

PLATICAS CON VECINOS

by Erlinda Cortez Dimas

Podemos tomar el tiempo para platicar acerca de la calidad de la vida? Esta pregunta pone este proyecto y sus posibilidades en una perspectiva vecindario. Líderes de la comunidad, dueños de negocios, arquitectos locales, y cientos de residentes se juntaron con ideas, planes, información general, investigaciones y vistas para ayudarnos con esta tarea. Todo esto se tomó en cuenta para formar el reporte final. Además, circulé entre la gente para poder sentir de ellos, quienes no podían venir a las reuniones por cualquier razón, sus ideas. Estas charlas pueden ser útiles como guía para ellos que van a formar decisiones en el futuro.

El romance de Santa Fe con su mezcla cultural y histórico, montañas majestuosas, valores familiares, comunidad artística y un estilo de vida agradable, atrae a gente de todo el mundo.

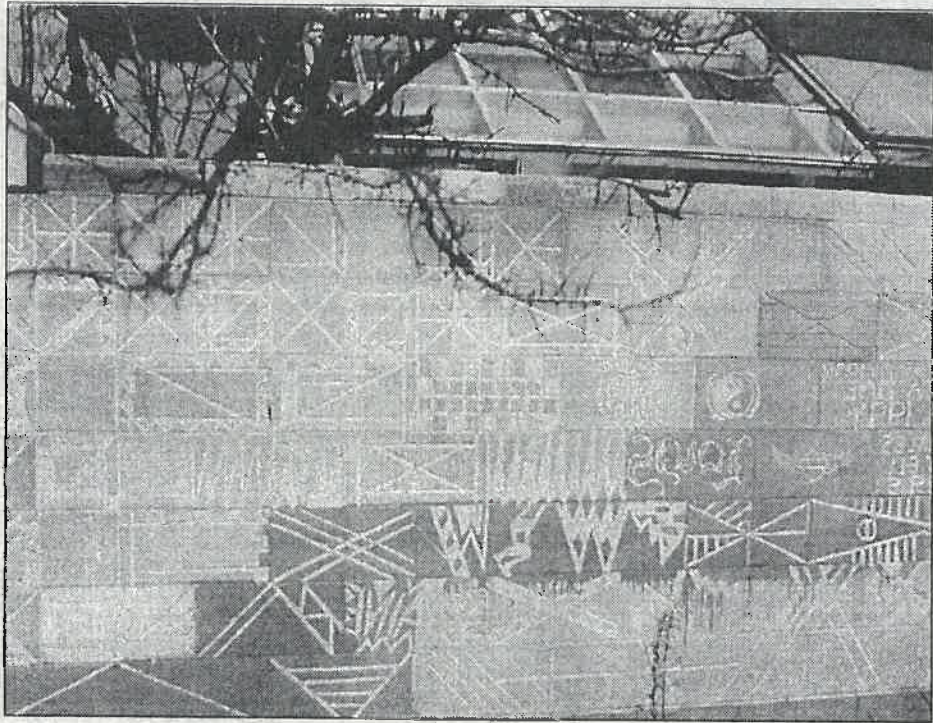
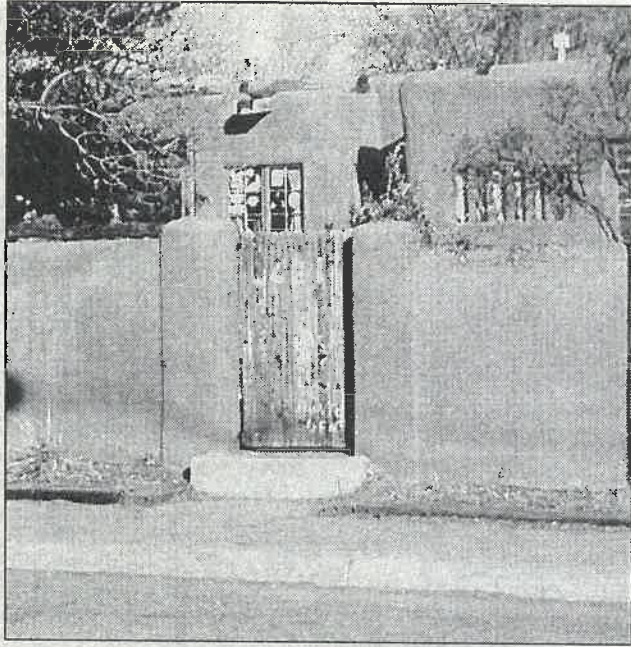
Esta atracción es una preocupación de muchos residentes locales. Estamos manejando el crecimiento por medio de un plan maestro de la ciudad o condado? Es el balance entre los vecindarios y la existencia de la familia extendida viviendo en una situación muy estrecha en una condición muy frágil? Como se maneje la utilización de los recursos naturales? Y el agua? Puede desechar los residentes quienes crearon el ambiente hispánico, el desarrollo o los mejoramientos, no importa las mejores intenciones? Cuanto puede influir el desarrollo local los intereses financieros, políticos o de los inversionistas?

El reto: El terreno del ferrocarril está ubicado en el núcleo de la comunidad hispana. El vecindario alrededor del terreno consiste en hogares hispanos, nativos de Santa Fe por generaciones. Sus ingresos son de mediano a bajo. Estas familias viejas, similares a otras familias en centros urbanos populares han sufridos una pérdida cultural debido a una aumenta en el costo de la propiedad. Yo digo pérdida cultural porque viviendo en una proximidad al resto de la familia cercana es un costumbre hispano. Debido al aumento del valor de la propiedad, es una de las razones que los miembros jóvenes de la familia han cambiado hacia el lado sur del condado, que esta en desarrollo, donde la casa rodante o prefabricada está más al alcance de ellos. Este factor sólo ha infundido mucho el cambio de la matriz cultural y valores familiares tradicionales de vivir cerca de la familia extendida. Una abuela me dijo que trabajos con sueldos bajos a medianos, además de las valuaciones altas de la propiedad, han ubicado a la comunidad hispana, por la primera vez en la historia de Santa Fe, en una posición de minoridad.

Algunas familias me explicaron que no tenían manera como explicar a un cuerpo de planeamiento sofisticado la importancia de la calidad de vida y mantenimiento de

tradiciones familiares y sueños. Estas preocupaciones eran personales y emocionales y no presentaron un interés financiero a la ciudad.

Existe un sentido entre la gente entrevistada que se están desplazando de su ciudad por los precios de la propiedad en el vecindario de la familia. Hay temor que la ciudad puede condenar las propiedades y pagar los dueños solo para el terreno mismo. Así con los recursos de ingresos fijos no pueden comprar algo para



reemplazar su casa. Encontré una preocupación que cualquier proyecto que se hace podría causar un aumento en el valor de la propiedad y a su vez aumentar los impuestos. Me explicó un señor que tales aumentos solamente forzará que los ancianos retirados se cambian de casa. Muchas de estas actitudes han sido documentados en los diarios. Los que tienen, y los que no tienen, los locales y los de afuera. Señor Willie Saiz dijo, "Es probable que estamos posponiendo lo que va a ocurrir de todo modo. Al final, los precios nos van a echar."

Además de recursos financieros diferentes, no encontré que había mucha diferencia en los valores de la gente. La apreciación de lo que se hace único el Santa Fe se comparte los nativos que vivieron aquí por generaciones y los que esperan de vivir aquí de largo plazo.

Lo que significa las montañas, aunque diferente para cada uno, lo aprecian todos. Se ven por algunos como una belleza natural, otros se aprecian en una forma espiritual profunda. Esta vista espiritual de las montañas produce una postura protectora. Encima de esto, porque nacieron aquí, celebraron eventos religiosos y familiares, y

que han enterado familiares aquí, se descubran pasiones profundas. El carácter hispano de Santa Fe se celebra en el nombre de la ciudad, nombrando las calles por residentes nativos, y la comida que refleja el carácter de la gente. Tunstas gozan las celebraciones de herencia hispano, indígena y mejicano. Si la calidad de vida afecta dramáticamente a una gente tan histórica, no pierde a todos que viven en Santa Fe también? Habían expresado un deseo para tener un museo cultural y una expresión de solidaridad por los proponentes del museo con la gente indígena para un espacio parecido, y el control de su manejo.

"Necesitamos un lugar donde podemos enseñar a nuestros hijos los costumbres, una apreciación de nuestra manera de vivir, y conocer la contribución de nuestra gente a esta ciudad y estado."

Dijeron, "queremos la oportunidad de obtener una casa propia, tener la posibilidad de ver y gozar de las montañas, tener lugares de juego seguros para los chicos, y la habilidad de practicar y mostrar artes culturales." Encontré que estas no son metas sólo para un grupo cultural. La comunidad hispana esta diciendo que han sufrido en el pasado en una forma directa de las deci-



siones de los que planean y los de afuera. Debemos asegurar que nuestros hogares y valores familiares estarán al alcance de nuestros hijos y en sus años avanzados. Esta es nuestra cultura. Cuando se planea, no deje que tenga un impacto negativo a nuestro sueño para mañana. Estuvimos aquí ayer y nuestros antepasados estuvieron aquí mucho antes. Medidas para rebajar los impuestos al beneficio de los residentes de Santa Fe han sido introducidos en el pasado, pero sin resultado. Una medida como la que fijan las tasas de los dueños de propiedad hasta el punto de venta, como la de proposición 13 en San Francisco, puede ser la única manera de salvar los vecindarios viejos. Estos lugares merecen esta salvación. Hubo comentarios acerca del diseño del proyecto del terreno del ferrocarril tratando del tema de valores familiares con un sentido de tradición.

Como una visita frecuente a esta ciudad, yo sé que su carácter único tiene valor. Fue un placer para mi platica con las familias que me ofrecieron la oportunidad. Santa Fe es en un lugar especial de me corazón. Gracias para la oportunidad. "Juzgan los éxitos por la medida en que están gozando de paz, salud y amor." (ver la ficha en el baño del CCA)

RESUMEN:

Cuales son las temas principales?

1. Aporte abundante de la comunidad, mas la preocupación para los vecindarios.
2. Los vecinos deben tener una participación en las decisiones de manejo de las propiedades.
3. Organizar un movimiento para aliviar a los impuestos.
4. Los derechos de una voz igual de voto entre las minoridades como preocupación legal.
5. Aprovechar del arte y escultura público cuando puede.
6. Las leyes deben ser balanceados con las necesidades de la ciudad para mantener un ambiente con carácter cultural y artistico.

THE RAILYARD STORY

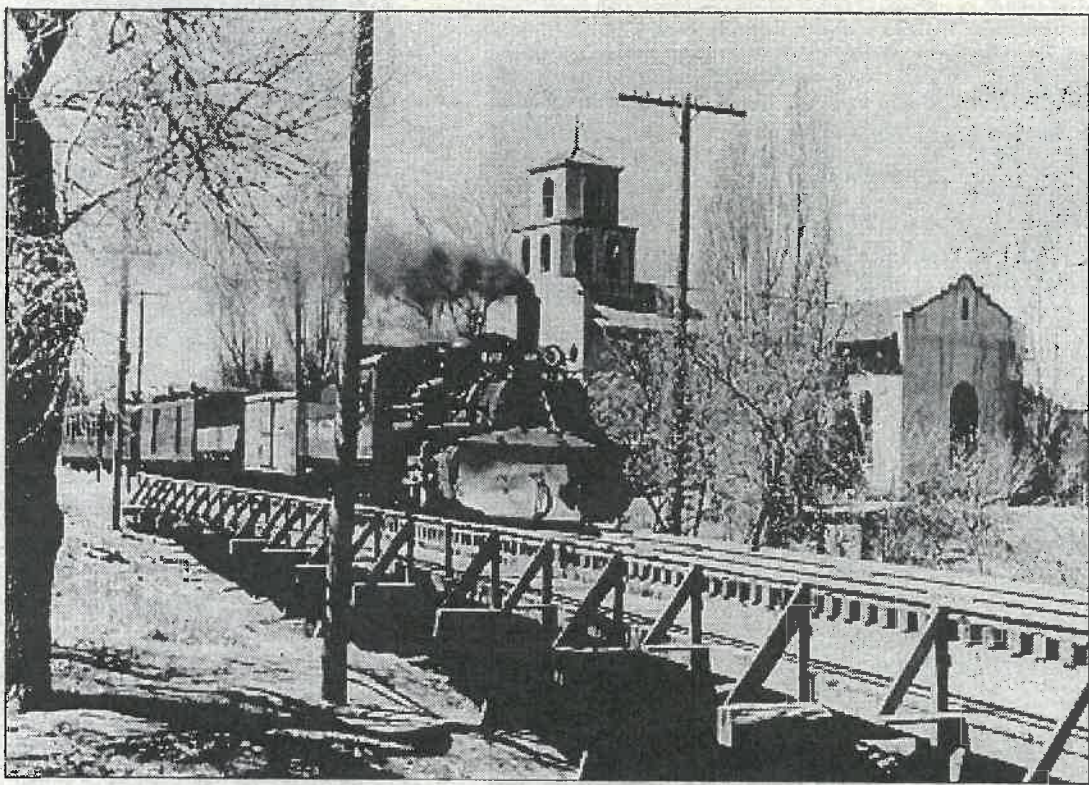


Photo courtesy Museum of New Mexico

by Phillip Enquist

1. The Railyard project is a community asset, not a development project. It shall emphasize local artists, local businesses, and local cultures.

The Railyards are a rare opportunity for Santa Fe to develop a "common place" where all citizens and cultures can come together. It should be viewed and planned collectively and not developed in isolated and unrelated pieces.

The Railyards should meet the adjacent neighborhood needs as well as the needs of the larger community. This is the community's opportunity to create a great asset for the next generation.

2. It is important to cherish and protect the beauty and quality of the surrounding neighborhoods and their unique architectural characteristics. Create a cultural conservation district to protect the neighborhoods.

The surrounding neighborhoods are fragile communities. They are made up of predominantly Spanish speaking families that have lived there for many generations.

The residents consider themselves a part of the only remaining barno of Santa Fe. The Railyards should not impact these neighborhoods negatively by increasing traffic or parking, introducing insensitively scaled buildings, increasing noise and light, or increasing taxes.

3. The architectural quality of the Railyard should be authentic, gritty, rugged and not be sanitized or perfumed in character.

The richness of the Railyards comes from the simple industrial scaled buildings, the mix of uses, the gravel ground plain, the presence of railroad, cars, as well as informal pedestrian areas. This simplicity and scale creates a unique district in Santa Fe that should be preserved.

The Plan should not challenge or

Increased parking creates expansive parking lots and deteriorates the pedestrian environment. Transit that would connect the Railyards with other key districts would enable people to park in a variety of places within the City and use shuttles to get around. As the importance of the train increases, people will be able to arrive by

"gentry" this character, but reinforce it. New buildings should be in a similar linear orientation, with similar heights and materials as the existing buildings. Where possible, existing buildings should be preserved and renovated before new buildings are introduced.

4. Development should recognize and encourage alternative modes of transportation to lessen dependence on the car. Recommend a free shuttle loop from the Plaza to the Capitol, to the Railyard and back to the Plaza. Strengthen the Railyard's role as a commuter line to the Depot. Create a new front door to the Railyards by creating a public space in front of the Railroad Depot oriented back to the State Capitol and the Plaza.

Parking and traffic are continuing to impact the city in negative ways.

train and move about the city by shuttle.

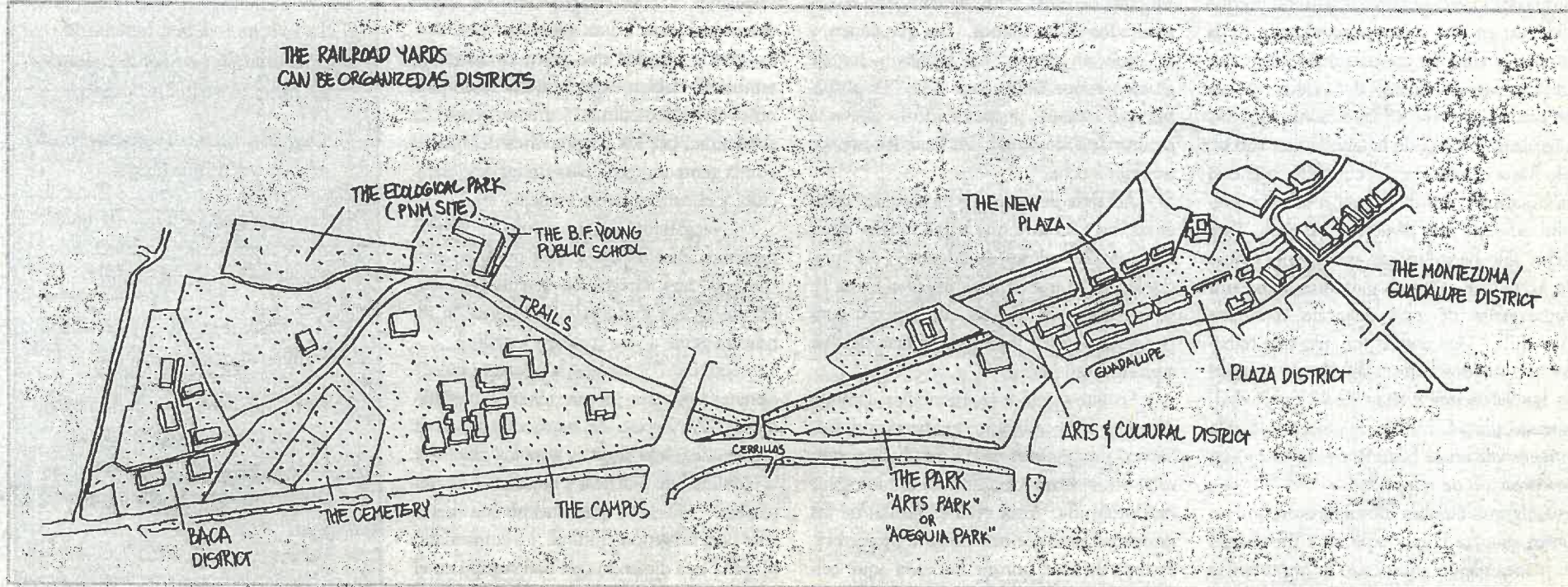
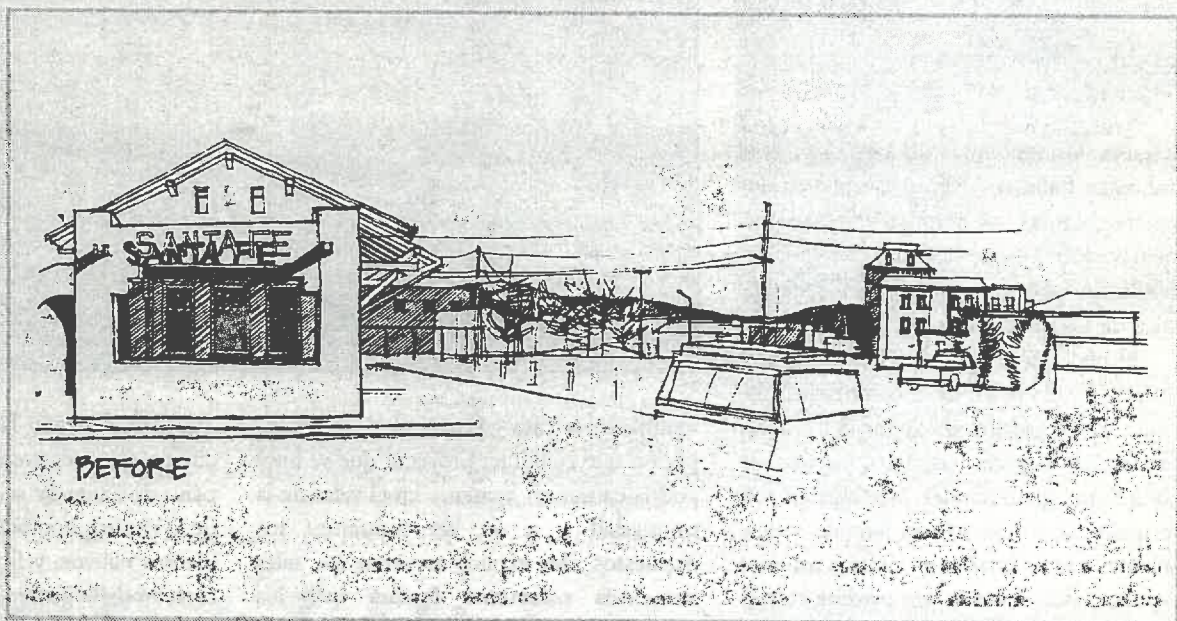
5. The Railyard should be primarily experienced as a pedestrian environment.

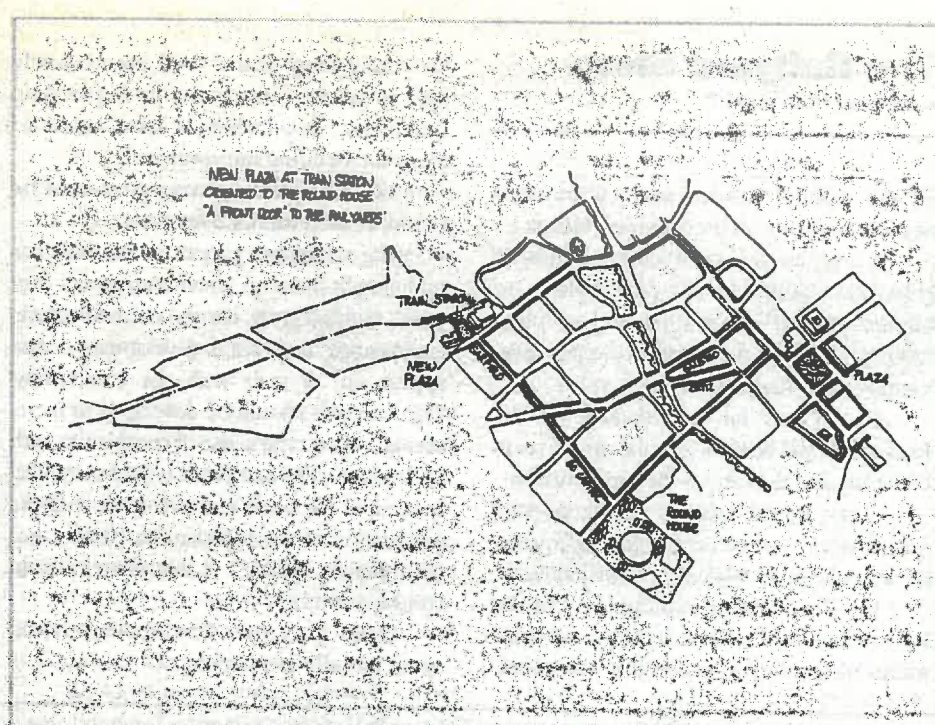
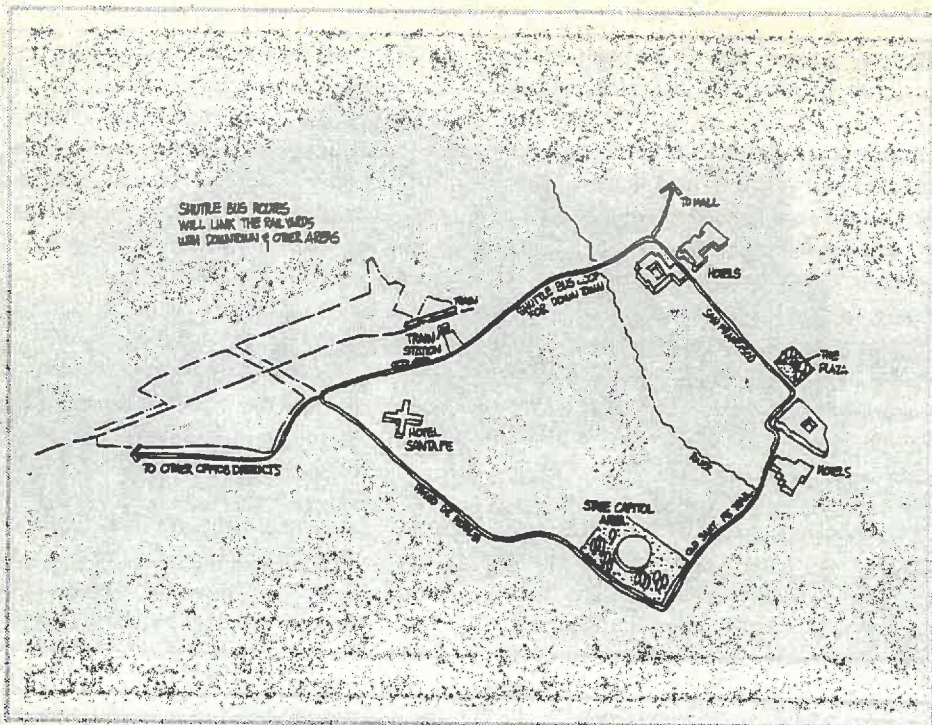
A central linear plaza which follows the rail line will extend out to the Montezuma commercial area, the Guadalupe area, the cultural and open space area to the south and the west Manhattan area. The center of the Railyard site will support the largest plaza area for the Farmers' Market and other festivals.

The Railyards south of Paseo de Peralta will be predominantly an open space/park system. The collective lands will be tied together with pathways and bicycle ways.

6. The infrastructure development should encourage traffic calming and street narrowing, to assure the small scale residential character of the Railyard neighborhood. The narrowing of the roadway and the planting of additional trees provide a canopy which slows traffic around the site. In addition, no major service streets should connect into Manhattan Avenue. And no south or west residential streets in the Baca Neighborhood should be connected further into the Railyards.

7. The plan provides a significant additional amount of park and open space to the City. The open space should be used as a demonstration of how to co-exist with the high desert in the next century. The cemetery, the PNM site, the campus of the School for the Deaf, the B. F. Young Public School site and the Indian School should be viewed as part of this larger park system.





Including the large open space sites into the Park concept will add an additional 45-50 acres of land to this great resource. Adding the proposed 20 acres of Railyard open space creates a 70+ acre resource. Recognizing that much of this land is in private use, visually, the 70 acres is special and rare and should be respected as Santa Fe's great park.

8. The Railyard can be organized as distinct districts.

A. Montezuma-Guadalupe District

The Theater complex, with a performing arts complex, is to be encouraged and supported. The proposed theater expansion to the Jean Cocteau Theater will offer a strong community asset, as well as help to connect the Montezuma commercial area with the Railyards. The theaters need to be designed as smaller units rather than one large building. They should be sited north of the existing theater, to replace the existing Patton Building, yet not block views to Sanbusco.

The theater complex's primary purpose should be its dedication to the community's needs, as well as meeting market demands. The expanded theater building will define a pedestrian street that leads from Montezuma Avenue to the train station. This new pedestrian street should integrate the existing tracks with a new paved walking surface. The theater should share the existing parking provided by Sanbusco and Outside Magazine for evening performances.

The State Archives Building should be renovated for retail use to strengthen the Montezuma - Guadalupe District. The building could be extended or renovated to the west and south to help frame the new Railyard Depot Plaza which is also formed by the Train Depot and Tomasita's Restaurant.

B. The Plaza District is the central portion of the northern Railyard lines, framed by the Gross Kelley Warehouse, the Train Depot, Outside Magazine and new live-work space to the west. The Plaza will be predominately paved to incorporate the railroad tracks and will also be in the spirit of a traditional Northern New Mexico Plaza with a large cottonwood grove.

This Plaza will serve as the location of the Farmers' Market which should be encouraged and supported. As the Farmers' Market grows it can extend north to the Sanbusco parking area and south to

the Paseo de Peralta. Parking for the Farmers' Market should be scattered throughout the site as well as along Guadalupe Street.

C. The Arts and Cultural District will contain the CCA Teen Center and expansion, Site Santa Fe, the Museo Cultural, Santa Fe Clay and expansion, Eight Northern Indian Pueblos Cultural Center, and other necessary support systems, such as the Police Substation.

The District will span both sides of the narrowed Paseo de Peralta with commonly shared parks and plaza connections, for easy pedestrian access. The railroad tracks will maintain a visual connection between

this District and the Plaza to the north.

D. The Acequia Park District will strengthen and reconnect the existing Acequia de los Pinos with a fully developed bosque of lush water plants and trees. Surrounding it will be a variety of landscapes to show the diversity of high desert conditions, including the existing Prairie Dog Park and chamisa environment to botanical gardens, arboretums, agricultural projects and community gardens, trails and playgrounds. Existing asphalt and paved areas will be removed in order to extend the landscape to Guadalupe Street.

E. The Ecological Park District (PNM). The PNM property should be

acquired for dedication to the larger park district. New soil toppings, grasslands and other experimental planting systems will be used to assist in cleansing the toxic soils and Acequia area. Adjoining neighborhood roads should not be allowed to cut further into the PNM property.

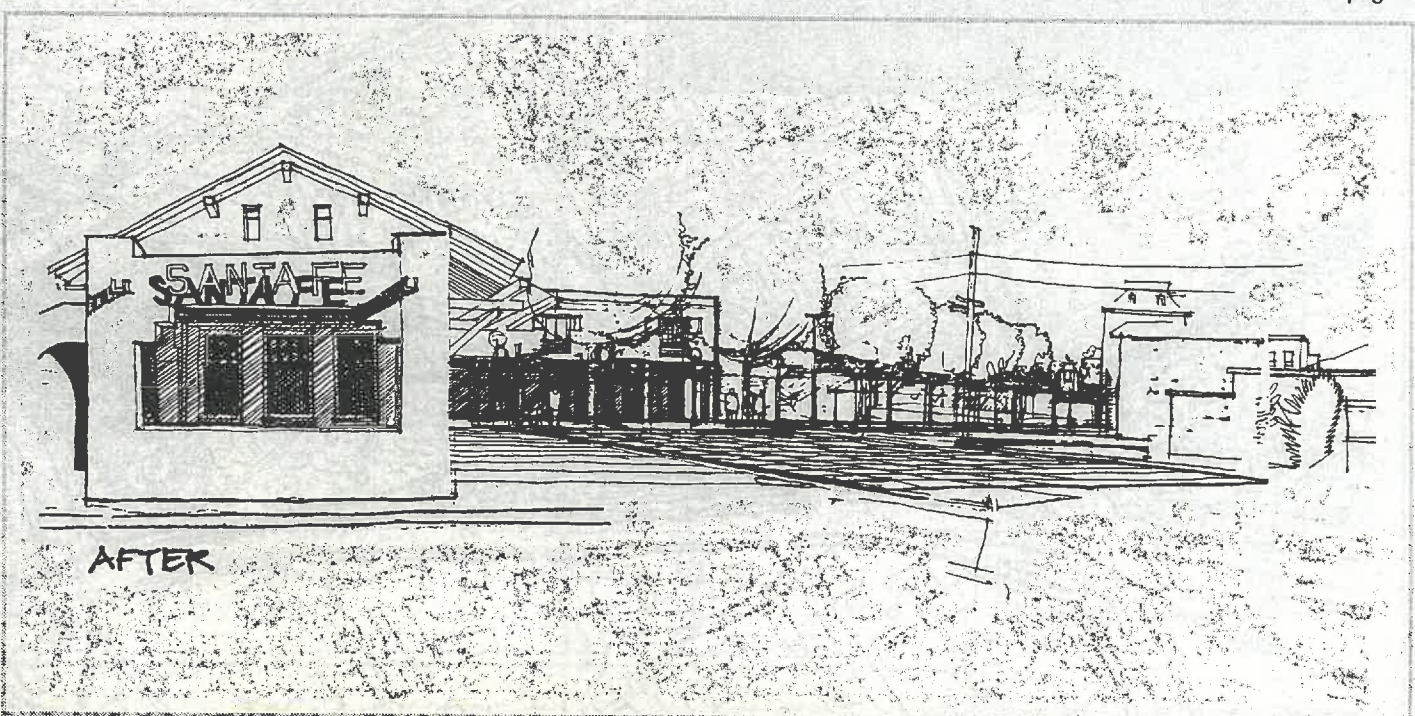
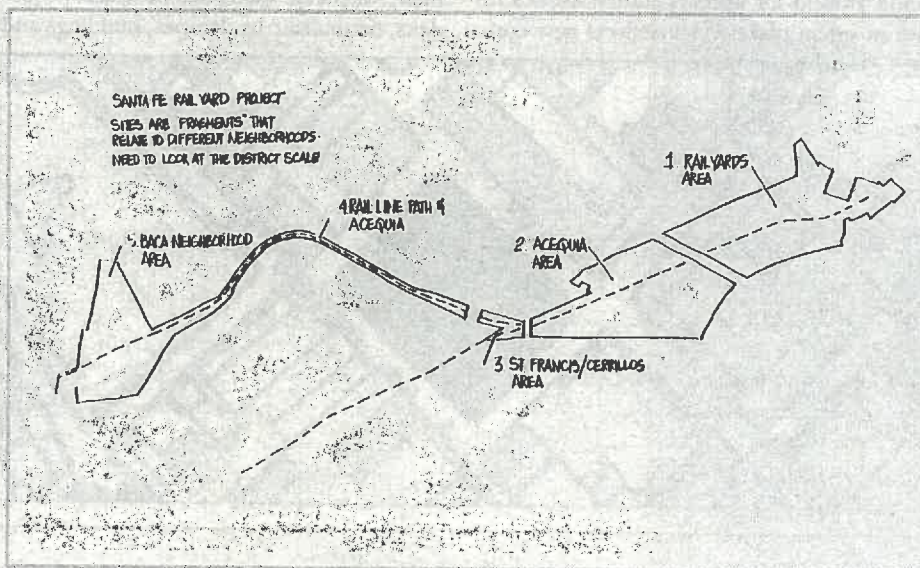
F. The Campus District should be looked upon as a visually open space resource for the community and a continuation of the Parks District, including the School for the Deaf and the Indian School. Obviously, the private campuses should be respected, but should be maintained for the significant visual character of the area.

G. The Cemetery District is an Historic Landmark for the City of Santa Fe in heritage and landscape and should be viewed as an integral part of the district. The cemetery works collectively with the campus and PNM to create the large southern portion of the park.

H. The Baca District will have very modest development of improved roadways and infrastructure to support the existing businesses and buildings. A few one story incubator business structures will be added within the area of the existing warehouses. Compatibility to the existing neighborhood will be critical.

9. The authority managing the long-term planning and implementation should represent a broad cross-section

continued on page 8



The Railyard Story
continued from page 7

of the public, private and community sectors focused on a common vision.

A true cross-section of the Santa Fe population should be identified to form an eleven member nonprofit board or planning authority to guide the future improvements to the Railyards.

10. Costs for development of the Railyard should be shared by the private users of the site and the City, as the site owner.

Costs would include operations and maintenance, infrastructure improvements, security, and other related common expenses.

11. The existing stakeholders in the Railyard should receive leases for a minimum of five years, preferably ten years.

Long-term leases will immediately lead to tenants reinvesting in the existing buildings. Tenants would have access to loans for building improvements.

12. The phasing strategy should be in small increments over time.

The settlement pattern in Santa Fe has traditionally been in small increments over time. Only recently, has the city and county experienced large-scale developments that appear out of scale with the community. The Railyards should be developed in increments, with a clear sense of completion with each phase. The first phase would most likely occur at the north end of the site with the completion of the Montezuma District and train station "plaza." Later phases would continue south.

Open space/park development should occur as early as possible.



Photo courtesy Museum of New Mexico

RAILYARD PARK

by Michael Dollin

The "plaza", known the world over as a symbol of Santa Fe is one acre of common ground that has symbolically sustained the urban form of this town from the seventeenth century to the twentieth century. This idea of common ground, of central place is a European idea that serves historical Santa Fe.

Santa Fe is at a crossroads. Faced with global issues of sustainability, growth management, encroaching development patterns based upon the forces of zoning and national formats, this lovely town which is an American treasure, is confronted with it's future. The Santa Fe Rail yards project is emblematic of this crossroads. In more ways than one, the opportunity to express this crossroads lies at the heart of the design framework of the new Common Ground, presented here.

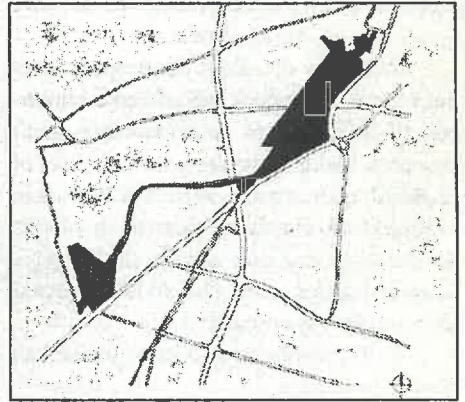
As the "Plaza" provided common ground for an earlier time, so too can the new common ground of the rail yard site

become a place which symbolizes this Historic American City as it moves into the twenty first century. New issues confront this place in this time. These include drought, movement, diversity, fragmentation, unity, maintaining it's unique heritage and quality of life. The Railyard Park - common ground for a new century, aspires to be an urban place which reflects new con-

cerns and historic values.

The design concept is a framework of movement, embedded with elements of history, heritage, industry, commerce, ecology, healing, and diversity. The central organizing principles are flowing lines embedded with fractals of culture. As the "plaza" of the Law of the Indies plan was based upon the knowledge of it's time, Euclidean geometry and central place, the new common ground of the rail yard is based on the knowledge of our time - fractal geometry, ecological repair, multiculturalism and life on the edge.

The rail yard is a "Park" in the broadest sense of the word. It should be thought of as a whole place that weaves together many disparate elements. It includes gardens, naturalistic landscapes, buildings and



pathways. The master plan which we have developed has elements of a cultural park as well as elements of a natural park. Specifically, the elements are listed below:

Rail yard plaza- Containing room for rail passengers, farmers markets, cart vendors, ritual community celebrations, this new 'plaza' is a hardscape with trees and minimal use of fountains and public sculpture, certain to become a new celebratory space for the Santa Fe of the twenty first century.

Pedestrian Connections - to the Plaza and the river park, are provided via the street network.

Traffic calming - Streets have been narrowed at intersection corners and street trees have been planted in the pavement section between parking stalls to narrow the effective width of the street and to enhance the pedestrian condition.

Acequia - The historic water delivery

