible uses throughout the Midtown Site. This flexibility encourages integrated, human-scaled development that supports day-to-day activity and long-term community vibrancy.

Importantly, the proposed amendments ensuring multi-unit residential is permitted site-wide, consistent with the City's goals for increasing housing supply, promoting affordability, and supporting a mix of housing types. This provision ensures that residential development is not limited to certain areas, enabling a more cohesive and balanced community fabric.

Furthermore, by referencing and aligning more closely with the underlying C2 and Midtown LINC Overlay zoning regulations, the amendments reduce potential conflicts between the Master Plan and the City's regulatory framework. This alignment makes the Plan more actionable and provides clearer guidance for both public and private development partners.

By prioritizing mixed-use, multi-unit, and pedestrian-oriented development, the amendments help realize the long-term vision of the Midtown area as a dynamic, urban district that contributes to citywide goals for housing, economic development, and cultural enrichment.

(d) The existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the planned development.

Applicant Response: Along with the Midtown LINC Overlay District and other relevant regulations in SFCC Chapter 14, the proposed amendments to the Midtown Master Plan will accommodate future development and infrastructure needs while also updating existing infrastructure in alignment with the redevelopment vision established by the Midtown Master Plan. The design and engineering of infrastructure upgrades to the Midtown Site are currently underway, and the proposed amendments will not impede or affect the outcome of such design efforts. Furthermore, the application has been revised to align with the Development Review Team's recommendation that new street trees shall have a minimum caliper of 4 inches at the time of planting and shall have a mature height of 25 feet.

CONCLUSIONS

In conclusion, the Metropolitan Redevelopment Agency respectfully submits Amendment 1 to the Midtown Master Plan as a necessary and strategic refinement to facilitate the timely and effective implementation of the City's long-held vision for the Midtown Site. As stewards of the Midtown Redevelopment Plans, the MRA has carefully identified minor yet meaningful updates that align with the Plan's core intent, reflect site-specific conditions, and respond to current market dynamics. These amendments are consistent with the policy direction outlined in the Midtown Community Development Plan, the Midtown LINC Overlay District, and the City of Santa Fe General Plan.

Amendment 1 will enhance clarity, support mixed-use development, and ensure that multi-unit residential housing is achievable throughout the site, all while preserving the integrity of the original Master Plan. We appreciate your thoughtful consideration and continued support in advancing the redevelopment of the Midtown Property.

Sincerely,

Lisa Gavioli, AICP

Lisa Gavioli

Senior Project Manager
NV5, Inc.
Email: Lisa.Gavioli@NV5.com

cc: Daniel Hernandez, Metropolitan Redevelopment Area Director
Carly Venditti, Metropolitan Redevelopment Area Asset Manager

Attachments:

1. Master Plan Amendment Application Form
2. Legal Lot of Record Documentation
3. Midtown Property Vicinity Map/Existing Conditions Site Plan
4. Existing and Proposed Development Standards Regulating Plan
5. ENN Documentation
6. Delta Page of Proposed Amendments (with plan references)
7. Midtown Master Plan, with areas of proposed changes highlighted
8. Midtown Master Plan Administrative Amendments Memo (3/17/2025)
9. Midtown Master Plan Minor Modifications Memo (7/1/2025)
10. Midtown Master Plan, updated 3/17/2025

MASTER PLAN (SECTION 14-3.9(A) SFCC)

Purpose and Intent:

1. The intent of the master plan is to:
   a. provide a comprehensive plan that must be followed during the subsequent review and approval of development plans and subdivision plats for the master-planned area.
   b. enable the governing body , land use boards and land use director to ensure compliance with Chapter 14;
   c. document compliance with final actions to approve or conditionally approve development applications;
2. A master plan provides for:
   a. comprehensive and coordinated planning for the development of land, often involving multiple phases occurring over a period of several years or more and may also involve multiple developers;
   b. plans for the funding and phased construction of major public or private infrastructure improvements required to serve the planned development.

MASTER PLAN SUBMITTAL CHECKLIST 14-3.9(C)(1)

Submittal requirements may vary based on the individual application. The City reserves the right to request additional information during the review process. Please submit each of the following items as separate PDF files saved with unique and descriptive file names:

- [x] Application letter, including valuation
- [x] Existing Conditions Site Plan
- [x] Legal lot of record, legal description
- [x] Proposed Modifications Site Plan
- [x] ENN meeting notes
- [ ] Infrastructure Plan
- [ ] Fire and emergency access plan per IFC
- [ ] Water Budget per 14-8.13 SFCC 1987
- [ ] Dimensioned color elevations
- [ ] Site Section (if applicable)
- [ ] Traffic impact analysis (if applicable)
- [ ] Phases of Development (if applicable)
- [ ] Archaeological clearance (if applicable)
- [ ] Affordable Housing Proposal (if applicable)
- [ ] Infrastructure Financing (if applicable)
- [ ] Fiscal Impact Analysis (if applicable)
- [x] Delta Sheet of proposed changes
- [x] Midtown Master Plan document with areas of proposed changes bubbled

SPECIAL DEVELOPMENT STANDARDS & DESIGN GUIDELINES

a. Approval of the master plan may include approval of special development standards or design guidelines to be applied within the master plan area when such regulations are necessary to implement specific goals of the master plan.

b. Special standards and guidelines must be approved as part of the master plan.

c. Special standards and guidelines are normally more restrictive than the general standards contained in Chapter 14. All aspects of land use and development within a master planned area that are not addressed by a special guideline or standard are subject to the general standards of Chapter 14.

PRC & PRRC MASTER PLANS

a. The master plan must include a designation of the maximum density allowed for each tract designated for use. Unless special standards are adopted, development standards for each tract shall be those specified in Section 14-7 Building Envelope and Open Space Standards and Measurements for the corresponding density .

b. The master plan must include a designation of the type of use and extent of development allowed for each tract designated for nonresidential or mixed uses . In addition to nonresidential uses allowed in residential districts, such as schools and religious assembly, the development may include: neighborhood shopping ceners, not more than thirty-five percent of mixed-used development, and neighborhood centers. Unless special standards are adopted, the provisions of Section 14-6 Permitted Uses and Use Regulations apply within the PRC and PRRC districts.

Is this an amendment to a previously approved Master Plan? ☐ Yes ☐ No

PARCEL INFORMATION

Project Name:	Midtown Master Plan Amendments
Address:	1600 Saint Michael's Drive
Property Size:	64.22 acres
Zoning:	C2-PUD / Midtown LINC Overlay
Current Use of Land:	Mostly vacant former higher ed campus
Proposed Use of Land:	Mixed-use
Does a rezoning application accompany this application?	☐ Yes ☑ No
Are any variances required?	☐ Yes ☑ No
Pre-application Conference Date:	February 10, 2025
Early Neighborhood Notice (ENN) Meeting Date:	June 3, 2025
Estimated Total Cost of Development:	N/A

PROPERTY OWNER INFORMATION

Name (First, Last):	City of Santa Fe / Metropolitan Redevelopment Agency
Address:	200 Lincoln Avenue
	Street Address / Suite/Unit #
	Santa Fe / NM / 87501
	City / State / ZIP Code
Phone:	505-795-0675
E-mail Address:	cavenditti@santafenm.gov

APPLICANT/AGENT INFORMATION (IF DIFFERENT FROM OWNER)

Company Name:	NV5, Inc.
Name (First, Last):	Lisa Gavioli
Address:	1807 Second Street, Suite 40
	Street Address / Suite/Unit #
	Santa Fe / NM / 87505
	City / State / ZIP Code
Phone:	505-362-8294
E-mail Address:	lisa.gavioli@nv5.com

Correspondence Directed To: ☐ Owner ☐ Applicant ☑ Both

AGENT AUTHORIZATION (IF APPLICABLE)

I am/We are the owner(s) and record title holder(s) of the property located at:

Midtown Site, 1600 Saint Michael's Drive

I/we authorize Lisa Gavioli / NV5, Inc. to act as my/our agent to execute this application.

Signed: _____ Date: 6/17/2025

Signed: _____ Date: _____

SIGNATURE

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 1987. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a pre-application meeting to verify that the attached proposal is in compliance with the City's zoning and development plan requirements.

Signature: _____ Date: 6/17/2025

921-13



VICINITY MAP
N.T.S.

Lot Line Adjustment and Right-of-Way Dedication
for PLAT OF EXISTING
Midtown Site
within Projected Section 34, T.17N., R.9E., N.M.P.M.
City of Santa Fe
Santa Fe County, New Mexico
November 2024

Plat amendment to correct missing metes and bounds calls on plat recorded for "Lot Line Adjustment and Right-of-Way Dedication for Plat of existing Midtown Site" recorded in Book 920, Pages 1+2 as instrument #2050258.

NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
   DISTANCES ARE GROUND DISTANCES.
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0)
   BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984",
   BEARING = S.49°38'22"W.
3. BENCHMARK USED FOR THIS PROJECT IS "SANTA FE EAST BASE RM3".
4. FEDERAL FLOODPLAIN MAP 35049C0411E WITH AN EFFECTIVE DATE OF DECEMBER 4, 2012 AS PUBLISHED BY THE FEDERAL EMERGENCY AGENCY SHOW THIS SITE AS BEING WITHIN ZONE X (DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. ALL CORNERS IDENTIFIED AS —●— WILL BE SET POINTS IN THE FIELD AS 5/8" REBAR WITH CAP STAMPED "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.

REFERENCED DOCUMENTS:
THE FOLLOWING DOCUMENTS AND INSTRUMENTS WERE USED FOR THE PERFORMANCE AND PREPARATION OF THIS PLAT:

1. PLAT OF SURVEY ENTITLED, "REPLAT PREPARED FOR THE COLLEGE OF SANTA FE", recorded SEPTEMBER 14, 2006 in PLAT BOOK 707, PAGE 050-051.
2. DIVISION PLAT FOR THE COLLEGE OF SANTA FE, recorded MAY 19, 2006 in PLAT BOOK 682, PAGE 06.
3. REPLAT FOR COLLEGE OF SANTA FE, recorded JANUARY 2, 2006 in PLAT BOOK 672, PAGE 33.
4. REPLAT FOR COLLEGE OF SANTA FE, recorded SEPTEMBER 19, 2006 in PLAT BOOK 635, PAGE 46, 47.
5. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in PLAT BOOK 722, PAGE 049.
6. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in BOOK 719, PAGE 044.
7. BOUNDARY EASEMENT SURVEY PLAT FOR COLLEGE OF SANTA FE, recorded JULY 15, 2010 in BOOK 719, PAGE 047.
8. PLAT OF ALTA/ACSM LAND TITLE SURVEY, recorded OCTOBER 10, 2008 in BOOK 691, PAGE 029.
9. BOUNDARY SURVEY OF TRACT E "COLLEGE OF SANTA FE", recorded JUNE 28, 2011 in BOOK 733, PAGE 043.
10. BOUNDARY SURVEY OF TRACT E "COLLEGE OF SANTA FE", recorded OCTOBER 28, 2022 in BOOK 896, PAGE 14.
11. PLAT OF EASEMENT SURVEY FOR COLLEGE OF THE CHRISTIAN BROTHERS OF NEW MEXICO, recorded 08/17/ 2009.
12. REPLAT OF TRACT 3A & 3B FOR COLLEGE OF THE BOARD OF EDUCATION OF THE CITY OF SANTA FE, recorded MARCH 12, 1991 in BOOK 220, PAGE 037.
13. BOUNDARY SURVEY PLAT FOR PRESBYTERIAN MEDICAL SERVICES, recorded NOVEMBER 30, 2004 in BOOK 574, PAGE 035.

REFERENCED DOCUMENTS: (CONTINUED)
THE FOLLOWING DOCUMENTS AND INSTRUMENTS WERE USED FOR THE PERFORMANCE AND PREPARATION OF THIS PLAT:

14. LOT CONSOLIDATION FOR THE STATE OF NEW MEXICO DEPARTMENT OF FINANCE & ADMINISTRATION, recorded OCTOBER 4, 1990 in BOOK 215, PAGE 013.
15. QUITCLAIM DEED from U.S.A. to COLLEGE OF THE CHRISTIAN, filed MAY 23, 1949 in BOOK 40, PAGE 437.
16. DECLARATION from U.S.A. to COLLEGE OF THE CRISTIAN, filed DECEMBER 22, 1969 in BOOK 269, PAGE 855.
17. SPECIAL WARRANTY DEED from COLLEGE OF THE CRISTIAN BROTHERS to CITY OF SANTA FE, filed SEPTEMBER 16, 2009 as INSTRUMENT 1577356.
18. EASEMENT from COLLEGE OF SANTA FE to PNM, filed JULY 9, 1990 in BOOK 682, PAGE 916.
19. EASEMENT from COLLEGE OF SANTA FE to BOARD OF EDUCATION, filed JUNE 10, 1991 in BOOK 730, PAGE 568.
20. EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed SEPTEMBER 21, 2007 as INSTRUMENT 1500540.
21. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed JULY 20, 2009 as INSTRUMENT 1571651.
22. EASEMENT from COLLEGE OF SANTA FE to PNM, filed AUGUST 13, 1996 in BOOK 1299, PAGE 74.
23. EASEMENT from COLLEGE OF SANTA FE to NEW MEXICO STATE BANK , filed JUNE 12, 2009 as INSTRUMENT 1566667.
24. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed AUGUST 17, 2009 as INSTRUMENT 1574183.
25. This document Legal Lot of record, recorded in Book: 920, ~~Page: 2~~ Pages 1 +2

STATEMENT OF DECLARATION:
THE PURPOSE OF THIS PLAT IS TO:
ADJUST EXISTING LOT LINES AND TO DEDICATE RIGHT-OF-WAY, AS SHOWN HEREON.

AFFIDAVIT:
NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE REPLATTED. THE REPLAT IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS REPLAT CONTAINS 68.5327 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS REPLAT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe

BY: ALAN M. WEBBER, MAYOR DATE: 1/31/2025

CITY CLERK: Andrea Salazar DATE: 1/31/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 31st DAY OF January, 20 25.

NOTARY PUBLIC 3/25/25 MY COMMISSION EXPIRES

XAVIER
Notary Public - State of New Mexico
Commission # 1112988
My Comm. Expires Mar 25, 2025

SANTA FE COUNTY:

COUNTY TREASURER 02/12/25 DATE:

City Signatures to acknowledge Plat amendment for missing metes and bounds calls on plat recorded for "Lot Line Adjustment and Right-of-Way Dedication for Plat of existing Midtown Site" recorded in Book 920, Pages 1+2, instrument #2050258.

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE 2/6/25 DATE:

CITY PLANNER Daniel M. Esquibel 2-6-25 DATE:

CASE NUMBER:

Tract	Case #
Midtown Site	2024-9265

COUNTY OF SANTA FE
STATE OF NEW MEXICO } SS
#2052655
I hereby certify that this instrument was filed for record on the 12th day of February, 20 25 A.D. at 2:42 o'clock PM, and was duly recorded in book 921, page(s) 13-14 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk
Seal

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1/28/25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR

WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

INDEXING INFORMATION FOR THE COUNTY CLERK
OWNER: CITY OF SANTA FE
LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M.
CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-14

Lot Line Adjustment and Right-of-Way Dedication

for PLAT OF EXISTING
Midtown Site
within Projected Section 34, T.17N., R.9E., N.M.P.M.
City of Santa Fe
Santa Fe County, New Mexico
November 2024

Plat amendment to correct missing metes and bounds calls on plat recorded for "Lot Line Adjustment and Right-of-Way Dedication for plat of existing Midtown Site" recorded in Book 920, pages 1 + 2 as instrument #2050258.

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

LEGEND:

- NEW LOT LINE
- EASEMENT LINE (AS NOTED)
- LOT LINE TO BE ELIMINATED
- PUBLIC ACCESS EASEMENT TO BE GRANTED BY THE FILING OF THIS PLAT.
- RETENTION POND DRAINAGE EASEMENT, AS SHOWN.
- ALL CORNERS IDENTIFIED WILL BE SET POINTS IN THE FIELD AS 5/8" REBAR WITH CAP STAMPED "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.
- FOUND PROPERTY CORNER

WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

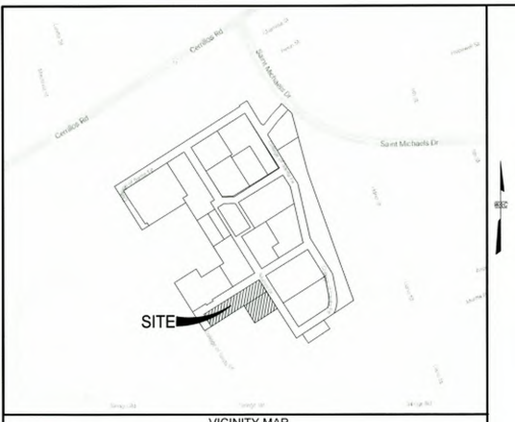
INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: CITY OF SANTA FE

LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-15

Legal Lot of Record



VICINITY MAP
N.T.S.

NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
   DISTANCES ARE GROUND DISTANCES.
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0)
   BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984",
   BEARING = S.49°38'22"W.
3. BENCHMARK USED FOR THIS PROJECT IS "SANTA FE EAST BASE RM3".
4. FEDERAL FLOODPLAIN MAP 35049C0411E WITH AN EFFECTIVE DATE OF DECEMBER 4, 2012 AS PUBLISHED BY THE FEDERAL EMERGENCY AGENCY SHOW THIS SITE AS BEING WITHIN ZONE X (DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. EXISTING NON-CONFORMING STRUCTURES CAN REMAIN THE SAME ON SEPARATE LOTS.
7. ANY "CHANGE OF USE" STRUCTURES WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
8. ANY NEW CONSTRUCTION WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
9. ANY EXISTING FIRE APPARATUS ACCESS ROADS AND EASEMENTS WILL HAVE TO REMAIN OR CHANGES WILL HAVE TO HAVE THE CITY FIRE MARSHALS OFFICE APPROVAL.
10. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE AT THE TIME OF DEVELOPMENT.
11. SEPARATE WATER SERVICE IS REQUIRED FOR EACH LEGAL LOT OF RECORD. AN AGREEMENT FOR METERED SERVICE (AMS) WILL BE REQUIRED TO INSTALL NEW SERVICES.

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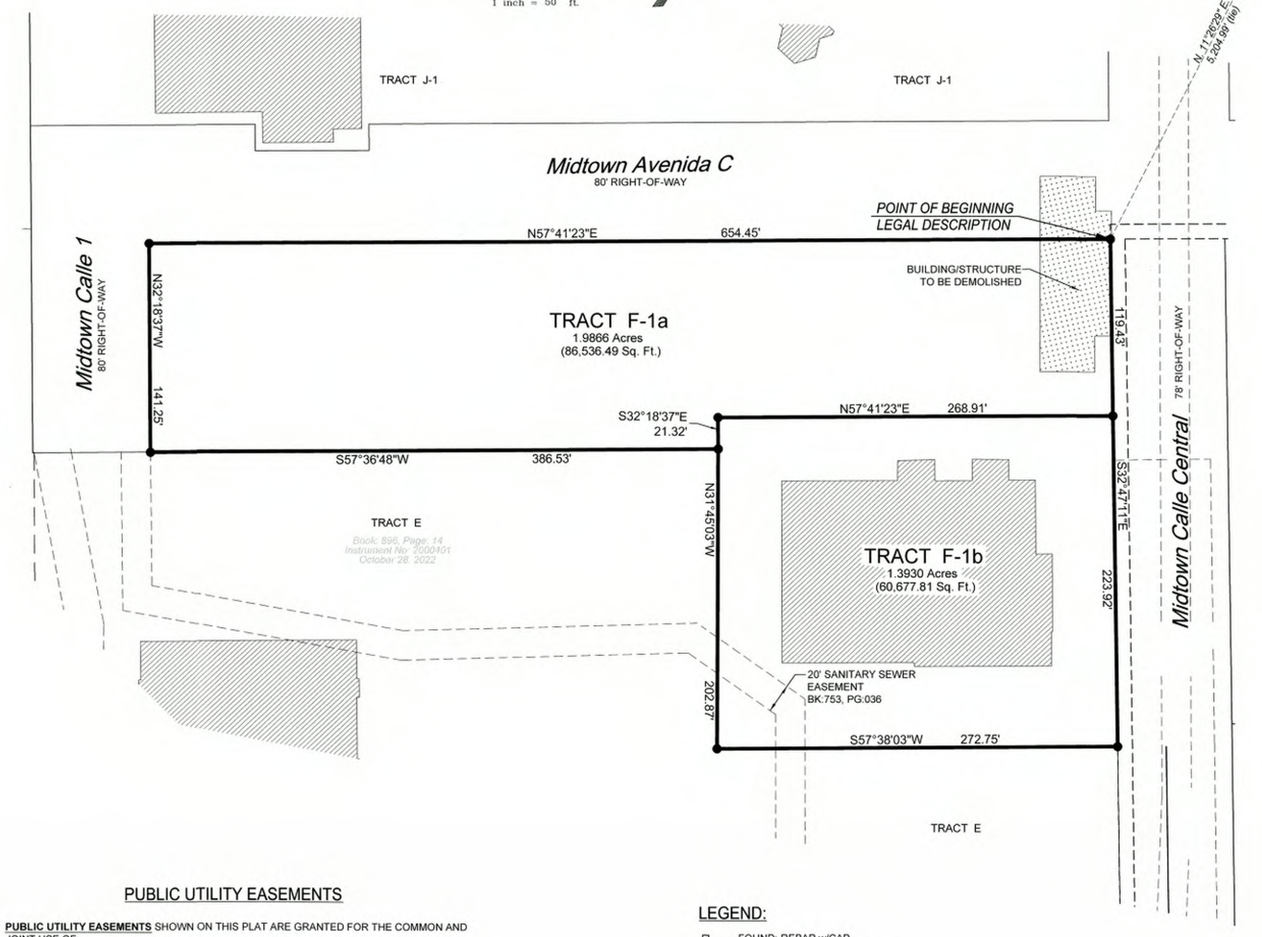
24. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed AUGUST 17, 2009 as INSTRUMENT 1574183.

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

REFERENCE MARK SANTA FE EAST BASE 1945 NO 3 1976 THE DIRECTOR NATIONAL GEODETIC SURVEY



PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

C. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

D. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

LEGEND:

- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
- NEW LOT LINE
- ADJOINING LOT LINE
- EASEMENT LINE (AS NOTED)
- BUILDING
- BUILDING/STRUCTURE TO BE DEMOLISHED
- ALL CORNERS IDENTIFIED ARE 5/8" REBAR WITH CAP STAMPED, "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.

UTILITY COMPANY APPROVALS:

NEW MEXICO GAS COMPANY — DATE: 2/6/2025

SANTA FE WATER DIVISION — DATE: 2/7/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO — DATE: 2/6/2025

CENTURYLINK — DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-31-25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR

Lot Split Plat to create TRACTS F-1a and F-1b

PLAT OF EXISTING
TRACT F
within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

CREATE TRACTS F-1a & F-1b FROM EXISTING TRACT F-1.

AFFIDAVIT:

★Lot Split

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~THE REPLAT IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~ CONTAINS 3.3796 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~ LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe

BY: ALAN M. WEBBER, MAYOR — DATE: 2/11/2025

CITY CLERK: Andrea Salazar — DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 11th DAY OF February, 2025.

NOTARY PUBLIC — MY COMMISSION EXPIRES: 3/25/25

XAVIER VIGIL
Notary Public - State of New Mexico
Commission # 1112968
My Comm. Expires Mar 25, 2025

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER — DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract F-1a & F-1b	2024-9387

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE — DATE: 2/11/25

CITY PLANNER — DATE: 2-11-25

COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO #2053466
I hereby certify that this instrument was filed for record on the 12th day of February, 2025 A.D. at 2:59 o'clock PM, and was duly recorded in book 921, page(s) 15 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

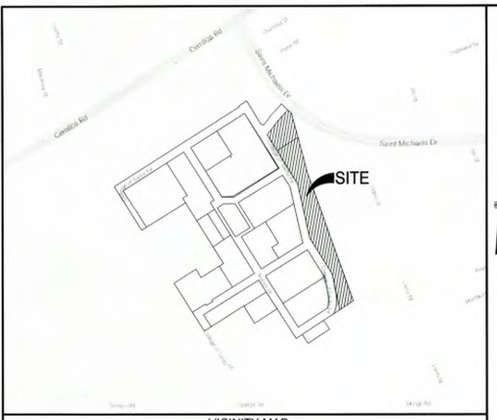
Deputy

County Clerk
Seal

WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

INDEXING INFORMATION FOR THE COUNTY CLERK
OWNER: CITY OF SANTA FE
LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-16



VICINITY MAP
N.T.S.

NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
   DISTANCES ARE GROUND DISTANCES.
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0)
   BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984",
   BEARING = S.49°38'22"W.
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5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. EXISTING NON-CONFORMING STRUCTURES CAN REMAIN THE SAME ON SEPARATE LOTS.
7. ANY "CHANGE OF USE" STRUCTURES WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
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11. SEPARATE WATER SERVICE IS REQUIRED FOR EACH LEGAL LOT OF RECORD. AN AGREEMENT FOR METERED SERVICE (AMS) WILL BE REQUIRED TO INSTALL NEW SERVICES.

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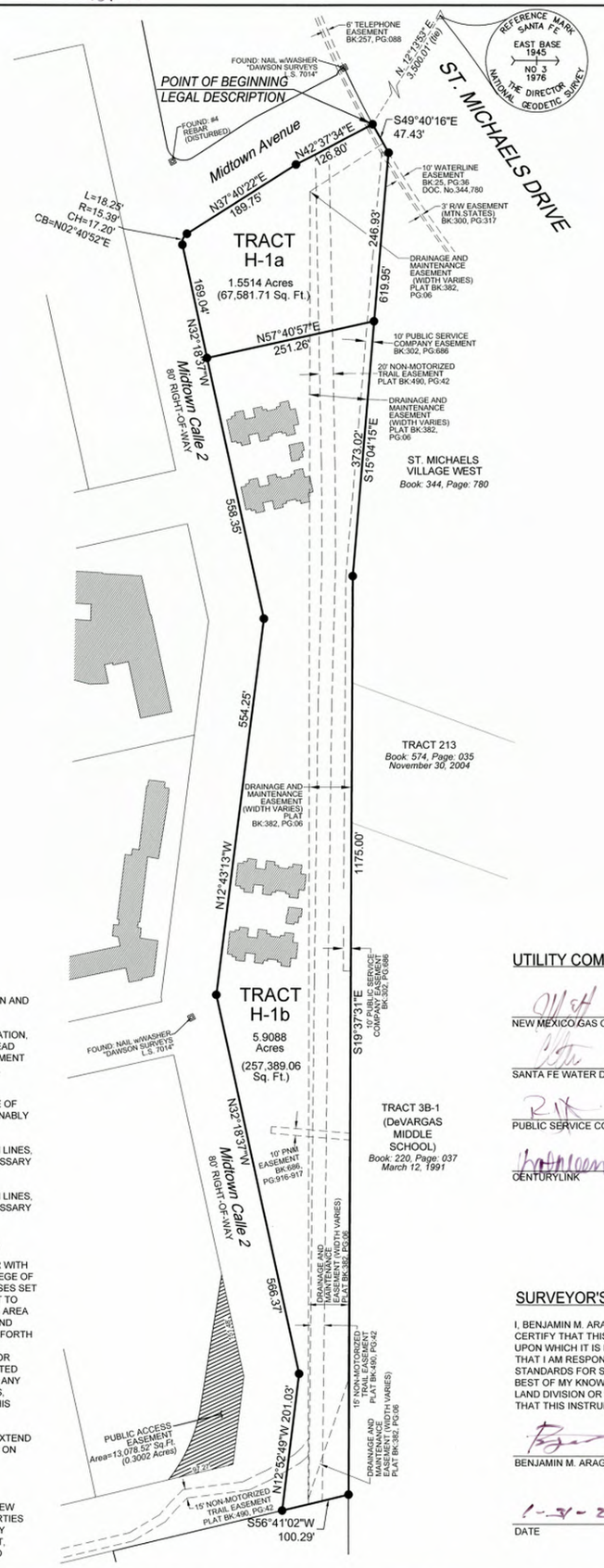
GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch = 100 ft.

LEGEND:

- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
- NEW LOT LINE
- ADJOINING LOT LINE
- EASEMENT LINE (AS NOTED)
- BUILDING
- ALL CORNERS IDENTIFIED ARE 5/8" REBAR WITH CAP STAMPED, "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.
- PUBLIC ACCESS EASEMENT



PUBLIC UTILITY EASEMENTS

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A. PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

C. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

D. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER

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Lot Split Plat to create TRACTS H-1a and H-1b

PLAT OF EXISTING
TRACT H-1
within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

CREATE H-1a AND H-1b FROM EXISTING H-1 TRACT.

AFFIDAVIT: ✶ Lot Split

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~. THE ~~REPLAT~~ IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~ CONTAINS 7.4602 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~ LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe

BY: _____ ALAN M. WEBBER, MAYOR DATE: 2/11/2025

CITY CLERK: Andrea Salazar DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 11th DAY OF February, 2025.

NOTARY PUBLIC _____ MY COMMISSION EXPIRES 3/25/25

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER _____ DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract H-1a & H-1b	2024-9388

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE _____ DATE: 2/11/25

CITY PLANNER _____ DATE: 2-11-25

UTILITY COMPANY APPROVALS:

NEW MEXICO GAS COMPANY _____ DATE: 2/6/2025

SANTA FE WATER DIVISION _____ DATE: 2/7/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO _____ DATE: 2/6/2025

CENTURYLINK _____ DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-27-25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR 1.31.25

COUNTY OF SANTA FE
STATE OF NEW MEXICO } SS
#2052663
I hereby certify that this instrument was filed for record on the 12th day of February, 2025 A.D. at 2:57 o'clock PM, and was duly recorded in book 931, page(s) 16 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk
Seal

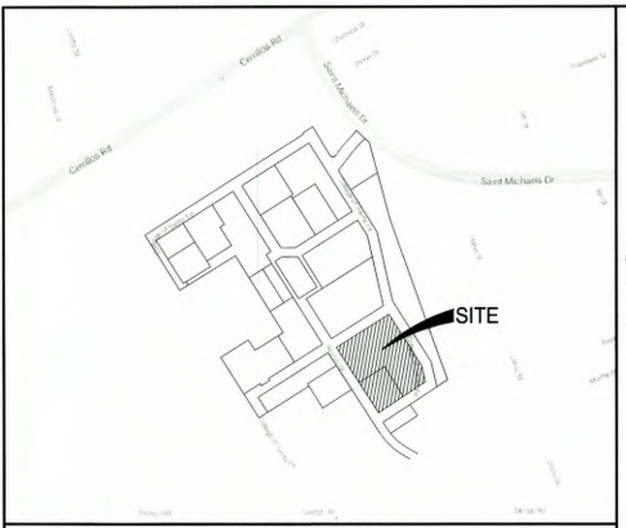
WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

INDEXING INFORMATION FOR THE COUNTY CLERK

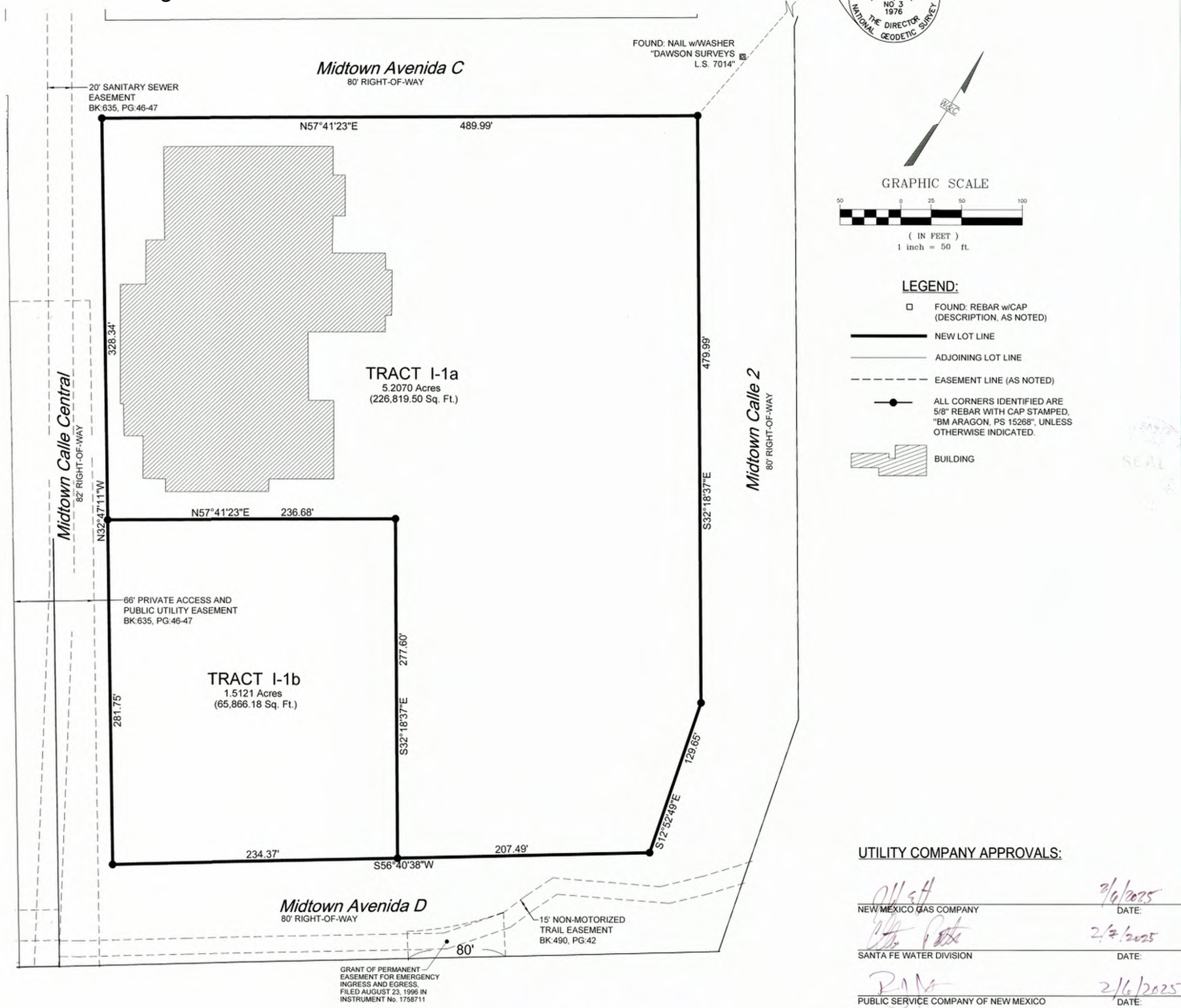
OWNER: CITY OF SANTA FE
LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-17

Legal Lot of Record



VICINITY MAP
N.T.S.



GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

LEGEND:

- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
- NEW LOT LINE
- ADJOINING LOT LINE
- EASEMENT LINE (AS NOTED)
- ALL CORNERS IDENTIFIED ARE 5/8" REBAR WITH CAP STAMPED, "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.
- BUILDING

NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
   DISTANCES ARE GROUND DISTANCES.
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0)
   BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984",
   BEARING = S.49°38'22"W.
3. BENCHMARK USED FOR THIS PROJECT IS "SANTA FE EAST BASE RM3".
4. FEDERAL FLOODPLAIN MAP 35049C0411E WITH AN EFFECTIVE DATE OF DECEMBER 4, 2012 AS PUBLISHED BY THE FEDERAL EMERGENCY AGENCY SHOW THIS SITE AS BEING WITHIN ZONE X (DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
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REFERENCED DOCUMENTS:

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(CONTINUED) PUBLIC UTILITY EASEMENTS

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NEW MEXICO GAS COMPANY — DATE: 2/6/2025

SANTA FE WATER DIVISION — DATE: 2/7/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO — DATE: 2/6/2025

CENTURYLINK — DATE: 2/6/2025

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BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-31-25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 1-31-25 REGISTERED PROFESSIONAL SURVEYOR

SHEE

921-18



VICINITY MAP
N.T.S.

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- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
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- ADJOINING LOT LINE
- EASEMENT LINE (AS NOTED)
- BUILDING
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GRAPHIC SCALE
50 0 25 50 100
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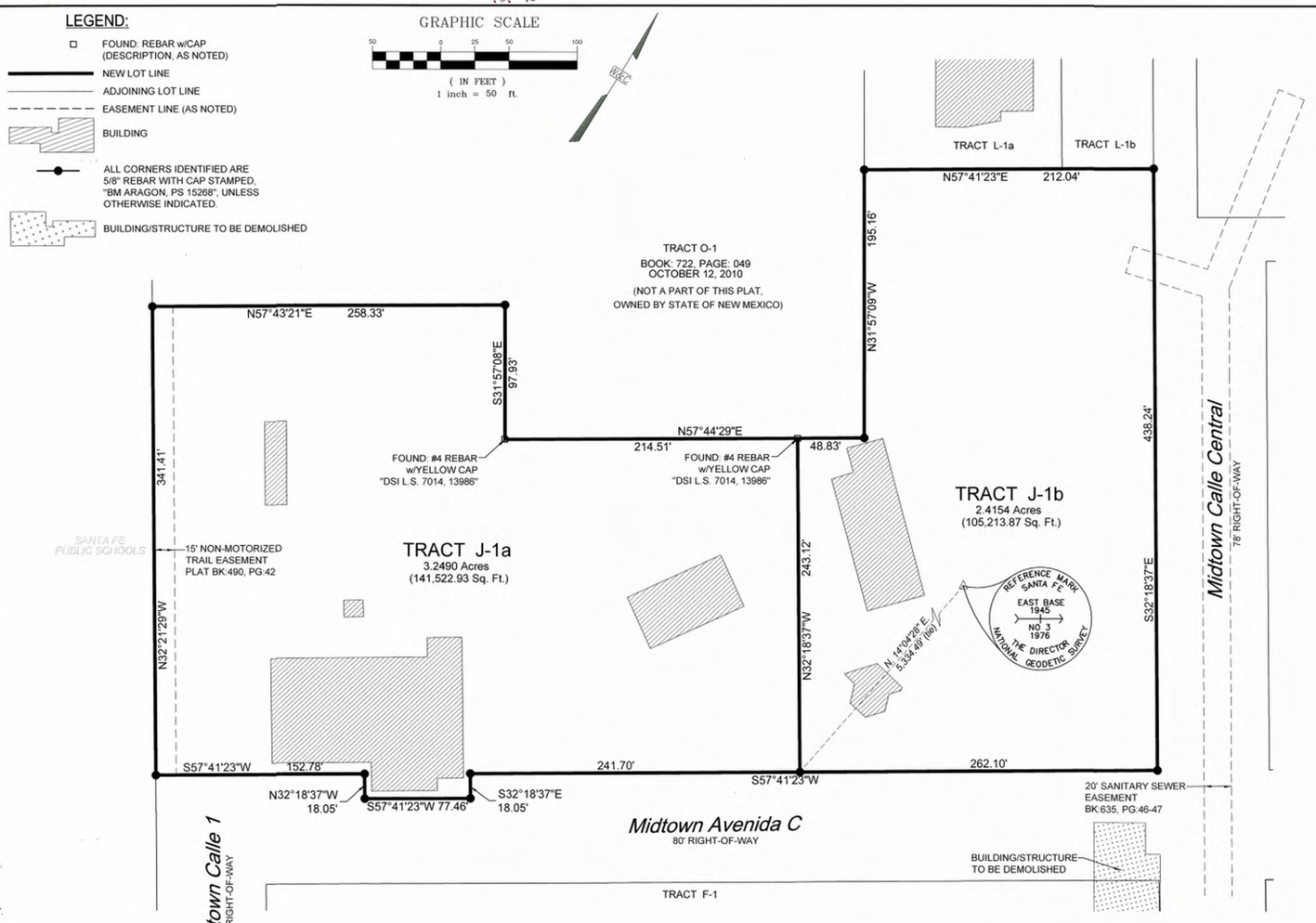
1 inch = 50 ft.



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D. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

UTILITY COMPANY APPROVALS:

NEW MEXICO GAS COMPANY — DATE: 2/6/2025

SANTA FE WATER DIVISION — DATE: 2/7/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO — DATE: 2/6/2025

CENTURYLINK — DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-31-25
DATE

NEW MEXICO 15268 BENJAMIN M. ARAGON REGISTERED PROFESSIONAL SURVEYOR 1-31-25

Lot Split to create TRACTS J-1a and J-1b from existing J-1

within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

CREATE TRACTS J-1A AND J-1B FROM TRACT J-1.

AFFIDAVIT:

* Lot Split

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~. THE ~~REPLAT~~ IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~ CONTAINS 5.6644 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~ LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe.

BY: ALAN M. WEBBER, MAYOR — DATE: 2/11/2025

CITY CLERK: Andrea Salazar — DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 11th DAY OF February, 2025.

NOTARY PUBLIC — MY COMMISSION EXPIRES 3/25/25

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER — DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract J-1a & J-1b	2024-9390

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE — DATE: 2/11/25

CITY PLANNER — David A. Enguidal — DATE: 2-11-25

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO #2052665
I hereby certify that this instrument was filed for record on the 12th day of February, 2025 A.D. at 2:59 o'clock PM, and was duly recorded in book 921, page(s) 18 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk Seal

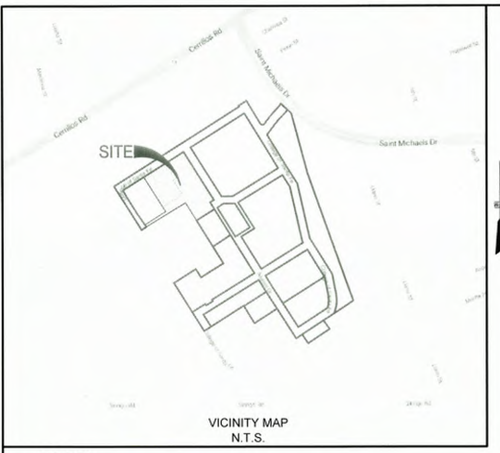
WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

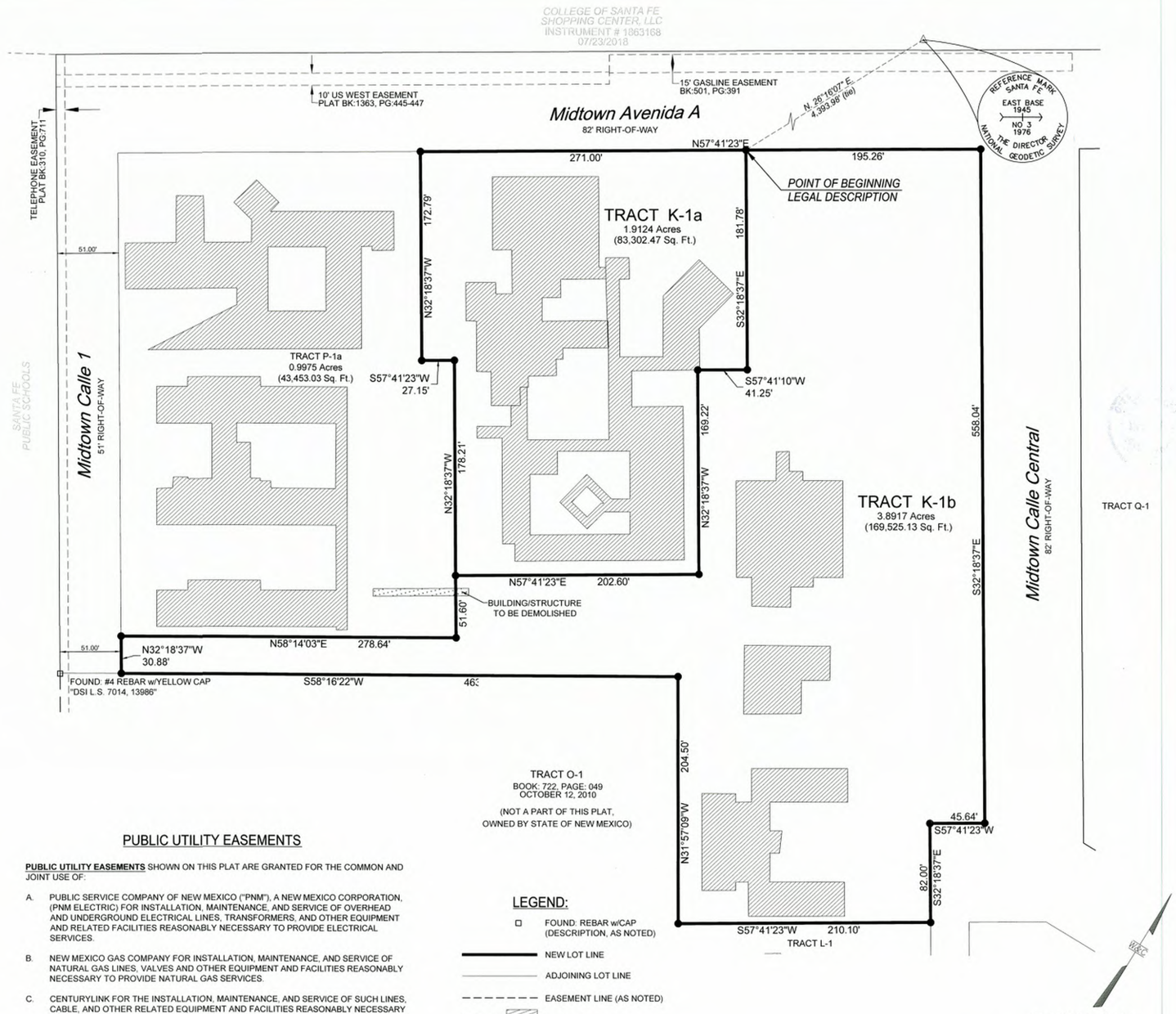
INDEXING INFORMATION FOR THE COUNTY CLERK
OWNER: CITY OF SANTA FE
LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-19

Lot Split to create TRACTS K-1a and K-1b

PLAT OF EXISTING
TRACT K-1
within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024





NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE. DISTANCES ARE GROUND DISTANCES. COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0) BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984", BEARING = S.49°38'22"W.
3. BENCHMARK USED FOR THIS PROJECT IS "SANTA FE EAST BASE RM3".
4. FEDERAL FLOODPLAIN MAP 35049C0411E WITH AN EFFECTIVE DATE OF DECEMBER 4, 2012 AS PUBLISHED BY THE FEDERAL EMERGENCY AGENCY SHOW THIS SITE AS BEING WITHIN ZONE X (DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. EXISTING NON-CONFORMING STRUCTURES CAN REMAIN THE SAME ON SEPARATE LOTS.
7. ANY "CHANGE OF USE" STRUCTURES WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
8. ANY NEW CONSTRUCTION WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
9. ANY EXISTING FIRE APPARATUS ACCESS ROADS AND EASEMENTS WILL HAVE TO REMAIN OR CHANGES WILL HAVE TO HAVE THE CITY FIRE MARSHALS OFFICE APPROVAL.
10. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE AT THE TIME OF DEVELOPMENT.
11. SEPARATE WATER SERVICE IS REQUIRED FOR EACH LEGAL LOT OF RECORD. AN AGREEMENT FOR METERED SERVICE (AMS) WILL BE REQUIRED TO INSTALL NEW SERVICES.

REFERENCED DOCUMENTS:

THE FOLLOWING DOCUMENTS AND INSTRUMENTS WERE USED FOR THE PERFORMANCE AND PREPARATION OF THIS PLAT:

1. PLAT OF SURVEY ENTITLED, "REPLAT PREPARED FOR THE COLLEGE OF SANTA FE", recorded SEPTEMBER 14, 2006 in PLAT BOOK 707, PAGE 050-051.
2. DIVISION PLAT FOR THE COLLEGE OF SANTA FE, recorded MAY 19, 2006 in PLAT BOOK 682, PAGE 06.
3. REPLAT FOR COLLEGE OF SANTA FE, recorded JANUARY 2, 2006 in PLAT BOOK 672, PAGE 33.
4. REPLAT FOR COLLEGE OF SANTA FE, recorded SEPTEMBER 19, 2006 in PLAT BOOK 635, PAGE 46, 47.
5. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in PLAT BOOK 722, PAGE 049.
6. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in BOOK 719, PAGE 044.
7. BOUNDARY EASEMENT SURVEY PLAT FOR COLLEGE OF SANTA FE, recorded JULY 15, 2010 in BOOK 719, PAGE 047.
8. PLAT OF ALTA/ACSM LAND TITLE SURVEY, recorded OCTOBER 10, 2008 in BOOK 691, PAGE 029.
9. BOUNDARY SURVEY OF TRACT E "COLLEGE OF SANTA FE", recorded JUNE 28, 2011 in BOOK 735, PAGE 045.
10. BOUNDARY SURVEY OF TRACT E "COLLEGE OF SANTA FE", recorded OCTOBER 28, 2022 in BOOK 896, PAGE 14.
11. PLAT OF EASEMENT SURVEY FOR COLLEGE OF THE CHRISTIAN BROTHERS OF NEW MEXICO, recorded 08/17/ 2009.
12. REPLAT OF TRACT 3A & 3B FOR COLLEGE OF THE BOARD OF EDUCATION OF THE CITY OF SANTA FE, recorded MARCH 12, 1991 in BOOK 220, PAGE 037.
13. BOUNDARY SURVEY PLAT FOR PRESBYTERIAN MEDICAL SERVICES, recorded NOVEMBER 30, 2004 in BOOK 574, PAGE 035.
14. LOT CONSOLIDATION FOR THE STATE OF NEW MEXICO DEPARTMENT OF FINANCE & ADMINISTRATION, recorded OCTOBER 4, 1990 in BOOK 215, PAGE 013.
15. QUITCLAIM DEED from U.S.A. to COLLEGE OF THE CHRISTIAN, filed MAY 23, 1949 in BOOK 40, PAGE 437.
16. DECLARATION from U.S.A. to COLLEGE OF THE CRISTIAN, filed DECEMBER 22, 1969 in BOOK 269, PAGE 855.
17. SPECIAL WARRANTY DEED from COLLEGE OF THE CRISTIAN BROTHERS to CITY OF SANTA FE, filed SEPTEMBER 16, 2009 as INSTRUMENT 1577356.
18. EASEMENT from COLLEGE OF SANTA FE to PNM, filed JULY 9, 1990 in BOOK 682, PAGE 916.
19. EASEMENT from COLLEGE OF SANTA FE to BOARD OF EDUCATION, filed JUNE 10, 1991 in BOOK 730, PAGE 568.
20. EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed SEPTEMBER 21, 2007 as INSTRUMENT 1500540.
21. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed JULY 20, 2009 as INSTRUMENT 1571651.
22. EASEMENT from COLLEGE OF SANTA FE to PNM, filed AUGUST 13, 1996 in BOOK 1299, PAGE 74.
23. EASEMENT from COLLEGE OF SANTA FE to NEW MEXICO STATE BANK , filed JUNE 12, 2009 as INSTRUMENT 1566667.
24. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed AUGUST 17, 2009 as INSTRUMENT 1574183.

PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

C. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

D. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

LEGEND:

- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
- NEW LOT LINE
- ADJOINING LOT LINE
- EASEMENT LINE (AS NOTED)
- BUILDING
- BUILDING/STRUCTURE TO BE DEMOLISHED
- ALL CORNERS IDENTIFIED ARE 5/8" REBAR WITH CAP STAMPED, "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.

UTILITY COMPANY APPROVALS:

NEW MEXICO GAS COMPANY — DATE: 2/4/2025

SANTA FE WATER DIVISION — DATE: 2/3/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO — DATE: 2/6/2025

CENTURYLINK — DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-31-25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR 1-31-25

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

CREATE TRACTS K-1A AND K-1B FROM EXISTING TRACT K-1.

AFFIDAVIT: * Lot Split

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~. THE ~~REPLAT~~ IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~ CONTAINS 5.7850 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~ LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe.

BY: ALAN M. WEBBER, MAYOR — DATE: 2/11/2025

CITY CLERK: Andrea Salazar — DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 11th DAY OF February, 2025.

NOTARY PUBLIC — MY COMMISSION EXPIRES 3/25/25

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER — DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract K-1a & K-1b	2024-9391

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE — DATE: 2/11/25

CITY PLANNER: Daniel R. Esquibel — DATE: 2-11-25

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 12th day of February, 2025 A.D. at 2:59 o'clock PM, and was duly recorded in book 921 page(s) 19 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk Seal

WILSON & COMPANY
4401 MASTHEAD ST. NE. SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: CITY OF SANTA FE

LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-20



VICINITY MAP
N.T.S.

NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
   DISTANCES ARE GROUND DISTANCES.
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0)
   BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984",
   BEARING = S.49°38'22"W.
3. BENCHMARK USED FOR THIS PROJECT IS "SANTA FE EAST BASE RM3".
4. FEDERAL FLOODPLAIN MAP 35049C0411E WITH AN EFFECTIVE DATE OF DECEMBER 4, 2012 AS PUBLISHED BY THE FEDERAL EMERGENCY AGENCY SHOW THIS SITE AS BEING WITHIN ZONE X (DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. EXISTING NON-CONFORMING STRUCTURES CAN REMAIN THE SAME ON SEPARATE LOTS.
7. ANY "CHANGE OF USE" STRUCTURES WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
8. ANY NEW CONSTRUCTION WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
9. ANY EXISTING FIRE APPARATUS ACCESS ROADS AND EASEMENTS WILL HAVE TO REMAIN OR CHANGES WILL HAVE TO HAVE THE CITY FIRE MARSHALS OFFICE APPROVAL.
10. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE AT THE TIME OF DEVELOPMENT.
11. SEPARATE WATER SERVICE IS REQUIRED FOR EACH LEGAL LOT OF RECORD. AN AGREEMENT FOR METERED SERVICE (AMS) WILL BE REQUIRED TO INSTALL NEW SERVICES.

REFERENCED DOCUMENTS:

THE FOLLOWING DOCUMENTS AND INSTRUMENTS WERE USED FOR THE PERFORMANCE AND PREPARATION OF THIS PLAT:

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6. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in BOOK 719, PAGE 044.
7. BOUNDARY EASEMENT SURVEY PLAT FOR COLLEGE OF SANTA FE, recorded JULY 15, 2010 in BOOK 719, PAGE 047.
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13. BOUNDARY SURVEY PLAT FOR PRESBYTERIAN MEDICAL SERVICES, recorded NOVEMBER 30, 2004 in BOOK 574, PAGE 035.
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18. EASEMENT from COLLEGE OF SANTA FE to PNM, filed JULY 9, 1990 in BOOK 682, PAGE 916.
19. EASEMENT from COLLEGE OF SANTA FE to BOARD OF EDUCATION, filed JUNE 10, 1991 in BOOK 730, PAGE 568.
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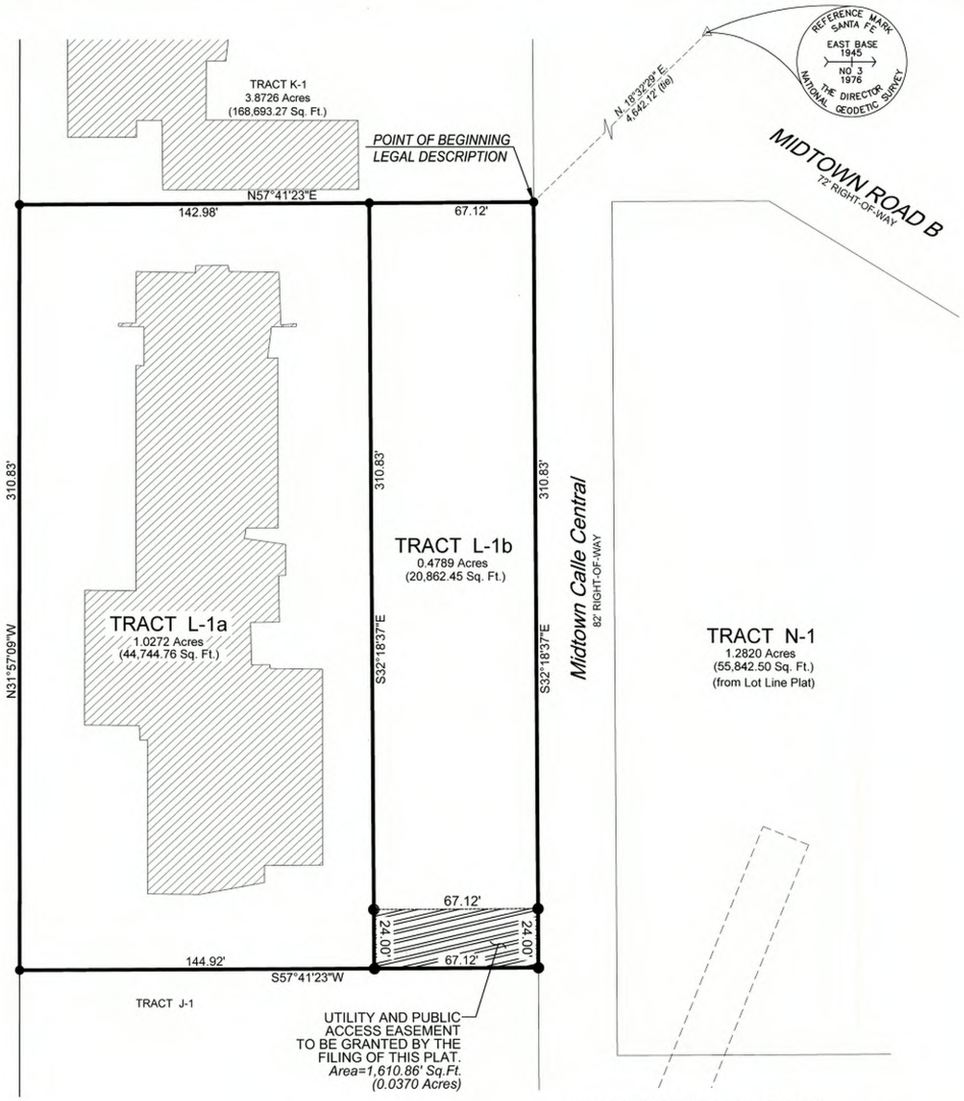
21. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed JULY 20, 2009 as INSTRUMENT 1571651.
22. EASEMENT from COLLEGE OF SANTA FE to PNM, filed AUGUST 13, 1996 in BOOK 1299, PAGE 74.
23. EASEMENT from COLLEGE OF SANTA FE to NEW MEXICO STATE BANK , filed JUNE 12, 2009 as INSTRUMENT 1566667.
24. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed AUGUST 17, 2009 as INSTRUMENT 1574183.



LEGEND:

- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
- NEW LOT LINE
- ADJOININGLOT LINE
- BUILDING
- ALL CORNERS IDENTIFIED ARE 5/8" REBAR WITH CAP STAMPED, "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.
- PUBLIC ACCESS EASEMENT TO BE GRANTED BY THIS PLAT



TRACT O-1
BOOK: 722, PAGE: 049
OCTOBER 12, 2010
(NOT A PART OF THIS PLAT,
OWNED BY STATE OF NEW MEXICO)

PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

C. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

D. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.
MENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

(CONTINUED) PUBLIC UTILITY EASEMENTS

DISCLAIMER

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

UTILITY COMPANY APPROVALS:

NEW MEXICO GAS COMPANY — DATE: 2/6/2025

SANTA FE WATER DIVISION — DATE: 2/7/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO — DATE: 2/6/2025

CENTURYLINK — DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-31-25
DATE

NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR BENJAMIN M. ARAGON 1-31-25

Lot Split to create TRACTS L-1a and L-1b from TRACT L-1

within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

CREATE TRACTS L-1A AND L-1B FROM TRACT L-1.

AFFIDAVIT:

* Lot Split

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~. THE ~~REPLAT~~ IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~ CONTAINS 1.5061 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~ LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe

BY: ALAN M. WEBBER, MAYOR — DATE: 2/11/2025

CITY CLERK: Andrea Salazar — DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS _____ DAY OF _____, 20 ____.

NOTARY PUBLIC — MY COMMISSION EXPIRES 3/25/25

XAVIER I. VIGIL
Notary Public - State of New Mexico
Commission # 1132968
My Comm. Expires Mar 25, 2025

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER — DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract L-1a & L-1b	2024-9392

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE — DATE: 2/11/25

CITY PLANNER — DATE: 2-11-25

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 12th day of February, 20 25 A.D. at 2:39 o'clock PM and was duly recorded in book 921, page(s) 20 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk Seal

WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

INDEXING INFORMATION FOR THE COUNTY CLERK

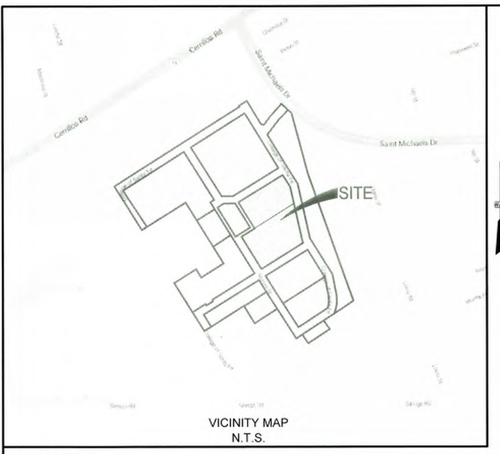
OWNER: CITY OF SANTA FE

LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-21

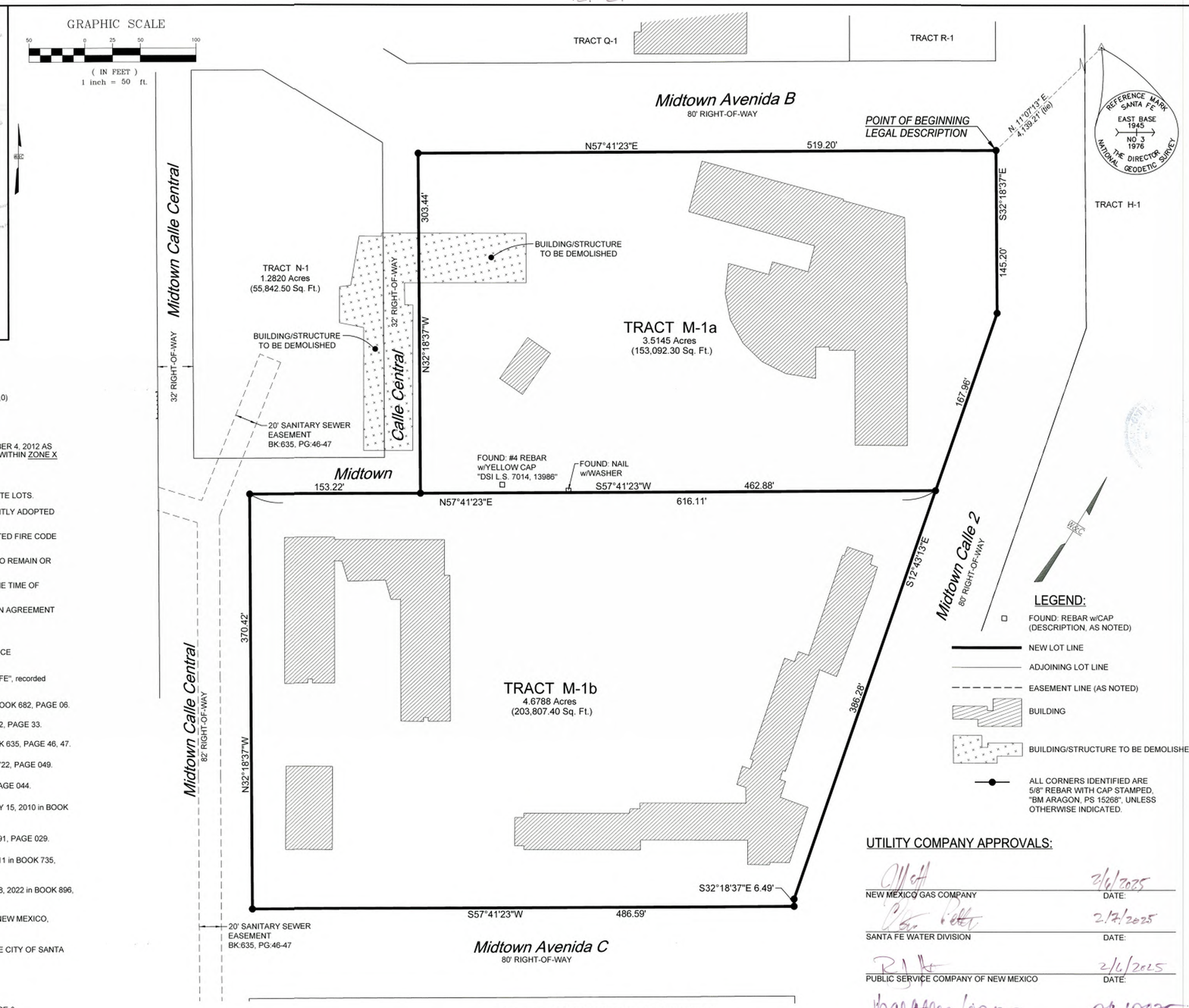
Lot Split to create TRACTS M-1a and M-1b from Tract M-1

within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024



VICINITY MAP
N.T.S.

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.



NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
   DISTANCES ARE GROUND DISTANCES.
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0)
   BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984",
   BEARING = S.49°38'22"W.
3. BENCHMARK USED FOR THIS PROJECT IS "SANTA FE EAST BASE RM3".
4. FEDERAL FLOODPLAIN MAP 35049C0411E WITH AN EFFECTIVE DATE OF DECEMBER 4, 2012 AS PUBLISHED BY THE FEDERAL EMERGENCY AGENCY SHOW THIS SITE AS BEING WITHIN ZONE X (DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. EXISTING NON-CONFORMING STRUCTURES CAN REMAIN THE SAME ON SEPARATE LOTS.
7. ANY "CHANGE OF USE" STRUCTURES WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
8. ANY NEW CONSTRUCTION WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
9. ANY EXISTING FIRE APPARATUS ACCESS ROADS AND EASEMENTS WILL HAVE TO REMAIN OR CHANGES WILL HAVE TO HAVE THE CITY FIRE MARSHALS OFFICE APPROVAL.
10. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE AT THE TIME OF DEVELOPMENT.
11. SEPARATE WATER SERVICE IS REQUIRED FOR EACH LEGAL LOT OF RECORD. AN AGREEMENT FOR METERED SERVICE (AMS) WILL BE REQUIRED TO INSTALL NEW SERVICES.

REFERENCED DOCUMENTS:

THE FOLLOWING DOCUMENTS AND INSTRUMENTS WERE USED FOR THE PERFORMANCE AND PREPARATION OF THIS PLAT:

1. PLAT OF SURVEY ENTITLED, "REPLAT PREPARED FOR THE COLLEGE OF SANTA FE", recorded SEPTEMBER 14, 2006 in PLAT BOOK 707, PAGE 050-051.
2. DIVISION PLAT FOR THE COLLEGE OF SANTA FE, recorded MAY 19, 2006 in PLAT BOOK 682, PAGE 06.
3. REPLAT FOR COLLEGE OF SANTA FE, recorded JANUARY 2, 2006 in PLAT BOOK 672, PAGE 33.
4. REPLAT FOR COLLEGE OF SANTA FE, recorded SEPTEMBER 19, 2006 in PLAT BOOK 635, PAGE 46, 47.
5. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in PLAT BOOK 722, PAGE 049.
6. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in BOOK 719, PAGE 044.
7. BOUNDARY EASEMENT SURVEY PLAT FOR COLLEGE OF SANTA FE, recorded JULY 15, 2010 in BOOK 719, PAGE 047.
8. PLAT OF ALTA/ACSM LAND TITLE SURVEY, recorded OCTOBER 10, 2008 in BOOK 691, PAGE 029.
9. BOUNDARY SURVEY OF TRACT E "COLLEGE OF SANTA FE", recorded JUNE 28, 2011 in BOOK 735, PAGE 045.
10. BOUNDARY SURVEY OF TRACT E "COLLEGE OF SANTA FE", recorded OCTOBER 28, 2022 in BOOK 896, PAGE 14.
11. PLAT OF EASEMENT SURVEY FOR COLLEGE OF THE CHRISTIAN BROTHERS OF NEW MEXICO, recorded 08/17/ 2009.
12. REPLAT OF TRACT 3A & 3B FOR COLLEGE OF THE BOARD OF EDUCATION OF THE CITY OF SANTA FE, recorded MARCH 12, 1991 in BOOK 220, PAGE 037.
13. BOUNDARY SURVEY PLAT FOR PRESBYTERIAN MEDICAL SERVICES, recorded NOVEMBER 30, 2004 in BOOK 574, PAGE 035.
14. LOT CONSOLIDATION FOR THE STATE OF NEW MEXICO DEPARTMENT OF FINANCE & ADMINISTRATION, recorded OCTOBER 4, 1990 in BOOK 215, PAGE 013.
15. QUITCLAIM DEED from U.S.A. to COLLEGE OF THE CHRISTIAN, filed MAY 23, 1949 in BOOK 40, PAGE 437.
16. DECLARATION from U.S.A. to COLLEGE OF THE CRISTIAN, filed DECEMBER 22, 1969 in BOOK 269, PAGE 855.
17. SPECIAL WARRANTY DEED from COLLEGE OF THE CRISTIAN BROTHERS to CITY OF SANTA FE, filed SEPTEMBER 16, 2009 as INSTRUMENT 1577356.
18. EASEMENT from COLLEGE OF SANTA FE to PNM, filed JULY 9, 1990 in BOOK 682, PAGE 916.
19. EASEMENT from COLLEGE OF SANTA FE to BOARD OF EDUCATION, filed JUNE 10, 1991 in BOOK 730, PAGE 568.
20. EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed SEPTEMBER 21, 2007 as INSTRUMENT 1500540.
21. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed JULY 20, 2009 as INSTRUMENT 1571651.
22. EASEMENT from COLLEGE OF SANTA FE to PNM, filed AUGUST 13, 1996 in BOOK 1299, PAGE 74.
23. EASEMENT from COLLEGE OF SANTA FE to NEW MEXICO STATE BANK , filed JUNE 12, 2009 as INSTRUMENT 1566667.
24. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed AUGUST 17, 2009 as INSTRUMENT 1574183.

PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

C. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

D. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

(CONTINUED) PUBLIC UTILITY EASEMENTS

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER
IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

LEGEND:

- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
- NEW LOT LINE
- ADJOINING LOT LINE
- EASEMENT LINE (AS NOTED)
- BUILDING
- BUILDING/STRUCTURE TO BE DEMOLISHED
- ALL CORNERS IDENTIFIED ARE 5/8" REBAR WITH CAP STAMPED, "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

CREATE TRACTS M-1a AND M-1b, FROM EXISTING TRACT M-1.

AFFIDAVIT: * Lot Split

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~. THE ~~REPLAT~~ IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~ CONTAINS 8.1933 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~ LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe

BY: ALAN M. WEBBER, MAYOR DATE: 2/11/2025

CITY CLERK: DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 11th DAY OF February, 2025.

NOTARY PUBLIC MY COMMISSION EXPIRES 3/25/25

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract M-1a & M-1b	2024-9393

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE DATE: 2/4/25

CITY PLANNER DATE: 2-11-25

UTILITY COMPANY APPROVALS:

NEW MEXICO GAS COMPANY DATE: 2/6/2025

SANTA FE WATER DIVISION DATE: 2/7/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO DATE: 2/6/2025

CENTURYLINK DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-31-25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR 1-31-25

COUNTY OF SANTA FE } SS
STATE OF NEW MEXICO #2052668
I hereby certify that this instrument was filed for record on the 12th day of February, 2025 A.D. at 2:59 o'clock PM and was duly recorded in book 921, page(s) 21 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

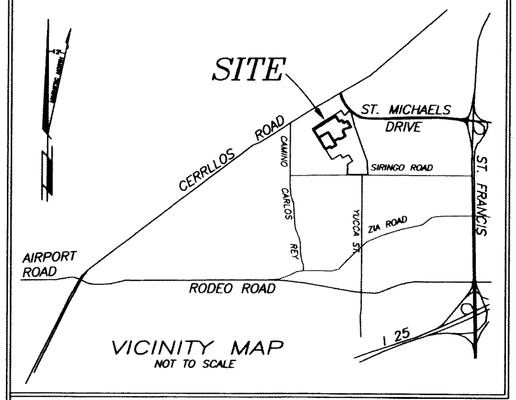
Deputy

County Clerk Seal

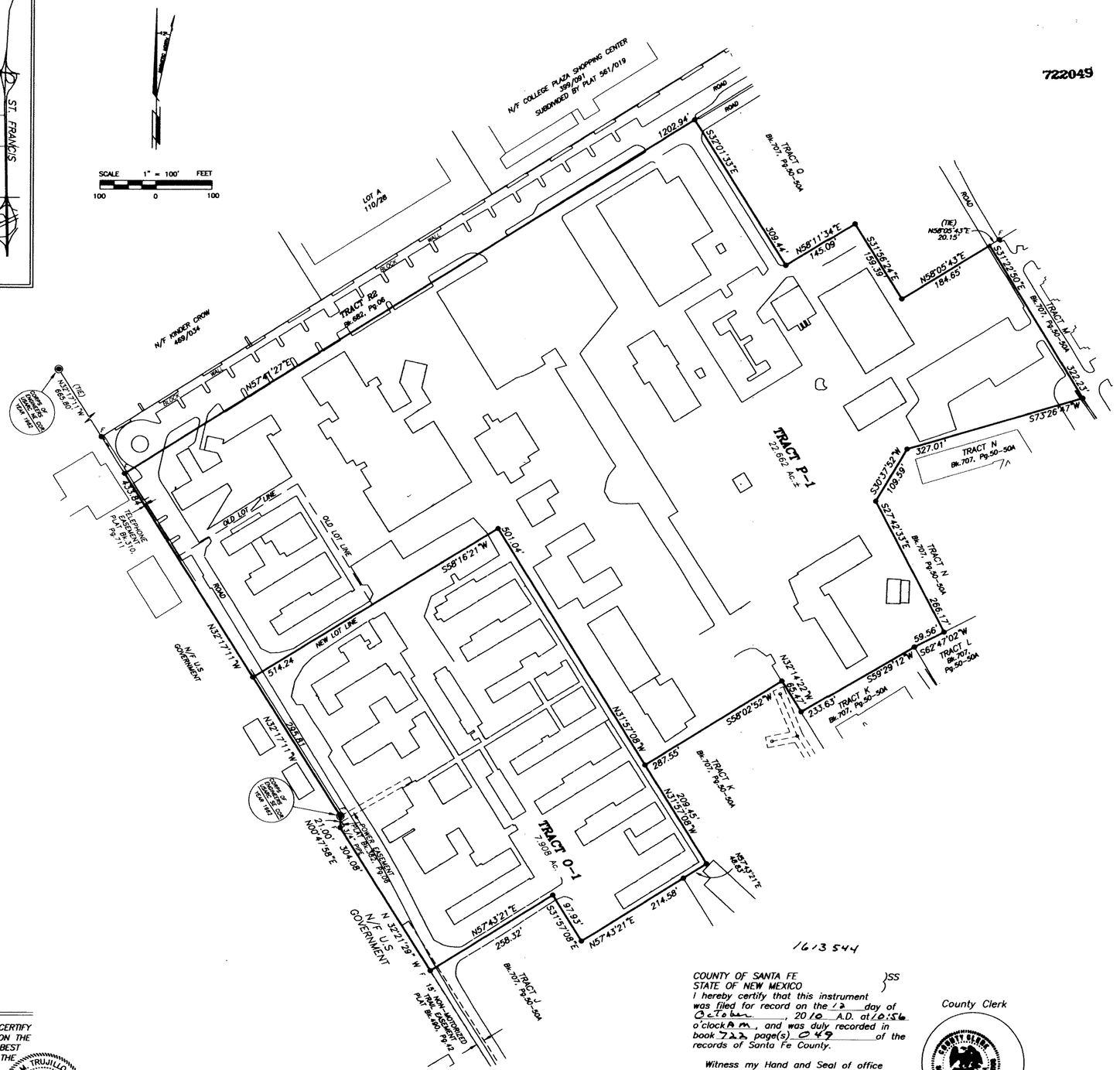
WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: CITY OF SANTA FE
LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M.
CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO



VICINITY MAP
NOT TO SCALE



FLOOD ZONE:

THIS PROPERTY LIES WITHIN ZONE "X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FIRM PANEL 35049C0413D WITH AN EFFECTIVE DATE JUNE 17, 2008.

LEGEND:

BEARINGS ARE NEW MEXICO STATE PLANE GRID, CENTRAL ZONE. DISTANCES ARE REFERRED TO GROUND AT 6800 FEET AMSL. GROUND TO GRID SCALE FACTOR = .9995839

- F● DENOTES FOUND REBAR SURVEY MONUMENT
- ● DENOTES REBAR 7014, 12352, 13986, OR 15517 AS SHOWN TO BE SET UPON RECORDING
- ——— DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.

NOTE:

THIS PLAT SUBJECT TO RECTRICTIONS, COVENANTS AND EASEMENTS OF RECORD AS SHOWN ON PLATS REFERENCED HEREON.

REFERENCE DOCUMENTS:

1. BOUNDARY EASEMENT SURVEY PLAT OF TRACTS A,B,C, & D, PREPARED FOR COLLEGE OF SANTA FE, BY DAWSON SURVEYS INC., RECORDED JULY. 15 2010 IN PLAT BOOK 719, PAGE 47.

2. REPLAT PREPARED FOR COLLEGE OF SANTA FE, LOT LINE ADJUSTMENT OF EXISTING TRACTS C AND G, BY DAWSON SURVEYS INC., RECORDED JULY. 14 2010 IN PLAT BOOK 719, PAGE 44.

3. BOUNDARY SURVEY PLAT PREPARED FOR THE COLLEGE OF SANTA FE, BY DAWSON SURVEYS INC., RECORDED SEPT. 14, 2009 IN PLAT BOOK 707, PAGE 50-50A.

4. DIVISION PLAT PREPARED FOR COLLEGE OF SANTA FE, TRACT R, BY DAWSON SURVEYS INC., RECORDED MAY 19, 2008 IN PLAT BOOK 682, PAGE 06.

5. REPLAT PREPARED FOR COLLEGE OF SANTA FE, LOT LINE ADJUSTMENT OF EXISTING TRACTS P, O AND R, BY DAWSON SURVEYS INC., RECORDED JAN. 2, 2008 IN PLAT BOOK 672, PAGE 33.

6. REPLAT PREPARED FOR COLLEGE OF SANTA FE, LOT LINE ADJUSTMENT OF EXISTING LOTS OF RECORD WITHIN COLLEGE OF SANTA FE, BY DAWSON SURVEYS INC., RECORDED SEPT. 19, 2006 IN PLAT BOOK 635, PAGE 46-47.

7. BOUNDARY SURVEY RIGHT OF WAY ACQUISITION AT THE INTERSECTION OF YUCCA STREET AND SIRINGO ROAD, BY RED MOUNTAIN ENGINEERS, INC. RECORDED AUG.23, 1996 IN PLAT BOOK 343, PAGE 17.

SURVEYORS CERTIFICATE:

I AM A NEW MEXICO REGISTERED PROFESSIONAL SURVEYOR AND HEREBY CERTIFY THAT I CONDUCTED AND AM RESPONSIBLE FOR THIS SURVEY COMPLETED ON THE 9th DAY OF AUGUST 2010. THIS SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS SURVEY AND PLAT MEET THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO.

Edward M. Trujillo 10/4/10
EDWARD M. TRUJILLO, NMPS #12352 DATE

EDWARD M. TRUJILLO NEW MEXICO 12352 REGISTERED PROFESSIONAL SURVEYOR

AFFIDAVIT:

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER HAS CAUSED TO BE REPLATTED THOSE LANDS SHOWN HEREON. THE SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE SAID OWNER. THIS REPLAT CONTAINS 30.570 ACRES, MORE OR LESS. ALL TRACTS SHOWN HEREON ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. THERE IS NO ROAD DEDICATION.
THIS REPLAT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: CITY OF SANTA FE

BY: David Coss 10-8-10
DAVID COSS, MAYOR DATE

CITY CLERK Yolanda Y. Vigil 10-8-10
YOLANDA VIGIL DATE

CITY OF SANTA FE ORGANIZED SEAL JULY 13, AD 1891 NEW MEXICO

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME THIS 8th DAY OF OCTOBER, 2010
BY: David Coss and Yolanda Y. Vigil

Rosalie Cardenas September 8, 2012
NOTARY PUBLIC MY COMMISSION EXPIRES

OFFICIAL SEAL
Rosalie Cardenas
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires 9/8/2012

REVIEWED BY CITY OF SANTA FE:

10/8/10
CITY ENGINEER FOR LAND USE DATE

10.7.10
CITY PLANNER DATE

CITY NOTES:

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH APPLICABLE CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO FINAL PLAT AND/OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL WITH A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF REQUIREMENTS CALLED FOR IN CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

3. BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE. ANY BUILDABLE AREAS SHOWN HEREON ARE SUBJECT TO RELOCATION PER CODE REQUIREMENTS.

4. STORMWATER AGREEMENT: PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY THE PROPERTY OWNER AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

5. THESE LOTS ARE SUBJECT TO APPLICABLE RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD.

6. FOR SPECIFIC INFORMATION PERTAINING TO SETBACKS AND LOT COVERAGE SEE CITY OF SANTA FE ZONING REQUIREMENTS.

7. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE.

8. THERE ARE NO SLOPES GREATER THEN 30% WITHIN THESE TRACTS.

1613544

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the 12 day of October, 2010 A.D. at 10:56 o'clock AM, and was duly recorded in book 722 page(s) 045 of the records of Santa Fe County.

Witness my Hand and Seal of office
VALERIE ESPINOZA
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk
COUNTY CLERK SANTA FE COUNTY NEW MEXICO
Seal

TITLE AND INDEXING INFORMATION FOR COUNTY CLERK

REPLAT
PREPARED FOR
CITY OF SANTA FE
LOT LINE ADJUSTMENT PLAT OF EXISTING TRACT O & P, RECORDED PLAT BOOK 707, PAGE 50-50A WITHIN COLLEGE OF SANTA FE PROPERTY PROJECTED SECTION 34, T17N, R9E, NMPM, CITY AND COUNTY OF SANTA FE, NEW MEXICO.

PURPOSE: "TO ADJUST A COMMON LOT LINE BETWEEN TRACTS P & O"
UPC #1-052-097-148-155

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 A CAMINO ENTRADA
SANTA FE, N.M. 87507
FILE# 8737\TR-O-P DATE: 10\04\10

921-22



VICINITY MAP
N.T.S.

NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
   DISTANCES ARE GROUND DISTANCES.
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0)
   BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984",
   BEARING = S 49°38'22"W.
3. BENCHMARK USED FOR THIS PROJECT IS "SANTA FE EAST BASE RM3".
4. FEDERAL FLOODPLAIN MAP 35049C0411E WITH AN EFFECTIVE DATE OF DECEMBER 4, 2012 AS PUBLISHED BY THE FEDERAL EMERGENCY AGENCY SHOW THIS SITE AS BEING WITHIN ZONE X (DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. EXISTING NON-CONFORMING STRUCTURES CAN REMAIN THE SAME ON SEPARATE LOTS.
7. ANY "CHANGE OF USE" STRUCTURES WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
8. ANY NEW CONSTRUCTION WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
9. ANY EXISTING FIRE APPARATUS ACCESS ROADS AND EASEMENTS WILL HAVE TO REMAIN OR CHANGES WILL HAVE TO HAVE THE CITY FIRE MARSHALS OFFICE APPROVAL.
10. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE AT THE TIME OF DEVELOPMENT.
11. SEPARATE WATER SERVICE IS REQUIRED FOR EACH LEGAL LOT OF RECORD. AN AGREEMENT FOR METERED SERVICE (AMS) WILL BE REQUIRED TO INSTALL NEW SERVICES.

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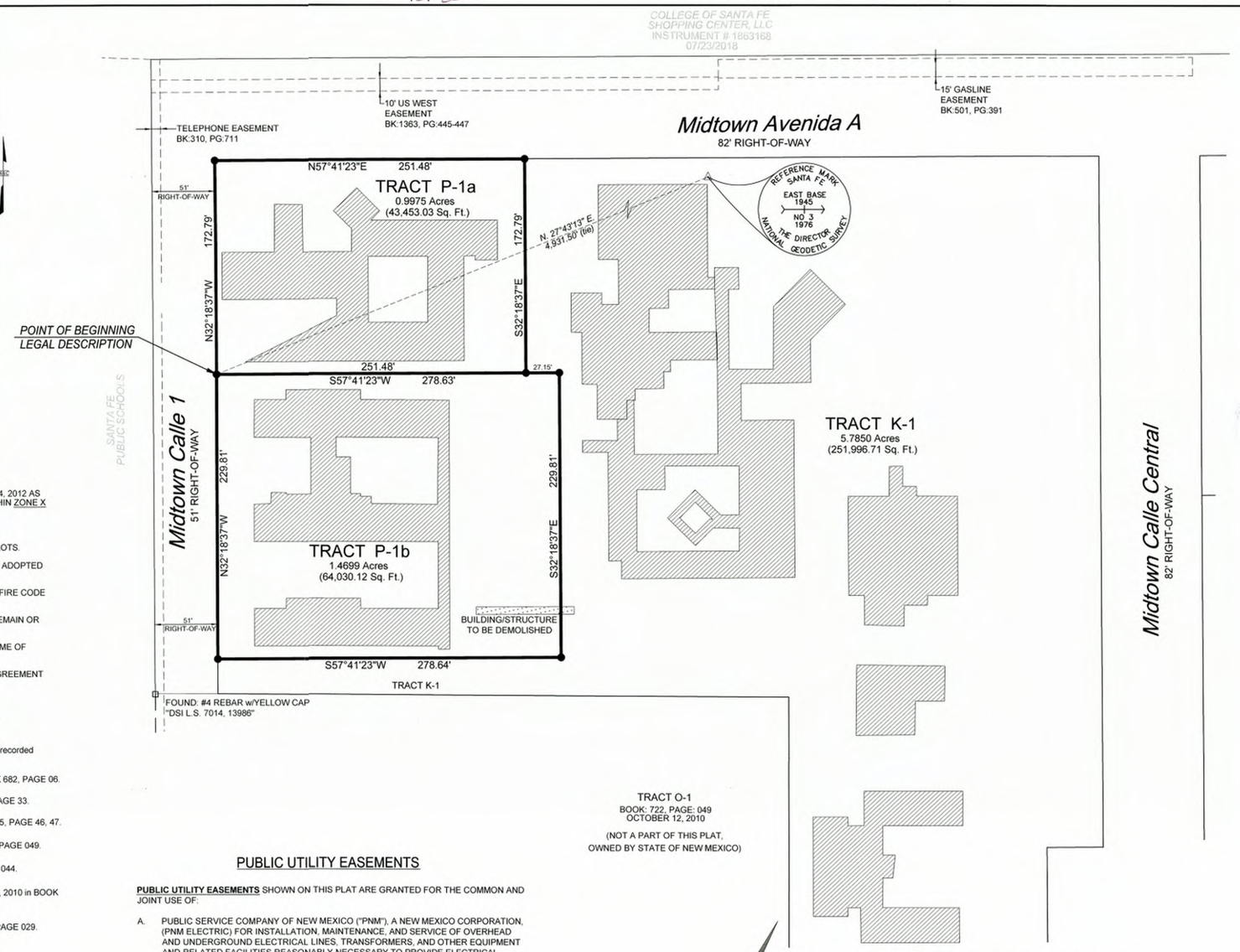


PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

C. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

D. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

DISCLAIMER

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

LEGEND:

- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
- NEW LOT LINE
- ADJOINING LOT LINE
- EASEMENT LINE (AS NOTED)
- BUILDING
- BUILDING/STRUCTURE TO BE DEMOLISHED
- ALL CORNERS IDENTIFIED ARE 5/8" REBAR WITH CAP STAMPED, "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.

UTILITY COMPANY APPROVALS:

NEW MEXICO GAS COMPANY — DATE: 2/6/2025

SANTA FE WATER DIVISION — DATE: 2/7/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO — DATE: 2/6/2025

CENTURYLINK — DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

2-3-25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR

Lot Split to create TRACTS P-1a and P-1b

OF EXISTING TRACT P-1
within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

CREATE TRACTS P-1a AND P-1b, FROM EXISTING TRACT P-1.

AFFIDAVIT:

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~ * Lot Split * THE ~~REPLAT~~ IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~ CONTAINS 2.1914 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~ LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe

BY: ALAN M. WEBBER, MAYOR — DATE: 2/11/2025

CITY CLERK: Andrea Salazar — DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 11th DAY OF February, 2025.

NOTARY PUBLIC — MY COMMISSION EXPIRES 3/25/25

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER — DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract P-1a & P-1b	2024-9396

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE — DATE: 2/11/25

CITY PLANNER — DATE: 2-11-25

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO #2052449
I hereby certify that this instrument was filed for record on the 12th day of February, 20 25 A.D. at 2:54 o'clock PM and was duly recorded in book 921, page(s) 22 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk Seal

WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

INDEXING INFORMATION FOR THE COUNTY CLERK

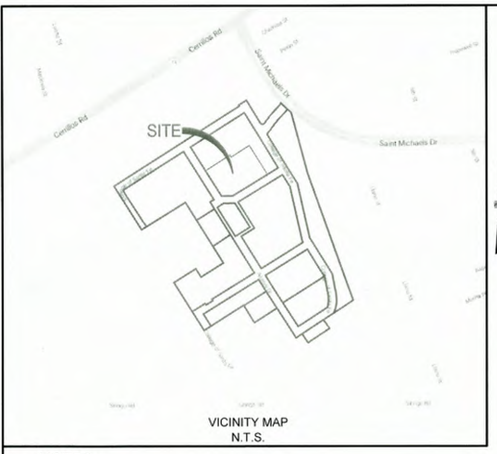
OWNER: CITY OF SANTA FE

LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-23

Lot Split to create TRACTS Q-1a and Q-1b

from Existing TRACT P-1
within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024



VICINITY MAP
N.T.S.

GRAPHIC SCALE
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(IN FEET)
1 inch = 50 ft.

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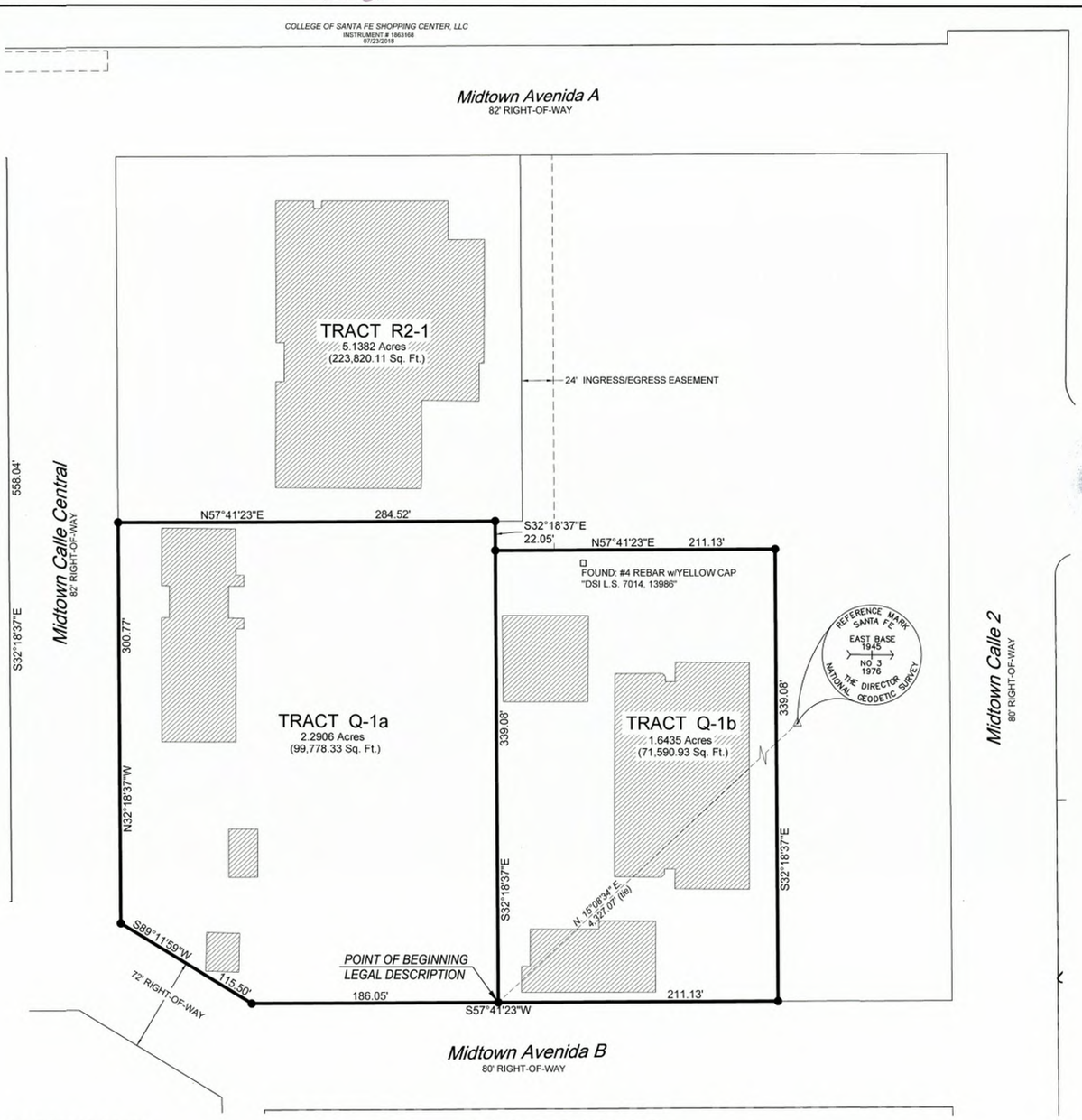

NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
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5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. EXISTING NON-CONFORMING STRUCTURES CAN REMAIN THE SAME ON SEPARATE LOTS.
7. ANY "CHANGE OF USE" STRUCTURES WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
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9. ANY EXISTING FIRE APPARATUS ACCESS ROADS AND EASEMENTS WILL HAVE TO REMAIN OR CHANGES WILL HAVE TO HAVE THE CITY FIRE MARSHALS OFFICE APPROVAL.
10. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE AT THE TIME OF DEVELOPMENT.
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(CONTINUED) PUBLIC UTILITY EASEMENTS

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SANTA FE WATER DIVISION — DATE: 2/7/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO — DATE: 2/6/2025

CENTURYLINK — DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-31-25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR 1-31-25

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

TO CREATE TRACTS Q-1a AND Q-1b, FROM EXISTING TRACT Q.

AFFIDAVIT:

* Lot Split

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~. THE ~~REPLAT~~ IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~ CONTAINS 3.9341 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~ LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe

BY: ALAN M. WEBBER, MAYOR — DATE: 2/11/2025

CITY CLERK: Andrea Salazar — DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN. ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 11th DAY OF February, 2025.

NOTARY PUBLIC — MY COMMISSION EXPIRES 3/25/25

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER — DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract Q-1a & Q-1b	2024-9394

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE — DATE: 2/6/25

CITY PLANNER — DATE: 2-11-25

COUNTY OF SANTA FE
STATE OF NEW MEXICO } SS

I hereby certify that this instrument was filed for record on the 12th day of February, 2025 A.D. at 2:39 o'clock PM and was duly recorded in book 971, page(s) 23 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk Seal

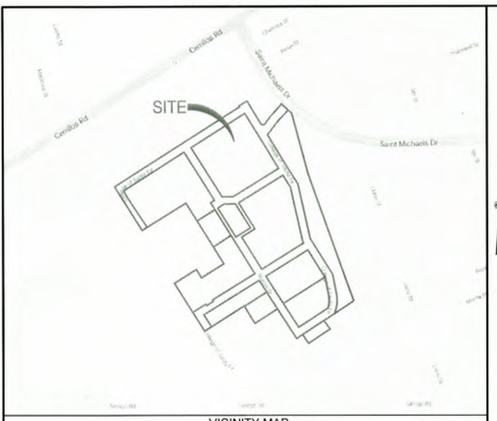
WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
FAX: 505-348-4155
www.wilsonco.com

INDEXING INFORMATION FOR THE COUNTY CLERK

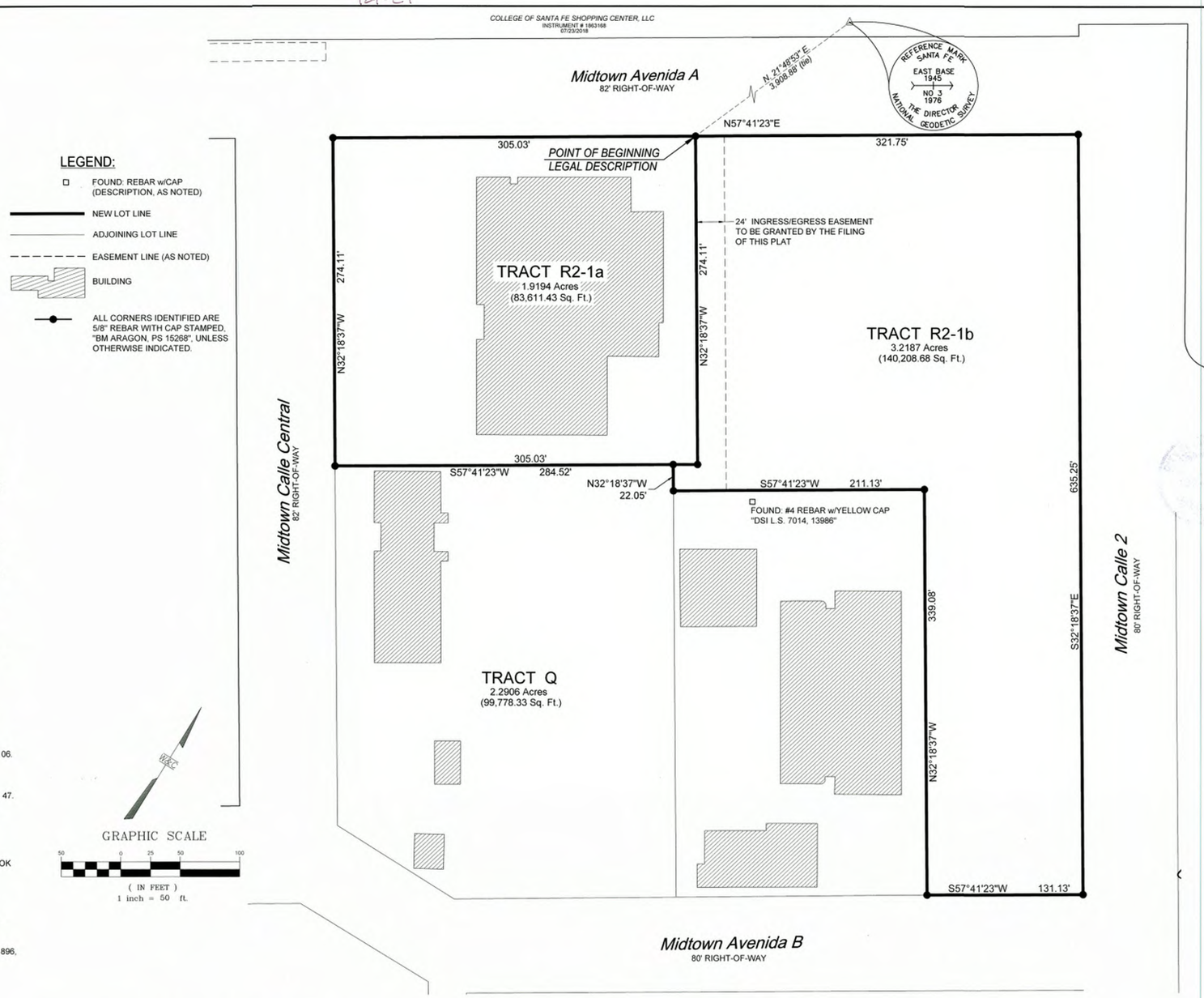
OWNER: CITY OF SANTA FE

LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

921-24



VICINITY MAP
N.T.S.



LEGEND:

- FOUND: REBAR w/CAP (DESCRIPTION, AS NOTED)
- NEW LOT LINE
- ADJOINING LOT LINE
- EASEMENT LINE (AS NOTED)
- BUILDING
- ALL CORNERS IDENTIFIED ARE 5/8" REBAR WITH CAP STAMPED, "BM ARAGON, PS 15268", UNLESS OTHERWISE INDICATED.

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

NOTES:

1. FIELD SURVEY WAS PERFORMED NOVEMBER 2021.
2. BEARINGS ARE NEW MEXICO STATE PLANE, CENTRAL ZONE.
   DISTANCES ARE GROUND DISTANCES.
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0004066253 (SCALED AROUND 0,0)
   BASED ON A LINE FROM "SANTA FE EAST BASE RM3" TO "BM B-439, 1984",
   BEARING = S.49°38'22"W.
3. BENCHMARK USED FOR THIS PROJECT IS "SANTA FE EAST BASE RM3".
4. FEDERAL FLOODPLAIN MAP 35049C0411E WITH AN EFFECTIVE DATE OF DECEMBER 4, 2012 AS PUBLISHED BY THE FEDERAL EMERGENCY AGENCY SHOW THIS SITE AS BEING WITHIN ZONE X (DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
5. THIS PLAT SHOWS ALL AVAILABLE RECORD OF EASEMENTS.
6. EXISTING NON-CONFORMING STRUCTURES CAN REMAIN THE SAME ON SEPARATE LOTS.
7. ANY "CHANGE OF USE" STRUCTURES WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
8. ANY NEW CONSTRUCTION WILL HAVE TO CONFORM TO THE CURRENTLY ADOPTED FIRE CODE AND ORDINANCES BY THE CITY OF SANTA FE.
9. ANY EXISTING FIRE APPARATUS ACCESS ROADS AND EASEMENTS WILL HAVE TO REMAIN OR CHANGES WILL HAVE TO HAVE THE CITY FIRE MARSHALS OFFICE APPROVAL.
10. EACH LOT SHALL BE SERVED BY SEPARATE SEWER AND WATER SERVICE AT THE TIME OF DEVELOPMENT.
11. SEPARATE WATER SERVICE IS REQUIRED FOR EACH LEGAL LOT OF RECORD. AN AGREEMENT FOR METERED SERVICE (AMS) WILL BE REQUIRED TO INSTALL NEW SERVICES.

REFERENCED DOCUMENTS:

THE FOLLOWING DOCUMENTS AND INSTRUMENTS WERE USED FOR THE PERFORMANCE AND PREPARATION OF THIS PLAT:

1. PLAT OF SURVEY ENTITLED, "REPLAT PREPARED FOR THE COLLEGE OF SANTA FE", recorded SEPTEMBER 14, 2006 in PLAT BOOK 707, PAGE 050-051.
2. DIVISION PLAT FOR THE COLLEGE OF SANTA FE, recorded MAY 19, 2006 in PLAT BOOK 682, PAGE 06.
3. REPLAT FOR COLLEGE OF SANTA FE, recorded JANUARY 2, 2006 in PLAT BOOK 672, PAGE 33.
4. REPLAT FOR COLLEGE OF SANTA FE, recorded SEPTEMBER 19, 2006 in PLAT BOOK 635, PAGE 46, 47.
5. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in PLAT BOOK 722, PAGE 049.
6. REPLAT FOR COLLEGE OF SANTA FE, recorded OCTOBER 12, 2010 in BOOK 719, PAGE 044.
7. BOUNDARY EASEMENT SURVEY PLAT FOR COLLEGE OF SANTA FE, recorded JULY 15, 2010 in BOOK 719, PAGE 047.
8. PLAT OF ALTA/ACSM LAND TITLE SURVEY, recorded OCTOBER 10, 2008 in BOOK 691, PAGE 029.
9. BOUNDARY SURVEY OF TRACT E "COLLEGE OF SANTA FE", recorded JUNE 28, 2011 in BOOK 735, PAGE 045.
10. BOUNDARY SURVEY OF TRACT E "COLLEGE OF SANTA FE", recorded OCTOBER 28, 2022 in BOOK 896, PAGE 14.
11. PLAT OF EASEMENT SURVEY FOR COLLEGE OF THE CHRISTIAN BROTHERS OF NEW MEXICO, recorded 08/17/ 2009.
12. REPLAT OF TRACT 3A & 3B FOR COLLEGE OF THE BOARD OF EDUCATION OF THE CITY OF SANTA FE, recorded MARCH 12, 1991 in BOOK 220, PAGE 037.
13. BOUNDARY SURVEY PLAT FOR PRESBYTERIAN MEDICAL SERVICES, recorded NOVEMBER 30, 2004 in BOOK 574, PAGE 035.
14. LOT CONSOLIDATION FOR THE STATE OF NEW MEXICO DEPARTMENT OF FINANCE & ADMINISTRATION, recorded OCTOBER 4, 1990 in BOOK 215, PAGE 013.
15. QUITCLAIM DEED from U.S.A. to COLLEGE OF THE CHRISTIAN, filed MAY 23, 1949 in BOOK 40, PAGE 437.
16. DECLARATION from U.S.A. to COLLEGE OF THE CRISTIAN, filed DECEMBER 22, 1969 in BOOK 269, PAGE 855.
17. SPECIAL WARRANTY DEED from COLLEGE OF THE CRISTIAN BROTHERS to CITY OF SANTA FE, filed SEPTEMBER 16, 2009 as INSTRUMENT 1577356.
18. EASEMENT from COLLEGE OF SANTA FE to PNM, filed JULY 9, 1990 in BOOK 682, PAGE 916.
19. EASEMENT from COLLEGE OF SANTA FE to BOARD OF EDUCATION, filed JUNE 10, 1991 in BOOK 730, PAGE 568.
20. EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed SEPTEMBER 21, 2007 as INSTRUMENT 1500540.
21. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed JULY 20, 2009 as INSTRUMENT 1571651.
22. EASEMENT from COLLEGE OF SANTA FE to PNM, filed AUGUST 13, 1996 in BOOK 1299, PAGE 74.
23. EASEMENT from COLLEGE OF SANTA FE to NEW MEXICO STATE BANK , filed JUNE 12, 2009 as INSTRUMENT 1566667.
24. VACATION OF EASEMENT from COLLEGE OF SANTA FE to FIRST COMMUNITY BANK, filed AUGUST 17, 2009 as INSTRUMENT 1574183.

PUBLIC UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:

A. PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES.

B. NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE OF NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

C. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

D. CENTURYLINK FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED, IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENTS, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRIC TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN, POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS FOR ELECTRIC TRANSFORMER/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMER/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

(CONTINUED) PUBLIC UTILITY EASEMENTS

DISCLAIMER

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM) AND NEW MEXICO GAS COMPANY (NMGC) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM AND NMGC DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT OR OTHER DOCUMENT AND WHICH ARE NOT SPECIFICALLY DESCRIBED AND SHOWN ON THIS PLAT.

UTILITY COMPANY APPROVALS:

NEW MEXICO GAS COMPANY — DATE: 2/6/2025

SANTA FE WATER DIVISION — DATE: 2/12/2025

PUBLIC SERVICE COMPANY OF NEW MEXICO — DATE: 2/6/2025

CENTURYLINK — DATE: 2/6/2025

SURVEYOR'S CERTIFICATION:

I, BENJAMIN M. ARAGON, NEW MEXICO PROFESSIONAL SURVEYOR No. 15268, DO HEREBY CERTIFY THAT THIS BOUNDARY SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SURVEY IS NOT A LAND DIVISION OR SUBDIVISION AS DEFINED IN THE NEW MEXICO SUBDIVISION ACT AND THAT THIS INSTRUMENT IS A BOUNDARY SURVEY PLAT OF AN EXISTING TRACT OR TRACTS.

BENJAMIN M. ARAGON N.M.P.L.S. #15268

1-31-25
DATE

BENJAMIN M. ARAGON NEW MEXICO 15268 REGISTERED PROFESSIONAL SURVEYOR

SHEET 1 OF 1

Lot Split to create TRACTS R2-1a and R2-1b

PLAT OF EXISTING
TRACT R2-1
within Projected Section 34, T.17N., R.9E., N.M.P.M.
Midtown Site
Santa Fe County, New Mexico
November 2024

STATEMENT OF DECLARATION:

THE PURPOSE OF THIS PLAT IS TO:

CREATE TRACTS R2-1A AND R2-1B, FROM EXISTING TRACT R2-1.

AFFIDAVIT: * Lot Split

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED OWNER HAS CAUSED THE LANDS SHOW ON THIS DOCUMENT TO BE ~~REPLATTED~~* THE REPLAT IS MADE WITH THE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER. THIS ~~REPLAT~~* CONTAINS 5.1381 ACRES MORE OR LESS. ALL TRACTS SHOWN HERE ARE SUBJECT TO RECIPROCAL PRIVATE ACCESS AND PARKING EASEMENTS ALONG AND OVER EXISTING DRIVEWAYS AND PARKING AREAS. EASEMENTS ARE GRANTED FOR EXISTING UTILITIES. ALL ROADS AND UTILITIES ARE DEDICATED TO THE CITY FOR PUBLIC USE.
THIS ~~REPLAT~~* LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

OWNER: City of Santa Fe

BY: ALAN M. WEBBER, MAYOR — DATE: 2/11/2025

CITY CLERK: Andrea Salazar — DATE: 2/11/2025

STATE OF NEW MEXICO
COUNTY OF SANTA FE
THE FOREGOING INSTRUMENT WAS SWORN, ACKNOWLEDGED AND SUBSCRIBED BEFORE ME ON THIS 11th DAY OF February, 2025.

NOTARY PUBLIC — MY COMMISSION EXPIRES 3/25/25

REVIEWED BY SANTA FE COUNTY:

COUNTY TREASURER — DATE: 02/12/25

CASE NUMBER:

Tract	Case #
Tract R2-1a & R2-1b	2024-9397

REVIEWED BY CITY OF SANTA FE:

CITY ENGINEER FOR LAND USE — DATE: 2/11/25

CITY PLANNER — DATE: 2-11-25

COUNTY OF SANTA FE
STATE OF NEW MEXICO } SS
I hereby certify that this instrument was filed for record on the 12th day of February, 2025 A.D. at 2:59 o'clock PM, and was duly recorded in book 921, page(s) 24 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

Deputy

County Clerk Seal

WILSON & COMPANY
4401 MASTHEAD ST. NE, SUITE 150
ALBUQUERQUE, NEW MEXICO 87109
OFFICE: 505-348-4000
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INDEXING INFORMATION FOR THE COUNTY CLERK

OWNER: CITY OF SANTA FE

LOCATION: WITHIN PROJECTED SECTION 34, T.17N., R.9E., N.M.P.M. CITY OF SANTA FE, SANTA FE COUNTY, NEW MEXICO

Vicinity Map

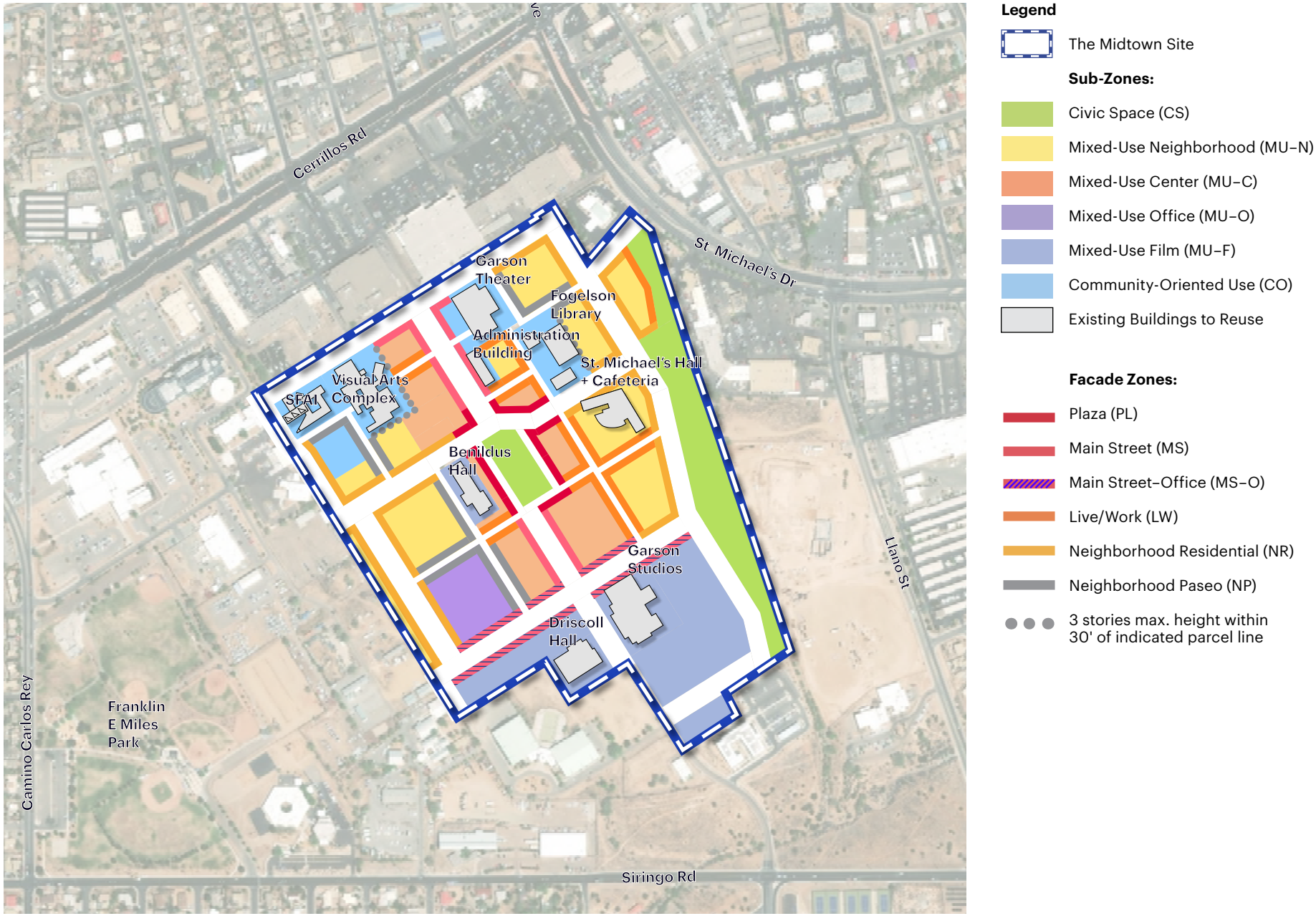


Legend

The Midtown Site

Existing Access Points

5.4.1 Development Standards Regulating Plan



Proposed 5.4.1 Development Standards

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

Midtown Master Plan Amendments
Early Neighborhood Notification – Summary Notes

Date: June 3, 2025
Time: 5:30-7:00pm
Location: Zoom / Virtual
Attendees: Carly Venditti, Asset Development Manager, City of Santa Fe Metropolitan Redevelopment Agency (*applicant)*
Lisa Gavioli, Senior Project Manager, NV5 (*agent*)
Heather Lamboy, Director, Planning and Land Use (PLU) Department
Joel Cruz-Haber, Senior Planner, City of Santa Fe PLU Department
5 members of the public

Comment/Question	Response
Written Comment: "*I request that the changes being made to ease the process, reduce limitations and requirements, and allow additional permitted uses than are currently allowed by the LINC Overlay, particularly the standards for landscape, signage and temporary art installations (excluding the increase to the maximum building height), extend the least restrictive of the existing LINC Overlay District provisions or the proposed provisions and apply to all properties in the Overlay district, as it is unfair that the City allow for benefiting the property it owns, without providing the same benefits to other property owners in the LINC Overlay District*."	The changes proposed apply only to the Midtown Master Plan, which regulates development at the Midtown Site specifically. Although this site is located within the Midtown LINC Overlay District, standards defined within the Midtown Master Plan only apply to the Midtown Site. The City is not the only property owner within the Midtown Site.
Concern that the changes being proposed, especially the height increase at the façade zones, will substantially alter the character of the primary human interface as it was envisioned by the community engagement process.	The proposed amendments will remove the requirement for step-backs in the façade zones and will bring the maximum allowable height in the façade zones up to 5 stories, matching the allowable height throughout the Midtown Site. In response to the concerns over the character of the streetscape, the MRA is planning to include language that strongly encourages step-backs or other forms of façade relief.
Concern that the proposed amendments to the proposed use table will effectively change the zoning to C-2.	The underlying zoning of the site is C-2, so aligning the permitted uses with C-2 will not have the effect of rezoning the site. All of the prohibited and conditional uses as defined by the use table in the Master Plan will remain prohibited and conditional. Making reference to the permitted uses in C-2 will have the effect of ensuring that multi-unit residential development can be included throughout the site.

Comment/Question	Response
Concern that the proposed changes do not involve enough public process. The creation of the plan took place over many months and engaged over 2,000 people, while the proposed amendments will only have one ENN meeting and any required public hearings.	Whenever a master plan of this scale and type is adopted, it is always presumed that as implementation takes place, minor adjustments may be needed in order to correct unintended conflicts or development challenges that the master plan did not anticipate. The minor changes being proposed represent such an effort to tweak the plan so that it is easier to implement in alignment with the vision that was co-created with extensive community involvement.
Does the Midtown Master Plan supercede the Midtown LINC Overlay District?	The Midtown Master Plan does supercede the regulations in the Midtown LINC Overlay District where deviations from the LINC are specifically addressed. Where the Midtown Master Plan is silent on a topic, the regulations in the underlying zoning apply, including C-2 and the Midtown LINC Overlay District.
Will the ENN meeting be documented with a transcript or with summary notes?	The ENN meeting will be documented with summary notes.
Concern about reduction in street size and infrastructure changes, including sewer design. Will there be additional ENN meetings to address these issues?	The topic of this ENN is specifically the proposed amendments to the Midtown Master Plan. The ongoing infrastructure design for the Midtown Site will involve additional ENN meetings where these concerns can be directly addressed.
Preference expressed that the landscape language that will be introduced direct developers to plant low-level, low-water-use vegetation. Concern that 2” caliper trees will not survive, even with the required irrigation.	The landscape standards in the Land Development code already require low-water-use vegetation, and the proposed 2” tree caliper is in alignment with what is required throughout the City as a minimum size for deciduous trees.

Midtown Master Plan Amendments and Modifications				
Page	**Section**	**Proposed Standard**	**Current Standard**	**Date of Approval**
114	**5.4**	**Development Standards Regulating Plan**	**Development Standards Regulating Plan**	
115		Remove Façade Zone Standards Main Street-Office (MS-O) standards at MU-F northern façade zone	Main Street-Office (MS-O) Façade Zone Standards are currently applied to the northern frontages of MU-F development tracts F1-a and I1-a.	
		Insert footnote stating that the northern façade zone of the MU-F will be pursuant to the Midtown Overlay Zoning District requirements for "Qualifying Projects".		
		Change Tract O (including Benildus) subzone to MU-C.	Tract O is currently designated subzone MU-N.	
	5.5	**Sub-Zone Standards**	**Sub-Zone Standards**	
117-121		Remove Permitted Use Table.	Permitted Use Table specifies permitted, prohibited, and conditional uses for each subzone in the Midtown Site.	
		Replace table with a list of prohibited uses and conditional uses.		
		Add C-2 Permitted Uses, Refer to SFCC 14-6.1, Table 14-6.1-1		
		Add Language "Subzones are the recommended and preferred use for the parcels"		
	5.6	**Façade Zone Standards**	**Façade Zone Standards**	
127 & 129		Remove step-back requirement for all buildings at façade zone.	Step-backs required above the third story, as defined in note 2 under "Height" and referenced as E in the illustration.	
131 - 135		Change "Building Height in Façade Zone" to "5 stories max" to match the height that is allowed elsewhere.	"Building Height in Façade Zone" specified as "3 stories max" and called out as A in illustration.	
125		Insert language that encourages the use of step-backs, fenestration, and other forms of façade articulation.		
	5.8	**Design Standards General to All**	**Design Standards General to All**	
154		Insert language that requires landscape design to follow SFCC 14-5.5(D)(9) for the Midtown Local Innovation Corridor (LINC), with a note that the caliper for new trees on the Midtown Site is 2" at time of planting.	No mention of landscape standards presently.	
		Add signage and temporary art language adapted form the Railyard Master Plan (see below).	No mention of signage or temporary art installation standards presently.	
		Insert general statement that signage located in the Midtown Site is governed by SFCC 14-5.5(D)8 in addition to the requirements found in Section 14-8.10.		
		Insert: ***Building Signage.*** *Signage and font shall be similar or the same as found on existing buildings throughout the Midtown Site, which form the basis for future Midtown standards (see the Fogelson Library and Garson Performance Theater, as reference). Signs are to be painted on the building skin or on thin panels mounted closely to the building. Pin and channel lettering and numbers are to be mounted closely to the building. Pole mounted signs are not permitted. Hanging signs are permitted under canopies or portales. Sign logos and text may be internally illuminated if lamp is not visible, and light does not glare or impede vision.*		
		Insert: ***Site Directional and Wayfinding Signs.*** *Signs are to be fabricated in metal and finished in durable high quality metal paint finish or natural metal finishes. Wayfinding signs shall be used at street edges and bus stops. Sign colors shall be consistent with the Midtown color palette (see Midtown color palette). Sign forms shall be simple and minimalistic. Signs shall be constructed of metal, color shall be black, plus 1 or 2 accent colors using the Midtown color palette. Sign logos and text may be internally illuminated if lamp is not visible, and light does not glare or impede vision. Wall signs associated with film studio stages within the Midtown LINC Overlay District and whose sign faces parallel to a wall or garage attached to a film studio stage shall be painted and shall not exceed 250 sqft.*		
		Insert: ***Murals and Art Installations.*** *Publicly visible murals and art installations are permissible with approvals from the Metropolitan Redevelopment Agency. The relocation of existing sculpture and installation of new art in public and publicly visible spaces are encouraged and must consider structural stability, weather, circulation, and safety. Murals on public property shall be pursuant to the MRA Public Arts Murals Agreement.*		



Midtown Master Plan (the Land Development Plan)

MIDTOWN
SANTA FE

City of Santa Fe

Revised Draft
March 7, 2025



OPTICOS

Prepared For:

City of Santa Fe
Planning and Land Use Division
Santa Fe City Hall
200 Lincoln Avenue, 1st Floor
Santa Fe, New Mexico 87501

Prepared By:

Opticos Design, Inc.
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510.558.6957

With Consultants:

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917.930.0106

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San Francisco, California 94110
415.677.7300

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Berkeley, California 94705
510.647.5291

Toole Design
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Portland, Oregon 97204
503.205.4607

What's Inside?

Midtown Master Plan (the Midtown Land Development Plan)

1. Purpose + Intent	11
2. Background + Setting	25
3. Urban Design Vision	37
4. Connectivity + Mobility Vision	71
5. Development Standards	89
6. Stormwater + Infrastructure	165
7. Appendices	187

How to Use this Document

What you will find + where to find it:

Chapter 1 Purpose + Intent

What's included in this Plan...	**1.1** Midtown Master Plan Organization
Why this Plan?	**1.2** Purpose of the Midtown Master Plan
What this Plan will accomplish?	**1.3** Mission + Development Vision
How this Plan works with other existing plans + standards?	**1.4** Relation to Existing Plans, Policies + Regulations
Goals for sustainable development...	**1.5** Elements of Sustainable Development

Chapter 2 Background + Setting

The Midtown Site in context	**2.1** Regional Considerations + The Site History
Existing conditions at the Midtown Site	**2.2** Site Considerations
What inspired the urban design concepts in this Plan?	**2.3** Santa Fe Urban Form + Public Realm

Chapter 3 Urban Design Vision

The vision for the Midtown Site development	**3.1** The Midtown Site Development Vision
Strategies for improving connectivity	**3.2** Connectivity + Mobility
Strategies for managing stormwater	**3.3** Integrated Stormwater Management
Strategies for open spaces at the Midtown Site	**3.4** Civic + Open Spaces
Strategies for urban design	**3.5** Urban Form + Building Scale
What is place-based design	**3.6** Place-based Approach
Proposed development phasing	**3.7** Development Program + Phasing
Strategies for affordable housing	**3.8** Affordable Housing
Designing for community health	**3.9** Reinforcing Community Health Through Urban Design

Chapter 4 Connectivity + Mobility Vision

Approach to connectivity + mobility → **4.1** Conceptual Connectivity + Mobility Framework

When and where streets get built → **4.2** Connectivity + Mobility Phasing

Ideas for making great streets at the Midtown Site → **4.3** Multimobility Best Practices

Steps to improve mobility + connectivity → **4.4** Connectivity + Mobility Action Items

Chapter 5 Development Standards

Why new development standards for the Midtown Site?	**5.1** Purpose + Intent
Regulations for street and right-of-way design	**5.2** Thoroughfare Standards
Regulations for open space design	**5.3** Civic + Open Space Standards
Where different standards apply?	**5.4** Development Standards + Regulating Plan
Allowed uses at the Midtown Site	**5.5** Sub-zone Standards
Standards on setbacks, frontage types, height, + other design elements	**5.6** Facade Zone Standards
Allowed building frontage types	**5.7** Frontage Types
Design standards applicable to all development parcels	**5.8** Design Standards General to All
Guidance for review of development applications	**5.9** Plan Administration
Terminology specific to development standards	**5.10** Definitions

Chapter 6 Infrastructure + Stormwater

Improvements to the stormwater management system	**6.1** Stormwater + Water Quality Management
Integrated stormwater management approach	**6.2** Policy for The Midtown Site + Surrounding Area
What already exists on the Midtown Site	**6.3** Existing Utilities + Infrastructure
Improvements to support future use and development	**6.4** Improvements to Utilities + Infrastructure

Chapter 7 Appendix

Referenced Maps → **7.1** Map Series

Phasing Diagram, Zoning Framework - Facade Zones, Open Space Framework, Thoroughfare Network Framework, Transit + Access Framework

Adopted by Reference → **7.2** Midtown Infrastructure Report





1. Purpose + Intent

In this chapter

1.1 Midtown Master Plan Organization	12
1.2 Purpose of the Midtown Master Plan	14
1.3 Mission + Development Vision	18
1.4 Relation to Existing Plans, Policies + Regulations	20
1.5 Elements of Sustainable Development	22

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.



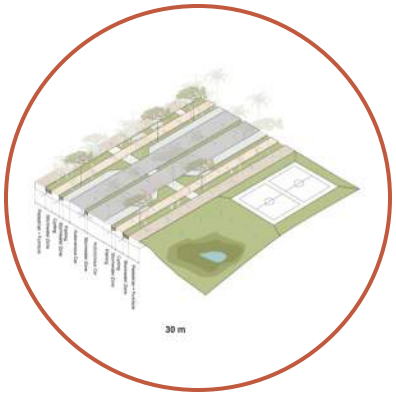
Chapter 4
Connectivity + Mobility Vision

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.

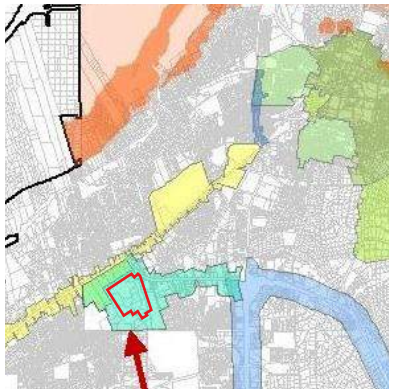
The Plan guides the revitalization of the former campus (Santa Fe University of Art and Design, SFUAD) to create a new center for Santa Feans that celebrates the City's rich history and culture. The Site's central location can provide a new center for Santa Fe, where civic services and amenities are 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.



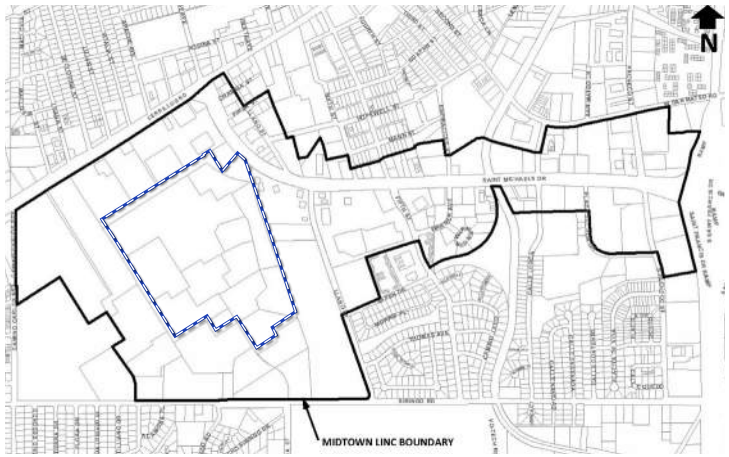
An illustrative vision of St. Michael's Dr. shows the type of walkable, higher-intensity development envisioned by the Midtown LINC Zoning Area.

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

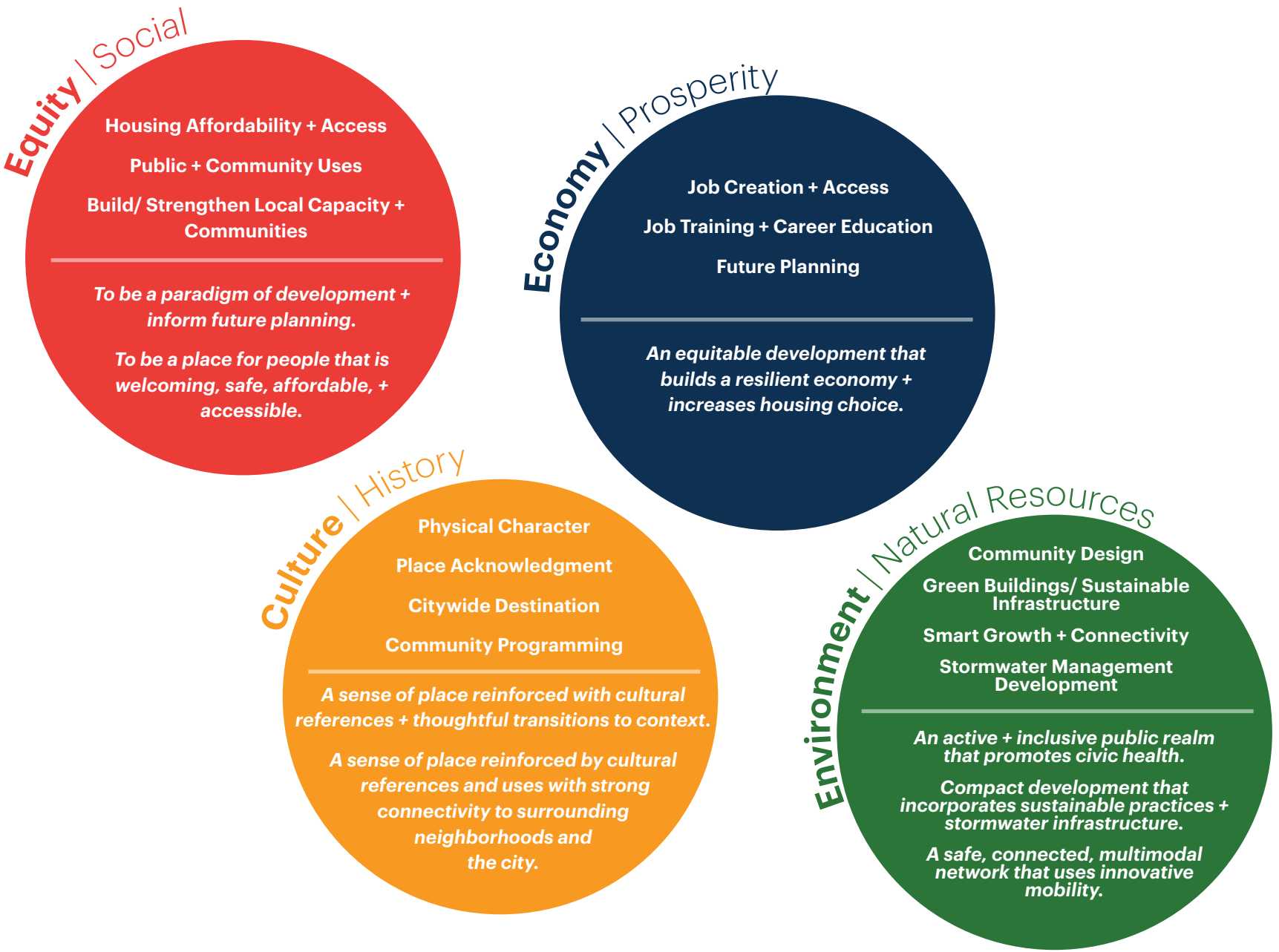
More than 2,800 people shared their ideas for the Site as part of the initial outreach process, which concluded in 2018. Based on the input received, four elements were identified to guide sustainable development:

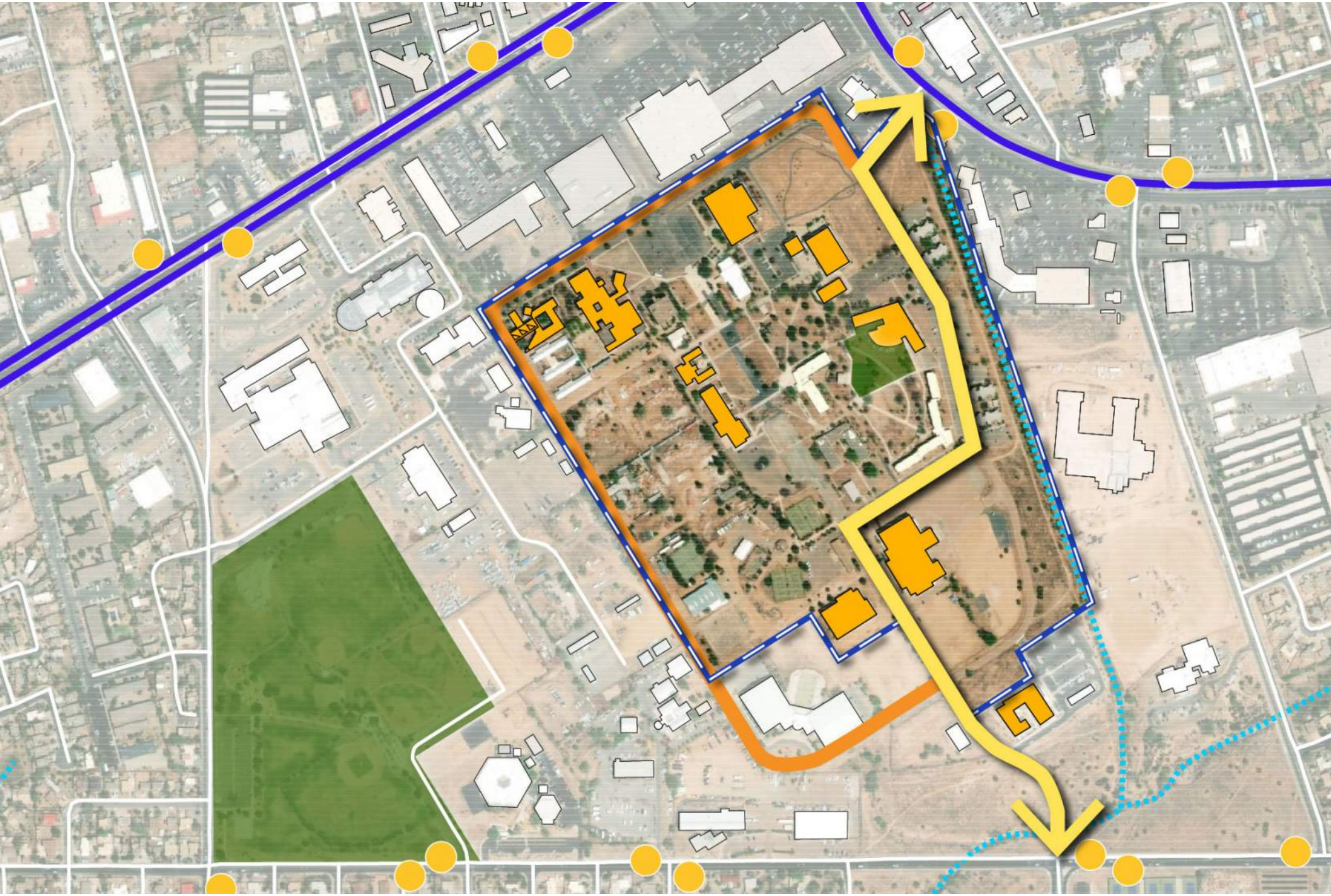
- Equity;
- Environment;
- Economy, and
- Culture.

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	26
2.2 Site Considerations	30
2.3 Santa Fe Urban Form + Public Realm	34

2.1 Regional Considerations + Site History



Legend

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

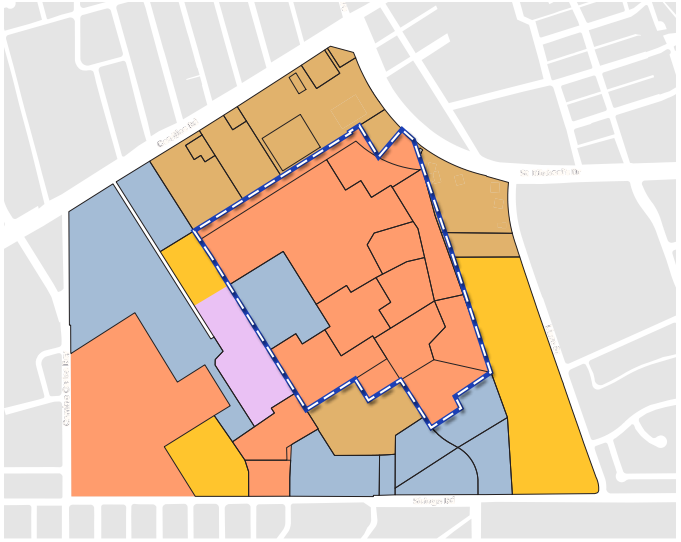
Geographic Setting

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 connections shall be constructed or dedicated without the express consent of the affected adjacent property owner.



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.

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 historically served 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, 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 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.

The Midtown Site served as an institutional anchor for Santa Fe, starting in 1943 with the Bruns Army Hospital which employed more than 1,000 Santa Feans along with 500 military men and 100 military nurses. After Bruns Army Hospital was decommissioned, half of the property was turned over to the Brothers of the Christian Schools, which established St. Michael's College, later renamed to the College of Santa Fe. Other portions of the original Army campus were turned over to local, state, and federal agencies. When the Christian Brothers College ceased operation in 2009, the City, with a commitment to preserve the civic and educational uses, purchased Midtown and leased it to a private, for-profit university, the Santa Fe University of Art and Design (SFUAD) in 2010. Due to significant financial challenges, SFUAD officially closed its doors in May of 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.

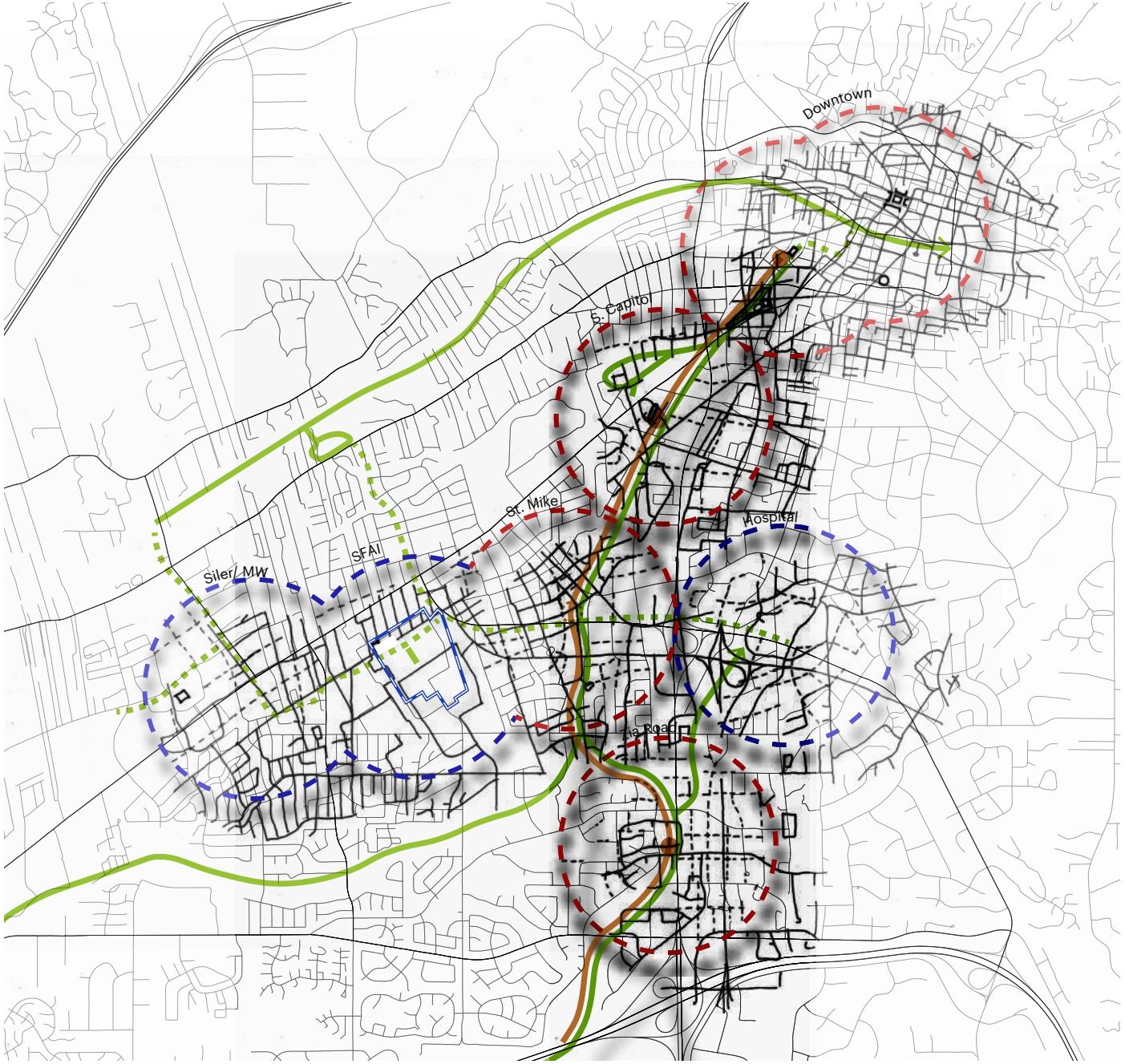
St. Michael's Dr. (St, Mike's)
St. Mike's is located at the center of Santa Fe and near the Midtown Site. It contains three significant corridors: St. Michael's Dr., 2nd St, and St. Francis Dr. Recently, this area has begun to experience redevelopment activity and has attracted new businesses and services.

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**

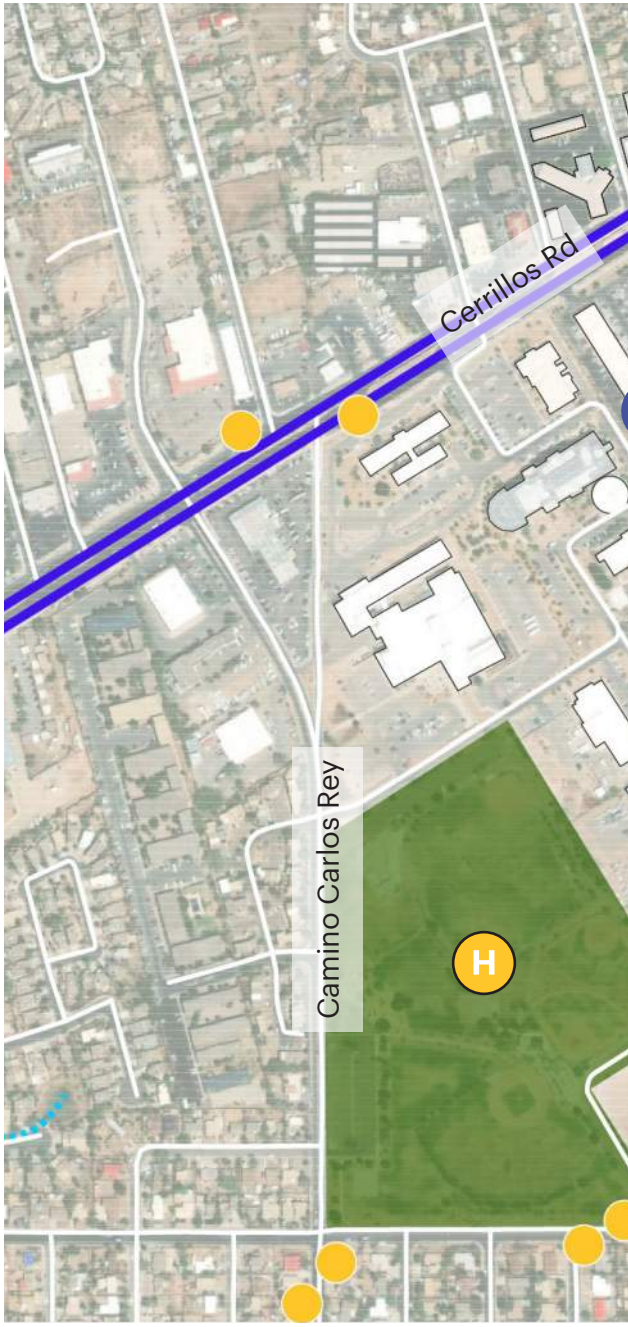


C **Some Infrastructure is Outdated**



D **Poor Stormwater Infrastructure**

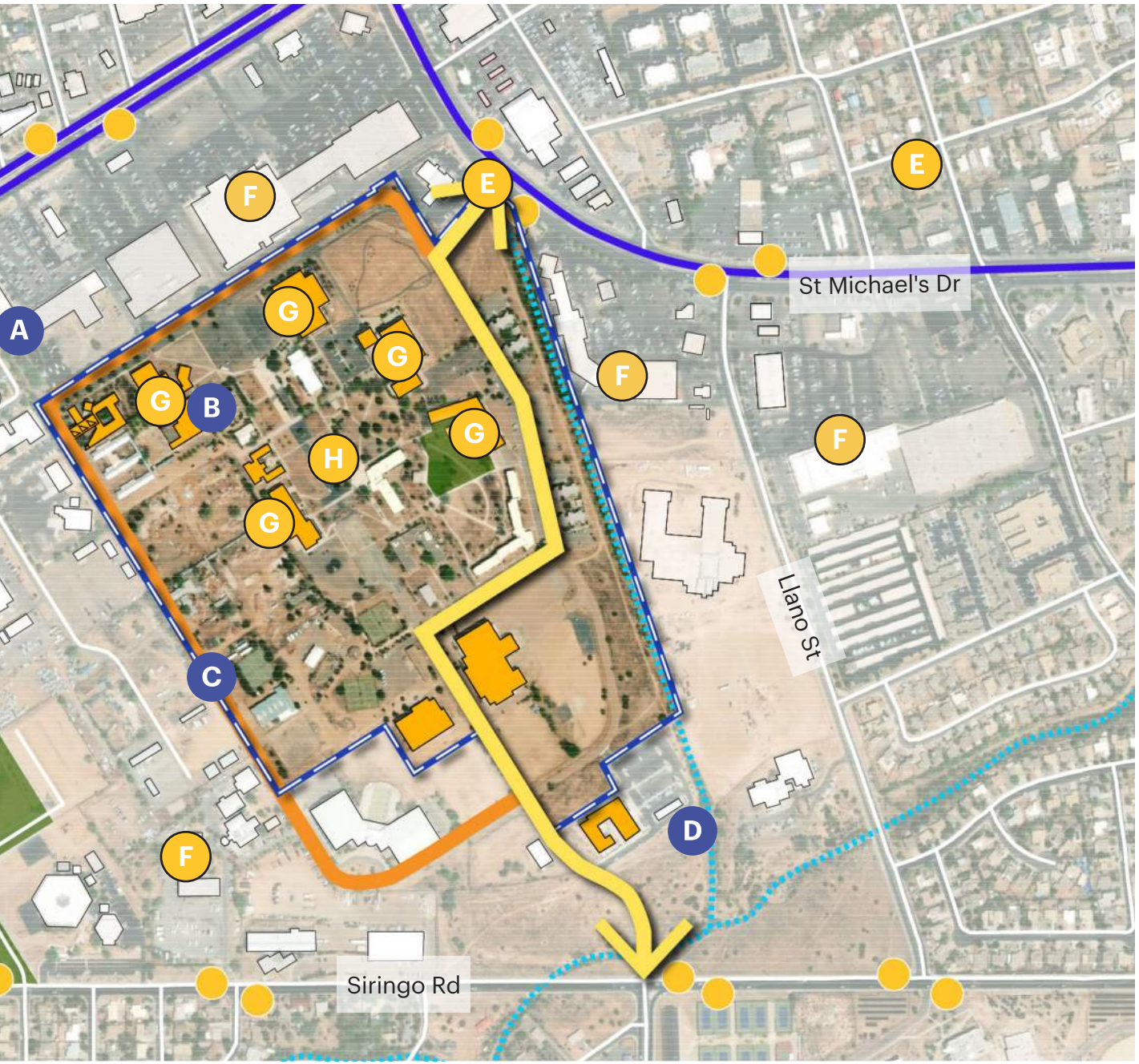




Existing Conditions

Legend

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

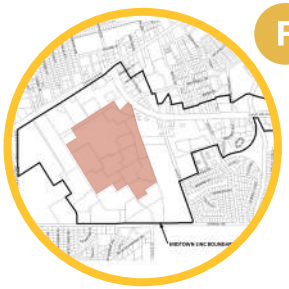


Opportunities



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

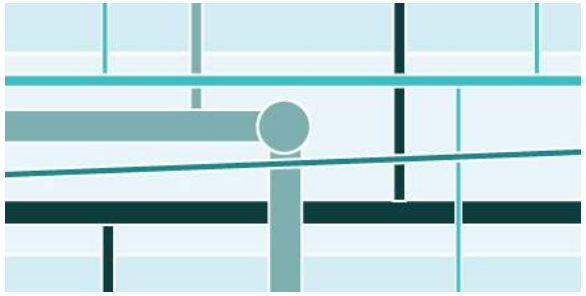
The quality of the Midtown Site public realm is inconsistent and does not provide a comfortable experience. Welcoming building frontages, wide sidewalks, street greenery, and lighting are lacking. The existing buildings and public realm do not relate in a coordinated manner, resulting in a disjointed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

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.

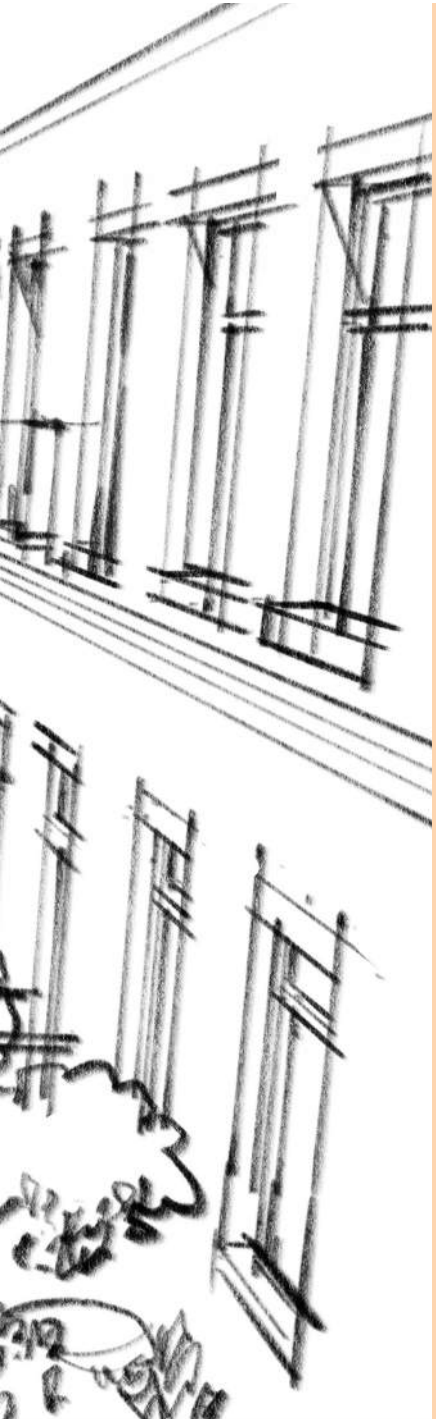


Climate-responsive Architecture
Santa Fe's architecture has adapted over time to include elements that contribute to temperature control through shading, cooling, and ventilating. The courtyard and the continuous arcade frontages help mitigate heat effects, protect from bad weather conditions, and provide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



Water as a Form-Giver
Water has always been a precious resource for New Mexicans. Settlements had to be constructed near water sources, which affected the location of historical patterns of development.





3. Urban Design Vision

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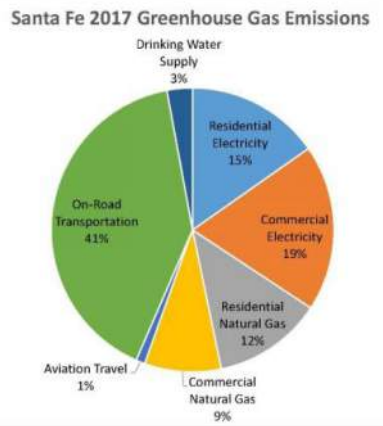
3.1 The Midtown Site Development Vision



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.

Add Signage

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 connections shall be constructed or dedicated 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 connections shall be constructed or dedicated 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.

Add Signage and Temporary Art Language adapted from the Railyard Master Plan
Building Signage

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 runnels.
- **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 drainage channels, infiltration galleries/trench drains, and

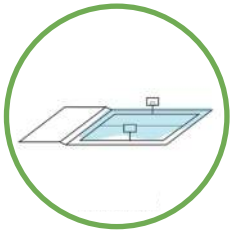
roadside bioswales, coupled with an underground storm drain system at the periphery of the Site.

- **Peak flow and volume mitigation** provided by the decentralized BMPs (bioretention, permeable surfaces, drainage channels) 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

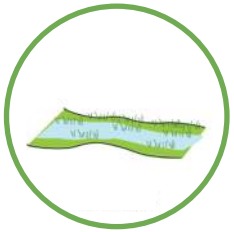
Integral to the success of the Midtown Site's stormwater and open space vision is the seamless integration of proposed stormwater strategies into the urban fabric, open spaces, and thoroughfare typologies described throughout this document. Successful integration will promote cross-cutting benefits within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



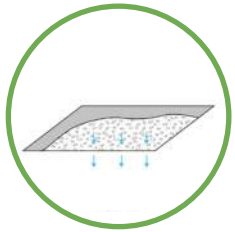
FLOODABLE SPACES

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.



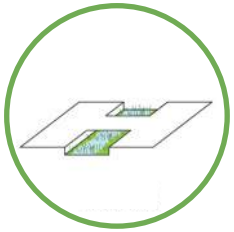
BIOSWALE

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



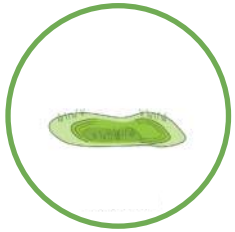
PERMEABLE PAVING

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.



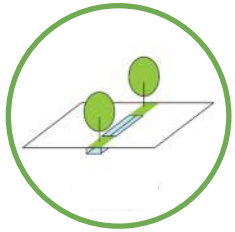
DRAINAGE CHANNELS

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



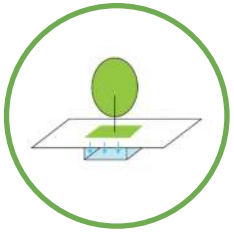
BIORETENTION AREAS

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



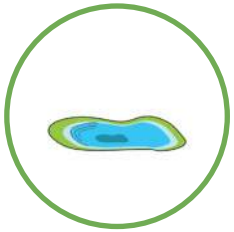
FLOW-THRU PLANTERS

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



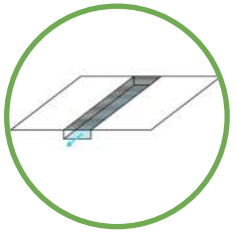
TREE BOX FILTER

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



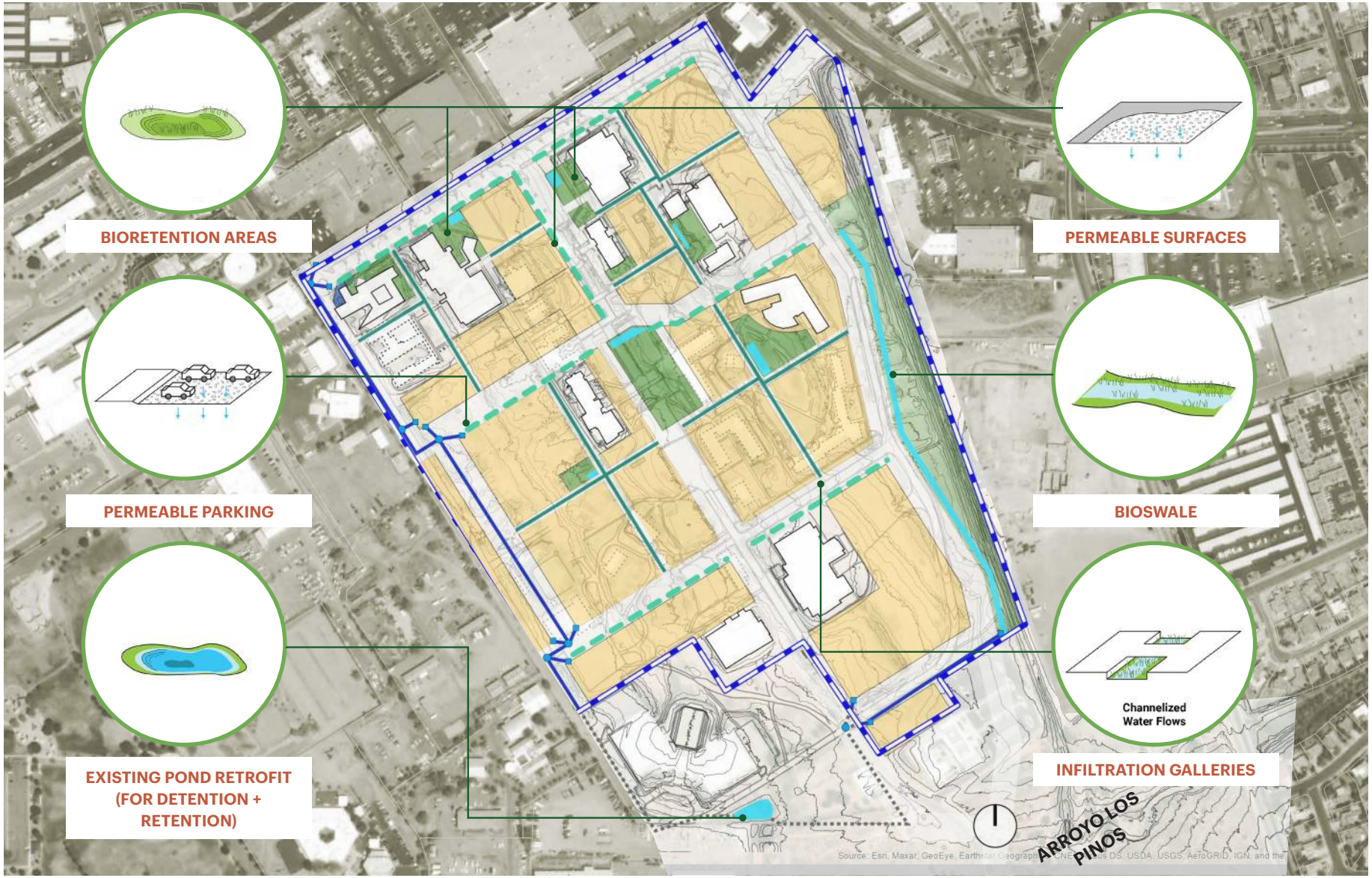
STORMWATER BASIN (EXISTING POND RETROFIT)

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



INFILTRATION GALLERIES / TRENCH DRAINS

Infiltration galleries 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/ Drainage Channel
- Stormwater Pipe
- Infiltration Galleries
- Bioswale
- Storm Catch Basins
- Storm Manholes
- Bioretention Areas

3.4 Civic + Open Spaces

Variety of Civic + Open Spaces

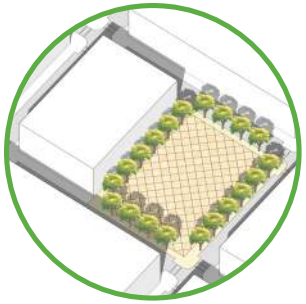
The Midtown Site includes a variety of civic and open spaces such as a grand plaza, pocket parks and plazas, a linear open space with trails, and intimate pedestrian paseos. The open space network is designed to be convenient to access, comfortable to use, and provide facilities and spaces for various 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.

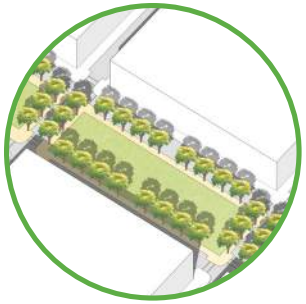
The civic spaces presented in this Section are regulated by standards included in Chapter 5 (Development Standards).

Objectives for Open Space Design

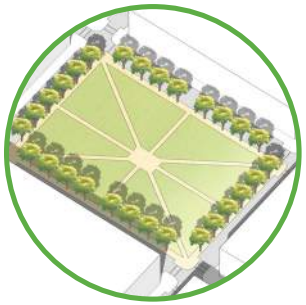
- Provide a variety of spaces to accommodate diverse uses and activities.
- Include facilities access safe and easy to access for pedestrians and people riding bikes.
- Provide shade and select tree species that thrive in Santa Fe.
- Design spaces for simple and cost-effective maintenance.
- Use principles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



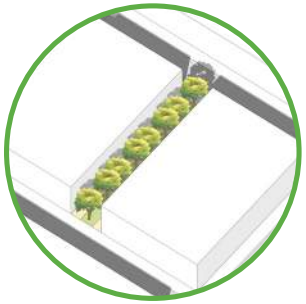
A Plaza *Community-wide focal space designed to accommodate both passive daily use and special community activities such as markets, community celebrations, and festivals.*



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



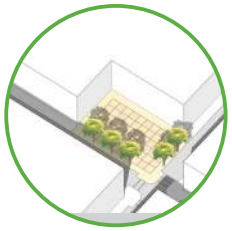
C Quad Park *An informal space where adjacent buildings provide a sense of enclosure. Pathways running through or around the space provide access through the park. Programmed areas are located among informal plantings or lawn/open areas.*



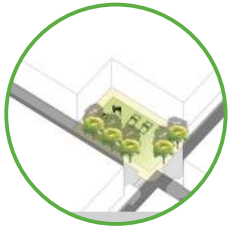
D Paseo *A pedestrian pathway that connects a street with another street or block interior is lined by ground floor entries to residential or live/work units and shopfront.*

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.

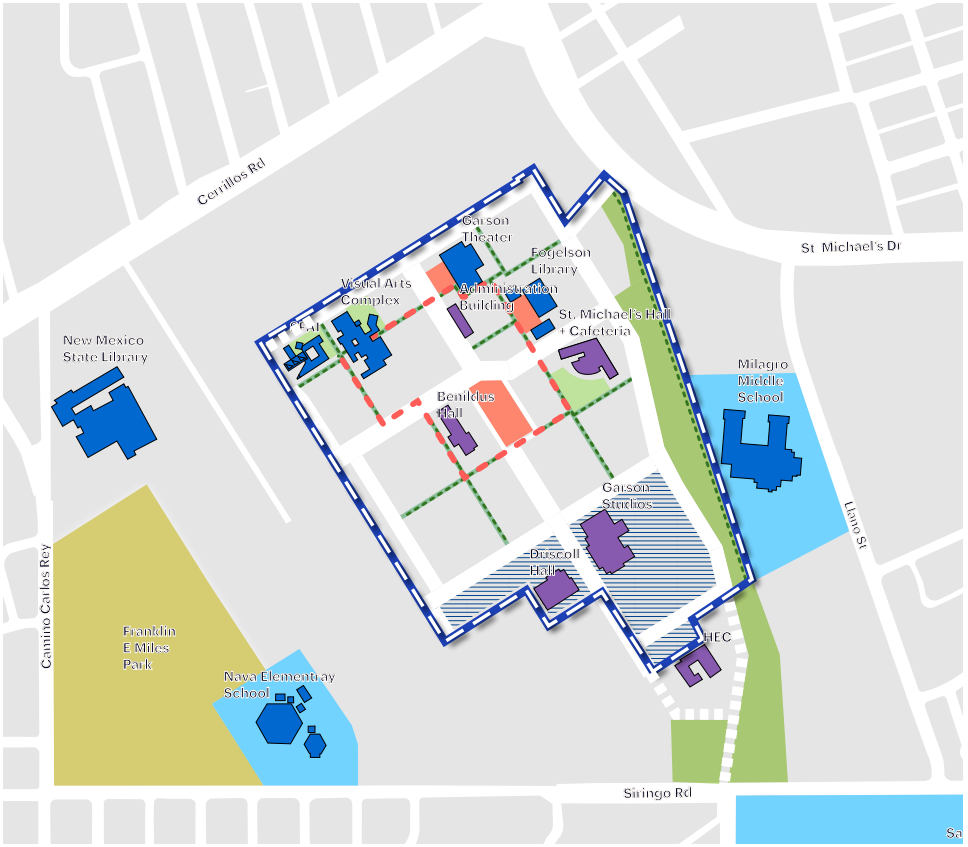
Civic, Cultural + Community Spaces

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 connections shall be constructed or dedicated 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

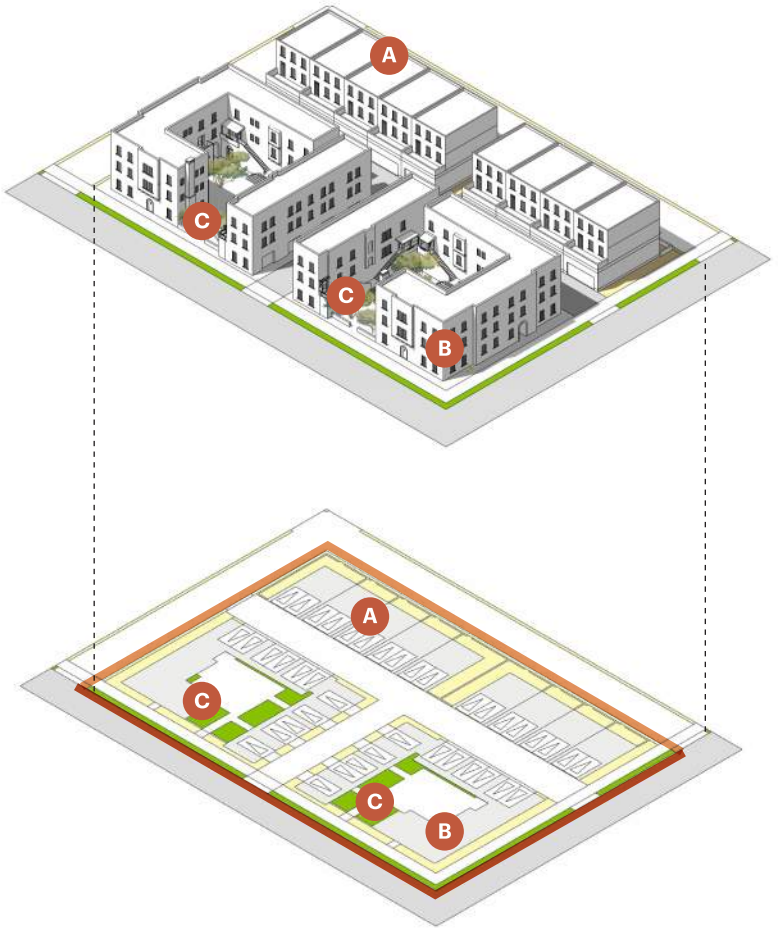
New development in the Midtown Site will happen incrementally over time. The Plan utilizes a street grid of larger development blocks broken into smaller development parcels by pedestrian paseos and living alleys. This concept is intended to provide development flexibility in response to changes in market 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.

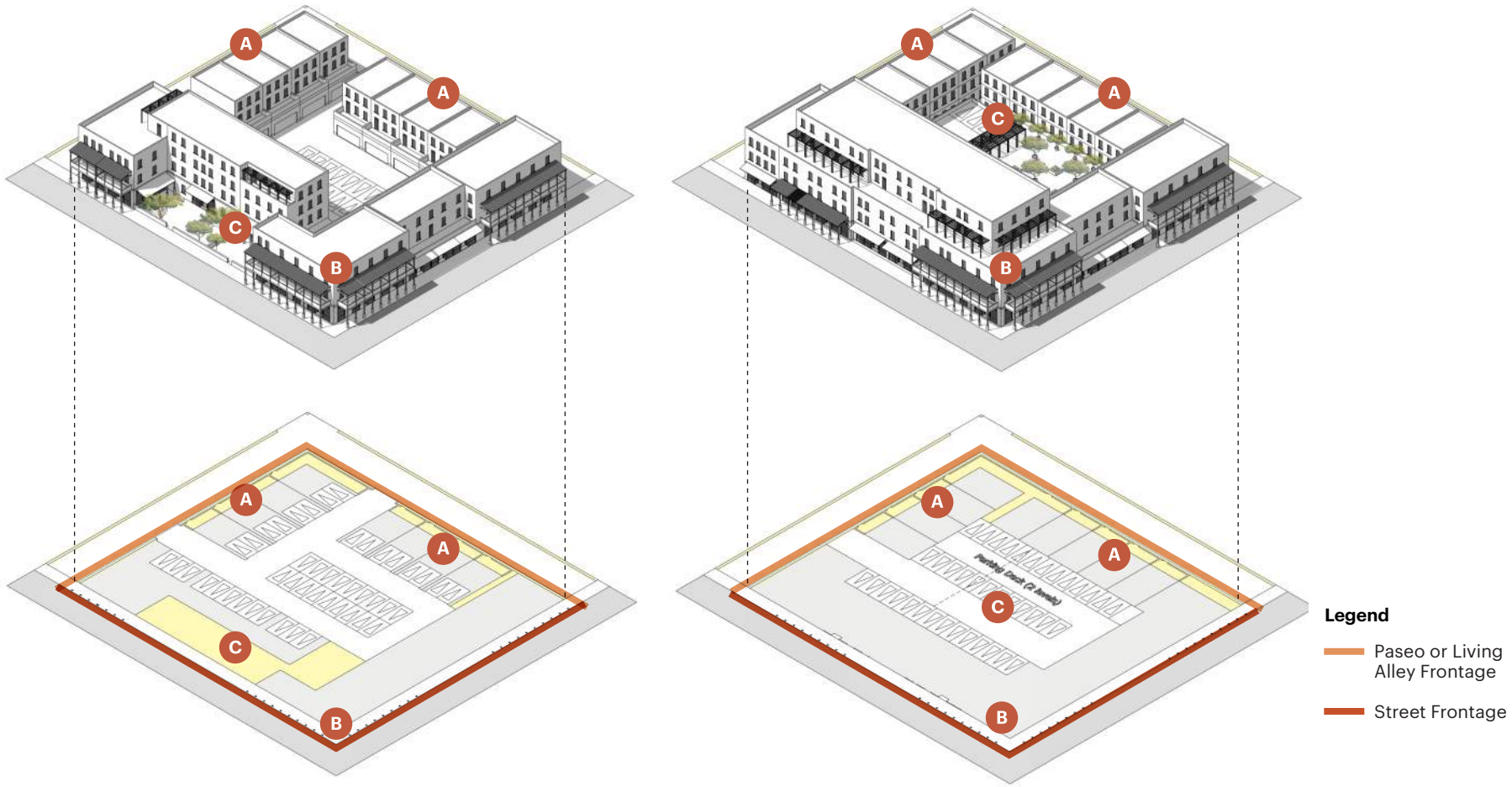
The diagrams to the right illustrate how a variety of building types and scales (size of building footprint and building height) can be arranged on a block. Larger, more intense buildings are located along the street frontages, while smaller buildings are located along the paseo frontages at the rear.

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.



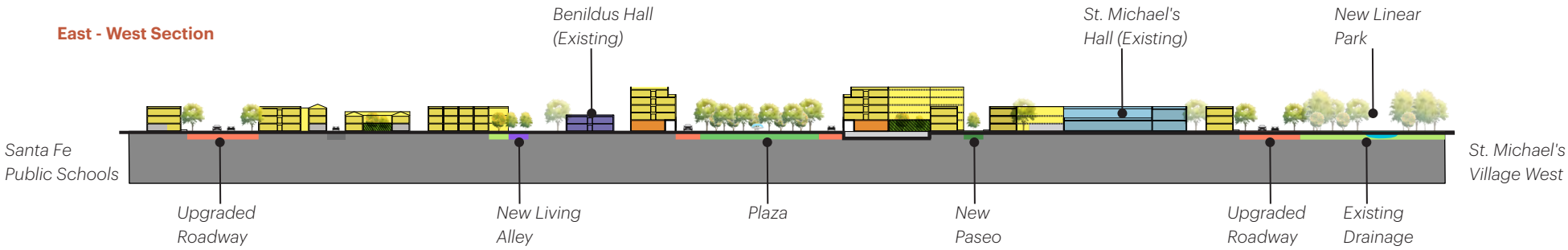
Lower Intensity Block Example
Courtyard Apartment/ Condo Buildings along streets A
Townhouses along paseos B
Multiple courtyards C
3 stories
1-2 parking spaces per unit; tuck-under parking



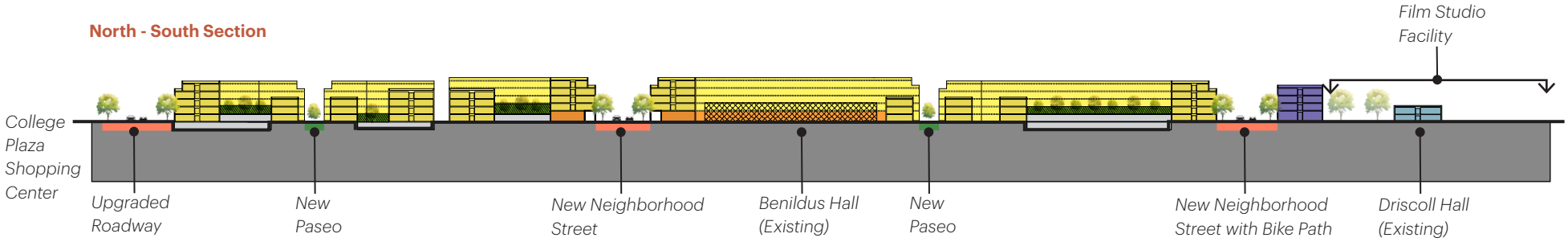
Medium Intensity Block Example
Mixed-Use Apartment/ Condo/ Office Buildings along streets A
Townhouses along paseos B
Courtyards at ground level C
Primarily 3 stories, some 4 story buildings
1-2 parking spaces per unit; parking lot + tuck-under parking

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.

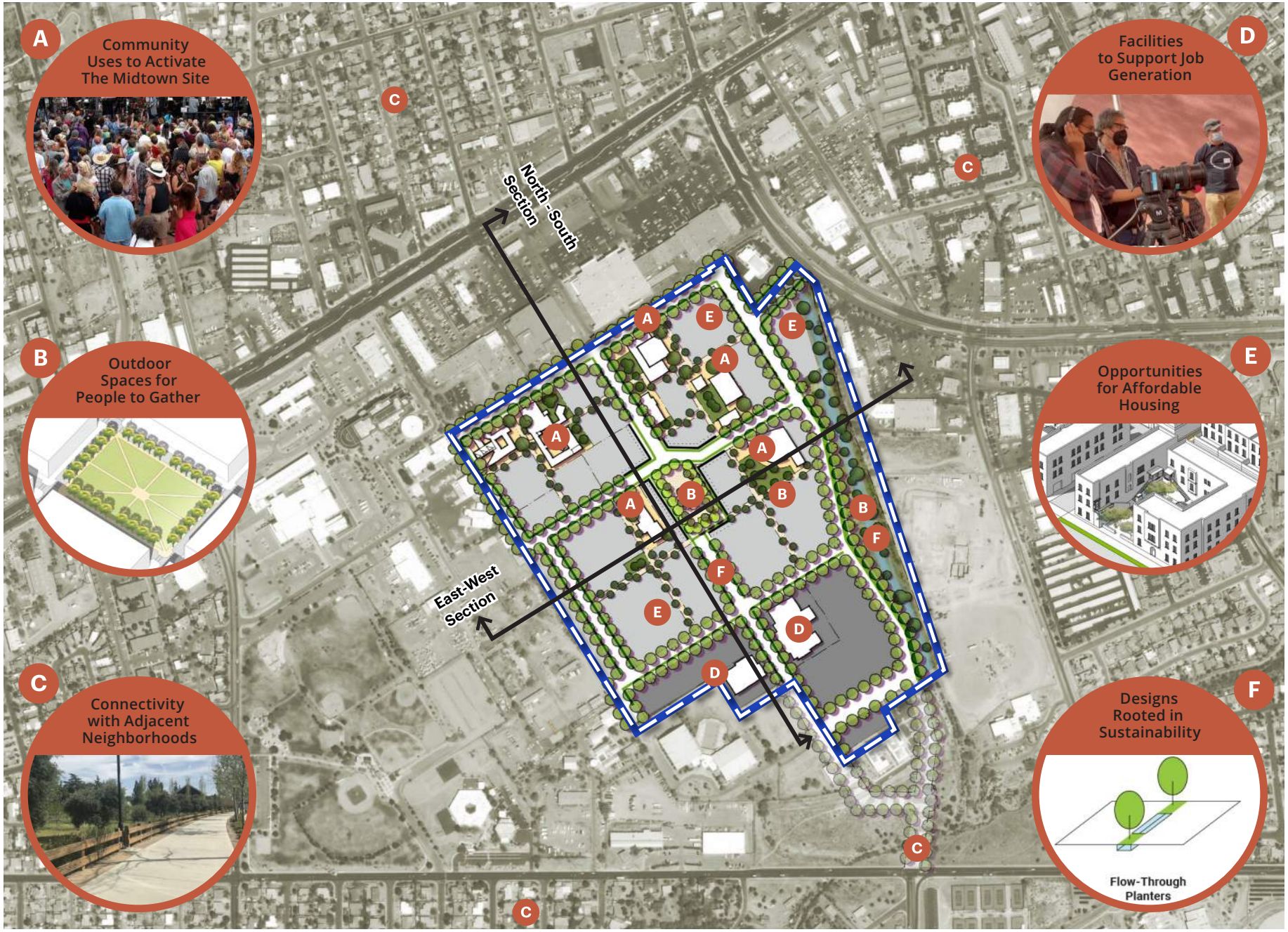
Legend

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

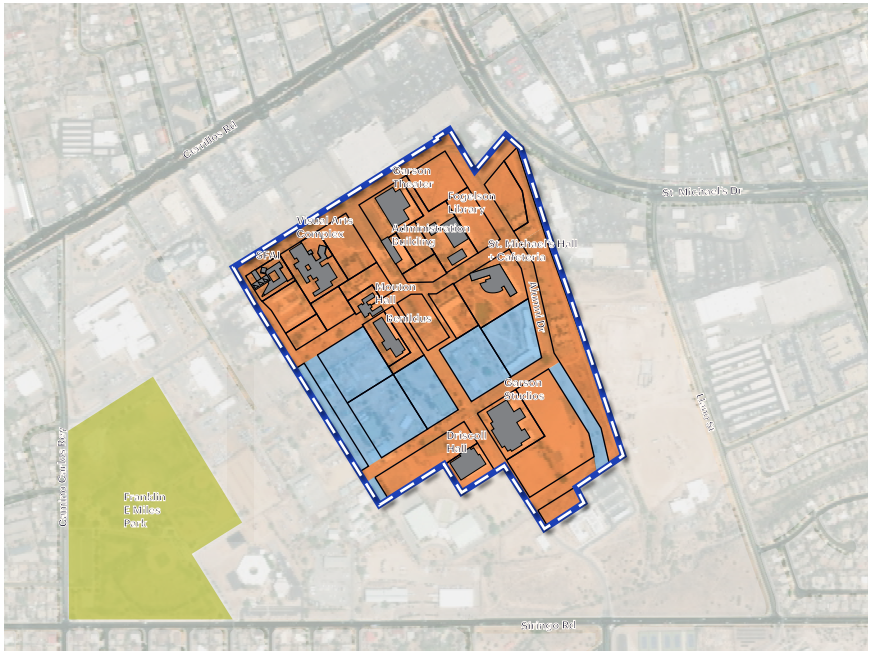
Uses + Distribution of Uses

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 connections shall be constructed or dedicated 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:

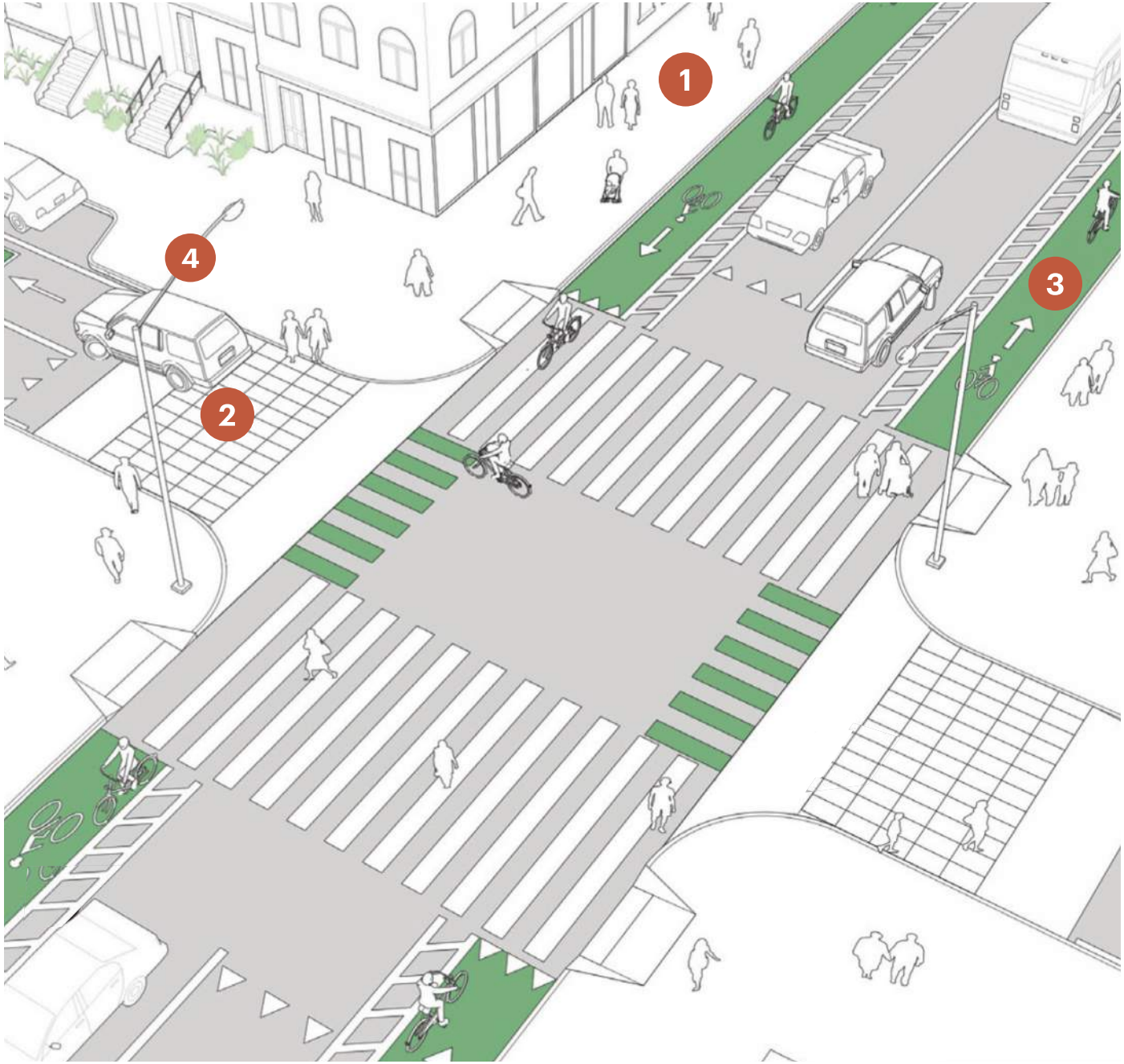
- **Equitable use.** The Site to be accessed and enjoyed by people of diverse abilities.
- **Flexibility in use.** The Site to be experienced in a variety of ways, and people to be able to move around using a variety of transportation types/modes.
- **Simple + intuitive use.** Routes of travel at the 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, 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 inviting[1].

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 72

4.2 Connectivity + Mobility Phasing 76

4.3 Multimobility Best Practices 80

4.4 Connectivity + Mobility Action Items 86

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.

Add Signage and Temporary Art Language adapted from the Railyard Master Plan

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 connections shall be constructed or dedicated 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.*

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.

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.*

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Connectivity + Mobility Phase 3

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



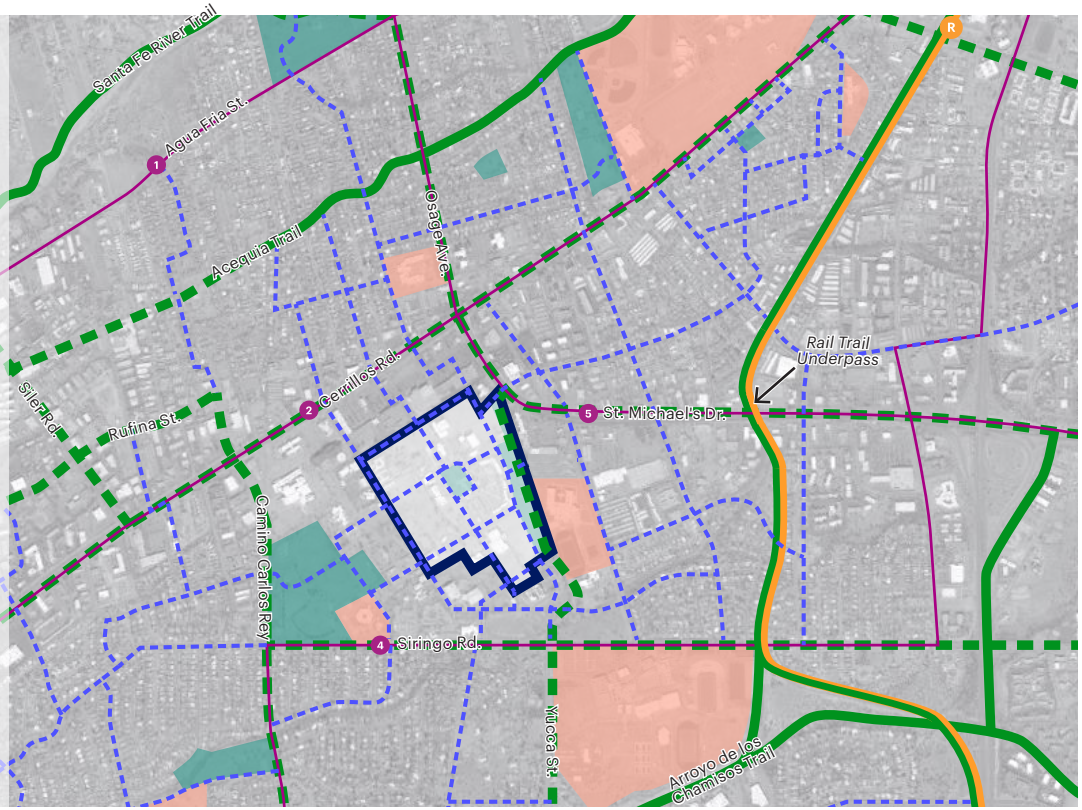
Phase 3. *Connection to park.*

Legend

- The Midtown Site
- Streets with Existing or In-design Phase Bike Facilities, MPO
- 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

Regional Connectivity

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.



Regional Connectivity Vision

Enhancing existing streets to make them more comfortable and safer for people walking, rolling, and riding bikes can help connect the Midtown Site to existing and planned regional trails and transit facilities.

Legend

- The Midtown Site
- Regional Trails
- Regional Bike/ Pedestrian Routes
- Neighborhood Bike/ Pedestrian Routes
- Santa Fe Trails Bus Routes*
- New Mexico Rail Runner Express + Rail Trail
- Civic Facilities
- Parks

**As the residential and workforce population at the Site grows, alignment of transit routes and location of transit facilities could change to better serve the Site based on evolving demand for transit.*

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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.

Add Signage and Temporary Art Language adapted from the Railyard Master Plan

Add

Regional Connections

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, as illustrated in the map above, can support connections to these trails and Siler Rd. employment area.

Short Term



Long Term



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.

Legend

- The Midtown Site
- Streets with Existing or In-design Phase Bike Facilities, MPO
- 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

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 connections shall be constructed or dedicated without the express consent of the affected adjacent property owner.

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.

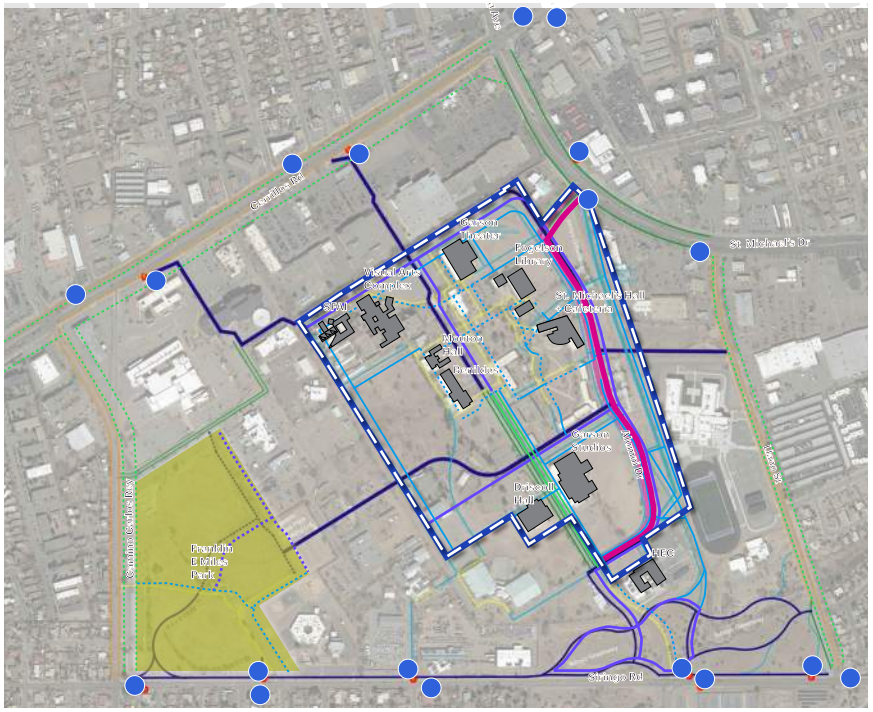
Early Phase "Soft Connections"

The 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.



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

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.



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 connections shall be constructed or dedicated without the express consent of the affected adjacent property owner.

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.

Add

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.

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.





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.

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.





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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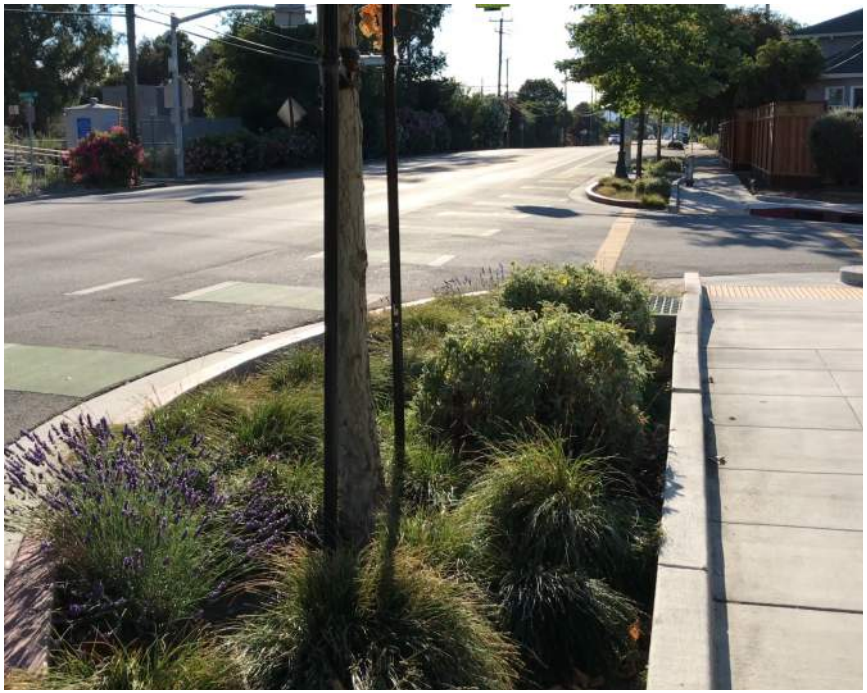
Class II Buffered Bike Lanes

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.

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.





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.

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.



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 connections shall be constructed or dedicated 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

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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

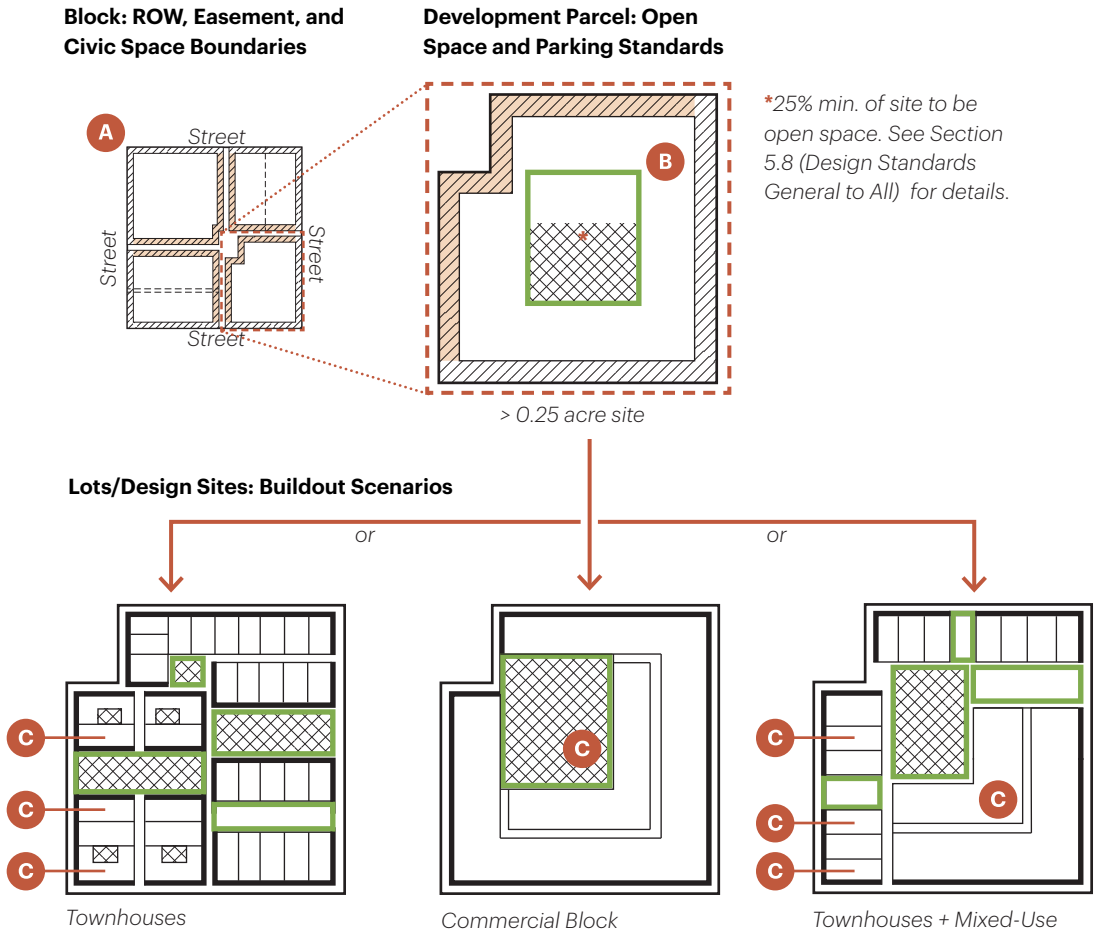
- Street/Primary Frontage
- Paseo/Civic Space
- Side/Rear Lot Line

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 thoroughfares identified by the Regulating Plan may be adjusted with approval of the Director in 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).

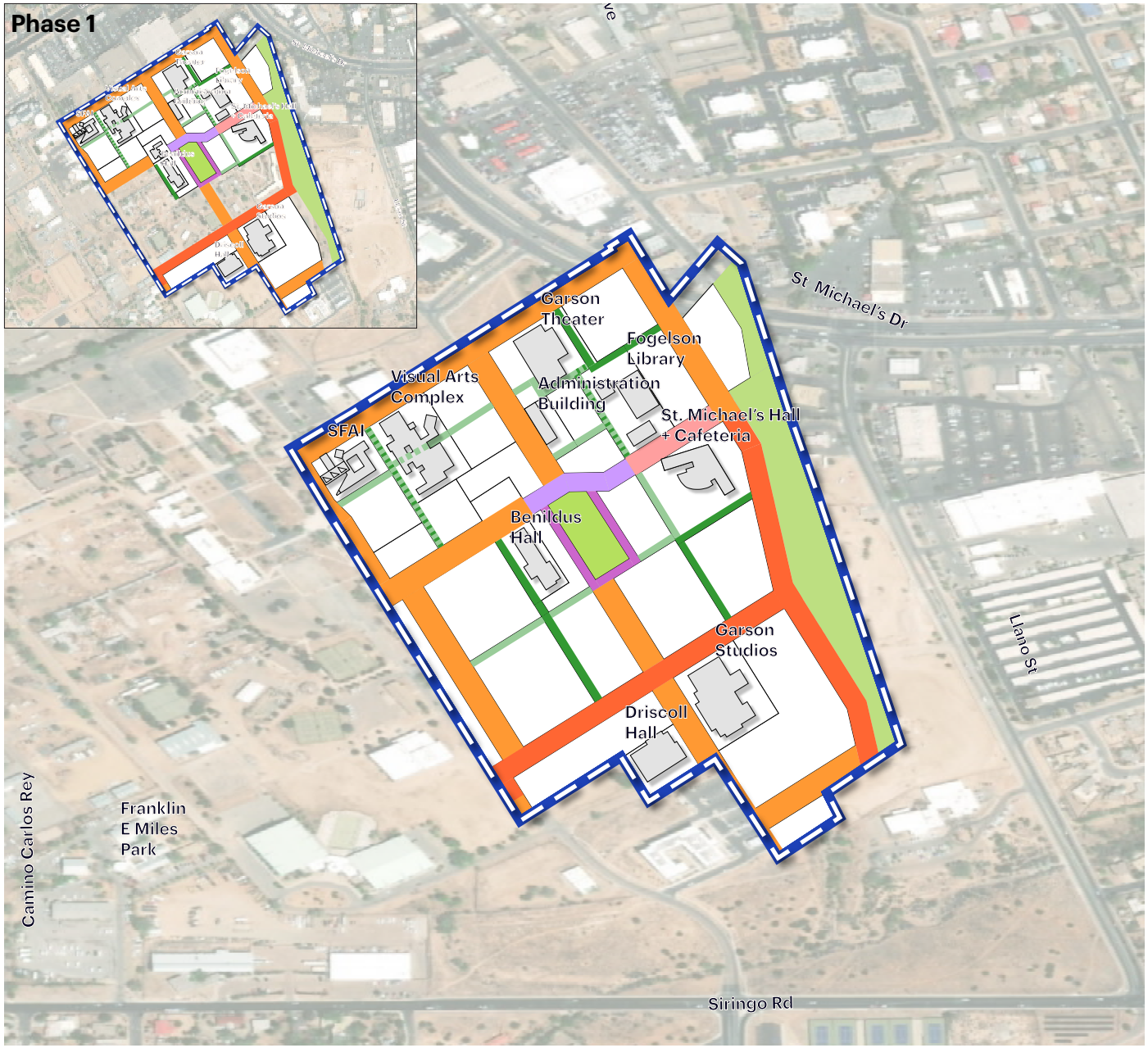
Facade Zones on Unmapped Thoroughfares. For Paseos, where no facade zone is indicated in the Regulating Plan, the Neighborhood Paseo Facade Zone shall apply to any buildable area abutting the easement. No facade zone is required for buildable area abutting an alley not mapped in the Regulating Plan.

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



Legend

- The Midtown Site

Thoroughfare Types

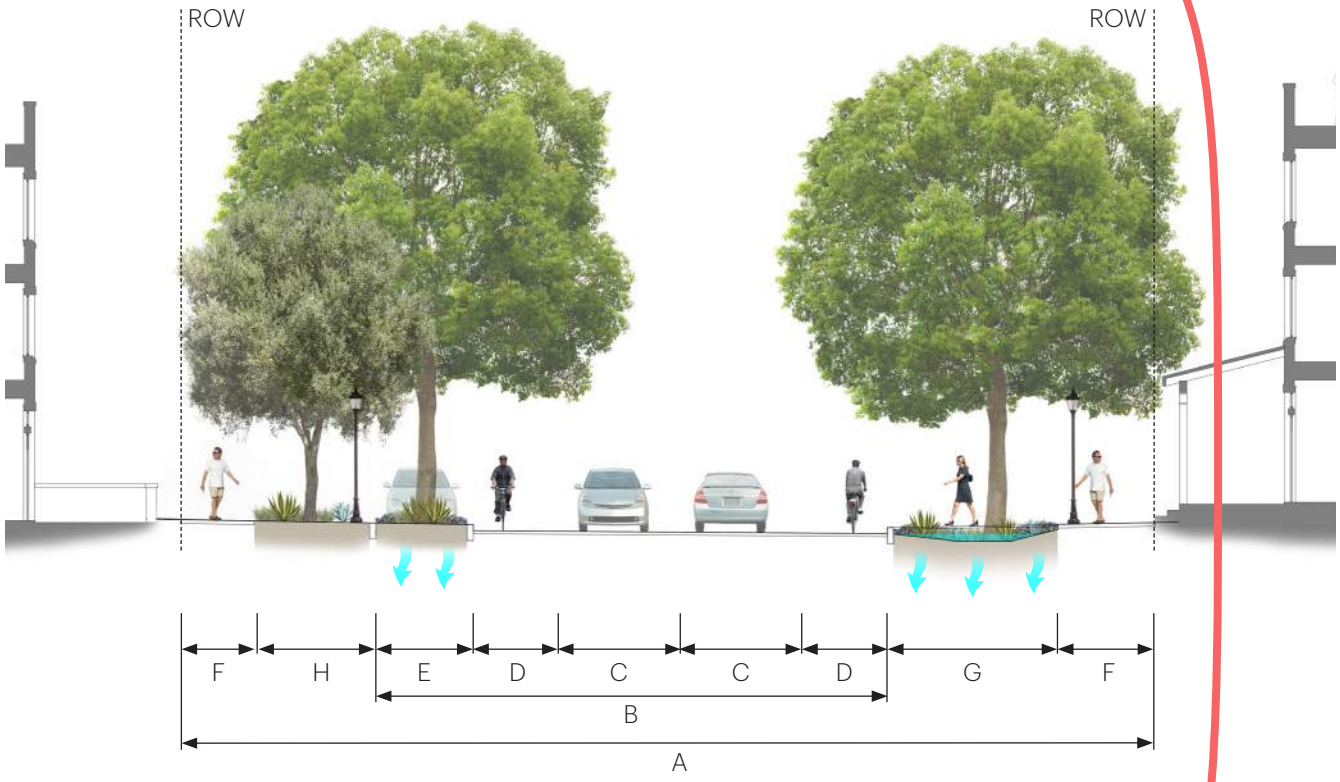
- Neighborhood Street
- Neighborhood Street with Pathway
- Neighborhood Street with Median
- Plaza Street Two-way
- Plaza Street One-way
- Living Alley
- Paseo or Living Alley
- Paseo

Other

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

Added via Administrative Approval 3.17.25

5.2A Neighborhood Street





The Midtown Site

Neighborhood Street

Description

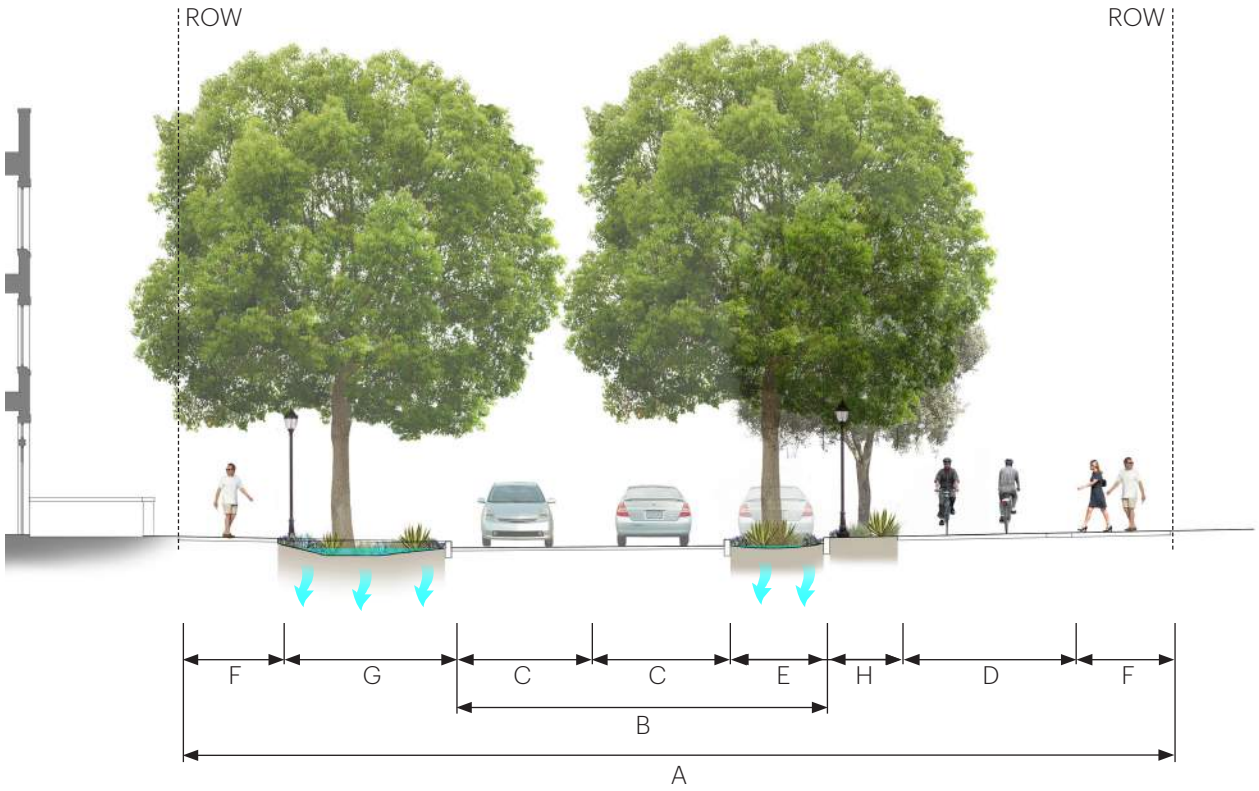
This street provides generous sidewalks, travel lanes and buffered bike lanes in both directions, with on-street parking on one side of the street and a rain garden or surface stormwater conveyance facility on the other.

Overall Widths		
Right-of-Way	72' to 82'	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@10'	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





Description

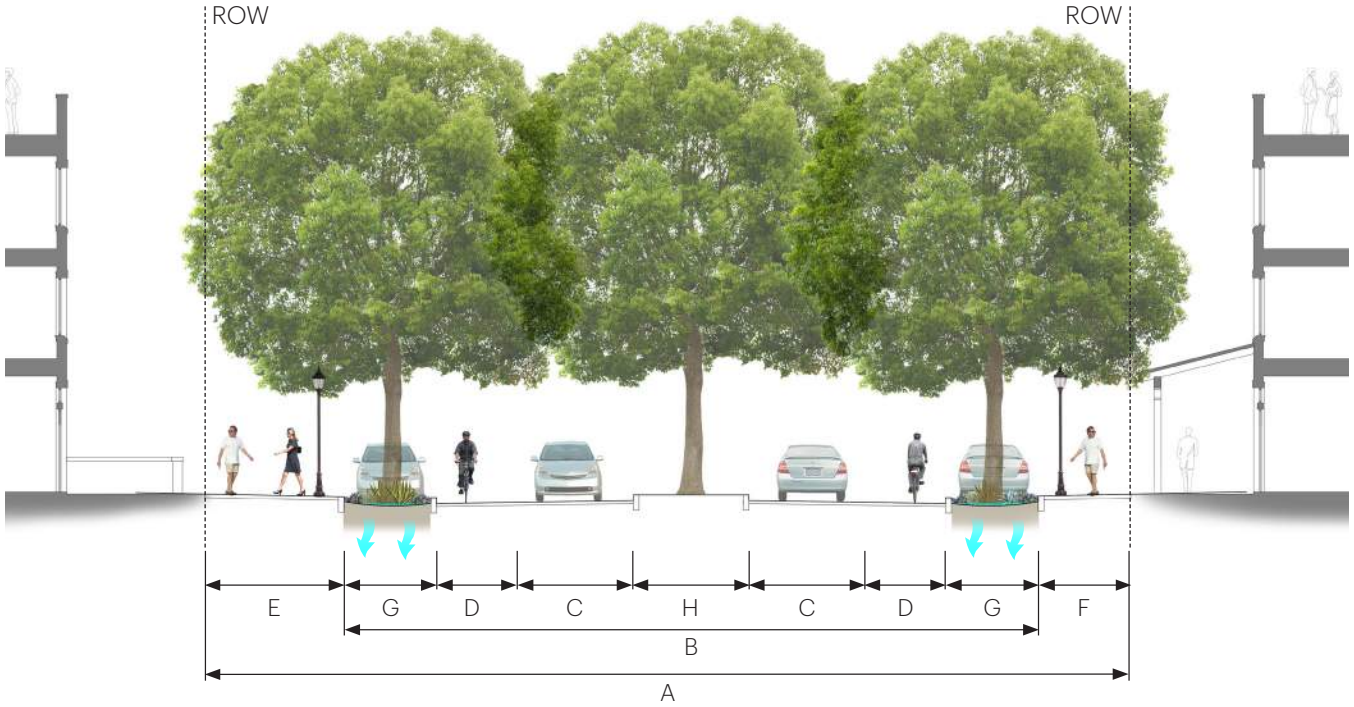
Main perimeter road with a separated major pedestrian and bike route and on-street parking on one side of the street. Stormwater is managed with both pervious pavement and stormwater curb extensions within the parking zone of the street as well as a prominent linear "stormwater spine." The majority of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

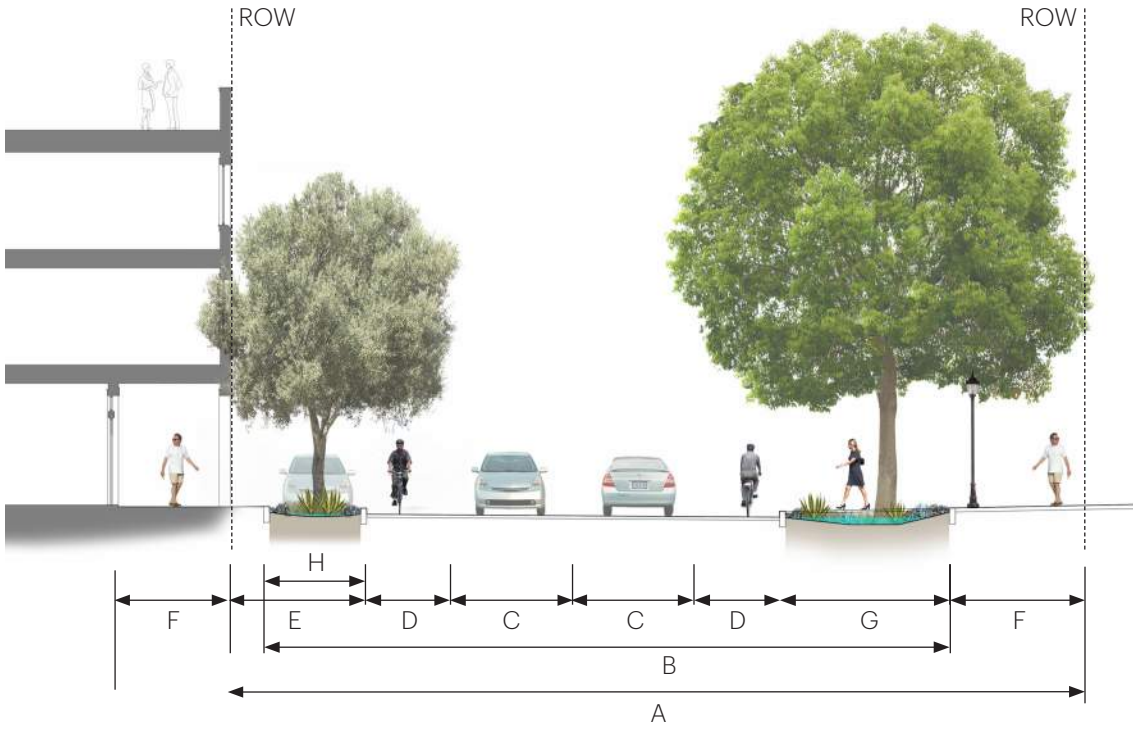
This street provides generous sidewalks, on-street parking, travel lanes and buffered bike lanes in both directions, and a center median to provide additional planting area for street trees and a pedestrian refuge for people crossing the street.

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

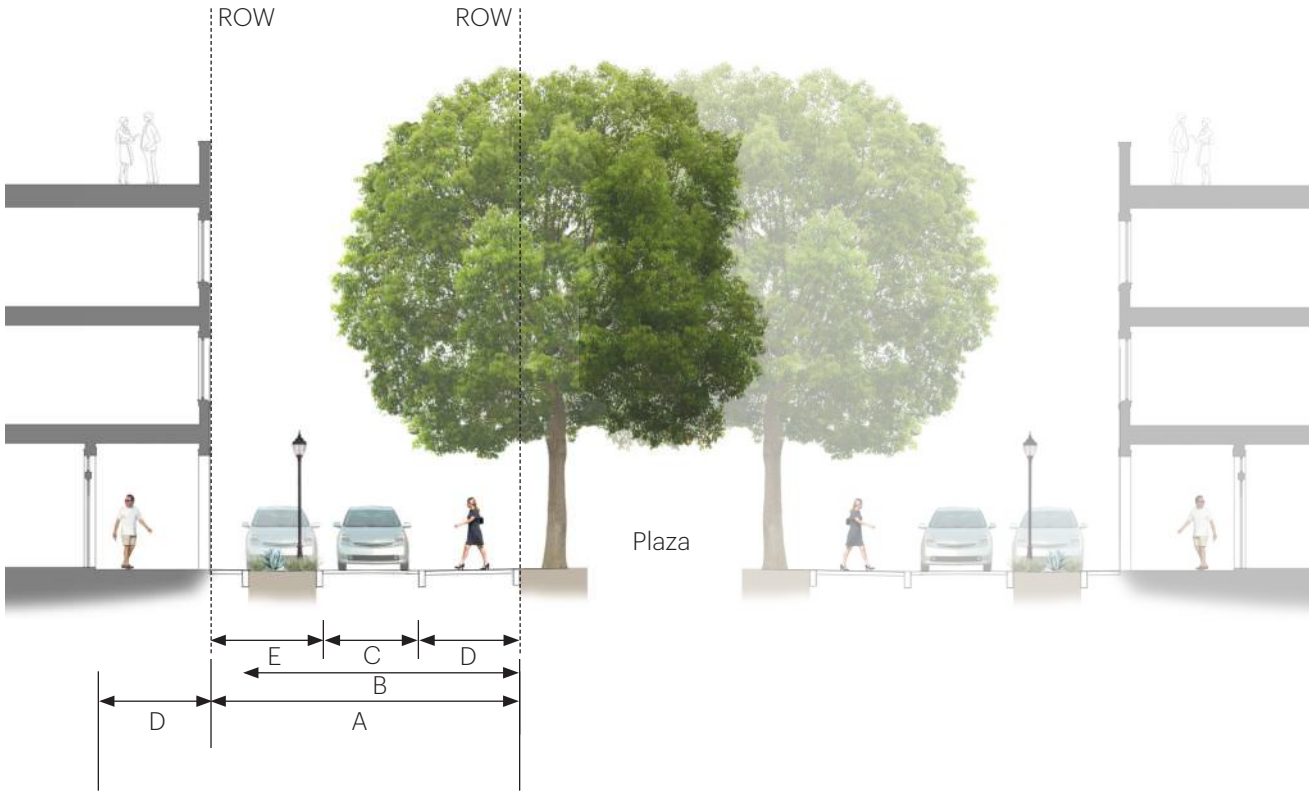
This street combines elements of the Neighborhood Street with the wide pedestrian path and arcades that surround the Plaza. The bicycle lanes and stormwater spine ensure continuity for these elements across the Midtown Site.

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

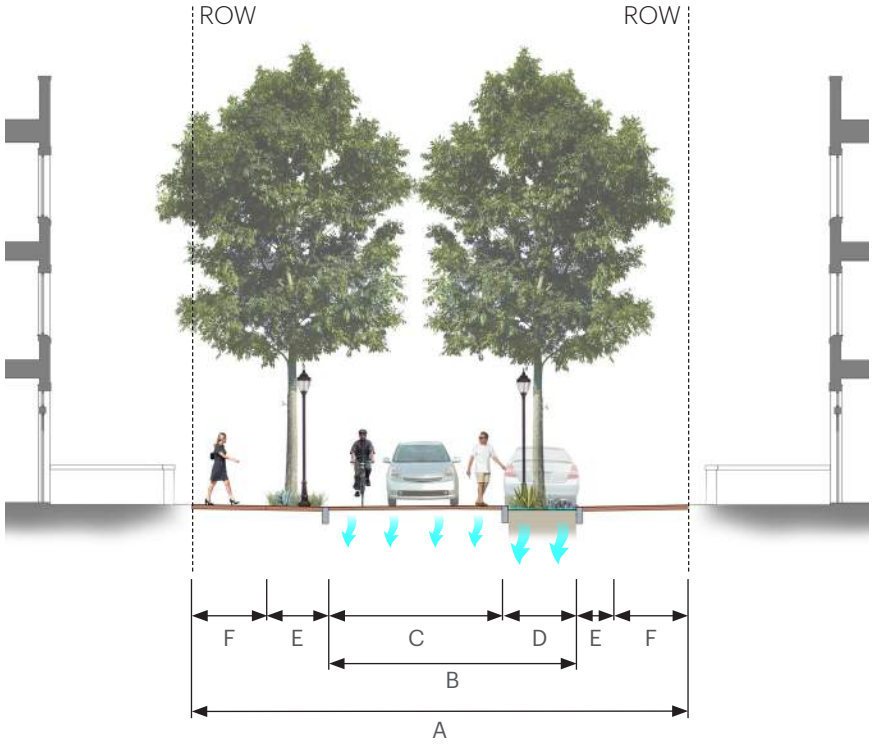
This curbless street facilitates pedestrian movement across the Plaza as well as counterclockwise traffic around it. It features parallel parking adjacent to the arcade frontage and a wide pedestrian zone on the plaza side that can also expand emergency vehicle access when needed.

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



Description

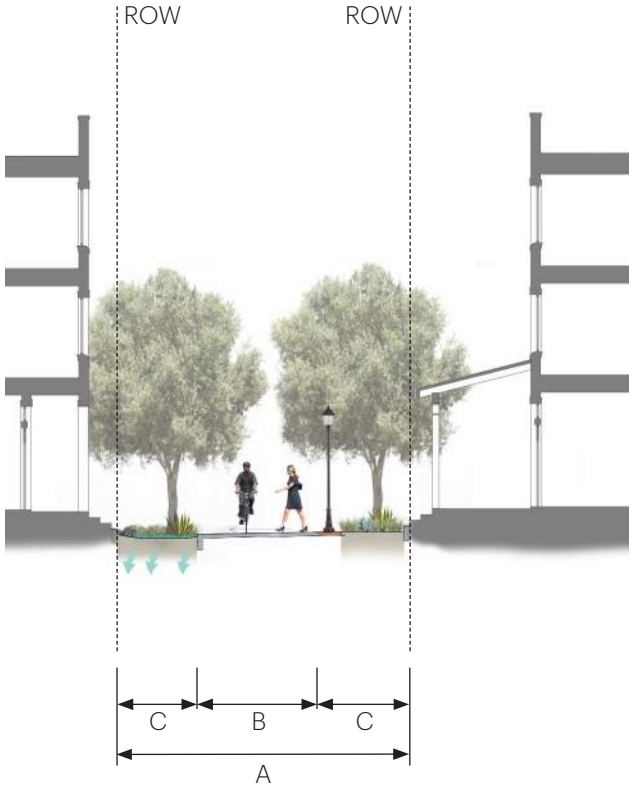
This service street provides a two-way queuing lane (yield condition) that is meant as a slow-speed travel lane that accommodates people walking or riding bicycles, as well as the occasional vehicle. On-street parking is provided on alternating sides of the street and incorporates rain gardens in curb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

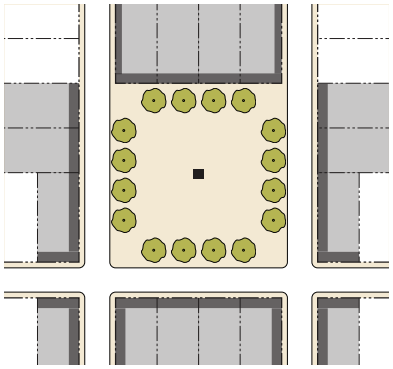
Stormwater Management Facilities

- 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 5.8 (Design Standards General to All), 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



Legend

- The Midtown Site

Civic Space Types:

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

Other

- Paseos
- Existing Buildings to Reuse
- Development Blocks

Civic Spaces shall be located in accordance with Figure 5.3.1 (Civic Space Regulating Plan) within the Midtown Site. The location of civic spaces identified by the Regulating Plan may be adjusted with approval of the Director within the blocks where they are mapped. Regardless of location, such civic spaces must meet the standards for the applicable Civic Space Type, as provided in this Section.

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

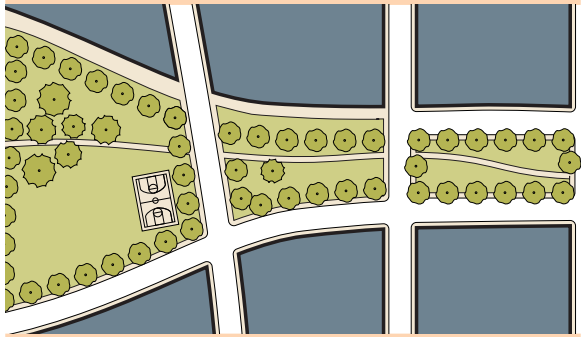
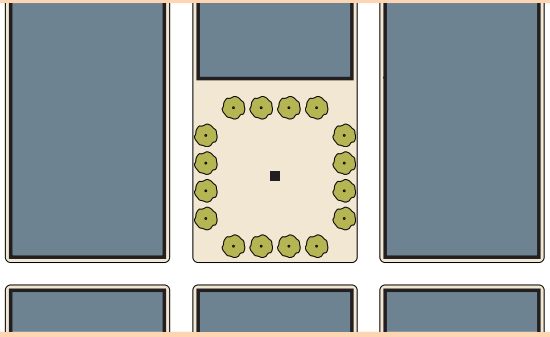
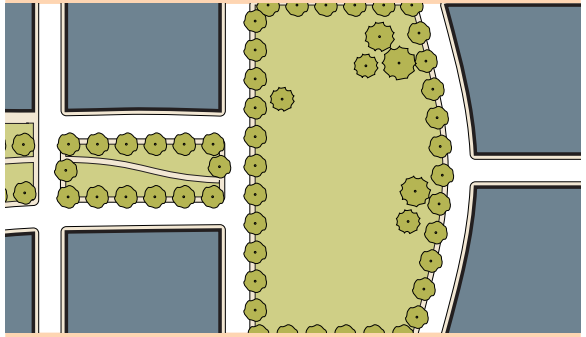
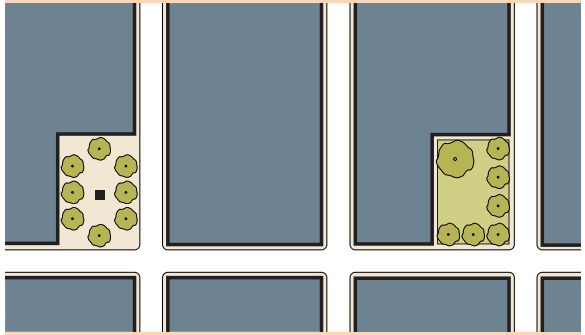
Arroyo Park	Plaza	Quad Park
		
Description	**Description**	**Description**
A linear space two or more blocks in length for community gathering, bicycling, running, or strolling, defined by a pathway that runs the length of the arroyo park. The park is bordered on the east side by the existing arroyo 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

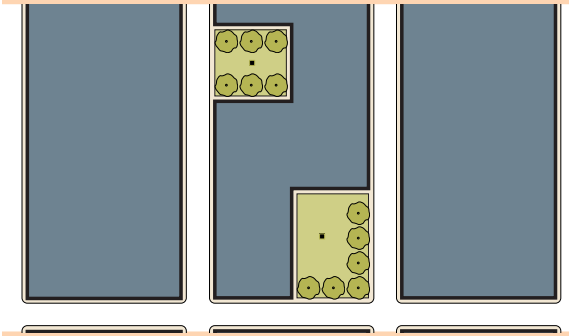
Pocket Plaza/Pocket Park



Description

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

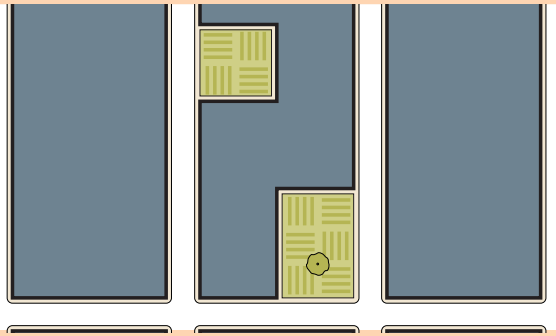
Playground



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.

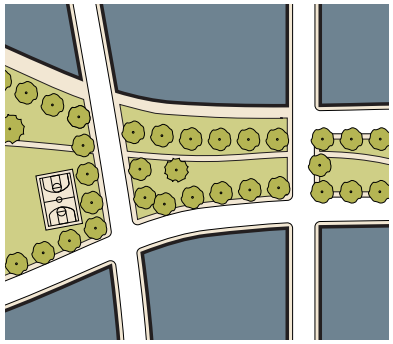
Community Garden



Description

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

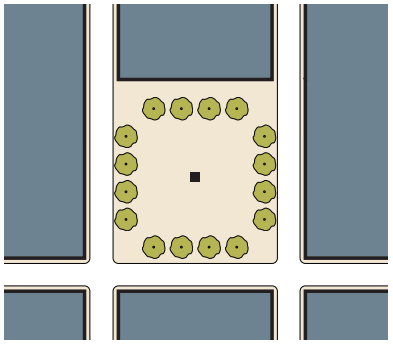
5.3B Civic Space Type: Plaza







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.

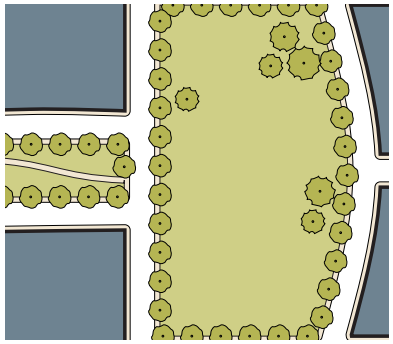
Plaza Standards
General Character
Formal, urban
Hardscaped and planted areas in formal patterns
Spatially defined by buildings and tree-lined streets
Adjacent buildings front onto plaza

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.

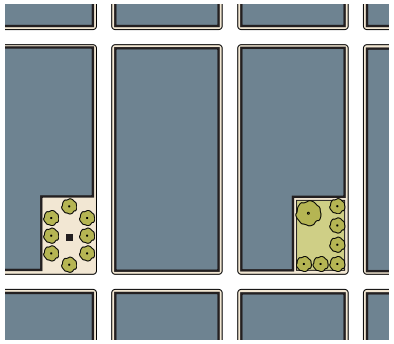
Note: Images are illustrative

5.3D Civic Space Type: Pocket Plaza/Park









Description

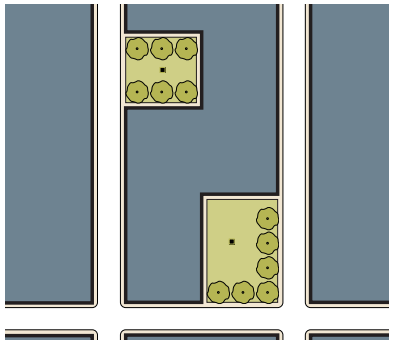
An intimate, small-scale space, serving the immediate neighborhood, available for informal activities in close proximity to neighborhood residences, and civic purposes.

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.

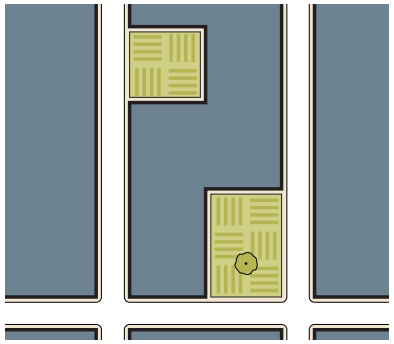
Note: Images are illustrative

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

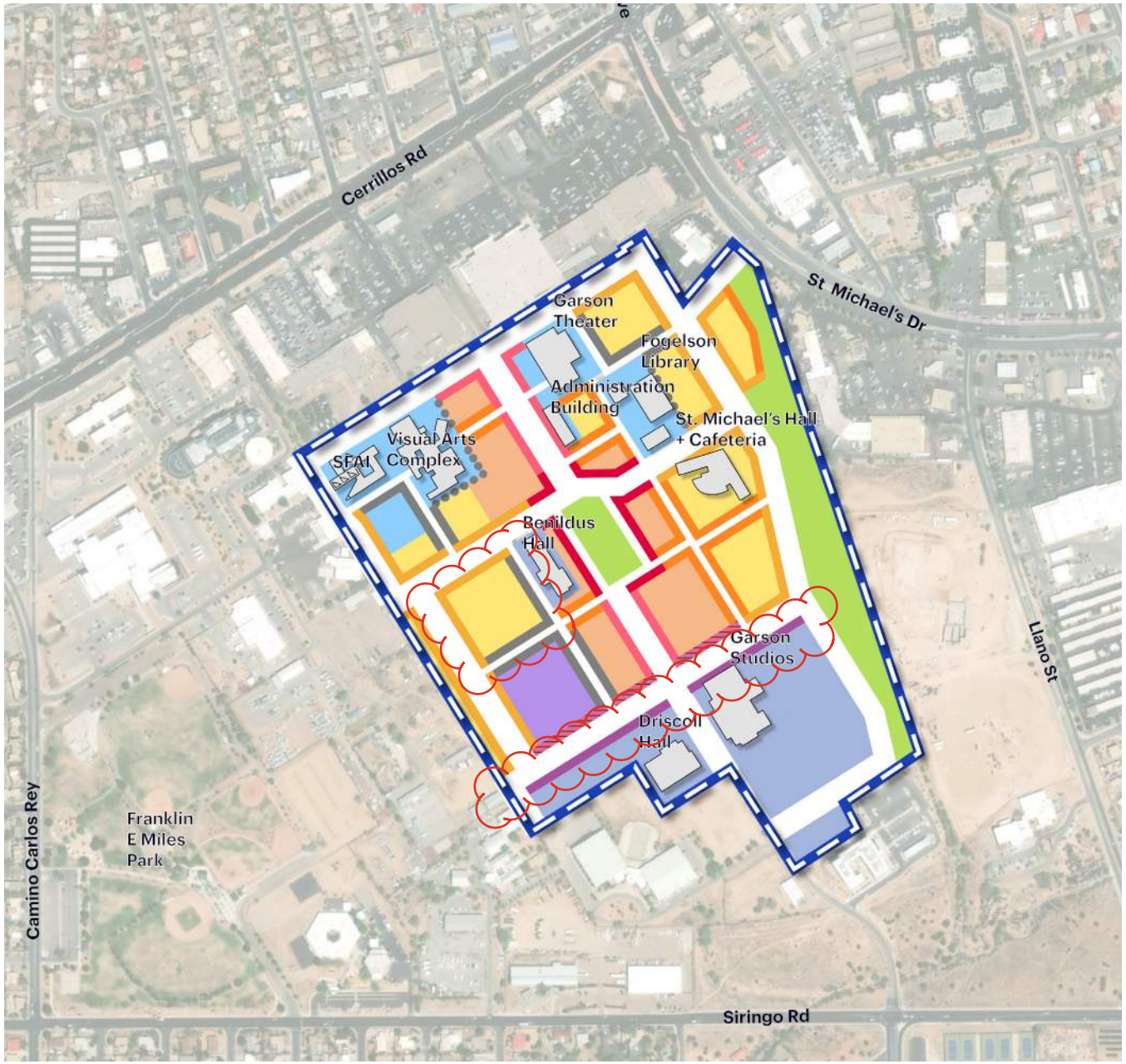
Figure 5.4.1 (Development Standards Regulating Plan) identifies the applicable Sub-zone Standards and Facade Zone Standards for each development site in the Midtown Site.

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
- Pursuant to the Midtown Overlay Zoning District requirements for "Qualifing Projects"

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 and 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 Center (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	P	P	—
Large (More than 6)	P	P	P	P	P	—
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	—	—	—

Table 5.5.A Allowed Uses	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

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** = 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

	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

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— = 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 Section 5.8 Design Standards General to All.

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 and 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 and 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







Add text:
Encourage facade articulation including step backs, fenestration, and best practices to break up sheer walls.

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



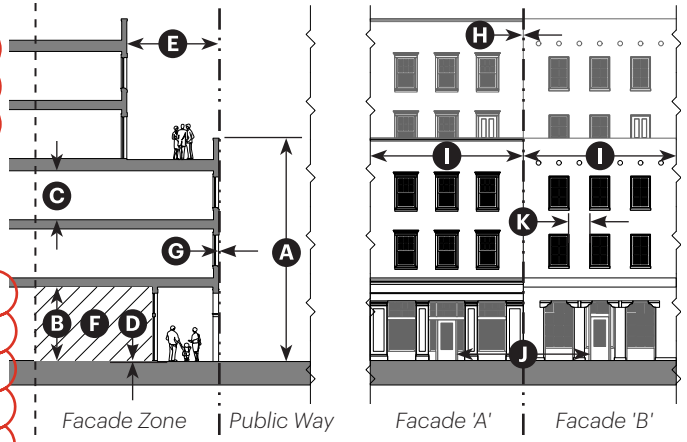
Shopfront[1]



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

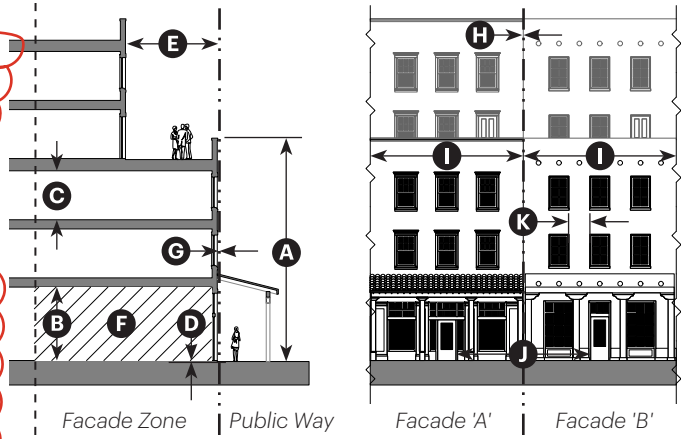


Dooryard



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

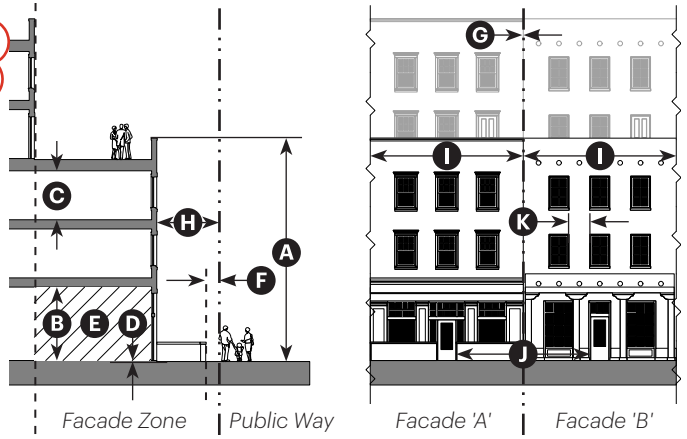


Forecourt



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



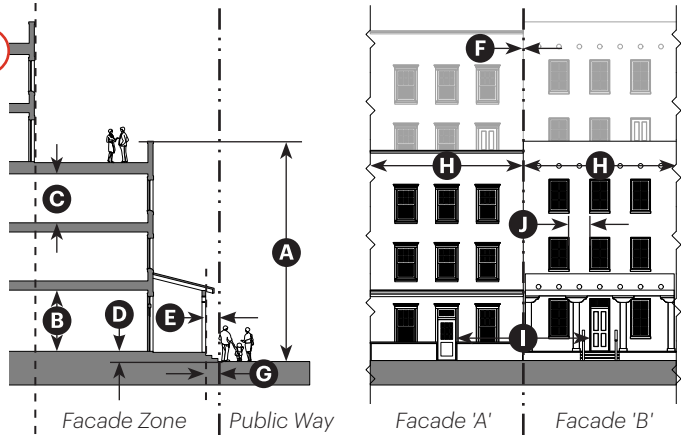
Portal

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

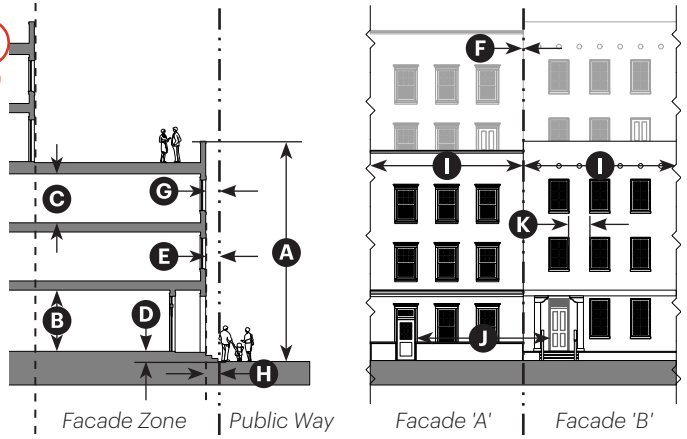


Stoop/Recessed Entry

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.

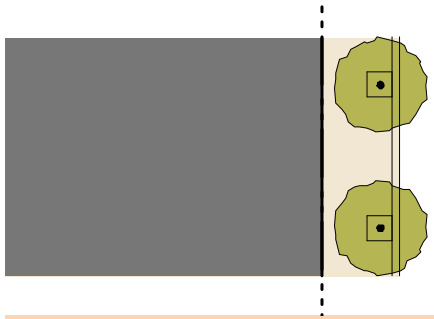
Arcade



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.

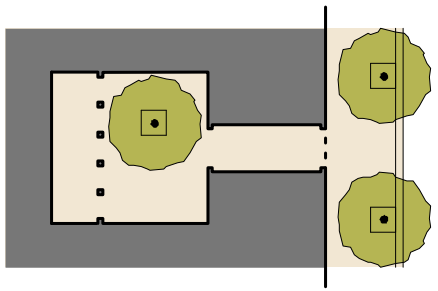
Gallery



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.

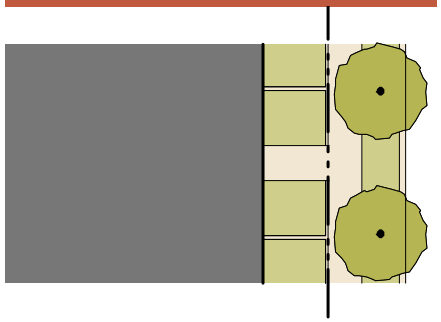
Gateway/Zaguan



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.

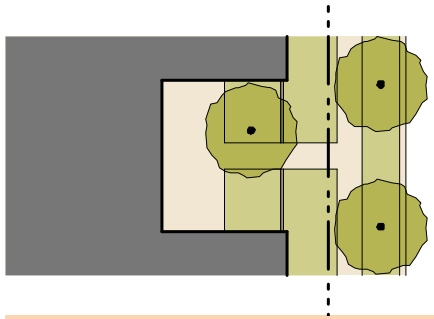
Dooryard



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.

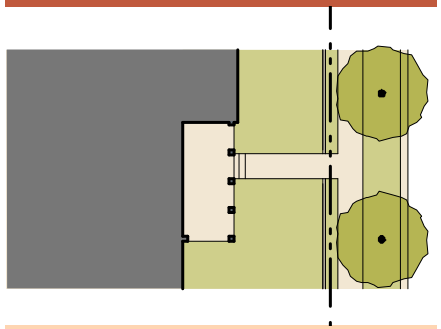
Forecourt



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.

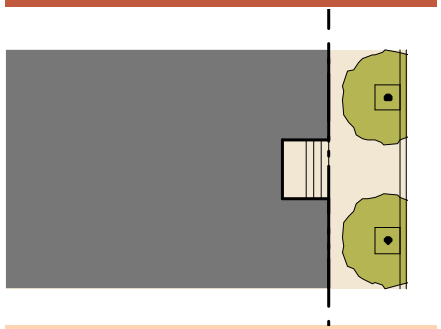
Portal



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

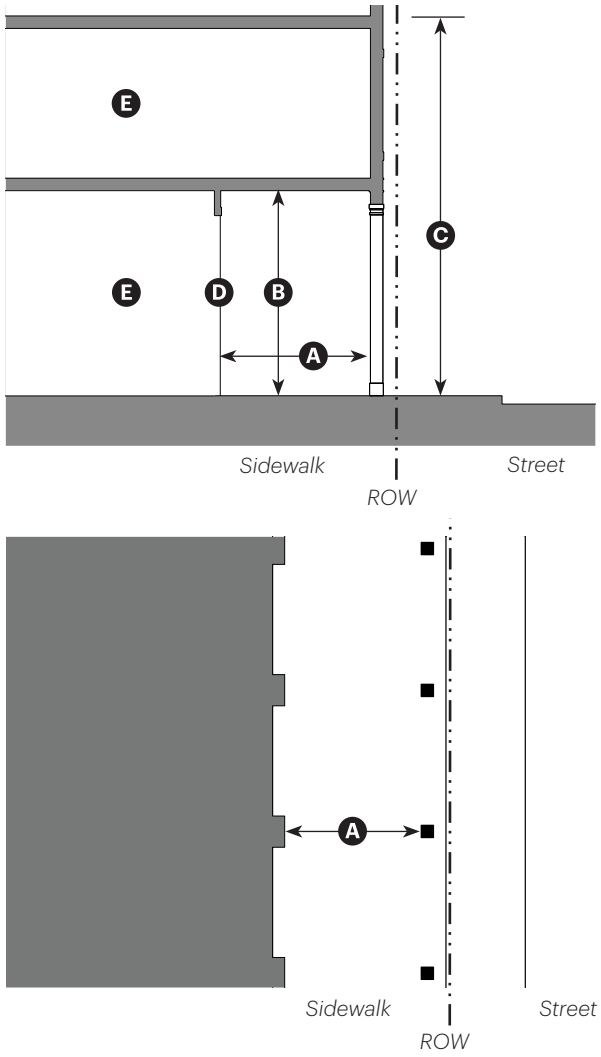








Arcade Standards		
Size		
Depth, Clear	10' min.	A
Ceiling Height	12' min.	B
Building Height at Arcade	3 stories max.	C
Miscellaneous		
Building facade within arcade shall follow the standards for the Shopfront and/or Gateway/Zaguan Frontage Type(s)		D
Habitable Interior Space		E
Arcades shall have a 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.

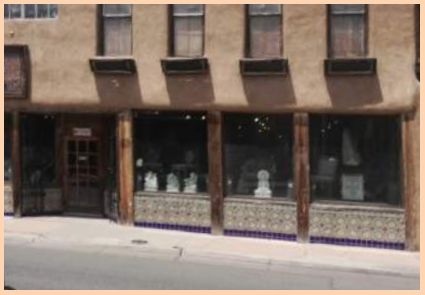


Photo Gallery

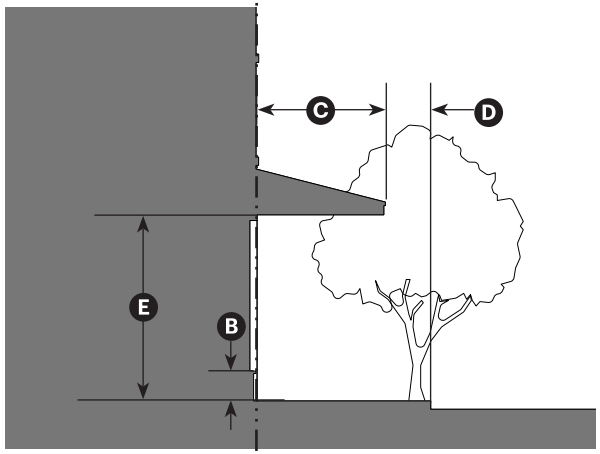


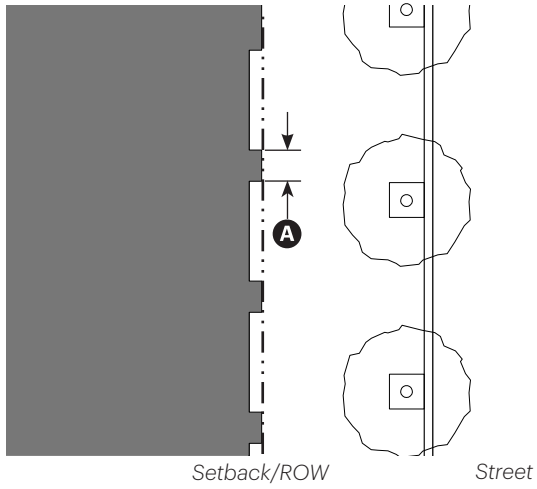






Shopfront Standards		
Size		
Distance between Glazing	2' max.	A
Ground Floor Glazing between Sidewalk and Finished Ceiling Height	65% min.	
Depth of Recessed Entries	5' max.	
Shopfront Base	6" min.; 30" max.	B
Awning (When Present)		
Depth	5' min.	C
Setback from Curb	2' min.	D
Height, Clear	8' min.	E
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

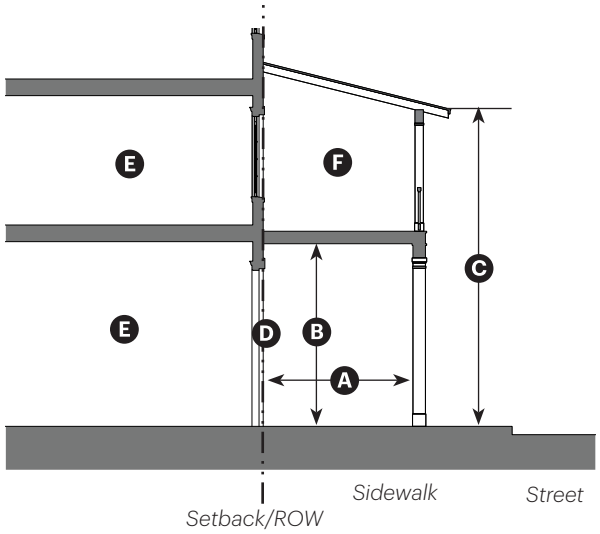




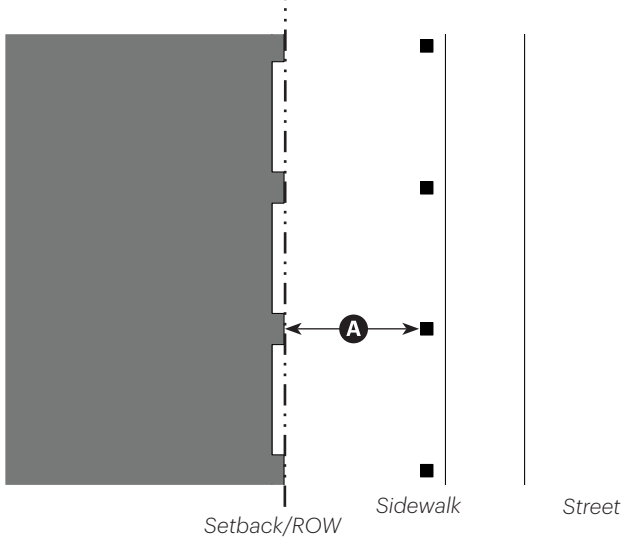




Gallery Standards		
Size		
Depth, Clear	8' min.	A
Ground Floor Ceiling Height	10' min.	B
Gallery Height	2 stories max.	C
Miscellaneous		
Building facade within gallery shall follow the standards for the Shopfront and/or Gateway/Zaguan Frontage Type(s)		D
Habitable Interior Space		E
Second story of Gallery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

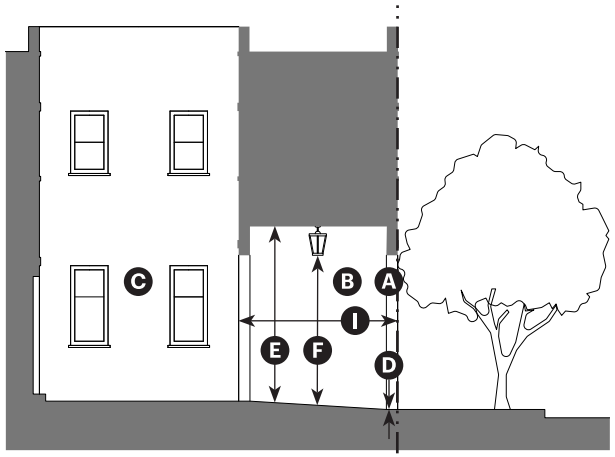
Gateway shall be constructed to enable cross-ventilation, daylighting, and visibility—either through gaps between vertical members equal to or wider than the vertical members, or through unglazed transoms/eye-level openings in an otherwise solid door

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



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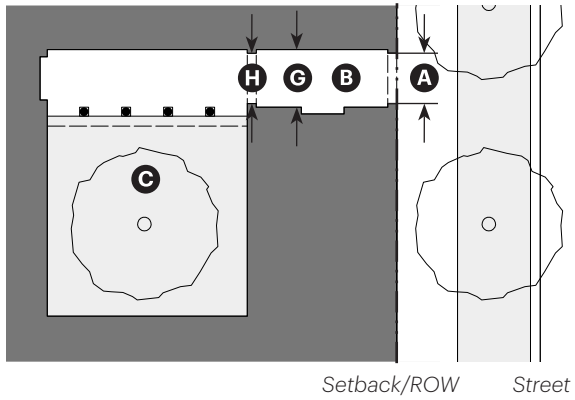
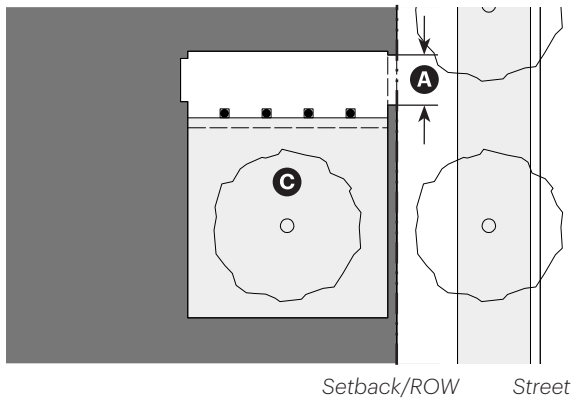




Frontage Type: Dooryard

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

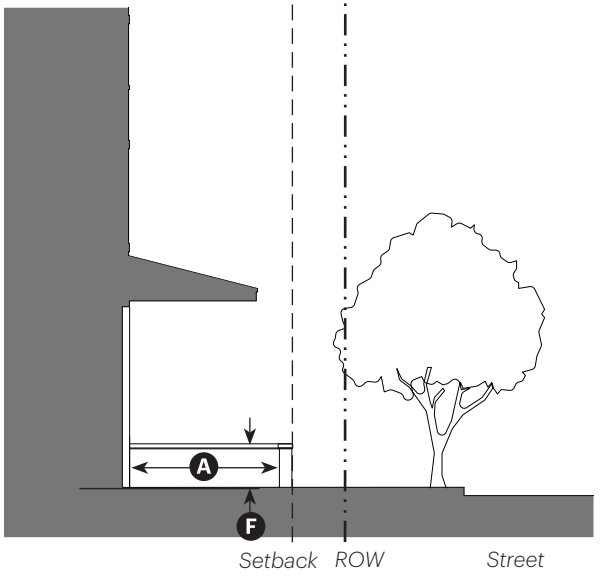


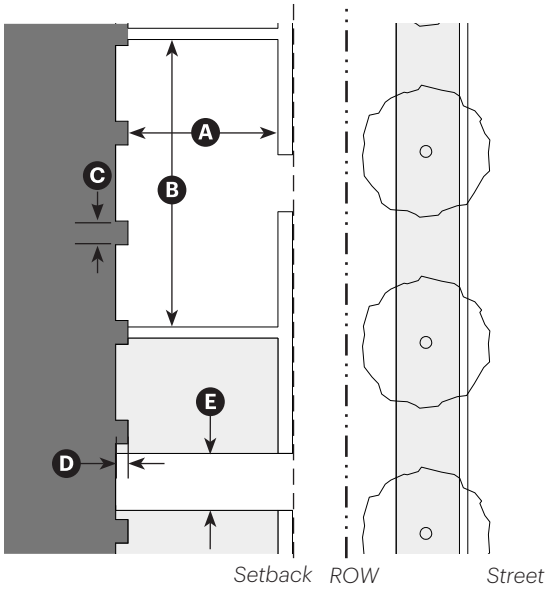






Dooryard Standards		
Size		
Depth, Clear	7' min.	A
Length, Clear	12' min.	B
Distance Between Glazing	4' max.	C
Depth of Recessed Entries	12" max.	D
Pedestrian Access Width	3' min.	E
Height of Dooryard Fence/Wall Above Finish Level	36" max.	F
Miscellaneous		
In the Main Street and Live/Work Facade Zones, 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.

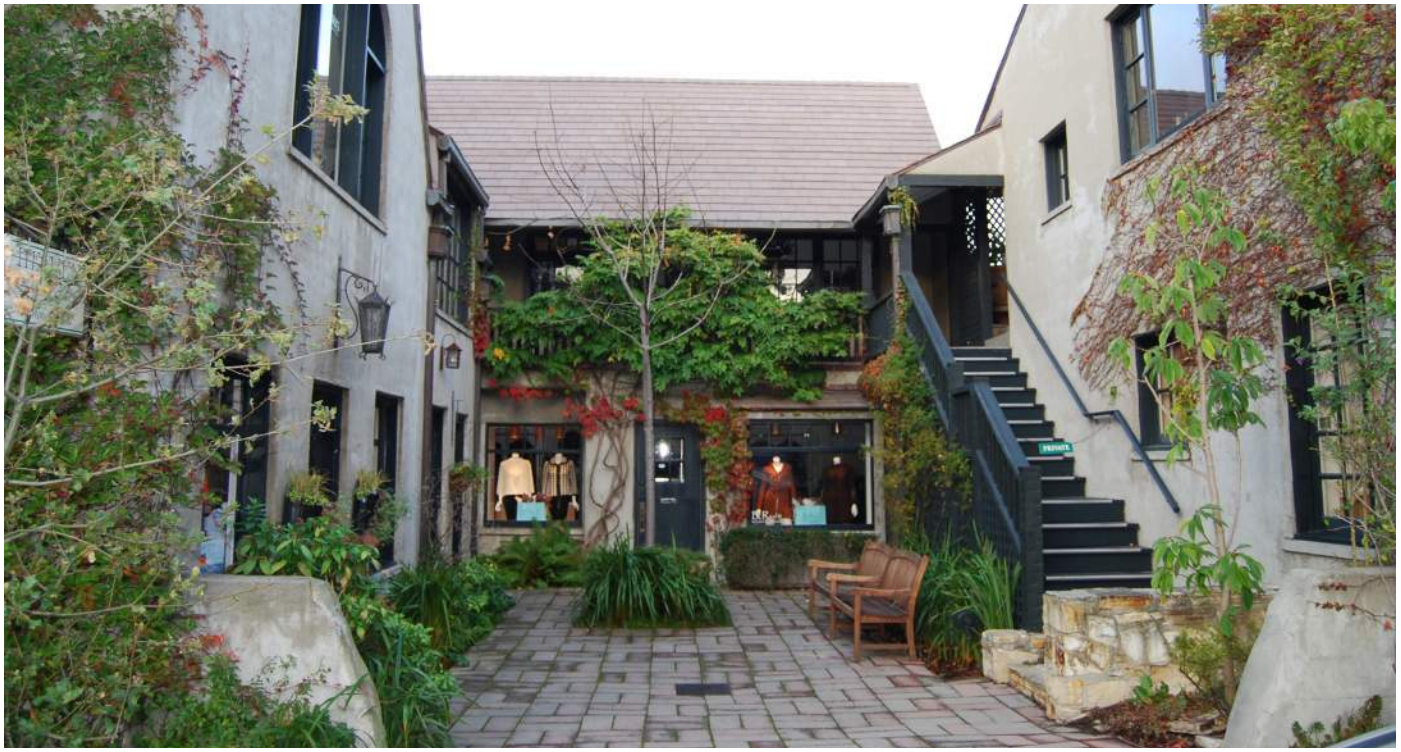


Photo Gallery

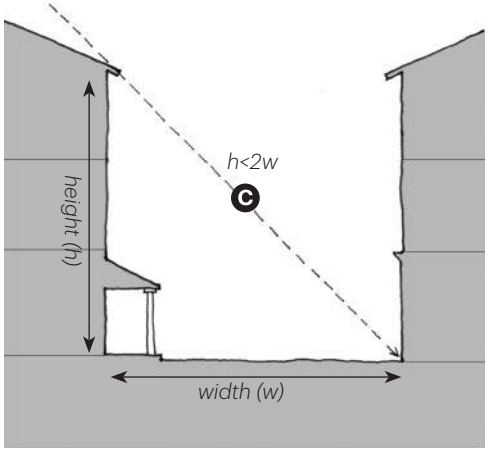


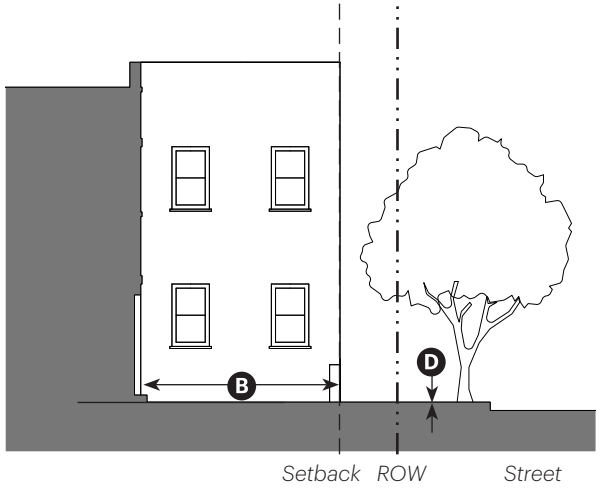


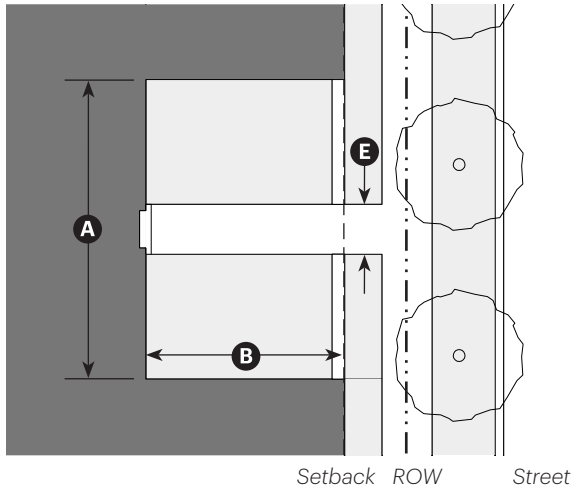




Forecourt Standards		
Size		
Width, Clear	15' min.	A
Depth, Clear	15' min.	B
Ratio, Height to Width	2:1 max.	C
Height from Sidewalk	12" max.	D
Pedestrian Access Width	3' min.	E
Miscellaneous		
May be utilized to group several entries at a common elevation in compliance with the zone ground floor finish 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

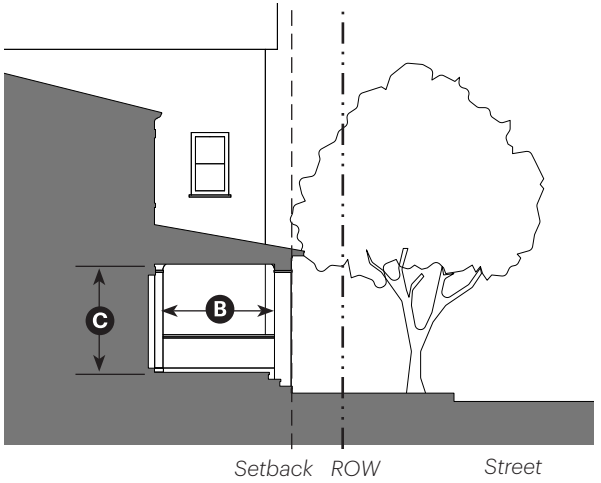


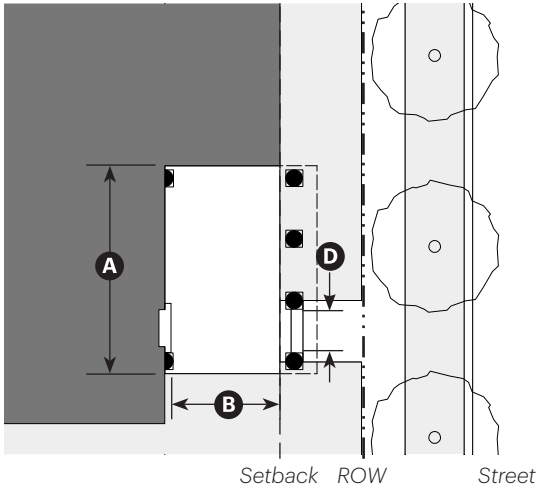






Portal Standards		
Size		
Width, Clear	12' min.	A
Depth, Overall		B
Elevated < 12" from average finish grade	8' min.	
Elevated ≥ 12" from average finish grade	6' min.	
Height, Clear	8' min	C
Stories	2 stories max.	
Pedestrian Access Width	3' min.	D
Miscellaneous		
Portal shall be open at least on one 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

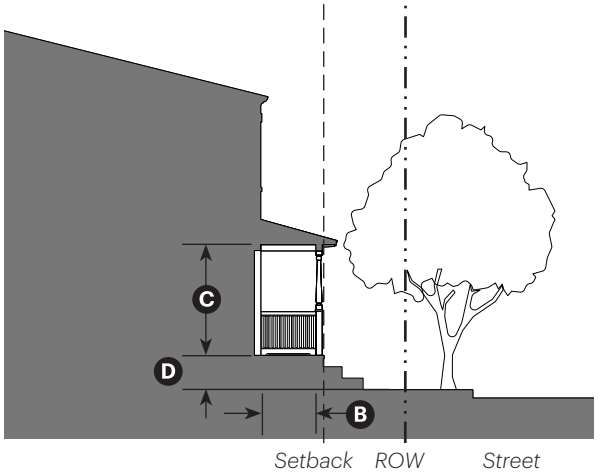


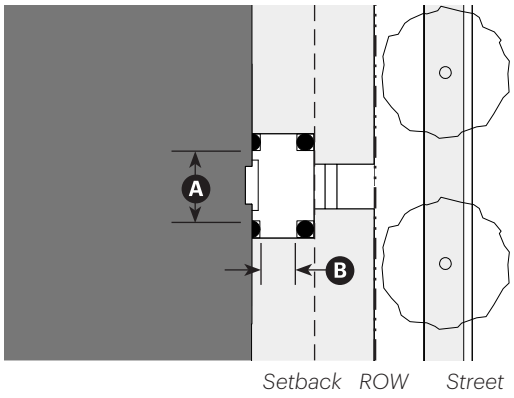


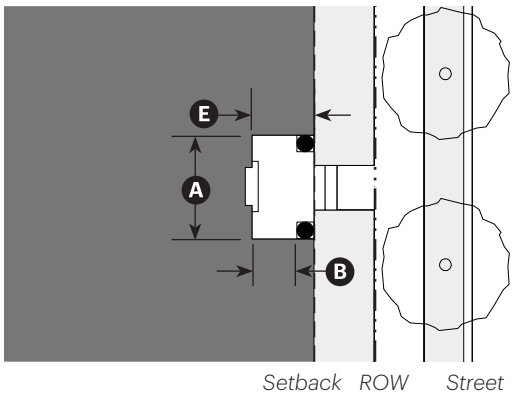




Stoop/Recessed Entry Standards		
Size		
Landing Width, Clear	5' min.	A
Landing Depth, Clear	3' min.	B
Height at Landing, Clear	8' min	C
Stories	1 story max.	
Finish Level Above Sidewalk		D
Entry Recessed ≥ 60" from facade	0" min.	
Entry Recessed < 60" from facade	12" min.	
Depth of Recessed Entries	6' 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 Sub-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.

Add Text:

Add signage and temporary art lanague adapted from the Railyard Master Plan.
- Building Signage
- Site Directional and Wayfinding Signage
- Murals and Art Installations

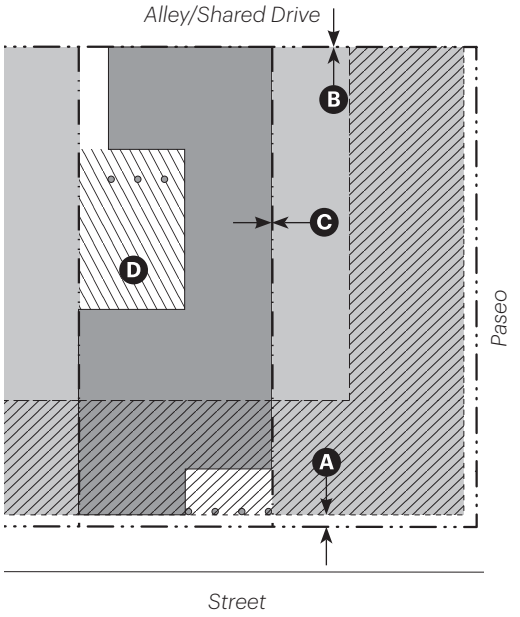
Landscape design shall follow SFCC 14-5.5(D)9 for the Midtown Local Innovation Corridor. Note: caliper for new trees on the Midtown Site is 2" at time of planting.

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

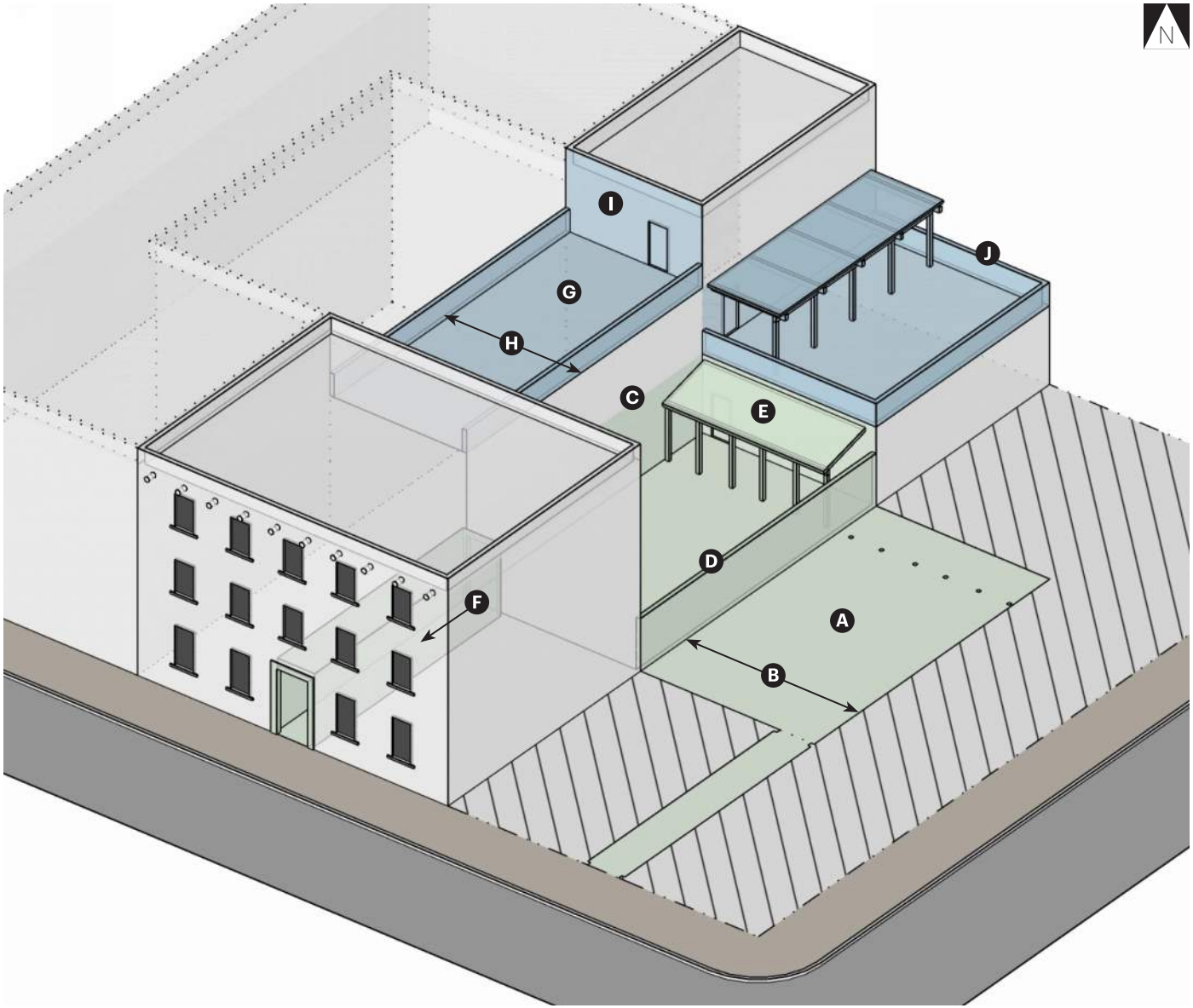


Photo Gallery





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.

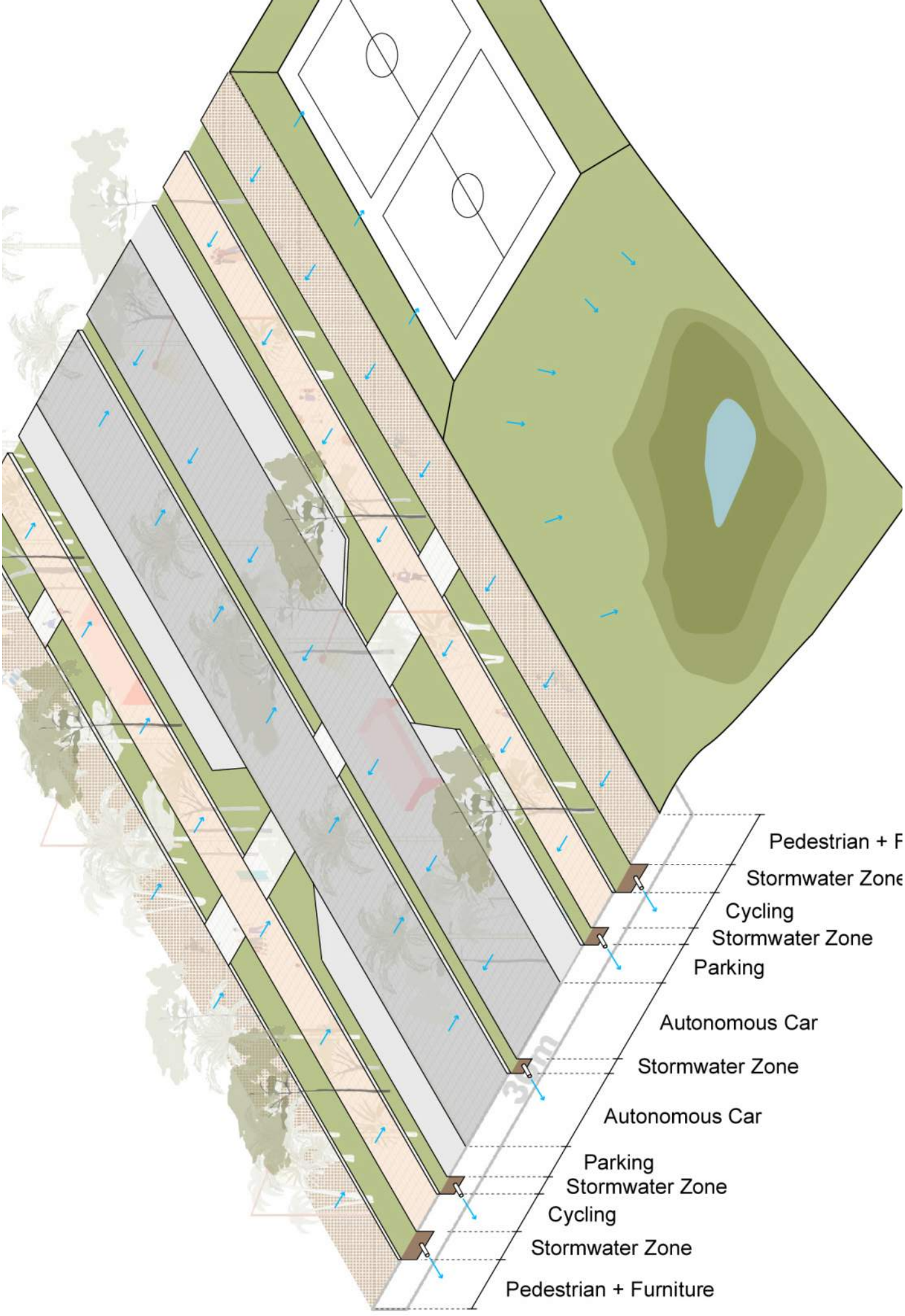
S Definitions

Shared Lot Line. See Lot Line, Shared.

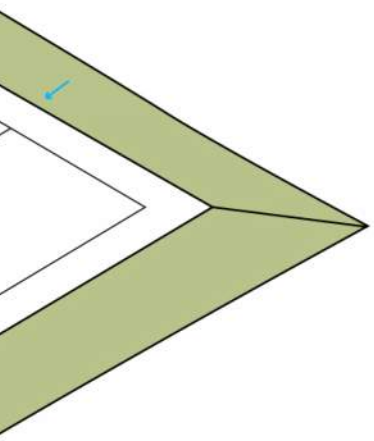
South Edge. See Edge, South.

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
Stormwater Zone
Cycling
Stormwater Zone
Pedestrian + Furniture

6. Stormwater + Infrastructure



In this chapter

6.1 Stormwater + Water Quality Management	166
6.2 Policy for The Midtown Site + Surrounding Area	173
6.3 Other Utilities + Infrastructure	176
6.4 Infrastructure Implementation Strategy	182

6.1 Stormwater + Water Quality Management

Existing Stormwater + Drainage

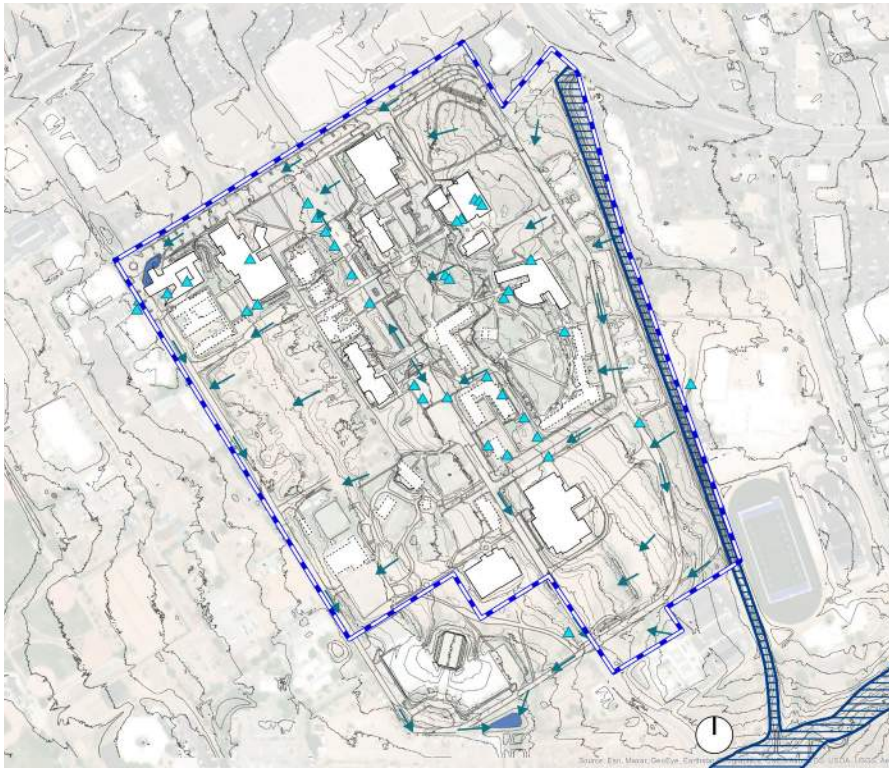
The Midtown Site (the Site) features drywell inlets that capture stormwater runoff across the Site, natural swales with no outflows that appear to quickly infiltrate stormwater runoff, a bioretention area adjacent to SFAI, and an existing pond right outside on the south end of the Site that outfalls 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

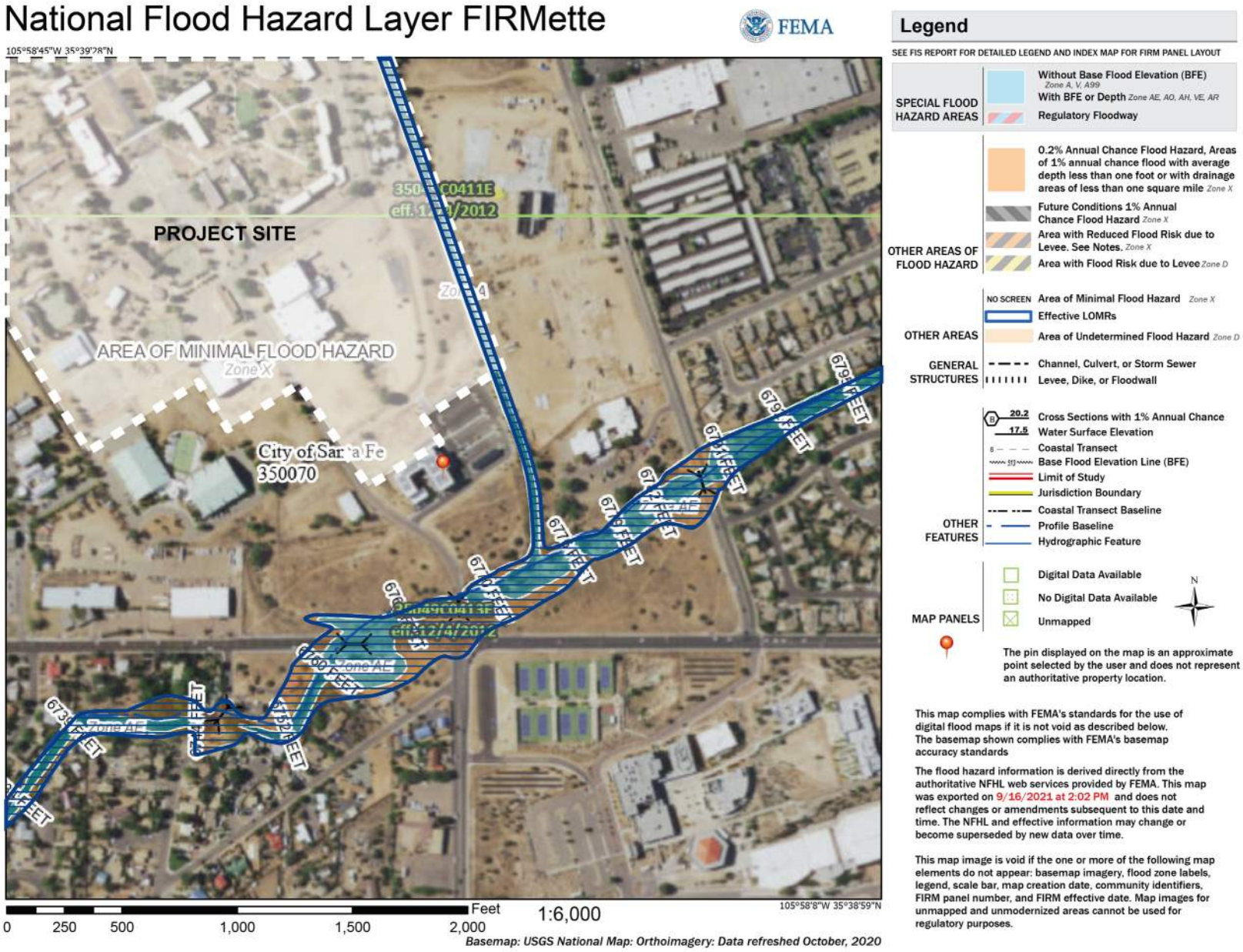
Legend

- 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

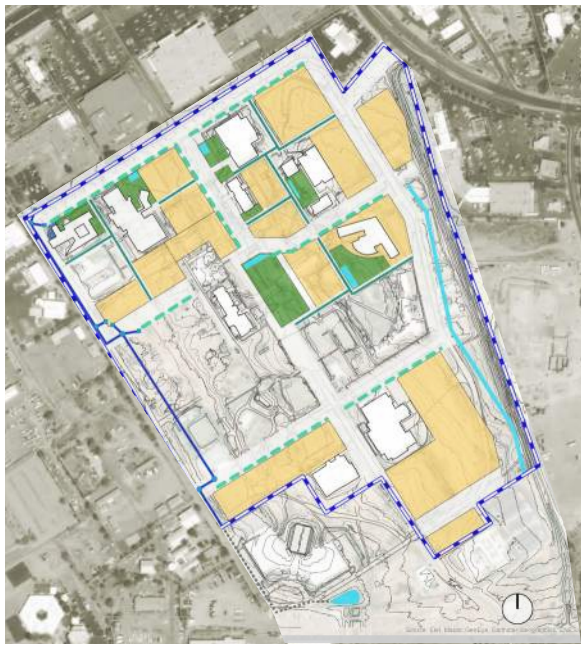
The proposed stormwater management system will manage water quality and quantity to ensure the protection of the receiving bodies of water and public safety. A suite of green infrastructure strategies, described in Section 3.3 (Integrated Stormwater Management) will be employed throughout the Midtown 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 drainage channels, infiltration galleries, 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 drainage channels primarily serve as the backbone conveyance system for the district. Drainage channels 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 drainage channel 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 infiltration galleries, gutters and trench drains can be used to route water to the drainage channels.
- Where shown, larger water quality features (bioretention areas) will be integrated within public open spaces. Stormwater will be diverted from the upstream drainage channels into the facility to further treat and attenuate peak flows, then overflow back into the downstream drainage channels to be conveyed to the centralized system.
- Drainage channels 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, drainage channels, infiltration galleries, 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/ Drainage Channel
- Stormwater Pipe
- Infiltration Galleries + Flow through Planters
- Bioretention / Bioswale
- Stormwater Pipes[2] outside Project Area
- Storm Catch Basins
- Storm Manholes
- Bioretention Areas
- Existing Pond[1]

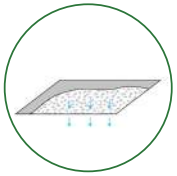
Disclaimer:

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

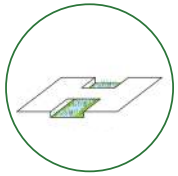
[2] All anticipated work to take place within City's ROW or easements

Stormwater Integration: Neighborhood Street





PERMEABLE PAVING



DRAINAGE CHANNEL



BIORETENTION CURB EXTENSION

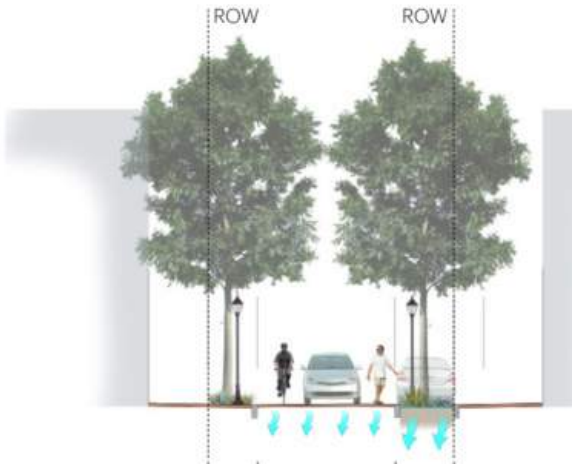


Drainage channels are proposed adjacent to pedestrian pathways to provide a more naturalized experience, such as this rustic example.



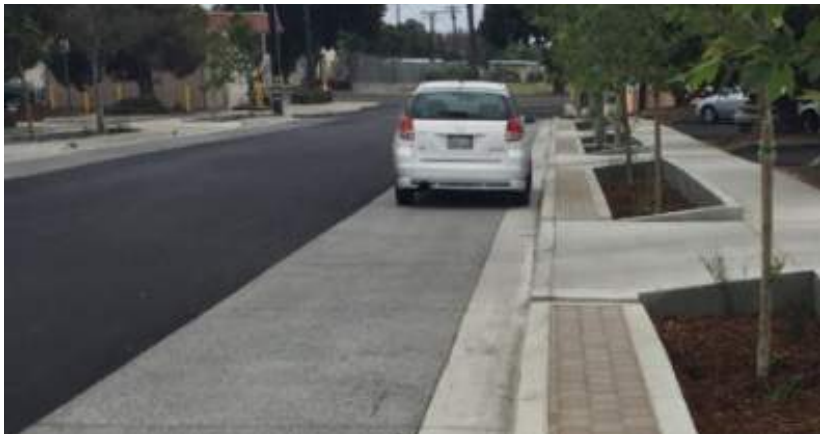
Bioretention curb extension or bulb-outs enlarge the sidewalk to incorporate the parking lane, which increases the pedestrian zone at strategic locations. This can be implemented at corners and mid block. Curb extensions enhance the safety by increasing pedestrian visibility while providing additional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

Stormwater Integration: Living Alleys



[1] FTP: Flow-through Planter

[2] TD: Trench Drain



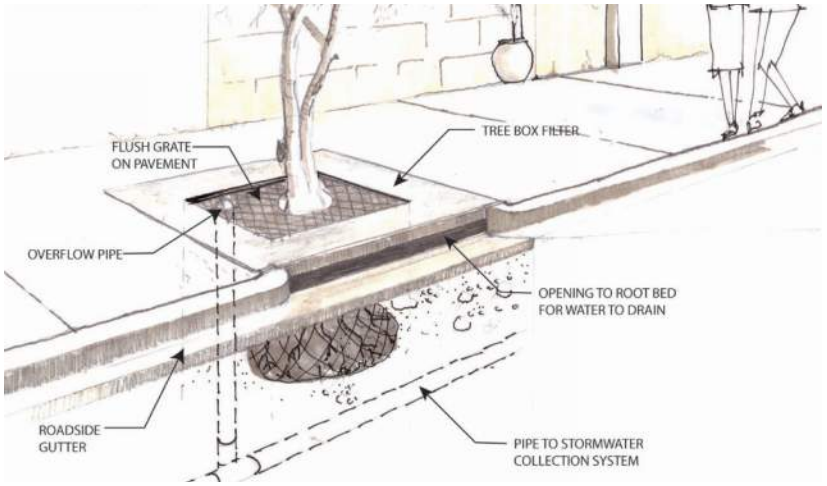
Permeable parking aisles reduce runoff, enhance infiltration



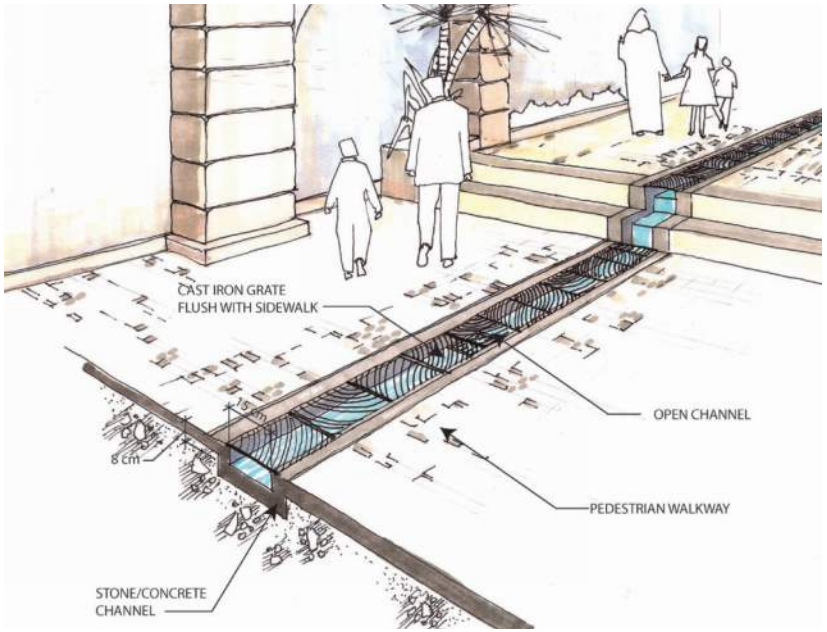
Flow through planters create opportunities for habitat and ecology to be created and provide the public with shade

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

Added via Administrative Approval 3.17.25

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-storm water 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]

Stormwater Policy 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 or 80th percentile 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".

The proposed stormwater management policies for Midtown are put into practice as follows:

A. Stormwater Management Requirements. All new development will be designed and required to implement stormwater management systems that capture and manage the 90th percentile storm event, defined as a rainfall depth of 0.80 inches, onsite.

- Development proposals shall include a technical memorandum with all supporting documentation, modeling results, and drainage calculations related to the feasibility analysis for complying with the stormwater management requirements, which shall be addressed and submitted to the City as part of the development review process.
- All stormwater management documentation and supporting analysis shall be prepared and signed by a registered engineer licensed in the State of New Mexico.

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

2. Final Stormwater Strategic Compendium Section 11.

B. Non-Compliance with 90th Percentile Storm Management

- In the event that the proposed development is unable to manage the 90th percentile storm onsite, a technical memorandum must be submitted to the City for consideration. The technical memorandum shall include a comprehensive analysis detailing the infeasibility of meeting the discharge requirements for the 90th percentile storm event onsite.

C. Stormwater Variance Requests and Associated Fees

- Development proposals seeking a variance from the 90th percentile storm management requirement may be subject to additional stormwater management fees. The specific fee assessment shall be determined by the City at the time of the variance request.

D. Minimum Stormwater Management Requirements

- Development proposals unable to comply with the 90th percentile storm management requirement shall, at a minimum, manage the 80th percentile storm event, defined as a rainfall depth of 0.50 inches, onsite.

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.

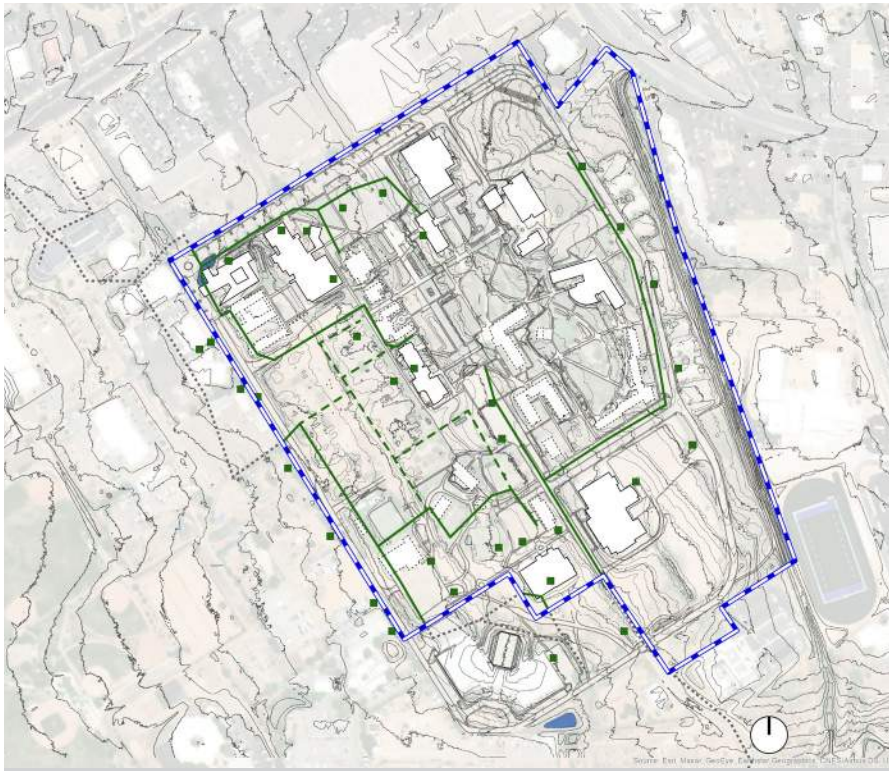
Table 6.2.A Current City Policy		Proposed The Midtown Site Policy	Additional Notes
Peak Mitigation + Detention / Flood Control			
Design Storm: 100-year, 24-hr storm for post development should not exceed pre development conditions at the Midtown Site outfall.	Post-project peak flows cannot exceed existing 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:** Infiltration galleries and trenches to be designed to convey the 10-yr 24 hr Drainage channels 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

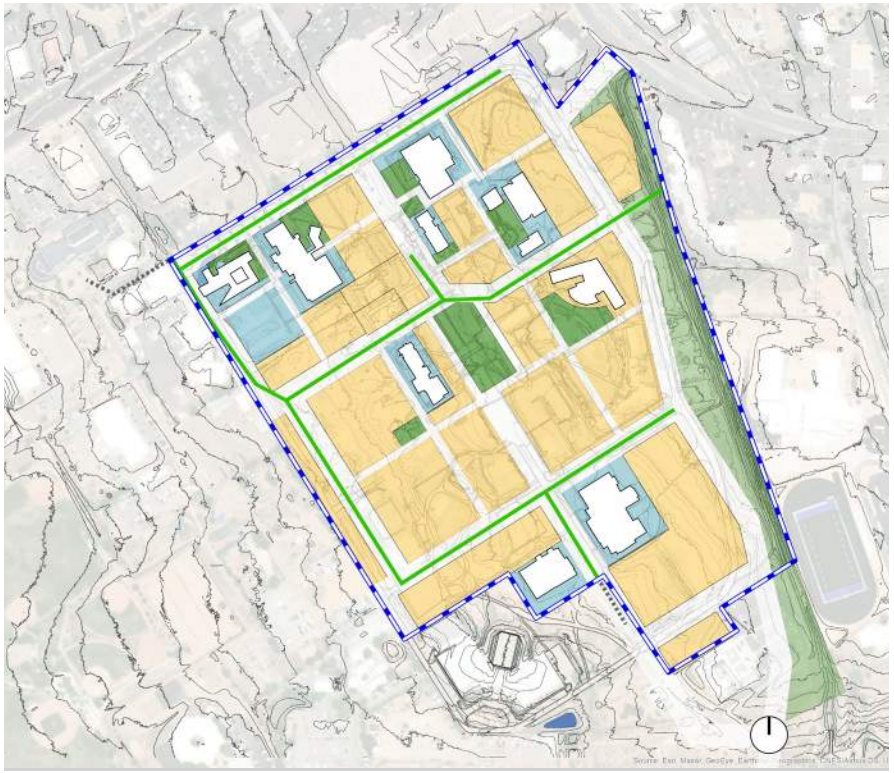
Legend

- 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

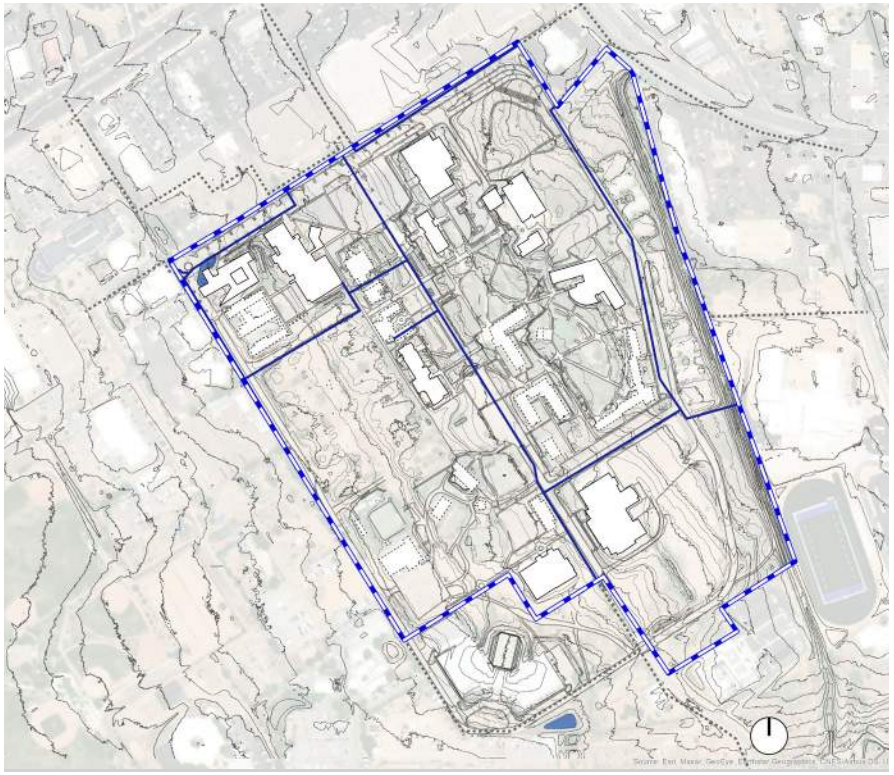
- The Midtown Site
- Proposed Sewer Lines
- Proposed Sewer Lines outside Project Area

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.



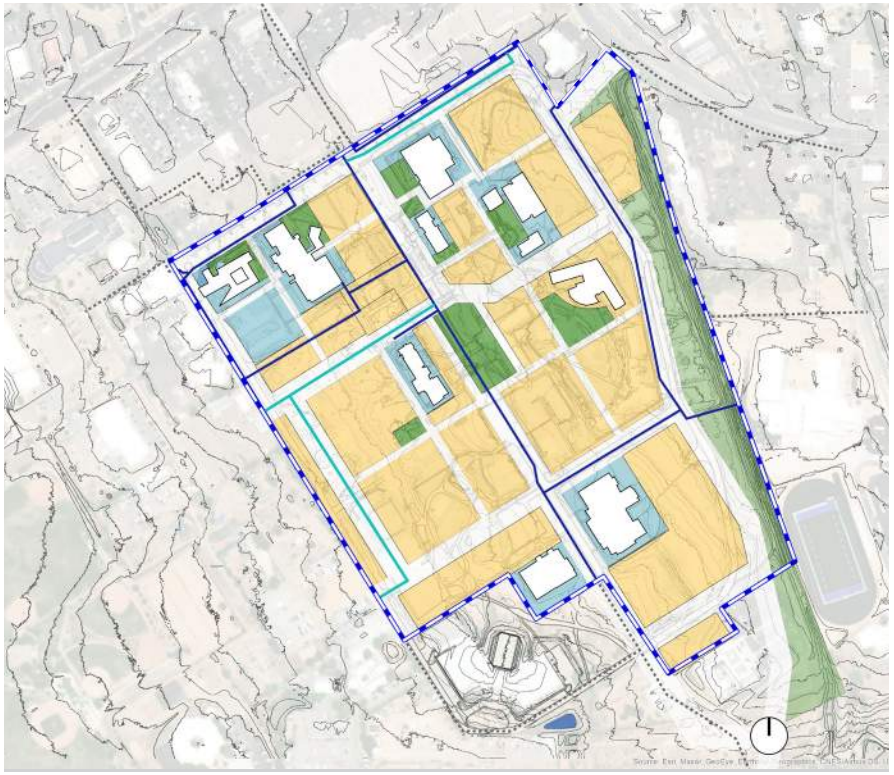
Existing Potable Water

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.

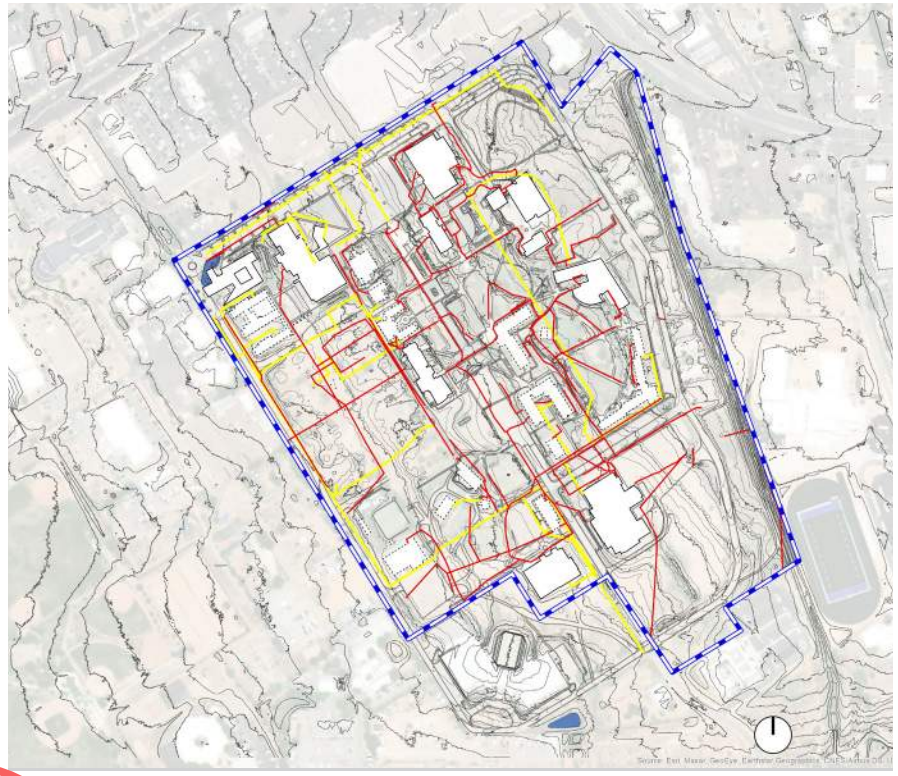
Energy Vision

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.

Alternative Energy Sources

Solar Photovoltaic System. New construction standards on Midtown development sites require the installation of a solar photovoltaic (PV) system on the roof area of the building, or on the development site, to provide electricity to newly constructed buildings. A roof is considered all outside coverings of a building or structure, including the structural supports, decking, and top layer exposed to the outside, at all levels of building, excluding roof area designated for skylights. For each new building, this energy standard shall be met by implementing one of the following approaches, whichever provides a greater supply of electricity.

- At least fifty percent (50%) of the roof area shall be dedicated to a PV a photovoltaic system; or
- At least fifty percent (50%) of the building's energy needs shall be estimated to be provided by the on-site PV system, as provided in energy calculations submitted by a certified engineer.



Existing Electrical + Gas Lines

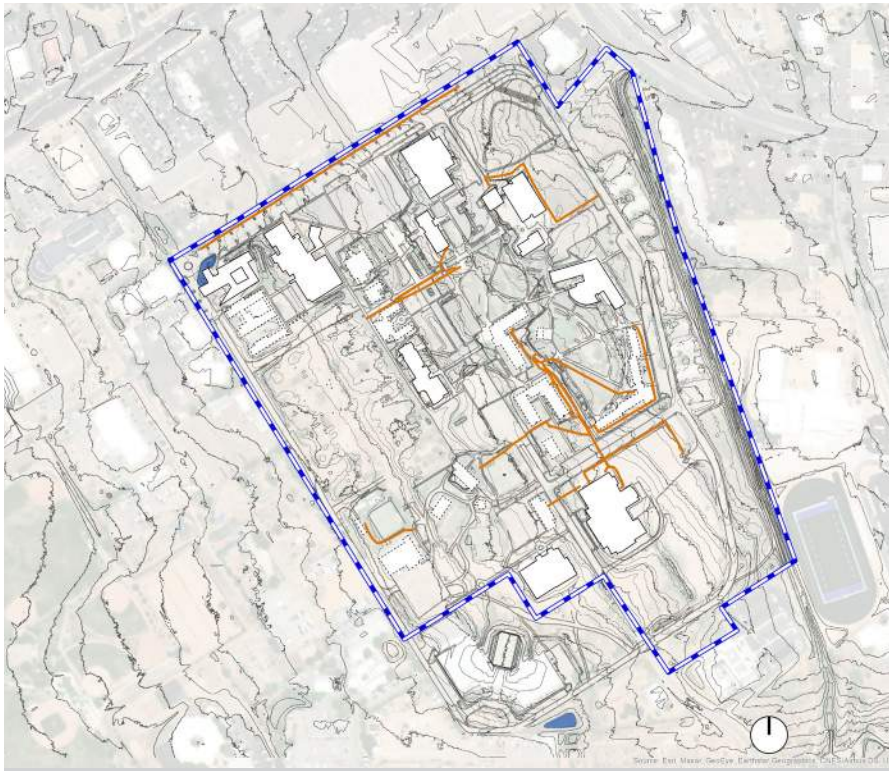
Legend

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

Added via Administrative Approval 3.17.25

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.


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



7. Appendices

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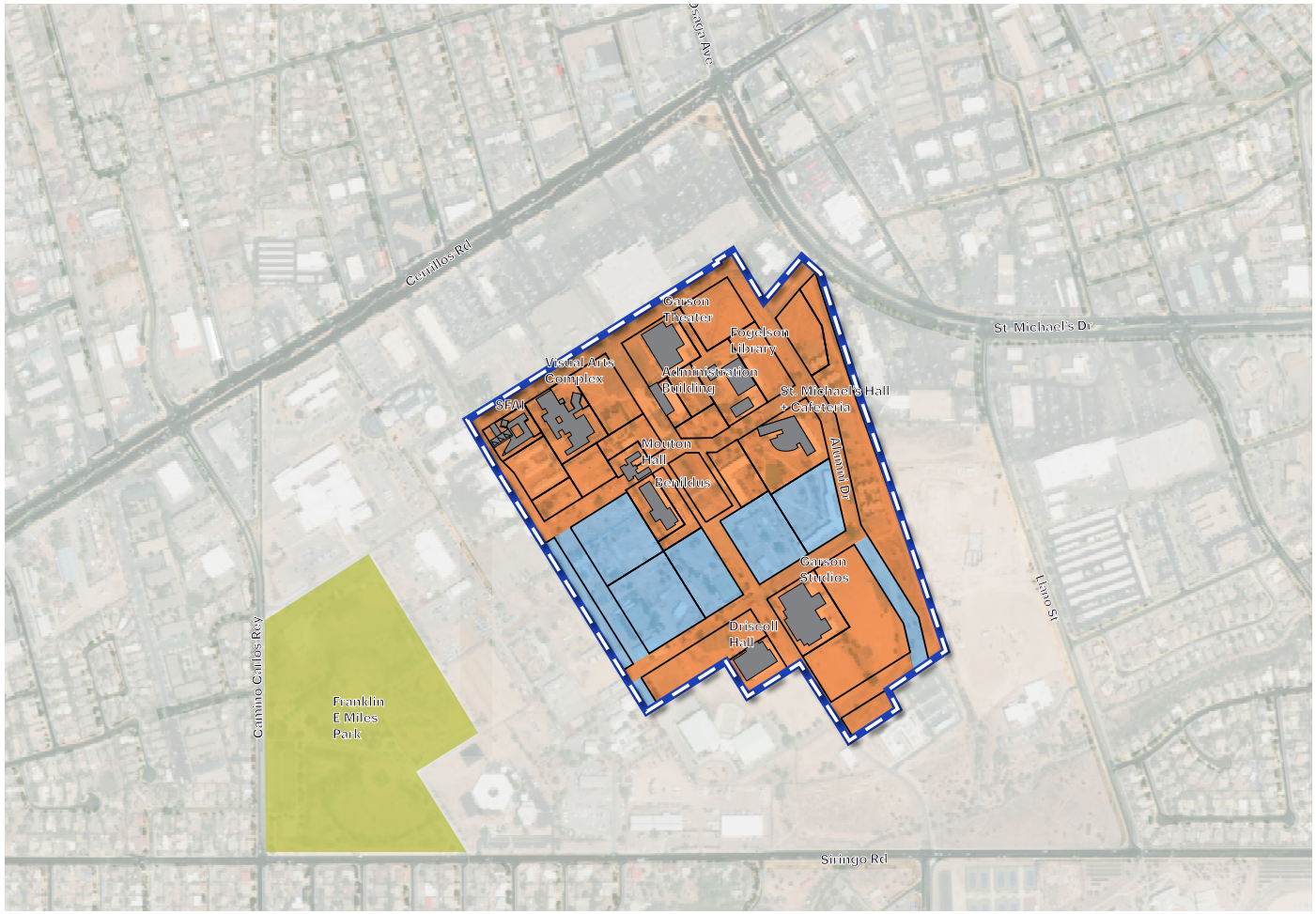
7.1 Map Series

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
- Pursuant to the Midtown Overlay Zoning District requirements for "Qualifing Projects"



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

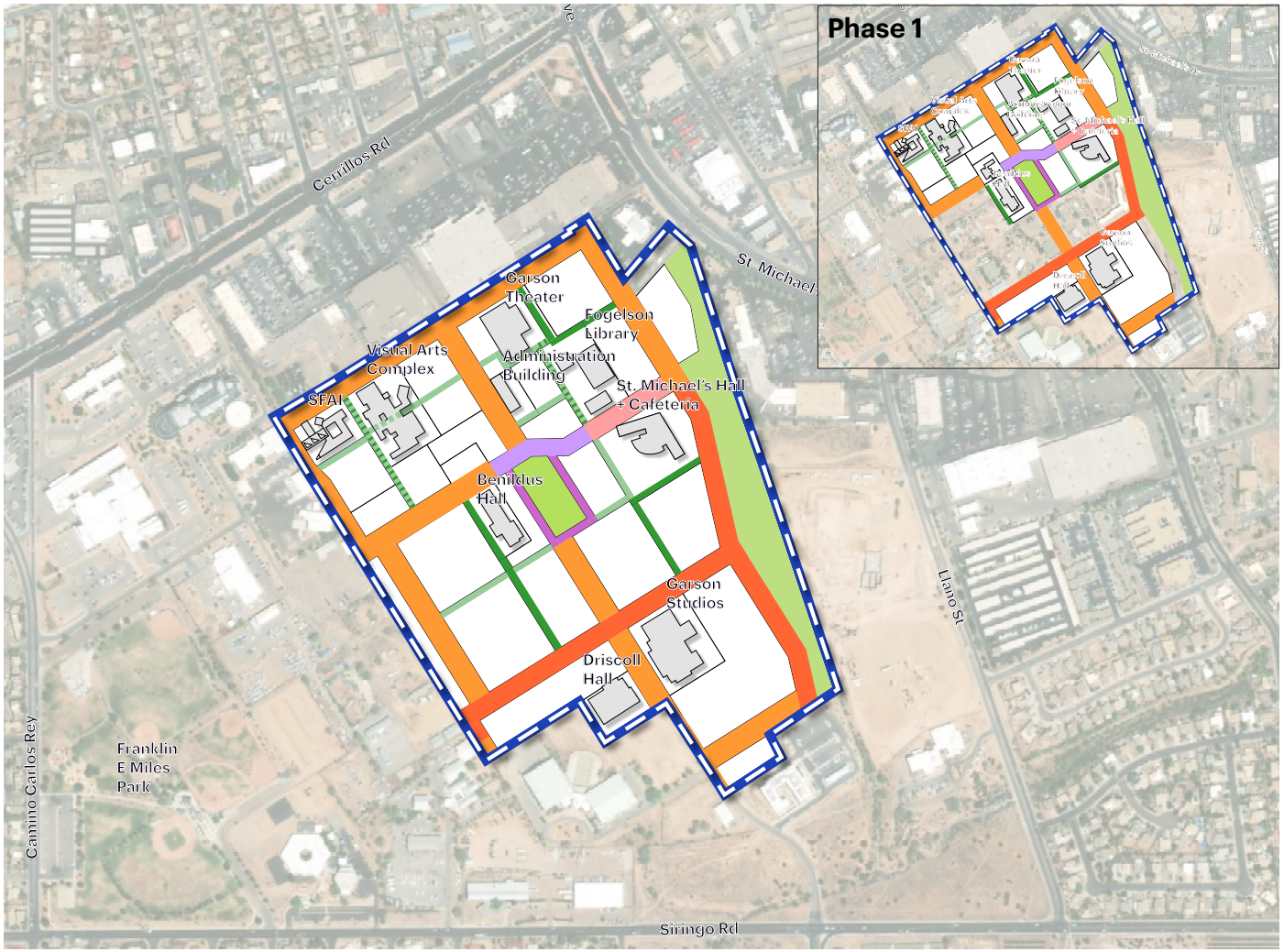
Paseo or Living Alley

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
- Streets with Existing or In-design Phase Bike Facilities, MPO
- 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.

Midtown Master Plan – Administrative Approval

The Midtown Redevelopment Authority requested administrative minor modifications to the Midtown Master Plan approved November 30, 2022 (Resolution 2022-68) as of February 10th, 2025. The following provisions in the Midtown Master Plan and SFCC granted the Land Use Director power to administratively approve these as of March 17, 2025.

Midtown Master Plan Modifications

Section 5.2A	**Neighborhood Street**	p. 96
	Add text "Street widths and on-street parking layout will be subject to field testing and adaptable to site conditions"	
	Change maximum Right-of-Way width from 94' to 82'	
	Change maximum Sidewalk width from 16' to 10'	
Section 6.2	**Policy for the Midtown Site + Surrounding Area**	p. 173
	Change title "Proposed Policies for the Midtown Site" to "Stormwater Policy for the Midtown Site"	
	Delete text under "Proposed Policies for the Midtown Site" and insert new text requiring that all new development will be required to implement stormwater management systems that capture and manage the 90th percentile storm event.	
Section 6.3	**Alternative Energy - Photovoltaics**	p.180
	Insert new sub-section title: "Alternative Energy Sources"	
	Under "Alternative Energy Sources" insert new text requiring that all new construction standards on Midtown development sites require the installation of a solar photovoltaic (PV) system on the roof area of the building, or on the development site, to provide electricity to newly constructed buildings	

Chapter 14 Land Use Director Approval Authority

Administrative changes within the Midtown Master plan shall be facilitated through minor modifications and or administrative deviations as determined by SFCC 14-2.11(C).

Minor Modification *SFCC 14.2-11(C)2*

The land use director may approve minor quantitative and qualitative modifications on an approved master plan, development plan, subdivision plat , special use permit or other development approval, subject to the following:

Midtown Master Plan – Administrative Approval

a. written request by the applicant explaining the need for the modification;
b. written finding by the land use director that the modifications do not substantially change the function or appearance of the development , and will not result in any negative health or safety impacts on the community or negatively impact a neighboring property ;
c. the minor modification may not allow increased density or allow uses not otherwise shown on the approved plan or plat ; and
d. the minor modification complies with all standards and requirements of Chapter 14, except as otherwise allowed by this section.

The Planning Commission is empowered by SFCC 14-3.9 to recommend the amendment of Master Plans to the Governing Body. Additional amendment requests will be pursued through a Master Plan amendment application with the City of Santa Fe Metropolitan Redevelopment Agency as the applicant.

To: Heather Lamboy, Land Use Director

From: Lisa Gavioli, Senior Project Manager, NV5 *(agent for Metropolitan Redevelopment Agency)*

Via: Daniel Hernandez, Metropolitan Redevelopment Agency Director; Carly Venditti, Asset Development Manager

Date: July 1, 2025

Re: Midtown Master Plan Administrative Minor Modifications

Good afternoon, Heather,

The Metropolitan Redevelopment Authority (MRA) is requesting administrative minor modifications to the Midtown Master Plan approved November 30, 2022 (Resolution 2022-12). Per SFCC §14-2.11(C)(2), the Land Use Director may approve "minor quantitative and qualitative modifications on an approved master plan, development plan, subdivision plan, *special use permit* or other development approval, subject to the following:

a) Written request by the applicant explaining the need for the modification.
b) Written finding by the land use director that the modifications do not substantially change the function or appearance of the development, and will not result in any negative health or safety impacts on the community or negatively impact a neighboring property;
c) The minor modification may not allow increased density or allow uses not otherwise shown on the approved plan or plat; and
d) The minor modification complies with all standards and requirements of Chapter 14, except as otherwise allowed by this section."

Accordingly, the MRA requests such minor modifications to the Midtown Master Plan in order to facilitate smooth implementation of the plan in alignment with the vision for the Midtown Property, as described below.

PROPOSED MINOR MODIFICATIONS

Section 5.2: Thoroughfare Standards: 5.2A Neighborhood Street (Page 96)

The dedication of right-of-way and utility planning throughout the Midtown Site required the revision of the throughway type 5.2A Neighborhood Street. This right-of-way was previously designated with a total width of 94', comprised of vehicle traffic lanes, bicycle lanes, parking lanes with curb extensions, sidewalks, stormwater infrastructure, and a landscaped zone. However, after further analysis by the roadway and infrastructure team, including the City's Public Works Department, it was determined that a modification was needed to the sidewalk widths in the Neighborhood Street throughway type. The proposed Minor Modification provides for a reduced right-of-way at 82', resulting from the reduction of sidewalk widths to 10' on each side of the street rather than the originally approved 16'.

Section 5.2 Roadway Width Reduction at Certain Location. The Minor Modification is a required reduction of the roadway width adjacent to the west of Tract P1.a and Tract P1.b. This will allow for the continuous development of the exterior thoroughfare along Tracts P1.a and P1.b adjacent to Santa Fe Art Institute's proposed Makers Space within the Visual Arts Center campus. A roadway width reduction will allow for increased green space in front of the makers space and allow for infrastructural continuity.

Section 6.2: Policy for the Midtown Site + Surrounding Area 6.2 (Page 173)

Stormwater Management Requirements

The proposed Stormwater Policy originally required private developments to design flood control management set at a minimum 80th percentile and an aspirational 90th percentile. The proposed Minor Modification requires that all new developments manage 90th percentile storm events—defined as 0.80 inches of rainfall onsite. The new text was prepared by a member of the Development Review Team (DRT) from River and Watershed Management in consultation with the infrastructure team.

This modification will eliminate existing text under "Proposed Policies for the Midtown Site," and insert a new title "Stormwater Policy for the Midtown Site" and text requiring all new development will be required to implement stormwater management systems that capture and manage the 90th percentile storm event. The proposed stormwater management policies for Midtown are put into practice, as follows:

A. *Stormwater Management Requirements. All new development will be designed and required to implement stormwater management systems that capture and manage the 90th percentile storm event, defined as a rainfall depth of 0.80 inches, onsite.*

    1. *Development proposals shall include a technical memorandum with all supporting documentation, modeling results, and drainage calculations related to the feasibility analysis for complying with the stormwater management requirements, which shall be addressed and submitted to the City as part of the development review process.*

    2. *All stormwater management documentation and supporting analysis shall be prepared and signed by a registered engineer licensed in the State of New Mexico.*

B. *Non-Compliance with 90th Percentile Storm Management*

    1. *In the event that the proposed development is unable to manage the 90th percentile storm onsite, a technical memorandum must be submitted to the City for consideration. The technical memorandum shall include a comprehensive analysis detailing the infeasibility of meeting the discharge requirements for the 90th percentile storm event onsite.*

C. Stormwater Variance Requests and Associated Fees

1. *Development proposals seeking a variance from the 90th percentile storm management requirement may be subject to additional stormwater management fees. The specific fee assessment shall be determined by the City at the time of the variance request.*

D. Minimum Stormwater Management Requirements

1. *Development proposals unable to comply with the 90th percentile storm management requirement shall, at a minimum, manage the 80th percentile storm event, defined as a rainfall depth of 0.50 inches, onsite.*

Section 6.3: Other Utilities + Infrastructure 6.3 (Page 180)

Alternative Energy - Photovoltaics

The Master Plan provides for eliminating gas as an energy source and the development of electric infrastructure and building requirements. The City's Public Works Department has proposed a policy that allows flexibility in alternative energy sources with a focus on photovoltaics (PV) under a new sub-section title "Alternative Energy Sources." Under the proposed Minor Modification, solar photovoltaic (PV) systems for new buildings must meet one of the following approaches that provides the greatest supply of electricity:

- At least fifty percent (50%) of the roof area shall be dedicated to a PV; or
- At least fifty percent (50%) of the building's energy needs shall be estimated to be provided by the on-site PV system, as provided in energy calculations submitted by a certified engineer.

Minor Modification Approval Criteria Responses

The Metropolitan Redevelopment Agency (MRA) is requesting approval for a minor modification to the existing Midtown Master Plan to allow for implementation that aligns with site conditions and sustainability best practices and maintains alignment with the development vision for the Midtown Property. Below are the MRA's responses to each of the approval criteria for minor modifications, as specified in SFCC §14-2.11(C)(2).

a) Need for modifications: The Master Plan was approved in 2022 with the intention that the implementation of the plan would be dynamic and incremental, adapting to conditions according to site and market conditions. Section 3 of the Master Plan describes the Plan as a model for equitable development and sustainable urbanism—one that creates a mixed-use center. In the process of establishing the parcels for development on the blighted site, the proposed modifications are necessary to adapt roadway, stormwater, and photovoltaic standards to current site-specific conditions.
b) Modifications do not substantially change the function or appearance of the development and will not result in negative health or safety impacts on the community or neighboring properties: The proposed

changes will not substantially alter the function or appearance of the development pursuant to the Master Plan, nor will they result in health or safety impacts to the community or neighboring properties.

1. Reducing the right-of-way width west of Tracts P1.a and P1.b. maintains pedestrian, bicycle, and vehicle access as outlined in Section 5.2 of the Master Plan, while allowing for expanded green space in front of the Makers Space and improved infrastructure continuity.
2. Enhanced stormwater retention—meeting the 90th percentile threshold—will also reduce runoff onto adjacent properties during rain events.
3. Proposed photovoltaic standards allow for smooth implementation of alternative energy at Midtown without negative impacts to the performance or appearance of resulting buildings.

c) Minor modification will not allow increased density or allow uses not otherwise show on the approved plan: The proposed Minor Modifications do not increase density or introduce any uses not already permitted under the approved Master Plan (Resolution 2022-12), which maintains the mixed-use development.

d) Minor modifications will comply with all standards and requirements of Chapter 14: The regulatory design standards established in the Master Plan are complimentary and supplemental to existing SFCC Chapter 14 regulations, including the Midtown Local Innovation Corridor (LINC). All Minor Modifications will comply with standards and requirements in SFCC Chapter 14.

Conclusion

Thank you in advance for your review and attention to this request. Please let us know if you need any additional information or clarifications. I can be reached at 505-362-8294 or lisa.gavioli@nv5.com, and Carly Venditti can be reached at 505-795-0675 or cavenditti@santafenm.gov.

Attachment: Midtown Master Plan, revised 3.17.2025



Midtown Master Plan (the Land Development Plan)

MIDTOWN SANTA FE

City of Santa Fe

Revised Draft

March 7, 2025

OPTICOS

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Why this Plan?	**1.2** Purpose of the Midtown Master Plan
What this Plan will accomplish?	**1.3** Mission + Development Vision
How this Plan works with other existing plans + standards?	**1.4** Relation to Existing Plans, Policies + Regulations
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The Midtown Site in context	**2.1** Regional Considerations + The Site History
Existing conditions at the Midtown Site	**2.2** Site Considerations
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Strategies for improving connectivity	**3.2** Connectivity + Mobility
Strategies for managing stormwater	**3.3** Integrated Stormwater Management
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What is place-based design	**3.6** Place-based Approach
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When and where streets get built → **4.2** Connectivity + Mobility Phasing

Ideas for making great streets at the Midtown Site → **4.3** Multimobility Best Practices

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Why new development standards for the Midtown Site?	**5.1** Purpose + Intent
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Allowed uses at the Midtown Site	**5.5** Sub-zone Standards
Standards on setbacks, frontage types, height, + other design elements	**5.6** Facade Zone Standards
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Chapter 7 Appendix

Referenced Maps → **7.1** Map Series

Phasing Diagram, Zoning Framework - Facade Zones, Open Space Framework, Thoroughfare Network Framework, Transit + Access Framework

Adopted by Reference → **7.2** Midtown Infrastructure Report





1. Purpose + Intent

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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

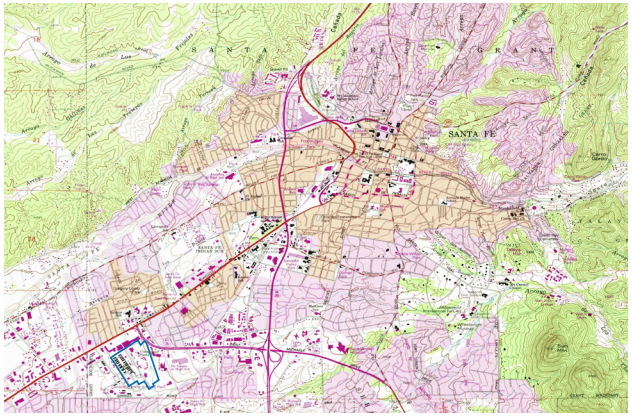
This Plan documents the community and stakeholder-driven long-term vision for the Midtown Site (the Site) in central Santa Fe. Once home to the Santa Fe University of Art and Design (SFUAD), investment has not occurred at the Site since the SFUAD closure. The future development of the Site creates an 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.

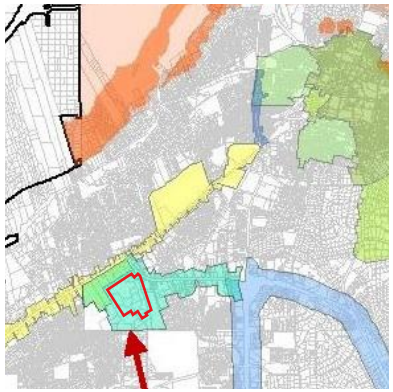
The Plan guides the revitalization of the former campus (Santa Fe University of Art and Design, SFUAD) to create a new center for Santa Feans that celebrates the City's rich history and culture. The Site's central location can provide a new center for Santa Fe, where civic services and amenities are 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.



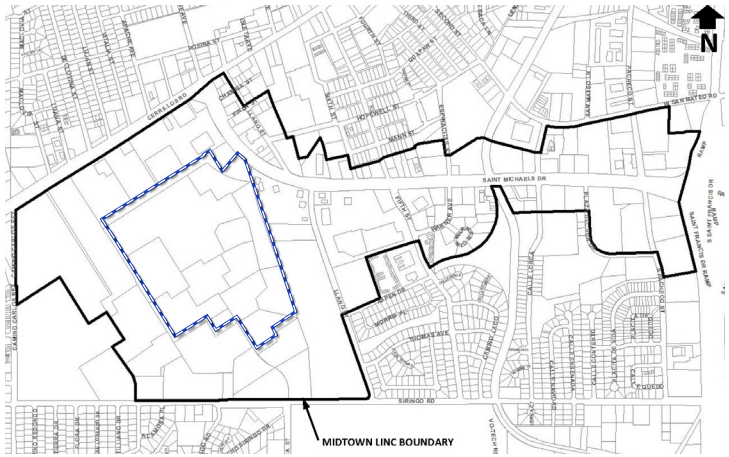
An illustrative vision of St. Michael's Dr. shows the type of walkable, higher-intensity development envisioned by the Midtown LINC Zoning Area.

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

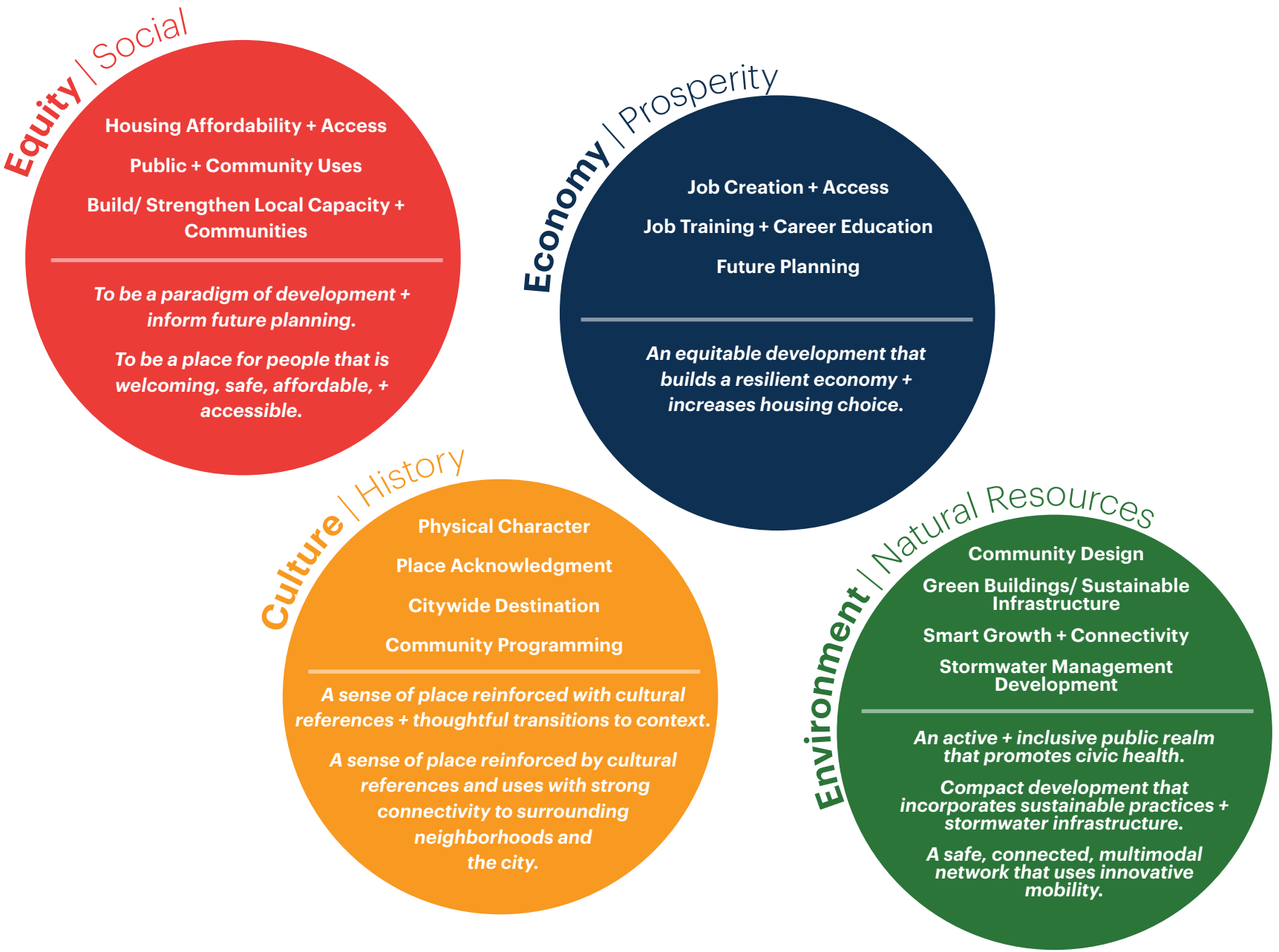
More than 2,800 people shared their ideas for the Site as part of the initial outreach process, which concluded in 2018. Based on the input received, four elements were identified to guide sustainable development:

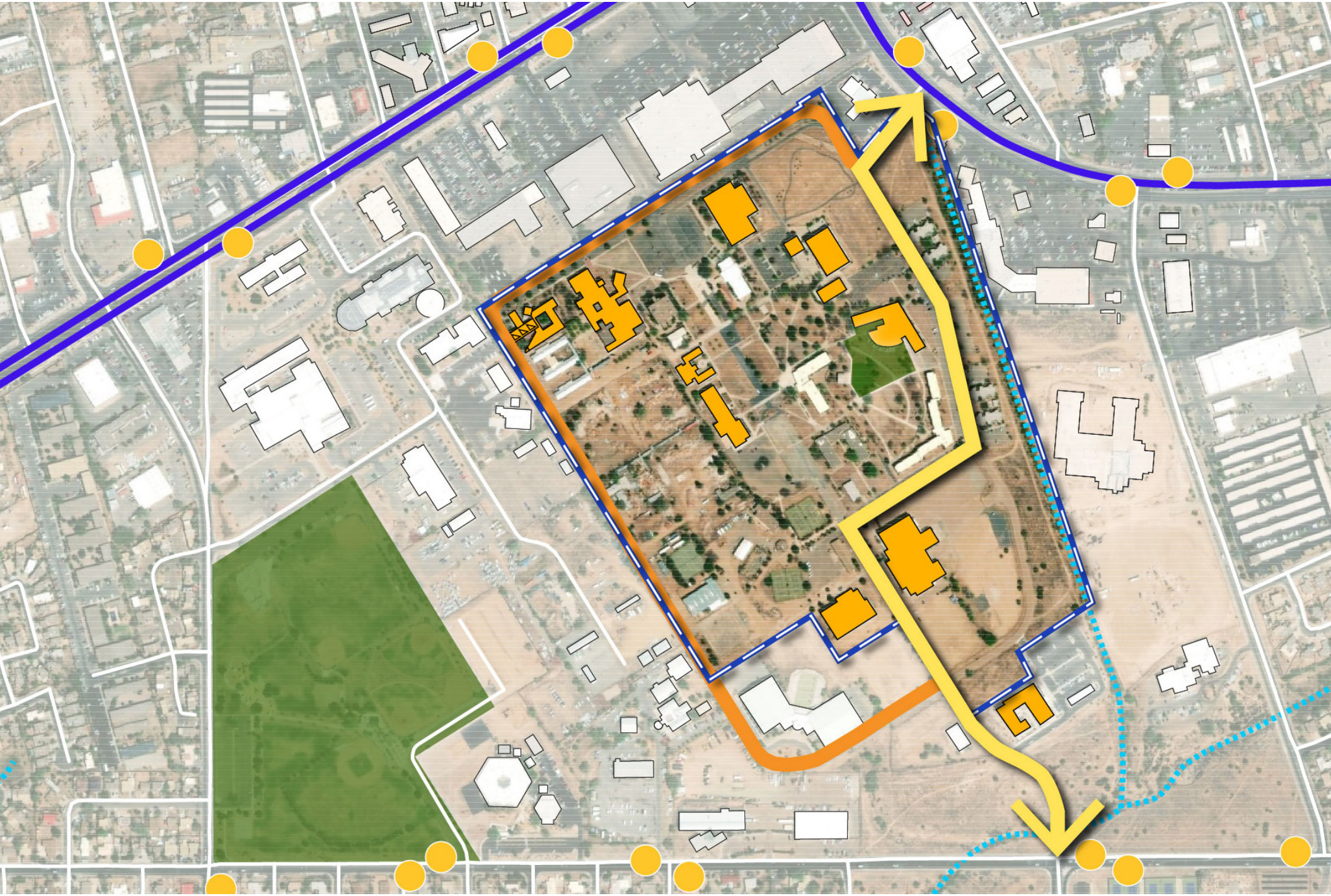
- Equity;
- Environment;
- Economy, and
- Culture.

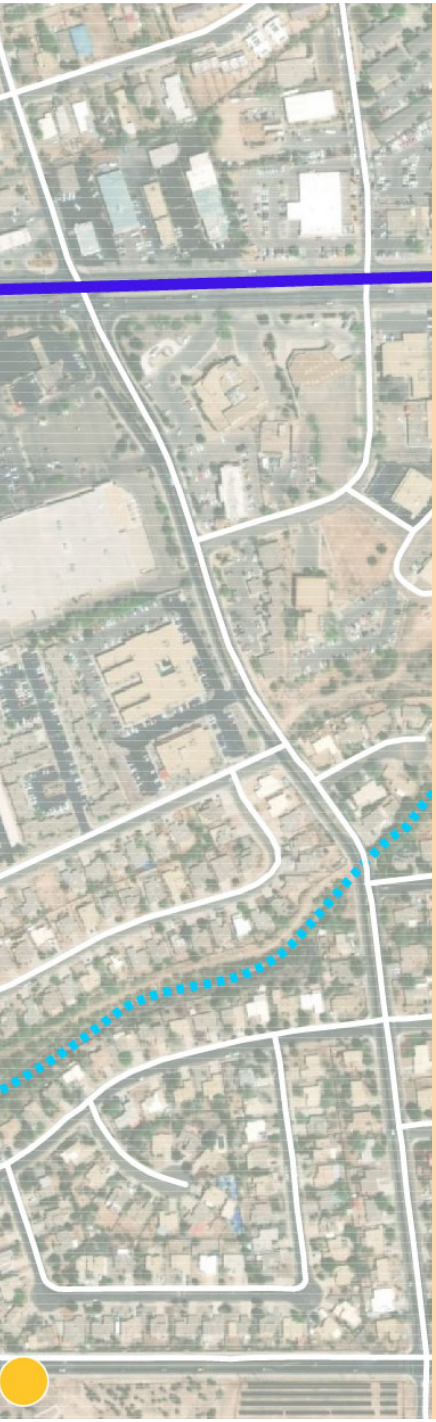
These four elements have informed the vision and standards described in this Plan. Goals and objectives for each of the four sustainable development elements are described on the facing page.

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

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2.2 Site Considerations 30

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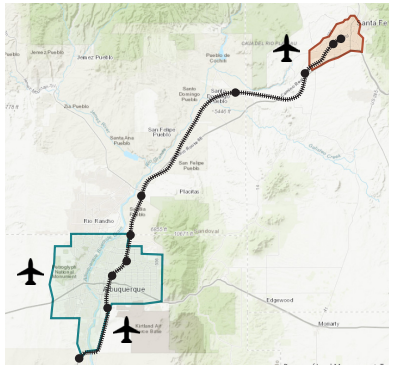
2.1 Regional Considerations + Site History



Legend

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

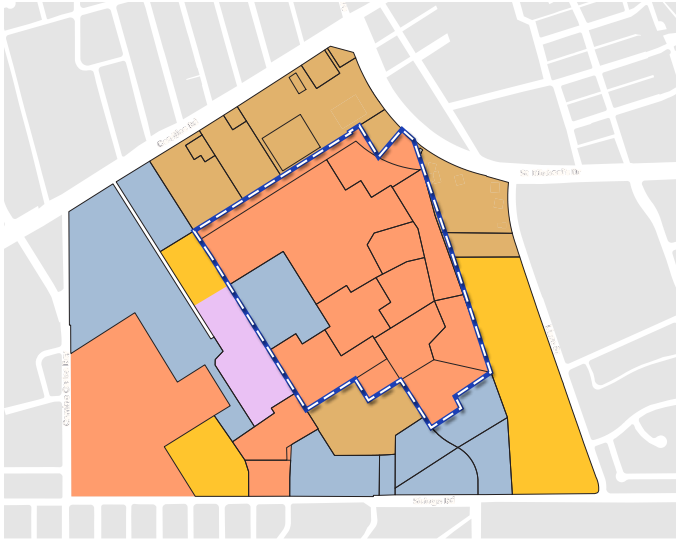
Geographic Setting

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 connections shall be constructed or dedicated without the express consent of the affected adjacent property owner.



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.

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 historically served 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, 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 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.

The Midtown Site served as an institutional anchor for Santa Fe, starting in 1943 with the Bruns Army Hospital which employed more than 1,000 Santa Feans along with 500 military men and 100 military nurses. After Bruns Army Hospital was decommissioned, half of the property was turned over to the Brothers of the Christian Schools, which established St. Michael's College, later renamed to the College of Santa Fe. Other portions of the original Army campus were turned over to local, state, and federal agencies. When the Christian Brothers College ceased operation in 2009, the City, with a commitment to preserve the civic and educational uses, purchased Midtown and leased it to a private, for-profit university, the Santa Fe University of Art and Design (SFUAD) in 2010. Due to significant financial challenges, SFUAD officially closed its doors in May of 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/

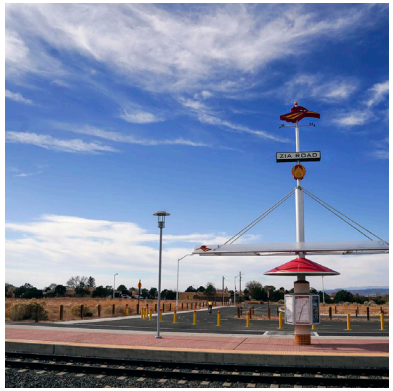


The Christian Brothers operated the College of Santa Fe on the Midtown Site until 2009.

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.

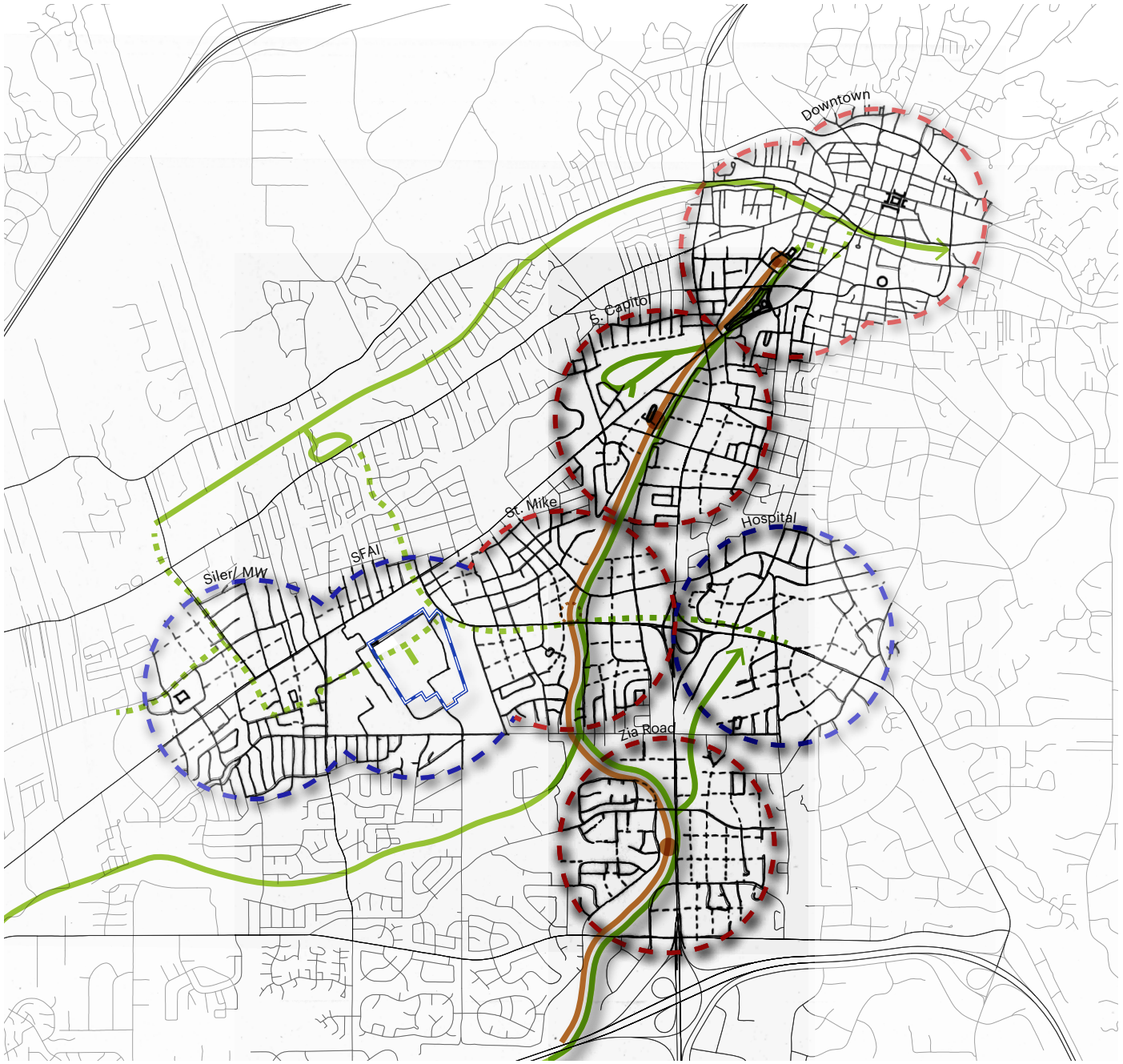
St. Michael's Dr. (St, Mike's)
St. Mike's is located at the center of Santa Fe and near the Midtown Site. It contains three significant corridors: St. Michael's Dr., 2nd St, and St. Francis Dr. Recently, this area has begun to experience redevelopment activity and has attracted new businesses and services.

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**

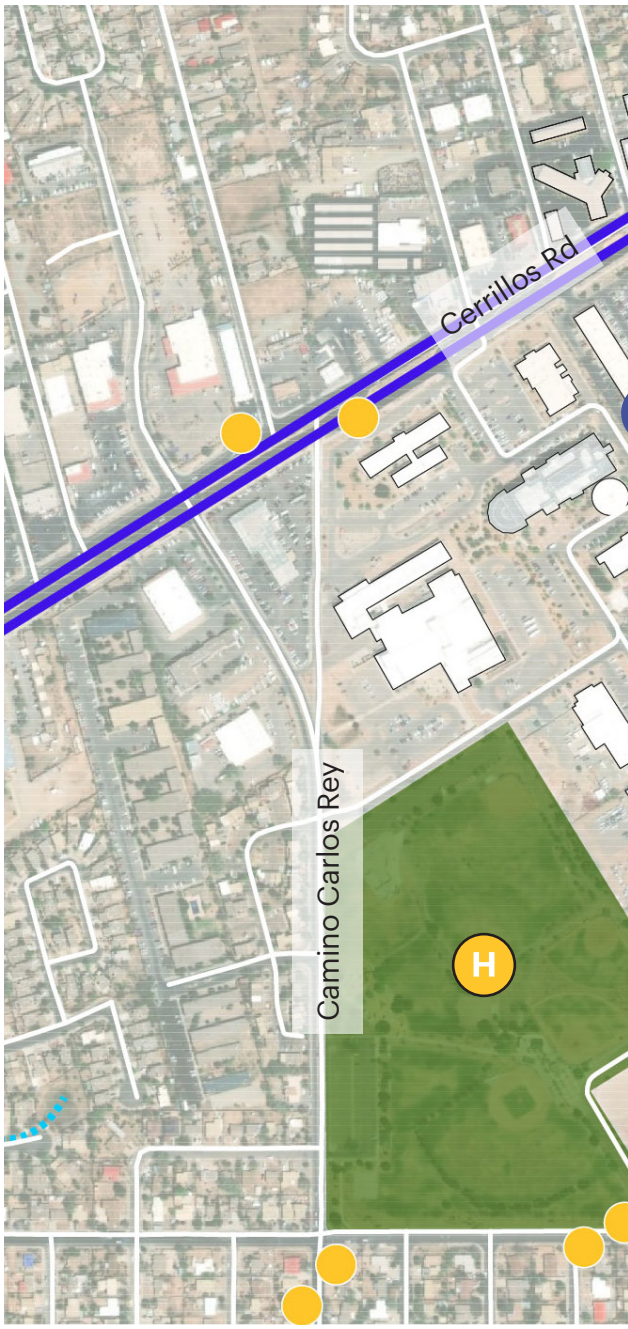


C **Some Infrastructure is Outdated**



D **Poor Stormwater Infrastructure**

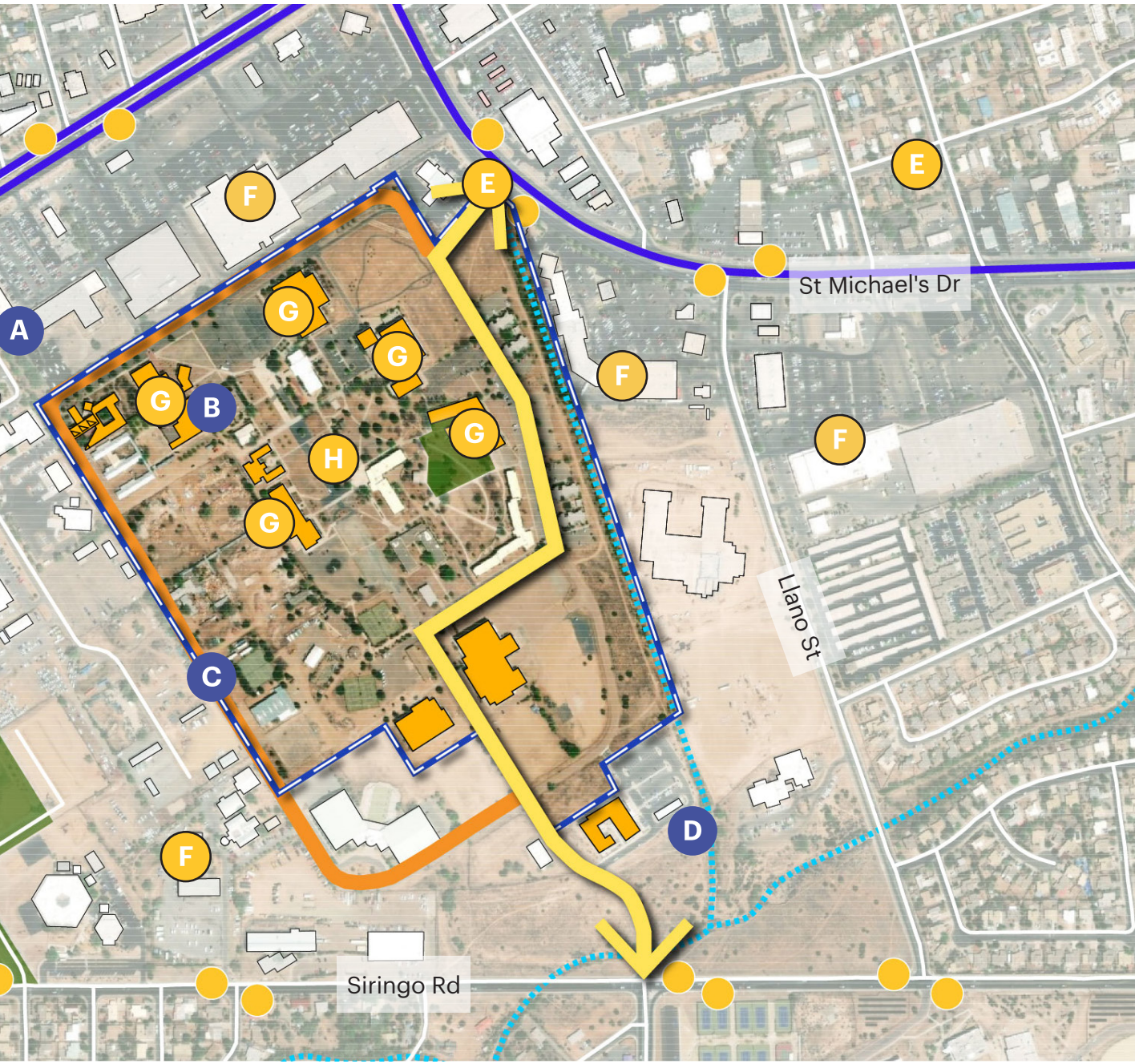




Existing Conditions

Legend

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

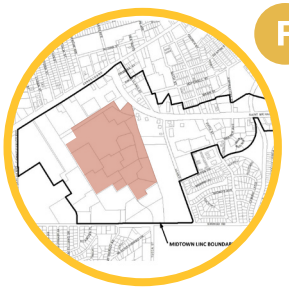


Opportunities



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

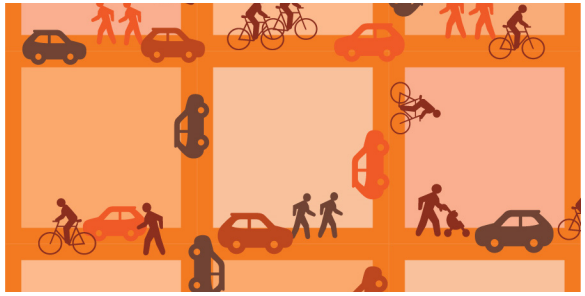


H

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

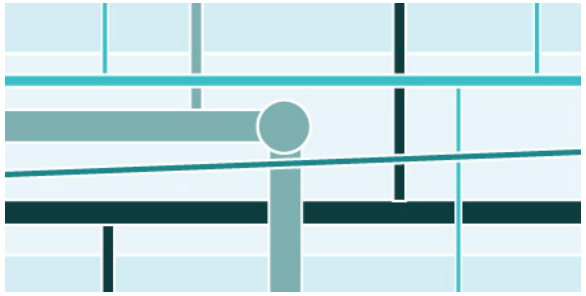
The quality of the Midtown Site public realm is inconsistent and does not provide a comfortable experience. Welcoming building frontages, wide sidewalks, street greenery, and lighting are lacking. The existing buildings and public realm do not relate in a coordinated manner, resulting in a disjointed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

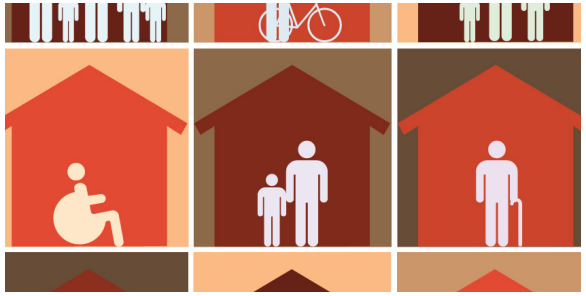
Internal pedestrian and bike connectivity at the Midtown Site are inconsistent, and there is limited access to nearby bus and rail connections. Existing pedestrian facilities are not readily accessible to and usable by people of varying abilities and people who require mobility assistance.

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.

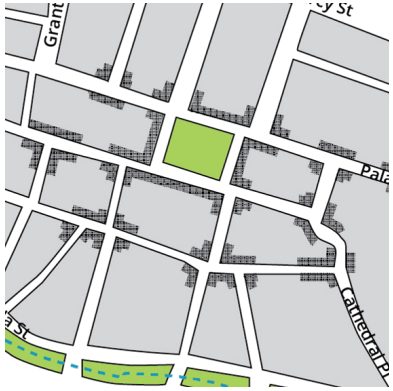
Opportunity

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').

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.

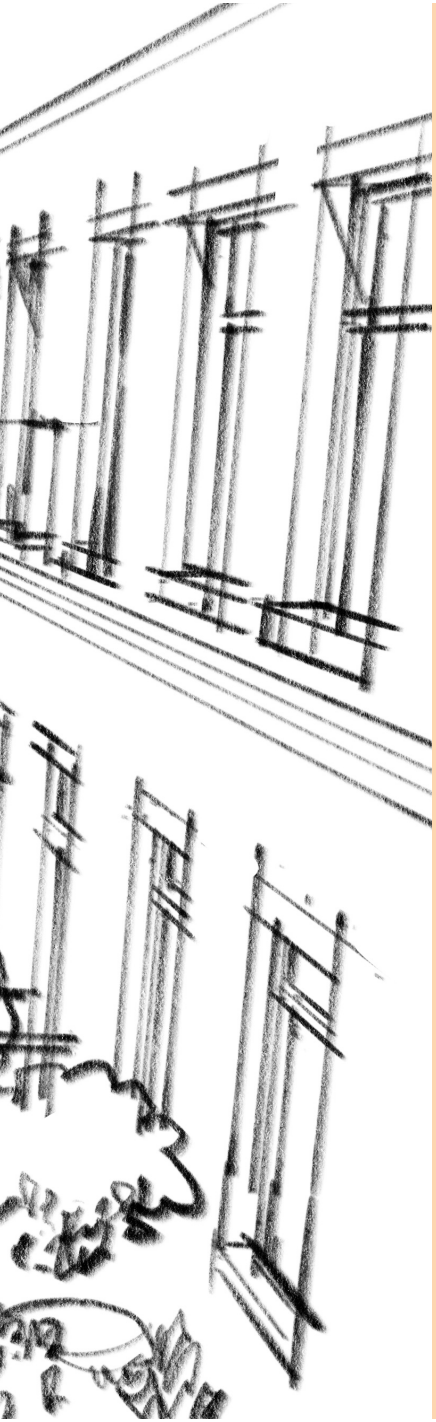


Climate-responsive Architecture
Santa Fe's architecture has adapted over time to include elements that contribute to temperature control through shading, cooling, and ventilating. The courtyard and the continuous arcade frontages help mitigate heat effects, protect from bad weather conditions, and provide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



Water as a Form-Giver
Water has always been a precious resource for New Mexicans. Settlements had to be constructed near water sources, which affected the location of historical patterns of development.





3. Urban Design Vision

In this chapter

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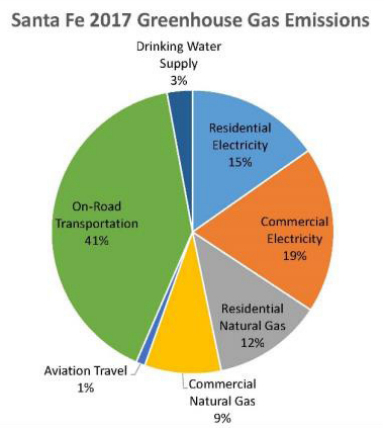
3.1 The Midtown Site Development Vision



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 connections shall be constructed or dedicated 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 connections shall be constructed or dedicated 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 runnels.
- **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 drainage channels, infiltration galleries/trench drains, and

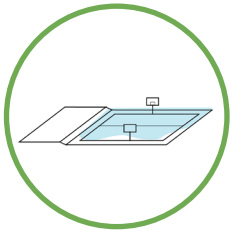
roadside bioswales, coupled with an underground storm drain system at the periphery of the Site.

- **Peak flow and volume mitigation** provided by the decentralized BMPs (bioretention, permeable surfaces, drainage channels) 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

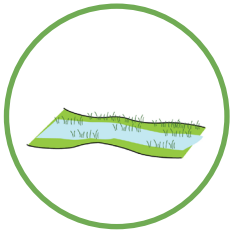
Integral to the success of the Midtown Site's stormwater and open space vision is the seamless integration of proposed stormwater strategies into the urban fabric, open spaces, and thoroughfare typologies described throughout this document. Successful integration will promote cross-cutting benefits within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



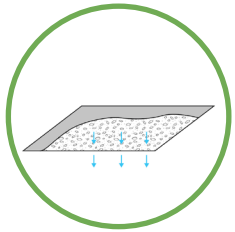
FLOODABLE SPACES

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.



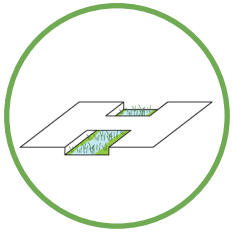
BIOSWALE

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



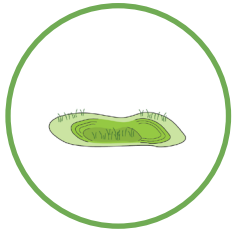
PERMEABLE PAVING

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.



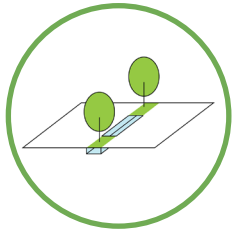
DRAINAGE CHANNELS

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



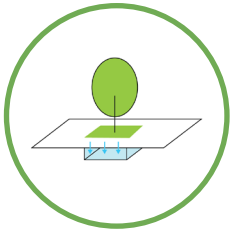
BIORETENTION AREAS

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



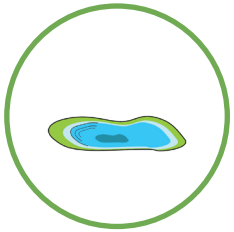
FLOW-THRU PLANTERS

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



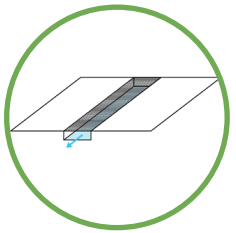
TREE BOX FILTER

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



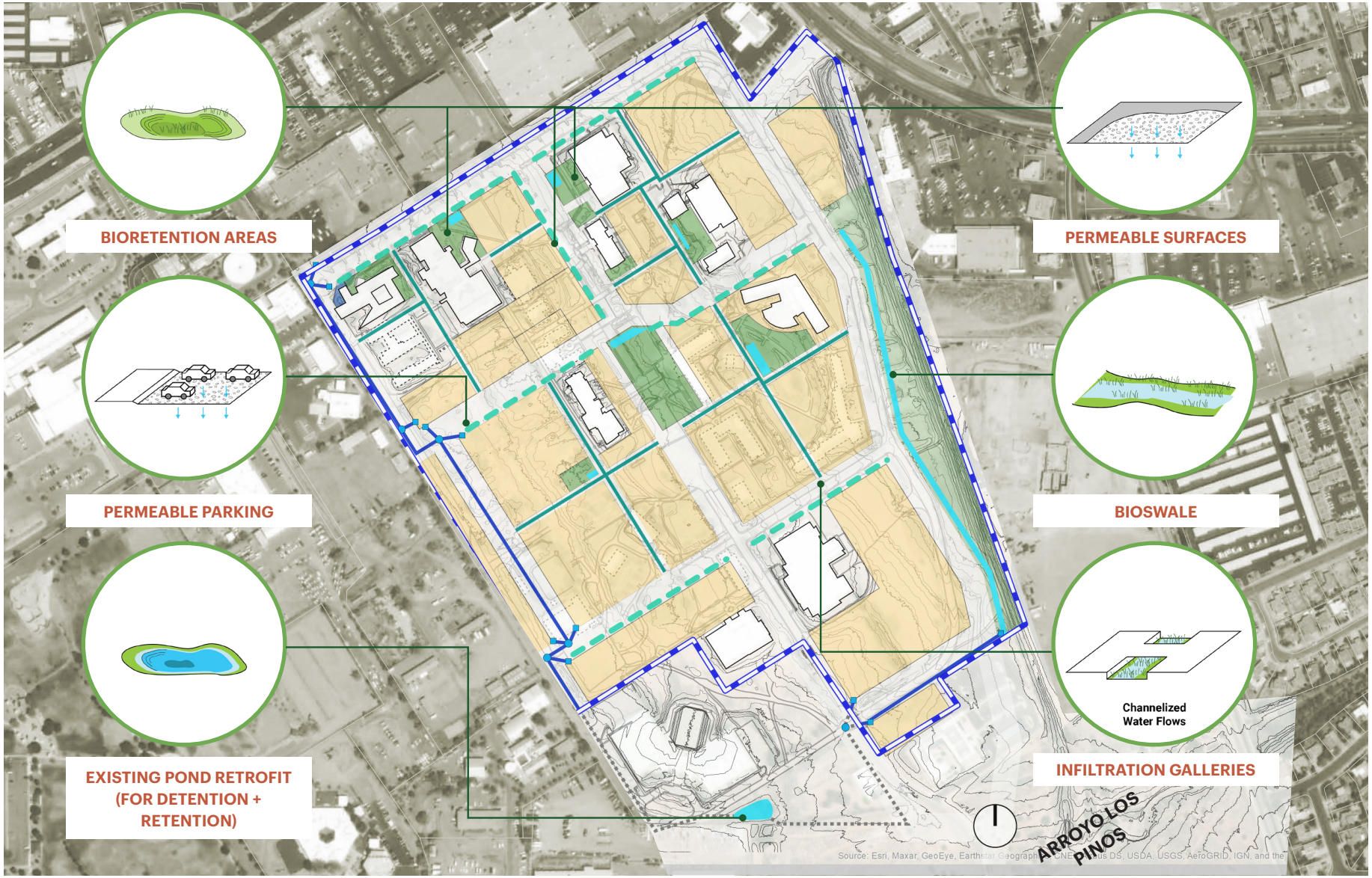
STORMWATER BASIN (EXISTING POND RETROFIT)

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



INFILTRATION GALLERIES / TRENCH DRAINS

Infiltration galleries 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/ Drainage Channel
- Stormwater Pipe
- Infiltration Galleries
- Bioswale
- Storm Catch Basins
- Storm Manholes
- Bioretention Areas

3.4 Civic + Open Spaces

Variety of Civic + Open Spaces

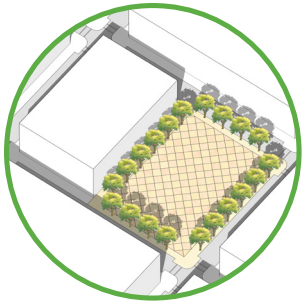
The Midtown Site includes a variety of civic and open spaces such as a grand plaza, pocket parks and plazas, a linear open space with trails, and intimate pedestrian paseos. The open space network is designed to be convenient to access, comfortable to use, and provide facilities and spaces for various 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.

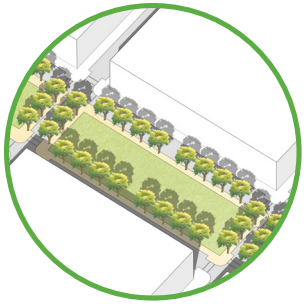
The civic spaces presented in this Section are regulated by standards included in Chapter 5 (Development Standards).

Objectives for Open Space Design

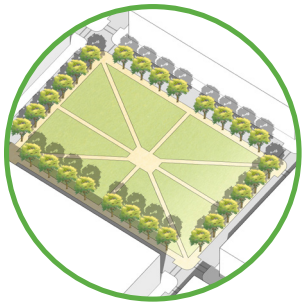
- Provide a variety of spaces to accommodate diverse uses and activities.
- Include facilities access safe and easy to access for pedestrians and people riding bikes.
- Provide shade and select tree species that thrive in Santa Fe.
- Design spaces for simple and cost-effective maintenance.
- Use principles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



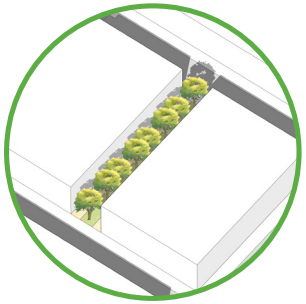
A Plaza *Community-wide focal space designed to accommodate both passive daily use and special community activities such as markets, community celebrations, and festivals.*



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



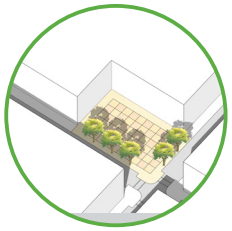
C Quad Park *An informal space where adjacent buildings provide a sense of enclosure. Pathways running through or around the space provide access through the park. Programmed areas are located among informal plantings or lawn/open areas.*



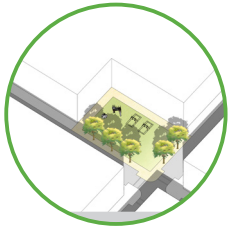
D Paseo *A pedestrian pathway that connects a street with another street or block interior is lined by ground floor entries to residential or live/work units and shopfront.*

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**

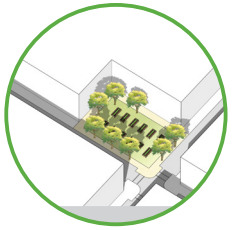
The following civic space types can be integrated with other types and/or used to satisfy open space requirements detailed in Chapter 5 (Development Standards).



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.

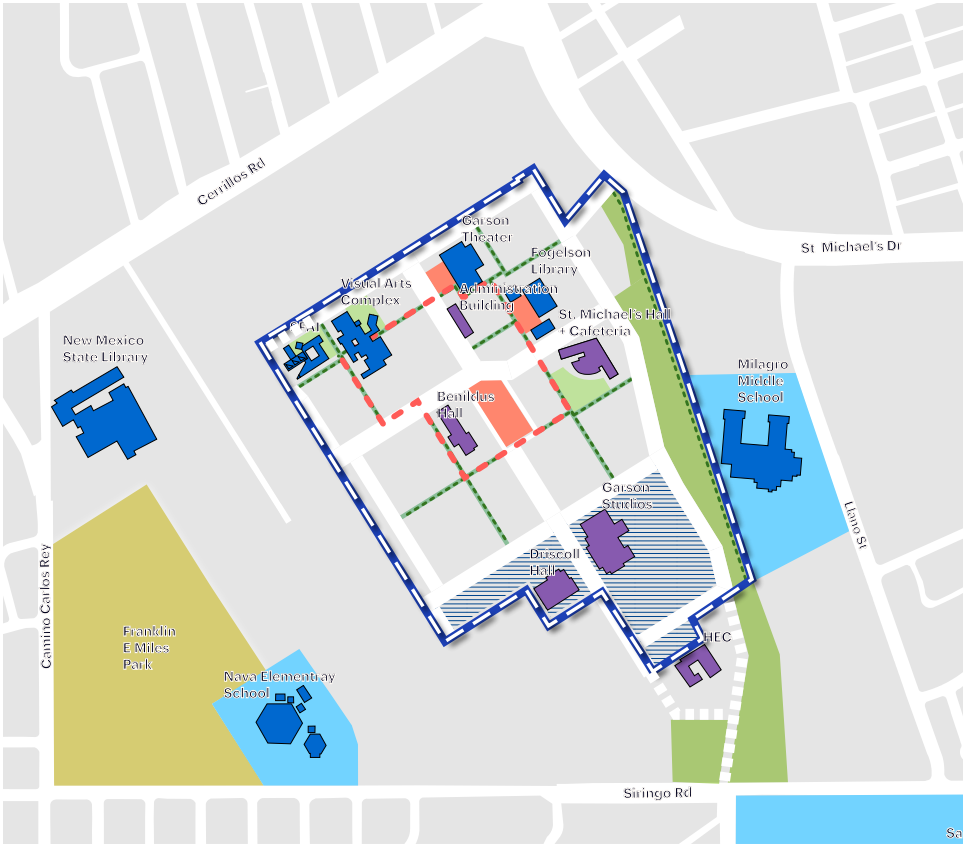
Civic, Cultural + Community Spaces

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 connections shall be constructed or dedicated without the express consent of the affected adjacent property owner.

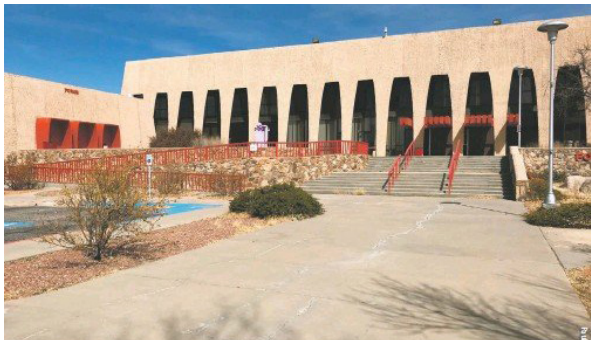
Civic Spaces + Community-oriented Buildings



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

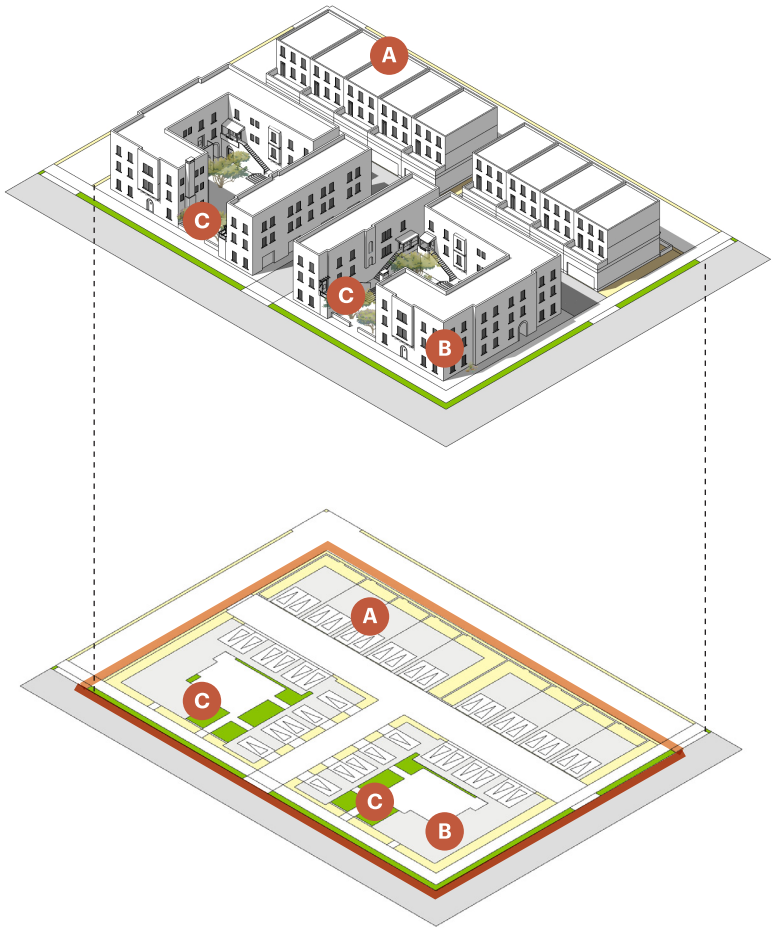
New development in the Midtown Site will happen incrementally over time. The Plan utilizes a street grid of larger development blocks broken into smaller development parcels by pedestrian paseos and living alleys. This concept is intended to provide development flexibility in response to changes in market 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.

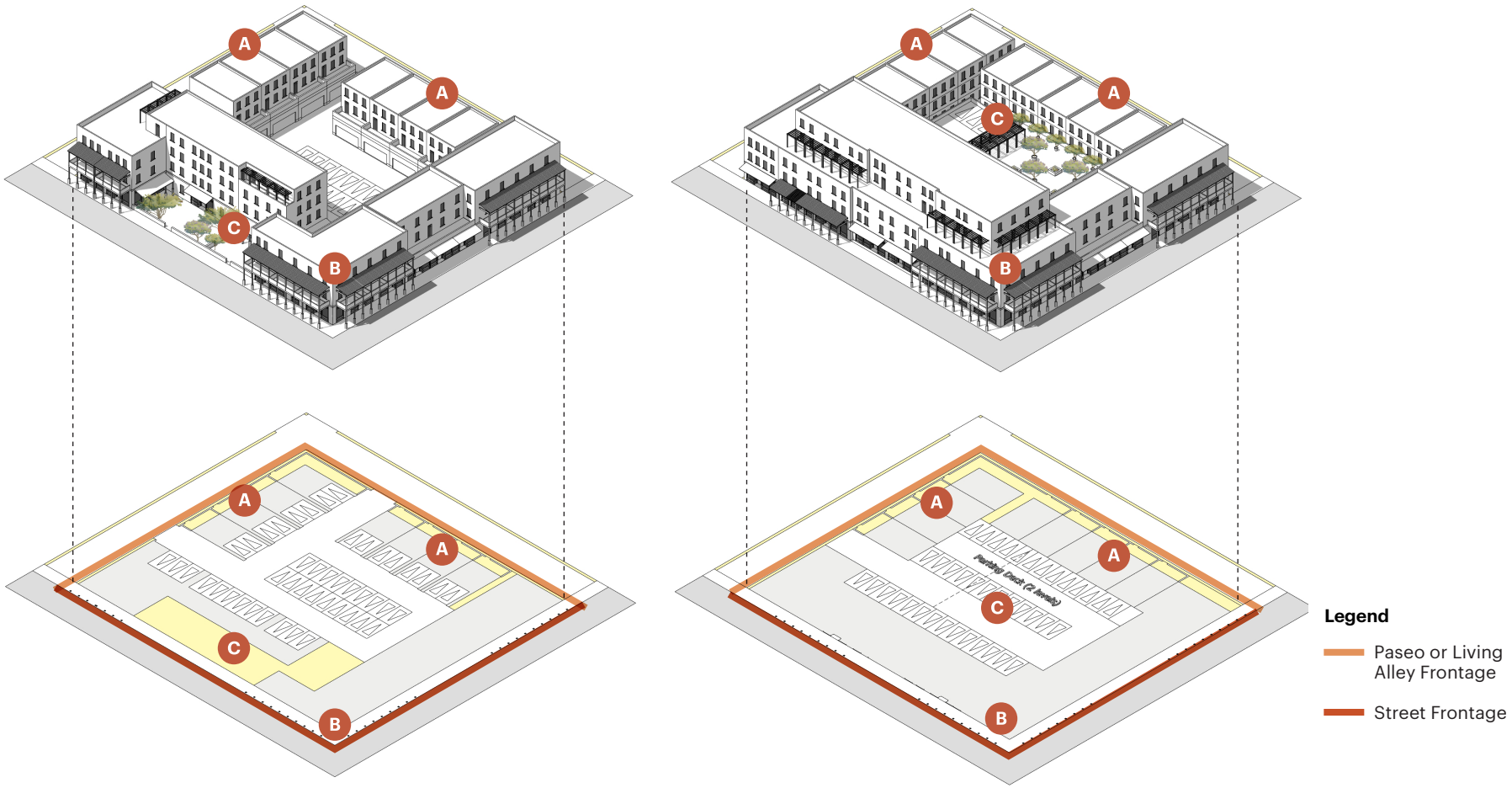
The diagrams to the right illustrate how a variety of building types and scales (size of building footprint and building height) can be arranged on a block. Larger, more intense buildings are located along the street frontages, while smaller buildings are located along the paseo frontages at the rear.

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.



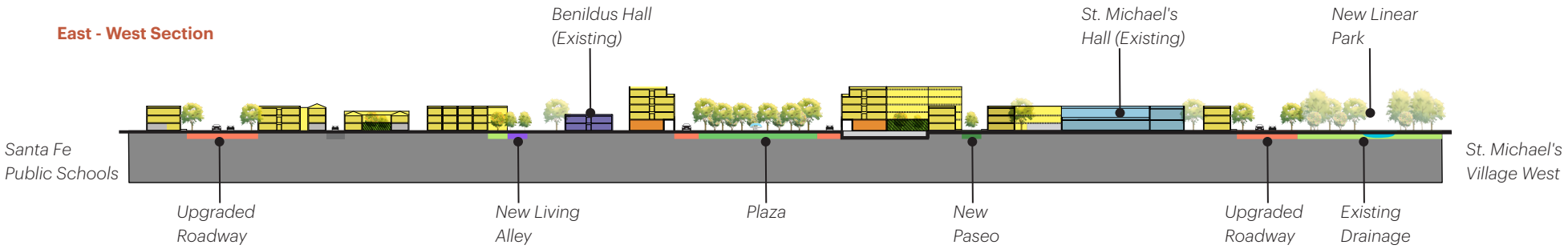
Lower Intensity Block Example
Courtyard Apartment/ Condo Buildings along streets A
Townhouses along paseos B
Multiple courtyards C
3 stories
1-2 parking spaces per unit; tuck-under parking



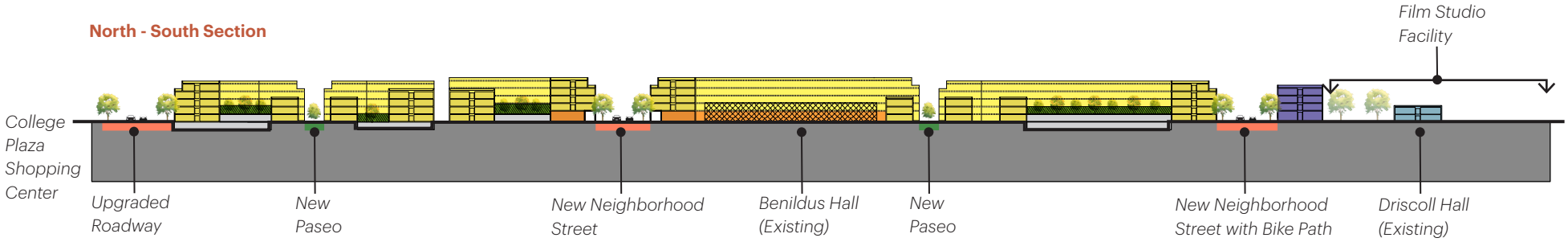
Medium Intensity Block Example
Mixed-Use Apartment/ Condo/ Office Buildings along streets A
Townhouses along paseos B
Courtyards at ground level C
Primarily 3 stories, some 4 story buildings
1-2 parking spaces per unit; parking lot + tuck-under parking

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.

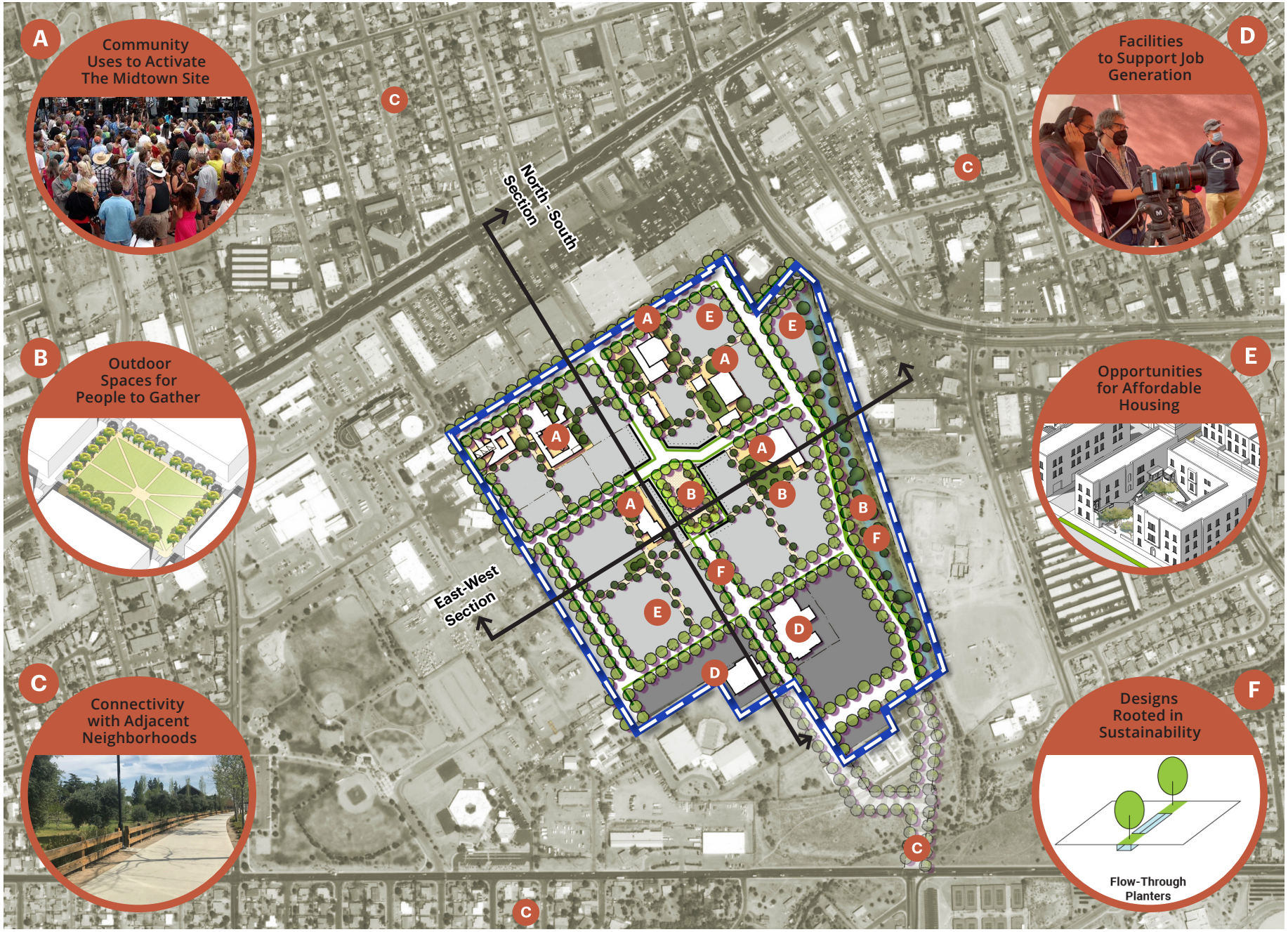
Legend

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

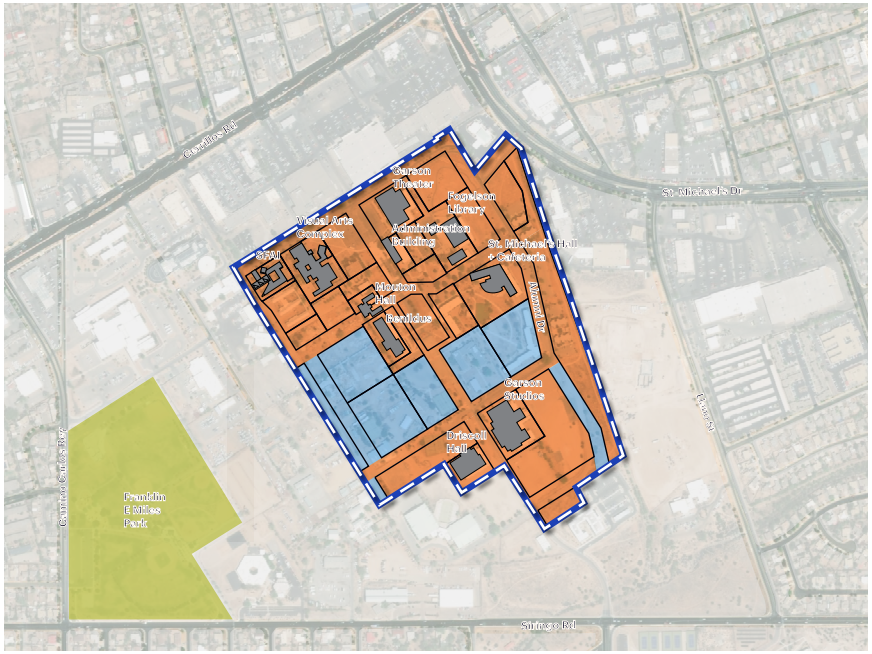
Uses + Distribution of Uses

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 connections shall be constructed or dedicated 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.*

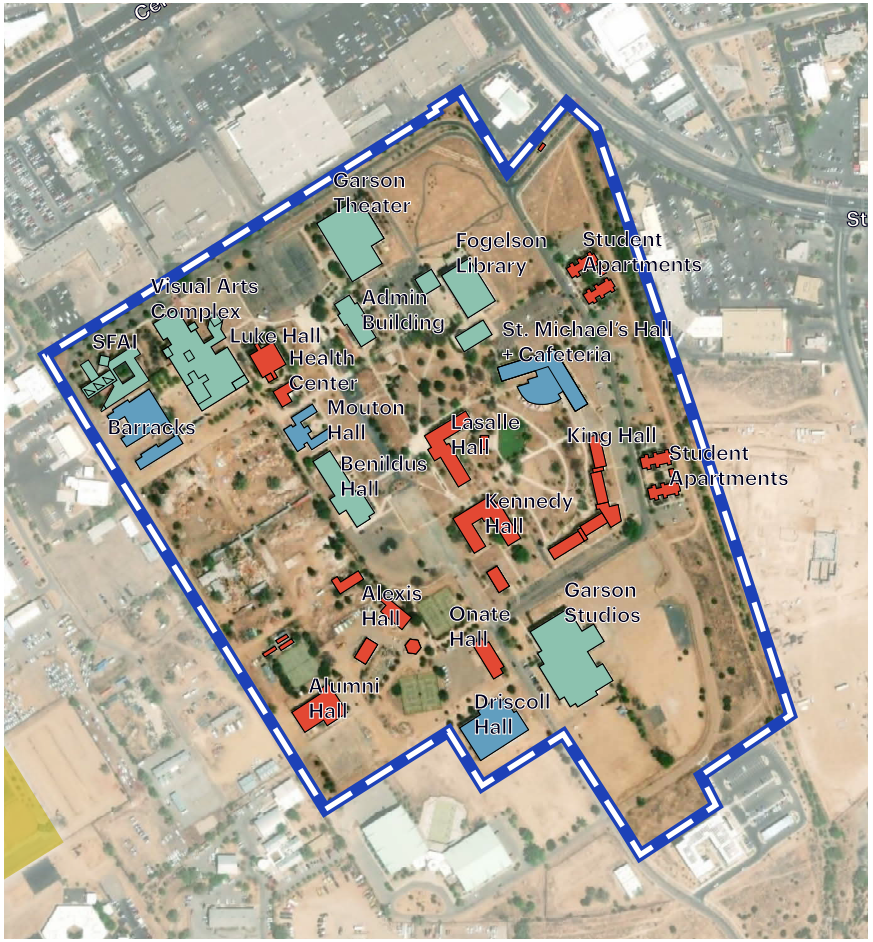
Building Reuse Strategy

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:

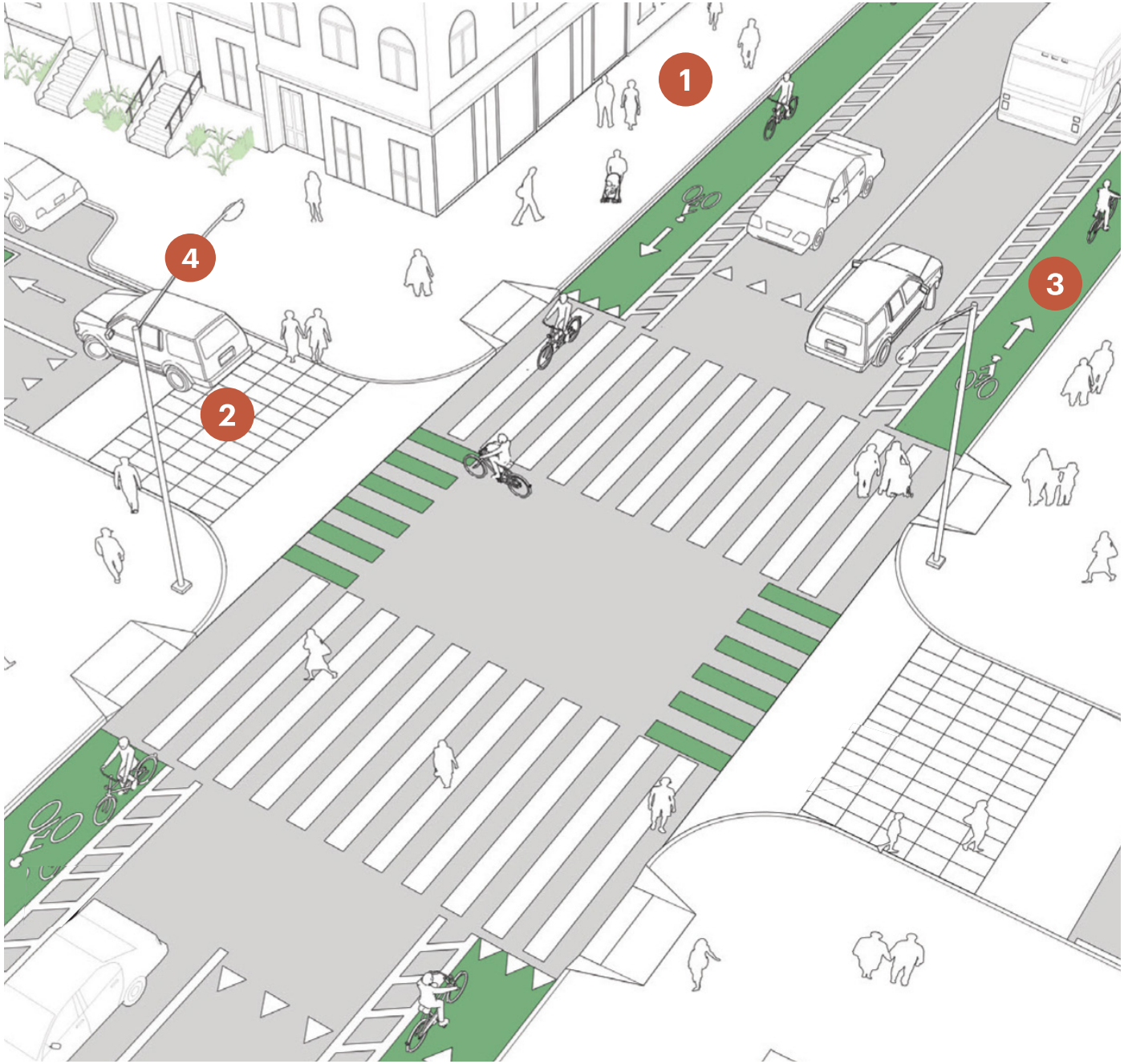
- **Equitable use.** The Site to be accessed and enjoyed by people of diverse abilities.
- **Flexibility in use.** The Site to be experienced in a variety of ways, and people to be able to move around using a variety of transportation types/modes.
- **Simple + intuitive use.** Routes of travel at the 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, 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 inviting[1].

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 72

4.2 Connectivity + Mobility Phasing 76

4.3 Multimobility Best Practices 80

4.4 Connectivity + Mobility Action Items 86

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 connections shall be constructed or dedicated 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.*

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.

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.*

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 connections shall be constructed or dedicated without the express consent of the affected adjacent property owner.

Connectivity + Mobility Phase 3

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



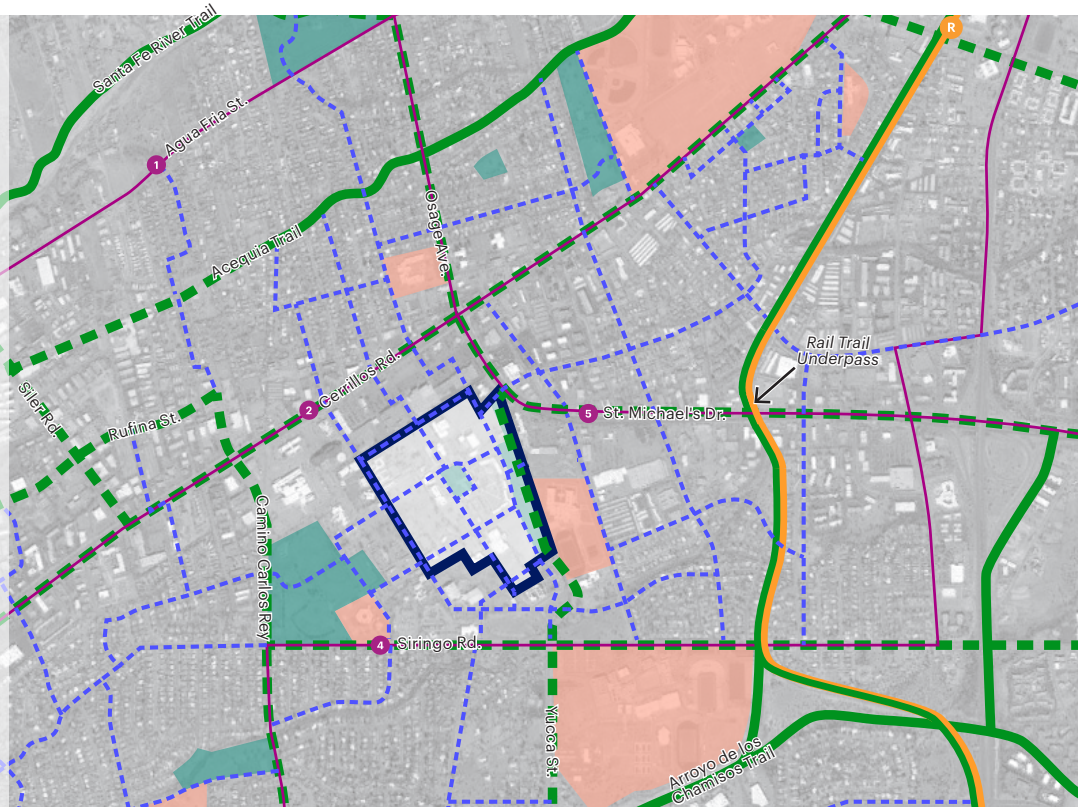
Phase 3. *Connection to park.*

Legend

- The Midtown Site
- Streets with Existing or In-design Phase Bike Facilities, MPO
- 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

Regional Connectivity

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.



Regional Connectivity Vision

Enhancing existing streets to make them more comfortable and safer for people walking, rolling, and riding bikes can help connect the Midtown Site to existing and planned regional trails and transit facilities.

Legend

- The Midtown Site
- Regional Trails
- Regional Bike/ Pedestrian Routes
- Neighborhood Bike/ Pedestrian Routes
- Santa Fe Trails Bus Routes*
- New Mexico Rail Runner Express + Rail Trail
- Civic Facilities
- Parks

**As the residential and workforce population at the Site grows, alignment of transit routes and location of transit facilities could change to better serve the Site based on evolving demand for transit.*

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.

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 Connections

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, as illustrated in the map above, can support connections to these trails and Siler Rd. employment area.

Short Term



Long Term



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.

Legend

- The Midtown Site
- Streets with Existing or In-design Phase Bike Facilities, MPO
- 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

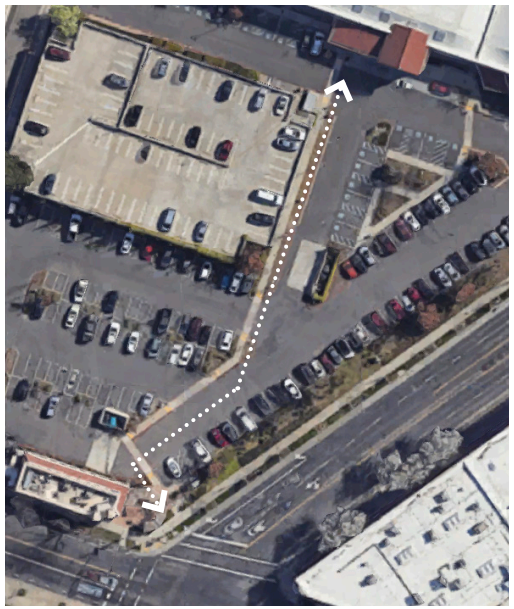
It is the City's intent to work with adjacent property owners to achieve a public objective of creating stronger and accessible multimodal connecting networks, as well as land uses and building frontages, that further the intent of the Midtown Master Plan and the LINC Zoning Overlay to create a cohesive, 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 connections shall be constructed or dedicated without the express consent of the affected adjacent property owner.

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.

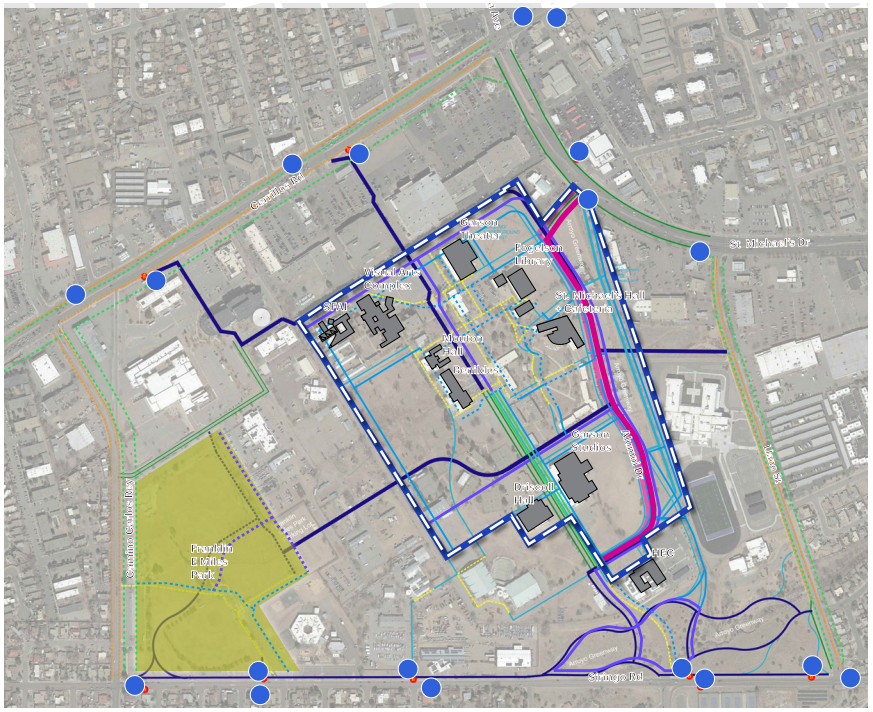
Early Phase "Soft Connections"

The 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.



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

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.



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 connections shall be constructed or dedicated without the express consent of the affected adjacent property owner.

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.

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.





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.

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.





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.

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.





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.

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.



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.

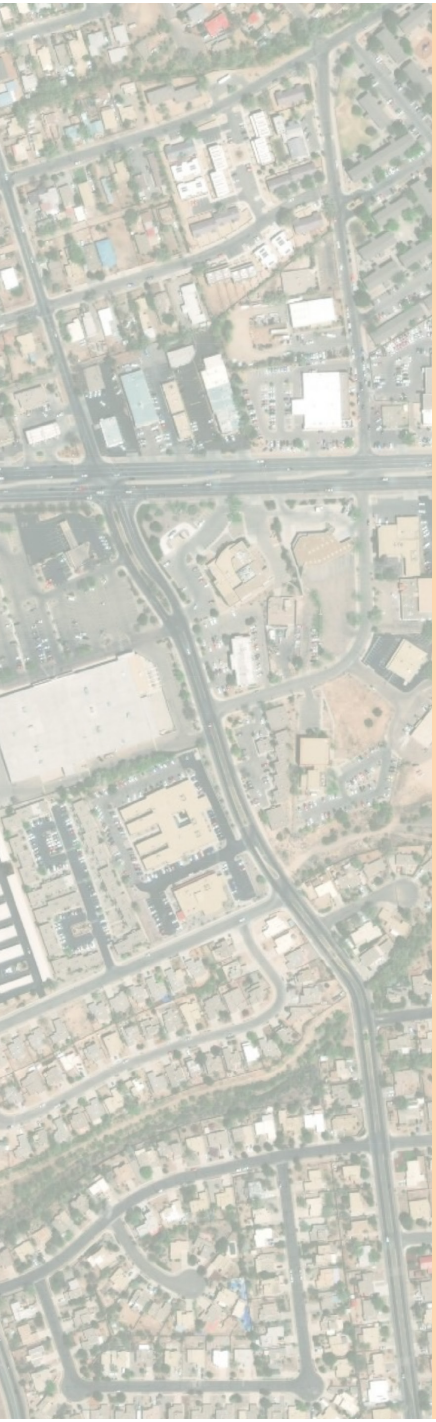
Long Term

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 connections shall be constructed or dedicated 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

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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

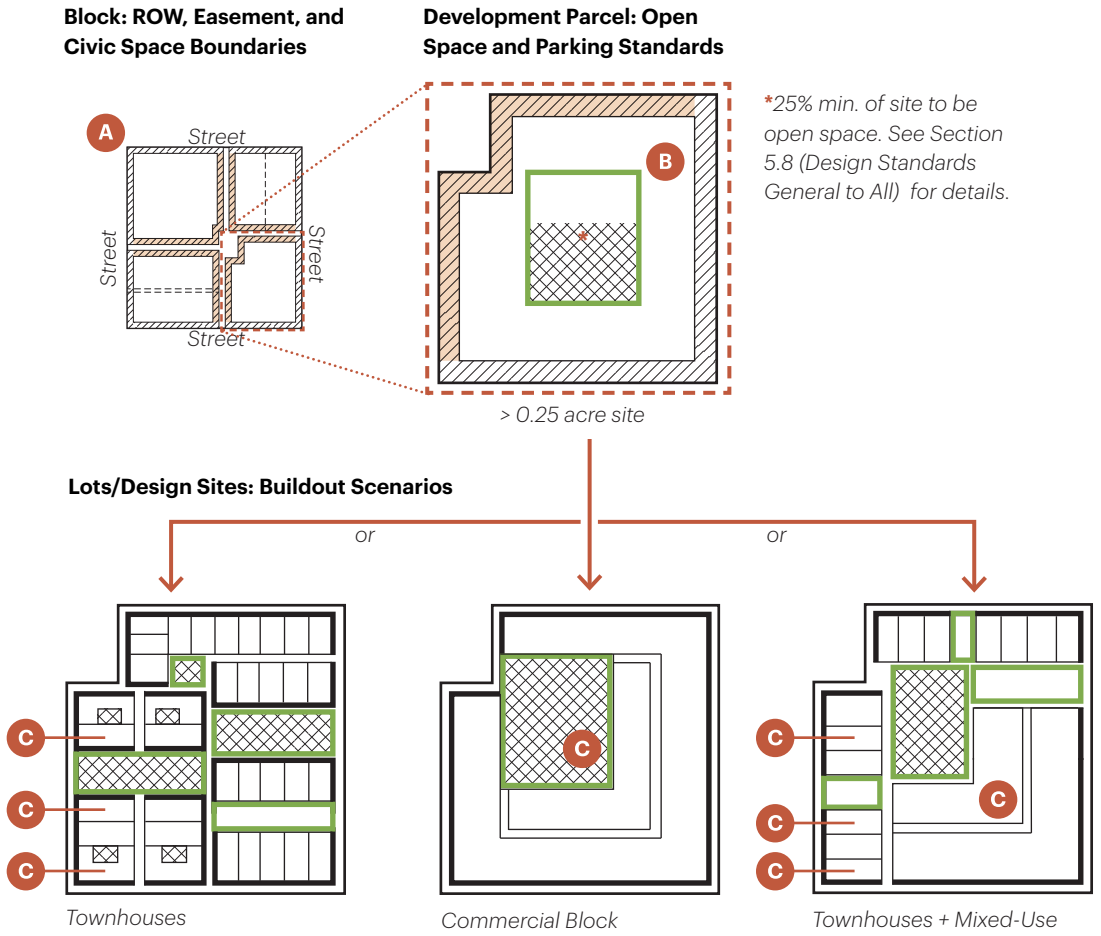
- Street/Primary Frontage
- Paseo/Civic Space
- Side/Rear Lot Line

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 thoroughfares identified by the Regulating Plan may be adjusted with approval of the Director in 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



Legend

- The Midtown Site

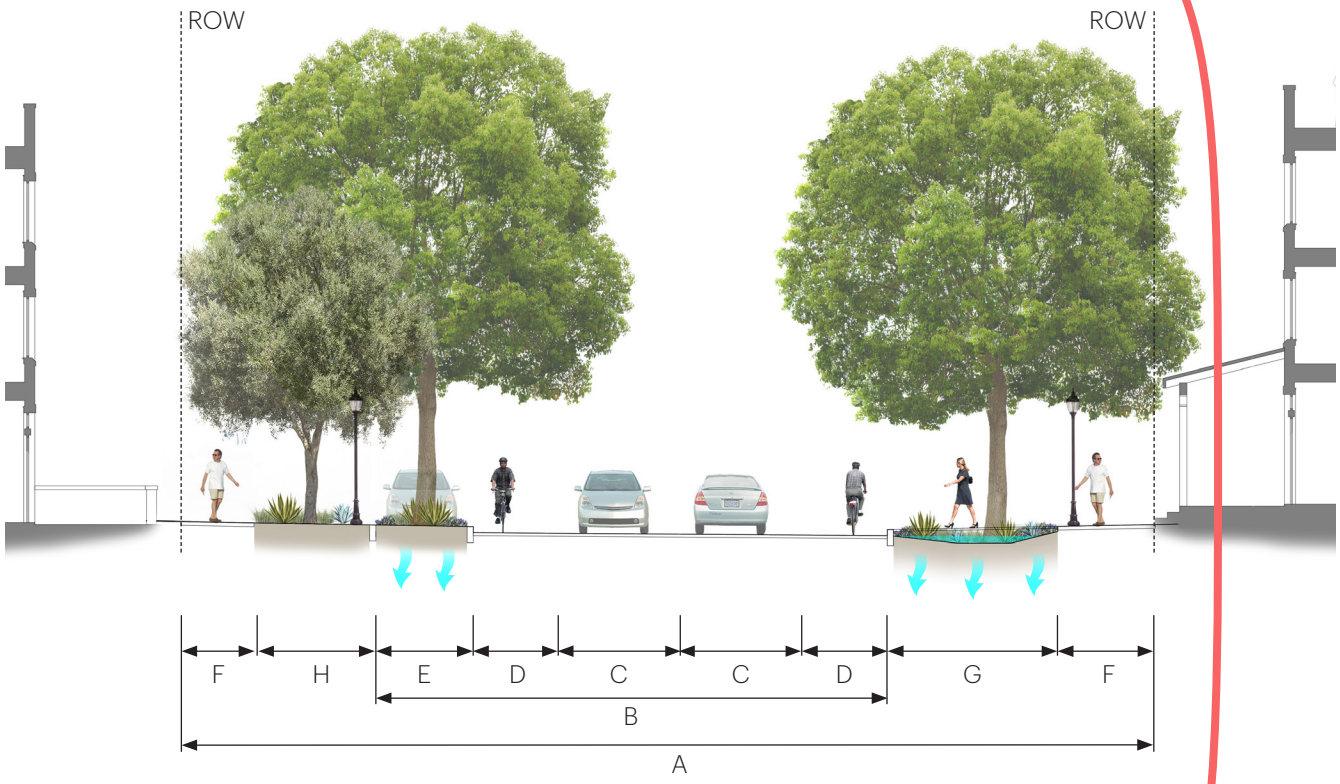
Thoroughfare Types

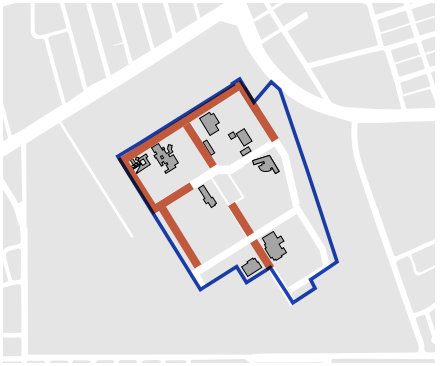
- Neighborhood Street
- Neighborhood Street with Pathway
- Neighborhood Street with Median
- Plaza Street Two-way
- Plaza Street One-way
- Living Alley
- Paseo or Living Alley
- Paseo

Other

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

5.2A Neighborhood Street





The Midtown Site

Neighborhood Street

Description

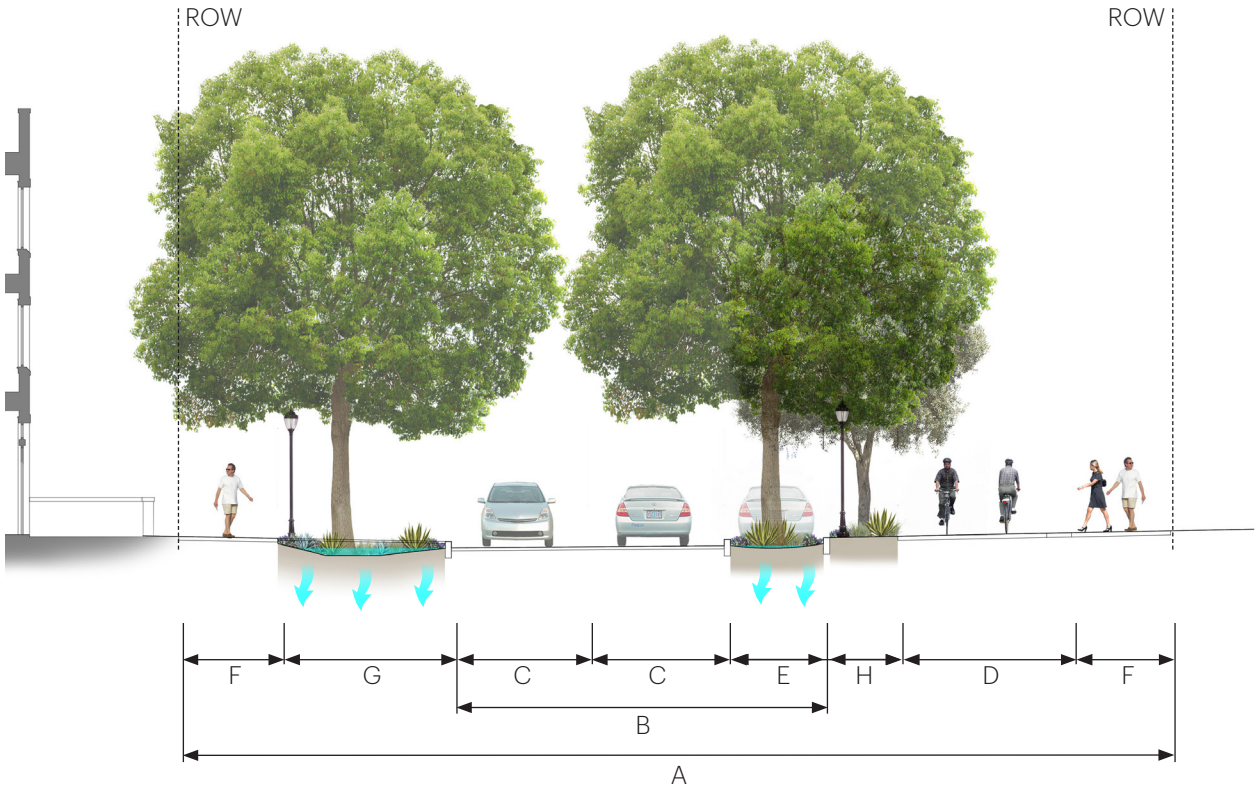
This street provides generous sidewalks, travel lanes and buffered bike lanes in both directions, with on-street parking on one side of the street and a rain garden or surface stormwater conveyance facility on the other.

Overall Widths		
Right-of-Way	72' to 82'	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@10'	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

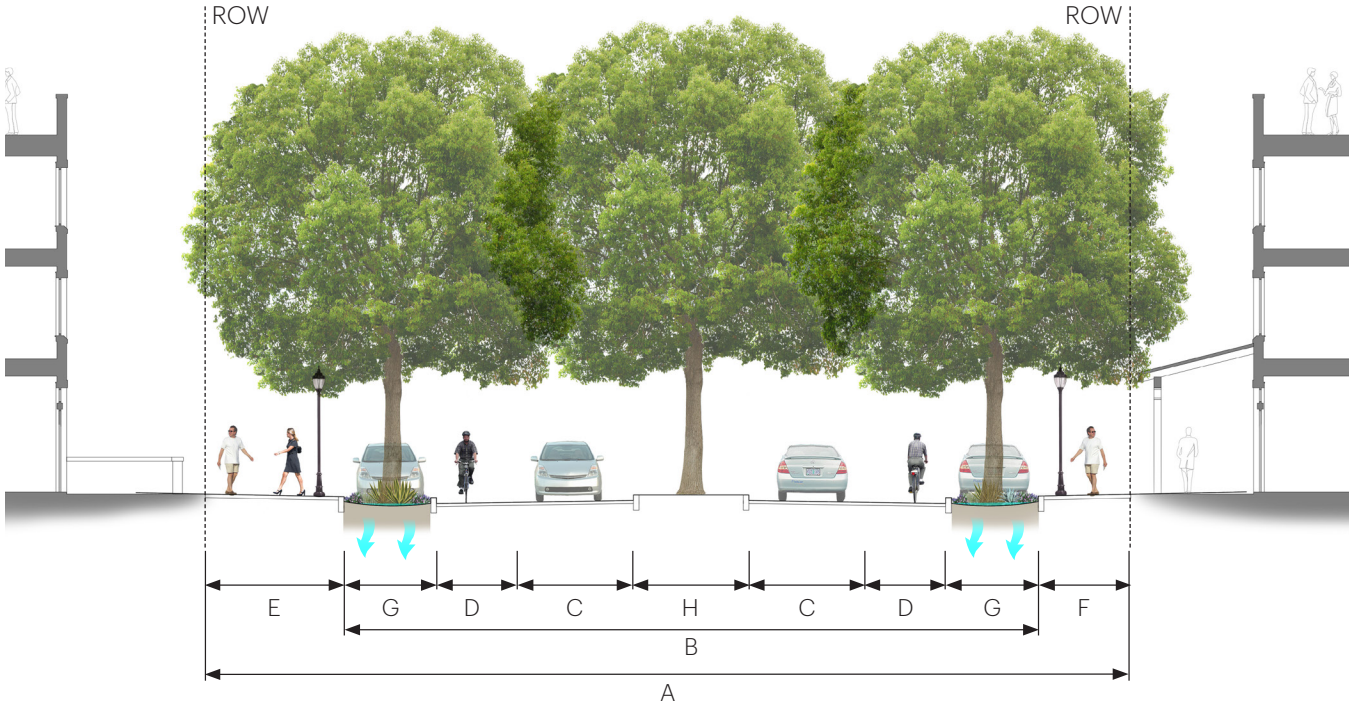
Main perimeter road with a separated major pedestrian and bike route and on-street parking on one side of the street. Stormwater is managed with both pervious pavement and stormwater curb extensions within the parking zone of the street as well as a prominent linear "stormwater spine." The majority of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

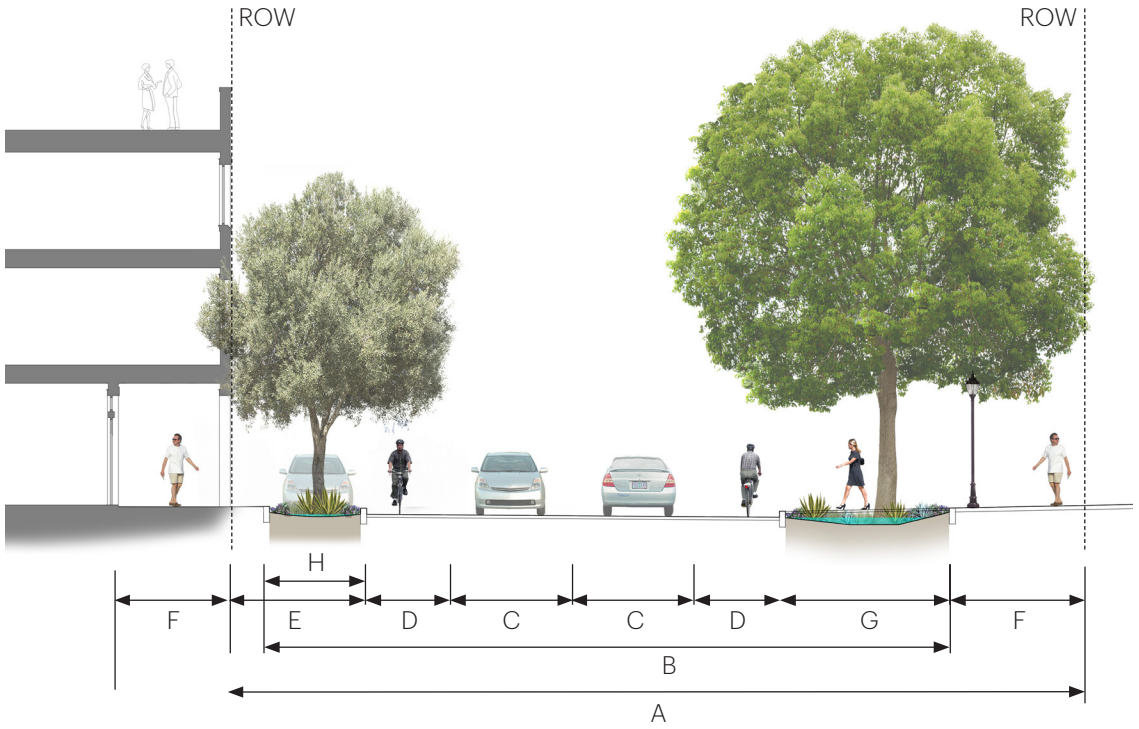
This street provides generous sidewalks, on-street parking, travel lanes and buffered bike lanes in both directions, and a center median to provide additional planting area for street trees and a pedestrian refuge for people crossing the street.

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

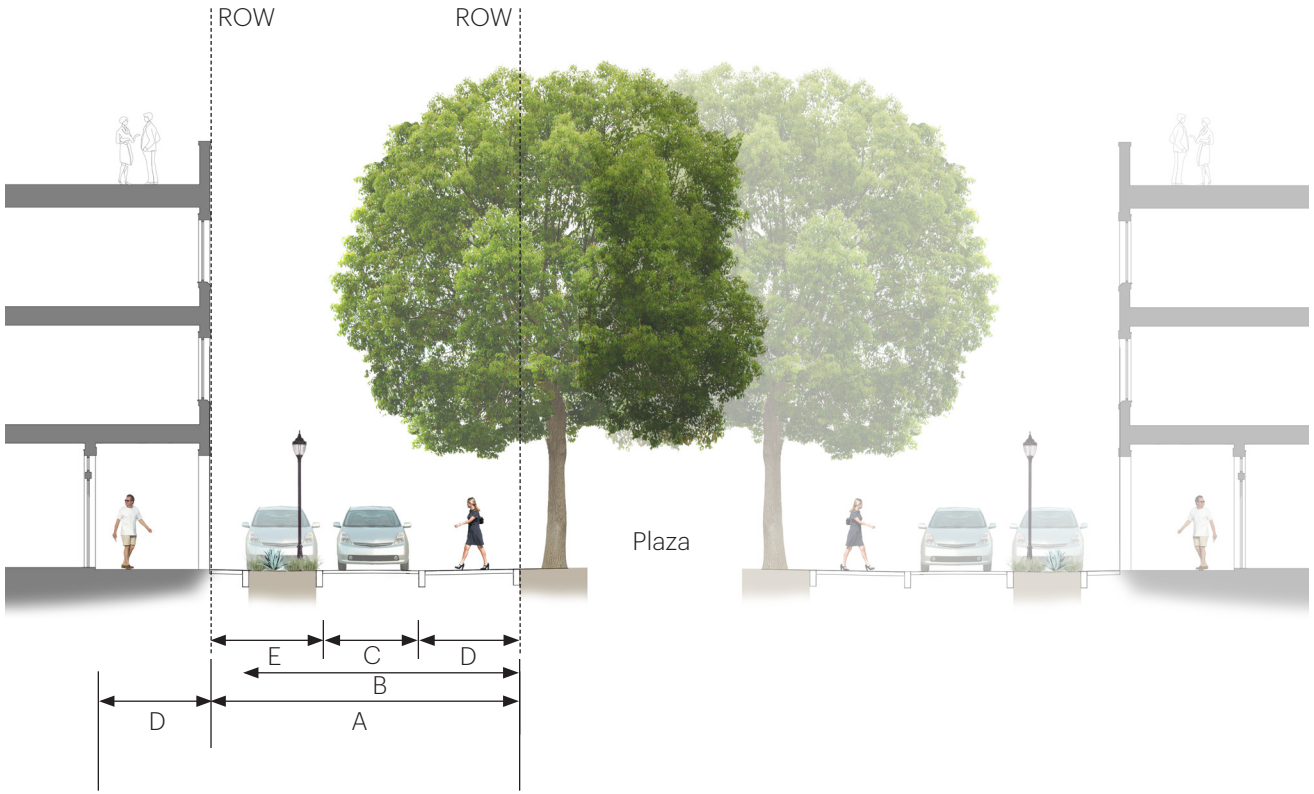
This street combines elements of the Neighborhood Street with the wide pedestrian path and arcades that surround the Plaza. The bicycle lanes and stormwater spine ensure continuity for these elements across the Midtown Site.

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

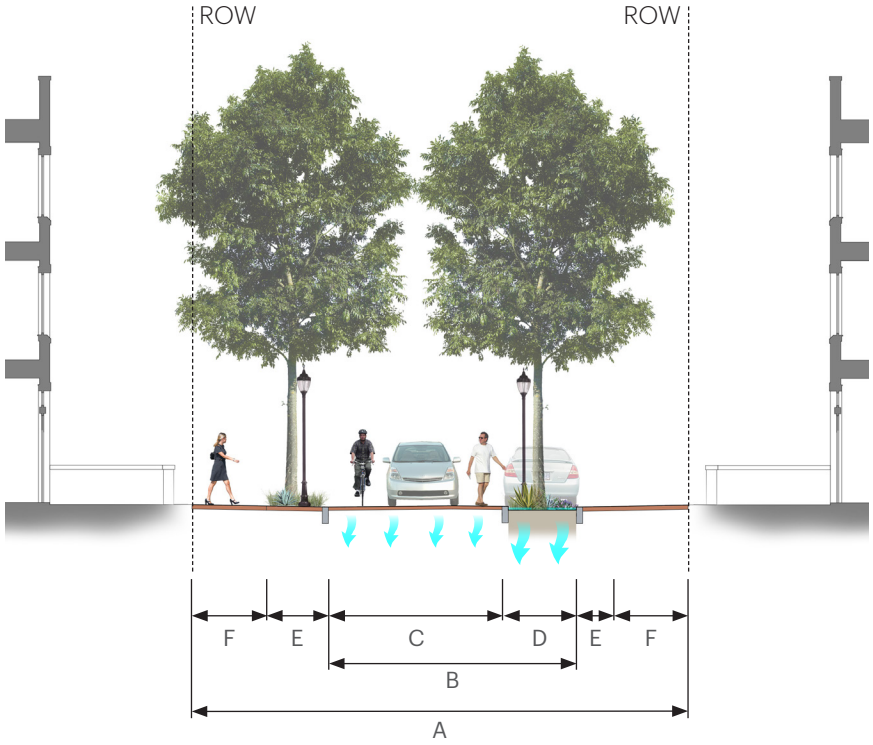
This curbless street facilitates pedestrian movement across the Plaza as well as counterclockwise traffic around it. It features parallel parking adjacent to the arcade frontage and a wide pedestrian zone on the plaza side that can also expand emergency vehicle access when needed.

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



Description

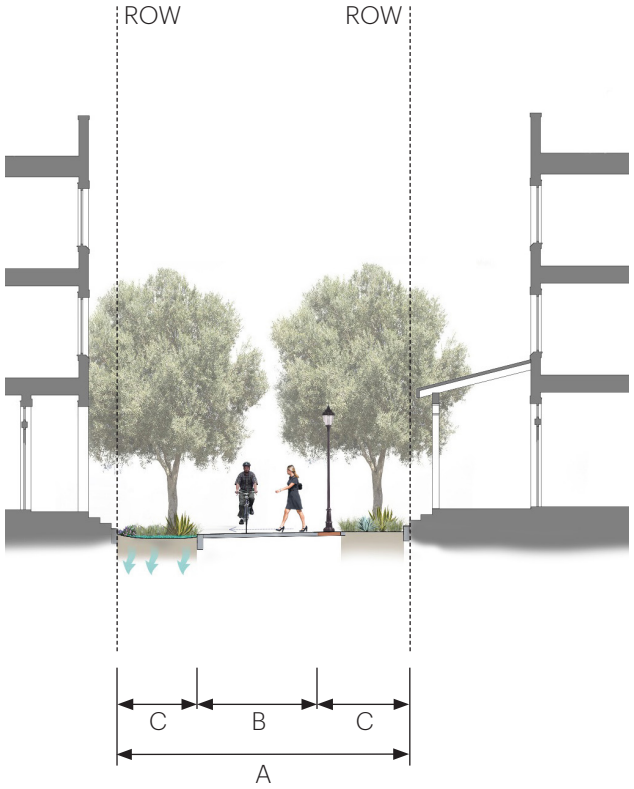
This service street provides a two-way queuing lane (yield condition) that is meant as a slow-speed travel lane that accommodates people walking or riding bicycles, as well as the occasional vehicle. On-street parking is provided on alternating sides of the street and incorporates rain gardens in curb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

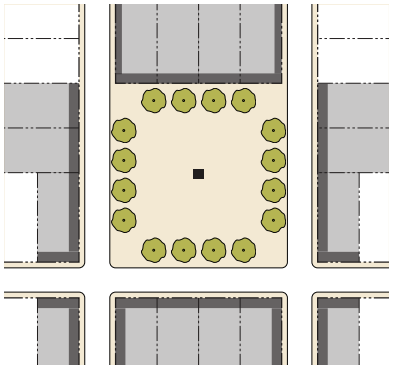
Stormwater Management Facilities

- 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 5.8 (Design Standards General to All), 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



Legend

The Midtown Site

Civic Space Types:

Arroyo Park

Plaza

Quad Park

Pocket Park/Plaza

Other

Paseos

Existing Buildings to Reuse

Development Blocks

Civic Spaces shall be located in accordance with Figure 5.3.1 (Civic Space Regulating Plan) within the Midtown Site. The location of civic spaces identified by the Regulating Plan may be adjusted with approval of the Director within the blocks where they are mapped. Regardless of location, such civic spaces must meet the standards for the applicable Civic Space Type, as provided in this Section.

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

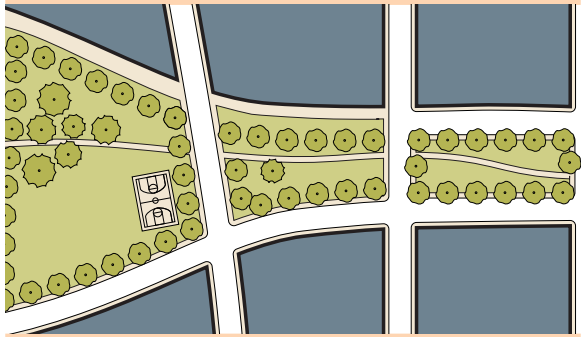
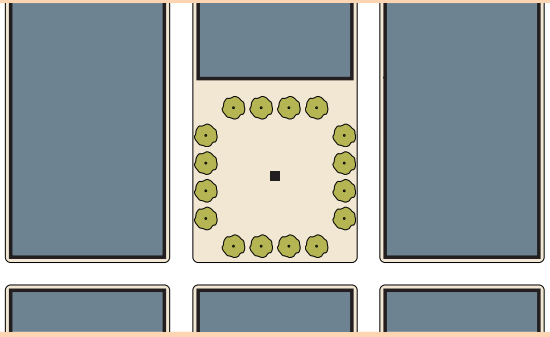
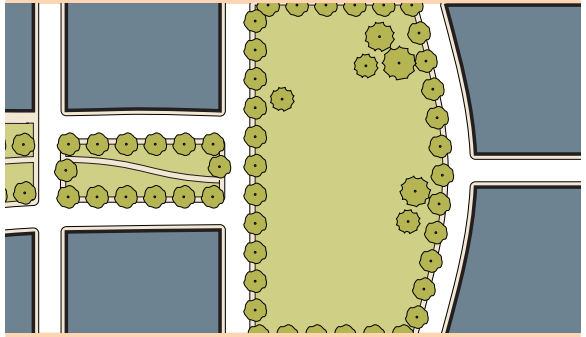
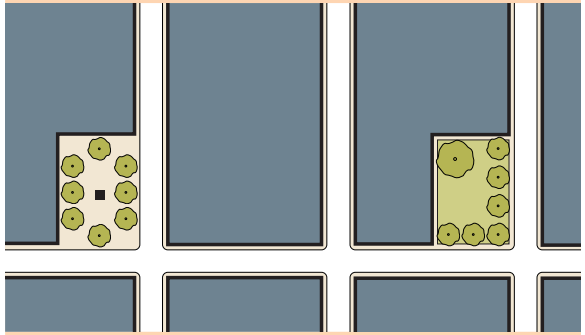
Arroyo Park	Plaza	Quad Park
		
Description	**Description**	**Description**
A linear space two or more blocks in length for community gathering, bicycling, running, or strolling, defined by a pathway that runs the length of the arroyo park. The park is bordered on the east side by the existing arroyo 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

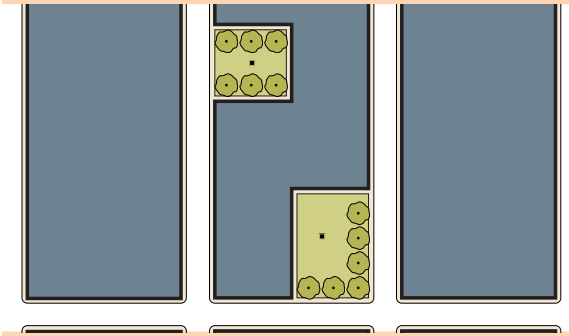
Pocket Plaza/Pocket Park



Description

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

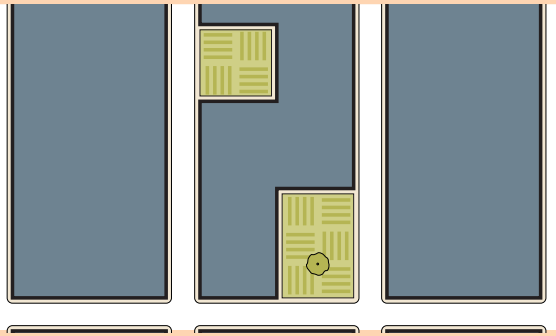
Playground



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.

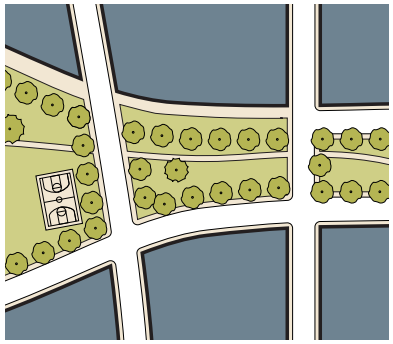
Community Garden



Description

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

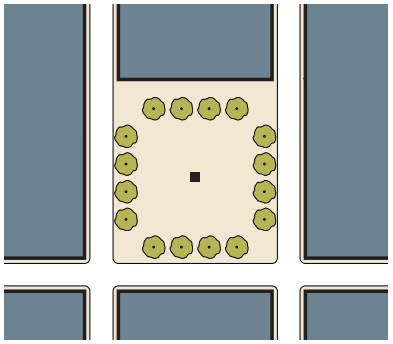
5.3B Civic Space Type: Plaza







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.

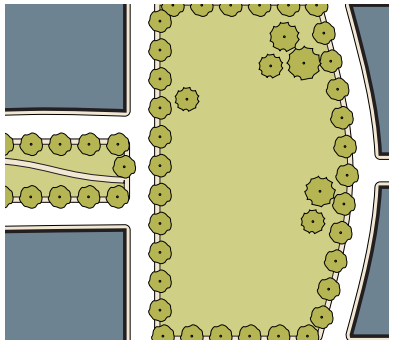
Plaza Standards
General Character
Formal, urban
Hardscaped and planted areas in formal patterns
Spatially defined by buildings and tree-lined streets
Adjacent buildings front onto plaza

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.

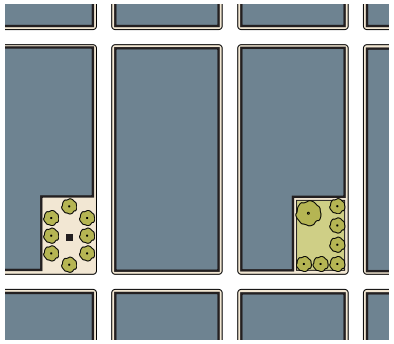
Note: Images are illustrative

5.3D Civic Space Type: Pocket Plaza/Park









Description

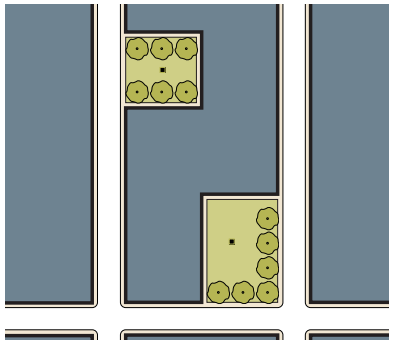
An intimate, small-scale space, serving the immediate neighborhood, available for informal activities in close proximity to neighborhood residences, and civic purposes.

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.

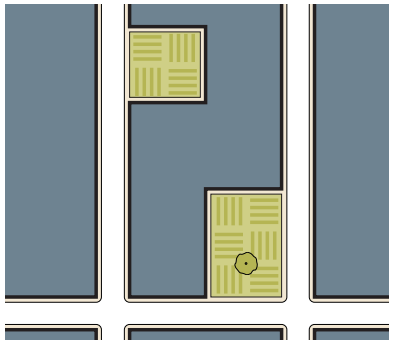
Note: Images are illustrative

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

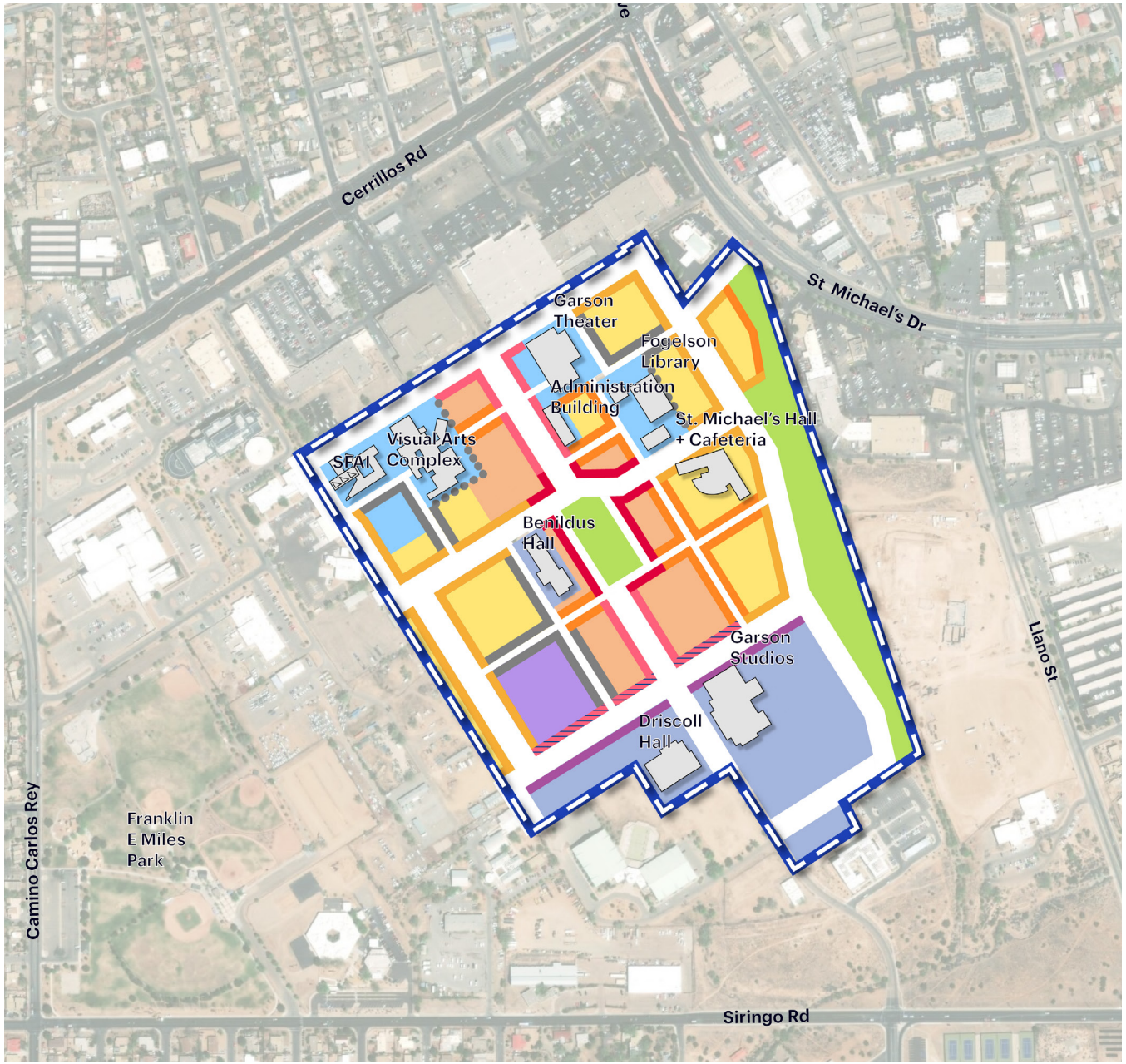
Figure 5.4.1 (Development Standards Regulating Plan) identifies the applicable Sub-zone Standards and Facade Zone Standards for each development site in the Midtown Site.

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
- Pursuant to the Midtown Overlay Zoning District requirements for "Qualifing Projects"

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 and 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 Center (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	P	P	—
Large (More than 6)	P	P	P	P	P	—
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 Section 5.8 Design Standards General to All.

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 and 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 and 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



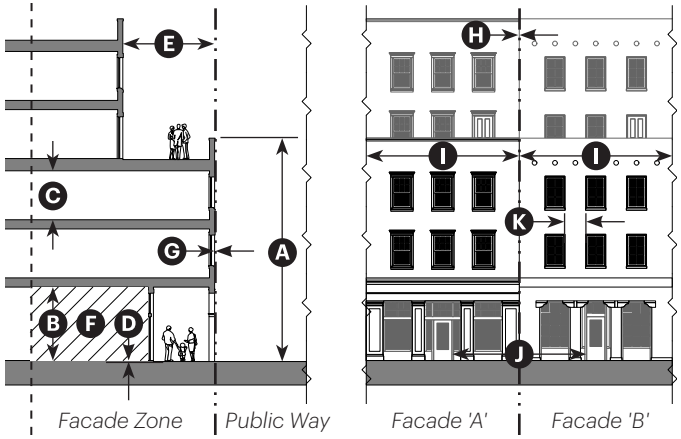
Shopfront[1]



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

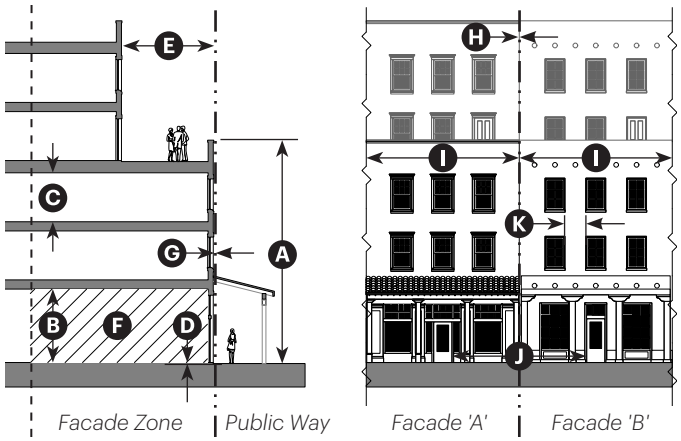


Dooryard



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

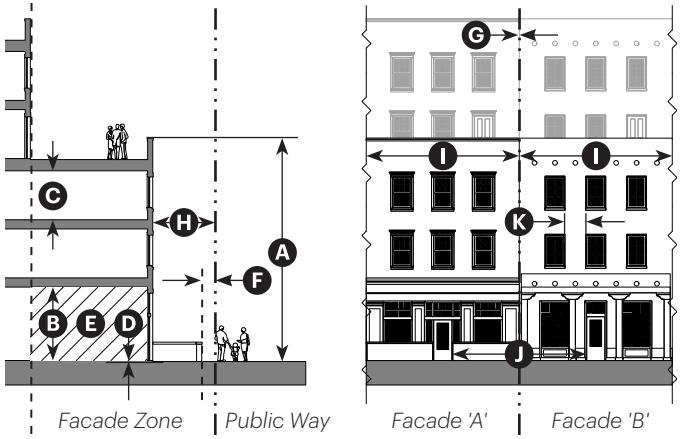


Forecourt



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



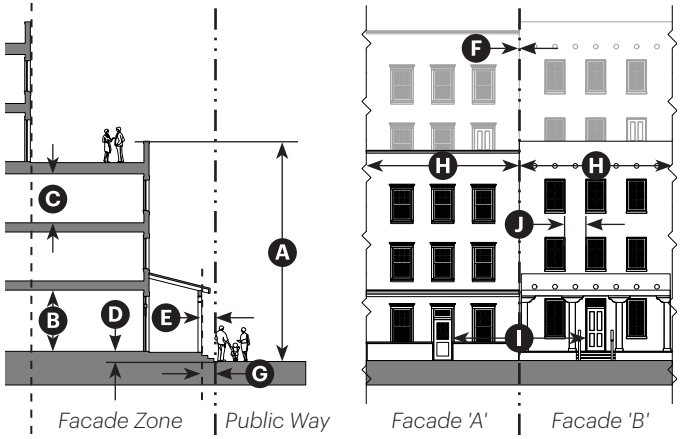
Portal

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



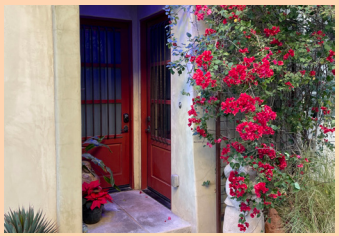
Dooryard



Forecourt



Portal

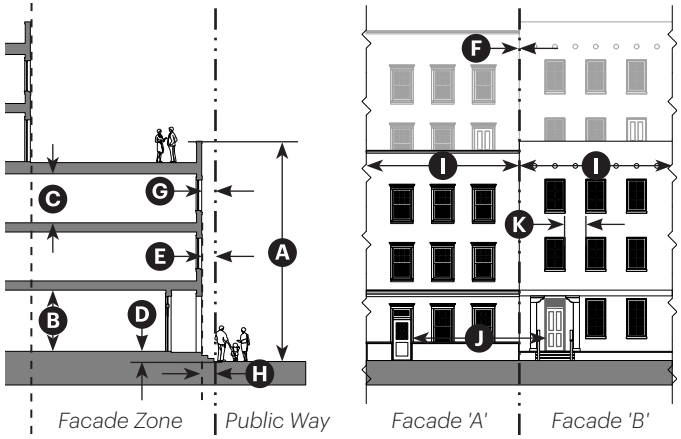


Stoop/Recessed Entry

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.

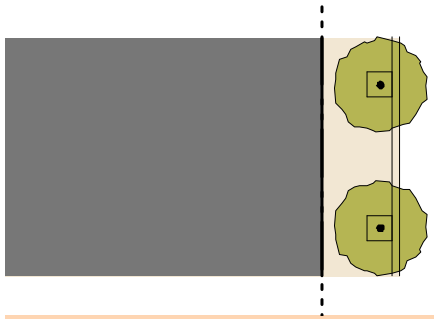
Arcade



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.

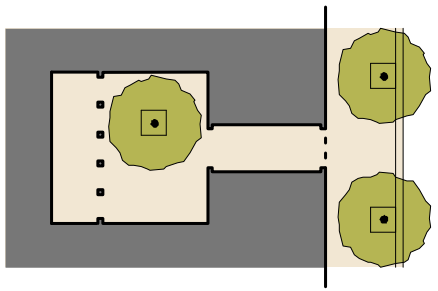
Gallery



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.

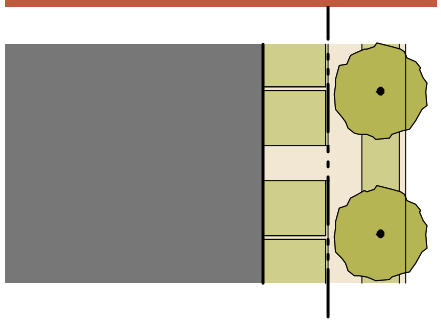
Gateway/Zaguan



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.

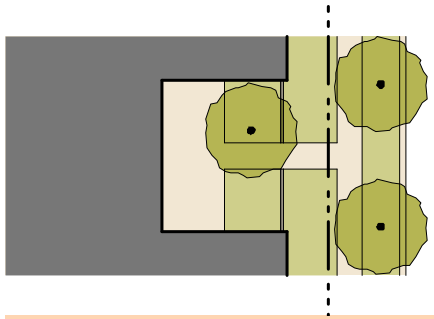
Dooryard



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.

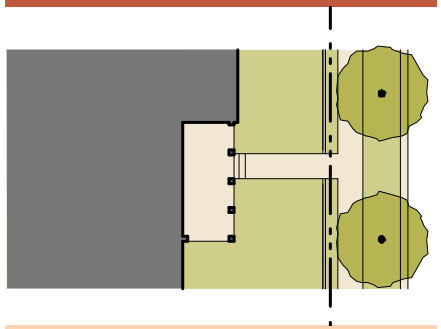
Forecourt



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.

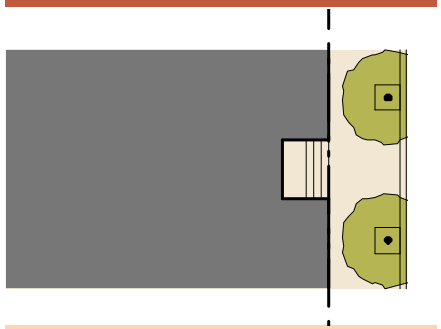
Portal



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

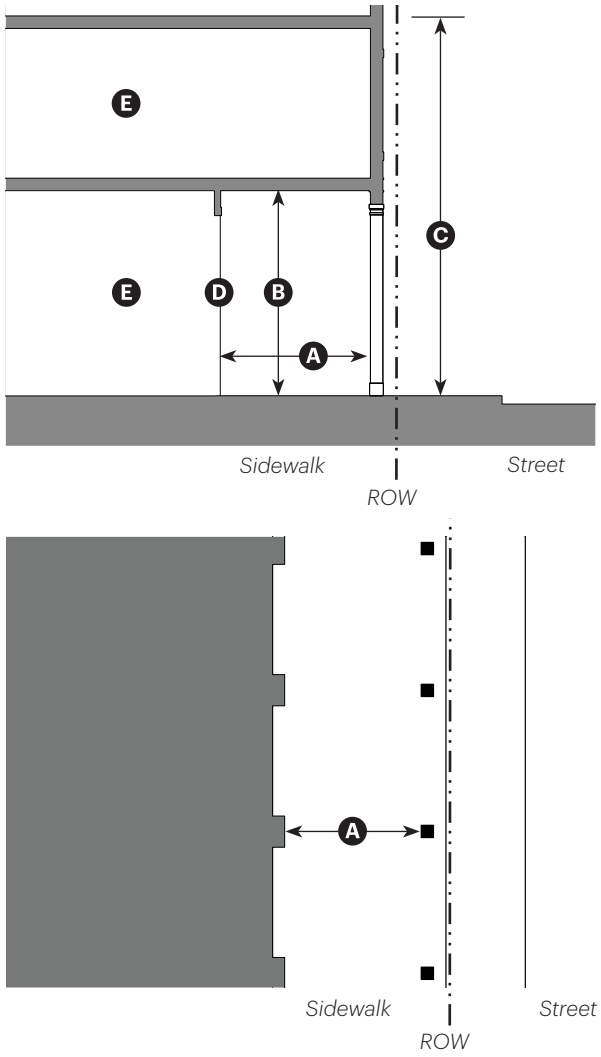








Arcade Standards		
Size		
Depth, Clear	10' min.	A
Ceiling Height	12' min.	B
Building Height at Arcade	3 stories max.	C
Miscellaneous		
Building facade within arcade shall follow the standards for the Shopfront and/or Gateway/Zaguan Frontage Type(s)		D
Habitable Interior Space		E
Arcades shall have a 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

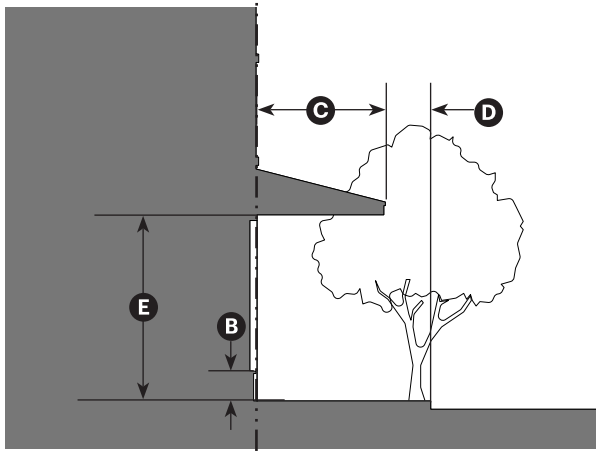


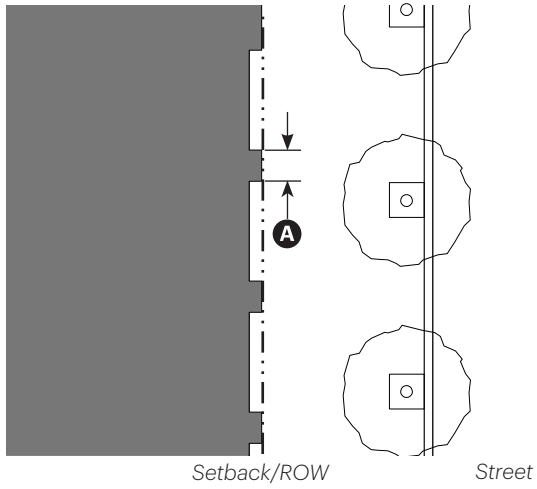






Shopfront Standards		
Size		
Distance between Glazing	2' max.	A
Ground Floor Glazing between Sidewalk and Finished Ceiling Height	65% min.	
Depth of Recessed Entries	5' max.	
Shopfront Base	6" min.; 30" max.	B
Awning (When Present)		
Depth	5' min.	C
Setback from Curb	2' min.	D
Height, Clear	8' min.	E
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

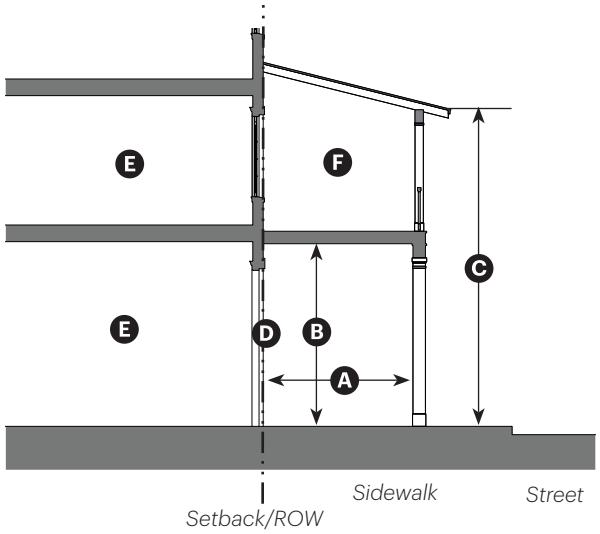








Gallery Standards		
Size		
Depth, Clear	8' min.	A
Ground Floor Ceiling Height	10' min.	B
Gallery Height	2 stories max.	C
Miscellaneous		
Building facade within gallery shall follow the standards for the Shopfront and/or Gateway/Zaguan Frontage Type(s)		D
Habitable Interior Space		E
Second story of Gallery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



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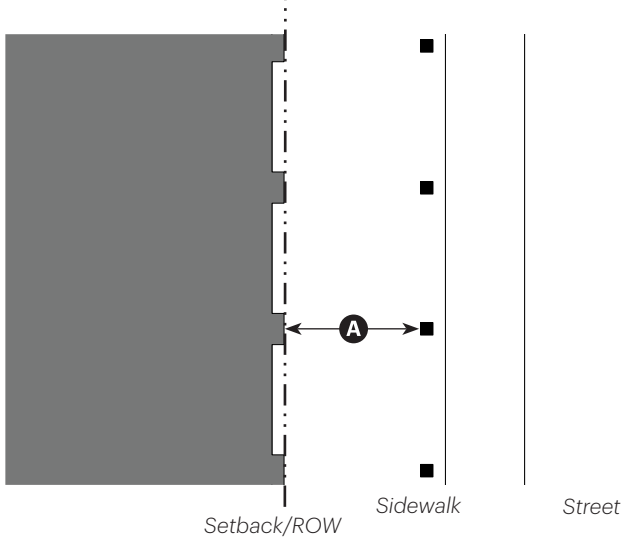


Frontage Type: Gateway/Zaguan

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

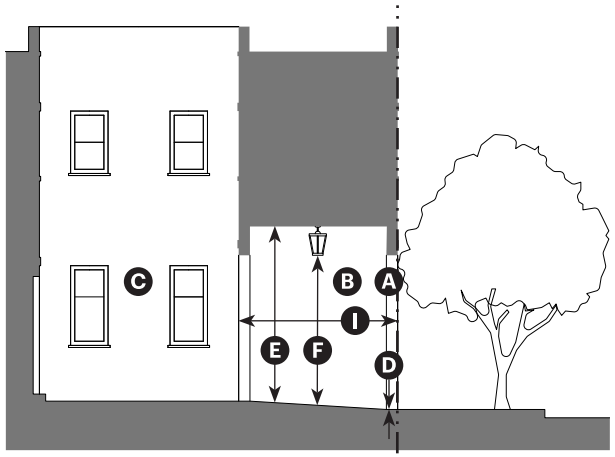
Gateway shall be constructed to enable cross-ventilation, daylighting, and visibility—either through gaps between vertical members equal to or wider than the vertical members, or through unglazed transoms/eye-level openings in an otherwise solid door

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



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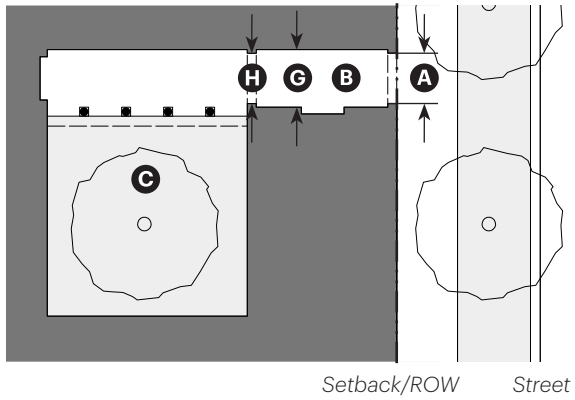
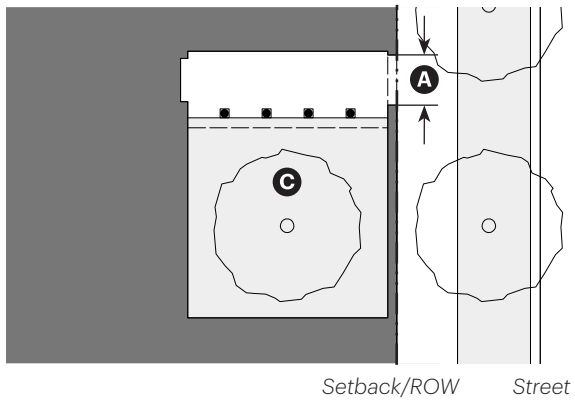




Frontage Type: Dooryard

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

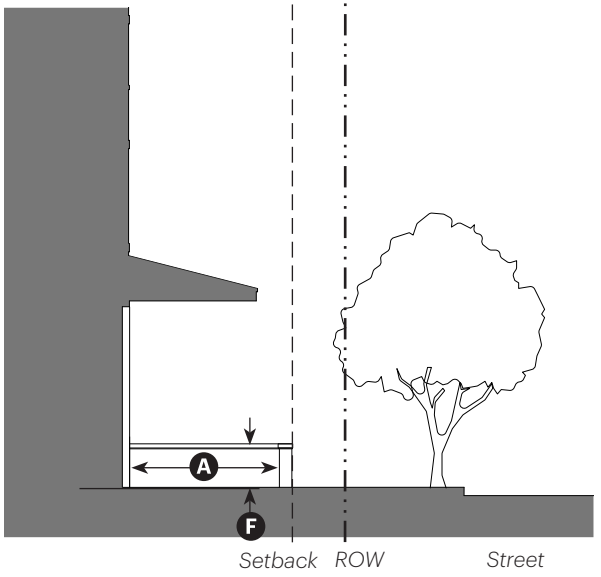


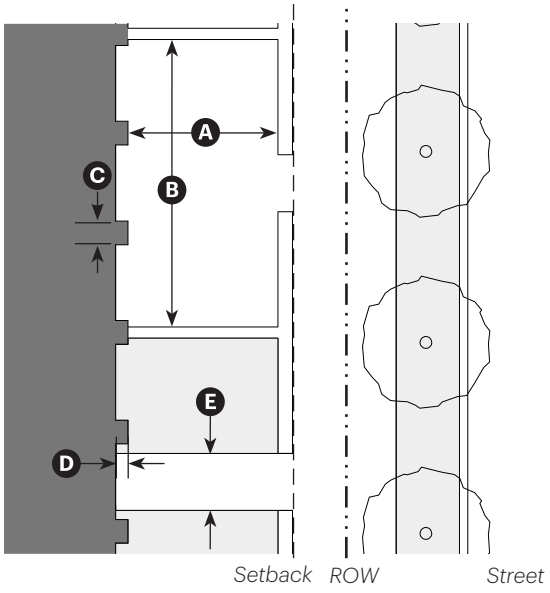






Dooryard Standards		
Size		
Depth, Clear	7' min.	A
Length, Clear	12' min.	B
Distance Between Glazing	4' max.	C
Depth of Recessed Entries	12" max.	D
Pedestrian Access Width	3' min.	E
Height of Dooryard Fence/Wall Above Finish Level	36" max.	F
Miscellaneous		
In the Main Street and Live/Work Facade Zones, 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

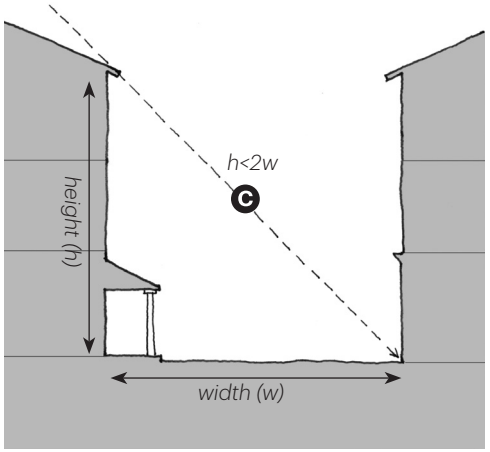


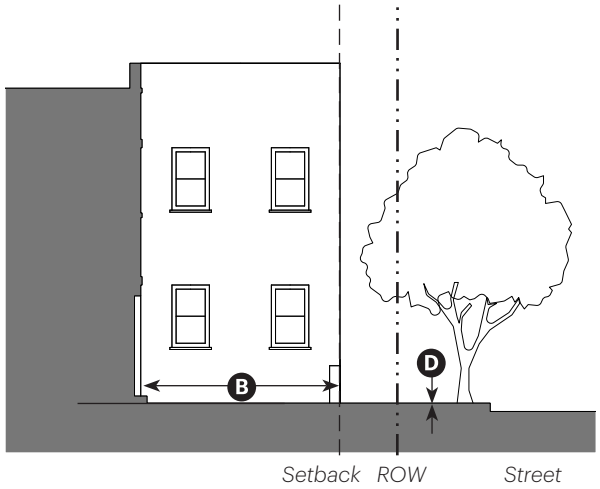


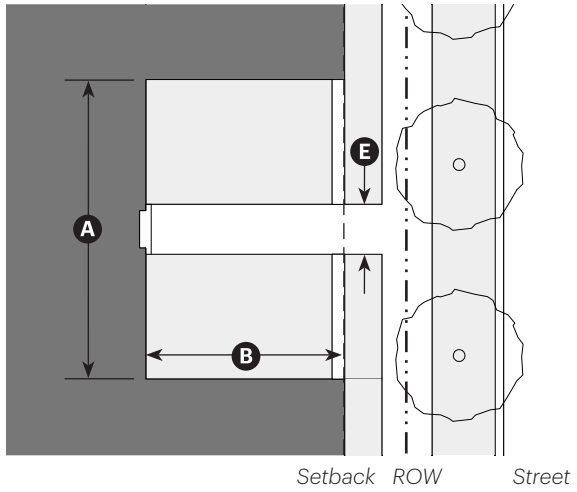




Forecourt Standards		
Size		
Width, Clear	15' min.	A
Depth, Clear	15' min.	B
Ratio, Height to Width	2:1 max.	C
Height from Sidewalk	12" max.	D
Pedestrian Access Width	3' min.	E
Miscellaneous		
May be utilized to group several entries at a common elevation in compliance with the zone ground floor finish 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

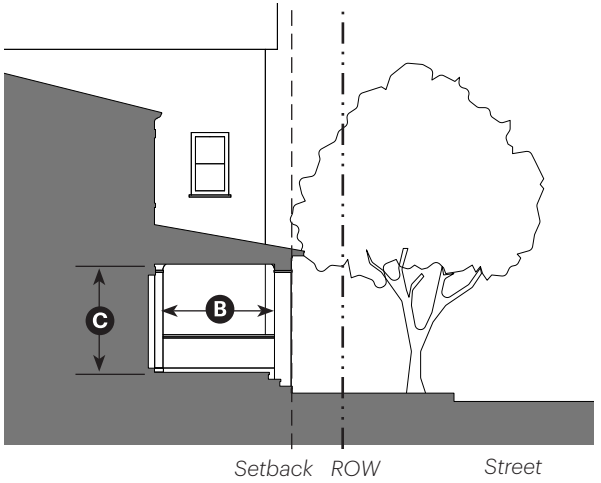


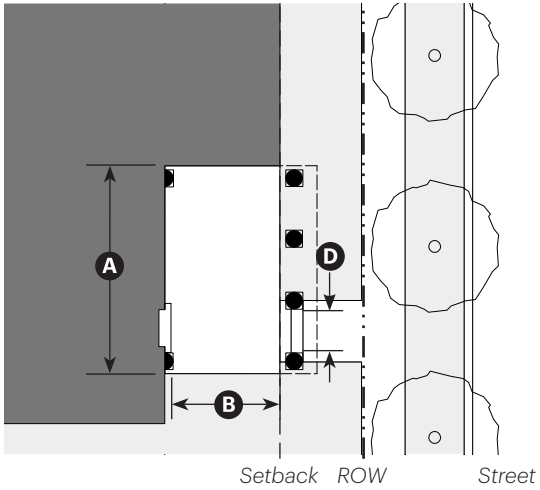






Portal Standards		
Size		
Width, Clear	12' min.	A
Depth, Overall		B
Elevated < 12" from average finish grade	8' min.	
Elevated ≥ 12" from average finish grade	6' min.	
Height, Clear	8' min	C
Stories	2 stories max.	
Pedestrian Access Width	3' min.	D
Miscellaneous		
Portal shall be open at least on one 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.

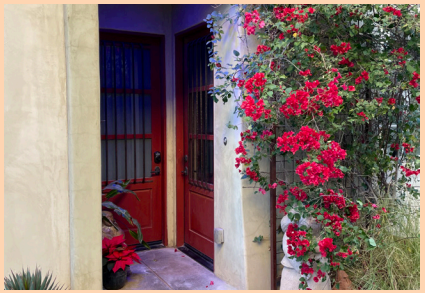


Photo Gallery

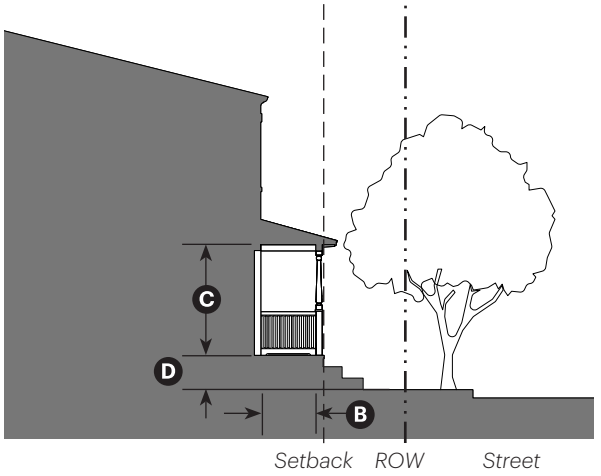


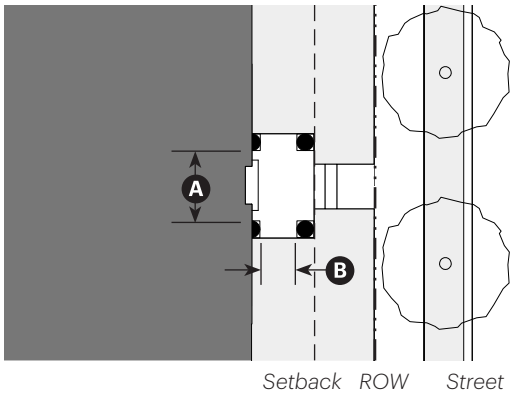


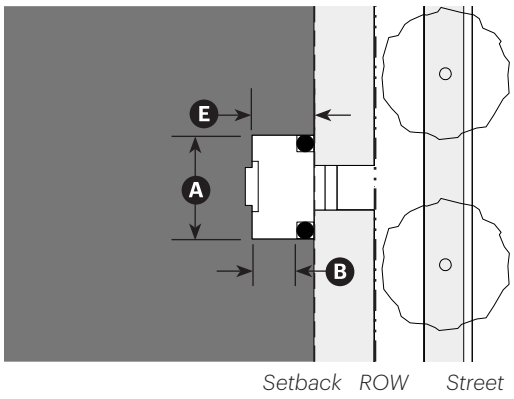




Stoop/Recessed Entry Standards		
Size		
Landing Width, Clear	5' min.	A
Landing Depth, Clear	3' min.	B
Height at Landing, Clear	8' min	C
Stories	1 story max.	
Finish Level Above Sidewalk		D
Entry Recessed ≥ 60" from facade	0" min.	
Entry Recessed < 60" from facade	12" min.	
Depth of Recessed Entries	6' 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

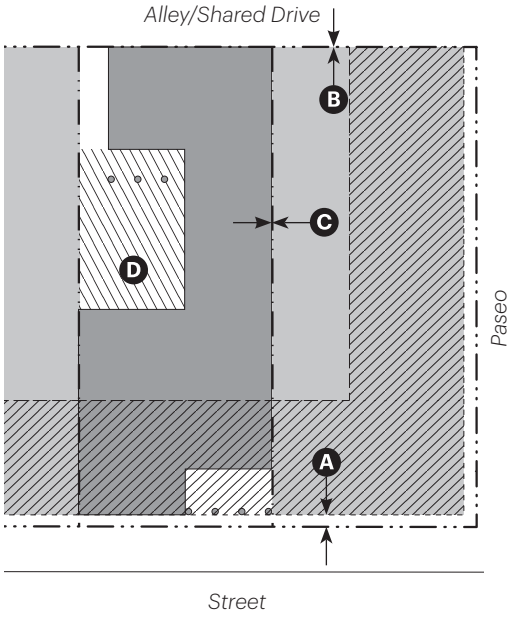
Design standards described in this Section apply to all development parcels in the Midtown Site, regardless of underlying Sub-zone and Facade Zone. Design standards applicable to all parcels include certain building setbacks, minimum open space standards, parking standards, and courtyard and roof terrace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

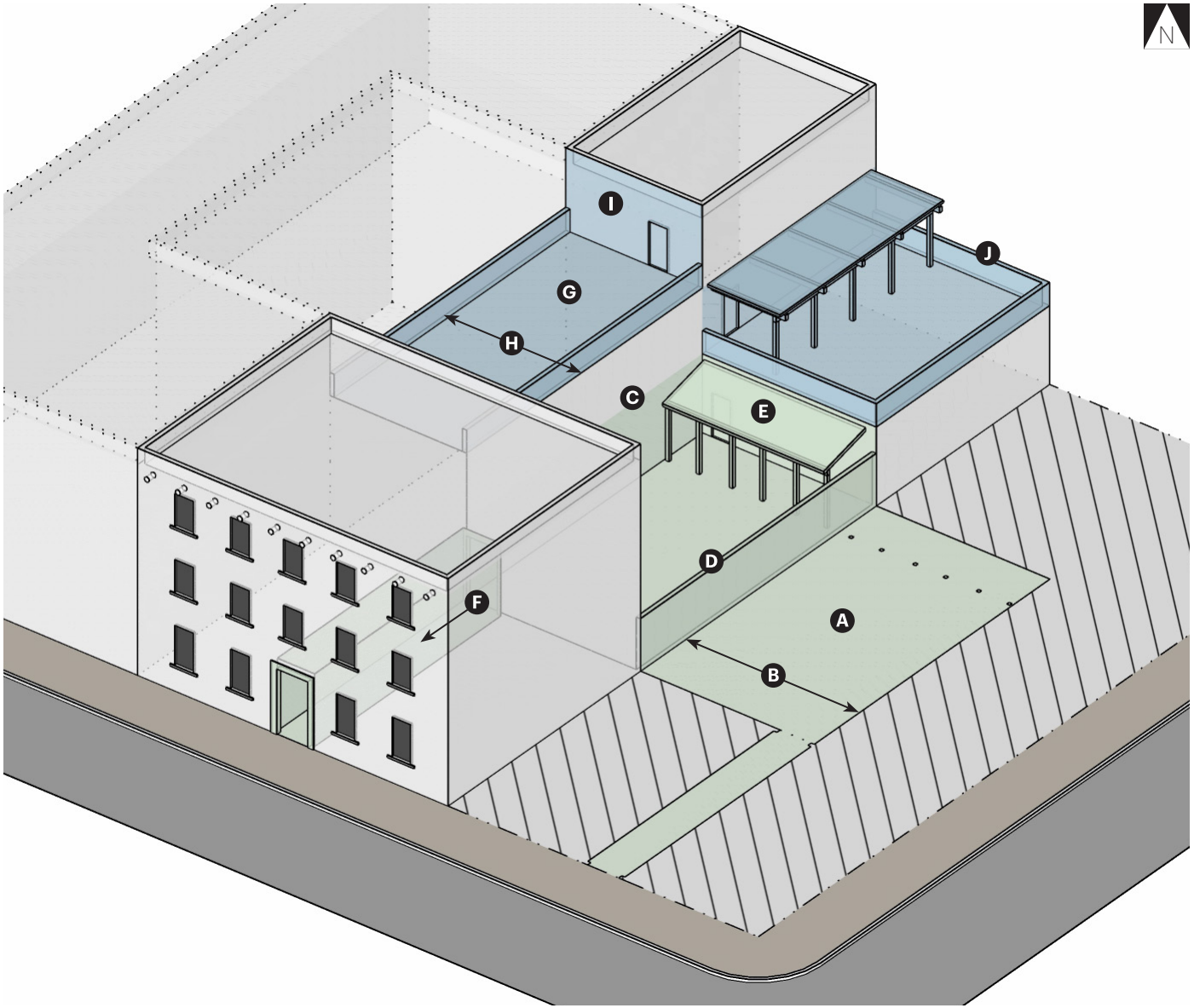


Photo Gallery





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.

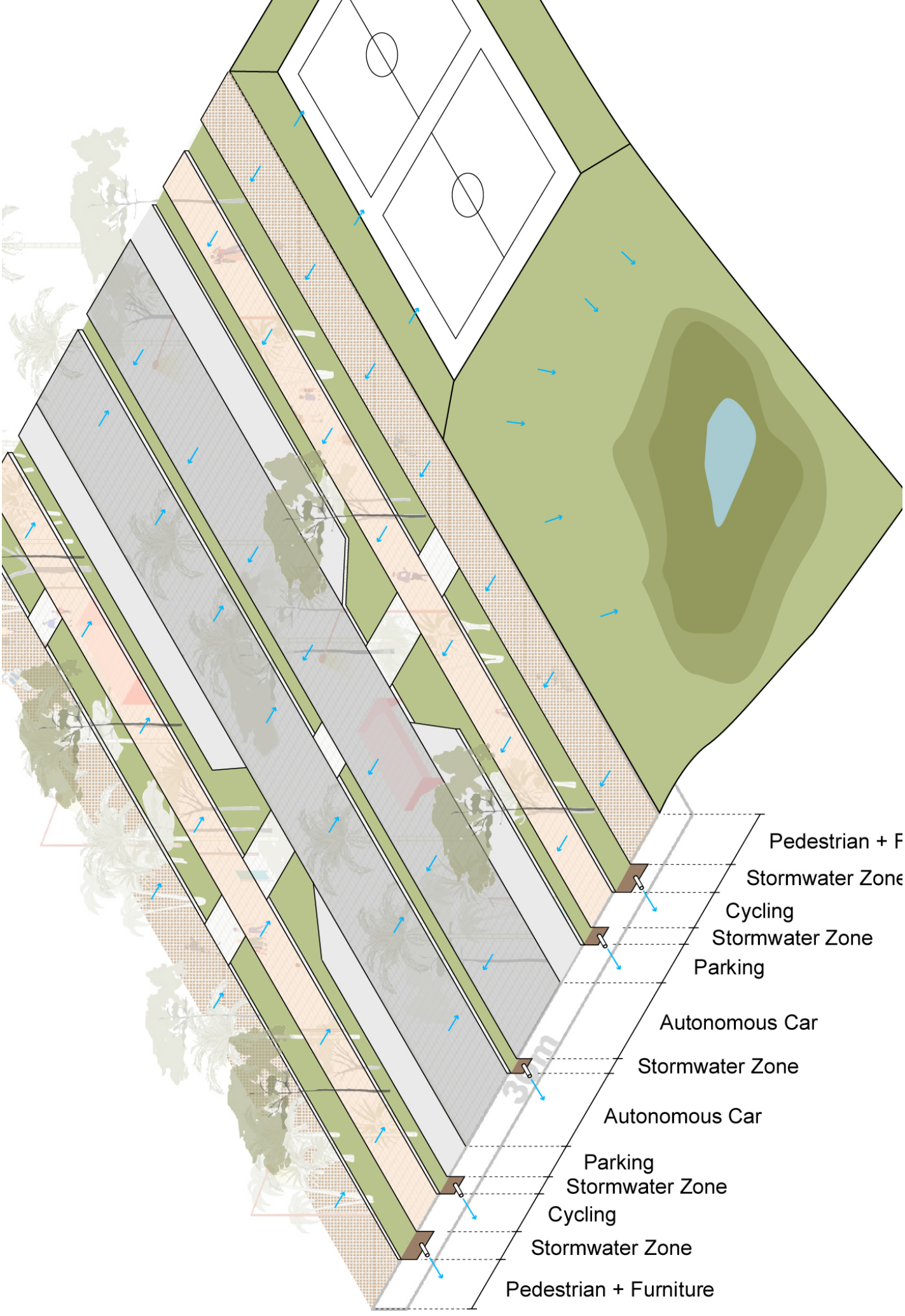
S Definitions

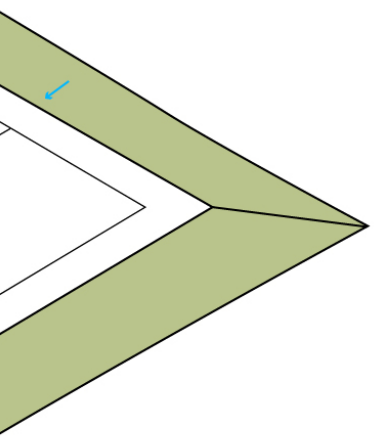
Shared Lot Line. See Lot Line, Shared.

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
Stormwater Zone
Cycling
Stormwater Zone
Pedestrian + Furniture



6. Stormwater + Infrastructure

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6.1 Stormwater + Water Quality Management

Existing Stormwater + Drainage

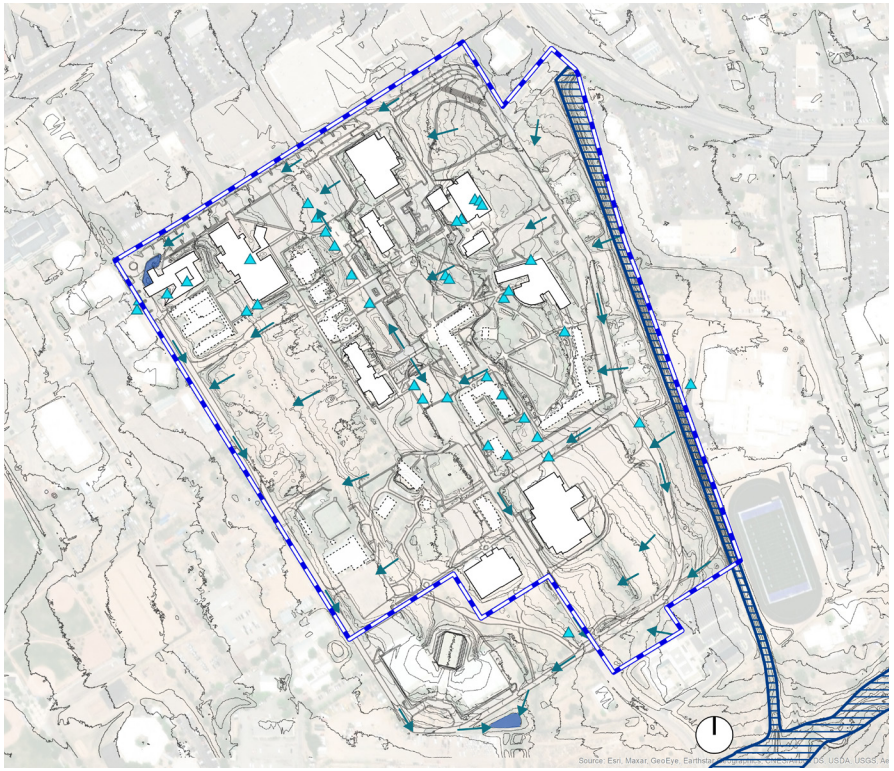
The Midtown Site (the Site) features drywell inlets that capture stormwater runoff across the Site, natural swales with no outflows that appear to quickly infiltrate stormwater runoff, a bioretention area adjacent to SFAI, and an existing pond right outside on the south end of the Site that outfalls 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

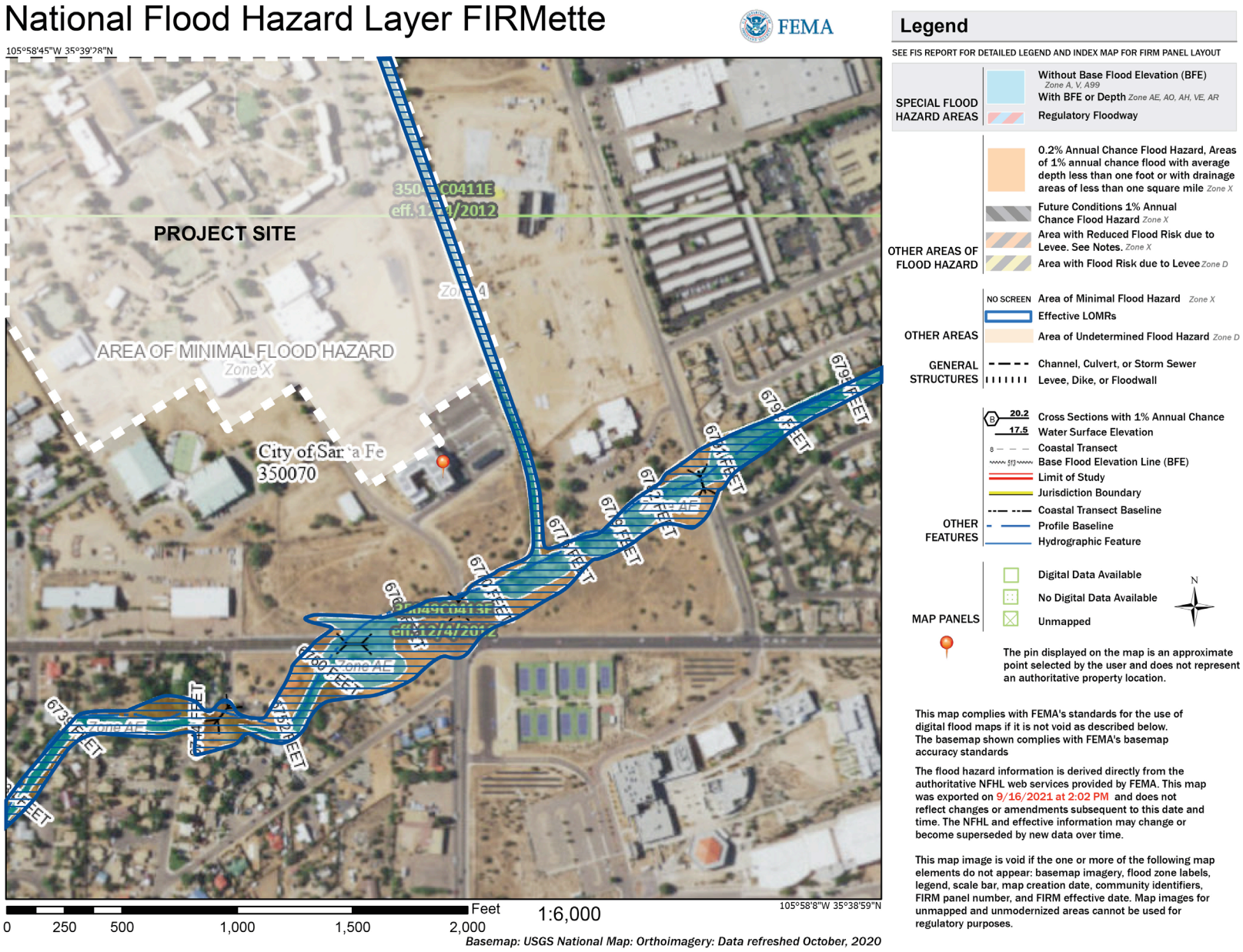
Legend

- 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

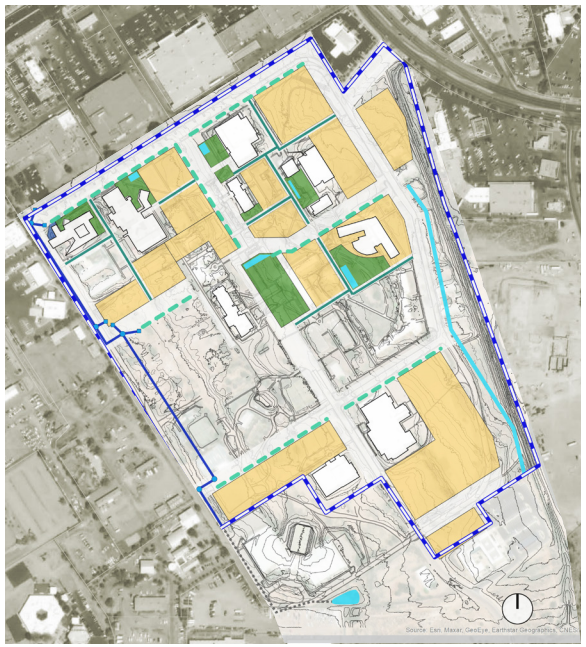
The proposed stormwater management system will manage water quality and quantity to ensure the protection of the receiving bodies of water and public safety. A suite of green infrastructure strategies, described in Section 3.3 (Integrated Stormwater Management) will be employed throughout the Midtown 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 drainage channels, infiltration galleries, 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 drainage channels primarily serve as the backbone conveyance system for the district. Drainage channels 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 drainage channel 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 infiltration galleries, gutters and trench drains can be used to route water to the drainage channels.
- Where shown, larger water quality features (bioretention areas) will be integrated within public open spaces. Stormwater will be diverted from the upstream drainage channels into the facility to further treat and attenuate peak flows, then overflow back into the downstream drainage channels to be conveyed to the centralized system.
- Drainage channels 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

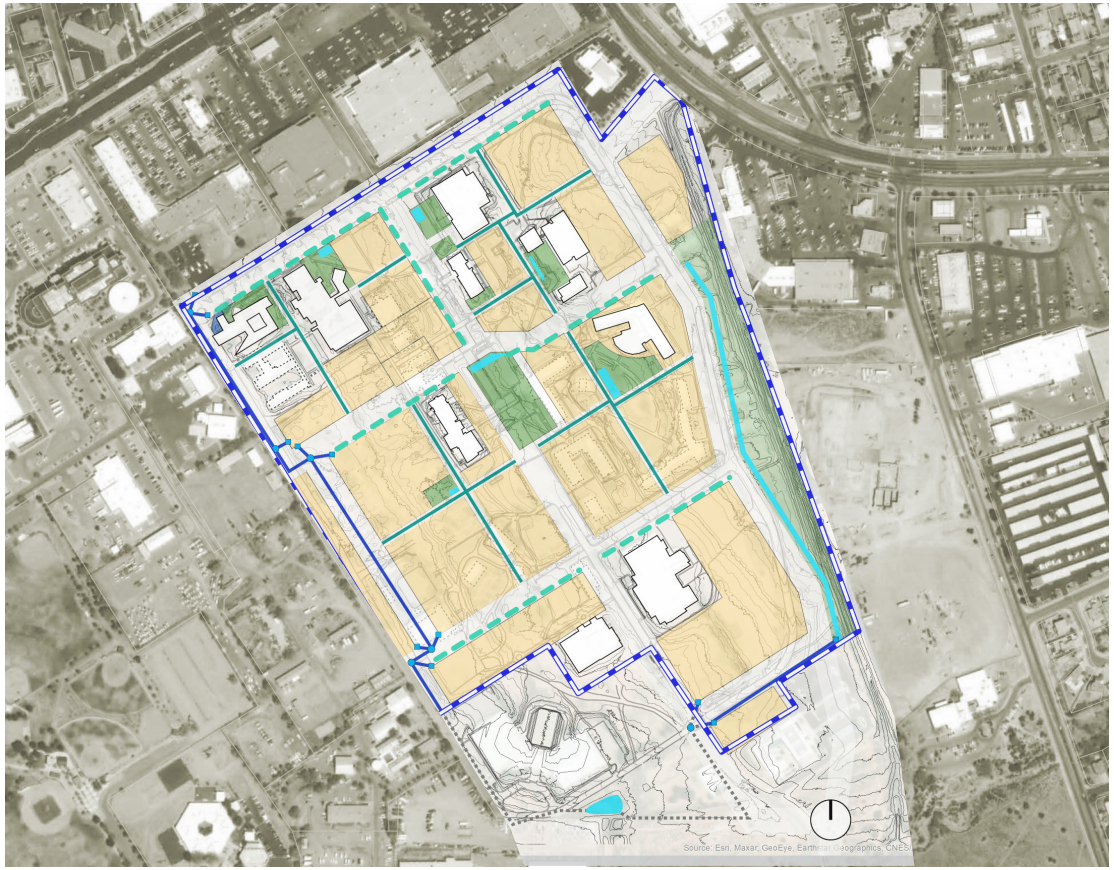


Phase 1

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, drainage channels, infiltration galleries, 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/ Drainage Channel
- Stormwater Pipe
- Infiltration Galleries + Flow through Planters
- Bioretention / Bioswale
- Stormwater Pipes[2] outside Project Area
- Storm Catch Basins
- Storm Manholes
- Bioretention Areas
- Existing Pond[1]

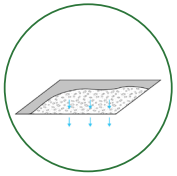
Disclaimer:

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

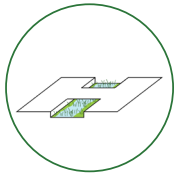
[2] All anticipated work to take place within City's ROW or easements

Stormwater Integration: Neighborhood Street

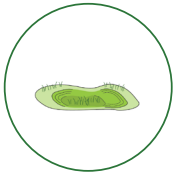




PERMEABLE PAVING



DRAINAGE CHANNEL



BIORETENTION CURB EXTENSION

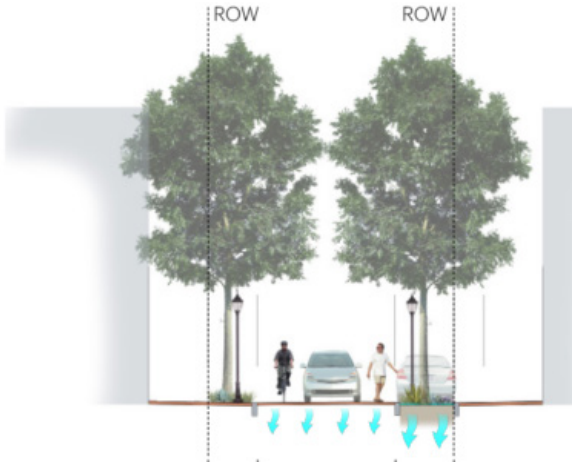


Drainage channels are proposed adjacent to pedestrian pathways to provide a more naturalized experience, such as this rustic example.



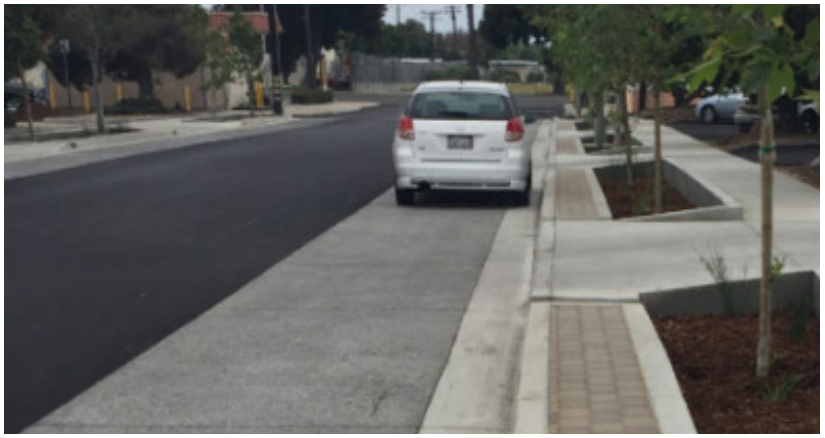
Bioretention curb extension or bulb-outs enlarge the sidewalk to incorporate the parking lane, which increases the pedestrian zone at strategic locations. This can be implemented at corners and mid block. Curb extensions enhance the safety by increasing pedestrian visibility while providing additional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

Stormwater Integration: Living Alleys



[1] FTP: Flow-through Planter

[2] TD: Trench Drain

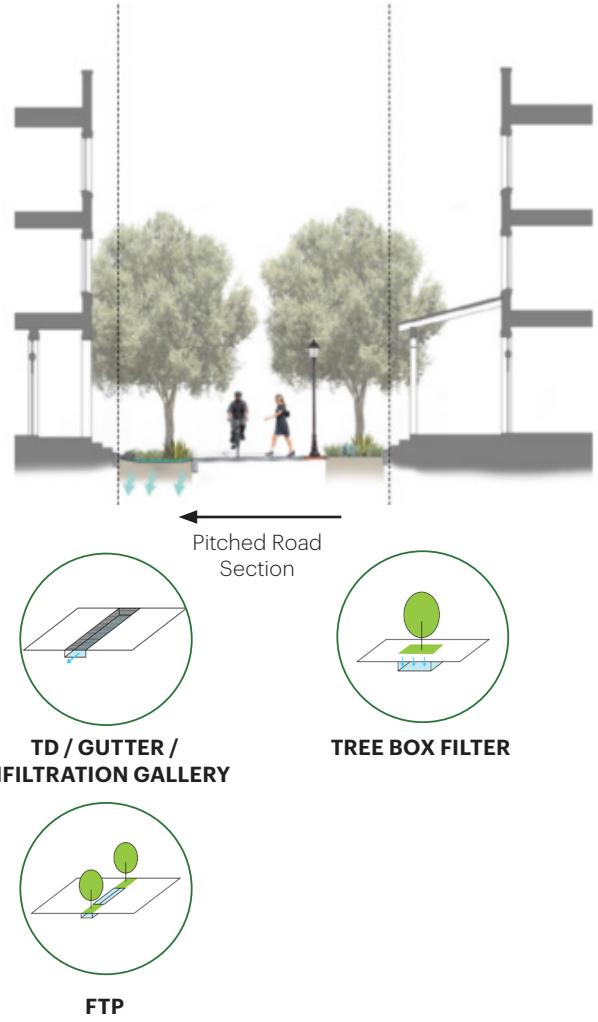


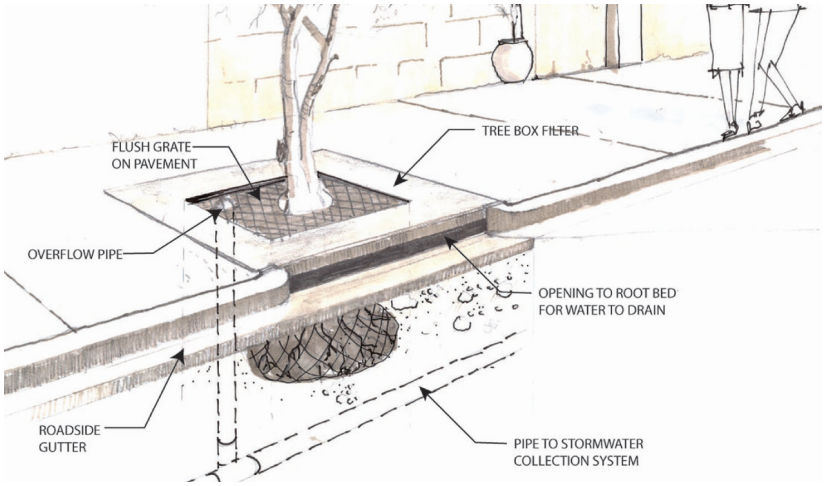
Permeable parking aisles reduce runoff, enhance infiltration



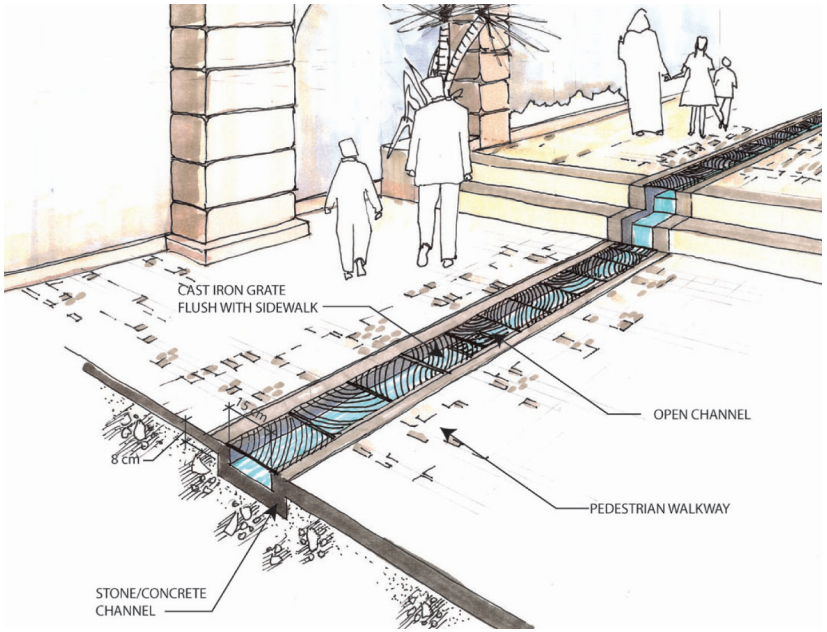
Flow through planters create opportunities for habitat and ecology to be created and provide the public with shade

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-storm water 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]

Stormwater Policy 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 or 80th percentile 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".

The proposed stormwater management policies for Midtown are put into practice as follows:

A. Stormwater Management Requirements. All new development will be designed and required to implement stormwater management systems that capture and manage the 90th percentile storm event, defined as a rainfall depth of 0.80 inches, onsite.

- Development proposals shall include a technical memorandum with all supporting documentation, modeling results, and drainage calculations related to the feasibility analysis for complying with the stormwater management requirements, which shall be addressed and submitted to the City as part of the development review process.
- All stormwater management documentation and supporting analysis shall be prepared and signed by a registered engineer licensed in the State of New Mexico.

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

2. Final Stormwater Strategic Compendium Section 11.

B. Non-Compliance with 90th Percentile Storm Management

- In the event that the proposed development is unable to manage the 90th percentile storm onsite, a technical memorandum must be submitted to the City for consideration. The technical memorandum shall include a comprehensive analysis detailing the infeasibility of meeting the discharge requirements for the 90th percentile storm event onsite.

C. Stormwater Variance Requests and Associated Fees

- Development proposals seeking a variance from the 90th percentile storm management requirement may be subject to additional stormwater management fees. The specific fee assessment shall be determined by the City at the time of the variance request.

D. Minimum Stormwater Management Requirements

- Development proposals unable to comply with the 90th percentile storm management requirement shall, at a minimum, manage the 80th percentile storm event, defined as a rainfall depth of 0.50 inches, onsite.

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.

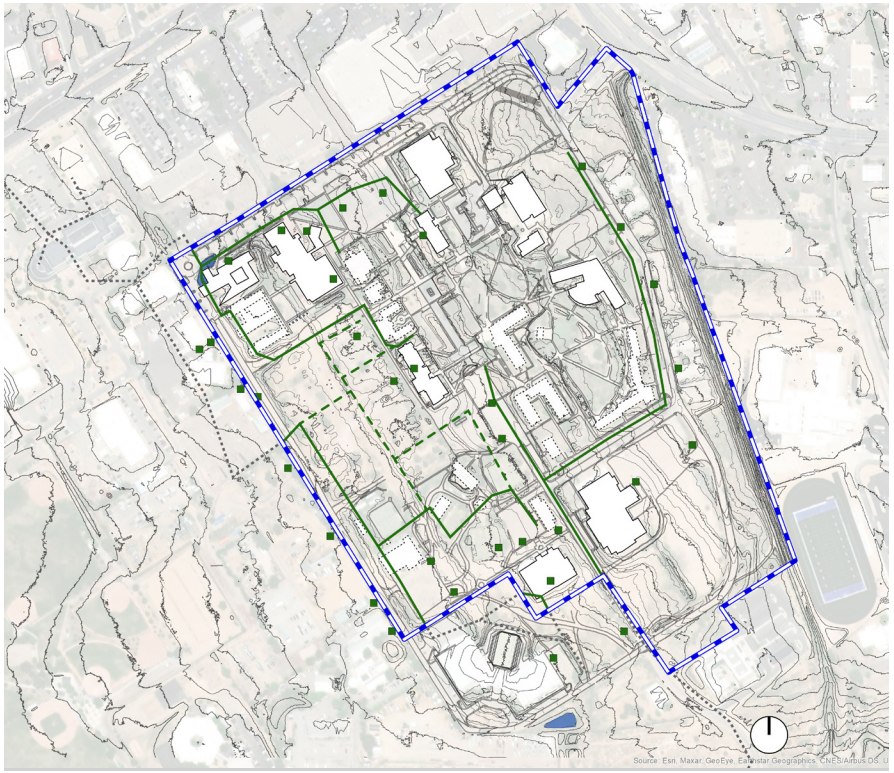
Table 6.2.A Current City Policy		Proposed The Midtown Site Policy	Additional Notes
Peak Mitigation + Detention / Flood Control			
Design Storm: 100-year, 24-hr storm for post development should not exceed pre development conditions at the Midtown Site outfall.	Post-project peak flows cannot exceed existing 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:** Infiltration galleries and trenches to be designed to convey the 10-yr 24 hr Drainage channels 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

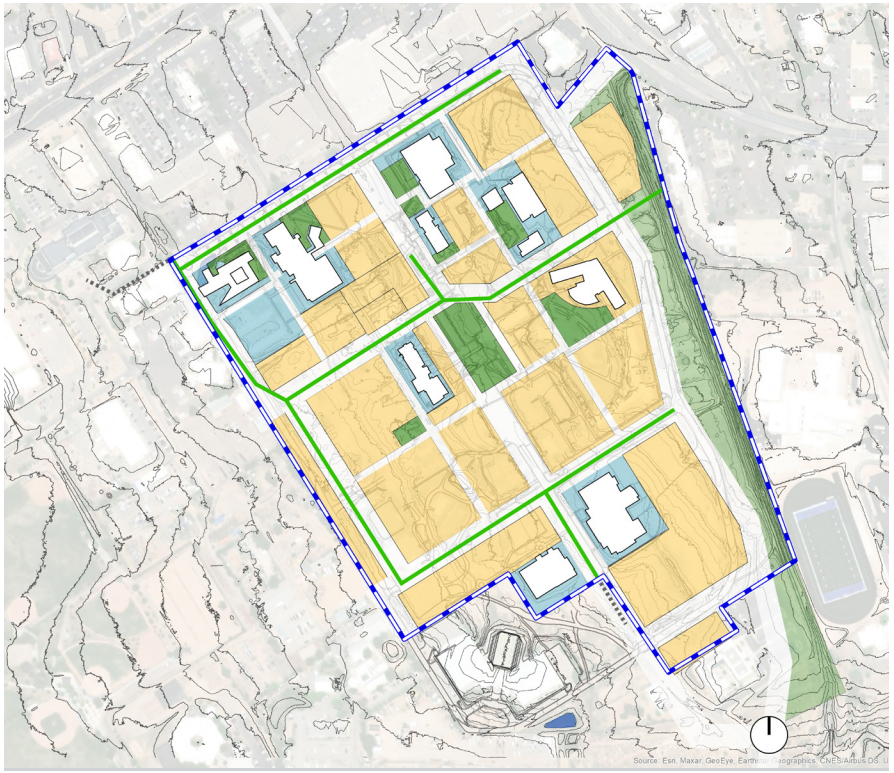
Legend

- 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

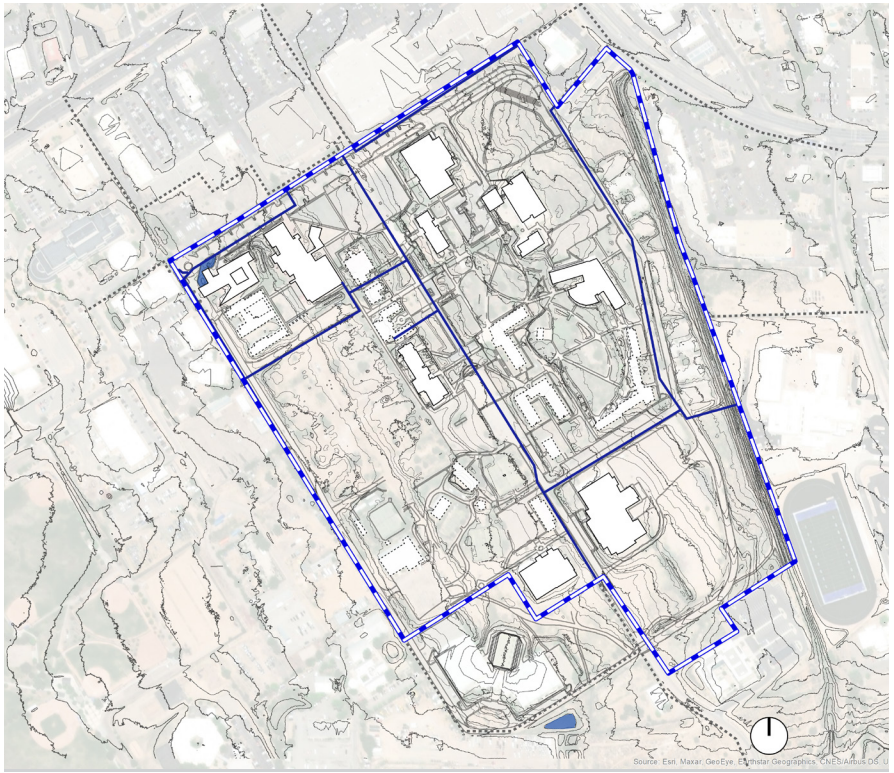
- The Midtown Site
- Proposed Sewer Lines
- Proposed Sewer Lines outside Project Area

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.



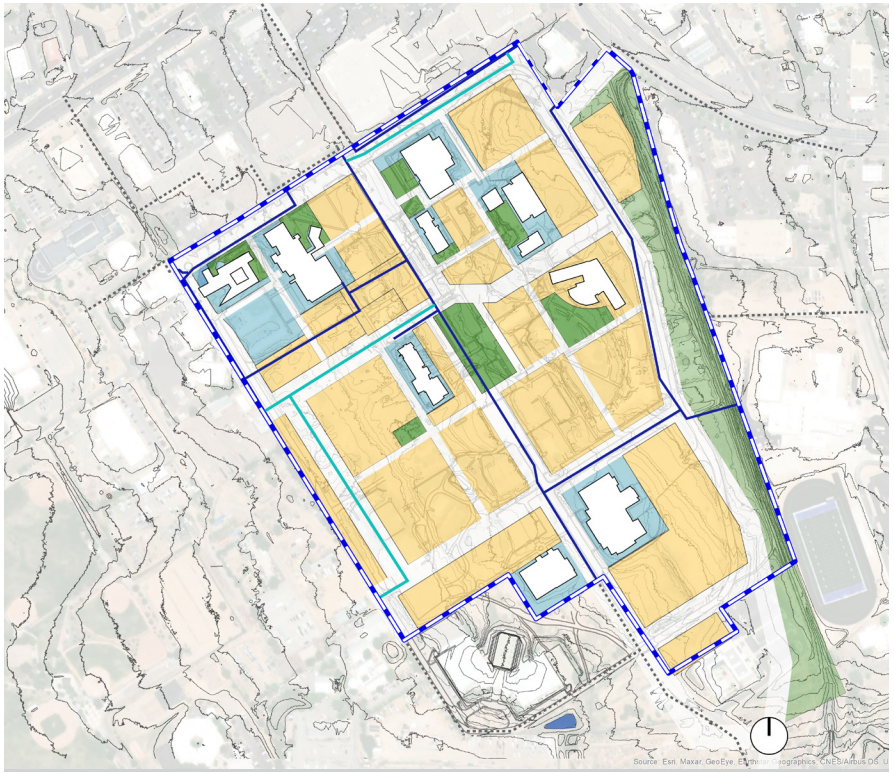
Existing Potable Water

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.

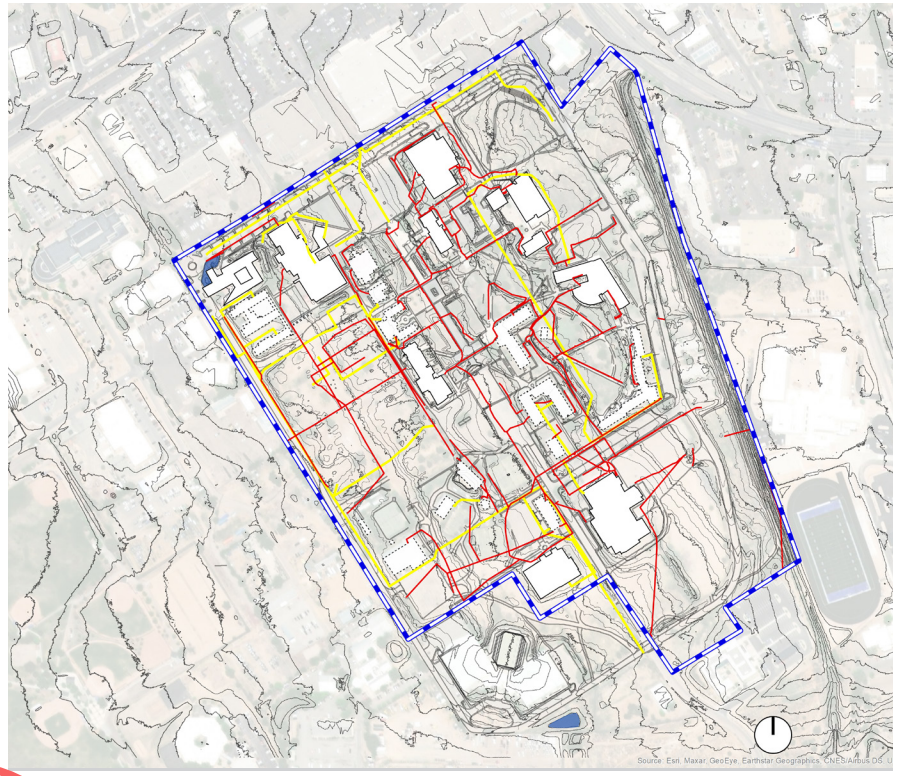
Energy Vision

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.

Alternative Energy Sources

Solar Photovoltaic System. New construction standards on Midtown development sites require the installation of a solar photovoltaic (PV) system on the roof area of the building, or on the development site, to provide electricity to newly constructed buildings. A roof is considered all outside coverings of a building or structure, including the structural supports, decking, and top layer exposed to the outside, at all levels of building, excluding roof area designated for skylights. For each new building, this energy standard shall be met by implementing one of the following approaches, whichever provides a greater supply of electricity.

- At least fifty percent (50%) of the roof area shall be dedicated to a PV a photovoltaic system; or
- At least fifty percent (50%) of the building's energy needs shall be estimated to be provided by the on-site PV system, as provided in energy calculations submitted by a certified engineer.



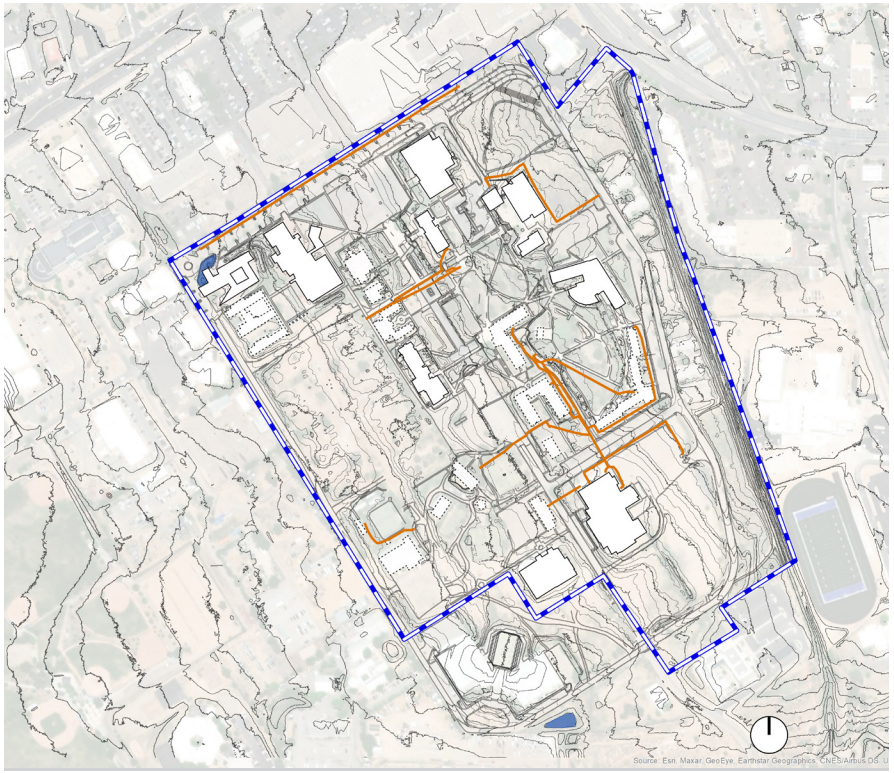
Existing Electrical + Gas Lines

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.


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



7. Appendices

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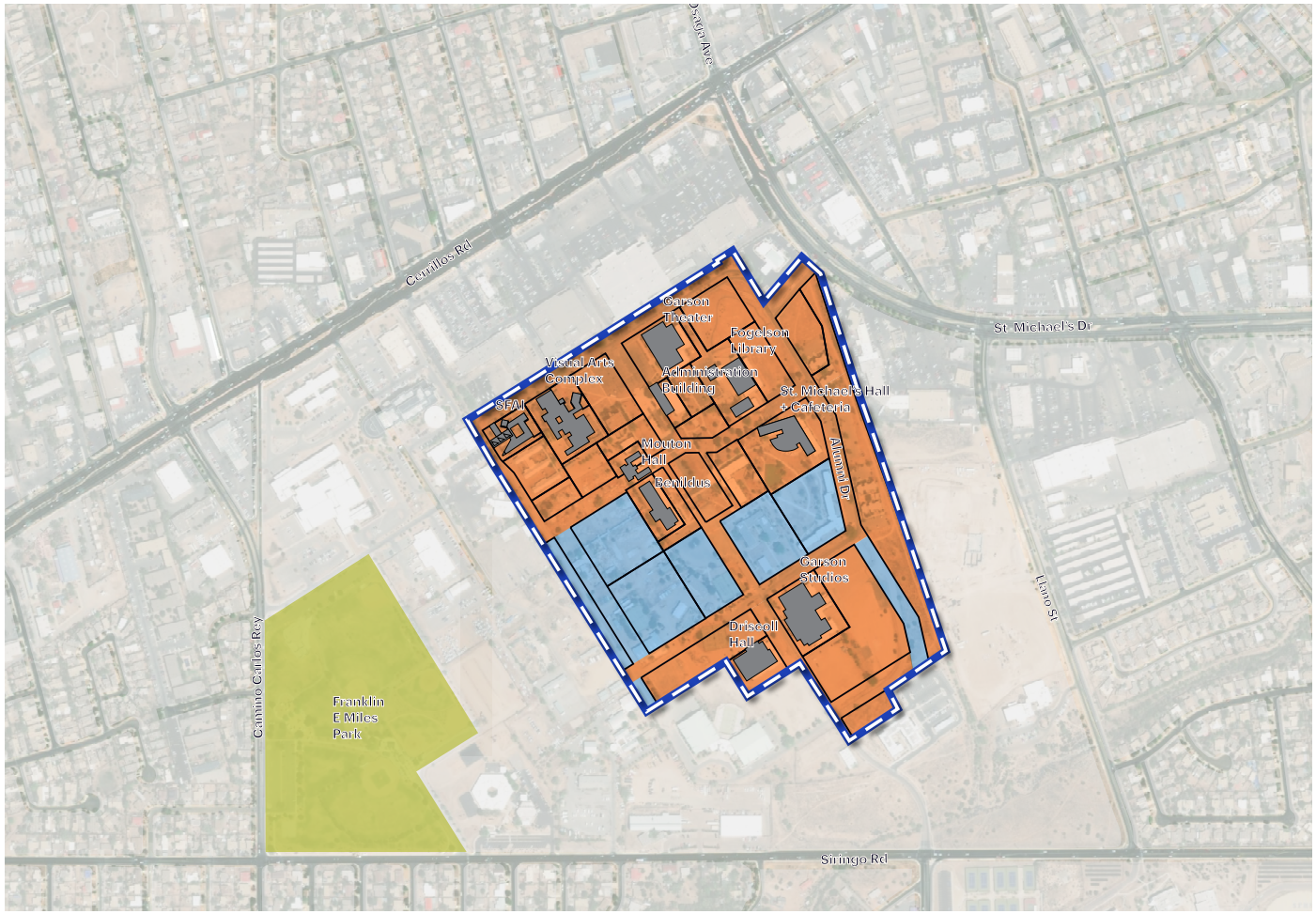
7.1 Map Series

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

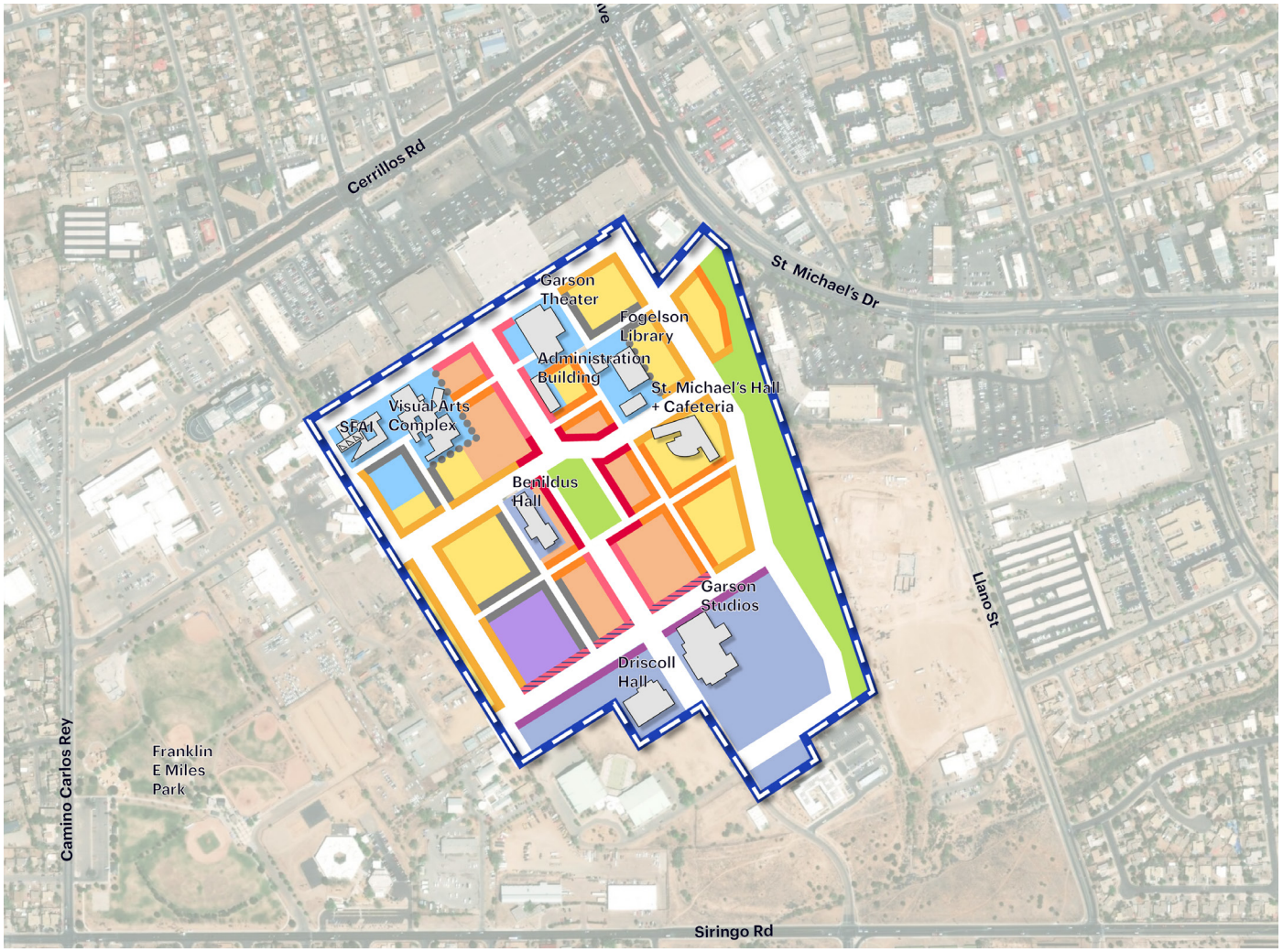
The Midtown Site

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
- Pursuant to the Midtown Overlay Zoning District requirements for "Qualifing Projects"



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

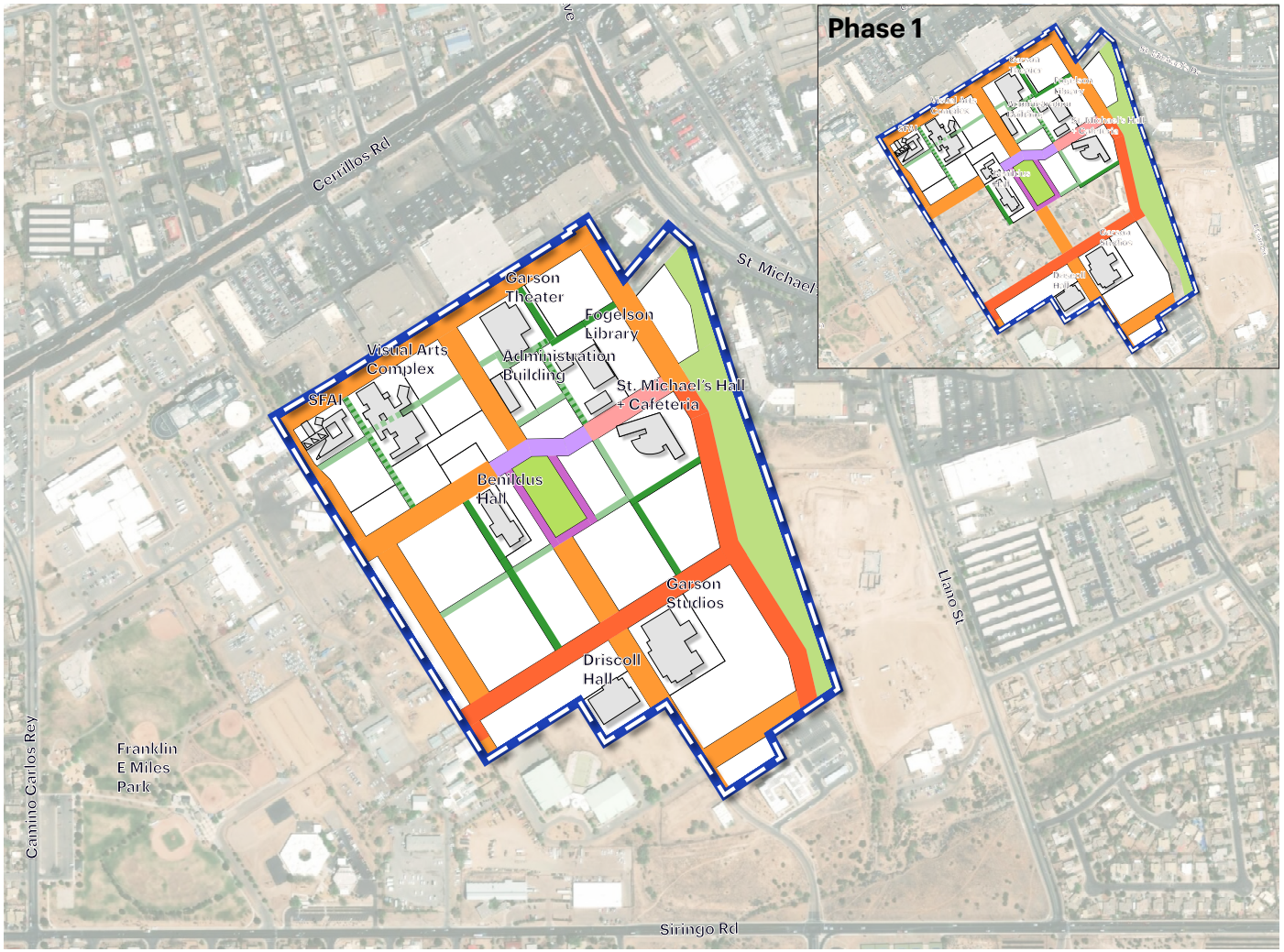
- The Midtown Site

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
- Streets with Existing or In-design Phase Bike Facilities, MPO
- 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.