

V. Land Use Growth and Trends

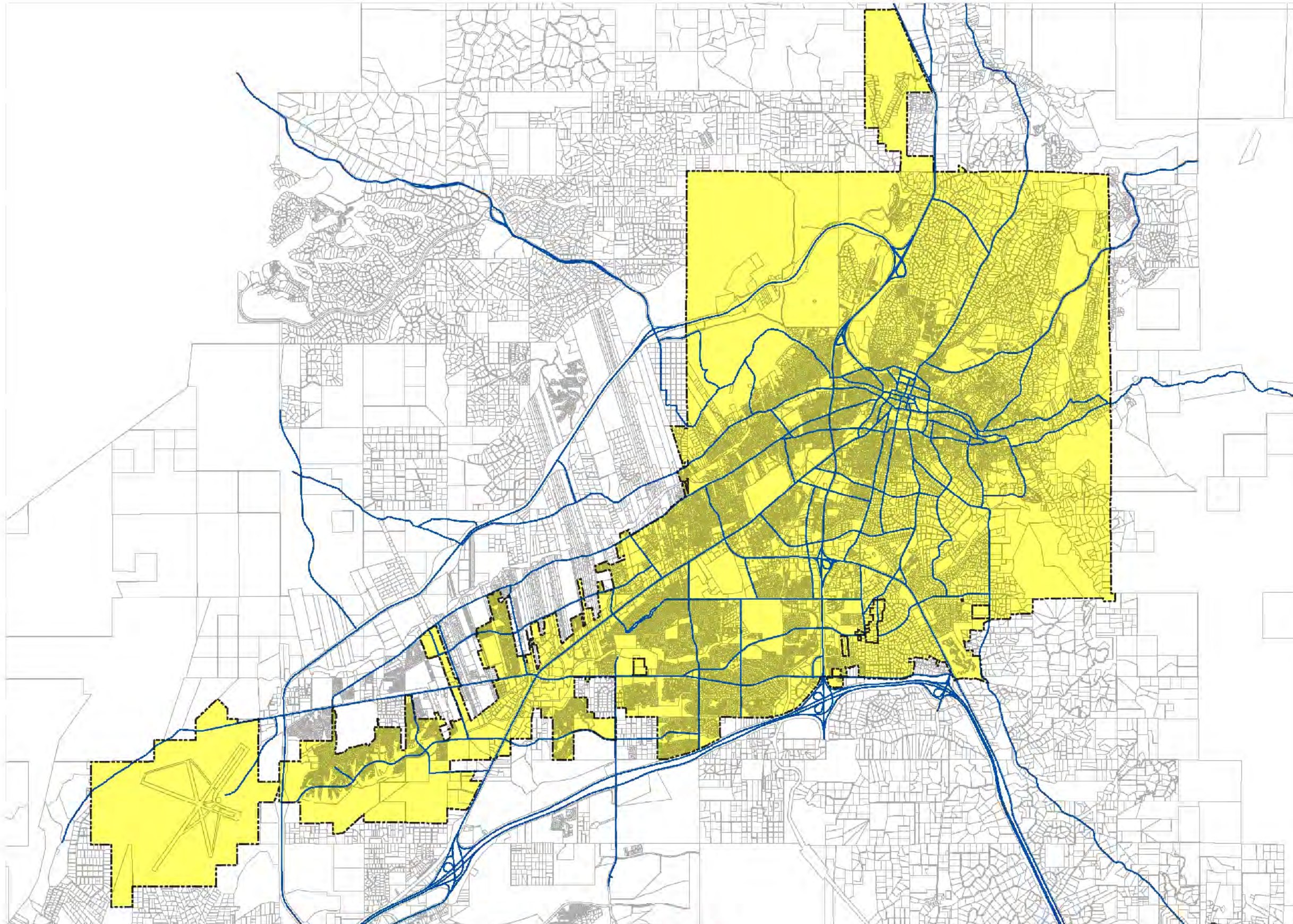
A. Jurisdiction

The St. Francis Drive Corridor lies almost entirely within the Santa Fe city limits. The only area of the corridor that is not located within the city limits is south of the St. Francis Drive and I-25 on/off ramps. This area is under the jurisdiction of Santa Fe County. A map of the region is shown in Figure 22.

B. Existing Community Context

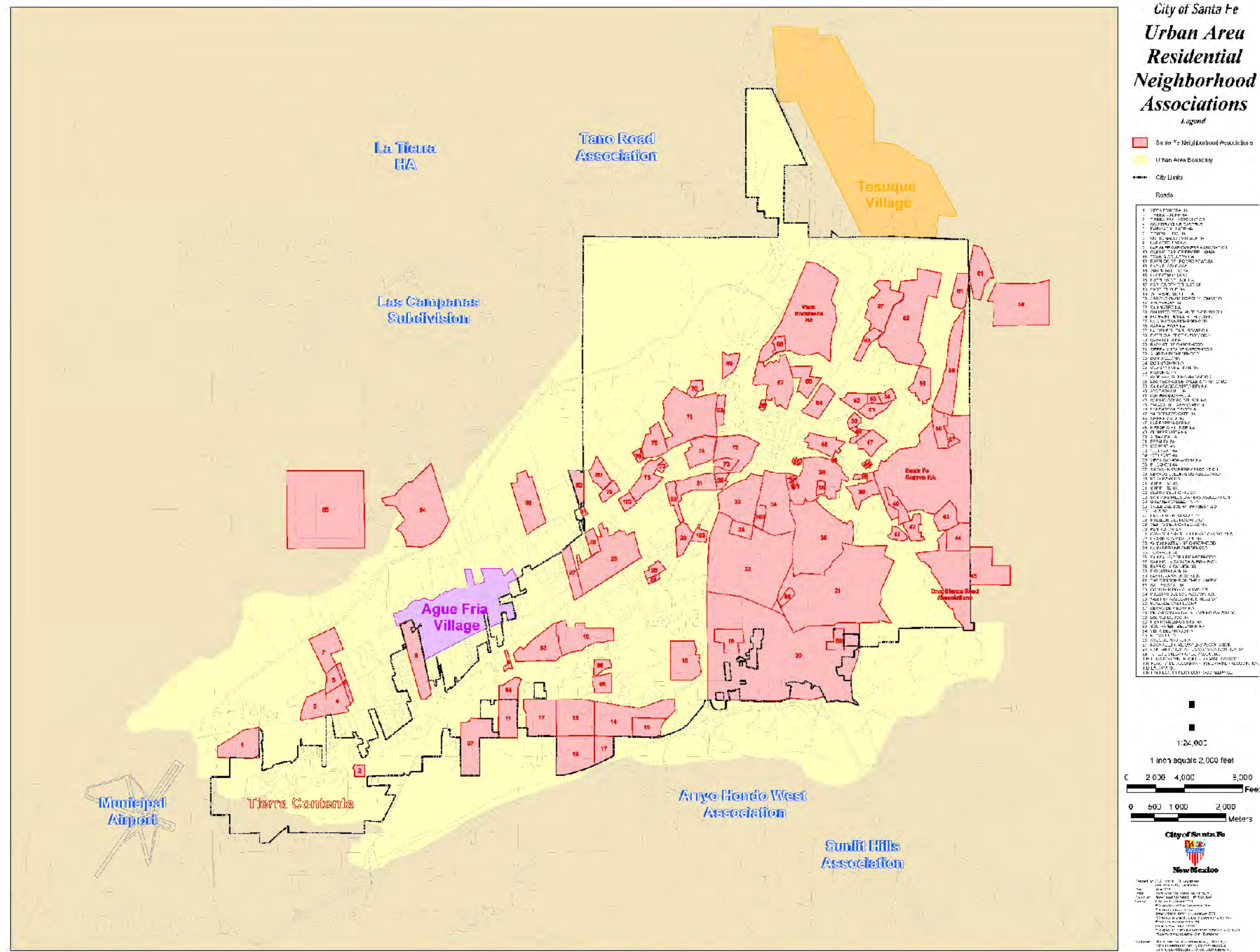
There are several organized districts, neighborhoods and subdivisions adjacent to or immediately served by St. Francis Drive. In total, the corridor includes approximately 13 adjacent neighborhood and districts. These are shown in Figure 23. The districts, neighborhoods and subdivisions listed below all have a direct relationship and impact on St. Francis Drive. They include:

- **Arroyo Chamiso/Sol y Lomas** is a subdivision on the southern portion of St. Francis Drive located to the east of St. Francis Drive and spans to the west of Old Pecos Trail, north to St. Michael's Drive and south to I-25. This is an older subdivision with homes on half-acre to one-acre lots. Located centrally within the Arroyo Chamiso/Sol y Lomas neighborhood is a small subdivision called **Villa San Miguel**.
- The **Candlelight** neighborhood is located just to the west of the Rail Runner line at Zia Road in the southern portion of the corridor. Although this small neighborhood is separated from St. Francis Drive by the Rail Runner line, Zia Road serves as the immediate access onto St. Francis Drive.
- Just north of the Arroyo Chamiso/Sol y Lomas on the east side of St. Francis Drive is the **San Mateo** neighborhood. The median age of residents of this neighborhood is about 55, which is older than the median age of 40 for the City of Santa Fe.
- Set along the northern boundary of the San Mateo neighborhood just off of St. Francis Drive and next to Salvador Perez Park is the **Galisteo/Escalante** subdivision.



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- The **South Capitol** district stretches south from the state capitol complex west of the Old Santa Fe Trail to St. Vincent Hospital on the south and St. Francis Drive on the west. This district is characterized by many bungalows with frame construction rather than adobe, which are predominantly located on the east side of St. Francis Drive in the older parts of the city.
- Sitting just north of South Capitol on the west side of St. Francis Drive is the **Triangle District**. St. Francis Drive serves as the eastern border to the Triangle District with Cerrillos Road serving as the western border and St. Michael's Drive to the south. **Casa Linda** and **Las Palomas** are the two main subdivisions in this district.
- On the east side of the St. Francis Drive and Cerrillos Road intersection is the **Don Diego** neighborhood. This neighborhood is characterized by much of the old Santa Fe charm like that of the Historic Guadalupe neighborhood.
- **Sierra Vista** neighborhood is located north of Cerrillos Road and west of St. Francis Drive.
- The **Alarid** neighborhood is located on the east side of St. Francis Drive, south of Paseo de Peralta and north of Cerrillos Road.
- The **Historic Guadalupe neighborhood** is marked by the old character and charm that Santa Fe is known for. The neighborhood is located from Guadalupe Street west to St. Francis Drive between Cerrillos and the Santa Fe River. Set within the Historic Guadalupe neighborhood is the developing **Railyard District**. This area is marked by a new park, commercial businesses and live/work units.
- The **La Madera** neighborhood sits just west of St. Francis Drive bordered by Alameda to the north and Agua Fria to the south.
- **West Alameda** is an established neighborhood with good proximity to downtown. The neighborhood extends west on both sides of Alameda from St. Francis Drive and is bordered by the Santa Fe River on the south and by Paseo de Vista to the north. Two main subdivisions included in this area include **Casa Solana** and **La Nueva Casa Solana**.
- **Fiesta/Villeros** neighborhood is predominantly Hispanic and located north of Paseo de Peralta on the east side of St. Francis Drive. The De Vargas Shopping Center is to the east of the neighborhood.



C. Growth and Trends

The older and more established neighborhoods within Santa Fe are generally located to the east of St. Francis Drive with newer development, including condominium and multi-family, located to the west of St. Francis Drive. The land to the west of St. Francis Drive does not have the same topographic constraints as the east side of Santa Fe allowing for easier and less expensive development patterns. With the addition of the New Mexico Rail Runner Express coming from Albuquerque into downtown Santa Fe, it is anticipated that new commercial and residential development will happen around the existing and proposed NM Rail Runner Express stations. In addition, existing development will possibly increase in density around these commuter and local rail stops due to the proximity to public transit and the increasing traffic and parking difficulty in the City of Santa Fe. With the NM Rail Runner Express now servicing Santa Fe, the new Railyard District has added value to the properties downtown with the mix of commercial, retail and live/work uses. Downtown will continue to be a desirable destination, community centerpiece, place to live and increase in community value as the City invests money into the downtown core.

In addition to downtown and the central neighborhoods, another neighborhood that may experience much change in the future is the proposed Northwest Quadrant. This proposed neighborhood is located along NM 599 and Ridgetop Road on the north side of Santa Fe. Although this neighborhood is not directly adjacent to St. Francis Drive, the proposed master plan calls for 773 single family homes, a neighborhood center and 40,000 acres of mixed-use. Traffic and congestion on the north side of St. Francis Drive will be affected by this development as it merges from NM 599 from its proposed access from Ridgetop Road.

D. Land Use

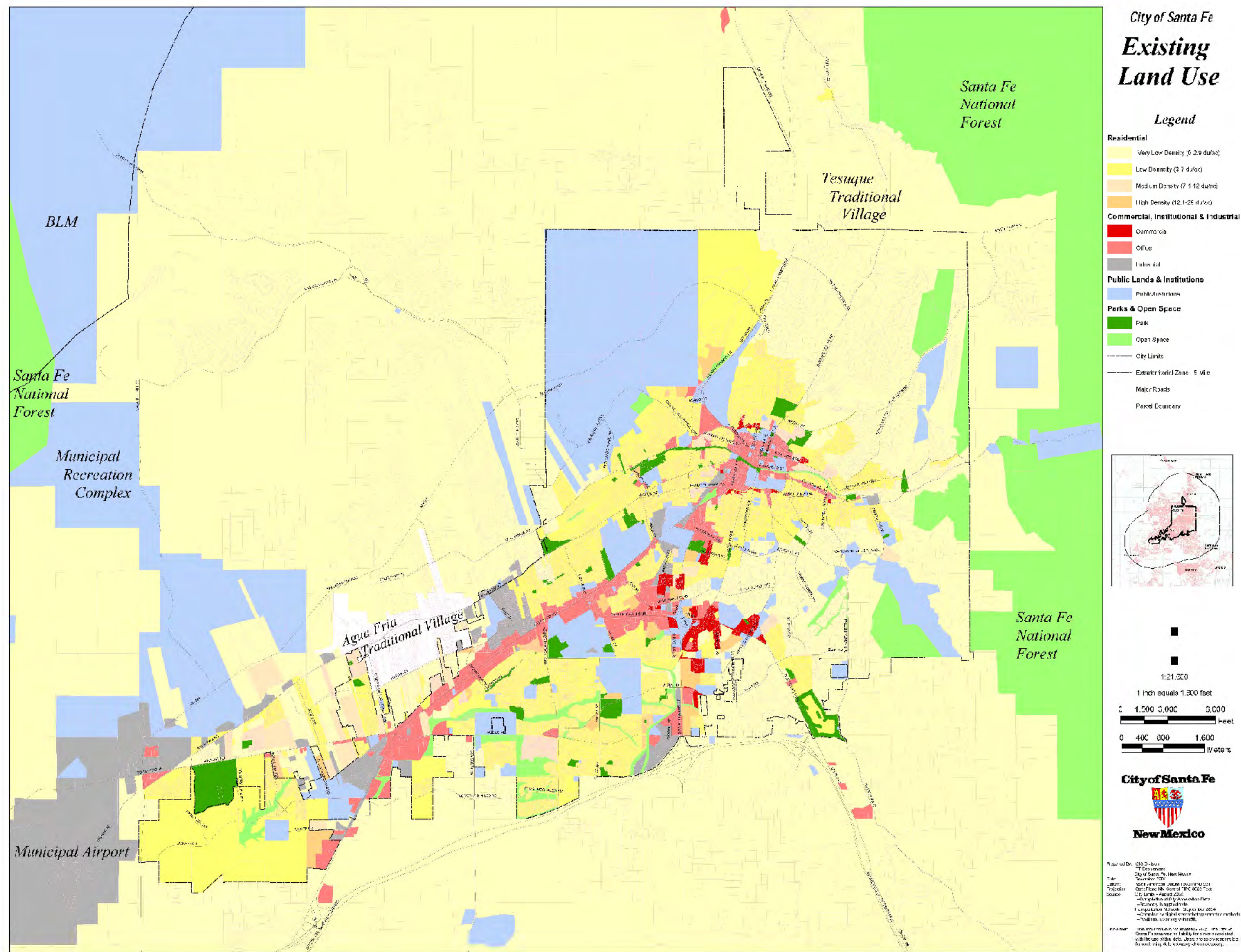
1. Existing

The land use along and surrounding St. Francis Drive includes lower density commercial areas and newer multi-family areas along the southern portions of the corridor and higher density established single family neighborhoods and new development to the north. A majority of the commercial and retail uses directly front and line the corridor while most of the residential uses are set back and located in the adjacent blocks. Although the majority of the corridor is built out, some of the major existing land uses and land use areas include:

- Commercial/Retail strips located at major intersections along the southern portions of the corridor such as St. Michaels Drive, Sawmill Road, Zia Road and other points south.
- South Capitol State Office Complex located at St. Francis, Alta Vista and Cerrillos Road.

- Local Office and Multi-Family located between San Mateo Road and Alta Vista.
- Neighborhood Retail and Commercial located along St. Francis Drive near Cerrillos Road.
- Historic Guadalupe District includes mixed-use land uses including residential, office, retail, etc. This is predominantly located between the southern portion of Paseo de Peralta and Alameda Street.

The existing land use as identified by the City of Santa Fe is shown in Figure 24.



2. Planned and Future Development

There are also several proposed plans and redevelopment projects in or near the corridor that are not currently approved but would impact land use along the St. Francis Drive corridor.

These include:

SF Brown Redevelopment – Zia Station

This redevelopment project is located at Zia Road and St. Francis Drive and is proposing a medium/high density mixed-use redevelopment strategy surrounding the NM Rail Runner Express station south of Zia Road. The site includes one parcel of approximately 12 acres north of Zia and a second parcel of approximately 11 acres south of Zia.

Los Soleras

Los Soleras is a 545 acre site located between Cerrillos Road and Richards Avenue being annexed into the City of Santa Fe. The Santa Fe MPO approved a preferred location for a NM Rail Runner express station within the Los Soleras development. The precise location and construction timeframe are pending further analysis and approval by FHWA and NMDOT. Private funds have been committed to conduct a study of the best location for a station, investigate environmental issues and complete a preliminary design. This study is included in the FY2010 of the Santa Fe MPO 2010-2013 Transportation Improvement Plan (TIP). In addition a state office complex is proposed for the site. Although this development is not located along St. Francis Drive, it would greatly affect land use along St. Francis Drive if the state office complex moved from South Capitol to Los Soleras by opening up this site for redevelopment opportunities in a prime downtown location.

Northwest Quadrant Development

The proposed Northwest Quadrant Development is located south of NM 599 between Camino de los Montoyas and Ridgetop Road. The proposed master plan for the Northwest Quadrant designates 131 acres for mixed use development with approximately 400 acres remaining as open space. The Northwest Quadrant Development would include approximately 773 single family homes, 40,000 square feet of commercial space and 70,000 square feet of mixed uses with a maximum of 24,500 square feet of specialty retail. This project is currently being studied by the City for formal adoption.

The future land use plan as identified by the City of Santa Fe is shown in Figure 25.

E. Approved Plans

The following approved plans have impacts on the St. Francis Drive Corridor. These approved plans include:

1. MPO Metropolitan Transportation Plan, 2005-2030

This document lays the foundation for a future transportation system within the next 25 years including all different modes of transportation. It outlines specific recommendations for vehicular, commuter rail, park and ride, bus, bicycle and pedestrian transportation. This will be discussed in more detail in Section VI.C.1.a) beginning on page 83.

2. Highway Corridor Plan - 1999

This plan was a joint City and County effort and was adopted on April 23, 1999. The intent of the plan was to manage development along I-25, NM 599, Cerrillos and Airport Road so that the “gateway” image of the city is maintained. In these areas a zone for the “Highway Corridor District” was developed with recommendations for land use and the implementation of design standards.

3. City of Santa Fe General Plan – 1999

The General Plan for the City of Santa Fe serves as a guiding document for future decisions made within the city regarding future development, community character, program implementation, etc. The plan illustrates heritage resources, land use, growth management, city character and urban development, transportation, infrastructure and public services, natural resource management and conservation, community services and development and institutional framework.

With regard to transportation, a primary theme of the City of Santa Fe General Plan is to reduce automobile dependence and dominance⁸. Guiding policies with regard to future roadway policy decisions and development include the following⁹:

Streets

- Implement a comprehensive strategy to decrease reliance on the automobile.
- Give people priority over cars.
- Ensure that streets do not become barriers to people crossing.

Transit and Transportation

- Promote local and regional public transit serving Santa Fe.
- Adopt a policy of “transit first,” and give transit priority over street widening.

⁸ City of Santa Fe General Plan, Chapter 6 Transportation, p 6-1

⁹ City of Santa Fe General Plan, Chapter 6 Transportation, p 6-2 and 6-3

- Develop a Transportation Demand Management program in cooperation with the local business community.

Bicycle Circulation

- Provide a comprehensive network of bikeways for safe and efficient transportation.
- Recognize bicycling and walking as viable alternatives to motorized transportation.
- Provide off-road trails as an alternative to on-road travel where natural corridors exist.
- Provide necessary amenities, such as secure bike racks and traffic signals which can be triggered by bicyclists.

Parking

- Develop a comprehensive park and ride programs to serve residents of outlying areas.

4. Santa Fe Regional Future Land Use and Growth Management Plan – 2004

This plan was a joint effort between the City of Santa Fe and Santa Fe County developing land use and growth management recommendations for extraterritorial area, a 5 mile zone surrounding the city limits. A technical summary of existing and future conditions and the policy framework are the two main elements of the document. The five guiding policy framework principles include affordable housing, water, infrastructure and services, character and employment and economic development.

5. Santa Fe County Growth Management Plan

This plan is a policy based document that establishes major County planning initiatives and provides local development models. Due to various planning and implementation decisions since 1999, the integrity of the plan has been compromised. These decisions have increased demands on County resources because of those made for areas with limitations on water, transportation and infrastructure. Currently the County is updating the 1999 plan to establish a growth management framework which the County will utilize when making decisions regarding growth.

F. Distinct Character and Land Use Zones along St. Francis Drive

St. Francis Drive can be divided up into 3 segments, each with a distinct character. The first segment is from I-25 to San Mateo and is characterized by a large right-of-way (250' – 500'). The sidewalks are inconsistent and do not provide pedestrian connectivity. This segment is also characterized by large setbacks and medians allowing for native plantings within the right-of-way.

The second segment from San Mateo to Alamo is characterized by a narrower right-of-way (95' – 225'). There are many curb cuts with smaller setbacks from the right-of-way causing congestion. A majority of the development in this segment is commercial businesses such as gas stations, fast food, convenience stores and automobile stores. Also, the sidewalks are inconsistent and adjacent to the road causing confusion and safety issues for pedestrians.

The third and final segment along St. Francis Drive is the northern most portion from Alamo to Guadalupe. This segment is characterized by a larger right-of-way (150') and mainly residential uses. This is the transitional portion from downtown to destinations farther north.

G. Population

1. Existing

The following information in Table 17 is from the 2000 census data and 2006/2008 census data estimates representing the demographic character in the City of Santa Fe and Santa Fe County.

| Table 17 - Population and Economic Data for the City and County of Santa Fe | | |
|---|-----------------|------------------|
| Population | Santa Fe County | City of Santa Fe |
| Total Population - estimate | 143,937(2008) | 72,056 (2006) |
| Total Population – 2000 | 129,295 | 62,203 |
| Change from 2000-2006/2008 | 11.3% (2008) | 14.5% |
| Persons under 5 years old | 5.8% (2007) | 5.4% (2000) |
| Persons under 18 years old | 21.1% (2007) | 20.3% (2000) |
| Persons 65 years and older | 13.1% (2007) | 13.9% (2000) |
| Female persons | 50.7% (2007) | 52.2% (2000) |
| White persons | 92.7% (2007) | 76.3% (2000) |
| Black persons | 1.3% (2007) | 0.7% (2000) |
| American Indian and Alaska Native persons | 3.3% (2007) | 2.2% (2000) |
| Asian persons | 1.2% (2007) | 1.3% (2000) |
| Native Hawaiian and other Pacific Islander | 0.1% (2007) | 0.1% (2000) |
| Persons reporting two or more races | 1.4% (2007) | 4.2% (2000) |
| Persons of Hispanic or Latino origin | 50.1% (2007) | 47.8% (2000) |

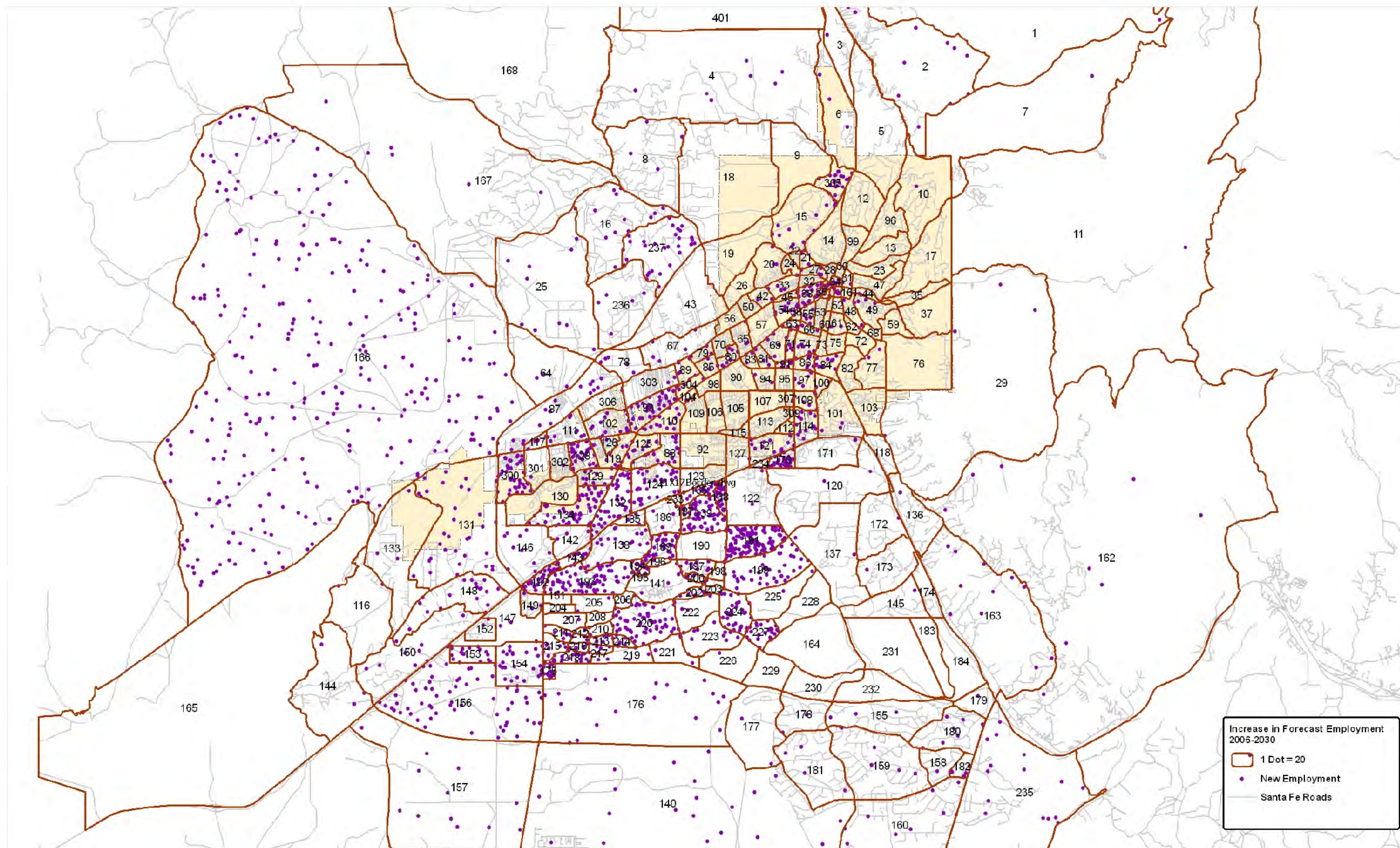
| Economic Data | Santa Fe County | City of Santa Fe |
|---|-----------------|------------------|
| Median Household Income | \$51,601 (2007) | \$46,584 (2006) |
| Persons Below Poverty Level | 15.0% (2007) | 12.3% (1999) |
| Source: http://www.santafechamber.com/community/demographics.asp 2006 http://quickfacts.census.gov/qfd/states/35/3570500.html | | |

2. Population Growth and Trends

Population growth is expected mostly in the western portions of Santa Fe within the next 25 years. There would be a surge in population north of St. Francis Drive if the proposed Northwest Quadrant Housing Development moves forward. There will also be a significant amount of single and multi-family growth along the western portions of Cerrillos Road, NM 599 and Airport Road. The Community College District, south of Governor Miles Road and along Richards Road,

extending west to NM 14, which includes the San Cristobal development, is also projected to experience growth. Because much of the older and established eastern side of town is built out, development and growth will be pushed to the western side where land is still available for development. General trends and growth projections anticipate a general increase in residential density in the city over the next 25 years. This may occur through new developments such as those listed above or smaller scale infill projects that may occur along the corridor in the upcoming years.

A dot density map showing the general areas anticipated for population growth per the socioeconomic forecasts developed by the City and County of Santa Fe are shown in Figure 26. As noted previously, the dots are distributed randomly throughout the zone and do not represent the location of employment or housing units.



Increase in Forecast Employment
2005-2030

- 1 Dot = 20
- New Employment
- Santa Fe Roads

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H. Employment

1. Existing

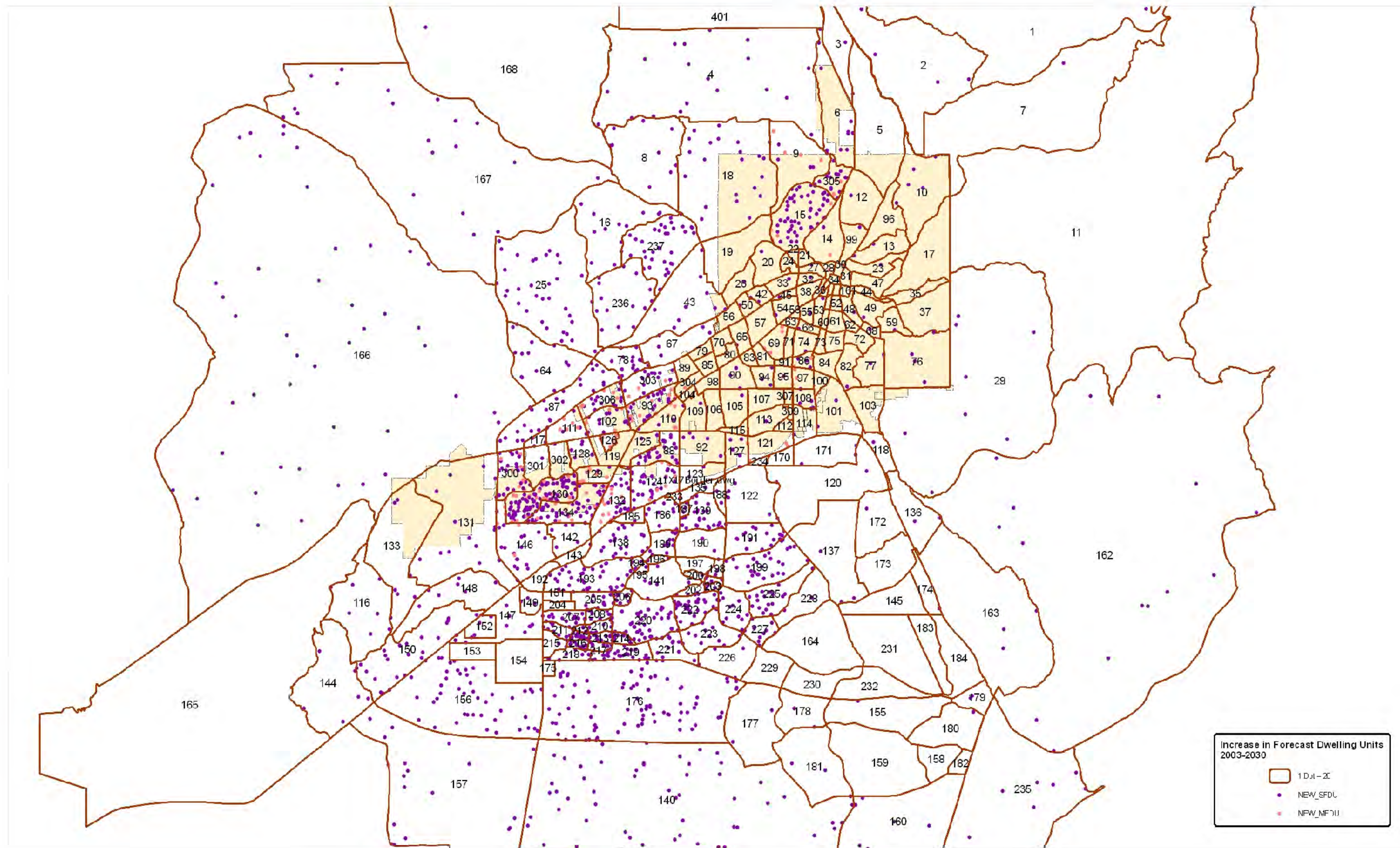
Currently, most of the employment in the City of Santa Fe is downtown or in the western and southwestern areas of the city. Although large corporations are absent, Santa Fe has a relatively low unemployment rate and has good start-up programs for small business owners. Most of the current jobs are focused on government and hospitality. Los Alamos National Laboratory also serves as a big draw for science and research jobs. Finally, two other significant economic sectors in the city are health care and light manufacturing. Most employment along St. Francis Drive includes service retail such as restaurants, convenience stores and grocers in addition to smaller commercial enterprises.

2. Growth and Trends

According to the Santa Fe MPO socioeconomic forecasts, a majority of the employment growth will be in the southwest reaches of Santa Fe in areas near NM 599 and Los Soleras. Although, with the addition of the NM Rail Runner Express providing service into Santa Fe from Albuquerque, there has been added day traffic from tourists and commuters. Because of this, the City of Santa Fe is beginning to consider land use patterns along the corridor potentially focusing on transit-oriented and mixed-use developments around the transit stops like Zia Road and the Railyard (and possible others as studied in the Rail Corridor Study). Employment and economic hubs will develop around the commuter rail line and its associated stops creating more density and jobs in specific locations along the corridor.

Santa Fe will continue to have jobs focused in the government and hospitality sectors as well as health care and light manufacturing. With the Southwest, and New Mexico in particular, now seen as an ideal place for movie sets and filming, Santa Fe will experience growth in the entertainment sector.

A dot density map showing the general areas anticipated for employment growth per the socioeconomic forecasts developed by the City and County of Santa Fe are shown in Figure 27.



NOT TO SCALE

I. Community Service and Facilities

1. Existing

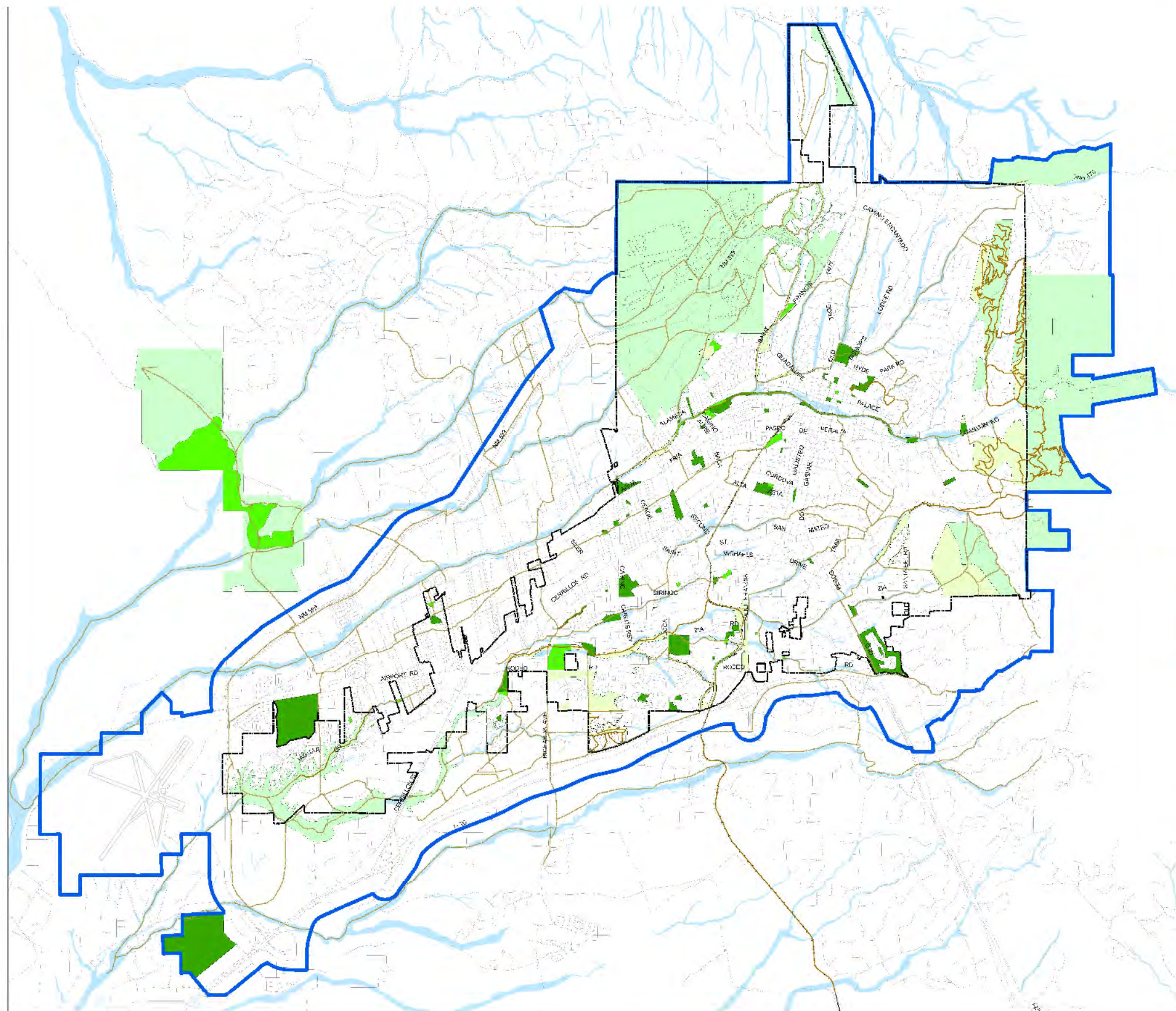
Currently, the City of Santa Fe is serviced by a variety of schools and parks on or near the St. Francis Drive corridor. In the southern reaches of the corridor (south of St. Michael's) the schools include Santa Fe and St. Michael's High Schools, Chaparral Elementary, Capshaw Junior High and Little Earth School. This area south of St. Michael's Drive is also marked by four community and neighborhood parks including Ragle Park, Candelero Park, Brother Edward de Reina Park and Southridge Calle Lorca Park.

Kaune and E.J. Martinez Elementary schools are located between St. Michael's Drive and Cerrillos Road as well as Salvador Perez Park, Cornell Park and Young Park. The corridor begins to transition at Cerrillos with the notable and new Railyard Park. This marks the entry into the older historic downtown area of Santa Fe. Because of the downtown density and older historic buildings, the only other open space is the Santa Fe River at St. Francis Drive and Alameda. Although, a handful of schools are located downtown including New Mexico State School for the Deaf, Alvord Elementary, Santa Fe Secondary School and Gonzales Elementary.

Besides the vast beauty of the southwestern landscape, another allure of Santa Fe is the historic downtown with many notable historic sites and museums. Some of these include the Plaza, the Cathedral, Georgia O'Keeffe Museum, New Mexico Museum of Art, Museum of Contemporary Native Arts and the various museums located in the Museum Hill district on the east side of Santa Fe. One other major draw to Santa Fe creating its well-known artistic and cultured vibe is the amount of artists and galleries spread throughout the city.

2. Growth and Trends

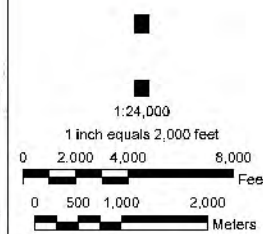
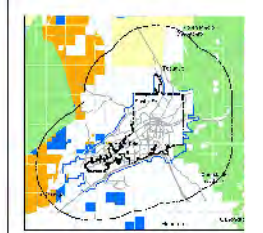
As growth continues to the southwest, north and in transit-oriented developments along the corridor, there will be increased demand for schools and parks. Due to the larger land requirements for schools, most schools will need to be located in the southwest or northern areas of Santa Fe. On the other hand, parks will be able to utilize infill sites that are undeveloped or being redeveloped providing a needed amenity for many local residents. Because the corridor is substantially built out and will continue to add density, the parks and open space areas along the corridor could include a higher frequency of smaller neighborhood parks.



City of Santa Fe Parks, Trails & Open Space

Legend

- Proposed Urban Area Boundary
- Parks - Public & Private - Existing
- Parks - Proposed
- Open Space - Existing
- Open Space - Proposed
- 100 Year Flood Zone & Riparian Corridor
- Trails - Existing
- Trails - Proposed
- City Limits
- Hwy
- Roads



Prepared by: [Name]
 Date: [Date]
 Project: [Project Name]
 Location: [Location]
 Scale: [Scale]
 Author: [Author]
 Review: [Reviewer]
 Approved: [Approver]
 Date: [Date]

