

LAND USE



III. LAND USE

Creating a lively, active place in the Railyard is based upon concepts about what makes such places work. The encouraged land uses and how they are arranged on the site will have a great effect on the potential of the Railyard.

Key Concepts

Encourage a wide range of uses.

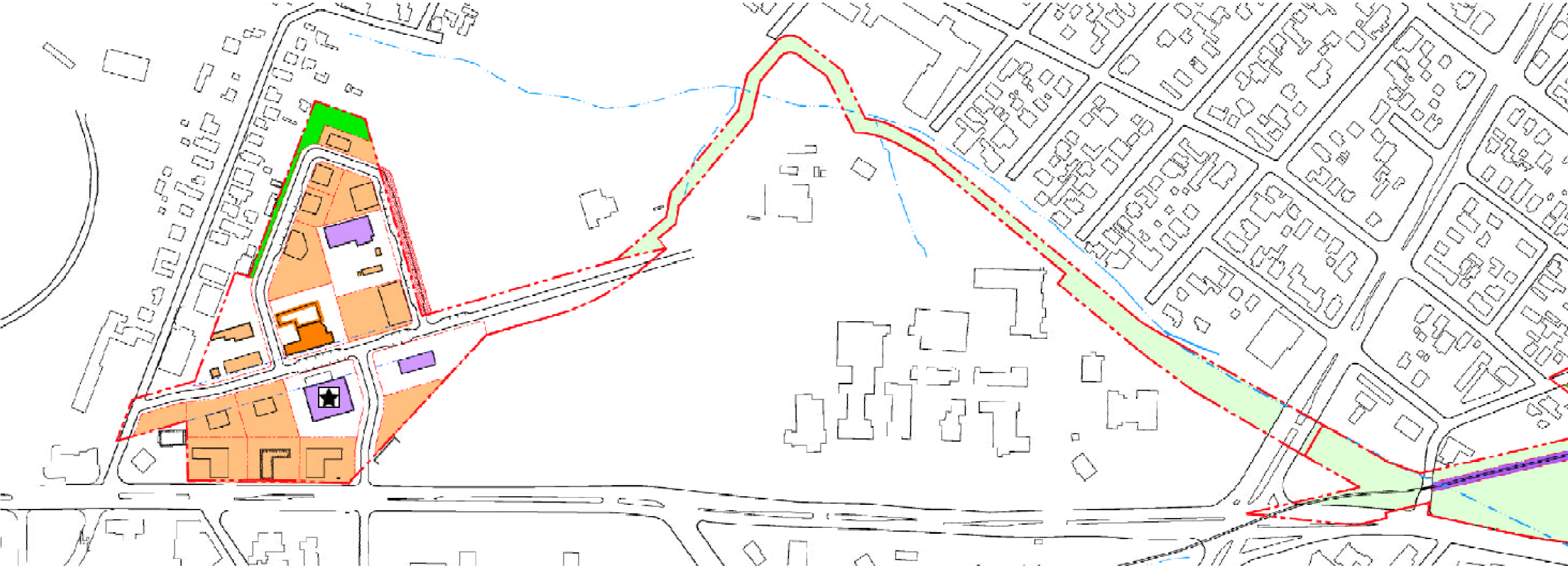
First and foremost is to encourage a wide range of uses, including a

- Variety of types of uses.
- Variety of scales of uses and businesses.
- Variety by time of day.

The community envisions the Railyard to be an engaging life-filled place. In order to reach this goal, a wide variety of uses should be allowed. The Master Plan purposefully has created potential sites for small and moderate size businesses and anticipates a range of initial uses including: live-work, performance and cultural entities, wholesale and retail activities, crafts productions, light industrial, and small scale warehousing. Providing a variety of lot sizes, allowing a full range of mixed land uses, and requiring the Railyard management to maintain a diversity and balance of uses are the methods by which the Master Plan helps foster vibrancy at the Railyard.

Create a density of activities

The community’s vision of an active, vibrant Railyard will be created by encouraging density in its activities as well as in its development. The Railyard in its most developed phase will be less dense than the downtown area of Santa Fe, thus the Railyard needs to create a sense of density in the details of the development. Designing the



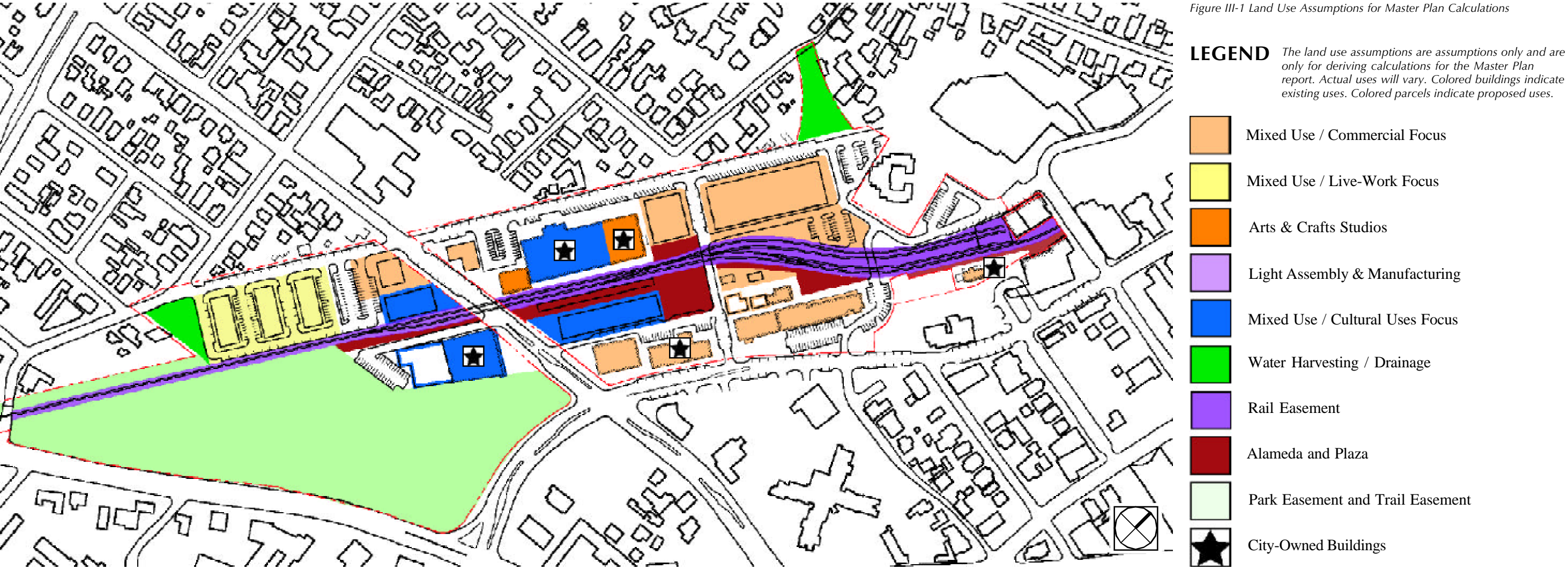
Plaza and the Alameda to allow open air vending, performance artists, and outdoor eating; development of an active Central Market along the Alameda; creation of a small building cluster north of the plaza; expression of an arts and cultural subdistrict; and limiting the maximum size of a single use in the North Railyard are land use components that encourage the density of activities that will attract people to the Railyard.

Provide the opportunity for adjoining properties to contribute to the life of the Railyard.

Along the residential neighborhood edges, there are concerns and opportunities related to the spill over effects of non-residential uses from the Railyard. To respond to those concerns, the Master Plan recommends allowing “commercial” or “non-residential” properties immediately abutting the Railyard to engage in the activities of the Railyard with the proviso that they must reorient their front entries to the Railyard and to design their activities to buffer the neighborhoods behind them. This creates a transition from the Railyard and the residential neighborhoods that is scale appropriate and acknowledges that the immediately adjacent properties will not be as conducive to single-family residential uses with the development of the Railyard. This opportunity is recommended for the area along the south edge of the Railyard Baca area and the area along the west edge of the North Railyard. Many of the properties along these edges are already non-residential in use.

The Railyard is managed to maintain a mixed-use environment.

Uses and tenants will change over time, it is important for the vitality of the Railyard to maintain a mixed-use development. In order to do so, the best long-term method to accomplish this is to select new tenants that add variety and balance to the land uses within the Railyard.



Land Use Zoning

A consistent vision for the Railyard--from the 1997 Community Plan up to the present--is that it be a vibrant place for local folks, local businesses, and local culture. A place where all Santa Feans are welcome and can support the local economy.

The Land Use zoning of the Railyard is pivotal to creating that vision. Land use zoning defines what will be allowed to happen at the Railyard.

The entire Railyard is currently a redevelopment subdistrict within the Business Capitol District (BCD). BCD zoning allows for a large variety of land uses that help to energize an urban area. This Master Plan encourages most of the land uses allowed within a BDC zone.

What businesses and uses will best contribute to achieving the goals for the Railyard as a place for locals?

In discussions with the community Liaison Group about what should be the allowed activities at the Railyard, the discussion evolved around the need to be long-term flexible. An observation was that a list of good land uses today might not be good in the future. Who could have predicted the technology revolution, virtual businesses, and green industries in just the recent past? The discussion noted the concerns people have about noxious, noisy, and toxic land uses. It was noted that most cities have ordinances to control these uses, but often the ordinances are not as strictly enforced as could be. It was noted that the Railyard management would have stronger enforcement ability for taking care of these kinds of issues--because the relationship with the tenant would be a legal agreement--the lease and its requirements.

The Master Plan recommends maintaining the full extent of the BCD zoning for uses except as noted below, and that the Railyard management use the restrictive power of the lease arrangement to limit land uses on individual lots and to enforce restrictions on activities that create nuisances and hazards.

Land Uses not allowed in the Railyard are:

- Drive-up facilities
- Filling stations
- Any use not allowed in any BCD zone
- Any use requiring special review in a BCD zone

Land Use definitions from Chapter 14 of the Santa Fe City Land Development Code will apply to land uses at the Railyard. The following definitions from Chapter 14, are the primary catagories of land use today at the Railyard.

Mixed Use: The development of a tract of land, building or structure with two or more different uses meeting performance standards set forth in this section such as, but not limited to residential, office, manufacturing, retail, public uses or entertainment in a compact urban form.

Light Assembly and Manufacturing: The manufacturing and assembly of small electronics or machine parts, consumer goods, food or food ingredients, dry goods and other goods and services that are produced or assembled inside a building.

Arts and Crafts Studios: A building that contains artists or crafts studio space or schools and where works of art or crafts are produced, including sculpture, that may be sold on or off the premises.

(Master Plan Note: The Mixed Use category allows the public and quasi-public facilities such as the Farmers’ Market, Teen Warehouse 21, El Museo Cultural, and Site Santa Fe that are noted as ‘not-for-profit’ or ‘institutional uses’ in this Master Plan)

Leasing Preferences

One of the Guiding Principles of the 1997 Community Plan states that the Railyard project shall “emphasize local artists, local businesses and local cultures”. In the approval of the Master Plan, the City Council approved the following recommended hierarchy for Railyard tenant selection. The Railyard management shall make every effort to follow this hierarchy when choosing to enter into a lease with a tenant. Leasing preference should be given for the types of industry sector development listed in the City of Santa Fe’s Community Economic Development Plan.

A tiered leasing preference shall be given to:

1. Locally owned and operated businesses that serve the local community and/or the out-of-town community.
2. Out-of-town businesses serving the needs of the local community.

The Railyard management shall be encouraged to give preference when selecting tenants to those businesses noted above as opposed to national chain stores. For the purposes of this local preference definition, a national chain store shall include, but not be limited to the following:

1. National chain stores include companies that operate similar establishments on a national basis.
2. Chain stores where goods of every description are sold or offered for sale at retail and which operate as a part of a group or chain under the same general management, supervision, ownership or control on a national basis.

Development Review

The Railyard is currently zoned as a Business Capitol District-Redevelopment Subdistrict. This designation was established in 1987, when the City declared the Railyard a “blighted” area and created the Metropolitan Redevelopment Commission to oversee the redevelopment of the area.

The State statute that allows creation of the redevelopment district also requires a simplified development review process to expedite the redevelopment of these normally economically distressed areas.

The Railyard also has landmark and significant historic features and structures that fall under the scope of the State and City historic review agencies or boards.

The following is the recommended development review process for the Railyard.

- Informal development concept and design review by Railyard management.
- Development review and approval by the Business Capitol District Design Review Committee for conformance with Sections 14-4.3(E)(3) thru 14-4.3(E)(3)B17 of the City Land Development Law based on the City Council approved Railyard Master Plan, Guidelines, and Standards. Additional City code review requirements may be required prior to obtaining permits from the appropriate agencies.
- Where individual buildings or structures are landmarked, they would be reviewed by the City Historic Design Review Board.
- When state or federal money is involved in a publicly financed project, the State Historic Preservation Office will review for conformance with any Programmatic Agreement that may be in place for the Railyard project.



Design Standards Sub-Districts

The Master Plan organizes the Railyard into design standards subdistricts. The intent of the subdistricts is to scale development appropriately to site conditions and to buffer the adjacent neighborhoods.

There are three design standard subdistricts:

Neighborhood Edge

The Neighborhood Edge is a buffer and scale transition zone to the adjacent neighborhoods. In both the Baca area and the North Railyard area, the Neighborhood Edge subdistricts establish a no-build zone for 25 feet from the neighborhood, and restrict future development to one-story heights within 25 feet to 50 feet from the neighborhood. Smaller building masses are required in this zone to again transition to the scale of the surrounding neighborhoods.

In-Between

The in-between subdistrict allows development that repeat the two story scale of many of the existing buildings at the Railyard. Flat roof heights in this zone are shorter than the 27 foot height of the Gross Kelly & Co. Warehouse in the North Railyard. Pitched roofs are allowed maximum ridge height of 34 feet.

Street Edge (Cerrillos Rd. or Guadalupe St.)

The Street Edge subdistricts along Cerrillos Road and on Guadalupe Street maintain the sense of the historic building pattern along these streets. At the Cerrillos edge of the Baca area, the height limitation is set based on the existing Ferrell Gas Building. Along the Guadalupe Street Edge, heights and massing are based on the existing buildings in the subdistrict.

The Design Standards Matrix, the Subdistrict Maps, and the Area Section together define the dimensional envelopes within which future development may occur. *See Figures 111-3, 111-4, 111-6, and III-7, as well as Tables 111-1, and 111-2.* They relate development areas to height and mass limitations. The matrix also provides a short hand outline for the architectural massing, heights and coverages intended for the Railyard. See Section VI - Architecture for additional guidelines and standards.

Table III-1: Baca Area Design Standards Matrix

BACA LAND USE STANDARDS			
Subdistricts:	Neighborhood Edge-Baca	In Between-Baca	Cerrillos Edge-Baca
Allowable Land Uses	All BCD use standards as limited by leases	All BCD use standards as limited by leases	All BCD use standards as limited by leases
Side Setbacks	5 feet	5 feet or None	5 feet
Front Setbacks	Maximum: No maximum Minimum: 0 feet	Maximum: No maximum Build-to Line	Match existing setbacks
Parcel Coverage	40% max.	60% max.	40% max.
Massing	Simple	Simple	Simple
Height	14 feet to flat roof or existing building height or 20 feet to ridge of pitched roof	26 feet to flat roof or 34 feet to ridge of pitched roof	14 feet to flat roof flat roofs only
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires		
Parking	See Master Plan Section VI Circulation Parking Demand Management	See Master Plan Section VI Circulation Parking Demand Management	See Master Plan Section VI Circulation Parking Demand Management

Table III-2: North Railyard Design Standards Matrix

NORTH RAILYARD LAND USE STANDARDS			
Subdistricts:	Neighborhood Edge-North Railyard	In Between-North Railyard	Guadalupe Edge-North Railyard
Allowable Land Uses	No Buildings	All BCD use standards as limited by leases	All BCD use standards as limited by leases
Side Setbacks		None	None
Front Setbacks		Maximum/ minimum: 0 Feet Build-to Line	Match existing Setbacks
Parcel Coverage		100% maximum	
Massing		Simple	Per existing building description
Height		26 feet to flat roof 34 feet to ridge of pitched roof	As allowed by rev iew authorities
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires		
Parking	See Master Plan Section VI Circulation Parking Demand Management	See Master Plan Section VI Circulation Parking Demand Management	See Master Plan Section VI Circulation Parking Demand Management



BACA LAND USE STANDARDS

1Figure III-2: Baca Area Map



Figure III-3: Baca Area Sub-Districts Map

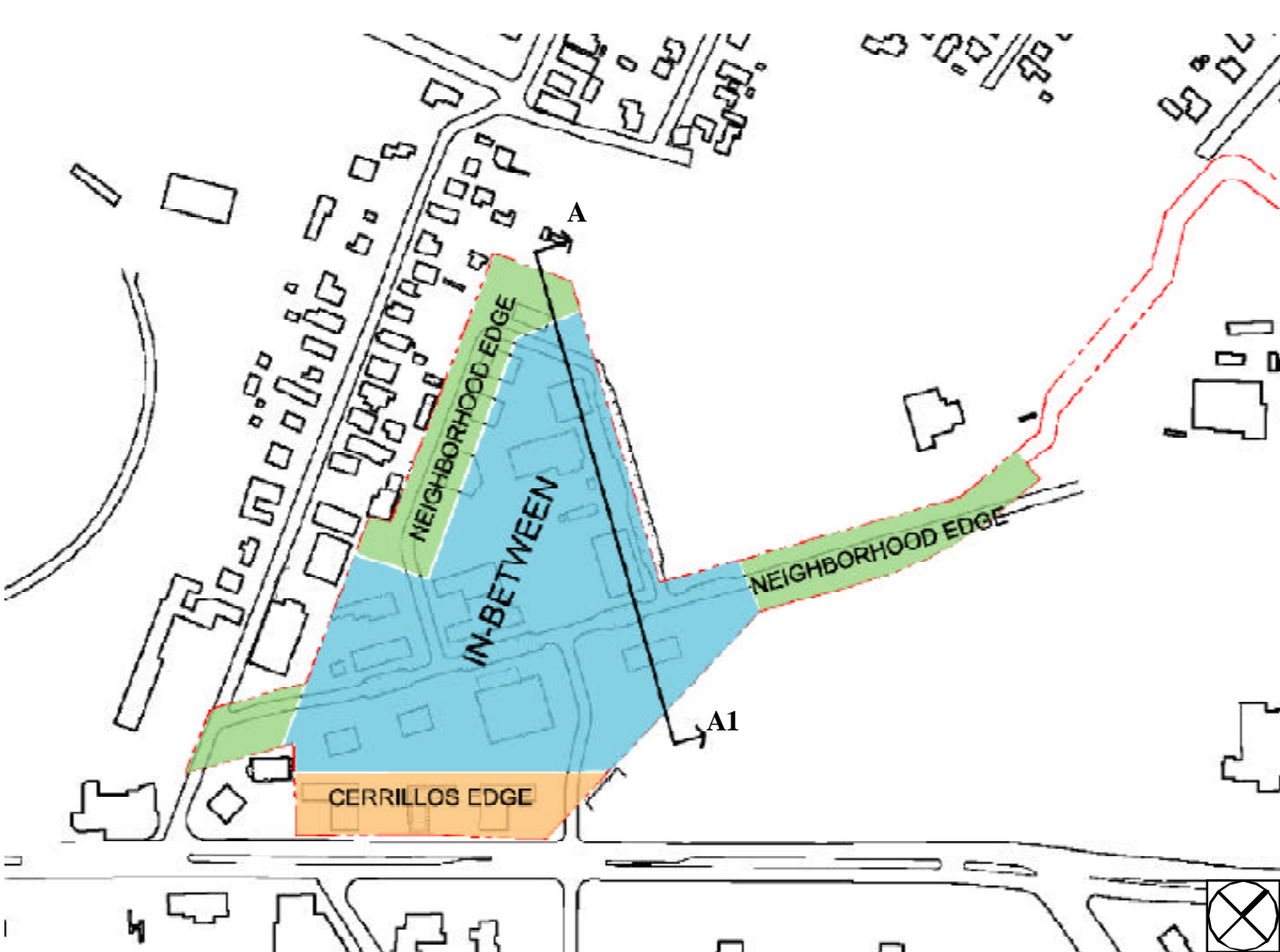
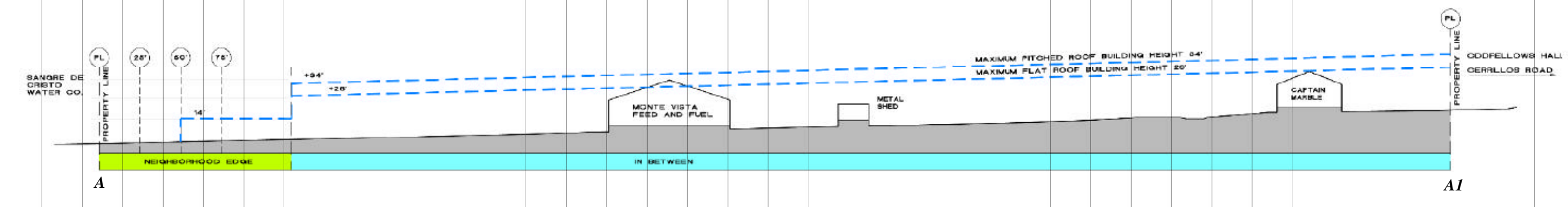


Figure III-4: Section through Baca Area



NORTH RAILYARD LAND USE STANDARDS

Figure III-5: North Railyard Aerial



Figure III-6: North Railyard Sub-District Map

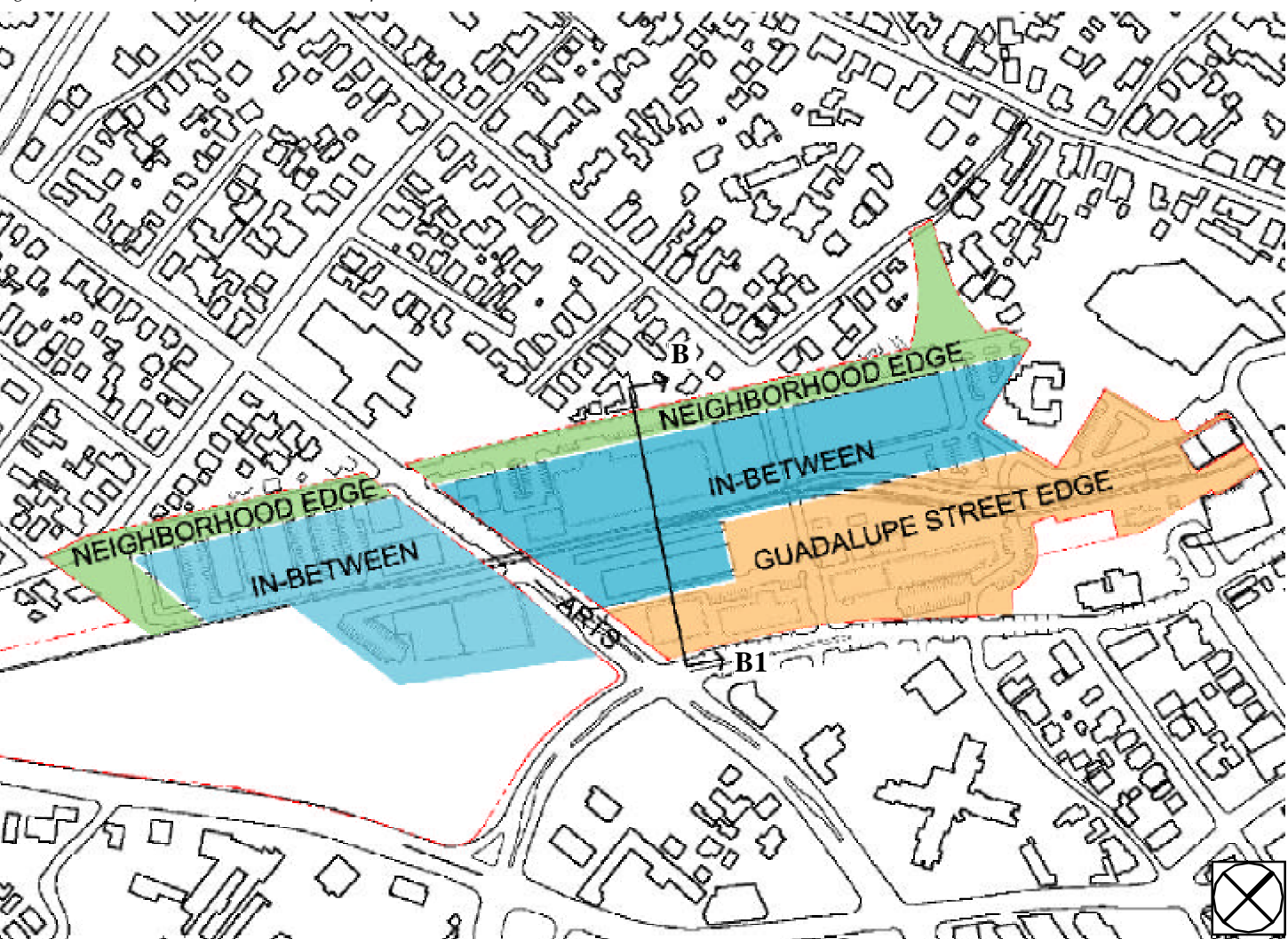
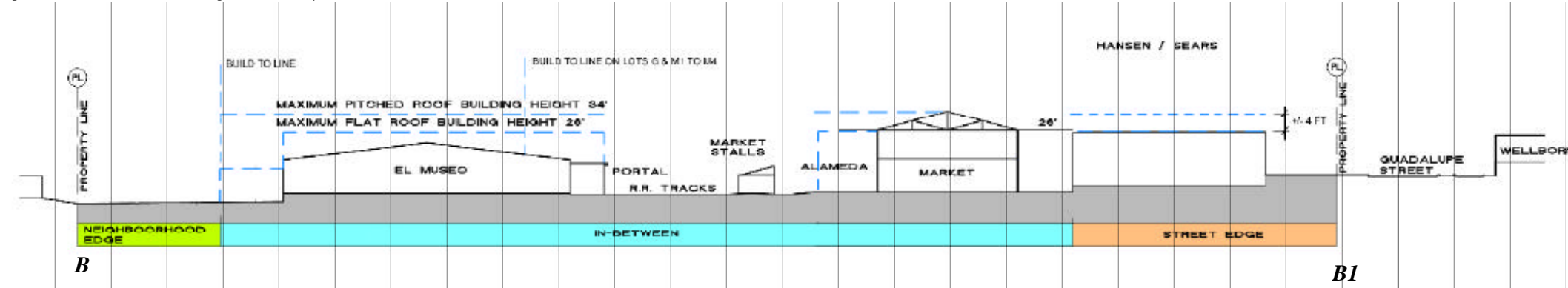


Figure III-7: Section Cut Through North Railyard Area



LEASE MAPS

The Lease Maps reflect a commitment to provide opportunities for a variety of sizes of land leases or building leases within both the North Railyard and Baca Area. The lease lines shown were developed after conversations with the Railyard staff, the Liaison Group, the North Railyard and Baca Area tenants, potential developers, and relators.

The lease lot lines are recommendations only. They can be modified by the Railyard management pending coordination with development applications. Because the lease lines are not platted, the Railyard management can choose to leave lease lines in place, add, remove, revert or consolidate them in combinations that best allows flexibility to establish and maintain a small scale mixed-use environment.

Most lease areas include some public use space or shared parking spaces. The public space and parking must be developed to meet the functions with the materials described in the Master Plan. Should a tenant choose to increase development on their lease sites, they would be required to replace or pay a fee-in-lieu for any displaced parking spaces plus any additional parking demand generated from the development change. See Section - Circulation.

The following requirements affect development on particular lots. See Architectural Section for more details.

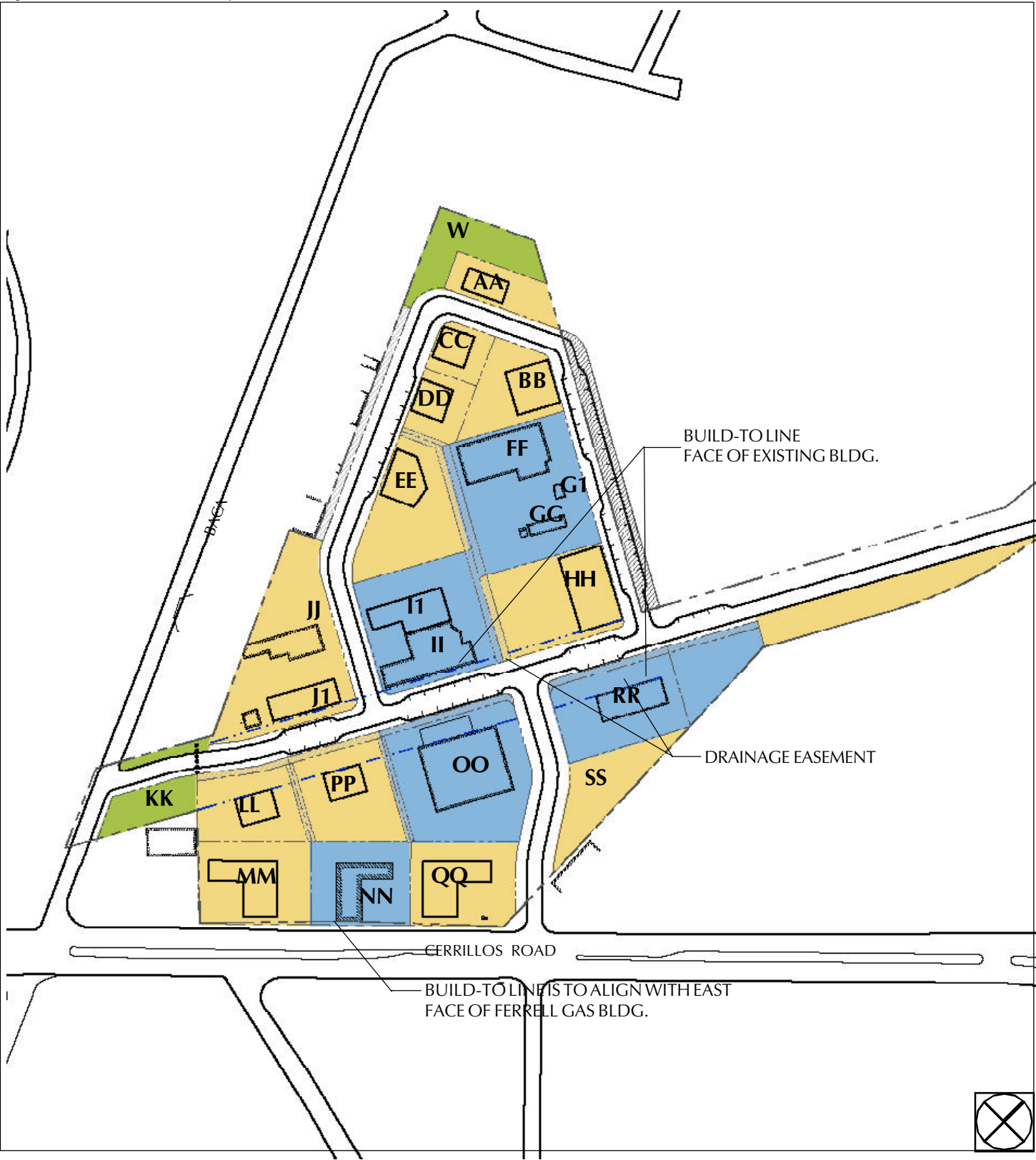
Build-to-Lines New buildings on lots with build-to-lines shall be built to those lines. No structures may extend beyond those lines. See page 87, Architectural Design Standards for exceptions and details.

Lots M1-M4 If there is a single large building on Lots M1- M4 in the North Railyard, the building must follow requirements for “wrapped” buildings.

Lot H Any building on Lot H in the North Railyard shall be designed with a high percentage of openings on the ground floor to encourage pedestrian flow in and through the building.

Lots A1-A3 Buildings on North Railyard Lots A1-A3 shall orient east/west to maintain views to Park for Alarid neighborhood. No west facing windows or balconies on second floors.

Figure III-8: Baca Area Lease Map



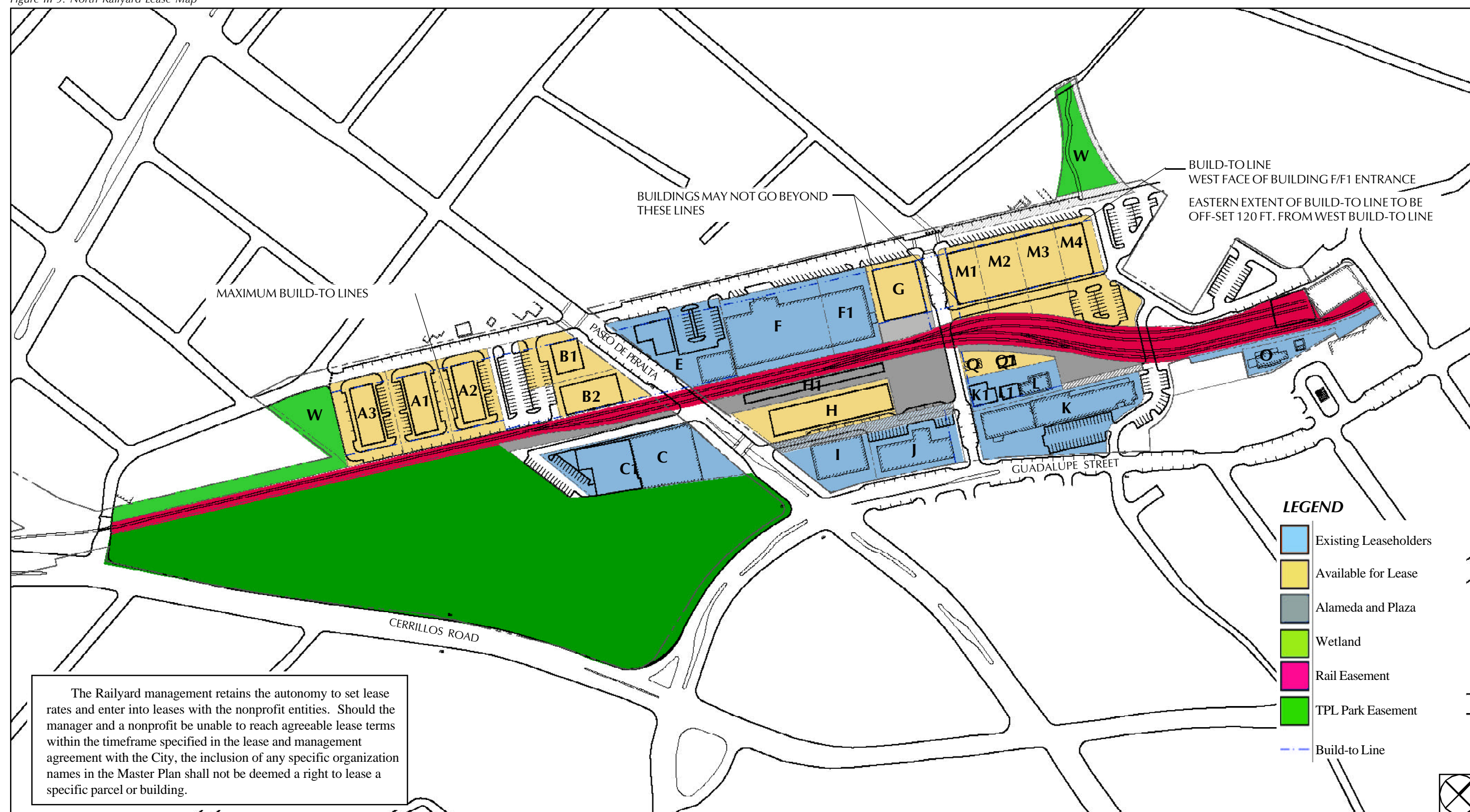
BACA LEASE LOT AREAS		
LEASE LOT	LEASE LOT FOOTPRINT (In Sq. Ft)	DESIGNATION
LEASE LOT AA	9,174	TO BE DETERMINED
LEASE LOT BB	13,906	TO BE DETERMINED
LEASE LOT CC	6,245	TO BE DETERMINED
LEASE LOT DD	7,912	TO BE DETERMINED
LEASE LOT EE	23,200	TO BE DETERMINED
LEASE LOT FF	37,570	MONTE VISTA FEED BUILDING
LEASE LOT HH	24,093	TO BE DETERMINED
LEASE LOT II	31,155	EXISTING TENANT
LEASE LOT JJ	35,450	EXISTING TENANT
LEASE LOT KK	7,303	TO BE DETERMINED
LEASE LOT LL	16,653	TO BE DETERMINED
LEASE LOT MM	20,600	TO BE DETERMINED
LEASE LOT NN	17,351	FERRELL GAS BLDG
LEASE LOT OO	37,766	EXISTING TENANT
LEASE LOT PP	20,877	EXISTING TENANT
LEASE LOT QQ	19,400	TO BE DETERMINED
LEASE LOT RR	33,934	EXISTING TENANT
LEASE LOT SS	13,348	TO BE DETERMINED
TOTAL LEASE AREA	375,937	SQUARE FEET

NORTH RAILYARD LEASE LOT AREAS		
LEASE LOT	LEASE LOT FOOTPRINT (In Sq. Ft)	DESIGNATION
LEASE LOT A1	25,832	PROPOSED LIVE/WORK
LEASE LOT A2	23,511	PROPOSED LIVE/WORK
LEASE LOT A3	23,613	PROPOSED LIVE/WORK
LEASE LOT B1	17,952	TO BE DETERMINED
LEASE LOT B2	14,738	PROPOSED WAREHOUSE 21
LEASE LOT C	44,658	SITE SANTA FE
LEASE LOT E	35,101	EXISTING TENANT
LEASE LOT F	41,696	EL MUSEO
LEASE LOT F1	20,929	EXISTING TENANT
LEASE LOT G	17,370	TO BE DETERMINED
LEASE LOT H	27,650	PROPOSED FARMERS MARKET
LEASE LOT I	18,230	OLD SEARS BUILDING
LEASE LOT J	22,675	MORRELLI BUILDING
LEASE LOT K	48,800	GROSS KELLY BUILDING
LEASE LOT L	16,047	JOHN MUIR BUILDING
LEASE LOT M1	14,546	TO BE DETERMINED
LEASE LOT M2	17,606	TO BE DETERMINED
LEASE LOT M3	19,495	TO BE DETERMINED
LEASE LOT M4	27,420	TO BE DETERMINED
LEASE LOT O	9,100	SFRR DEPOT
LEASE LOT Q	8,220	WELDERS SUPPLY
TOTAL LEASE AREA	495,190	SQUARE FEET

	SQUARE FEET	ACRES
PUBLIC PARK LAND	447,584	10.28
ALAMEDA / PLAZA	66,761	1.53
RAIL EASEMENT	131,274	3.01
WETLAND DRAINAGE	40,622	0.93
TOTAL LAND AREA	1,557,367	35.75



Figure III-9: North Railyard Lease Map



CONSERVATION EASEMENT: PARK / PLAZA / ALAMEDA / RAIL

The Trust for Public Land (TPL), a non-profit that works nationally to protect and establish open space for public use, assisted the City of Santa Fe’s efforts to purchase the Railyard with land acquisition support. As part of the land purchase arrangements, the City committed to create a permanent easement for a 10-acre park. This conservation easement was expanded to include a pedestrian alameda, plaza and rail activities. The easements, totaling a minimum of 13.5 acres, were initially identified in




an agreement signed in 2000 by the City and TPL. A proviso was that the final arrangement of the easements would be defined by the Railyard Master Plan.

The map below shows the recommended arrangement, size, and location of the easements for the park, plaza, alameda, and rail activities adopted as part of the Master Plan approval.



Figure III-10: North Railyard Rendered Plan with Conservation Easements

LEGEND

-  Alameda
-  Easement Boundary
-  Plaza Boundary



Master Plan Amendments

Changes and modifications to the Master Plan will occur in the future. Minor adjustments to the plan will be within the purview of the Railyard management. Changes that would trigger a City Council approved Master Plan amendment are listed below.

General

- Changes in current configuration of the Railyard Park, Alameda, and Plaza easement.
- Changes in the operational rail lines as proposed in master plan.
- Substantive changes in road alignments, excluding the two rail line crossings in the north railyard.
- Changes in allowable land uses.
- Changes in zoning subdistricts requirements.
- Changes in allowable build-to lines and building setbacks facing neighborhoods.
- Changes in allowable massing.
- Changes in allowable maximum heights.
- Changes in architectural design guidelines.
- Changes in urban spaces design guidelines.

Specific limitations related to the North Railyard area.

- Changes in locations of parking areas as generally outlined in plan.
- Changes in orientation of new buildings.
- Changes in drainage patterns (specific drainage systems may change but not general locations unless prohibited by unforeseen environmental or archeological factors).
- Major changes in the design concepts for the Plaza and Alameda open space and view corridors.
- Changes in the no-through street at Manhattan Avenue on the west side of the North Railyard.
- Changes in the no-through street at Alarid Street.

Specific limitations related to the Baca area.

- Changes in the no-through street at Baca Street.

