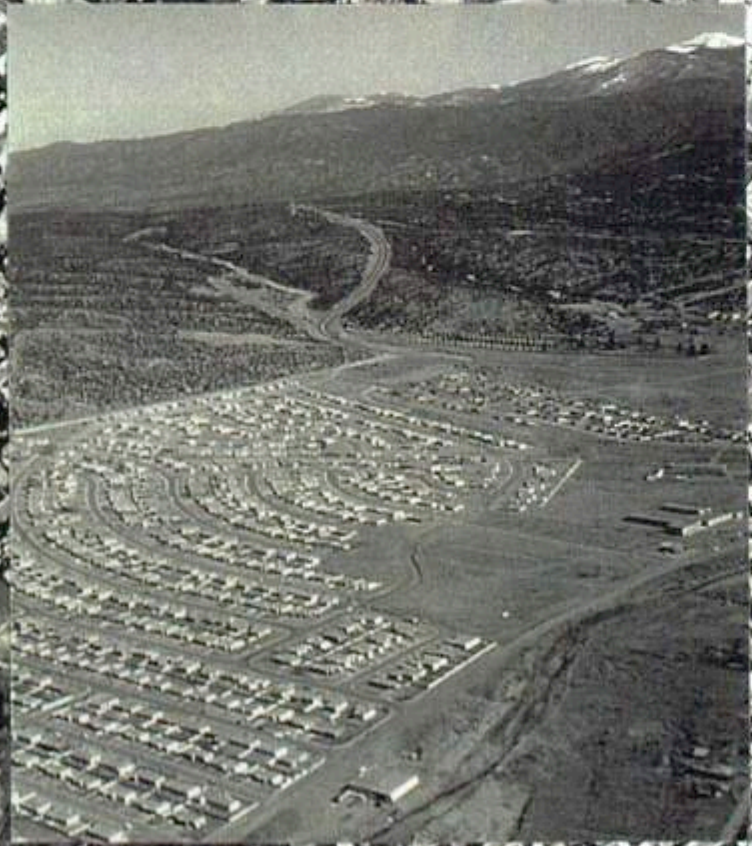


SOLANA NEIGHBORHOOD CENTER SANTA FE, NEW MEXICO 2038



A MODEL FOR GROWTH without **SPRAWL**

Sakal and Hood Architecture and Urban Design

The City of Santa Fe

Planning & Land Use Department

Anne McLaughlin Condon, AICP - Director

WILD 10/4 OAGA-1
NF 13132 152.78

1999 AWARDS

AHWAHNEE HONOR AWARD for REGIONAL PLANNING in the 14 WESTERN STATES

The American Institute of Architects, California Council
The California Chapter of the American Planning Association
The Local Government Commission

AWARD of EXCELLENCE for INNOVATION in PLANNING and URBAN DESIGN

The New Mexico Chapter of the American Planning Association

A. I. A. AWARD for UNBUILT PROJECTS

The American Institute of Architects, New Mexico Chapter



1000 FRIENDS OF NEW MEXICO

Albuquerque: 115 2nd St. SW 87102 ph: 505-848-8232 fax: 242-3964

Santa Fe: 320 Aztec, Suite B 87501 ph: 505-986-3831 fax: 986-0339

e-mail: nm1000@roadrunner.com

May 4, 1999

1000 Friends of New Mexico is proud to present this publication in conjunction with the City of Santa Fe and the architectural and urban design firm of Sakal and Hood. *A Model for Growth without Sprawl* beautifully illustrates how Santa Fe can become more livable and affordable through the revitalization of existing neighborhood shopping centers. By creatively integrating residential and commercial uses in the same location, a more efficient, compact and visually stimulating environment can result. Residents would not have to travel as far to work, shop or play. Business owners could have their shops or offices on one level and a townhouse to live in above. Public spaces such as *placitas* could become gathering points for children and adults alike. And since they are located on existing bus routes, these new centers would encourage residents to take advantage of public transit, thereby reducing traffic on our congested streets.

While this model focuses on Santa Fe the same concepts can be applied to cities and towns throughout New Mexico, indeed the nation. The consequences associated with sprawl are universal - loss of open space and wildlife habitat, longer commutes to work and school, increased pollution, disinvestment in our downtowns and older neighborhoods, and higher taxes to pay for new infrastructure and urban services in outlying areas. By applying the principles outlined in this booklet, cities and towns struggling with growth issues throughout New Mexico can make their communities better places to live. 1000 Friends advocates managing our state's growth so that it benefits all New Mexicans. This publication shows how we can begin to accomplish that.

Edward J. Archuleta

Director, Santa Fe Growth Management Project

SOLANA NEIGHBORHOOD

CENTER SANTA FE, NEW MEXICO

2038

SAKAL AND HOOD
ARCHITECTURE AND URBAN DESIGN

Sallie A. Hood
Ronald J. Sakal
M. Louise Rubin

CITY OF SANTA FE, NEW MEXICO
PLANNING AND LAND USE DEPARTMENT

Anne McLaughlin Condon, AICP
Department Director

Cyrus Samii
Planning Division Director

Mariano "Buddy" Lucero
Principal Planner

Jon Bulthuis
Senior Planner

Carrie LaCrosse
Neighborhood Planner

Gar Clarke
G.I.S. Manager

Lance Tyson
G.I.S. Planner

Robin Elkin
Planning Intern

PHOTO CREDITS

COVER BACKGROUNDS: Solana c.1995 - New Mexico
Highway and Transportation Department

FRONT LOWER LEFT: Solana c.1953 - Tyler Dingee

FRONT UPPER RIGHT: CCC Camp at Solana c.1938 -
uncredited

ALL OTHER PHOTOS: 1998 - Sakal and Hood

ILLUSTRATIONS

Sakal and Hood

Sheridan Transit Center © Sakal and Hood, 1997
All remaining contents are © Sakal and Hood, 1998

This project is dedicated to our children, Nora, Maida, and Asa, and to all the children of Santa Fe and their descendents.

We hope the city they inherit is filled with many beautiful plazas, calles and callejuelas, where they can enjoy walking daily with their families and friends.

We wish to thank the residents of all of the neighborhoods surrounding the Solana Center, as well as the entire staff of the Planning and Land Use Department, Planning Division, of the City of Santa Fe for their participation in forming this model for our city's future.

We also thank the Fray Angélico Chávez History Library and Photographic Archives of the Palace of the Governors and the Aerial Photo Department of the New Mexico State Highway and Transportation Department for their help in locating the cover photos.

Sakal and Hood, June 1998

A MODEL FOR GROWTH without SPRAWL

Sakal and Hood Architecture and Urban Design

The City of Santa Fe Planning & Land Use Department Anne McLaughlin Condon, AICP - Department Director



City of Santa Fe, New Mexico

Larry A. Delgado, Mayor

Dr. Mike Mier, City Manager

Councilors: Art Sanchez, Mayor Pro Tem, Dist. 3
Patti J. Bushee, Dist. 1
Jimmie Martinez, Dist. 1
Cristopher Moore, Dist. 2

Molly Whitted, Dist. 2
Frank Montañño, Dist. 3
Peso Chavez, Dist. 4
Carol Robertson Lopez, Dist. 4

May 4, 1999

RE: "Solana Neighborhood Center – A Model for Growth without Sprawl"

I am pleased to be able to share this inspiring and informative report with a broader audience, due to the generosity of 1000 Friends of New Mexico in covering the printing costs.

"Solana Neighborhood Center – A Model for Growth without Sprawl" proposes a powerful antidote to much of what ails this country's suburbs and small-scale urban centers. Even here in Santa Fe, a tourist destination renowned for its vibrant historic core, we have our share of dreary surface parking lots, visually sterile shopping centers and a residential/commercial disconnect that discourages strolling despite our stunning high desert setting at the base of the Sangre de Cristo mountains.

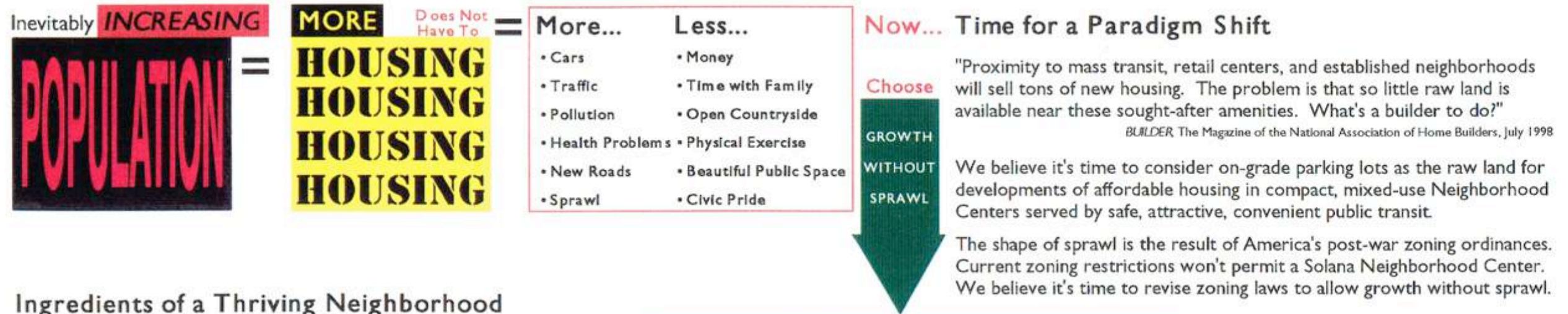
Fortunately for us, the publication offers a fully rendered vision of what the future could be for two vital, but heretofore overlooked, existing developed commercial properties near the center of town – the Solana Shopping Center and nearby De Vargas Mall. The project redefines "revitalization", proposing a veritable transformation instead, from auto-dominated retail shopping centers cut-off from surrounding residences into vibrant urban neighborhoods. In doing so, the architects, Sallie Hood and Ron Sakal, have conscientiously eschewed the search for raw, vacant acreage in order to realize the full potential of an untapped urban resource – surface parking – recognizing it as underutilized land and reclaiming it for beneficial use.

Given the sensitive nature of infill development, this document will undoubtedly generate spirited debate here in Santa Fe. But we welcome such debate when it fosters a better understanding of the options we have in addressing the future growth of this ageless and well-loved community.

Anne M. Condon, AICP
Director, Department of Planning and Land Use

Solana Neighborhood Center 2038: A Model for Growth Without Sprawl

Sprawl is alarming and ubiquitous, but we can tailor our model for growth without sprawl to any of America's cities or suburbs.



Ingredients of a Thriving Neighborhood

Beauty and Harmony in the Built Environment

Human beings need physical beauty and harmony in their lives as much as they require liberty, a sense of personal worth, and social harmony. Santa Fe's older core is unquestionably beautiful, but it is the scarcity of other equally beautiful towns that consistently makes Santa Fe one of the handful of cities most visited in this country. Tourists don't come to Santa Fe to see Cerrillos Road and our post-war shopping centers. If a Santa Fe neighborhood is not beautiful enough to attract and delight visitors, we believe it is not beautiful enough to nurture its own people.

Diversity and Density in Neighborhood Centers

The good Neighborhood Center derives much vitality from its diversity: in the beauty and liveliness of its open spaces, in the variety of activities within its buildings, and in its cultural, generational, architectural, and economic heterogeneity. Housing in a denser center can offer choice, affordability, and all the benefits of suburban privacy, but with the great convenience of shops, work, transportation, and recreation close by. If a Santa Fe neighborhood is not diverse enough for every member of our Santa Fe family to live in it, we believe it must be made more open.

Transit and Locomotion Options Throughout the City

Santa Fe's environmental, economic, and social well-being in the next century is dependent on whether we maintain uncontrolled growth or choose to build compact mixed-use neighborhoods with public transit. To all people without inclination or means to drive, especially children and elderly or disabled adults, superb transit options give independence. If any Santa Fe neighborhood is not linked to the entire city through a safe, convenient, and attractive transit system that includes pedestrian and bike paths, we believe such a system must be immediately created.



LA CALLEJUELA DE LOS ESTUDIOS -- SEE PAGE 21



CALLE DE LOS VECINOS -- SEE PAGE 17



SHERIDAN TRANSIT CENTER -- SEE PAGE 4









Contents of this Proposal

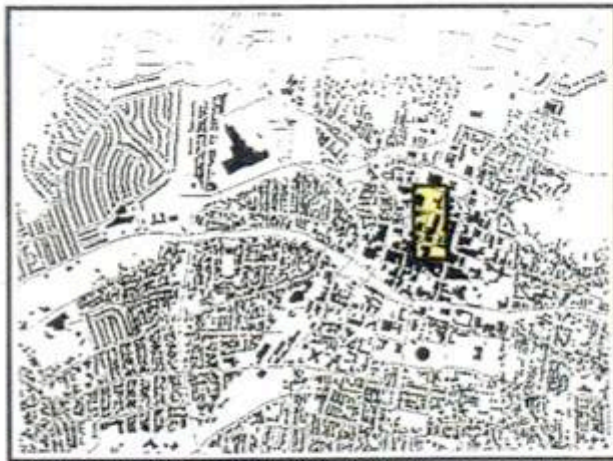
- TITLE PAGE:** Acknowledgements.
- PAGES 2-3:** An introduction to national concerns about uncontrolled growth, and to elements of vital neighborhoods; the specific concerns of residents near Solana Center.
- PAGES 4-5:** Proposals for a new downtown Sheridan Transit Center and additional Santa Fe Trails routes by the year 2001.
- PAGES 6-7:** Proposals for transit-oriented Neighborhood Centers to be developed throughout Santa Fe by the year 2038.
- PAGES 8-9:** Street modifications to calm traffic and respect pedestrians and bicyclists.
- PAGES 10-11:** The automobile is welcome in both Solana and De Vargas Neighborhood Centers, but it no longer dominates public open space. Bicyclists, pedestrians, and cars coexist in mixed-use Neighborhood Centers.
- PAGES 12-13:** A variety of affordable infill housing is provided in and around Solana Neighborhood Center. Plans show new stores and services, along with an extensive fabric of public open spaces.
- PAGES 14-21:** An illustrated walking tour of the Solana Neighborhood Center contrasts 1998 conditions with what might be in 2038.
- PAGE 22:** A Lexicon of Spanish words and phrases used throughout this proposal.

Specific Concerns of the Residents in Neighborhoods Surrounding Solana Center

These concerns were raised and collectively agreed upon by residents of the neighborhoods surrounding Solana Center (Casa Solana, West Alameda, Alto Street and areas south of Alameda) during a meeting on 4 May 1998 at Gonzales Elementary School. Questionnaires were distributed at the meeting and were also mailed to all residents in these neighborhoods, and comments from the returned questionnaires are reflected here as well.

All residents were asked to name their favorite public spaces in the world. Nearly all chose locations in Santa Fe. Those who did name spots elsewhere also cited places in Santa Fe. Favorite Santa Fe spaces are: the Plaza, Sena Plaza, Cathedral Park, and the Santa Fe River downtown along Alameda Street.

| EXISTING CONDITIONS | PAGES | CONCERNS OF RESIDENTS | CONCERNS OF RESIDENTS | PAGES | EXISTING CONDITIONS |
|---|----------------------------------|---|---|---------------------------------|--|
|  | 4 8-9 14 15 17 20 | Traffic Calming & Safety <ul style="list-style-type: none"> • Close El Camino de las Crucitas to through traffic • Street redesign <ul style="list-style-type: none"> • West Alameda Street • Rio Vista Street • Other Casa Solana streets • St. Francis Drive and intersections • Shallow speed humps everywhere | Public Spaces <ul style="list-style-type: none"> • Humanly scaled and pedestrian friendly • Beautifully paved and landscaped • Surrounded by many people activities • Areas for sitting, conversing, walking • Safely separated from vehicular traffic • Accessible to all disabled people • Public spaces and connecting pathways form a network linking all of Santa Fe | 4 8-9 14-21 |  |
|  | 4 7 8-9 14-21 | Pedestrian/Bicycle Pathways <ul style="list-style-type: none"> • Well-separated from vehicular traffic • Wider sidewalks, beautifully paved and landscaped, accessible to disabled people • Pathway networks within Casa Solana that embrace adjacent neighborhoods, parks and public facilities on Alto Street, De Vargas Center, and downtown • Paths linking all Santa Fe neighborhoods | Landscaping <ul style="list-style-type: none"> • Maintain some open landscaped areas, <i>without parking</i>, in all neighborhoods • Parks of different sizes and character • Replenish rivers, acequias, arroyos; pedestrian and bicycle paths along banks • Natural landscaping; xeriscaping • More mature trees • More statues and other public art | 4 7 8-9 14-21 |  |
|  | 9 10 12-13 14-21 | Revitalizing Solana Center <ul style="list-style-type: none"> • Humanly-scaled spaces and activities • Beautification along Rio Vista Street, with pedestrian access to Solana Center • More amenities, including: restaurants, convenience store, entertainment and evening activities, youth/adult activities • Nearby pre-school, after-school care for children and teenagers | Affordable Housing <ul style="list-style-type: none"> • Encourage economic diversity in all neighborhoods, to house young adults, the elderly, families of modest means • Provide a variety of housing types to accommodate different lifestyles • Provide some mixed-use developments • Encourage more architectural diversity • Continue to allow casitas on larger lots | 6 11 12-13 15-19 21 |  <p>CASA SOLANA JEWEL Pride of ownership, one owner home with many custom features. Sangre views, beautifully landscaped and located on a very quiet street. Master bedroom enlarged, sunporch, den and bar added in 1993. New double pane windows, plaster and carpet added in 1995. Gas fired jacuzzi outside. \$259,000</p> |
|  | 4-5 6-7 9 12-13 14 | Public Transportation <ul style="list-style-type: none"> • It must be convenient: <ul style="list-style-type: none"> • Timely and frequent service • Stops fairly close together • Logical routes linking all of Santa Fe • It must be safe, accessible, and clean • Bus stops must be attractive, sheltered • Shuttle connections for neighborhoods • Good value for the cost of rides | Infrastructure Needs Attention <ul style="list-style-type: none"> • Lack of storm sewers causes street flooding and necessitates steeply-sloped, inaccessible sidewalks at curb cuts • An aging, fragile sanitary sewer system • Sidewalks need widening, leveling, and surface repair • Roads (see "Traffic Calming" above) • Lack of pedestrian-scaled street lighting | 8-9 |  |



Public Transportation: An Indispensable Ingredient of Pedestrian-Oriented Neighborhoods

A city with lively pedestrian-oriented neighborhoods must be transit-oriented. The public transportation it offers is safe, affordable, pleasant, accessible, and above all, convenient, with logical routes, timely service, and frequent stops. A city's transit options include: light rail, buses, shuttles, on-demand shared taxis or vans, and free public bicycles complemented by excellent bike paths. Pedestrians can move easily and securely anywhere within their city. And, a city's transit center is a vital place, welcoming riders and enhancing its setting.

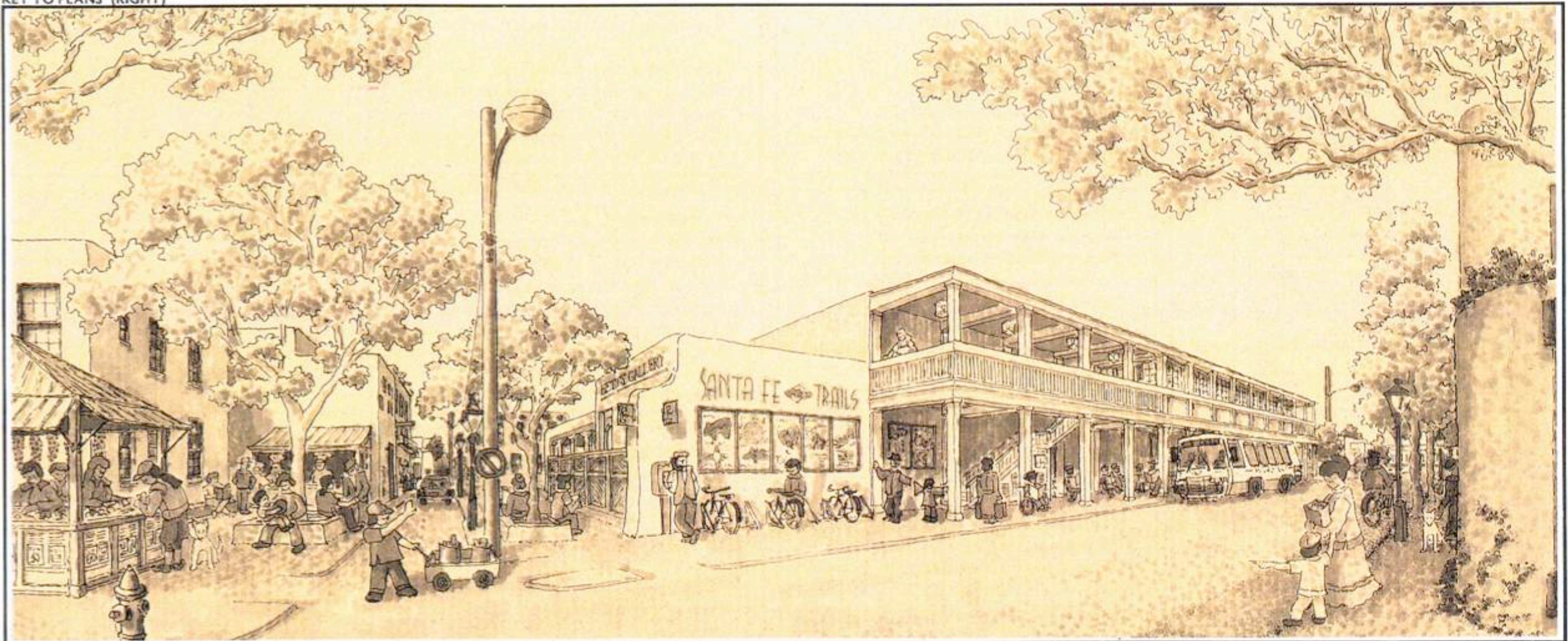


SHERIDAN
TRANSIT
CENTER
IN 1998
(LEFT)



SHERIDAN
TRANSIT
CENTER
WITH INFILL
HOUSING
IN 2038
(RIGHT)

KEY TO PLANS (RIGHT)



A NEW SHERIDAN TRANSIT CENTER WITH AN ENHANCED STREETScape AND BEAUTIFIED ALLEY COULD BE BUILT BY THE YEAR 2001



SHERIDAN TRANSIT CENTER IN THE YEAR 1998

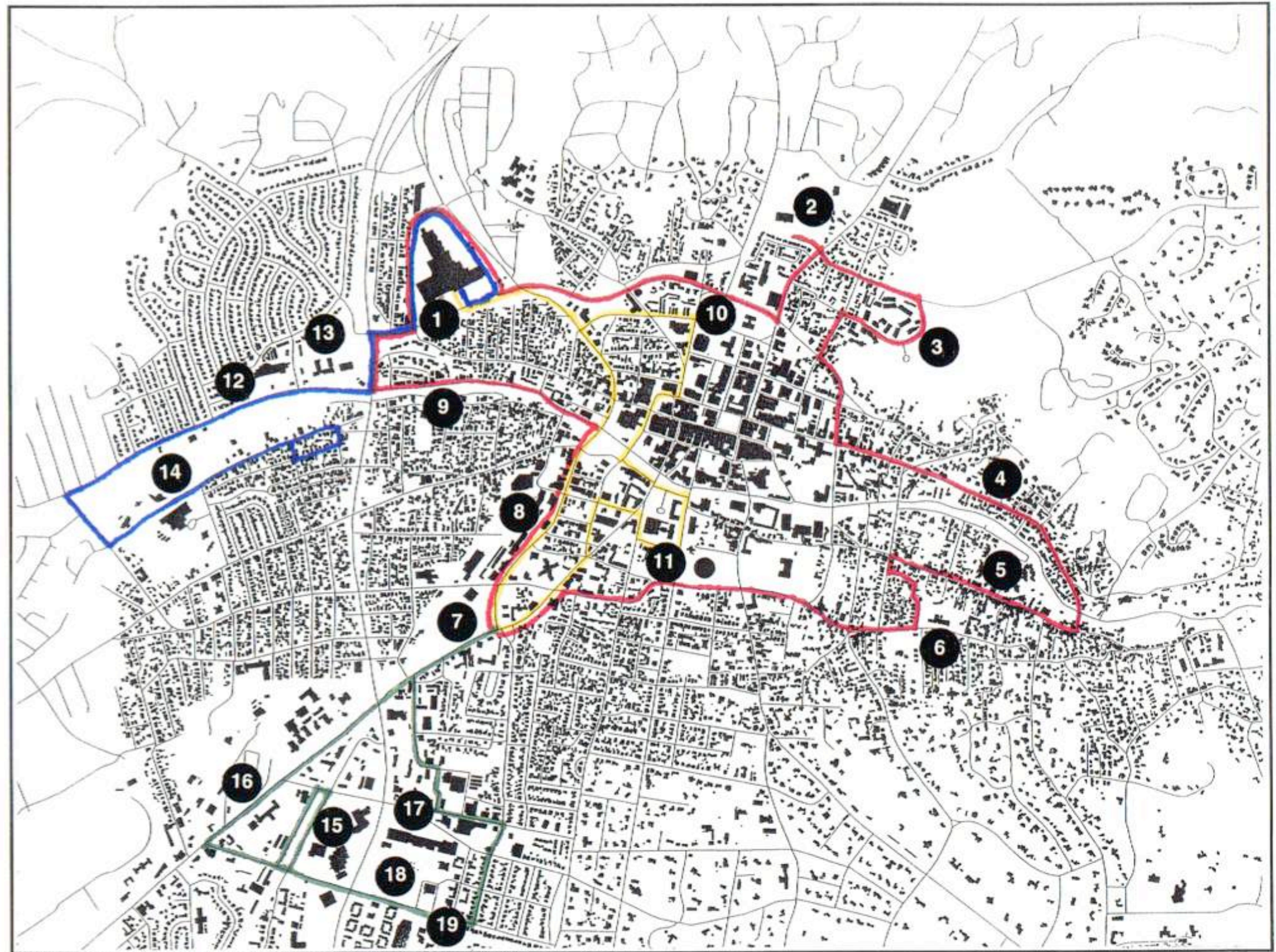
New Routes Proposed for the Santa Fe Trails Transit System by the Year 2001

KEY TO NEW ROUTES:

- Downtown Circulator
- Downtown Tram
- Solana - De Vargas Shuttle
- State Offices Shuttle

KEY TO MAJOR STOPS ALONG NEW ROUTES:

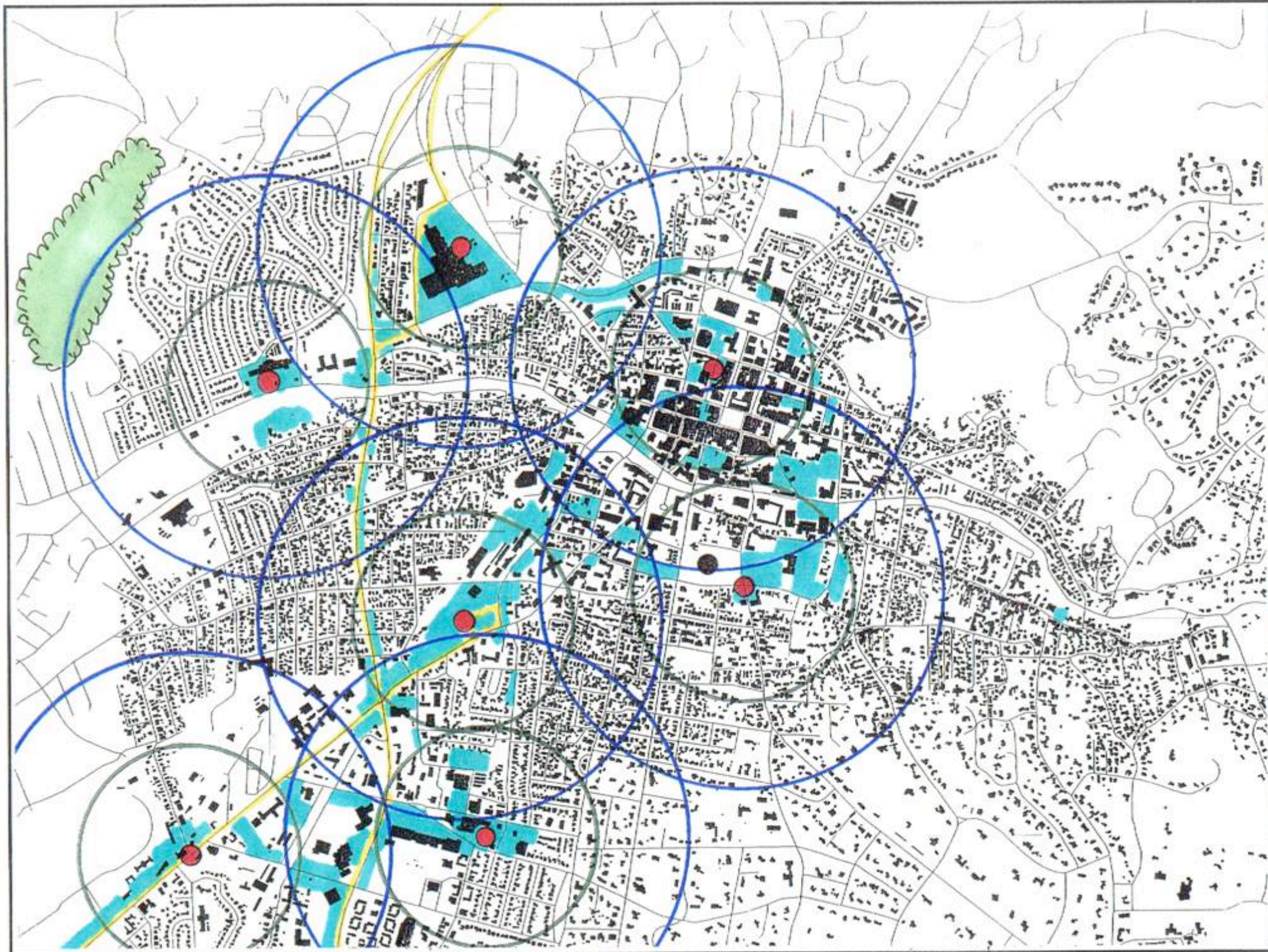
1. De Vargas Center
2. Ft. Marcy/
Mager's Field Complex
3. Old Fort Marcy Park
4. Palace Avenue
5. Canyon Road
6. Acequia Madre
Elementary School
7. (Proposed) Intermodal
Transit Hub
8. Railyard District
9. West Alameda
10. Sweeney Center
11. Capitol Buildings
12. Solana Center
13. Gonzales Elementary School
14. Alto/Bicentennial Park, City
Senior and Health Services,
and Alameda Junior High
15. South Capitol Complex
16. State Highway Buildings
17. Cordova Road
Shopping Area
18. Salvador Perez
Park and Pool
19. Santa Fe Public Schools
Administration Building



SANTA FE CIRCULATOR, TRAM AND SHUTTLE ROUTES IN THE YEAR 2001

Public transportation can free families from the undue economic burden of needing one automobile for each working person -- a savings estimated at about \$5,000 per year per car. In Santa Fe, people with lower incomes are at a particular disadvantage: affordable housing is in the neighborhoods farthest removed from most entry-level jobs, so a disproportionately large amount of job time is spent simply earning money to reach that job. Public transportation reduces traffic, pollution, and a need for new roads. Finally, public transportation offers its riders travel time free for reading or relaxing, plus a bit of walking time at each end for pleasant exercise.

Creating a viable transit system based on large metropolitan models is impossible (without heavy government subsidization) in low-density cities like Santa Fe. For now, we can supplement current Santa Fe Trails service with local shuttles, Downtown Circulator and Tram, demand/response taxis, and free public bicycles. For a long-term economical solution, we propose building infill housing with mixed-use development on existing parking lots within the city to create the densities necessary for a truly workable transit system. By 2038, transit-oriented Neighborhood Centers can offer Santa Feans the choice to be far less dependent on automobiles.



SANTA FE NEIGHBORHOOD CENTERS IN THE YEAR 2038

Santa Fe is the 8th fastest growing metropolitan area in the United States. By 2030 there will be between 247,000 and 330,000 Santa Feans. If the trend of the last quarter-century continues, about 70% of our population will live outside the city, in the county where housing is indeed more affordably priced, but at an incalculable cost to the environment, to total family and government budgets, and to the overall quality of lives spent in total dependence on the automobile. With land at a premium, the city has a wealth of opportunity in its supply of on-grade parking lots. So we propose parking below and building compact new neighborhoods above.

In Santa Fe's most charming neighborhoods, as in its famed downtown, affordable housing is nonexistent. Where affordable housing does exist, there are no charming neighborhoods. As in so many American cities, charm is a rare commodity with an exorbitant pricetag. But charming, more compact communities, with a range of affordable housing types, cost no more than endless, sprawling subdivisions. The money saved on sprawl's infrastructure can be spent on compact Neighborhood Centers with finer architectural details and materials. Each Santa Fe neighborhood deserves its own plaza -- a plaza as beautiful as its downtown parent.

Neighborhood Centers

All over Santa Fe, interconnected by 10- to 15-minute walks, are new Neighborhood Centers that rival in charm and liveliness the very heart of downtown Santa Fe. Each center clearly proclaims its architectural allegiance to Santa Fe. But each has its own unique character, to instill pride of place and community spirit.

Neighborhood Centers are diverse places to live, work, shop, and play. They offer Santa Feans economic and lifestyle choices unavailable in our downtown or suburbs. This proximity of mixed activities and transportation options also reduces dependence on private automobiles.

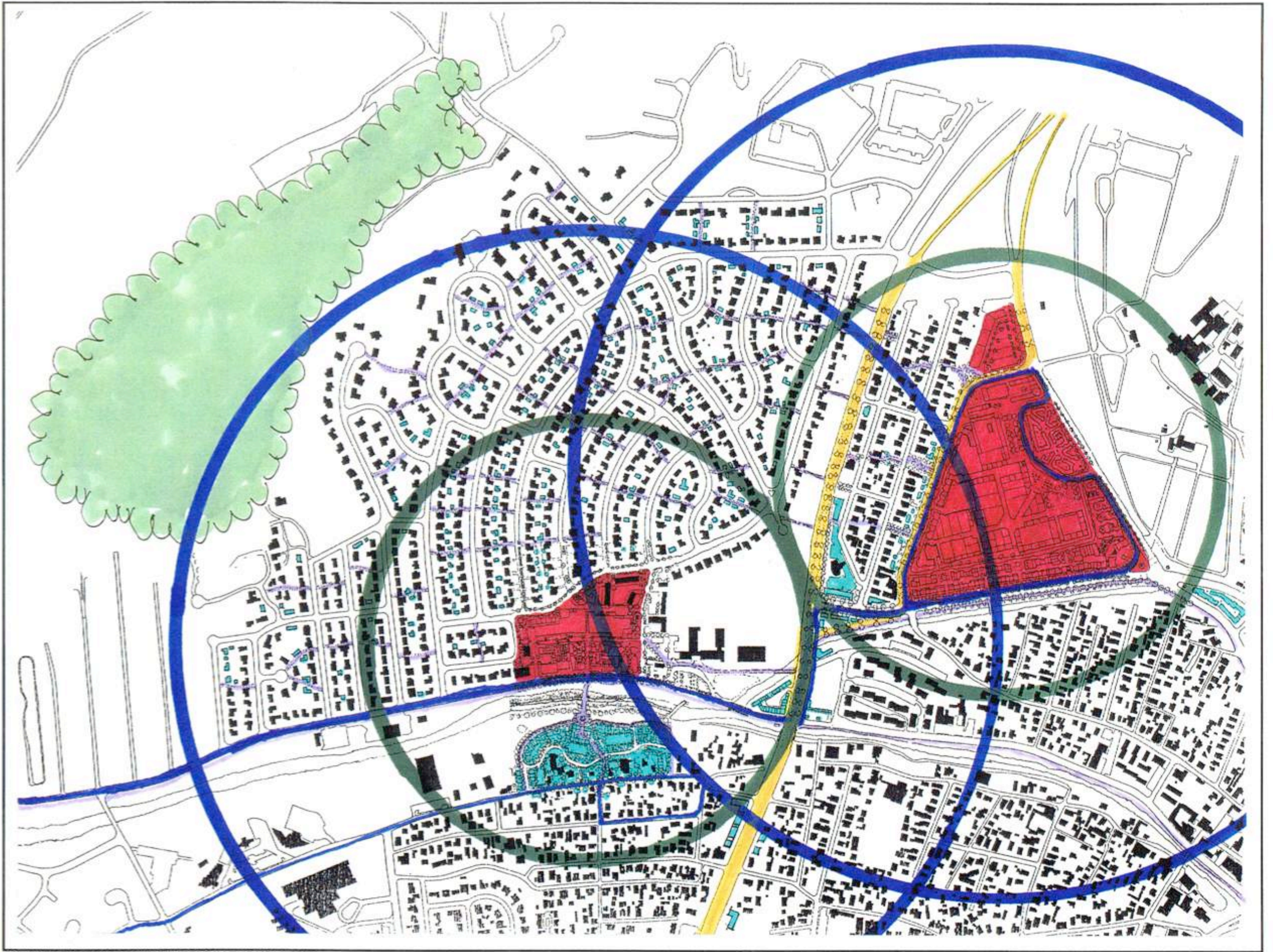
With a wealth of lovely public open spaces, Neighborhood Centers can enhance a sense of community by providing during the daily routine the delightful settings for frequent chance encounters with friends.

All Santa Fe's new transit-oriented Neighborhood Centers will have beautiful public spaces, safe bicycle pathways, accessible sidewalks, and calm but smoothly flowing traffic.

- Pages 8-9 show street changes that can accomplish these goals without altering right-of-ways.
- Pages 10-13 show detailed plans of two Neighborhood Centers.
- Pages 14-21 take you on an illustrated walking tour of the Solana Neighborhood Center.

KEY TO USES (PAGES 6 AND 7)

- Neighborhood Centers
- Housing/Mixed Use
- Streetcar Lines
- 5 Minute (1/4-mile) Walk
- 10 Minute (1/2-mile) Walk
- Pedestrian/Bicyclist Paths
- The Bosquecillo de la Ciudad (City of Santa Fe Tree Farm)



SOLANA AND DE VARGAS CENTERS IN THE YEAR 2038

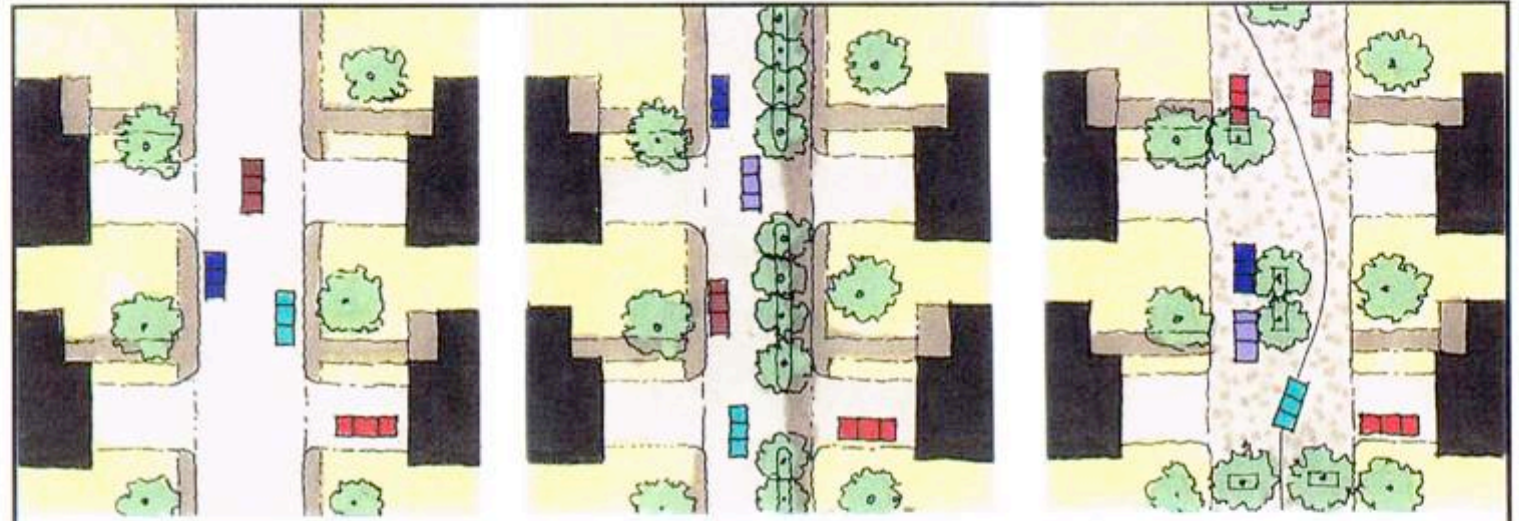
Street Modifications to:

- Calm Traffic
- Respect Pedestrians
- Encourage Cyclists

The following street modifications were accomplished without any change in street right-of-ways.



SERENO DRIVE IN THE YEAR 1998



Planted islands create a shady, protected pedestrian pathway.

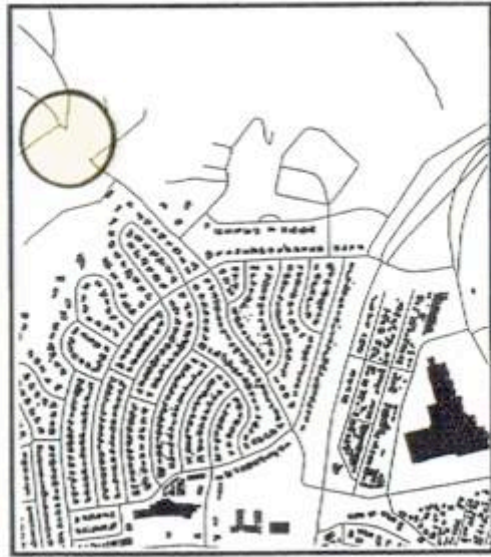
Staggered, planted mini-islands and textured paving slow traffic to provide safe pedestrian areas.



SERENO DRIVE IN THE YEAR 1998

SERENO DRIVE IN THE YEAR 2000

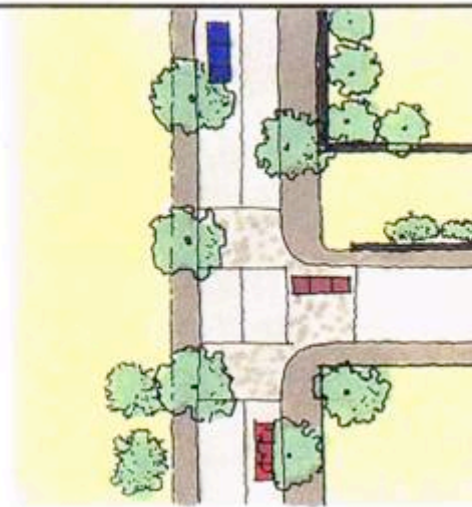
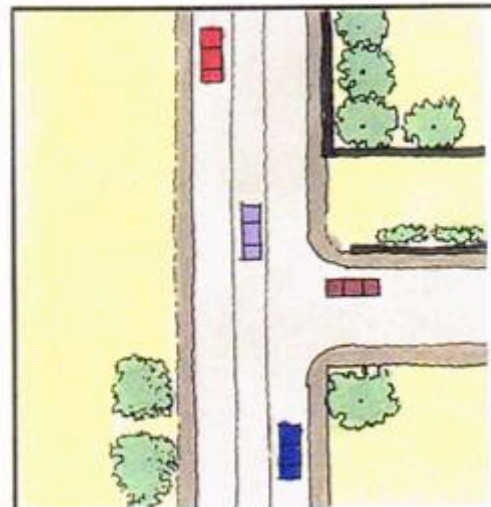
SERENO DRIVE IN THE YEAR 2000



EL CAMINO DE LAS CRUCITAS IN THE YEAR 1999 (LEFT)

El Camino de las Crucitas is closed just before it branches into SFC 85, Paseo Vista, and Buckman Road.

By eliminating often dangerous traffic speeding from the Relief Route, the Transfer Station, and Las Campanas, Casa Solana is now much safer.

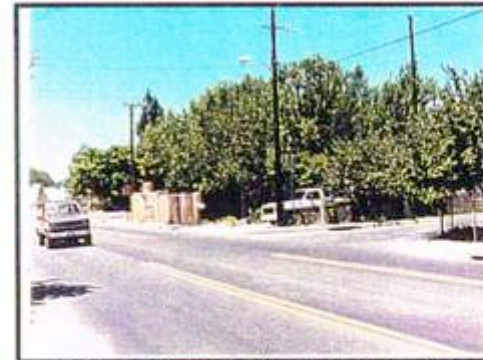


Wider sidewalks slow traffic, extend visibility for turning cars, and enhance pedestrian safety.

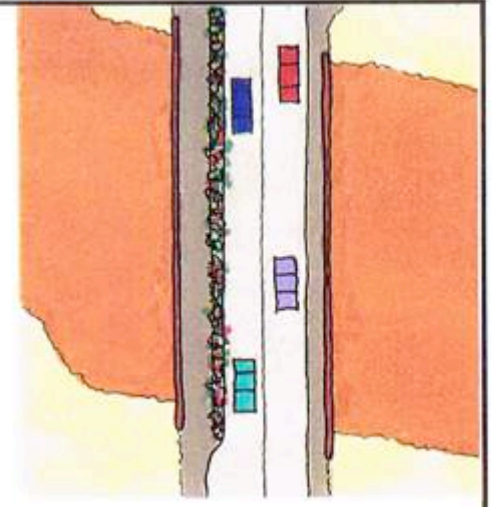
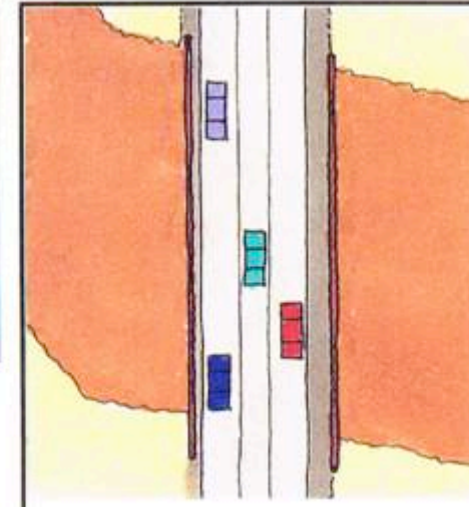


HUDDLESON STREET IN THE YEAR 1998

HUDDLESON STREET IN THE YEAR 2000

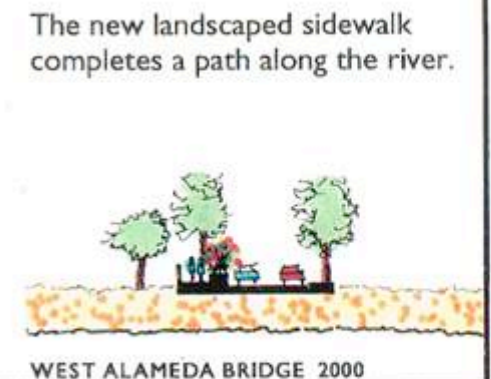
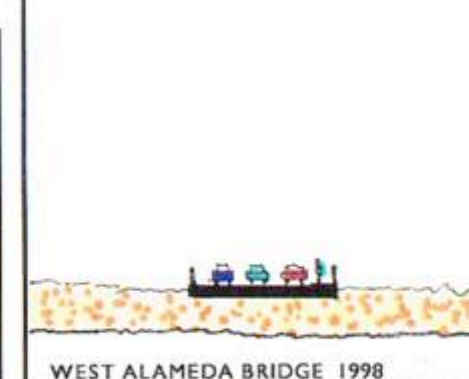


HUDDLESON STREET IN THE YEAR 1998



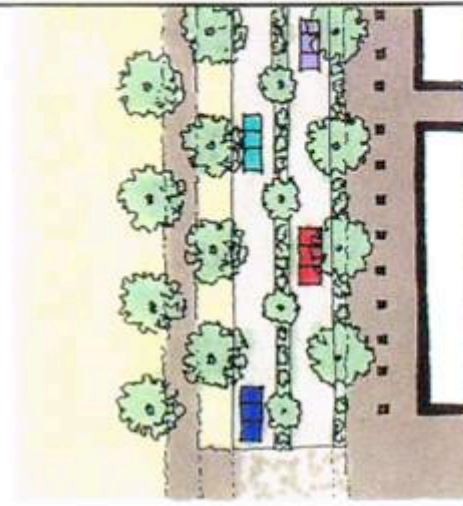
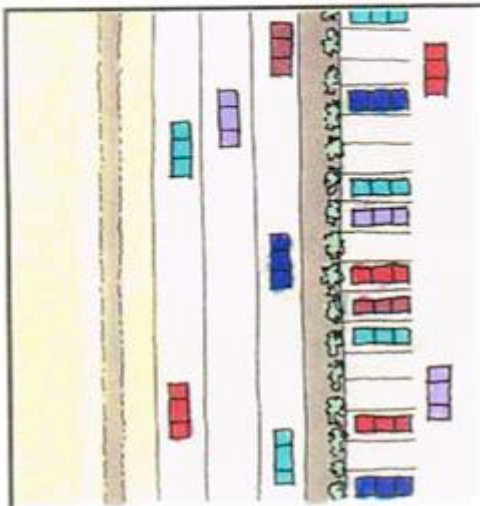
The new landscaped sidewalk completes a path along the river.

WEST ALAMEDA BRIDGE IN THE YEAR 1998



WEST ALAMEDA BRIDGE 1998

WEST ALAMEDA BRIDGE 2000



Planted medians, wider sidewalks, and additional trees calm traffic, encourage walking, and beautify West Alameda Street.



ALAMEDA AT SOLANA IN THE YEAR 1998

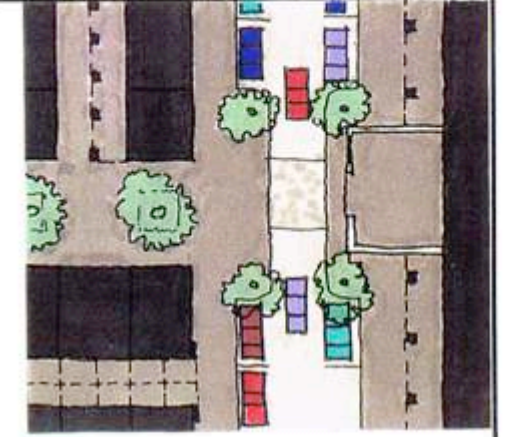
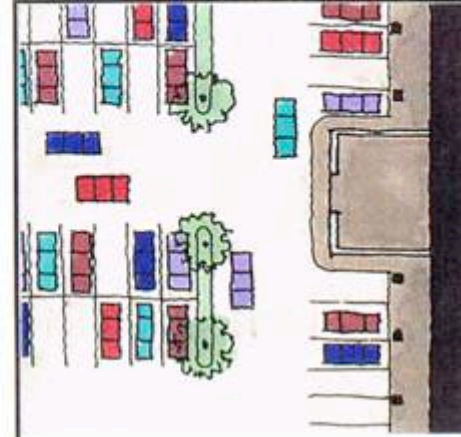
ALAMEDA AT SOLANA IN THE YEAR 2038



ALAMEDA AT SOLANA IN THE YEAR 1998



SOLANA CENTER IN THE YEAR 1998

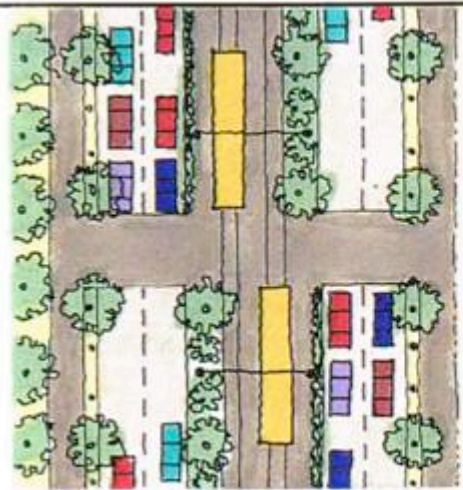
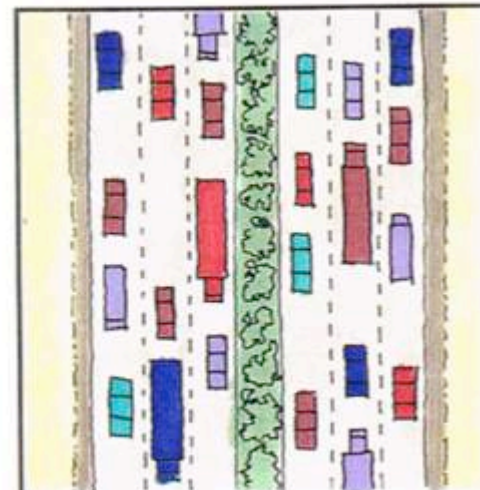


A new, landscaped, one-way street with short-term parallel parking allows for easy commercial access and creates a lively walking street. Ample parking is on a lower level.



SOLANA CENTER IN THE YEAR 1998

SOLANA CENTER IN THE YEAR 2038



Regional and local streetcars, widened sidewalks, allées of trees, and planted medians calm traffic and create a St. Francis Boulevard.

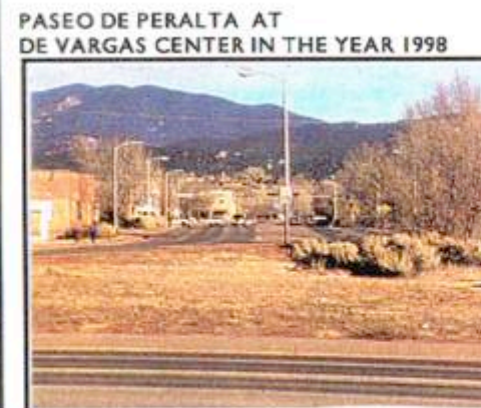


ST. FRANCIS DRIVE IN THE YEAR 1998

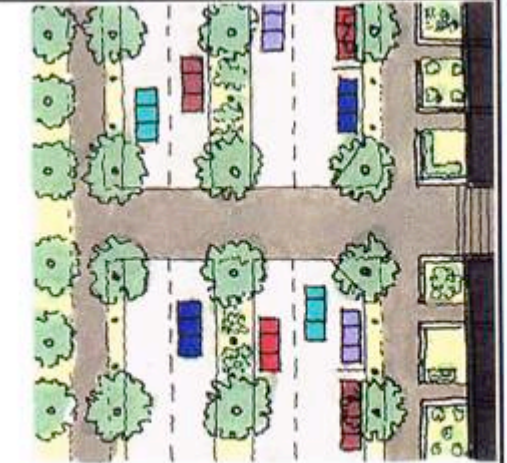
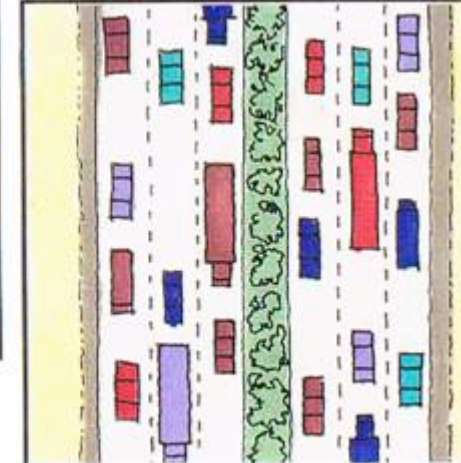
ST. FRANCIS DRIVE IN THE YEAR 2038



ST. FRANCIS DRIVE IN THE YEAR 1998



PASEO DE PERALTA AT DE VARGAS CENTER IN THE YEAR 1998

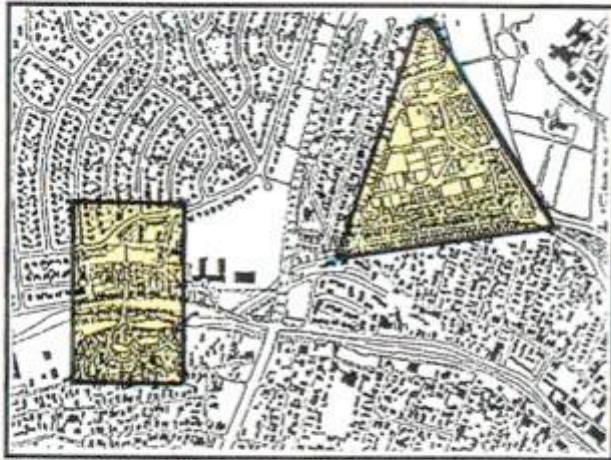


Widened sidewalks, allées of trees, residential parallel parking, and planted medians calm traffic and finally create a real Paseo.



PASEO DE PERALTA AT DE VARGAS CENTER IN THE YEAR 1998

PASEO DE PERALTA AT DE VARGAS CENTER IN THE YEAR 2038



KEY TO PLANS (PAGES 10 AND 11)

Solana and De Vargas Neighborhood Centers Parking in the Year 2038

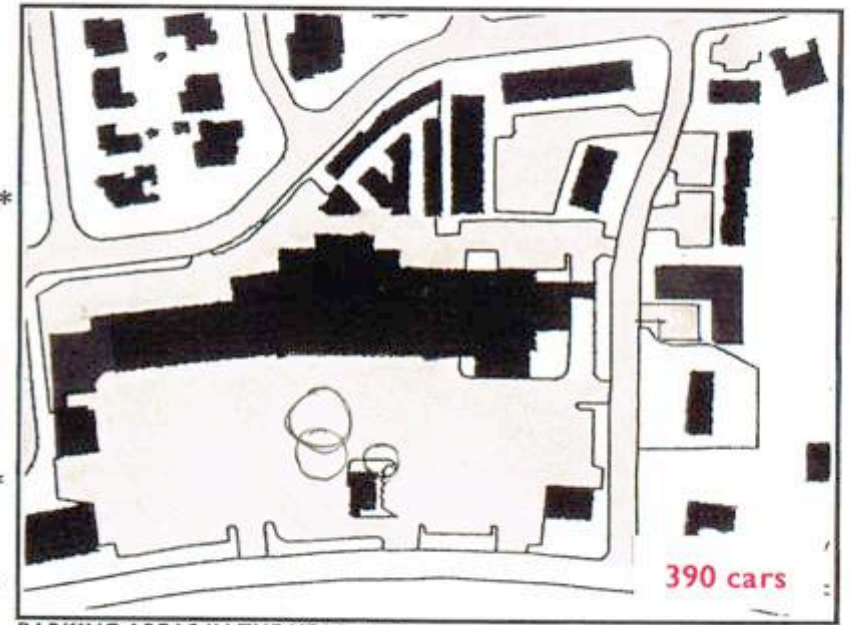
Solana Neighborhood Center in the Year 2038

| USAGE | SQUARE FOOTAGE* | PARKING REQUIRED | PROVIDED |
|--------------|---------------------|------------------|-------------------|
| Commercial | 120,000 square feet | 240 cars | |
| Residential | 75 dwelling units | 75 cars | |
| TOTAL | | 315 cars | 567-700 ** |

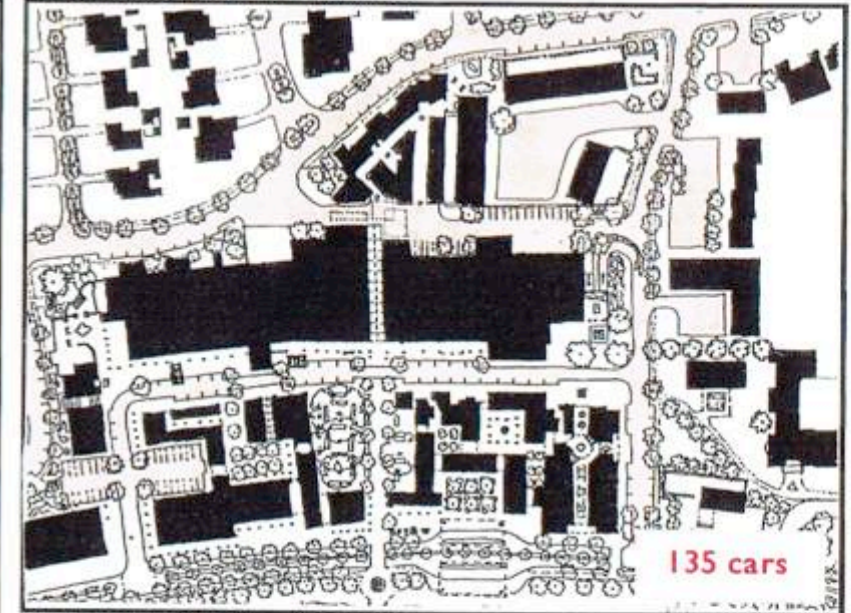
De Vargas Neighborhood Center in the Year 2038

| USAGE | SQUARE FOOTAGE* | PARKING REQUIRED | PROVIDED |
|--------------|---------------------|-------------------|-----------------------|
| Commercial | 475,000 square feet | 950 cars | |
| Residential | 329 dwelling units | 329 cars | |
| TOTAL | | 1,279 cars | 1,666-2,450 ** |

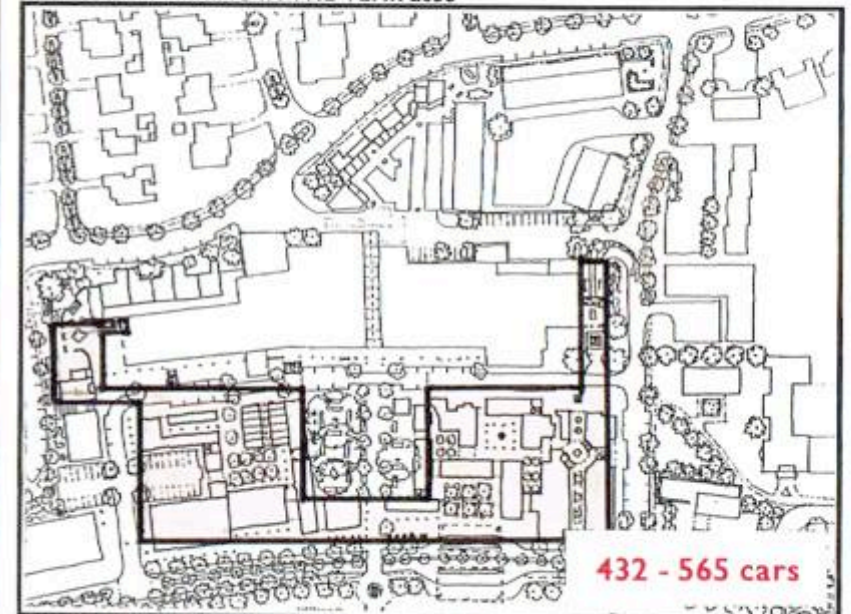
* 1998 BUSINESS CAPITOL DISTRICT PARKING REQUIREMENTS ARE CONVERTED FROM NET SQUARE FEET TO GROSS SQUARE FEET, RESULTING IN 1 CAR / 500 GROSS SQUARE FEET FOR COMMERCIAL, AND 1 CAR / DWELLING UNIT FOR RESIDENTIAL PROPERTY.
 ** USING AUTOMATED PARKING, PARKING PROVIDED INCREASES TO THE MAXIMUM SHOWN.



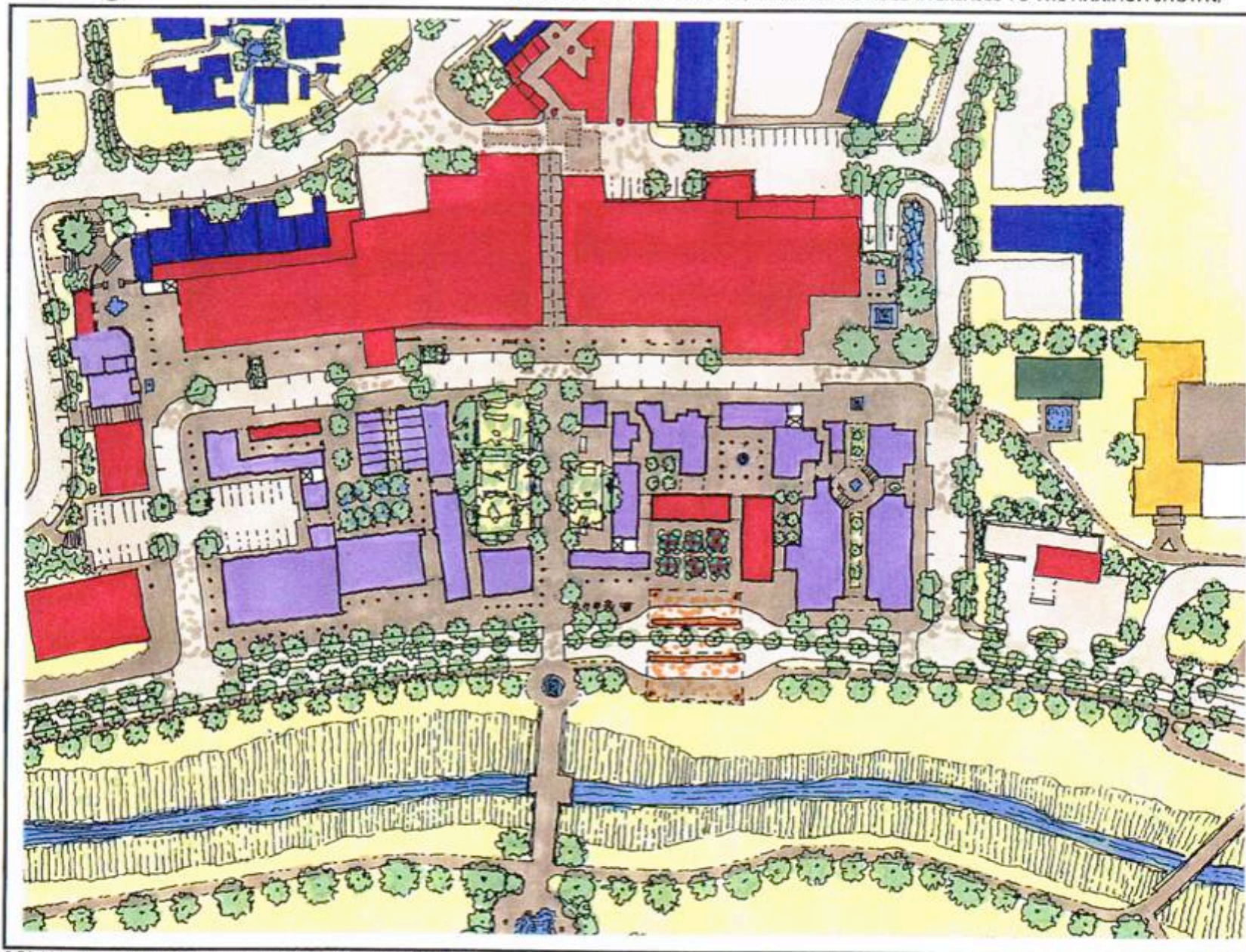
PARKING AREAS IN THE YEAR 1998



ON-GRADE PARKING IN THE YEAR 2038



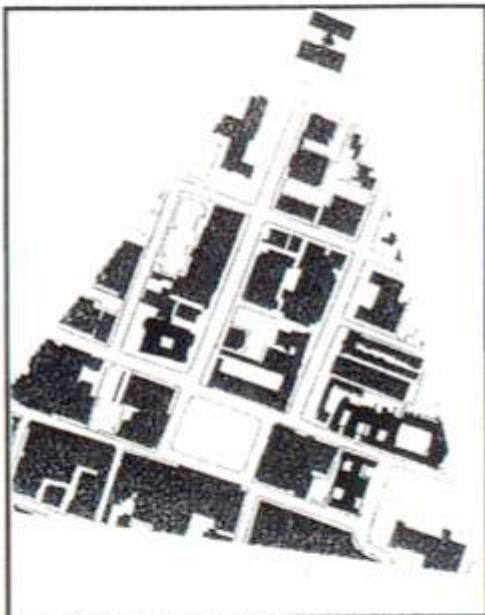
LOWER-LEVEL PARKING IN THE YEAR 2038



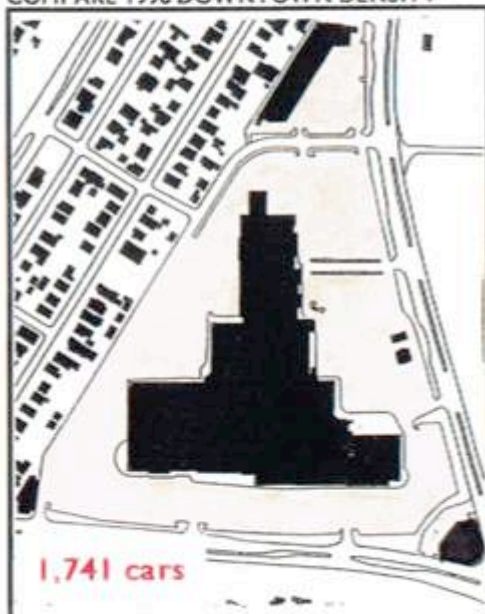
SOLANA NEIGHBORHOOD CENTER IN THE YEAR 2038

KEY TO USES (PAGES 10 AND 11)

- Commercial
- Residential
- 1st Floor Commercial, with 2nd Floor Residential
- Parking
- Public Open Space
- Conference Center
- Streetcar Terminal
- Transit Center
- Movie Theaters
- Grocery Store

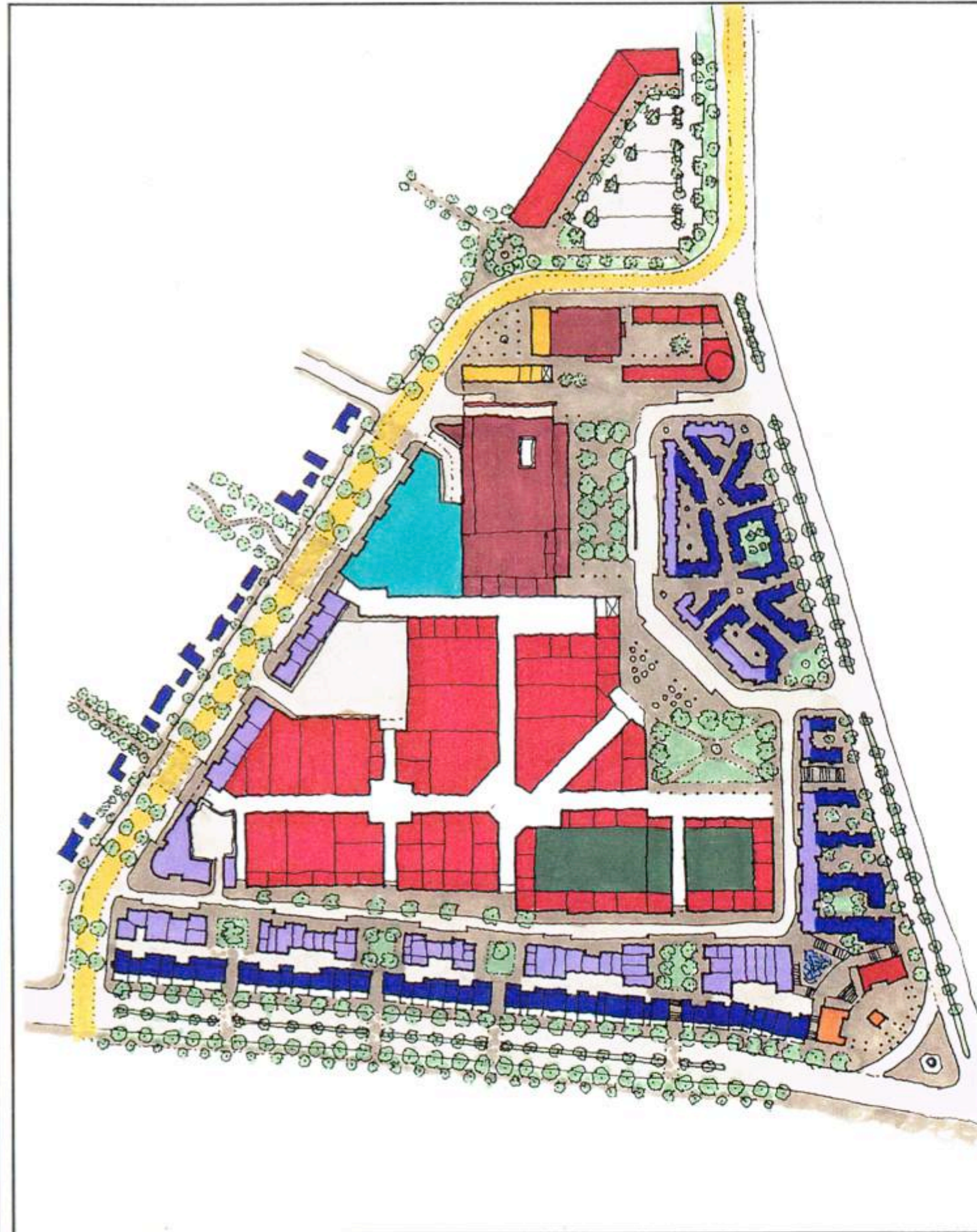


COMPARE 1998 DOWNTOWN DENSITY

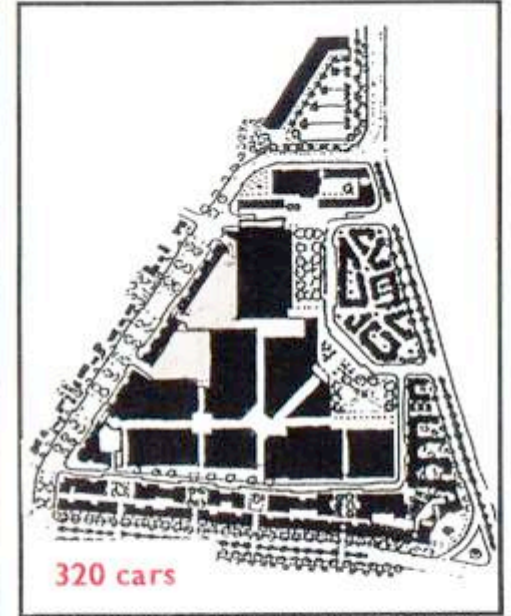


1,741 cars

DE VARGAS PARKING IN THE YEAR 1998

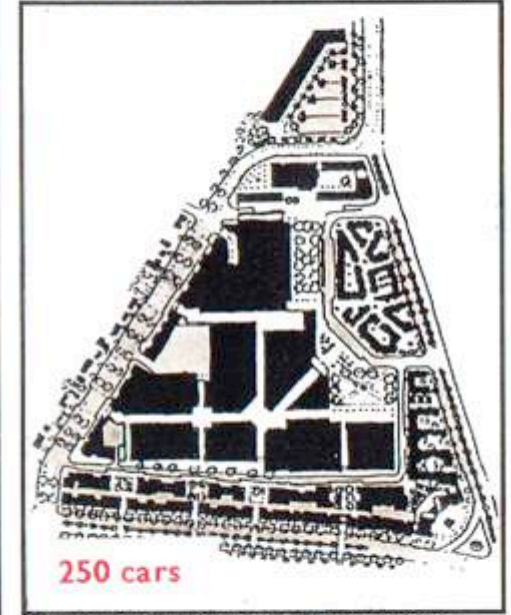


DE VARGAS NEIGHBORHOOD CENTER IN THE YEAR 2038



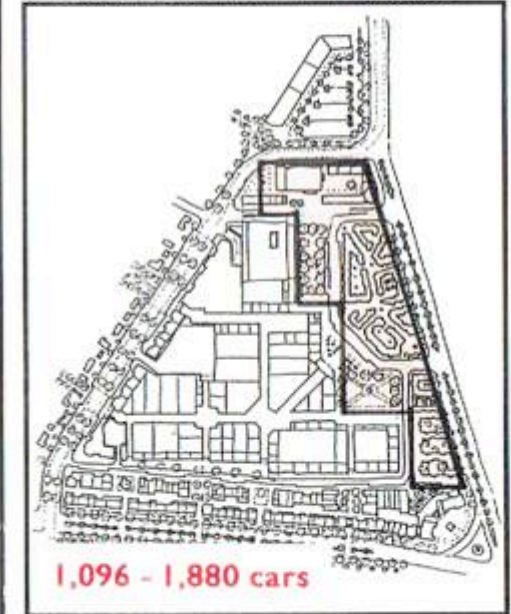
320 cars

UPPER-LEVEL PARKING IN THE YEAR 2038



250 cars

ON-GRADE PARKING IN THE YEAR 2038



1,096 - 1,880 cars

LOWER-LEVEL PARKING IN THE YEAR 2038



KEY TO PLAN (RIGHT)

Solana Neighborhood Center Housing and Density in the Year 2038

By relying on unsightly outdoor parking lots, we are missing the opportunity to provide truly delightful public open spaces and lively mixed-use developments with much-needed affordable housing. Current zoning laws allow for the number of residences we've shown just north of Alto Street, but if we want to create Neighborhood Centers throughout Santa Fe, 1998 zoning laws must be revised.

SOLANA NEIGHBORHOOD CENTER 75 new residences -- 15 d.u.'s / acre *

- 5 townhouses
- 70 multi-family residential units

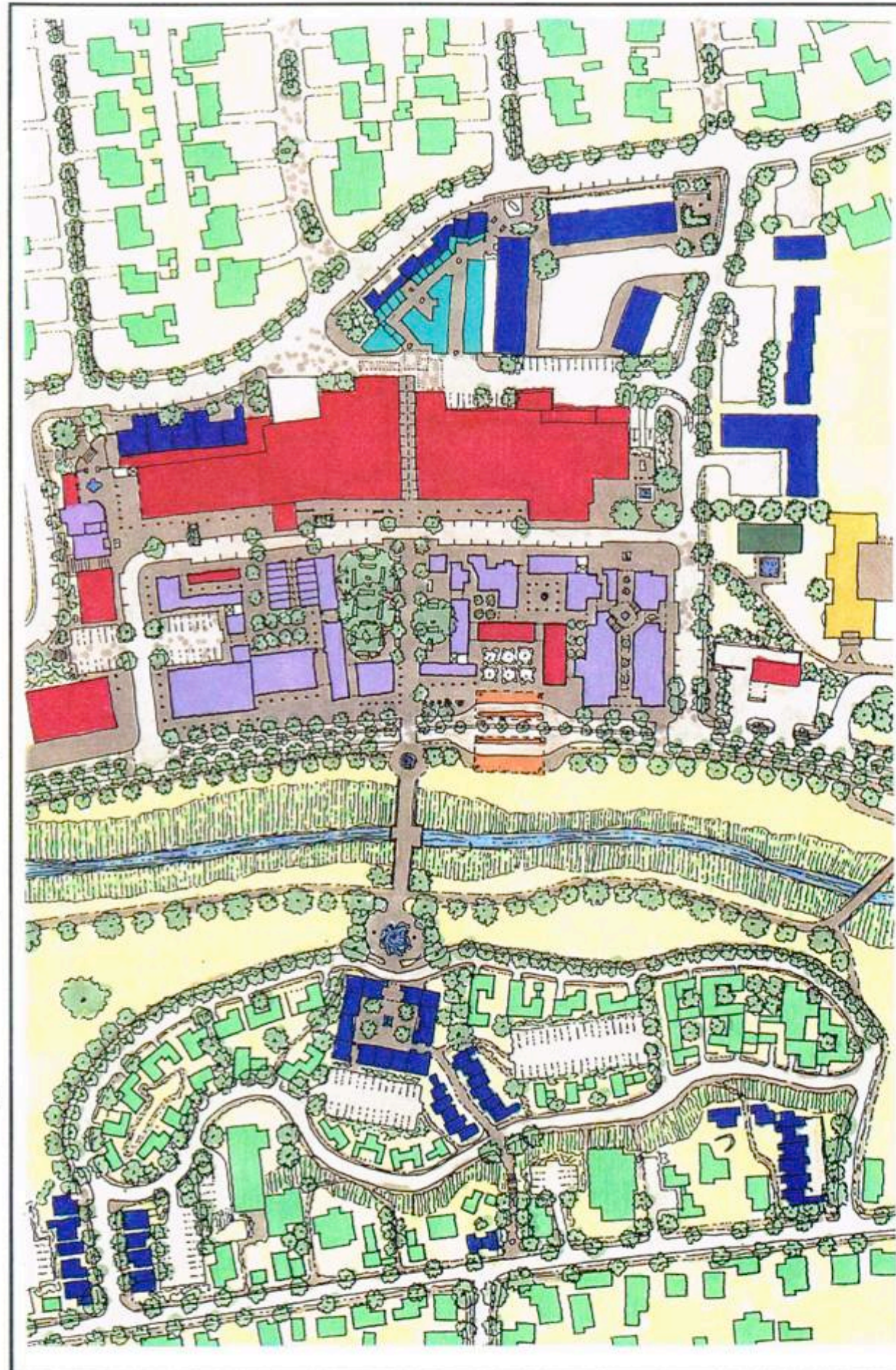
ALTO STREET NEIGHBORHOOD 108 new residences -- 8.3 d.u.'s / acre *

- 37 townhouses
- 41 single-family detached residences
- 30 multi-family residential units

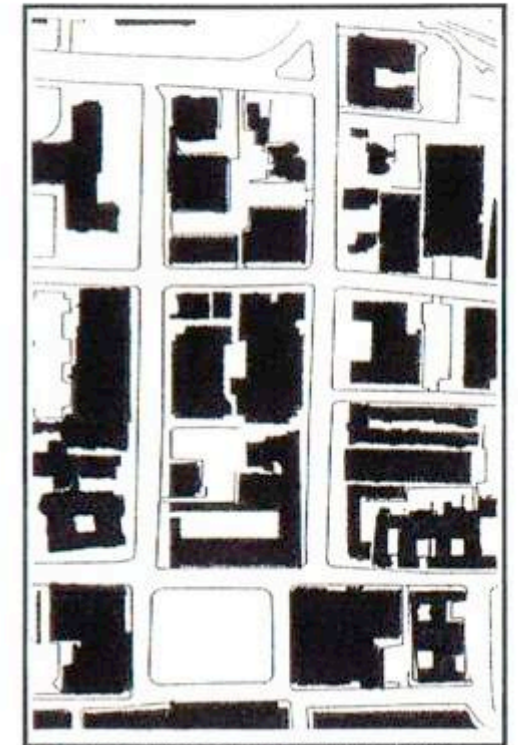
DE VARGAS NEIGHBORHOOD CENTER (See De Vargas map on page 9) 329 new residences -- 55 d.u.'s / acre *

- 40 townhouses
- 14 single-family detached residences
- 175 multi-family residential units
- 100 2nd floor residential units above
1st floor commercial

* d.u.'s = dwelling units

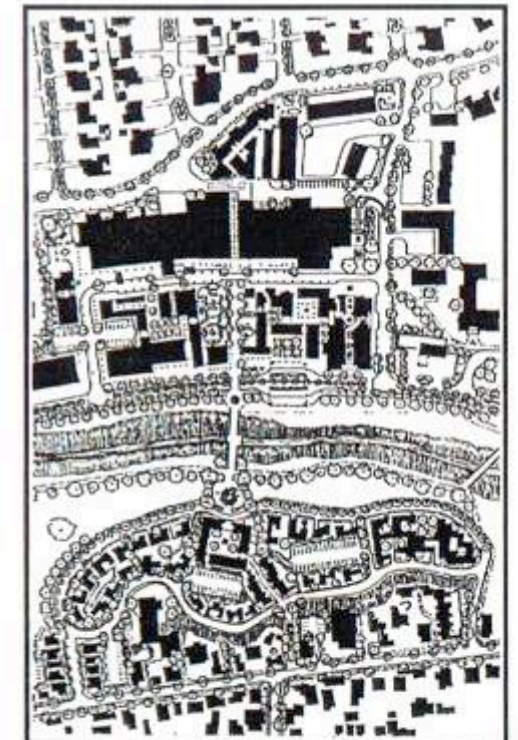


SOLANA CENTER - ALTO STREET NEIGHBORHOOD IN THE YEAR 2038



COMPARE 1998 DOWNTOWN DENSITY

By 2038, Santa Fe residential density will have increased. Our model for growth also dramatically increases the number of beautifully designed and landscaped public open spaces. Compare (at the same scale) the arrangement of buildings and open spaces in downtown Santa Fe with the Solana Neighborhood Center.



SOLANA - ALTO IN THE YEAR 2038

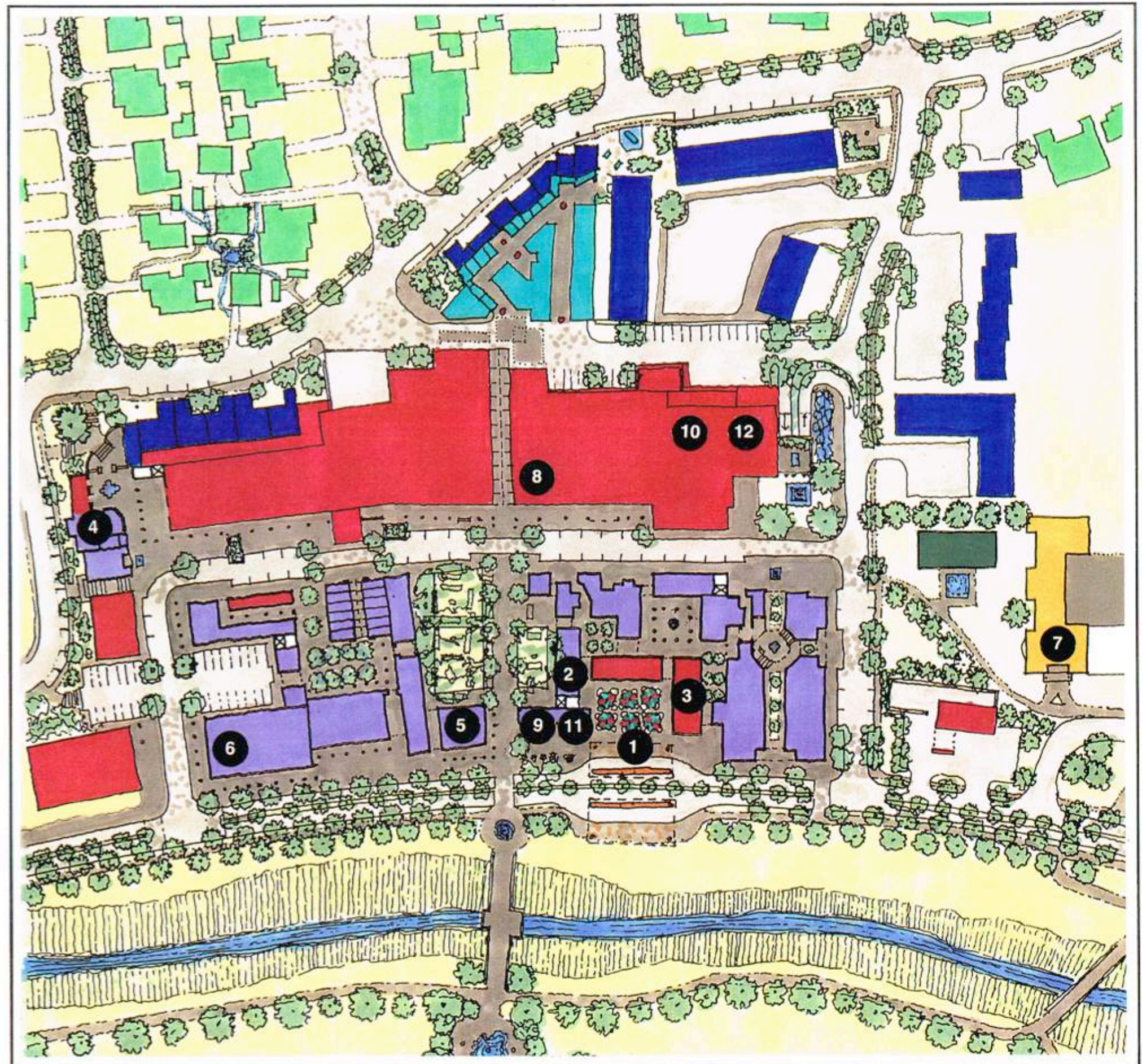
Solana Neighborhood Center in the Year 2038

KEY TO USES (PAGES 12 AND 13)

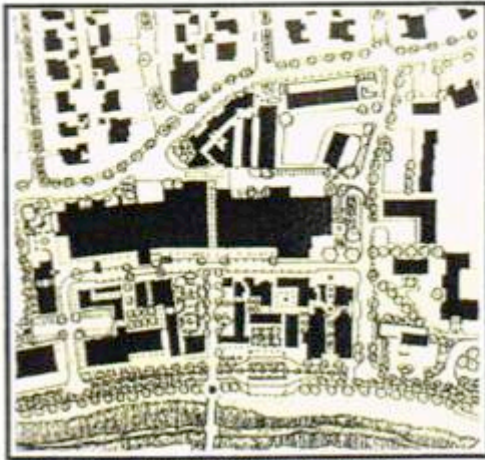
- Commercial
- Outdoor Market
- 1st Floor Commercial, with 2nd Floor Residential
- Townhouses
- Single-Family with Casita
- Parking
- Public Open Space
- Solana Transit Center
- Internment Camp Memorial
- Day Care Center

STORES AND SERVICES REQUESTED BY CURRENT NEIGHBORHOOD RESIDENTS

1. Transit Center
2. Mini-market
3. Cafe
4. Ice Cream Shop
5. Craft Store
6. Grocery Store
7. Day Care Center
8. Branch Library
9. Post Office
10. Education Center
11. Police Sub-station
12. Neighborhood Club House



SOLANA NEIGHBORHOOD CENTER IN THE YEAR 2038



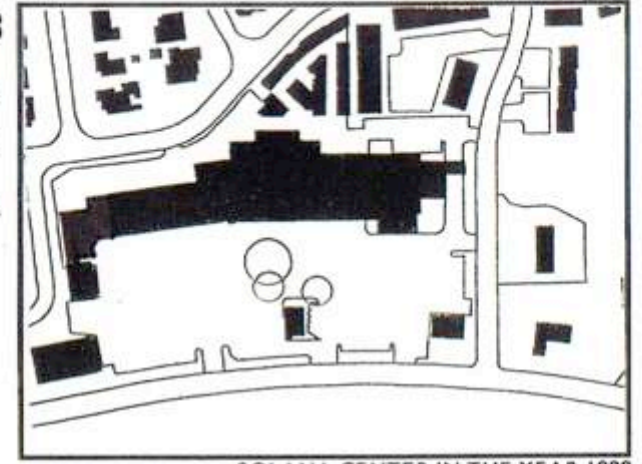
KEY TO PLANS (PAGES 14 AND 15)

A Walking Tour of the Solana Neighborhood Center in the Year 2038

The remaining pages of this study compare the Solana Center of 1998 with a new Solana Neighborhood Center in 2038, a model responding to the concerns of today's residents.

The illustrations depict an inevitably more populous, lovelier, and enlivened Santa Fe -- without sprawl.

- KEY TO VIEWS:**
1. Solana Neighborhood Center from the Santa Fe River (below)
 2. Rio Vista Street and the Parque de la Plazuela (page 15)
 3. Solana Open Market (page 15)



SOLANA CENTER IN THE YEAR 1998



VIEW OF SOLANA CENTER FROM THE SANTA FE RIVER IN THE YEAR 1998



VIEW OF THE NEW SOLANA NEIGHBORHOOD CENTER AND THE SOLANA TRANSIT CENTER FROM THE SANTA FE RIVERSIDE PARK IN THE YEAR 2038.

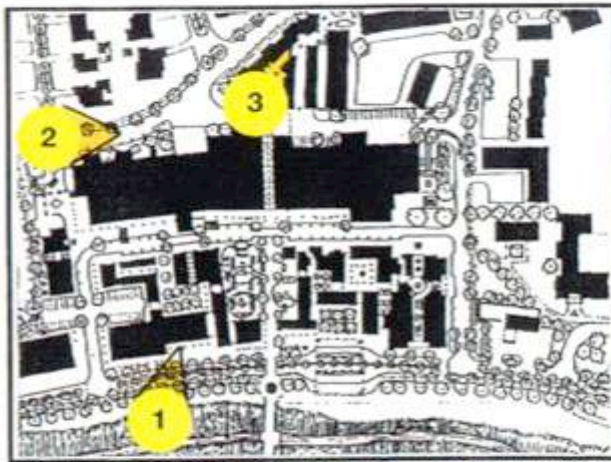
JUST VISIBLE IN THE BACKGROUND ARE THE BOSQUECILLO DE LA CIUDAD AND THE TORRE DE LA VECINDAD.

JUST OUT OF THE PICTURE TO THE RIGHT (SEE PLAN ON PAGE 12), A NEW PEDESTRIAN-BICYCLE BRIDGE UNITES RESIDENTS OF CASA SOLANA AND SOLANA NEIGHBORHOOD CENTER WITH FRIENDS TO THE SOUTH AND WITH RECREATIONAL, EDUCATIONAL, AND PUBLIC SERVICES ON ALTO STREET.



A tree-shaded pedestrian walk and adjacent bicycle path parallel a calmer, more luxuriant Alameda "Boulevard." Both paths wind toward the Solana Transit Center through a thriving xeriscaped park along both banks of the entire length of the replenished Santa Fe River.

Alameda serves both as an inviting corridor and as a vestibule to a new Solana Neighborhood Center now animated by an array of shops, services, numerous human-scaled public spaces, and charming, imaginative, economical upper-floor housing. The automobile is still an accommodated guest in the Center but its visibility is diminished by underground parking.



SOLANA NEIGHBORHOOD CENTER IN THE YEAR 2038

The 1998 self-storage area offers a delightfully medieval layout of diminutive streets and intimately-sized industrial sheds that are perfectly suited for conversion to an open market. Richly-colored shop exteriors and graphics, plus strings of light bulbs all around, create a festive environment for browsers.

The 2038 Solana Open Market civilizes and enlivens the shared pedestrian-delivery street that is now the community's short-cut to the Galería Grande of Solana Neighborhood Center.



SOLANA OPEN MARKET IN THE YEAR 2038



REAR OF SOLANA CENTER AT RIO VISTA STREET IN THE YEAR 1998



SELF-STORAGE UNITS IN THE YEAR 1998



RIO VISTA STREET IN THE YEAR 2038 – A NEW ENTRY TO SOLANA NEIGHBORHOOD CENTER THROUGH LA PARQUE DE LA PLAZUELA

At last. In 2038 Casa Solana residents can enjoy a reclaimed Rio Vista Street -- appealing in and of itself -- that offers eventful and safe pedestrian connections between the neighborhood and the shopping center. Attractive housing lines Rio Vista, provides a much-needed sense of inhabitation, and conceals the Center's service areas.

The new public park with its graceful sequence of spaces, transforms Rio Vista Street at Cielo Azul, and marks a major pedestrian entry to the Solana Neighborhood Center. Sidewalks along Rio Vista Street are shadier, wider, and fully-accessible to perambulators and disabled residents. Trees do double-duty separating pedestrians from cars, bicyclists enjoy the security of dedicated lanes, and narrower streets with speed humps slow automobile traffic.

CASITAS AND CASITITAS:

1998 zoning laws allow for casitas to be used only by property owners. By 2038, zoning changes can allow casitas to become rental units as well. Santa Fe's charming casitas can house our friends, parents, and adult children -- affordably and without sprawl.

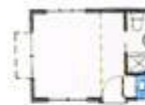
Casitas and casititas, versatile in plan and hidden away in Santa Fe's backyards, can become versatile in style as well.

Casita with Garage:

- 28' x 28'
- 1,535 sq. ft. with Garage.
- 1st Floor as Office, Den, or Bedroom with optional Full- or Partial-Bathroom; with Garage, Studio, or Shop.
- 2nd Floor with Living/Dining, Kitchen, Bathroom, Laundry; as Studio or One-Bedroom.
- Balcony and Terrace optional.

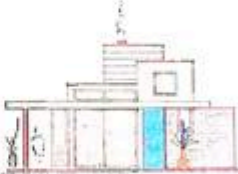


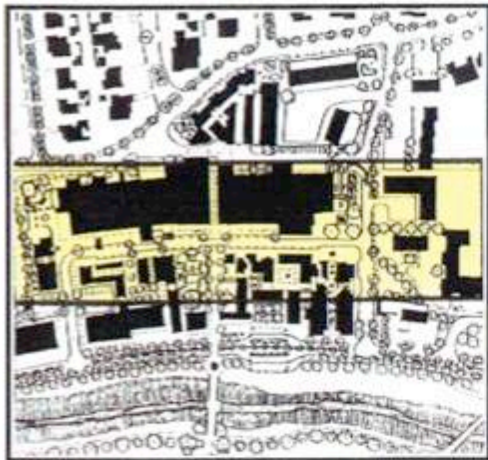
0' 5' 10' 20'



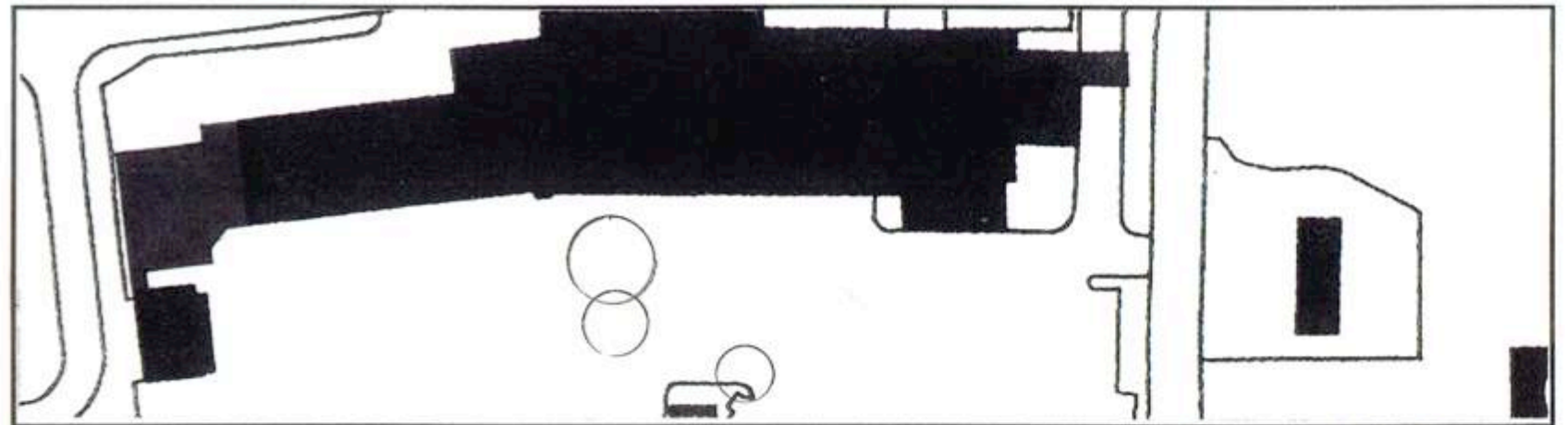
Casita as Guesthouse/Studio/Workshop

- 16' x 12' = 192 sq. ft. without Loft or Bay.
- 1st Floor with optional Bay Window, Fireplace, Kitchen, and Bathroom.
- 2nd Floor optional Sleeping Loft.
- Veranda or Terrace optional.





KEY TO PLANS (PAGES 16 AND 17)

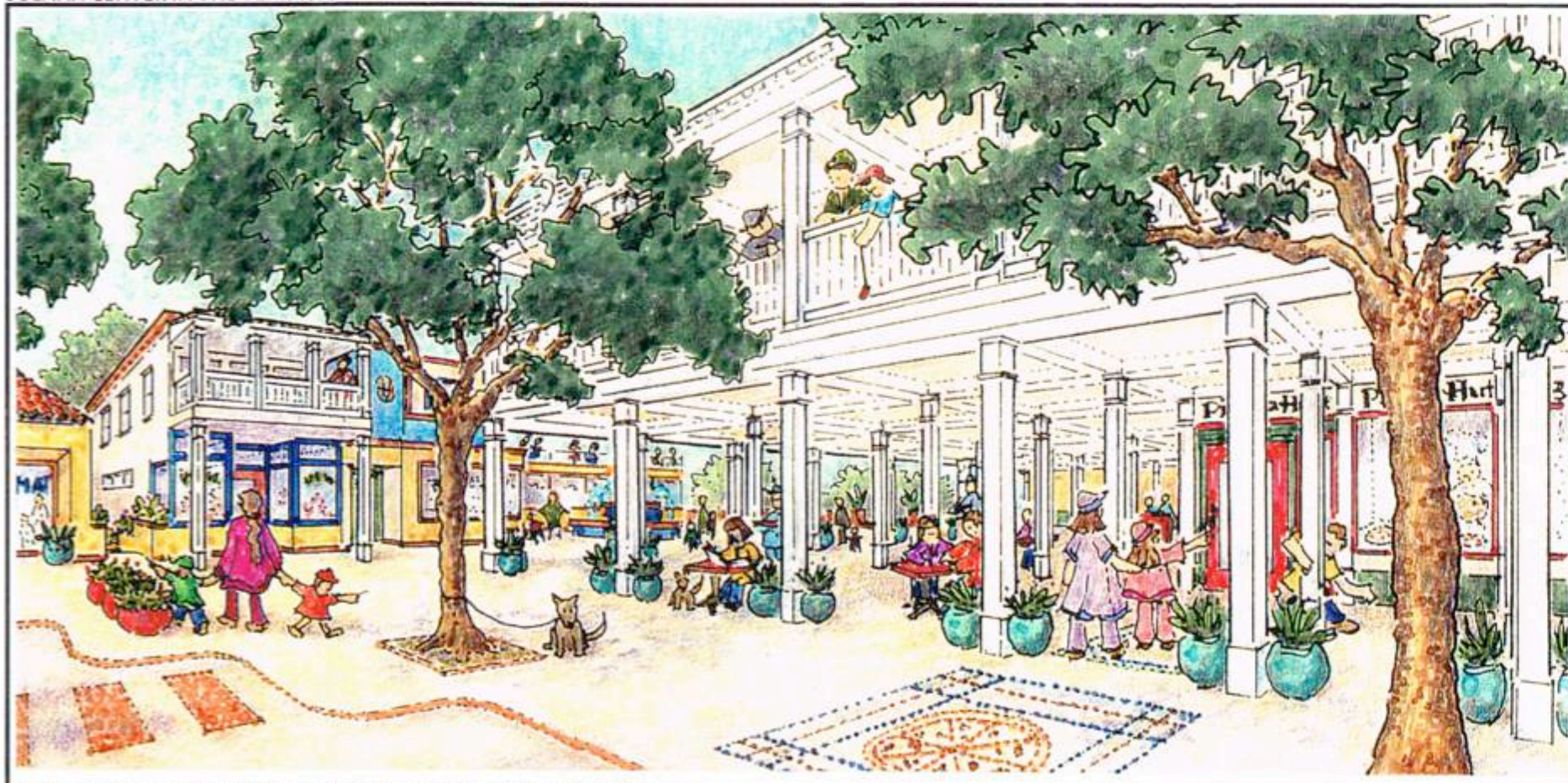


SOLANA CENTER IN THE YEAR 1998

- KEY TO VIEWS: 1. La Plazuela "La Comidilla de la Vecindad" (below)
 2. Patio de los Zapateros y Remendones (page 17)
 3. Calle de los Vecinos (page 17)



SOLANA CENTER IN THE YEAR 1998



LA PLAZUELA "LA COMIDILLA DE LA VECINDAD" IN THE YEAR 2038

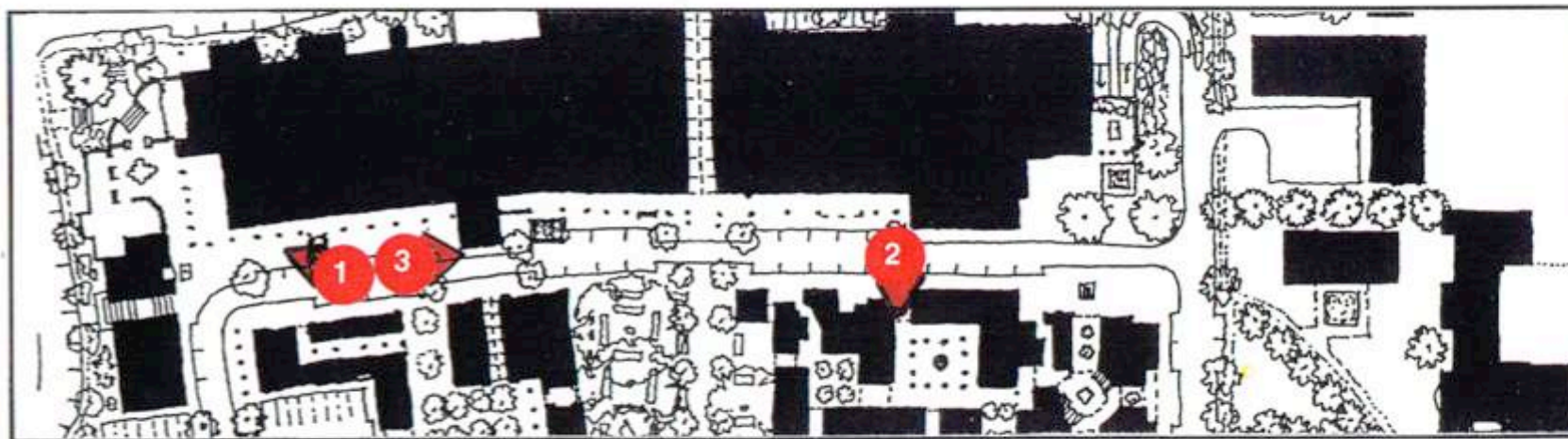
La Plazuela "La Comidilla de la Vecindad" has become just that: "The talk of the town" where neighbors meet for people-watching, small meals and gossip, or relaxed reflection.

With its namesake park at Rio Vista Street, La Plazuela is the primary pedestrian entrance to Solana Neighborhood Center for the residents of Casa Solana. La Plazuela and its adjacent Parque don't simply allow pedestrian access to the Center; they themselves are irresistible magnets.

La Plazuela in 2038 is the dynamic setting for a full range of round-the-clock activities in Solana Neighborhood Center.

Although we've removed the corner building (under construction as this project ended), the laundromat and Pizza Hut remain, supplemented by other new retail shops, a small grocery store, an ice cream parlor, a lovely fountain, and a generous and varied offering of places to sit and enjoy life.

On most upper-floor areas of the Center, including La Plazuela, the attractive housing is for people who can't or aren't inclined to care for large yards but who appreciate Solana Neighborhood Center's treasure of beautifully landscaped public spaces and its harmonious and stylistically-diverse buildings.



SOLANA NEIGHBORHOOD CENTER IN THE YEAR 2038

Cars are welcome and very much in evidence in Solana Neighborhood Center, but most cars park below grade, leaving sun, trees, and mountain views for visitors and residents. For convenience, ample on-grade parking still exists and helps slow traffic in the Center.

The Calle de los Vecinos is "Main Street," shared by walkers, cyclists, and slowed cars. A wealth of open spaces and walking streets, interconnected with each other and the Calle, are lined with a variety of small shops that support picturesque residential units above. For example, a small skylit shopping arcade on the right is home to enticing retail stores, and it capitalizes on the north light for its terraced second-floor live-work studios.

As its eastern terminus, the Calle enjoys views of the Sangre de Cristo Mountains and a new park and Memorial to honor Americans confined in the Japanese Internment Camp occupying this site during World War II.



PATIO DE LOS ZAPATEROS Y REMENDONES IN THE YEAR 2038



SOLANA CENTER IN THE YEAR 1998



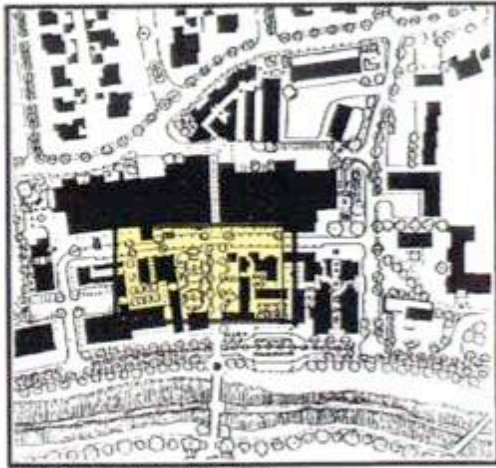
SOLANA CENTER IN THE YEAR 1998

The more formal Patio de los Zapateros y Remendones (though not detailed like Santa Fe architecture) is reminiscent of the charming early placitas of Santa Fe, that in turn evoke memories of the Andalusian patios, which themselves echo the peristyles and atria of Pompeii.

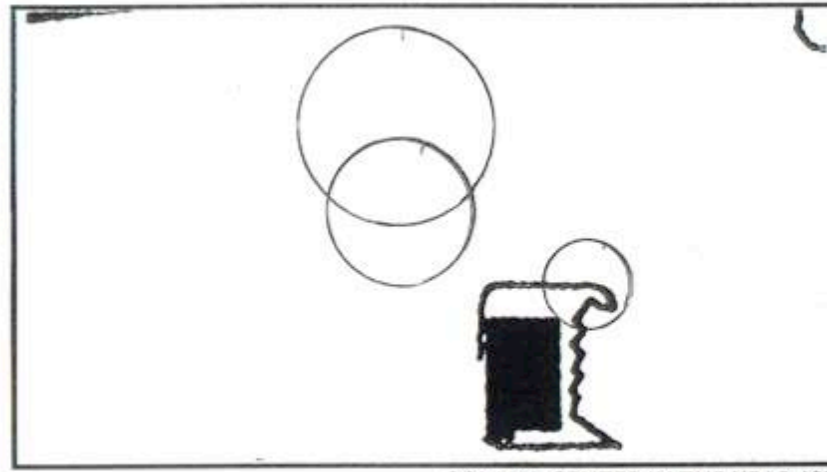
An intimate shopping portal, ringed by shoe and repair shops, surrounds a small open-air court visible from terraces above. A graceful central fountain is sunken to collect rainwater.



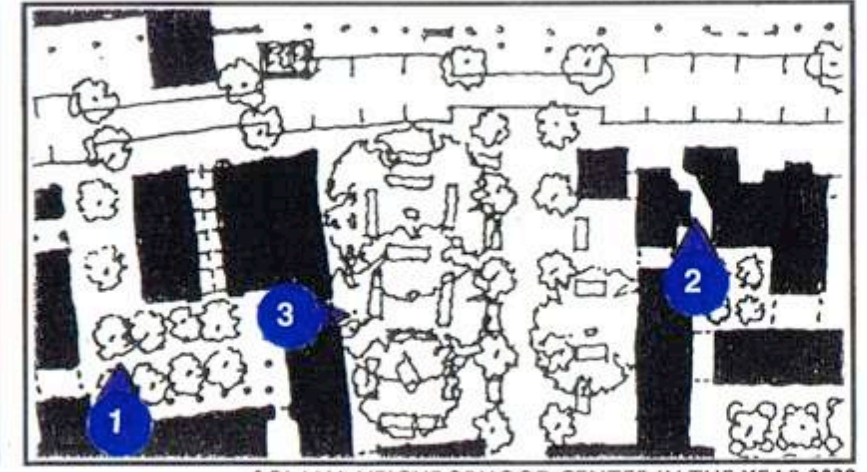
CALLE DE LOS VECINOS IN THE YEAR 2038



KEY TO PLANS (RIGHT)



SOLANA CENTER IN THE YEAR 1998



SOLANA NEIGHBORHOOD CENTER IN THE YEAR 2038

- KEY TO VIEWS:**
- 1. Huerto de los Perales (below)
 - 2. Callejón de los Artesanos (page 19)
 - 3. Plaza de los Vecinos (page 19)



SOLANA CENTER IN THE YEAR 1998

The Huerto de los Perales is an especially appealing courtyard, humanized by a small orchard of pear trees that are decoratively and responsibly irrigated by tiny acequias filled with rainwater and melting snow collected from surrounding roof terraces. In the adjoining forecourt, one acequia leads to a delightful fountain encircled by seating.



HUERTO DE LOS PERALES IN THE YEAR 2038

The Huerto de los Perales is a living reminder of our priceless heritage of Paradise Gardens, passed from Persia across North Africa, into Andalusia, and from Spain to New Mexico.

An elegant portal shelters ground-level commercial spaces and continues upward as the balconies of second-floor residences. Housing in a different architectural style is visible along the western edge of the Huerto.

The interconnections among public spaces in Solana Neighborhood Center are particularly apparent from within the Huerto.

To the west, a passage leads to a small parking area for short-term visitors. To the north we see the fountain, and just east of it we see again the small shopping arcade leading to the Calle de los Vecinos.

Under the east portal, near the arcade, we see a passage to the Plaza de los Vecinos. And at the eastern end of the south portal we can see the passage leading to Alameda.

The Plaza de los Vecinos, our grand public space, is made human by thoughtfully planned landscaping, shops, and housing. As the Center's heart, the Plaza engages the Calle, embraces adjacent areas, and anchors the Transit Center on Alameda. The Torre de la Vecindad has multiple roles: it is the landmark inviting all of Santa Fe to Solana Neighborhood Center, it splendidly houses the elevator to the parking garage below, it is a public observation tower opening glorious distant views, and again it reminds us of our Moorish-Andalusian heritage.



SOLANA CENTER IN THE YEAR 1998



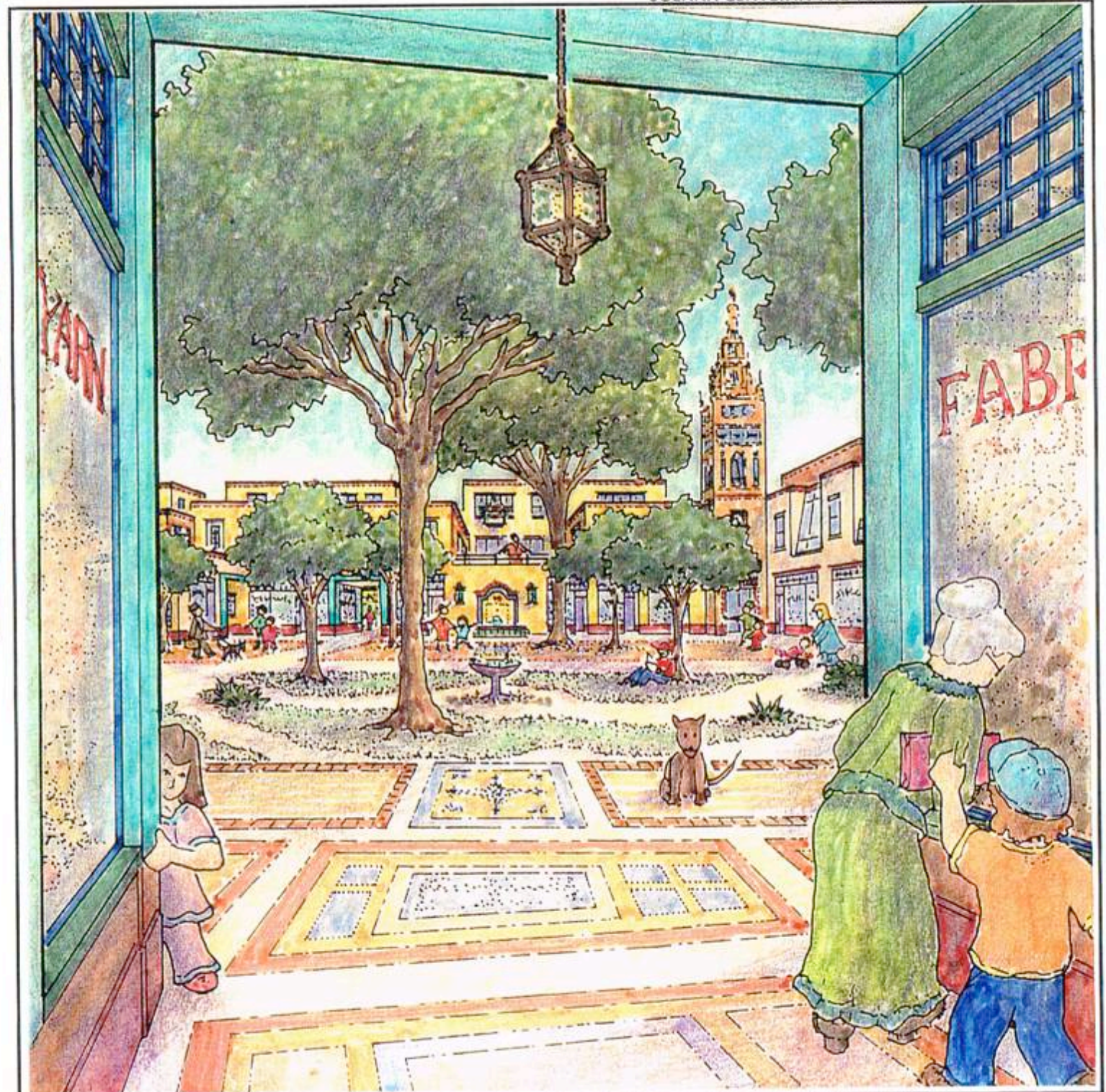
CALLEJÓN DE LOS ARTESANOS IN THE YEAR 2038



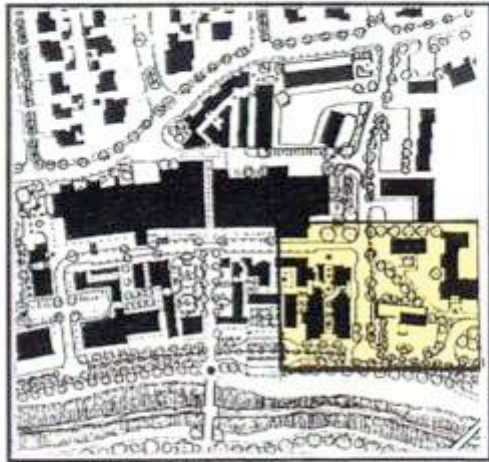
SOLANA CENTER IN THE YEAR 1998

A charmingly medieval street functioning as a communal room is the narrow, gently winding Callejón de los Artesanos that joins a verdant placita with the Calle de los Vecinos. The Callejón's streetscape represents many architectural styles unified by sensitivity to proportion, scale, and detail.

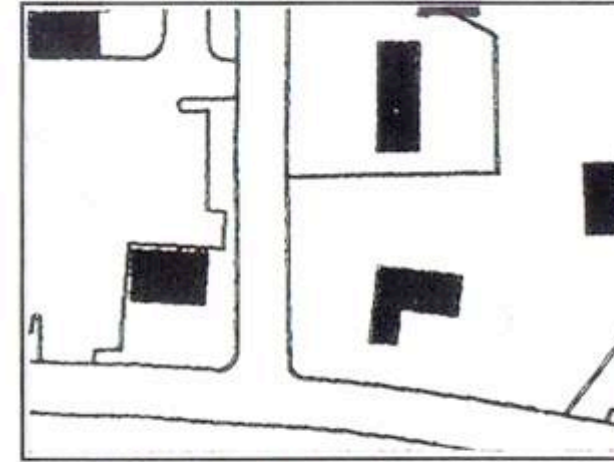
Though we may never visit the dwellings upstairs, nevertheless they enchant us. Because we can see them, we can imagine living in them; as pedestrians we experience the contentment of walking in a well-loved, inhabited street.



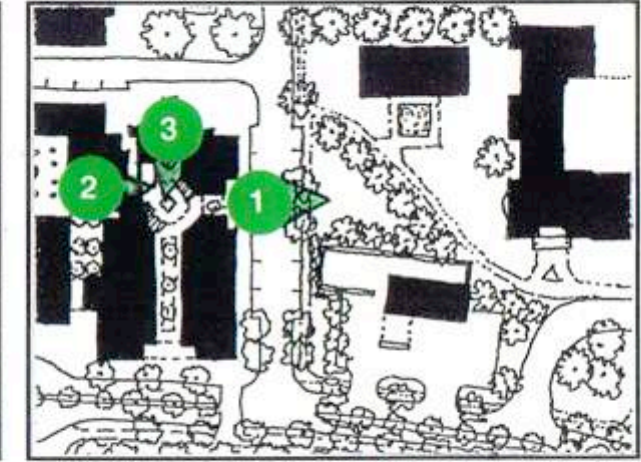
PLAZA DE LOS VECINOS IN THE YEAR 2038 – FROM THE PASAJE, LOOKING TOWARD THE TORRE DE LA VECINDAD



KEY TO PLANS (RIGHT)

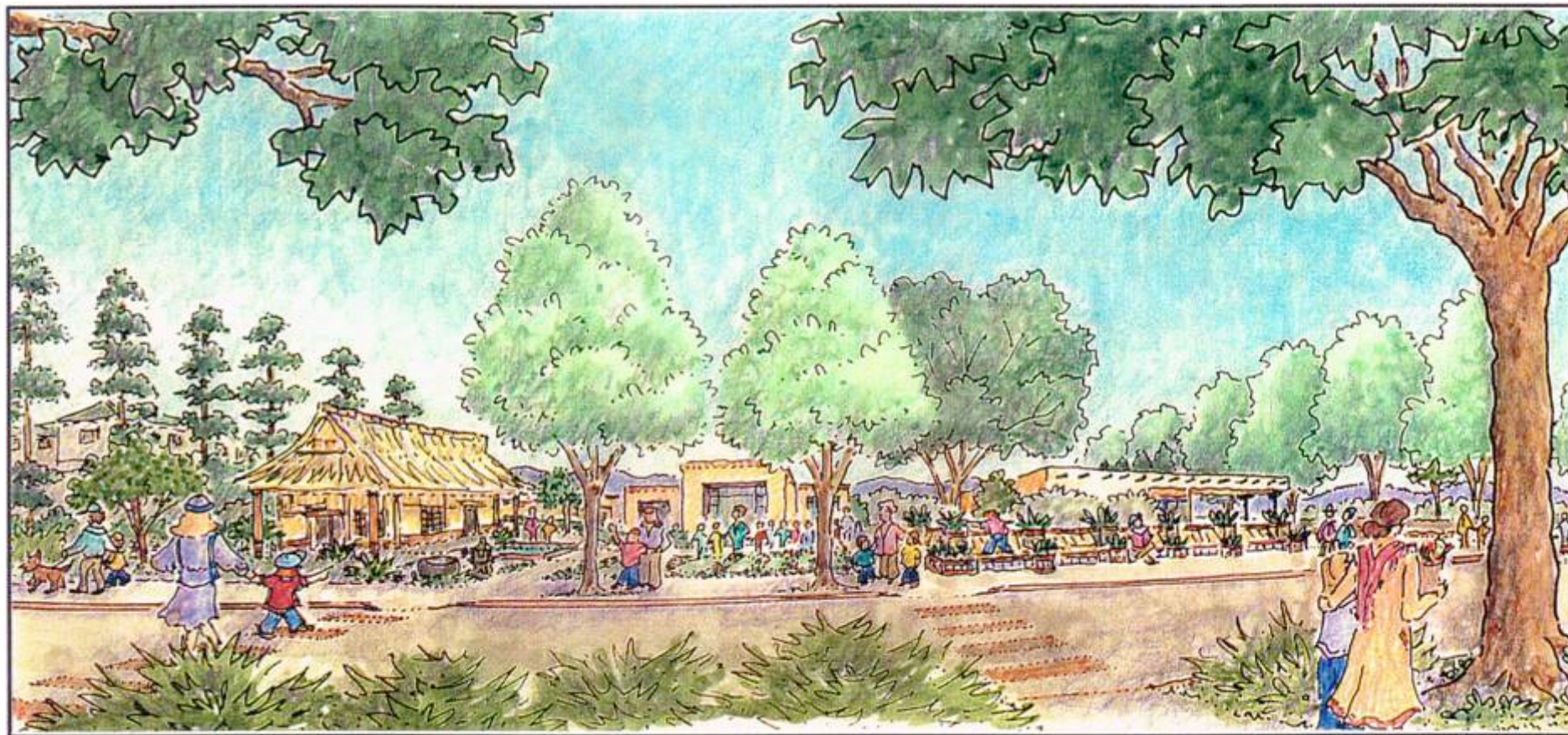


SOLANA CENTER IN THE YEAR 1998



SOLANA NEIGHBORHOOD CENTER IN THE YEAR 2038

- KEY TO VIEWS:
1. Memorial Park from Placita de Oro (below)
 2. Pasaje a los Estudios (page 21)
 3. La Callejuela de los Estudios de Solana (page 21)



PLACITA DE ORO IN THE YEAR 2038 – WITH MEMORIAL PARK, THE JAPANESE INTERNMENT CAMP MEMORIAL, AND GONZALES DAY CARE CENTER



DETAIL OF PLACITA DE ORO IN THE YEAR 1998



PLACITA DE ORO IN THE YEAR 1998

To the east of Solana Neighborhood Center, set before the spectacular backdrop of the Sangre de Cristo Mountains and marking the terminus of the Calle de los Vecinos, is a new public park and a Memorial commemorating Japanese-American citizens who were confined during World War II in the Japanese Internment Camp (once a Civilian Conservation Corps barracks) on the site of what has become Casa Solana.

Memorial Park now affords a safe, engaging passage for children, parents, and staff walking from adjoining neighborhoods to Gonzales Elementary School and the new Gonzales Day Care Center. Some potentially dangerous spots on the way to Gonzales Elementary School (in 1998 an irresistible draw for children) by 2038 are rendered inaccessible by imaginative seating along Placita de Oro.

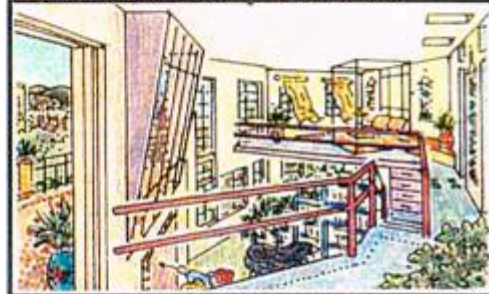
Just visible are the recently planted trees along Alameda that define the now pleasant journey from Solana Neighborhood Center to De Vargas Neighborhood Center and on into the heart of Santa Fe. By 2038 all the City's neighborhoods can be interlaced and knitted together by a secure, beautiful, and accessible system of landscaped pedestrian and bicycle paths.



PASAJE A LOS ESTUDIOS IN THE YEAR 2038



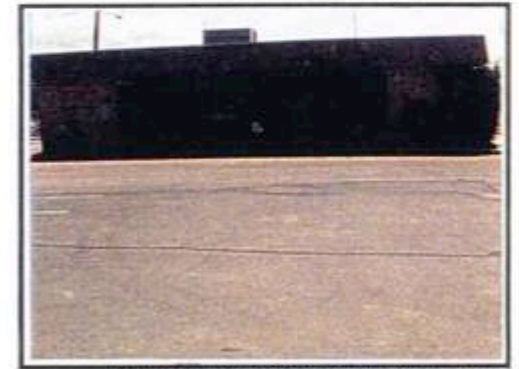
SOLANA CENTER IN THE YEAR 1998



THE SANGRES FROM YOUR STUDIO

The Pasaje is an intriguing passage, one of four approaches into the live-work studio complex called Los Estudios de Solana. The Pasaje is a concentrated unfolding of architectural events leading to its oblique entrance into La Callejuela de los Estudios.

Los Estudios de Solana anchor the entire eastern edge of the Solana Neighborhood Center, repeating our established pattern: all along the ground floor are storefronts and office entrances; on upper floors inviting, affordable residences are always visible; everywhere there is abundant, artistically conceived landscaping. La Callejuela's pedestrian intersection is a very public space enlivened yet made more secure by the unmistakable presence of very private residential elements: exterior stairways, balconies, and the reassuring eyes of numerous casement and studio windows.



SOLANA CENTER IN THE YEAR 1998



LA CALLEJUELA DE LOS ESTUDIOS DE SOLANA IN THE YEAR 2038

A Thought for Our Future

"Too many communities throw up their figurative hands in defeat, seemingly convinced that it's too late to control sprawl..."

Never forget that, with concerted effort and sheer determination, people can make -- or re-make -- their communities into the places they want them to be. Practice asking the question, "Why do we have to do it this way?"

Kennedy Smith, Director
National Main Street Center

SPANISH LEXICON

| | | | |
|--------------------------|------------------------------------|--|---|
| <i>Acequias</i> | canals | <i>"La Comidilla de la Vecindad"</i> | the talk of the town |
| <i>Artisanos</i> | artisans; craftspeople | <i>Oro</i> | gold |
| <i>Azul</i> | blue | <i>Parque</i> | park |
| <i>Bosquecillo</i> | little forest; grove | <i>Pasaje</i> | passage |
| <i>Calle</i> | street | <i>Patio</i> | patio; open court; courtyard |
| <i>Callejón</i> | lane; narrow pass; alley | <i>Perales</i> | pear trees |
| <i>Callejuela</i> | small, narrow street | <i>Placita</i> | small plaza |
| <i>Casa</i> | house | <i>Plaza</i> | plaza; public square |
| <i>Casita</i> | little house; guesthouse; workshop | <i>Plazuela</i> | small square or court |
| <i>Casitita</i> | very, very little house | <i>Portal</i> | portico |
| <i>Cielo</i> | sky; heaven | <i>Remendones</i> | cobblers; shoe repairmen; menders; patchers |
| <i>Ciudad</i> | city | <i>Rio</i> | river |
| <i>Comidilla</i> | a small meal; gossip | <i>Sangre</i> | blood |
| <i>Cristo</i> | Christ | <i>Solana</i> | sunny place |
| <i>Estudios</i> | studios | <i>Torre</i> | tower |
| <i>Galería</i> | arcade; gallery | <i>Vista</i> | view |
| <i>Grande</i> | grand | <i>Vecindad</i> | neighborhood; neighborliness |
| <i>Huerto</i> | small orchard | <i>Vecinos</i> | neighbors; residents; citizens |
| <i>Joyería</i> | jewelry store | <i>Zapateros</i> | shoemakers; shoe dealers |

APPENDIX A:

**TAX REVENUE BENEFITS FOR THE CITY OF SANTA FE, NEW MEXICO,
FROM THE SOLANA AND DE VARGAS NEIGHBORHOOD CENTER INFILL DEVELOPMENTS
(COMPARED WITH A PROPOSED CONVENTIONAL DEVELOPMENT ON THE CITY'S SOUTH SIDE):**

TAX REVENUE GENERATED:

| | |
|------------------------------------|----------------------|
| Solana Neighborhood Center | \$1.4 million |
| De Vargas Neighborhood Center | <u>\$3.6 million</u> |
| TOTAL TAX REVENUE GENERATED | \$5.0 million |

COMPARATIVE TAX REVENUE GENERATED:

| | | |
|--|-------------|-------------------------------------|
| MIXED-USE Infill -- Proposed Solana and De Vargas Neighborhood Centers: | 11.0 Acres | \$5.0 million = \$454,545 per Acre |
| MULTI-USE Conventional Development -- Project Proposed for South Santa Fe: | 206.0 Acres | \$35.0 million = \$169,903 per Acre |

APPENDIX B:

COMPARATIVE COSTS OF PROVIDING PARKING AND STREETS

FOR THE 75 RESIDENCES IN A TYPICAL MIXED-USE INFILL DEVELOPMENT

(SPECIFICALLY, THE NEW SOLANA NEIGHBORHOOD CENTER WITH ITS 75 NEW RESIDENCES -- 2 SPACES PER CAR)

AND FOR 75 HOUSES IN A CONVENTIONAL DEVELOPMENT OF SINGLE-FAMILY DETACHED HOUSES

(SIMILAR IN DESIGN TO THE CASA SOLANA RESIDENTIAL DEVELOPMENT -- 2-CAR GARAGE PER HOUSE)

| | STREETS | CURBS | DRIVEWAYS | GARAGES | UTILITIES IN STREETS | TOTAL |
|---------------------------------|-----------|----------|-----------|-------------|-------------------------|-------------|
| CONVENTIONAL DEVELOPMENT | \$119,700 | \$34,200 | \$55,700 | \$1,076,400 | \$168,200 | \$1,454,200 |
| Overall Savings - 75 Residences | none | none | none | \$603,600 | none | \$283,100 |
| Savings per Residence | none | none | none | \$8,048 | none | \$3,775 |
| Savings per Car | none | none | none | \$4,024 | none | \$1,887 |
| MIXED-USE INFILL DEVELOPMENT | \$13,800 | \$4,400 | 0 | \$1,680,000 | \$39,100 | \$1,737,300 |
| Overall Savings - 75 Residences | \$105,900 | \$29,800 | \$55,700 | none | \$129,100 | *** none |
| Savings per Residence | \$1,412 | \$397 | \$743 | none | \$1,721 | *** none |
| Savings per Car | \$706 | \$199 | \$371 | none | \$861 | *** none |

*** OTHER BENEFITS OF MIXED-USE INFILL DEVELOPMENT:

- Protecting the environment
- Creating stronger communities
- Improving the physical health of Americans
- Long-term fiscal benefits for municipalities and citizens

Clearly, the initial cost of housing cars is greater in Mixed-Use Infill Developments,

BUT, WHAT IF . . .

- living in a Mixed-Use Neighborhood Center, close to public transportation, with the ability to walk or bicycle to work, shopping, and recreation, allows many households to eliminate their second car (and save between \$3000 and \$7000 per year), or even both cars (saving even more of the family budget)?
- after building a number of new Neighborhood Centers, it becomes evident that residents have reduced the number of cars per household? Zoning ordinances can be changed to reflect Mixed-Use Infill Development's reality rather than suburban reality, thus reducing parking requirements and initial development costs.

All rights reserved. No part of this work covered by the copyright herein may be reproduced or used in any form or by any means – graphic, electronic, digital, or mechanical, including photographing, recording, taping, scanning, or information storage and retrieval systems – without the written permission of Sakal and Hood. Copyright © 1998 by Sakal and Hood

