VI. ARCHITECTURE

The Railyard is rich in architectural history. The activities of the railroad have influenced the architectural milieu of Santa Fe and how we think about architecture.

The railroad served a unique function in the early years of the 20th century, introducing new construction materials such as large pane glass, brick, and galvanized metal into the architectural fabric of Santa Fe. The Gross Kelly & Co. Warehouse was an architectural design innovation as one of the earliest examples of the fully articulated Pueblo Revival style. The warehouse buildings on the Railyard were always unique in scale from the remainder of Santa Fe.

Key Concepts

To honor that architectural history and to retain a unique architectural sense of the Railyard into the 21st century the following are the architectural goals for the Railyard.

- The architecture of the Santa Fe Railyard should reflect the warehouse, industrial and commercial history of the site and the concept of an arts and cultural district.
- Landmark and historic buildings will be under the review of the historic agencies of the State and City to provide them the greatest protection available.
- Existing not historic buildings may have specific design guidelines to retain essential characteristics existing at the time of the adoption of the Railyard Master Plan while allowing modifications of the building.
- New development is to be designed in simplified forms that reference the warehouse styles on the site. The guidelines allow modern warehouse materials to be used to distinguish them from the historic and existing buildings to help record the original architectural content of the site.
- The Santa Fe Depot and Gross Kelly & Co. Warehouse will remain architecturally unique on the Railyard. Those styles will not be allowed to be reused on the Railyard.
- Sustainable architecture and construction will be encouraged.
VI. ARCHITECTURAL DESIGN STANDARDS

Architectural Inventory

The Railyard’s architectural content is a remarkable record of the industrial and economic growth of Santa Fe. It has been a site that has seen continual change in its architectural development throughout its known history. As development continues, the site will continue to reflect the dreams of the community as it grows and matures.

From the earliest records of the small agricultural settlements on the site to the current plans for redevelopment, the Railyard has been marked by changes to its architecture. As recently as the 1970’s, whole blocks of the site have been changed. The Master Plan intends that change will continue to occur in the future in styles and scales that honor and maintain the historic qualities of the site.

The Master Plan recommends that the City conduct an complete architectural inventory of all existing buildings at the Railyard as of the beginning of 2002. To update that inventory every ten years. The inventory would be a resource to help future generations continue to track the evolution of the site from now into the future. Not to statically preserve, but to record the vital changing dynamics of the Railyard and its relationship to the community, while maintaining its spirit and history.

Historic Preservation Agencies and Mandates

There are three different levels of historic review that affect the Railyard development.

City Historic Review
1. Enforces City historic review ordinances and historic district design guidelines.
2. Façade and style protection is the primary goal of City historic ordinance.

State Historic Review
State laws that trigger State Historic Preservation Office (SHPO) review area:
1. Cultural Properties Act
2. Cultural Preservation Act
3. Use of State monies on historic property triggers review. Currently State funds are anticipated for use on the Railyard for infrastructure development.
4. In general, defers to local historic design guidelines or master plans approved by the local historic agency.

Federal Historic Review
1. 1966 Historic Preservation Act and Secretary of Interior Guidelines are primary regulations that apply.
2. Review is triggered if any Federal monies are used that are determined by local designated historic preservation office as affecting listed or eligible historic buildings or properties.
3. SHIPO interprets guidelines locally.
4. Federal funding sources anticipated or used for the Railyard development:
   - USDA / Farmers Market and plaza development
   - FRA / Rail line improvements and rail right-of-way purchase is funded by TEA-21
   - FTA / TEA 21 funds for rail and trail improvements
   - Clean Water Funds / Environmental clean-up and infrastructure
   - Brownfields / Environmental studies

The following components of development are evaluated in a historic review.
1. Locations of building footprints and/or development envelopes
2. Heights
3. Massing
4. Setbacks
5. Ratio of new development to existing
6. Facades and styles
7. Open space pattern

Programmatic Agreement

Put in place a Programmatic Agreement between the City, the State and potential federal agency partners for development funding for the Railyard Project. This should be of the highest priority to prevent delays in funding and to confirm the historic review process and scope.

Programmatic Agreement Process

Governmental agency agreements can be created to address historic preservation sites or projects.

Process
1. Identify Federal partners willing to be signatories.
2. Develop agreement on historic programmatic requirements for project. Railyard Master Plan and design guidelines can serve as basis of agreement.
3. Categorical exclusions of specific activities that do not need to be reviewed can be agreed to.
4. SHPO reviews City application.
5. National Advisory Council on Historic Preservation (ACHP) reviews programmatic agreements
   - SHPO usual process is to send programmatic agreements to ACHP review
   - Granting approval or determining the necessity for approval of a programmatic agreement is purview of ACHP, and is not an absolute requirement.
6. Agreement is usually for indefinite period with a clause that allows for renegotiations.

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VI. ARCHITECTURAL DESIGN STANDARDS

Reference Architecture

The architectural infill standards for the Railyard were developed based on characteristics and examples from the existing buildings on the site or on closely related historic age commercial or industrial buildings in the immediate environs of the Railyard. The following are the reference architecture used to establish the design guidelines.

For the following list of reference architecture, See Master Plan Section, Figure II-7: Railyard Existing Context, for building locations and building names based on either the historic name of the structure or the current tenant’s name.

Rail and Building Orientation

Examples of tight building alignment to rail lines is evident in these buildings.

- Nuckolls Packing Co. Building
- Gross Kelly & Co Warehouse
- Wholesale Builders Supply Co. Complex
- Patton Building
- El Museo Cultural Building
- Railyard Performance Center Building
- Site Santa Fe Building
- Railyard Enterprises, Ltd. Building (track remnant)

Scale

The scale range for infill buildings proposed is based on the largest and smallest building footprints.

Minimum: 1,200 s.f. / Welders Supply Co.
Maximum: 39,850 s.f. / El Museo Cultural- S.F. Clay

Massing

The recommendation for simplified massing is based on observation that most of the existing buildings in the Railyard are either simple box or gable structures with limited massing articulation. The exceptions being two historic landmark buildings that were designed specifically to advance a unique or new architectural style. These buildings are to be maintained as unique within the Railyard and their styles not to be repeated. The following structures are existing buildings that demonstrate the massing principle.

Box Massing
- Morelli Building
- Old Sears/Hansen Building
- Site Santa Fe Building
- Existing Warehouse 21 Building
- Patton Building
- Office at Monte Vista Fuel and Feed
- Ferrel Gas Building
- Existing Twisted Cow Compound

Gable Massing
- Nuckolls Packing Co.
- El Museo Cultural de Santa Fe Building
- Ortiz Body Shop Building
- Wholesale Builders Supply Complex
- Railyard Performance Center Buildings
- La Puerta Building
- Captain Marble Building
- Railyard Enterprises, Ltd. Building

Unique Massing
- Santa Fe Depot
- Gross Kelly & Co. Warehouse

Architectural Characteristics

The following are observations on the characteristics of the existing warehouse architecture on the Railyard.

A. Due to their warehouse and industrial functions, the scale and mass of the buildings on the Railyard were always much larger than the surrounding neighborhoods.

B. The buildings oriented to the rail line for functional reasons. The buildings purposefully were abutted next to the tracks. This was to facilitate the loading activities from the rail cars into the buildings.

C. The buildings generally have one side that has a first floor elevation that is approximately 30” – 36” above the adjacent exterior grade. This grade difference facilitated loading activities onto truck beds and helped to take up the natural slope in the railyard.

D. Many of the buildings are long and linear in the direction parallel to the tracks.

E. About half the buildings are stucco finish and half are metal finish. The largest existing structure—the building that currently houses El Museo Cultural de Santa Fe—has an approximately 40,000 sq. ft. footprint.

F. The pitched roof buildings are generally shallow pitched—approximately 1.5 in 12 on the El Museo Cultural building and 4 in 12 on the Santa Fe Depot.
VI. ARCHITECTURAL DESIGN STANDARDS

Roof Styles
The recommendations for roof styles are based on existing flat, shed, gable, limited layered gable, and bow roof styles seen on the buildings at the Railyard.

Flat Roof
- Gross Kelly & Co. Warehouse
- Welder Supply Building
- Morelli Building
- Old Sears/Hansen Building
- Site Santa Fe Building
- Existing Warehouse 21 Building
- Patton Building
- Office at Monte Vista Fuel and Feed
- Ferrel Gas Building
- Existing Twisted Cow Compound

Gable Roof
- Nuckolls Building Co.
- El Museo Cultural de Santa Fe Building
- Railyard Performance Center Buildings
- La Puerta Building
- Captain Marble Building
- Railyard Enterprises, Ltd. Building

Shed Roof
- Wholesale Builders Supply Complex
- Ortiz Body Shop Building

Bow Roof
- South end of Gross Kelly & Co.

Layered Gable
- Small structure north of Depot

Roof Height
Roof height maximums for flat roofs on new infill buildings are based on the roof height of the Gross Kelly & Co. Warehouse, which is 28 ft above adjacent ground grade.

Roof Materials
Materials recommendations for pitched roof buildings are based on the observation that except for three structures all existing pitched roof buildings are metal roofs. The Santa Fe Depot’s clay tile roof is not to be replicated in the Railyard in order to maintain the landmark status of this structure.

Metal Roof: El Museo Cultural de Santa Fe Building
- Railyard Performance Center Buildings
- La Puerta Building
- Captain Marble Building
- Railyard Enterprises, Ltd. Building
- Ortiz Body Shop Building

Asphalt Shingle: Nuckolls Building Co.
- Small structure north of Depot

Exterior Finishes
Exterior finish materials on buildings are based on these buildings by finish type.

Metal: South end Gross Kelly & Co. Warehouse
- El Museo Cultural de Santa Fe Building
- Wholesale Builders Supply Complex
- La Puerta Building
- Captain Marble Building
- Monte Vista Fuel and Feed Sheds
- Railyard Enterprises, Ltd. Building
- Ortiz Body Shop Building

Painted Metal: Railyard Performance Center Buildings

Stucco: Gross Kelly & Co. Warehouse
- Santa Fe Depot
- Welder Supply Building
- Morelli Building
- Old Sears/Hansen Building
- Site Santa Fe Building
- Existing Warehouse 21 Building
- Patton Building
- Office at Monte Vista Fuel and Feed
- Ferrel Gas Building
- Existing Twisted Cow Compound

Brick: Union Depot (Tomasita’s Restaurant)

Screening / Exposed Mechanical
Fully screening parapets are not the norm on the warehouse buildings at the Railyard. Examples of either fully exposed (but cleanly expressed) mechanical or electrical or limited short screening parapets are evident on these buildings.

Exposed Mech: Railyard Performance Center Building
- El Museo Cultural Building
- Teen Warehouse 21 Building
- Morelli Building
- Old Sears/Hansen Building
- Site Santa Fe Building

Short Parapet: Union Depot (Tomasita’s Restaurant)

Signage
Signage as part of the exterior art of the building are part of the Railyard. Examples can be seen on these buildings.

Pinned off: Santa Fe Depot Building
- Site Santa Fe Building

Painted: Gross Kelly & Co. Warehouse
- Welder’s Supply Building
- Old Sears / Hansen Building
- Sanbusco (circa: 1927 see historic photos, painted sign on roof as well as building)

Wall Plaque
- Nuckolls Building Co. Building
- South end Gross Kelly & Co.

Wall Openings and Glazing
Reference buildings for wall openings and glazing are based on the generally larger glass sizes seen resulting from importation of new building materials by the rail lines. Examples of this affect as seen in these locations in and around the Railyard.

Large Panes: Santa Fe Depot
- Welders Supply Building

Window Walls: Butler & Foley Building (Sanbusco Center, second floor historic facade)

Covered: Old Sears / Hansen Building (south end)

Openings: Railyard Performance Center (east end)
- Sanbusco Building (east entry)

Garage Doors
- El Museo Cultural
- Site Santa Fe
- Old Sear / Hansen Building

Porch, Canopies and Overhangs
Porch and canopies are not dominate features on the existing structures. Where they do occur they are generally not continuous along a facade, and are hung or projections. The exceptions are the Santa Fe Depot and Gross Kelly & Co. Warehouse. Again, as these are unique and historic landmark structures, the deep and Pueblo revival style portals are not allowed on new infill or as improvements on the Railyard. References for portals and canopies are:

Hung: Old Sears/Hansen Building, south end

Projected: Railyard Performance Center south side

Porch: South end of Gross Kelly & Co.
**ARCHEOLOGICAL**

In the earth is the history of our ancestors. The archeology of the site will have an effect on the present day plans for the Railyard. Just as the historic structures inform and shape the Master Plan, the archeologic past will also guide us. All of Santa Fe is rich with the potential of archeological discovery. The Railyard site is no exception.

Initial Phase I archeological research for the Railyard was done in 1991 and updated in 2001. The research indicates that there is potential for archeological finds throughout the site—as is true of all Santa Fe—and for four zones of high potential within the North Railyard.

There are four governmental levels—city, county, state and federal—that have archeological review responsibilities for the Railyard project. The county generally defers to the City on archeological issues within the City. The impact is understanding the differences in the research and mitigation requirements of each of the levels.

The City and other agencies have different processes that could have impacts on the timing and design of portions of the site. Examples of process differences are:

- **The amount of excavation testing required to confirm if there are substantial artifacts.** The City process requires a maximum two (2) percent of the site be excavated to make that determination. The State and Federal standards do not have a limit on the excavation testing that may be required.

- **The timing of mitigation actions if there is a finding that substantial artifacts are present.** The City process allows monitoring during construction with mitigation done as agreed to in a mitigation plan. The State and Federal may require mitigation prior to development.

**Programmatic Agreement**

A Programmatic Agreement dealing with the Railyard historic preservation and archeologic issues will be developed between the City, the State, and potential federal funding agencies. Once this agreement has been finalized, the City Manager shall be charged with enforcing the provisions of the programmatic agreement and shall ensure compliance by all parties in privy of contract with the City.
In 1987 the City of Santa Fe adopted an Archaeological Review District Ordinance to ensure the integrity of cultural resources within the city limits. By stipulations set forth in that ordinance, a reconnaissance survey of proposed development sites within the Historic Downtown Archaeological District is required and must consist of:

1. archival research and analysis of land titles, historic maps and other existing data;
2. visual examination of the property in question; and
3. the procedures allow for the identification of significant cultural remains and their preservation/conservation for the benefit of the larger Santa Fe community. The present project is within the southwest corner of the Historic Archaeological District.

Significant cultural remains are sites that have or are likely to yield information important in the study of history or prehistory and consist of (a) cultural remains over 75 years of age; (b) cultural remains associated directly with events or developments that have made contributions to the local history or prehistory; (c) cultural remains associated directly with the lives of persons significant in local history; (d) areas where a high frequency, density, diversity, or a substantial number of prehistoric cultural remains are present; (e) areas having cultural remains known to occur rarely in the Santa Fe area; and/or (f) any site containing human remains over 75 years old. By the ordinance definition, sites are concentrations of cultural remains that infer the location of specific human activities of the past. Cultural remains are the residue of prior human occupation or activity whether portable or nonportable, and include, but are not limited to, historic and pre-Colombian artifacts, architectural features, human skeletal materials, animal skeletal remains found in archaeological context, rock art, and culturally altered landscapes.

Figure VI-1: Archeological Potential

LEGEND

- Possibility of Archeological Artifacts
- Higher Potential Archeological Artifacts
The historic structures at the Railyard are unique in Santa Fe. The architectural importance of the Gross Kelly & Co. Warehouse and the Santa Fe Depot to the history of the City and the State are well documented. To honor that history, the Architectural Design Standards use the existing buildings as the reference points for the future development of the Railyard.

Following is a review of all existing buildings on the Railyard as of January 2002 with specific design guidelines for each. Key architectural design references for future infill development are also identified.

Figures VI-3 and VI-5 indicate the historic status of each existing building at the Railyard. The categories shown are:

- landmark or contributing historic
- non-contributing
NORTH RAILYARD EXISTING BUILDINGS

Building O  Santa Fe Depot
Status: Landmark building.

Review Authorities: Review by historic agencies at State and City, and by the Business Capitol District Design Review Committee.

Character to be maintained:
Mission Revival manner adopted by the AT & SF Railway; this style is not to be repeated in Railyard.

Exterior Modifications:
As permitted by review authorities.

Additions:
None permitted.

Building K  Gross Kelly & Co. Warehouse
Status: Landmark building.

Review Authorities: Review by historic agencies at State and City, and by the Business Capitol District Design Review Committee.

Character to be maintained:
Spanish Pueblo Revival landmark by Rapp and Rapp at north end; midsection Spanish Pueblo Revival addition by John Gaw Meem; and south end 1950’s addition of industrial metal clad warehouse with bowstring truss roof structure. The Spanish Pueblo Revival motif is not to be repeated in the new Railyard construction.

Exterior Modifications:
As permitted by review authorities.

Additions:
No additions permitted on the north, east, or south elevations. The shed addition on the west side of the bowstring truss building should be removed to expose the historic tracks if the building is modified in the future. The existing spur track between the Nuckoll’s Building and Gross Kelly & Co. Warehouse and its associated setback between the buildings is to be maintained.

Building L  Nuckoll’s Packing Co.
Status: National register eligible.

Review Authorities: Review by the State Historic Agency and by the Business Capitol District Design Review Committee.

Character to be maintained:
Simple white box with medium slope gable end roof; 30 inch overhangs.

Exterior Modifications:
As permitted by review authorities.

Additions:
No additions permitted on north, east, or west facades. On the south side, a compatible addition may be added with a roof height maximum no higher than the Nuckoll’s building. Architectural design guidelines require any new structure to adhere to infill guidelines for materials, windows and signage. The existing spur track between the Nuckoll’s Building and Gross Kelly & Co. Warehouse and its associated setback to the buildings is required to be maintained.
VI. ARCHITECTURAL DESIGN STANDARDS

**Building Q**  
**Welders Supply**

**Status:** Contributing historic structure.

**Review Authorities:**
Review by historic agencies at State and City, and by the Business Capitol District Design Review Committee.

**Character to be maintained:**
Simple Pueblo box; exposed viga ends; somewhat oversized window openings. Signage painted on stucco is model for new signage on infill buildings.

**Exterior Modifications:**
As permitted by review authorities.

**Additions:**
Not permitted.

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**Building C**  
**Site Santa Fe**

**Status:** Not a historic-age structure.

**Review Authorities:**
Business Capitol District Design Review Committee.

**Character to be maintained:**
Simple building massing must be retained on this parcel as per architectural guidelines for infill buildings. New additions to the structure on east and south sides may be articulated with modern door and window materials.

**Exterior Modifications:**
As permitted by review authorities.

**Additions:**
As permitted by review authorities.

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**Building F**  
**El Museo Cultural de Santa Fe**

**Status:** Not a historic-age structure.

**Review Authorities:**
Business Capitol District Design Review Committee.

**Character to be maintained:**
Simple building massing, low angle (1-1/2 in 12) sloped gable roof, and galvanized metal exterior finish. Pattern and style of the metal finish is to closely match to existing metal material. Sliding barn door on opening on east face is to be maintained.

**Exterior Modifications:**
Exterior openings may be added to a maximum of 200% of openings on any facade as of the date of this Master plan. Overhangs at exterior openings are allowed if not continuous on a face and if styled per portal guidelines for infill buildings.

**Additions:**
As permitted by review authorities.
VI. ARCHITECTURAL DESIGN STANDARDS

Building J

Former Morelli Warehouse

Status: Not a historic-age structure.


Character to be maintained: Simple massing, stucco exterior. The existing mural feature is to be retained on the building. The design of the mural may be changed, but the feature must be retained. Any doors or windows that are introduced to the East Facade must be integral to the design of the mural.

Exterior Modifications: As permitted by review authorities. West face of building may be modified with new openings per design standards for infill buildings.

Additions: Not permitted on north, east, or south sides. Permitted on west face. Existing roof and parapet may be raised by no more than four feet to accommodate insertion of a second story.

Building I

Old Sears Warehouse

Status: Not a historic-age structure.


Character to be maintained: Simple building massing and an expression of the existing south loading dock must be retained. The loading dock may be articulated with modern door and window materials. The hanging canopy is to be retained as it is a model both for modifications to existing buildings and for new infill construction.

Exterior Modifications: As permitted by review authorities. Recommend removal of boxed out display case windows on east side if modified in future. West face of building may be modified with new openings per design standards for infill buildings. The new roll up door and storefront installation is an excellent example of contemporary design which is encouraged by these architectural design standards both for modifications to existing buildings and for new infill construction.

Additions: Not permitted to footprint. Existing roof and parapet may be raised by no more than four feet to accommodate insertion of a second story.
NORTH RAILYARD DEMOLITION AND REPLACEMENT

The structures shown in Figure VI-4 have been identified as candidates for demolition or replacement. The following are descriptions of each of the buildings with available information on historical status and the reason for the demolition or replacement recommendation in the Master Plan.

Building 1

Wholesale Builders Supply is a complex of small office structures and long sheds used for storage of building materials. The land use is no longer an allowed use for this parcel by the City, and the structures are not suitable for conversion to proposed future uses.

With one exception, the structures were evaluated in 1997 as non-contributing historic buildings. The exception is the small pueblo style building identified as Welders’ Supply, which in 2001 was evaluated as a contributing historic structure and is recommended for adaptive reuse in the Master Plan.

The Wholesale Builders Supply site is currently the proposed location of the Santa Fe Area Farmer’s Market. The Farmer’s Market and Wholesale Builders Supply have held discussions regarding transfer of ownership of the structures.

Demolition is allowed and encouraged.

Building 2

Although compatible with the intent of these architectural design standards, the shed is not large enough to provide an appropriate intensity of use to support the vision of an active Arts District along the Paseo de Peralta and may not be suitable for redevelopment.

Demolition allowed but not required.
VI. ARCHITECTURAL DESIGN STANDARDS

Building 3  Teen Warehouse 21

The structure houses the nationally recognized Teen Warehouse 21. The building is recommended for demolition as it is located in the middle of the proposed road at the west edge of the Master Plan. The teen program has also outgrown the building and anticipates building a new facility in the Railyard.

The building is a not-historic age structure.

Ortiz Body Shop is no longer an allowed use for this parcel by the City. The small building complex is comprised of a stucco section and an attached metal shed. The building is recommended for demolition as it is located in an area proposed for site drainage improvements and an emergency road access to Alarid Street. There is on this site, a small contamination area where material storage was allowed in the past. When the building is demolished additional environmental testing and mitigation will be required.

The building is a not-historic age structure.

Building 5  Patton Building

The Patton Building is recommended for demolition because of significant code deficiencies inherent in its unusual structure - it is an assemblage of several railroad boxcars stacked up and stuccoed.

Its location also inhibits an essential relocation of the railroad tracks required for the Master Plan to provide adequate turnaround tracks for excursion trains and future commuter rail.

In November 2001, a draft historic designation report reclassified the Patton Building as being a contributing structure which may require its retention. A full architectural and structural review on the feasibility of correcting the code deficiencies will make a final determination on this structure.

Building 6  Portion of Old State Archives Building

Preliminary discussions with the State Property Control Division indicate that there are advantages for both the State and the City to remove a storage wing on the south east corner of the building formerly housing the State Archives. The removal increases reuse options for the State Archives Building. The removal also creates space for a shuttle bus turn around, and a more prominent visual and pedestrian access to the Santa Fe Depot from Guadalupe Street at Garfield Street. Removal of this wing would not affect the mural on the east face of the main structure.

The building is historic age.
VI. ARCHITECTURAL DESIGN STANDARDS

BACA AREA EXISTING BUILDINGS

In the Baca Area, the presence of the railroad is less visible than at the North Railyard. There are track segments from the Denver & Rio Grande spur that can be seen along the central north-south running road. It is recommended that as much as possible the remaining tracks be retained and be made visible in the Baca area. The Old Monte Vista Feed Co. compound shown in red on Figure VI-5 is the oldest set of structures on site. It is an architectural reference structure for infill development in the Railyard.

No existing structures in the Baca Area are recommended or required to be demolished or removed to achieve the Master Plan.

**Building G1**  Old Monte Vista Fuel and Feed #1
Status:
Historic structure.

Review Authorities:
Review by the City historic agency, and by the Business Capitol District Design Review Committee.

Character to be maintained:
Simple Pueblo style

Exterior Modifications / Additions:
As permitted by review authorities.

**Building FF**  Old Monte Vista Fuel and Feed #2
Status:
Historic structure.

Review Authorities:
Review by the City historic agency, and by the Business Capitol District Design Review Committee.

Character to be maintained:
Metal warehouse structure

Exterior Modifications / Additions:
As permitted by review authorities.

**Building GG**  Old Monte Vista Fuel and Feed #3
Status:
Historic structure.

Review Authorities:
Review by the City historic agency, and by the Business Capitol District Design Review Committee.

Character to be maintained:
Metal clad, shed structure

Exterior Modifications / Additions:
VI. ARCHITECTURAL DESIGN STANDARDS

**Building II**

Status: Not a historic-age structure.


Character to be maintained:
As a relatively new structure, this building may be modified, renovated or replaced in accordance with the Architectural Design Guidelines for Infill Buildings at the Railyard.

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**Building III**

Status: Not a historic-age structure.


Character to be maintained:
As a relatively new structure, this building may be modified, renovated or replaced in accordance with the Architectural Design Guidelines for Infill Buildings at the Railyard.

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**Building NN**

Status: Non-contributing structure.


Character to be maintained:
This building may be renovated, rehabilitated, or reused in accordance with the Architectural Design Guidelines for Infill Building at the Railyard.

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**Building OO**

Status: Not a historic-age structure.


Character to be maintained:
As a relatively new structure, this building may be modified, renovated or replaced in accordance with the Architectural Design Guidelines for Infill Buildings at the Railyard.

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**Building RR**

Status: Not a historic-age structure.


Character to be maintained:
As a relatively new structure, this building may be modified, renovated or replaced in accordance with the Architectural Design Guidelines for Infill Buildings at the Railyard.
### Table VI-1: Baca Area Existing and Potential Development

<table>
<thead>
<tr>
<th>BUILDING</th>
<th>FOOTPRINT (In Sq. Ft.)</th>
<th>LEVELS</th>
<th>TOTAL FLOOR SPACE (In Sq. Ft.)</th>
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<tr>
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<td>47.0%</td>
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<td>TOTAL EXISTING</td>
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### Table VI-2: North Railyard Area Existing and Potential Development

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<th>LEVELS</th>
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<th>DESIGNATION</th>
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<td>TOTAL EXISTING</td>
<td>160,522</td>
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<tr>
<td>NEW</td>
<td>46,123</td>
<td></td>
<td>32.0%</td>
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<td></td>
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Figure VI-11: North Railyard Potential Building Development

**LEGEND**
- Landmark or Contributing Historic Buildings
- Non-Contributing Buildings
- Proposed Infill Building Location

Footprints are estimates for Master Plan calculation purposes only. Actual square footages will vary.
VI. ARCHITECTURAL DESIGN STANDARDS

ARCHITECTURAL DESIGN STANDARDS MATRIX AND DESCRIPTIONS

Table VI-3: Baca Area Architectural Standards

<table>
<thead>
<tr>
<th>Subdistricts:</th>
<th>Neighborhood Edge-Baca</th>
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<th>Guadalupe Street Edge-Baca</th>
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<td><strong>Architectural Standards - BACA</strong></td>
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<td></td>
<td></td>
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<td><strong>Wall Materials</strong></td>
<td>Stucco, metal siding, brick</td>
<td>Stucco, metal siding, brick</td>
<td>Stucco, metal siding, brick</td>
</tr>
<tr>
<td><strong>Colors</strong></td>
<td>Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White or other colors are allowed for accent colors.</td>
<td>Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White or other colors are allowed for accent colors.</td>
<td>Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White or other colors are allowed for accent colors.</td>
</tr>
<tr>
<td><strong>Windows</strong></td>
<td>Glass sizes limited to 30° horizontally or vertically</td>
<td>Industrial steel sash encouraged</td>
<td>No reflective glass allowed</td>
</tr>
<tr>
<td><strong>Roof Types</strong></td>
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<td>Flat</td>
<td>Flat</td>
</tr>
<tr>
<td><strong>Roof Materials</strong></td>
<td>Roof surfaces visible from the ground shall be galvanized, gray painted, Cor-Ten standing seam, corrugated metal, or shingle; tile not permitted.</td>
<td>No reflective glass allowed</td>
<td>No reflective glass allowed</td>
</tr>
<tr>
<td><strong>Skylights</strong></td>
<td>Skylights are encouraged as a function of sustainable design; skylights must be flat and a maximum of 12 inches above the roof plane.</td>
<td>No reflective glass allowed</td>
<td>No reflective glass allowed</td>
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<tr>
<td><strong>Yard Walls/ Fences</strong></td>
<td>Brick, Adobe, block, stone, metal, wrought iron fencing or chain-link is permitted.</td>
<td>Stucco, metal siding, brick</td>
<td>Stucco, metal siding, brick</td>
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<tr>
<td><strong>Portals</strong></td>
<td>Portales permitted only on Gross Kelly Co. Warehouse</td>
<td>Hanging canopies are encouraged in lieu of portals</td>
<td>Portales permitted only on Gross Kelly Co. Warehouse</td>
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Table VI-4: North Railyard Area Architectural Standards

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<th>Guadalupe Street Edge-North Railyard</th>
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<td>Simple</td>
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<td><strong>Height</strong></td>
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<td>As allowed by review authorities</td>
<td>As allowed by review authorities</td>
</tr>
<tr>
<td><strong>Solid/Open</strong></td>
<td>Weight limits exclude parapets (2 foot max.); chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires</td>
<td>Limited openings - 40% on all floors</td>
<td>Limited openings - 40% on all floors</td>
</tr>
<tr>
<td><strong>Wall Materials</strong></td>
<td>Stucco, metal siding, brick</td>
<td>Stucco, metal siding, brick</td>
<td>Stucco, metal siding, brick</td>
</tr>
<tr>
<td><strong>Colors</strong></td>
<td>Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White or other colors are allowed for accent colors.</td>
<td>Industrial steel sash encouraged</td>
<td>No reflective glass allowed</td>
</tr>
<tr>
<td><strong>Roof Types</strong></td>
<td>Flat</td>
<td>Flat</td>
<td>Flat</td>
</tr>
<tr>
<td><strong>Roof Materials</strong></td>
<td>Roof surfaces visible from the ground shall be galvanized, gray painted, Cor-Ten standing seam, corrugated metal, or shingle; tile not permitted.</td>
<td>No reflective glass allowed</td>
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<td><strong>Skylights</strong></td>
<td>Skylights are encouraged as a function of sustainable design; skylights must be flat and a maximum of 12 inches above the roof plane.</td>
<td>No reflective glass allowed</td>
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</tr>
<tr>
<td><strong>Yard Walls/ Fences</strong></td>
<td>Brick, Adobe, block, stone, metal, wrought iron fencing or chain-link is permitted.</td>
<td>Hanging canopies are encouraged in lieu of portals</td>
<td>Portales permitted only on Gross Kelly Co. Warehouse</td>
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<tr>
<td><strong>Portals</strong></td>
<td>Portales permitted</td>
<td>Hanging canopies are encouraged in lieu of portals</td>
<td>Portales permitted only on Gross Kelly Co. Warehouse</td>
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Architectural Guidelines

The Architectural Design Standards Matrix and Architectural Guidelines set the design standards for new infill buildings, modifications to existing non-contributing buildings and not-historic age buildings. The subdistrict zones referred to on the Architectural Design Standards Matrix, Tables VI 3 and VI 4, are defined on maps in the Land Use Section, Figure III 3 and III 6.

Building Type and Side Setbacks

In the “Neighborhood Edge” and “Street Edge” subdistricts the existing detached building patterns are to be maintained.

To achieve the detached pattern, side setbacks are required in these zones as noted in Tables VI-3 and VI-4.

In the “In-between” subdistricts to support the greater intensity of proposed uses, attached development is required on specific lots as noted on maps in the Land Use Section, Figure III 3 and III 6. By providing parcel lines, requiring zero lot lines, and Build-to-Lines the Master Plan allows for those lots to be developed by smaller developers and still obtain the long simple building massing desired.

Fences and Walls

The intent of the Railyard Master Plan is to maintain the free open commercial and warehousing sense of an active railyard area. Fencing in general is discouraged as the fencing creates barriers to access. Perimeter fencing on lease parcels in the North Railyard is not allowed. Fence materials shall be as allowed in the Design Standards Matrix in Tables VI-3 and VI-4.
Massing

Massing is a term describing how the basic building blocks of a structure are arranged in three dimensions. The Railyard’s existing structures are almost universally simple boxes that are generally two to four times as long as they are wide. They usually have only a few, small scale offsets in plan or elevation. This massing is a direct expression of their function as rail based warehouses. To ensure that redevelopment honors the railyard’s past, this is one of the most important design characteristics mandated by the Master Plan.

Height

The underlying BCD zoning establishes a height allowance of 65 feet throughout the redevelopment subdistrict. This Master Plan reduces allowable heights significantly. See Architectural Design Standards Matrix, Tables VI 3 and VI 4.

The building height requirements transition from heights that match the surrounding residential neighborhood to taller buildings on the interior of the Railyard. In particular, the neighborhood edge subdistricts require a one story maximum beyond the neighborhood edge zone.

Pitched roof structures are measured to the ridge line; flat roof structures to the top of roof. Parapets are optional; parapets shall be a maximum of two feet, and are not counted in the height measurements.

Wrap Main Use with Secondary Uses.

Main Use

75’ max.
VI. ARCHITECTURAL DESIGN STANDARDS

Roof Shape

Because both pitched and flat roof structures are present on site, as well as one bowstring truss, all of these roof types are allowed. To provide for realistic development of usable interior spaces, separate roof height measurements are established for flat roofs and for pitched roofs. See Architectural Design Standards Matrix, Table VI 3 and VI 4.

The following roof types are allowed: flat, shed, gable, limited layered gable with a maximum 2'-0" differential between layers, and bowed. Saw tooth, multi-stepped, and complex roof shapes are not allowed.

Roof Materials

Exposed roof materials on pitched roofs shall be metal or shingle. Clay tile such as on the Santa Fe Depot is not allowed. Recommended colors include galvanized steel, rusting steel (Cor-Ten), or grey paint finishes.

Roof Pitch / Roof Overhang

Pitched roofs with spans of up to 36 feet may have a maximum of 4 in 12; for longer spans flatter pitches are required. Regardless of span or pitch, the ridge line of a pitched roof may not be higher than allowed as per the Architectural Design Standards Matrix, Table VI 3 and VI 4.

Roof overhangs shall be shallow in depth, maximum 18 inches from face of building to edge of roof.

Screening

Parapets or other screening devices are not required to prevent views of roof top mechanical equipment.

Mechanical equipment need not be screened, except in the case to prevent noise to residential neighbors. Equipment that is visible shall be installed to be visually uncluttered and cleanly installed and maintained. Dumpsters and outside material storage are required to be screened.

In keeping with the industrial nature of the Railyard, equipment such as rail cars, dust collectors, and cooling towers are allowed as visual elements if visually uncluttered and cleanly installed and maintained.

Skylights

Skylights are encouraged on all new buildings at the Railyard. However, dormers are prohibited as design elements. All skylight details shall be flat, or have a low profile.

Skylights are not required to be screened, but must be parallel to the roof plane, be flat in profile, not bubble shaped, and may sit above the roof plane no more than 12 inches.

Figure VI-20: Simple Roof Shape Examples

Figure VI-21: Complex Roof Shape Examples

Figure VI-22: Pitched Roof Slope Range

Figure VI-23: No Screening Required of Mechanical

Figure VI-24: Flat Skylights Permitted and Encouraged

Figure VI-25: Dormers Prohibited
Exterior Materials and Colors

Three exterior wall materials are predominately used in the Railyard and are the finish material standards for new infill structures.

- Metal
- Stucco
- Brick

Metal siding is the most widely used finish material on existing buildings at the railyard. New buildings with metal siding shall use vertical panels with patterns similar to the historical examples. Pro-Panel is not an allowed metal finish material. Recommended colors include natural galvanized steel colors, rusting steel (Cor-Ten), or painted finishes.

Brick is a traditional warehouse material and appears on the historic Union Depot of the Denver & Rio Grande Railway which now houses Tornasi’s restaurant. Classic brick red and brown colors are recommended.

Stucco colors should retain the neutral earth tone palette seen on existing buildings at the Railyard. The Nuckolls Packing Building is permitted to retain its white color.

Existing historic age buildings with exterior materials other than those listed above are allowed to use those specific materials on any additions to those specific buildings.

Porches, Canopies, and Overhangs

Protection over loading docks along the rail tracks typically avoided column supports which would interfere with free access to wherever the door of the box car might be when it stopped. Hanging canopies, projected overhangs and small porches are allowed and encouraged along public gathering spaces, and for shade and rain cover at doorways of new infill structures. Metal, wood and fabric are allowed materials.

The portales along the landmark Gross Kelly warehouse are a unique feature which should retain that distinction; hence new Pueblo style portales are not allowed in the North Railyard area.
Wall Openings and Glazing

Window and door openings for existing structures and for new buildings are the key to bringing the community to the businesses and residences on the Railyard and to creating a lively, vibrant urban space.

The Railyard architectural design standards encourage large areas of doors and windows on the ground floors where exterior pedestrian traffic and interior building activity are face to face. Doors to individual businesses should be at street level and dispersed along the face of the building—not grouped into common entries. This maximizes the points of entry along the face of the building and creates a more pedestrian friendly and engaging atmosphere.

In particular, the Master Plan encourages pedestrian friendly ground floor openings utilizing glazed garage-type overhead doors for retail stalls or display windows. Although the maximum uncovered openings on the building ground floors at the North Railyard is 40% of the facade, openings behind opaque doors (such as at the south doors at the Old Sears Building) area allowed beyond the 40%.

The design of any new structure must not present a blank wall to the neighborhood or to the Railyard, but rather provide active spaces with windows and doors along the perimeter.

Infill buildings are encouraged to utilize contemporary versions of industrial window and storefront materials to mark their place in time. Large windows are appropriate as the railroads historically brought to Santa Fe modern, innovative building materials such as large pane glass, bricks, and metal roofing.

Windows and doors should have an arrhythmic pattern, i.e. non-regimented pattern. The historic reference for window walls at the Railyard is a historic window wall on the south face of the second story of the Butler and Foley Building at the Sanbusco Center.
Building Lights

The Master Plan encourages that all lighting placed on a building facade be down-lights. Up-lighting and unshielded lights such as wall packs are not allowed. Flush mounted lighting is not encouraged, but may be allowed if the light source is fully shielded. All exterior light fixtures must meet all applicable City guidelines and codes.

Simple industrial style fixtures are preferred. Historic and replicated historic light fixture styles are not allowed at the Railyard.
Signage

Signage on existing buildings in the Railyard forms the basis for future standards. Signs are to be painted on the building skin or be thin panels closely mounted. Pin-off individual letter signs such as on the Depot also permitted. Projecting signs are not permitted. Hanging signs are permitted under canopies or portales.

Small scale marquees and wall mounted signs may be internally lit with permission from the review agencies.
Temporary Art

Art is found throughout the Railyard and this community expression is an important part of the present day character of the area. The Master Plan encourages the continuation of that tradition.

The Master Plan encourages the idea of temporary art as architectural embellishments especially along the Paseo Corridor. An example is the metal panel erected by Site Santa Fe in the spring of 2001 and the art banners on the east face of El Museo Cultural. Permanent art forms applied to buildings could include building wide murals like those on the Old State Archives and the Morelli buildings.

Temporary architectural art installations would be permitted with review by the Railyard management group, the changes must be easily reversible, limited in time—a maximum of two years—and consider public safety. See the Urban Open Spaces Section for more detail.

The saw-tooth spaces formed along the Paseo Corridor by the rectangular ends of the buildings are opportunity locations for art which can help visually connect the north and south halves of the North Railyard.
SUSTAINABLE DESIGN AT THE RAILYARDS

Conservation of energy and water, use of renewable resources, and protection of the environment are all critical to living in a sustainable manner. The Railyard Master Plan endeavors to maximize sustainability in all of these areas.

**Energy Conservation**

The mixed-use character of the Master Plan reduces automobile dependence and consumption of petroleum. The plan encourages visitors to park once and walk from there to a variety of closely clustered uses. Santa Fe’s Plaza area is an example of this type of arrangement. Convenience of mass transit, connections to walking and bicycle paths, also contribute to reduced automobile use.

Developers of buildings in the Railyards are strongly encouraged to minimize energy consumption in the following ways:

- Building insulation: Achieve EPA Energy Star rating program.
- Daylighting: maximize.
- Solar fenestration: minimize west and north glass to 10% of wall; maximize south glass.
- Shading: on south provide overhangs 1 foot horizontal for every 4 feet vertical measured from the bottom of the glass.
- Light controls: provide motion or heat detection light switches.
- Heating systems: use high efficiency equipment, programmable thermostats.
- Appliances: use high efficiency type.
- Consider opportunities to use or add alternate energy sources such as fuel cells, distributed energy generation, solar, thermal exchange, etc.

**Water Conservation**

Water conservation efforts as described in the Grading and Drainage Section of this Master Plan are required by code or are strongly encouraged.

- Use cisterns to catch roof water runoff for reuse in landscape irrigation.
- Use high efficiency, low flow plumbing fixtures.
- Consider roughing out for grey water plumbing systems.

**Renewable Resources**

Building developers are strongly encouraged to use building materials that minimize consumption of non-renewable resources by utilizing materials such as:

- Sustainable harvested lumber and timber.
- Recycled steel.
- “Rastra” recycled foam/cement block.
- Straw bale.
- Adobe and rammed earth.
- Building materials manufactured from recycled materials.

**Pollution Control**

To create a plan that reduces pollution, the Master Plan proposes the treatment of storm-water runoff by water harvesting, constructed wetlands, bio-remediation, and other techniques to minimize non-point pollution from surface runoff. See the Grading and Drainage Section of this Master Plan for more information.

Building developers are strongly encouraged to utilize non-polluting materials by avoiding polluting materials or treatments in the construction and maintenance of buildings and sites. Polluting materials can include creosote, petroleum based paints and sealers, high VOC solvents, insecticides, etc.

A complete list of recommended practices for builders and developers may be found in the Santa Fe Home-builders Green Building Rating Program.