ARCHITECTURE

VI. ARCHITECTURE

The Railyard is rich in architectural history. The activities of the railroad have influenced the architectural milleu 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.

Figure VI-6: View of southwest corner of Santa Fe Depot.

Figure VI-7: View of north end of Gross Kelly & Co Warehouse.

Figure VI-8: View of north end of Nuckolls Packing Co. building

Figure VI-9: View from Montezuma Street down Market Street.

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. And to update that inventory every ten years. The inventory would be a resource to help future generations continue to tract 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.

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.

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 remanent)

Linear Footprint

Buildings that show the long linear building footprint arrangement related to the rail line orientation include:

Gross Kelly & Co Warehouse
Wholesale Builders Supply Co. Complex
El Museo Cultural Building
Morelli Building

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

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 Packing 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 Pitch

Roof pitch guidelines are based on the approximate minimum and maximum pitches seen on buildings at the Railyard.

Minimum
1.5 in 12 / El Museo Cultural

Maximum
4 in 12 / Railyard Performance Center

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 Packing Co.
Small structure north of Depot

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 21Building

Short Parapet:
Morelli Building
Old Sears/Hansen Building
Site Santa Fe Building

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)

Porches,Canopies and Overhangs

Porches 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.

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 Openings:
Old Sears / Hansen Building (south end)
Railyard Performance Center (east entry)
Sanbusco Building (east entry)

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

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 Packing Co. Building
South end 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.

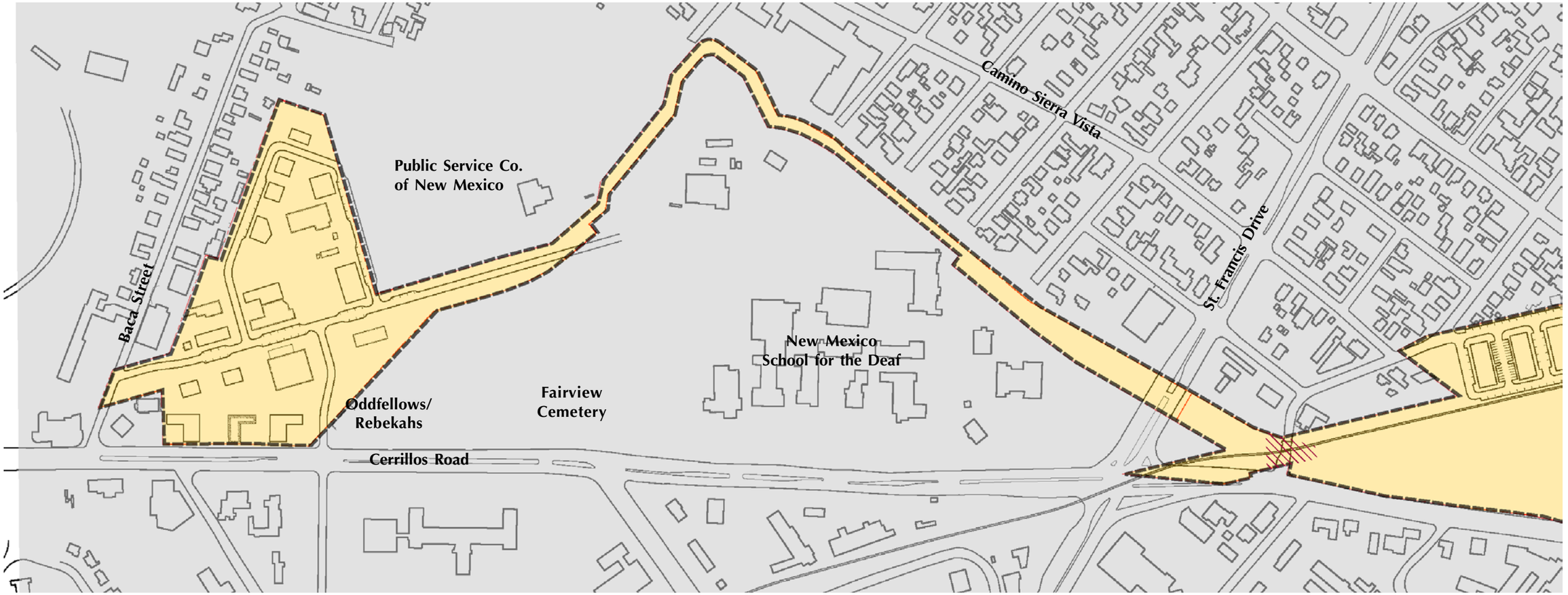
The City and other agencies have different processes that could have impacts on the timing and design of portions of the site. Examples of process differences are:

- ***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.

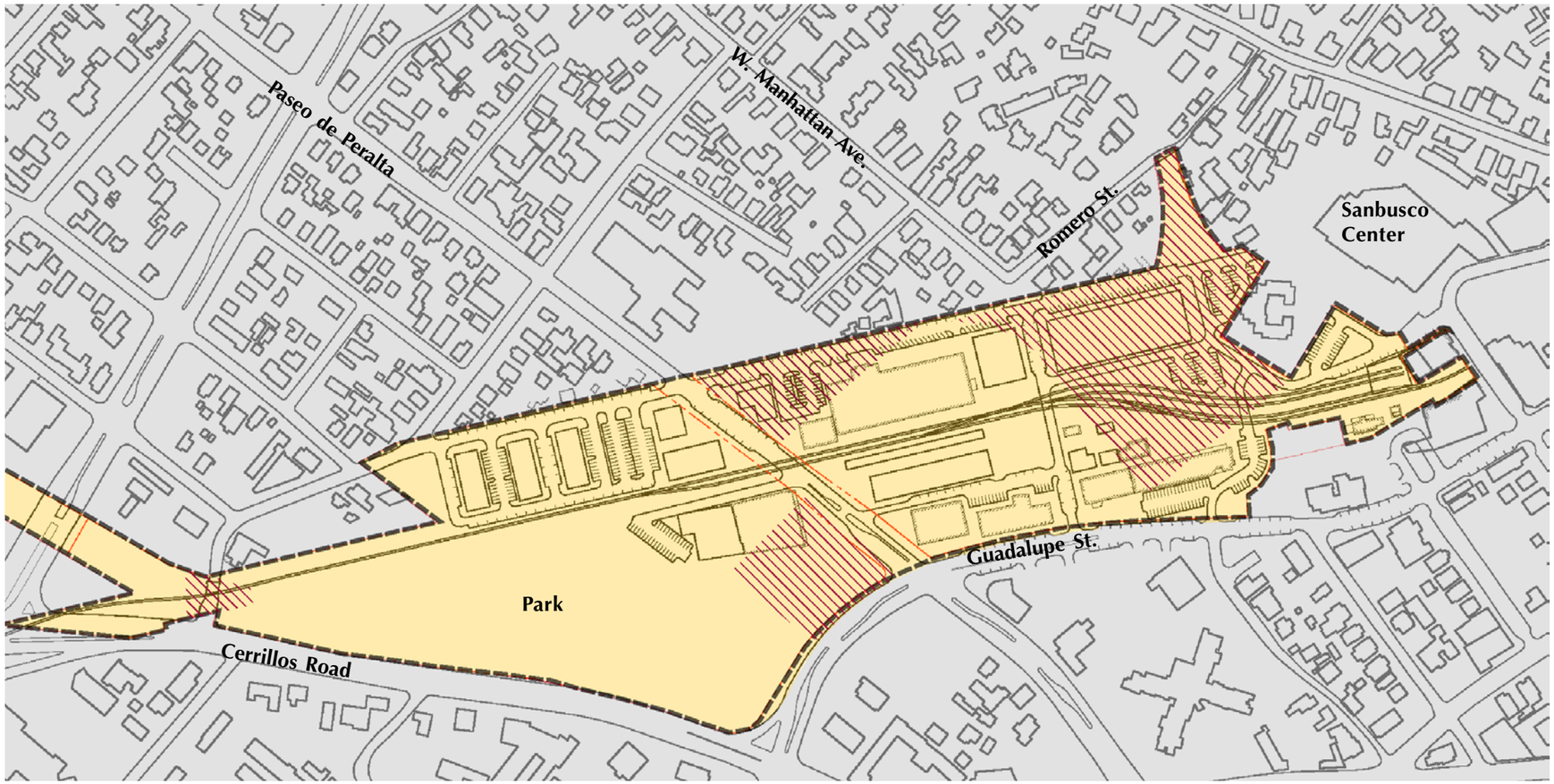


Figure VI-1: Archeological Potential

LEGEND

Possibility of Archeological Artifacts

Higher Potential Archeological Artifacts

ARCHITECTURAL DESIGN STANDARDS / EXISTING STRUCTURES

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

Figure VI-3: North Railyard Historic Status Existing Buildings

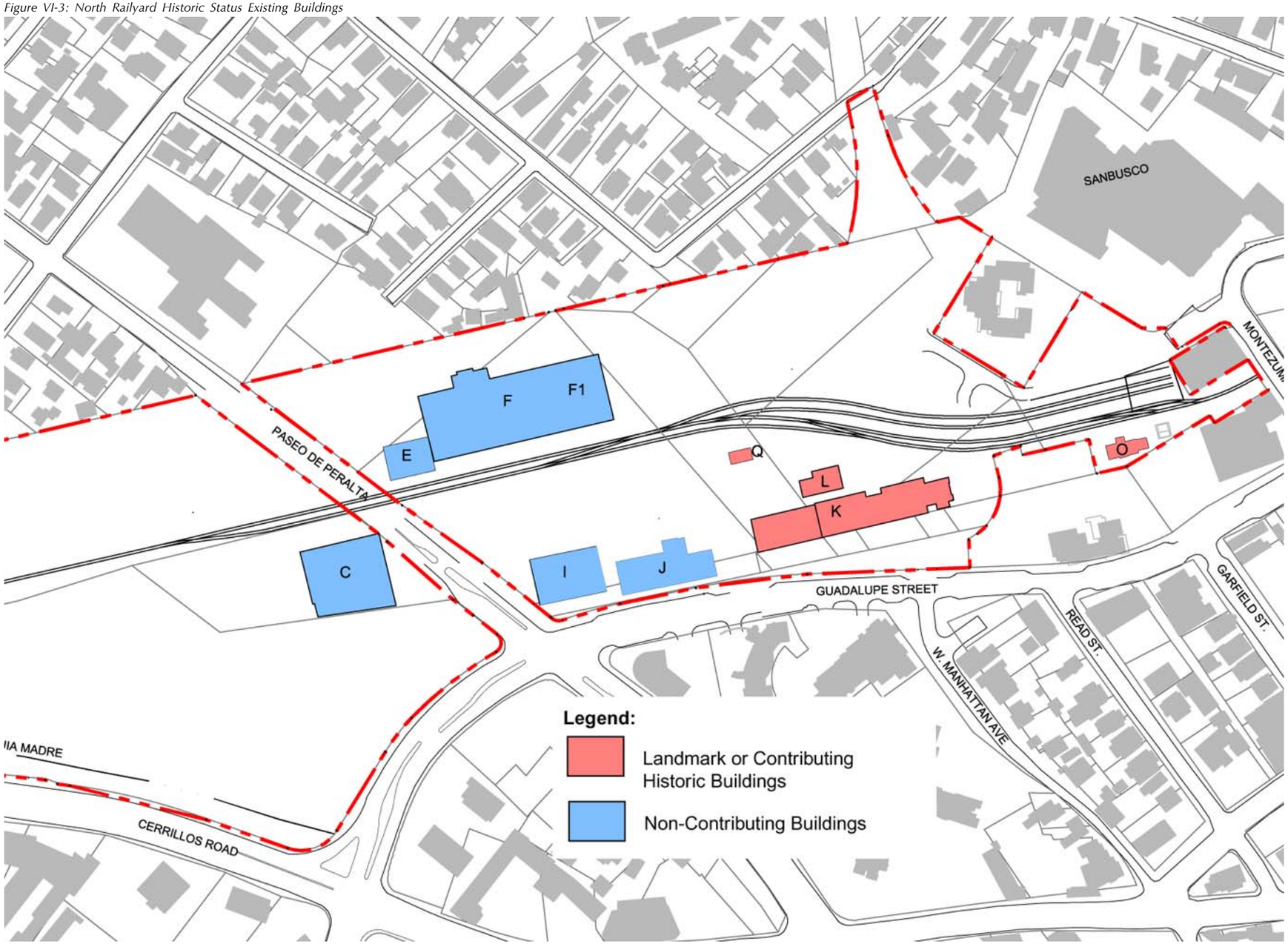


Figure VI-2: North Railyard Aerial View from North.

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 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.

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 the associated setbacks between the buildings is to be maintained.

Building Q — *Welders Supply*

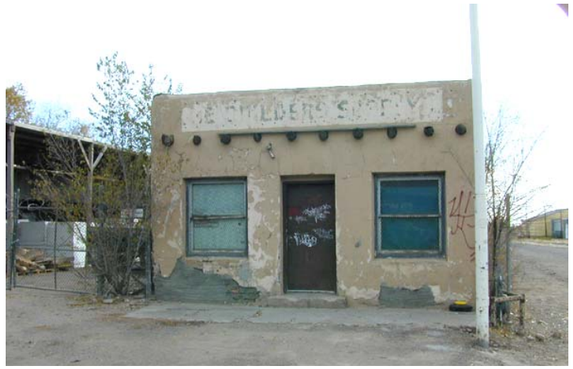
Status:
Contributing historic structure.

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.



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.

Building E

Status:
Not a historic-age structure.

Review Authorities:
Business Capitol District Design Review Committee.

Character to be maintained:
Simple building massing, medium angle (4 in 12) sloped gable roof, mixed painted and galvanized metal exterior finish. Pattern and style of the metal finish is to be closely matched to existing metal material. Sliding barn door on opening on east face is to be maintained.

Exterior Modifications:
As permitted by review authorities.

Additions:
As permitted by review authorities.

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.

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.

Building J *Former Morelli Warehouse*

Status:
Not a historic-age structure.

Review Authorities:
Business Capitol District Design Review Committee.

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*

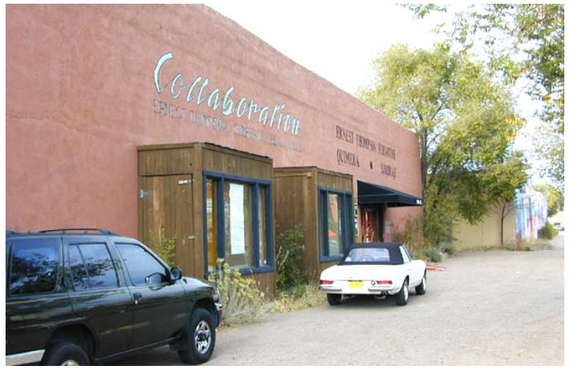
Status:
Not a historic-age structure.

Review Authorities:
Business Capitol District Design Review Committee.

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.

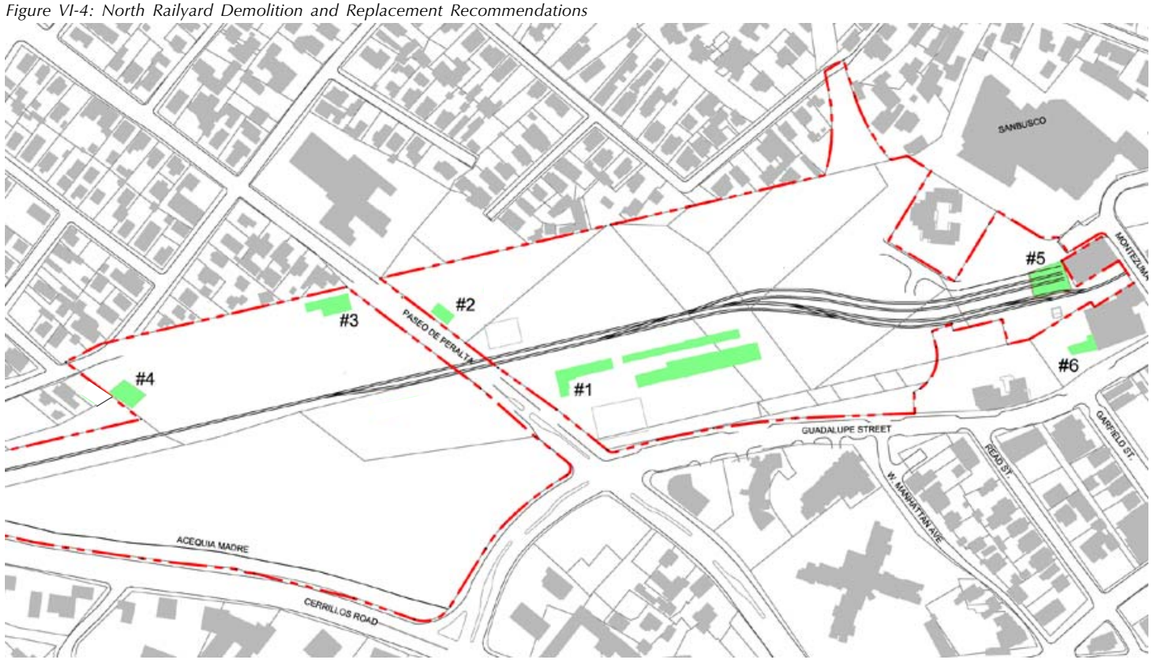
Additions:
Not permitted to footprint. Existing roof and parapet may be raised by no more than four feet to accommodate insertion of a second story.



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.

Figure VI-4: North Railyard Demolition and Replacement Recommendations



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 *Shed*

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.

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.

Building 4

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 runaround 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.

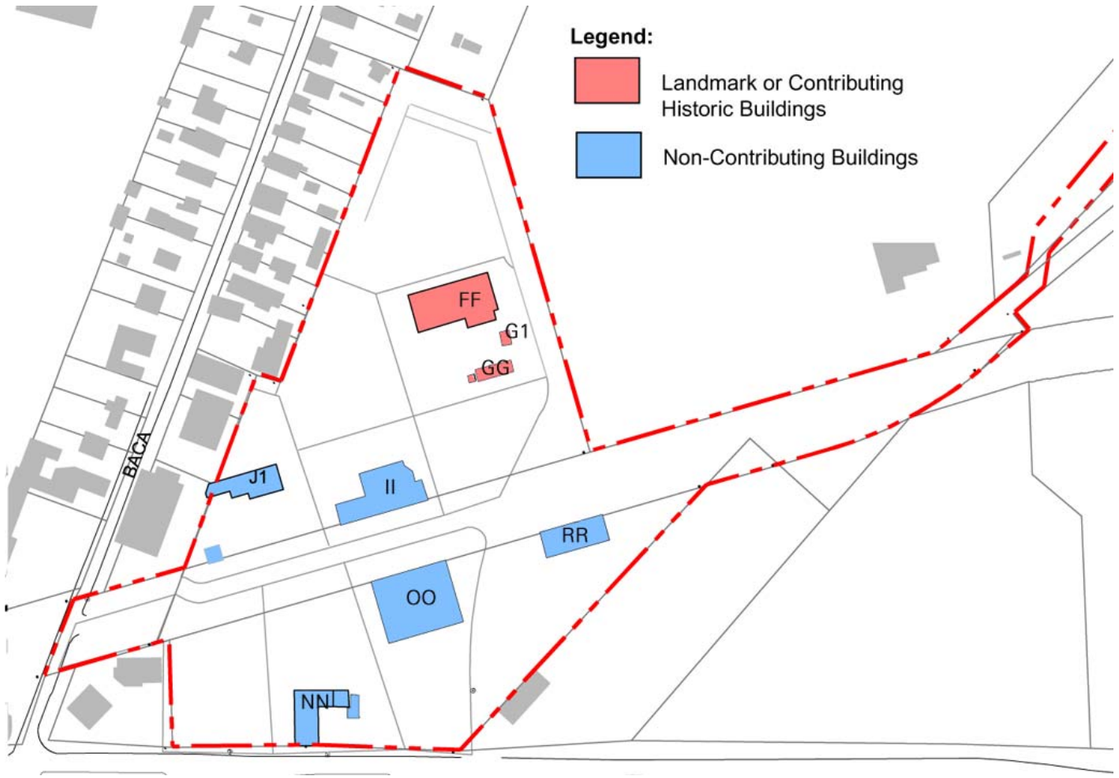
The building is historic age.

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.

Figure VI-5: Baca Area Historic Status Existing Buildings



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:

Building J1

Status:
Not a historic-age structure.

Review Authorities:
Business Capitol District Design Review Committee.

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.

Building OO

Status:
Not a historic-age structure.

Review Authorities:
Business Capitol District Design Review Committee.

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 Building at the Railyard.

Building II

Status:
Not a historic-age structure.

Review Authorities:
Business Capitol District Design Review Committee.

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.

Building RR

Status:
Not a historic-age structure.

Review Authorities:
Business Capitol District Design Review Committee.

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.

Building NN

Status:
Non-contributing structure.

Review Authorities:
Business Capitol District Design Review Committee.

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.

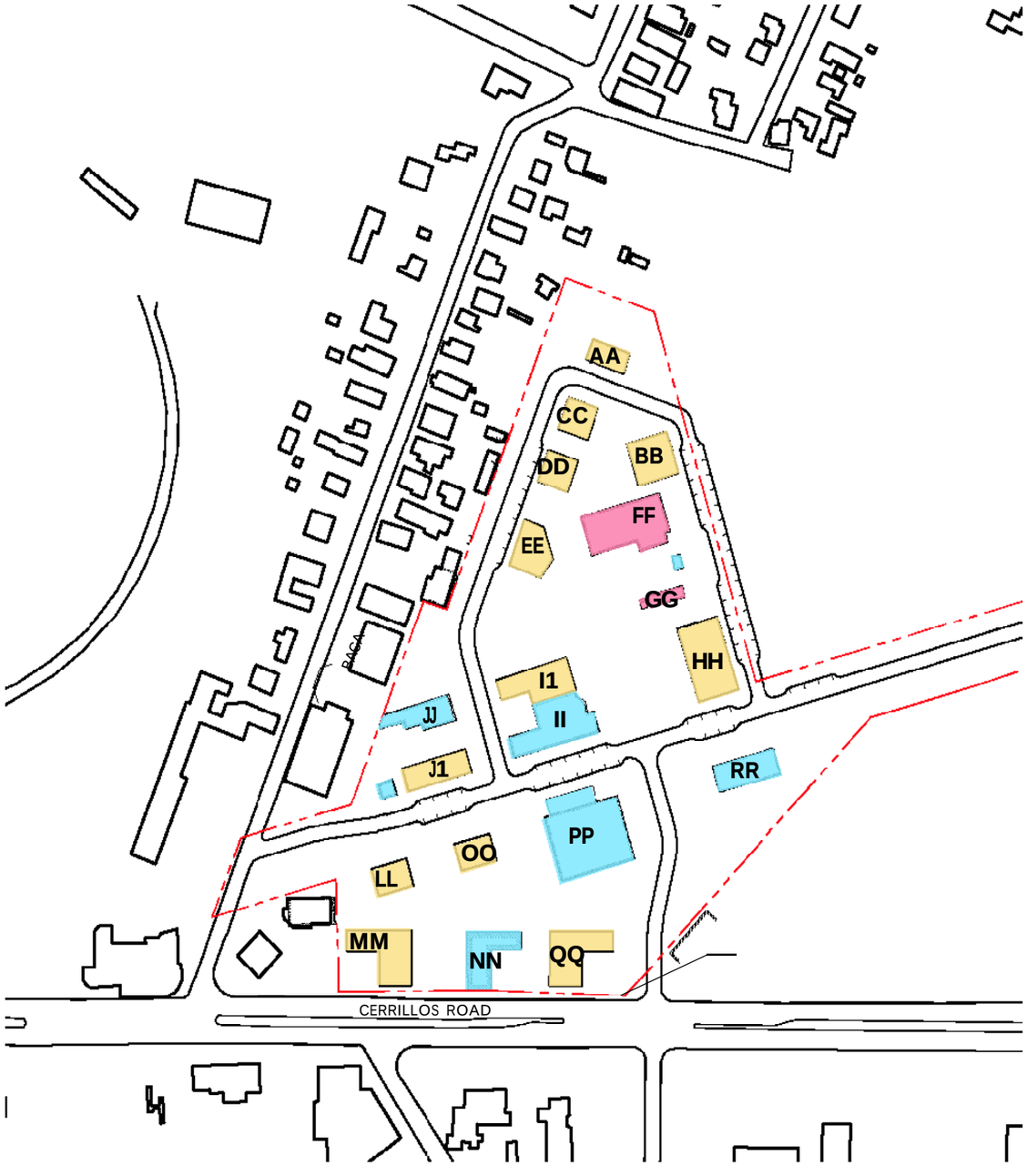


Figure VI-10: Baca Area Potential Building Development

LEGEND

Footprints are estimates for Master Plan calculation purposes only. Actual footprints will vary.

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

Assumptions used in tables are estimates only. Actual square footages and uses will vary.

Table VI-1: Baca Area Existing and Potential Development

BACA BUILDING AREA - MASTER PLAN					
BUILDING	BUILDING FOOTPRINT (In Sq. Ft)	LEVELS	TOTAL FLOOR SPACE (In Sq. Ft)	DESIGNATION	EXISTING OR NEW
BUILDING AA	1,970	2	3,940	PROPOSED MIXED USE	N
BUILDING BB	4,230	2	8,460	PROPOSED MIXED USE	N
BUILDING CC	2,380	2	4,760	PROPOSED MIXED USE	N
BUILDING DD	2,380	2	4,760	PROPOSED MIXED USE	N
BUILDING EE	3,600	2	7,200	PROPOSED MIXED USE	N
BUILDING FF	8,360	1	8,360	MONTE VISTA FEED	E
BUILDING GG	1,370	1	1,370	MONTE VISTA FEED	E
BUILDING HH	7,260	2	14,520	TO BE DETERMINED	N
BUILDING II	7,200	1	7,200	EXISTING ARTIST/STUDIO	E
BUILDING I1	4,850	2	9,700	PROPOSED ARTIST/STUDIO	N
BUILDING JJ	3,680	2	7,360	PROPOSED ARTIST/STUDIO	N
BUILDING J1	3,600	2	7,200	EXISTING ARTIST/STUDIO	E
BUILDING LL	2,300	2	4,600	TO BE DETERMINED	N
BUILDING MM	5,600	1	5,600	TO BE DETERMINED	N
BUILDING NN	2,300	2	4,600	TO BE DETERMINED	N
BUILDING OO	4,900	1	4,900	EXISTING MIXED USE	E
BUILDING PP	11,700	1	11,700	EXISTING LIGHT ASSEMBLY	E
BUILDING QQ	5,600	1	5,600	TO BE DETERMINED	N
BUILDING RR	4,000	1	4,000	EXISTING LIGHT ASSEMBLY	E
TOTAL FLOOR AREA	*87,280*		*125,830*		
EXISTING TO REMAIN	*41,130*	*47.1%*	*44,730*		
EXISTING TO BE REMOVED	*0*				
TOTAL EXISTING	*41,130*				
NEW	*46,150*	*52.9%*	*81,100*		

Table VI-2: North Railyard Area Existing and Potential Development

NORTH RAILYARD BUILDING AREA - MASTER PLAN					
BUILDING	BUILDING FOOTPRINT (In Sq. Ft)	LEVELS	TOTAL FLOOR SPACE (In Sq. Ft)	DESIGNATION	EXISTING OR NEW
BUILDING A1	7,100	2	14,200	PROPOSED LIVE/WORK	N
BUILDING A2	7,100	2	14,200	PROPOSED LIVE/WORK	N
BUILDING A3	7,100	2	14,200	PROPOSED LIVE/WORK	N
BUILDING B1	7,500	2	15,000	PROPOSED MIXED USE	N
BUILDING B2	8,500	2	17,000	PROPOSED WAREHOUSE 21	N
BUILDING C	18,100	1	18,100	SITE SANTA FE	E
BUILDING C1	13,000	1	13,000	PROPOSED SITE SANTA FE	N
BUILDING E1	4,500	2	9,000	PROPOSED MIXED USE	N
BUILDING E	6,400	1	6,400	EXISTING TENANT	E
BUILDING F	30,500	1	30,500	EL MUSEO CULTURAL	E
BUILDING F1	9,350	1	9,350	EXISTING TENANT	E
BUILDING G	14,300	2	28,600	PROPOSED MIXED USE	N
BUILDING H	16,650	2	33,300	PROPOSED FARMERS MARKET	N
BUILDING I	10,000	1	10,000	EXISTING TENANT	E
BUILDING J	9,830	1	9,830	EXISTING TENANT	E
BUILDING K	24,825	1	24,825	GROSS KELLY	E
BUILDING K1	2,800	1	2,800	PROPOSED MIXED USE	N
BUILDING L	2,800	1	2,800	NUCKOLLS PACKING CO	E
BUILDING L1	1,200	1	1,200	PROPOSED MIXED USE	N
BUILDING M1	9,600	2	19,200	PROPOSED MIXED USE	N
BUILDING M2-4	28,800	1	28,800	POSSIBLE CINEMA	N
BUILDING O	1,800	1	1,800	SFRR DEPOT	E
BUILDING Q	800	1	800	WELDERS SUPPLY	E
BUILDING Q1	800	1	800	PROPOSED MIXED USE	N
TOTAL FLOOR AREA	*243,355*		*325,705*		
EXISTING TO REMAIN	*114,405*	*47.0%*	*114,405*		
EXISTING TO BE REMOVED	*46,117*			VARIOUS	
TOTAL EXISTING	*160,522*				
NEW	*128,950*	*53.0%*	*211,300*		

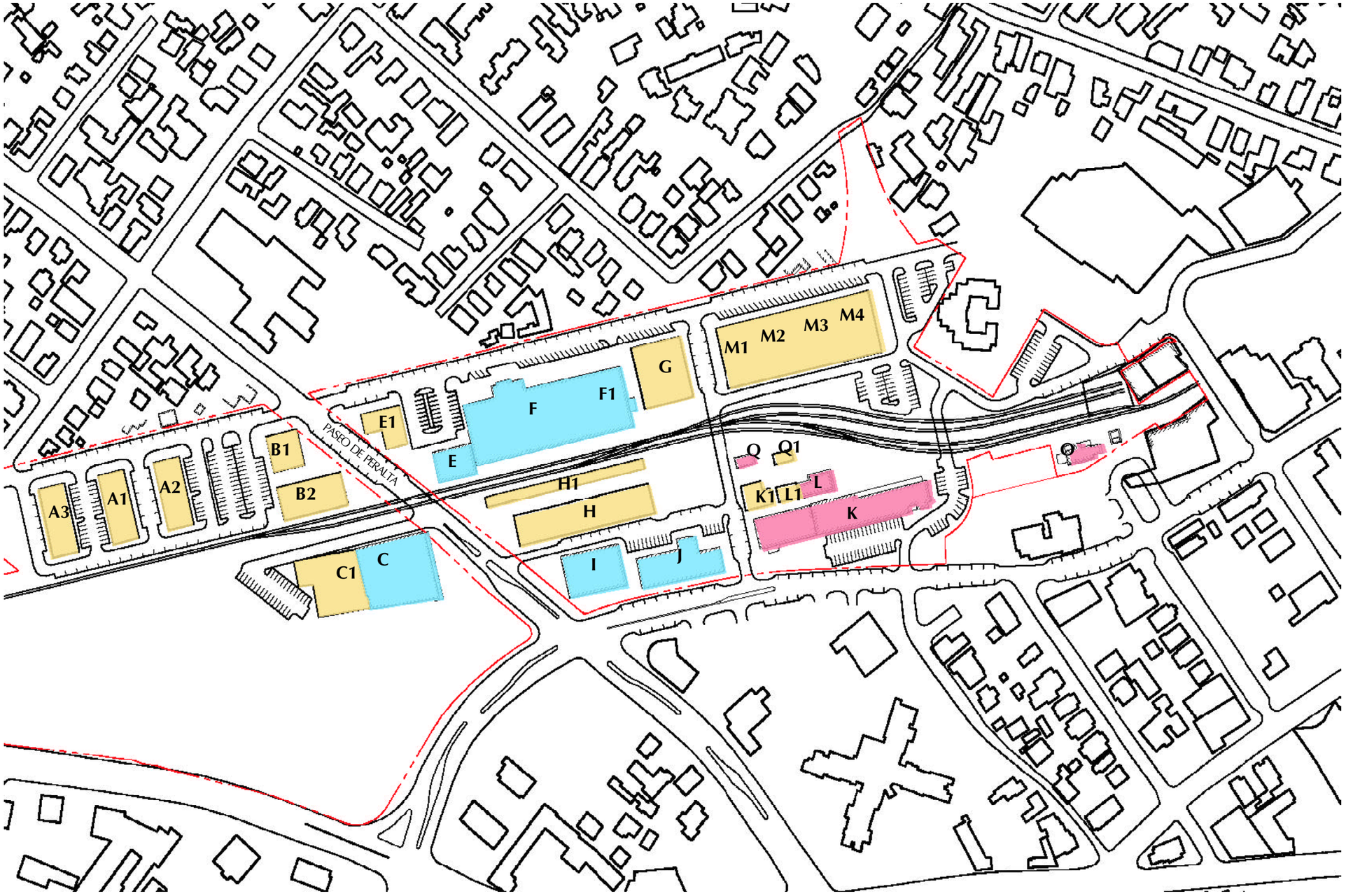


Figure VI-11: North Railyard Potential Building Development

LEGEND

Footprints are estimates for Master Plan calculation purposes only. Actual square footages will vary.

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

ARCHITECTURAL DESIGN STANDARDS MATRIX AND DESCRIPTIONS

Table VI-3: Baca Area Architectural Standards

ARCHITECTURAL STANDARDS - BACA			
Subdistricts:	**Neighborhood Edge-Baca**	**In Between-Baca**	**Cerrillos Street Edge-Baca**
Massing	Simple	Simple	Simple
Height	14 feet to flat roof 20 feet to ridge of pitched roof	26 feet to flat roof 34 feet to ridge of pitched roof	14 feet to flat roof
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires		
Solid/Open	Wall dominated Limited openings - 40% on all floors	Wall dominated Limited openings - 80% on ground floor Limited openings - 40% on upper floors	Wall dominated Limited openings - 40% on all floors
Wall Materials	Stucco, metal siding, brick	Stucco, metal siding, brick	Stucco, metal siding, brick
Colors	Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White, or other colors are allowed for accent colors.		
Windows	Glass lites limited to 30" horizontally or vertically Industrial steel sash encouraged No reflective glass allowed	No glass size limit Industrial steel sash encouraged No reflective glass allowed	Glass lites limited to 30" horizontally or vertically Industrial steel sash encouraged No reflective glass allowed
Roof Types	Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)	Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)	Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)
Roof Materials	Roof surfaces visible from the ground shall be galvanized, gray painted, Cor-Ten standing seam, corrugated metal, or shingle, clay tile not permitted.		
Skylights	Skylights are encouraged as a function of sustainable design; skylights must be flat and a maximum of 12 inches above the roof plane.		
Yard Walls/ Fences	Brick, Adobe, block, stone, metal, wrought iron fencing or chain link is permitted.		
Portals	Portales permitted	Hanging canopies are encouraged in lieu of portals	Portals permitted

Table VI-4: North Railyard Area Architectural Standards

ARCHITECTURAL STANDARDS - NORTH RAILYARD			
Subdistricts:	**Neighborhood Edge-North Railyard**	**In Between-North Railyard**	**Guadalupe Street Edge-North Railyard**
Massing	No building in this subdistrict	Simple	
Height		26 feet to flat roof 34 feet to ridge of pitched roof	As allowed by review authorities
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires		
Solid/Open		Wall dominated Limited openings - 80% on ground floor Limited openings - 40% on upper floors	As allowed by review authorities
Wall Materials		Stucco, metal siding, brick	
Colors	Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White, or other colors are allowed for accent colors.		
Windows		No glass size limit Industrial steel sash encouraged No reflective glass allowed	As allowed by review authorities
Roof Types		Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)	As allowed by review authorities
Roof Materials	Roof surfaces visible from the ground shall be galvanized, gray painted, Cor-Ten standing seam, corrugated metal, or shingle; clay tile not permitted.		
Skylights	Skylights are encouraged as a function of sustainable design; skylights must be flat and a maximum of 12 inches above the roof plane.		
Yard Walls/ Fences	Brick, Adobe, block, stone, metal, and wrought iron fencing is permitted. Chain link fencing is not allowed.		
Portals		Hanging canopies are encouraged in lieu of portals	Portales permitted only on Gross Kelly Co.Warehouse

Architectural Guidelines

The Architectural Design Standards Matrix and Architecural 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*.

Figure VI-12: Detached Buildings

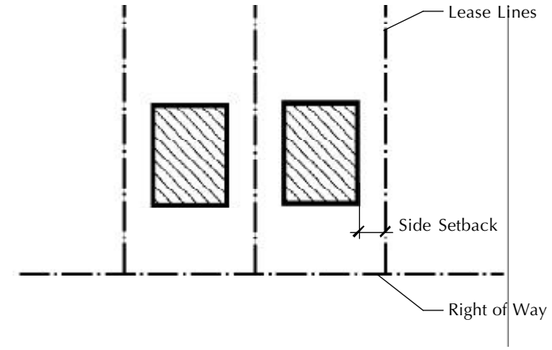
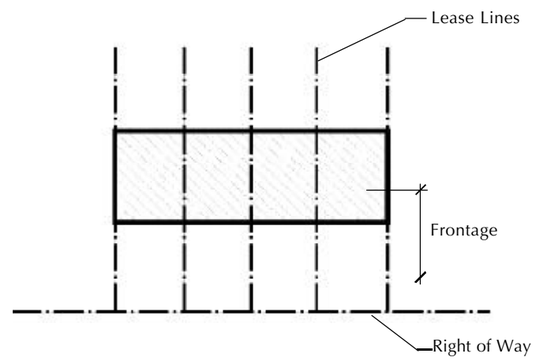


Figure VI-13: Attached Building / Zero Lot Lines at Lot M1-M4



Build-to-Line

To reinforce the historic relationship of structures to the rail tracks "Build-to-Lines" have been established on some of the parcels. (See Figure III-8 and III-9). Build-to-Lines require that new infill be built up to those lines without exception. The new infill buildings will thus maintain a similar siting pattern as seen in the existing buildings on site. The building facade on the Build-to-Line shall be the primary mass of the building.

The one exception to this standard in the North Railyard is on parcels A1, A2, and A3, also B1 & B2 where the Build-to-Lines are maximum build lines in that the structures may not extend beyond the Build-to-Line. There the buildings are encouraged to setback from the lines to maintain a buffer against the neighborhoods and park.

The second exception to this standard is in the Baca area. Along the Baca Paseo, if the lot has more that 25 feet between the Build-to-Line and the street easement edge, a single small utility related structure may be allowed with the approval of Railyard management. Any existing secondary structures that are beyond the Build-to-Line may be required to be removed if any changes or modifications to the main or secondary structures on site are made.

Figure VI-14: Build-to Line Example

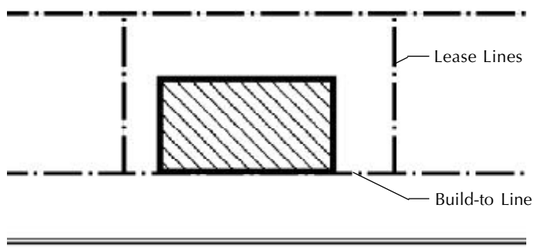
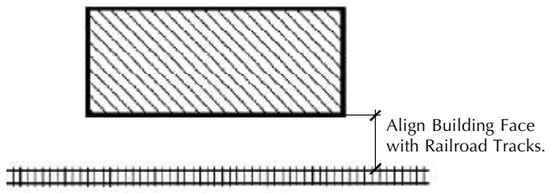


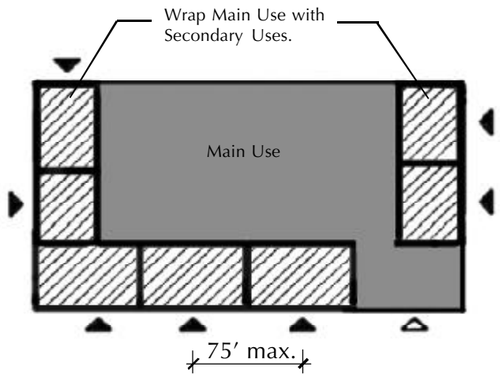
Figure VI-15: Align Structures with Tracks



Wrapper Building

On lots M1 to M4 in the North Railyard, should a single structure of over 20,000 square feet be developed, the building shall have ingress/egress doors at a minimum of every 75 feet alongs its exterior facades. Large footprint uses are required to wrap smaller uses or have active pedestrian doorways to the outside to increase the pedestrian activity along the perimeter of the building.

Figure VI-16: Wrapper Building Concept Example



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 characteristic mandated by the Master Plan.

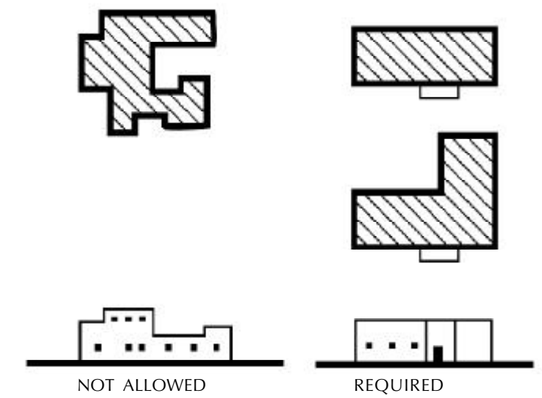
Height

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 requires a one story height nearest to the neighborhood with a two 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.

Figure VI-17: Massing Examples



Complex massing prohibited *Simple massing required*

Figure VI-18: Pitched Roof Measurement to Ridge.

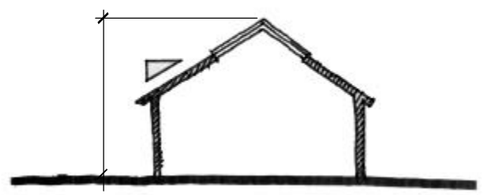
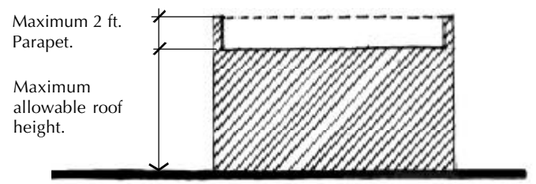


Figure VI-19: Flat Roof Measurement Excludes Parapet



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" diffential between layers, and bowed. Saw tooth, multi-stepped, and complex roof shapes are not allowed.

Figure VI-20: Simple Roof Shape Examples

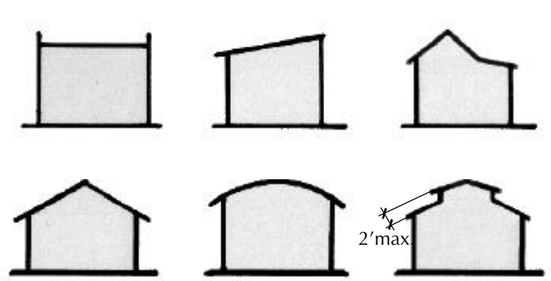
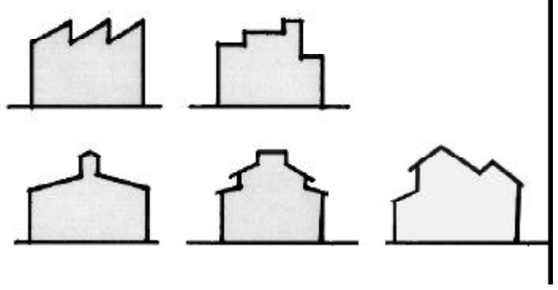


Figure VI-21: Complex Roof Shapes Examples



Roof Materials

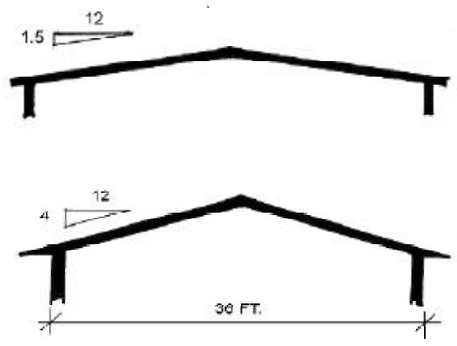
Exposed roof materials on pitched roofs shall be metal or shingle. Clay tile such as on the Santa Fe Depot is not allowed. Recommended colors include galvanized steel, rusting steel (Cor-Ten), or grey paint finishes.

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.

Figure VI-22: Pitched Roof Slope Range



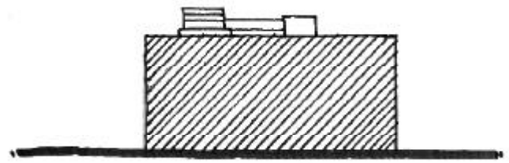
Screening

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.

Figure VI-23: No Screening Required of Mechanical



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-24: Flat Skylights Permitted and Encouraged

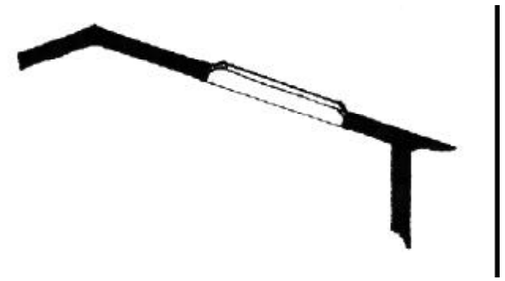
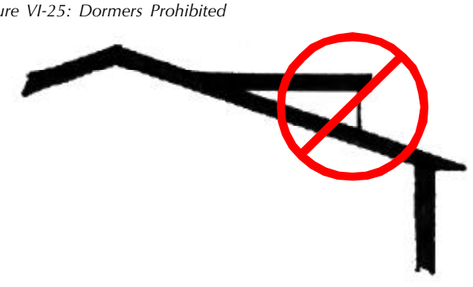


Figure VI-25: Dormers Prohibited



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 Tomasita'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.

Figure VI-26: Metal Siding

Figure VI-27: Stucco

Figure VI-28: Brick

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.

Figure VI-29: Existing Hung canopy on southside of Old Sears Building

Figure VI-31: Prohibitted Pueblo Portal and View of Portal at Westside of Gross Kelly & Co. Building

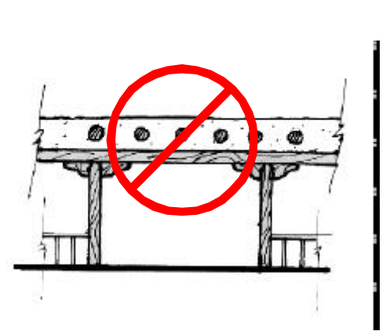
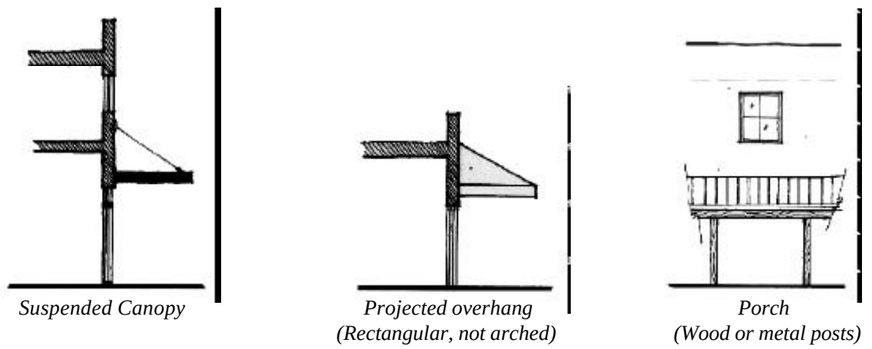


Figure VI-30: Permitted Portal and Canopy Types



Wall Openings and Glazing

Window and door openings for existing structures and for new buildings are the key to bringing the 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.

Figure VI-32: Arrhythmic Window and Door Pattern Example

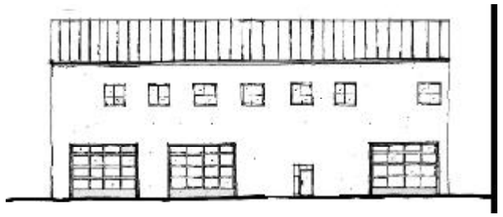


Figure VI-33: Arrhythmic Window and Door Pattern Example

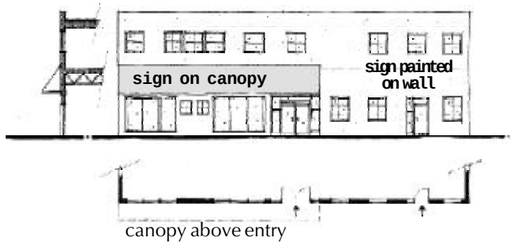


Figure VI-34: Large Scaled Shop Window under Portal

Figure VI-35: Office Window Wall at Sanbusco

Figure VI-36: Divided Lights Not Required

Figure VI-37: Non-regimented Window Pattern

Figure VI-38: Large Paned Window on Guadalupe Street

Figure VI-39: Large Paned Shop Window c.1900 Espanola

Figure VI-40: Original Oversized Windows as Model

Figure VI-41: Large Windows Under Porch

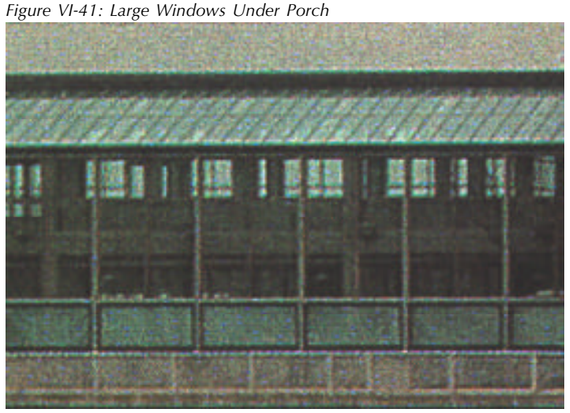


Figure VI-42: Industrial Steel Sash Encouraged

Figure VI-43: Metal Siding and Varied Window Patterns

Building Lights

The Master Plan encourages that all lighting placed on a building facade be down-lights. Up-lighting and unshield 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.

Figure VI-44: Local Lighting Vernacular

Figure VI-45: Downlight for Pedestrian Safety

Figure VI-46: Downlight to Accent Signage

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.

Figure VI-47: Painted Sign

Figure VI-48: Hanging Sign Under Portal

Figure VI-49: Painted Sign

Figure VI-50: Applied Flat sign

Figure VI-51: Historic Signage

Figure VI-52: Pinned-off Individual Letters

Figure VI-53: Painted Signage

Figure VI-54: Wall Mounted Internally Lit Sign

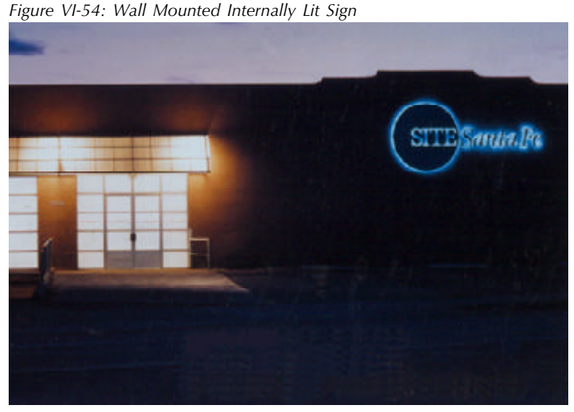


Figure VI-55: Small Scale Internally Lit Marquee

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.

Figure VI-57: Collage of Mural Art In and Around the Railyard

Figure VI-56: Temporary Art Facade on Site Santa Fe

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 opportunties 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.