



A R C H A E O
architects

05/13/2025

Historic Review

RE: 206 McKenzie St.

The building located at 206 McKenzie Street, also known as “The White Building”, has been undergoing a renovation for the past six years. The initial renovation was started in 2019 and, due to the negligence of the original architect and problems with the work of the original contractor, the building has had extensive work done on it in recent years to remedy many issues that stem from that negligence and lack of craftsmanship, including removing and reconstructing work done during the original effort. During its long renovation process, the building has had several Historic approvals issued. The earliest approvals for the ongoing renovation date back to September of 2019 and have been received as late as July of 2024. The following is a list of approvals and whether the work was completed or not. Copies of the approvals are included at the end of this letter.

September 27, 2019

Case No. 2019-000989-Admin

Approved Scope of Work:

Remove, repair, and reinstall large window on North elevation, in order to complete asbestos abatement. Remove awning scrim from this window in order to restore operability.

This work was completed as approved.

December 06, 2019

Case No. 2019-001438-ADMIN

Approved Scope of Work:

- 1) Prepare a stucco sample in the color treatment proposed on one of the walls that are interior to the property (south façade). This is a test to see if the color will be compliant with Downtown and Eastside standards.

This sample was installed and approved, and the stucco color was applied to the building as a whole.

- 2) Install a mural on the north courtyard wall, provided it will not be publicly visible.

This mural has not been installed at this time.

- 3) Install ADA ramps at the two entrances on Griffin Street. This will require removal of existing concrete steps and extending and repairing the bottoms of the doors at these two locations. Doors will be painted white, and the extensions will be white steel door kicks.

The ADA ramps have been installed but the doors have not been modified at this time.

- 4) Replace non-contributing planters on Griffin Street in-kind with white concrete in a block pattern to match existing. Heights and configurations to remain the same.

The replacement planters have been constructed and remain in place.

- 5) Replace a small portion of sloped roof at the McKenzie Street frontage with grey/zinc standing seam metal.

This roof had not been installed during the renovation process.

- 6) Repair a hole in the sidewalk at the corner of McKenzie and Griffin with a planter to match the existing planters on Griffin Street.

The planter has been constructed and remains in place.

*This approval also includes a drawing showing the location of the primary facades for the building included in this packet.

May 12, 2020

Case No. 2020-1990-HDRB

Approved Scope of Work:

- 1) Repair the large window and skylight on the north elevation in order to complete asbestos abatement, and restore operability by removing a non-historic awning scrim.

This work was completed as approved.

- 2) Repair and replace in-kind the substantially damaged non-contributing concrete planters along Griffin Street.

The replacement planters have been constructed and remain in place.

- 3) Replace in-kind a small portion of sloped roof at the McKenzie Street frontage with grey standing seam metal.

This roof had not been installed during the renovation process.

- 4) Install small ADA ramps at two Griffin Street gates, and install white steel gate kick plates at these locations.

The ADA ramps have been installed but the doors have not been modified at this time.

- 5) Prepare a stucco sample in the color treatment proposed here on one of the walls that are interior to the property as a test to facilitate determination as to whether this treatment will meet district design standards.

This sample was installed and approved and the stucco color was applied to the building as a whole.

- 6) Temporarily install a video display in the east facing window at the corner of McKenzie and Griffin as a temporary construction sign, for a period of 90 days.

The video display was not installed, nor is a plan in place to include it in the new construction.

September 15, 2020

Case No. 2020-002447-ADMIN

Approved Scope of Work:

Amend a previous HRDB and Administrative approvals as follows:

- 1) Install two urban bee hives on the roof, with the condition that they shall not be publicly visible;

The hives have been installed.

- 2) Install gas lamps at the Griffin St entrance and at the McKenzie St entrance, as submitted;

The lamps have been installed at the Griffin St. entrance but have not been installed at the McKenzie St. entrance.

- 3) Enlarge window opening on the west (interior parking side) façade to its original opening dimensions, and install a new 3/3 divided light window, as submitted;

The new window has been installed.

- 4) NOT INCLUDED

- 5) Modify sloped roof of west façade to replace deteriorated corrugated plastic with whitewashed glazing panels, as submitted;

The roof had not been installed, instead the structure was removed.

- 6) Install screen wall to screen new rooftop mechanical units on west elevation, as submitted;

The screen is currently framed and awaiting the stucco finish.

- 7) Re-affirm the use of solar shingles on sloped roof of west façade above garage and storage, as previously approved;

The solar shingles were not installed.

- 8) Remove existing wire screens from windows on the McKenzie St elevation, and replace three non-historic windows to the left of the pedestrian entrance to match existing (in-kind);

The wire screen have been removed and the windows to the left of the pedestrian entrance were replaced, though they do not match the existing windows in-kind.

- 9) Re-affirm the installation of cut-in exterior sconces at Griffin and McKenzie elevations, as submitted and previously approved;

The sconces have been installed.

- 10) Re-affirm temporary video monitor art installation at location of boarded up window on Griffin St elevation for a period of up to 90 days only. Permanent installation requires HDRB approval.

The video display was not installed, nor is a plan in place to include it in the new construction.

November 06, 2020

Case No. 2020-002835-ADMIN

Approved Scope of Work:

- 1) Install a roof mounted solar array as submitted with the conditions that there shall be no publicly visible rooftop appurtenances, that line sets shall go through the parapets and shall not be publicly visible.

The solar array was not installed, nor is it feasible to do so on the roof of the main building.

July 27, 2021

2021-003826—HDRB

Approved Scope of Work:

Construct a new carport, green house, and parapet and install window grates on a contributing structure. Exceptions to Sections 14-5.2(E)(1)(c) to construct a structure with more window than wall area, 14-5.2(D)(2)(d) to construct within 10 feet of a primary façade, and 14-5.2(D)(1)(a) to alter architectural features and spaces that embody the status.

For reference, the following is taken from the Proposal Letter for this submittal:

Exterior Window Protection

We are asking for approval to install a total of four window grates on the exterior of the building, all located on the McKenzie Street elevation. Each will be designed to match the existing window grates which are installed on the Griffin Street elevation. Because of the difference in sizes of the windows, each grate will be scaled to be proportionate to the window they are protecting. The company's internal security requirements dictate the need for this protection since highly valuable equipment used for the daily operation of the company is located behind these windows.

New Parapet Over Main Entry

We would like to install a new parapet over the main entry to the building on the McKenzie Street elevation. This new entry will hide the roof and its appurtenances from public view. Also, the parapet will aid in the drainage of the roof behind, directing the flow of water to an internal downspout, under the sidewalk and out into the street. Without the parapet, the water draining from the roof will sheet flow directly over the main door and offer no protection from precipitation for those visiting the building nor walking by on the sidewalk.

The design of the new parapet will be influenced by the adjacent parapet in a simplified manner. This will give importance to the front entry, act as a wayfinding element to the entry and help reinforce the design of the adjacent façade design.

New Carport to Replace Existing

In place of the existing carport, we are proposing to build a new one in the same location. The previous carport was condemned and removed for the sake of physical safety to the public. Both of the original carports were not deemed Historic structures. We are wanting to use those materials from the original structure which were able to be salvaged to rebuild the new one to the furthest extent possible. These materials will be used on the front

façade facing the parking lot. This will visually tie the new carport together with the carport to remain which is built with a similar design.

The original carport had enclosed storage which we would like to continue within the new structure. This portion of the building will be enclosed with painted CMU which matches the construction and finish of the surrounding yardwalls and carport. The roof of the carport will be pitched to match the adjacent carport but will be pitched in two directions – both east and west. This keeps the roof height at the top of the ridge within the surrounding yardwall and not extend above. Visually, the front of the carport will look virtually identical in construction to the remaining one adjacent.

New Greenhouse

At the location of the existing greenhouse, we are proposing to construct a new greenhouse within the same footprint. The previous greenhouse was also condemned and removed for the sake of physical safety to the public and was not deemed a Historic structure. The new greenhouse will be modern in design in terms of performance regarding energy efficiency and function. The design draws from the existing window and skylight combination found around the corner, on the north elevation of the building. Designing the greenhouse in this way will reinforce the design of both and keep the window and skylight combination from being a complete anomaly. Informal interviews and unsolicited comments from the general public show that community members find the windows aesthetically pleasing and a point of unique interest.

July 16, 2024

Case No. 2024-008688-ADMIN

Approved Scope of Work:

- 1) Install a 5' 11" wide by 2' 9" tall metal security grill painted to match the existing security grills on the north façade.

The security grill has not yet been installed pending repair to the exterior stucco.

- 2) Construct a 3' 6" tall by 9' long metal hand rail on the west façade.

The handrail has not yet been installed pending repair to the exterior stairs.

For the current application, we are requesting several additional changes to the design of the building which include: Replacing all the doors and windows; approval of Roof Top Units; a new pedestrian gate on the McKenzie St. façade; a new steel carport within the existing autocourt; a change to the overall height of a previously approved parapet on the McKenzie St. façade; and replacing the exterior stucco system with a new one to match the existing. Also, the attached Site Plan details the locations of the primary facades of the building. Please see below for further explanation of each submittal item.

Replacing all doors and windows:

We are asking for approval for the replacement of all the doors and windows throughout the building. The current doors and windows are in complete disrepair, missing in some places, and broken beyond repair in others. A majority of the doors and windows that had historic status have already been removed and replaced throughout the building's history. In addition, those that are still of historic status have been destroyed, rendered inoperable, or incorrectly sealed and flashed during the previous remodel. If an attempt were made to repair those that could be repaired, uncovering them would destroy their structural attachments to the building, thus rendering them unsalvageable.

Because of their condition, we would like to replace all the doors and windows with new ones that are both energy-efficient and look exactly like they did when we started the current remodel project. The new windows and doors will match the same sizes, mullion and muntin layouts, materials, and glazing sizes and locations. We have had a Historic Assessment performed by RPA & Associates, LLC., the resulting report included with this submission. The new windows and doors will be Marvin, Ultimate Clad in the color Stone White. All are labeled on the attached plans to correspond to the designations in the Historic Assessment report. The Historic Assessment report also identifies those windows which had previously carried a historic status.

New doors and windows would also contribute to the energy efficiency of the building. The overall renovation includes many exercises to increase efficiency, doors and windows being a huge contributor to energy loss.

Rooftop Units

As part of the recent remodeling project and the current one, Rooftop Units are required for the heating and cooling system. The units are located on the west side of the building, beyond the extents of the primary façade and behind a screening wall previously approved by the Historic Review Board. The units will not be visible from any public areas.

New Pedestrian Gate

On the north, McKenzie St. façade, we are asking to replace an existing metal gate accessing the autocourt from the sidewalk. The historic gate has already been replaced with a new steel gate made from steel angle and square livestock fencing. We are proposing a new gate that has an aesthetic which keeps with the existing steel security grates found on the exterior of the building and which is in line with the original aesthetic of the building. The current gate is very utilitarian and does not reflect the look and feel of the building's history.

New Steel Carport

Within the existing perimeter yardwalls that enclose the autocourt, we are proposing a new steel carport that both provides shade for the parked cars for users of the building and provides a structure for photovoltaic panels which will supplement power to the building. Investigating the feasibility of placing the panels on the

various roofs, the distance between the solar panels, the location of the main service disconnect and transformer, and the required cabling to connect the panels on different roofs, it is not conducive to an installation on the existing building. The solution for providing the most solar power generation is to provide an alternate structure on which to install the panels. That structure is a new steel carport.

The proposed carport will be hidden from view within the existing perimeter yardwalls. However, the existing heights of the wall are inconsistent and are below the height of the new structure with solar panels in several locations, which would expose the construction. CMU courses will be added to the wall to bring its overall height to a consistent elevation which will hide the carport. The building is in the Business Capital District – McKenzie Street subdistrict which does not have a restriction on the height of walls and fences.

Because the autocourt is tight and maneuvering within is limited, a cantilevered carport is proposed. A cantilevered structure provides the necessary framework for solar panels while keeping the largest possible, open maneuverable space for cars to access underneath. A typical wood structure with columns at the corners and at the extents of the structure would limit the maneuverability of the cars accessing the parking spaces below making it almost impossible to use. A cantilevered structure of the size required requires a steel structure to achieve the necessary clear space for maneuverability.

The owners of the property are trying to add as much photovoltaic power feasible for the building to be as environmentally conscious as possible. The preapproved carport locations do not provide enough power, and the only way to add more solar power would be to add a structure to the property.

Parapet Extension

On the McKenzie façade, a parapet design was previously approved by the Historic Board to screen a set of skylights beyond. As the design of the skylights was refined, we realized they needed to be installed at a greater slope which requires a higher parapet in front to fully screen them from public view. We are proposing an increase of just over three feet to the front parapet. The design of the parapet will remain the same, with only an increase to the overall height.

Stucco

The existing stucco is failing by delaminating from the structure of the building and needs to be replaced. The replacement stucco will be a three-coat cementitious system of the same white color that was previously applied. The color will be Parex, Colonial White, a sample of which is located at the jobsite.

**Historic Districts and Historic Landmarks
Design Standards and Signage Exception Criteria**

14-5.2(D)(1)(a) removal of historic material: Doors and Windows

The status of a significant, contributing, or landmark structure shall be retained and preserved. If a proposed alteration will cause a structure to lose its significant, contributing, or landmark status, the application shall be denied. The removal of historic materials or alteration of architectural features and spaces that embody the status shall be prohibited.

- (i) Do not damage the character of the district;

Response:

The design of the doors and windows on the existing building replicate structures and accessories which are currently present, on the building. The new windows and doors will match the same sizes, mullion and muntin layouts, materials, and glazing sizes and locations.

- (ii) Are required to prevent a hardship to the applicant or an injury to the public welfare;

Response:

If an attempt were made to repair those that could be repaired, uncovering them would destroy their structural attachments to the building, thus rendering them unsalvageable. If the units are removed, the jambs will be destroyed because the jambs are the buck in the adobe. The adobe and the interior plaster are showing signs of deterioration from water intrusion around the existing jambs due to the lack of flashing and moisture from condensation due to the quantity and size of the single glazed windows.

- (iii) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts.

Response:

The application of these modifications do not affect the ability for residents to continue to reside within this historic district and area and does not change the overall look of the building.

14-5.2(D)(E) Downtown and Eastside Design Standards: Metal Carport

- (i) Do not damage the character of the district;

Response:

The proposed carport will be hidden from view within the existing perimeter yardwalls which will be raised in places which have an inconsistent height. The overall height of the yardwall will be adjusted to fully screen the carport from public view. The building is in the Business Capital District – McKenzie Street subdistrict which does not have a restriction on the height of walls and fences, so yardwall heights can be easily adjusted for full screening from the public.

- (ii) Are required to prevent a hardship to the applicant or an injury to the public welfare;

Response:

Because the autocourt within the perimeter yardwalls is tight and maneuvering within is limited, a cantilevered carport is proposed. A cantilevered structure provides the necessary framework for solar panels while keeping the largest possible, open maneuverable space for cars to access underneath. A wood structure, which would typically be proposed for this area, with columns at the corners and at the extents of the structure, would limit the maneuverability of the cars accessing the parking spaces below, making it almost impossible to use. A cantilevered structure of the size required requires a steel structure to achieve the necessary clear space for maneuverability.

(iii) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts.

Response:

The intent of the new carport installation is that it serves the needs of the applicant and users of the building while its existence is virtually unknown and invisible to the public view.

14-5.2(D)(2)(c) additions are not permitted to primary facades.

(i) Do not damage the character of the district;

Response:

The core design of the proposed addition to the north façade was previously approved by the HDRB and is in keeping with the aesthetic nature of the adjacent portions of the building. The proposed modification only raises the overall height of the parapet.

(ii) Are required to prevent a hardship to the applicant or an injury to the public welfare;

Response:

Due to work done by a previous contractor, the portion of the wall in question was severely damaged and its structural integrity compromised. The damaged wall needs to be removed and replaced, and the design was modified to more reflect the adjacent facades and the overall aesthetic of the building.

(iii) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts.

Response:

Because the proposed modification to the previously approved design further separates this portion of the façade from the adjacent building masses, it strengthens the perception that this infill is not trying masquerade as an original piece of the building. Rather, through its increased separation from the adjacent massings, it further enhances the significance of the original portions of the building.

14-5.2(D)(5)(b) architectural features, finishes, and details other than doors and windows, shall be repaired rather than replaced.

(i) Do not damage the character of the district;

Response:

The core design of the proposed addition to the north façade was previously approved by the HDRB and is in keeping with the aesthetic nature of the adjacent portions of the building. The proposed modification only raises the overall height of the previously approved parapet.

(ii) Are required to prevent a hardship to the applicant or an injury to the public welfare;

Response:

Due to work done by a previous contractor, the portion of the wall in question was severely damaged and its structural integrity compromised. The damaged wall needs to be removed and replaced as it was no longer safe and would compromise the ability for this portion of the building to continue to be used. The design was modified to more reflect the adjacent facades and the overall aesthetic of the building and will be built in the authentic adobe construction associated with Santa Fe's history.

(iii) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts.

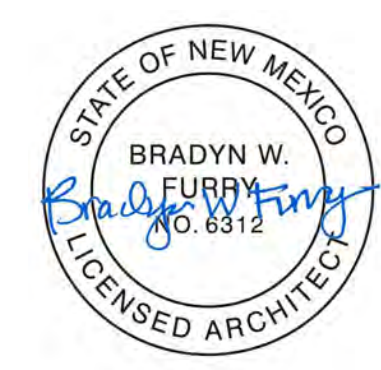
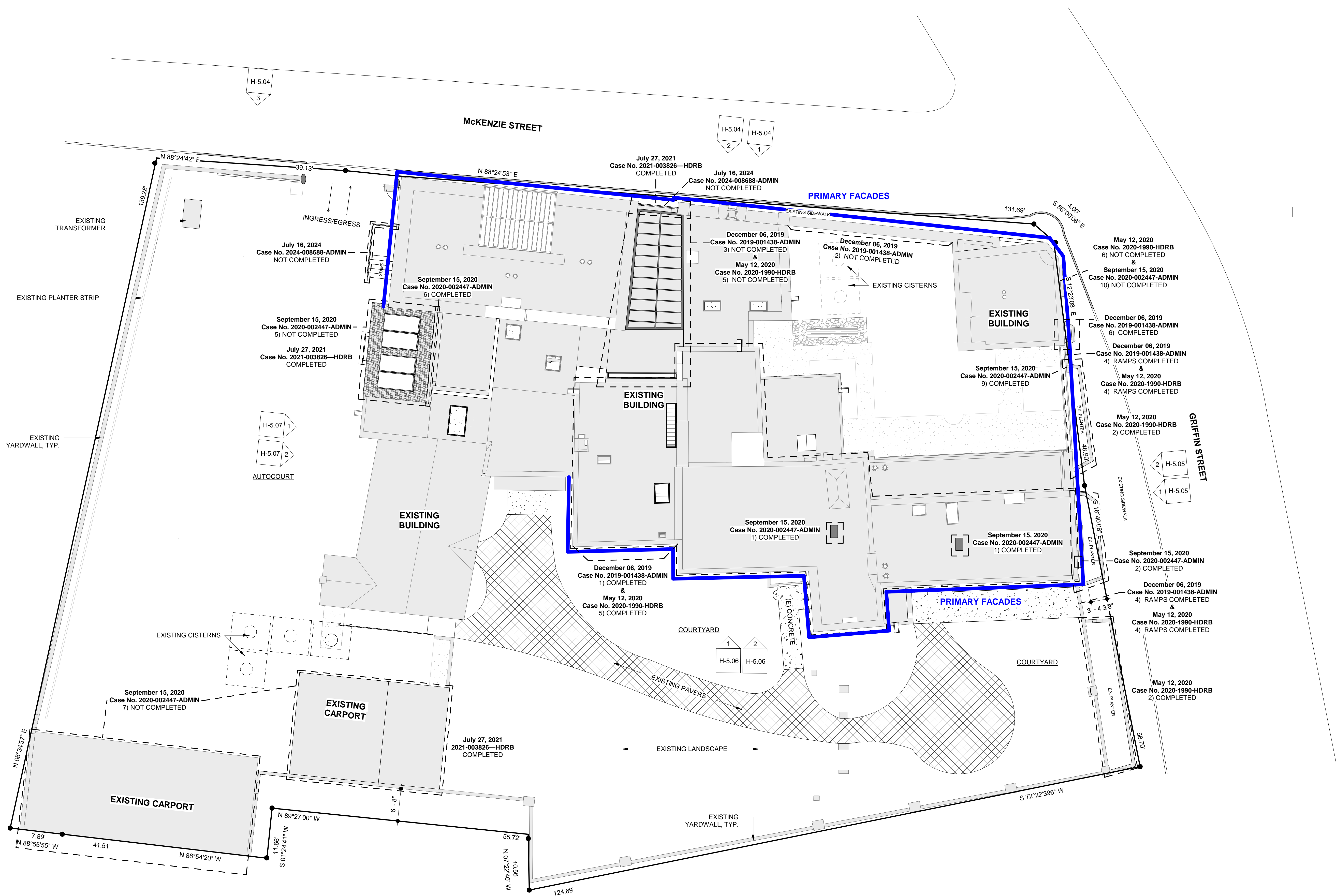
Response:

Because the proposed modification to the previously approved design further separates this portion of the façade from the adjacent building masses, it strengthens the perception that this infill is not trying masquerade as an original piece of the building. Rather, through its increased separation from the adjacent massings, it further enhances the significance of the original portions of the building.

Thank you,

A handwritten signature in black ink, appearing to read "Bradyn Furry". The signature is fluid and cursive, with the first name being more prominent.

Bradyn Furry
505.709.0306



FALLING COLORS

FOR CONSTRUCTION
206 McKenzie St. Santa Fe, NM 87501

Project Number : 2109
Scale : 1" = 10'-0"
Date : 04/28/2025

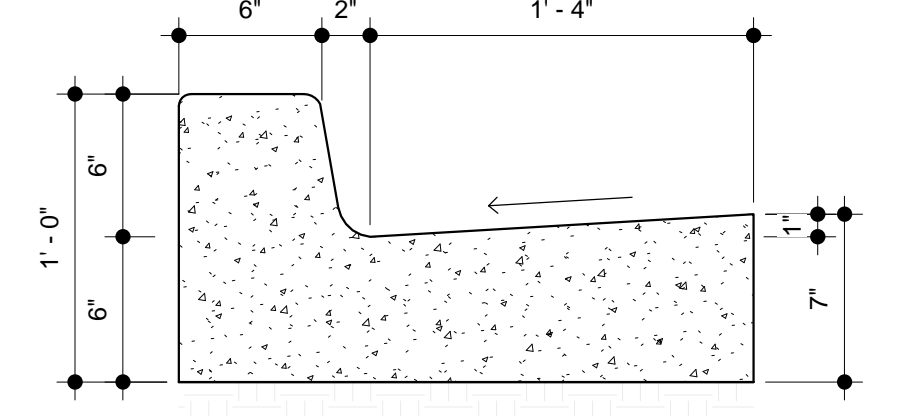
Drawing Title :
EXISTING SITE PLAN

Sheet Number :

H-5.01



- FOR CONCRETE CURB AND GUTTER CONSTRUCT TRANSVERSE JOINTS AS FOLLOWS:
 - TOOLED CONTRACTION JOINTS AT 5' INTERVALS
 - 1/2" PRE-MOLDED BITUMINOUS EXPANSION JOINTS AT 30' INTERVALS UNLESS DIRECTLY ABUTTING THE SIDEWALK THEN 15' INTERVALS ARE REQUIRED
- DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES
- LIP OF GUTTER SHALL BE EVEN WITH THE ADJACENT ASPHALT, BUT IN NO CASE SHALL IT EXCEED 1/4".



2 CURB AND GUTTER
1 1/2" = 1'-0"



- SIGN TYPE R7-8 (12"x18")
- WHITE SIGN FIELD
- GREEN BORDER AND LETTERING
- WHITE ON BLUE BACKGROUND
- INTERNATIONAL SYMBOL OF ACCESSIBILITY
- OPTIONAL LANGUAGE
- REQUIRED LANGUAGE PER NMSA 197866-7-352.4C



- SIGN TYPE R7-8A (6"x12")
- WHITE SIGN FIELD
- GREEN BORDER AND LETTERING
- REQUIRED LANGUAGE (VAN ACCESSIBLE SPACE)
- ANSI 502.7

PARKING SIGNAGE

PARKING STRIPE DETAIL



PARKING REQUIREMENTS

CITY OF SANTA FE CODES, TABLE 14-8.6-1
 COMMERCIAL OFFICE (NON-MEDICAL)
 1/500 s.f. net leasable (BCD DISTRICT REDUCTION) = 5,960/500 s.f. = 12
 RESTAURANT (CAFE) & GALLERY
 1/350 s.f. net leasable (BCD DISTRICT REDUCTION) = 1,477/350 = 5
 TOTAL REQUIRED = 17
 PARKING SPACES PROVIDED = 16
 *DUE TO THE SPACE LIMITATIONS OF THE EXISTING PROPERTY, THE MAXIMUM POSSIBLE SPACES OF 16 HAVE BEEN PROVIDED. PREAPPROVED WITH CITY PERSONNEL.

ADA PARKING REQUIREMENTS

2015 IBC, TABLE 1106.1 ACCESSIBLE PARKING SPACES
 1 TO 25 SPACES = 1 ACCESSIBLE SPACE
 PARKING SPACES PROVIDED = 1

BICYCLE PARKING REQUIREMENTS

14-8-6-3 GENERAL OFF-STREET BICYCLE PARKING
 16-50 SPACES = 8 SPACE REQUIRED
 * 8 SPACES PROVIDED

ZONING:
 BUSINESS CAPITAL DISTRICT (BCD)
 USE:
 COMMERCIAL OFFICE SPACE



FALLING COLORS

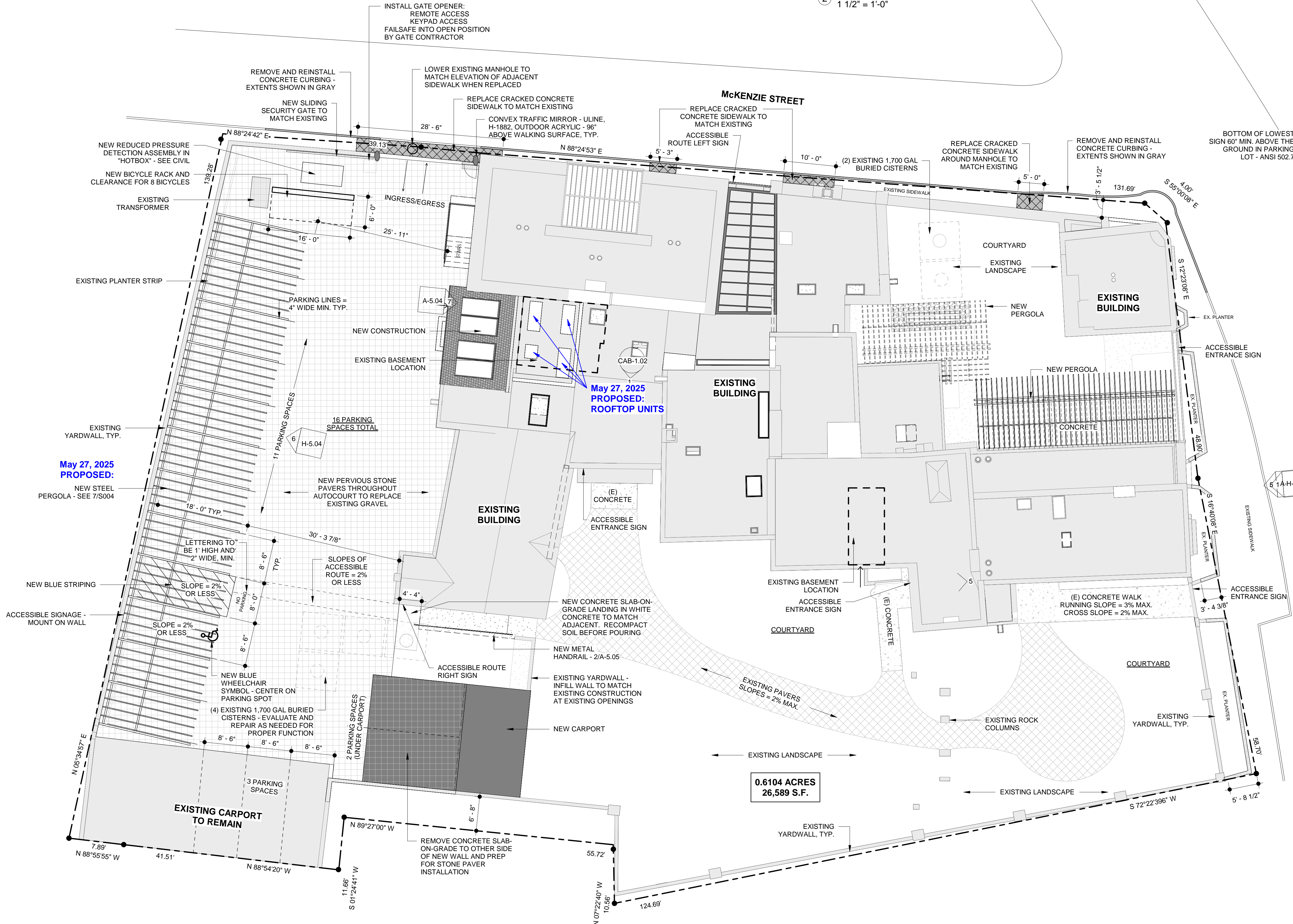
FOR CONSTRUCTION
 206 McKenzie St. Santa Fe, NM 87501

Project Number : 2109
 Scale : As indicated
 Date : 04/28/2025

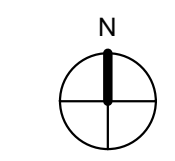
Drawing Title :
 SITE PLAN

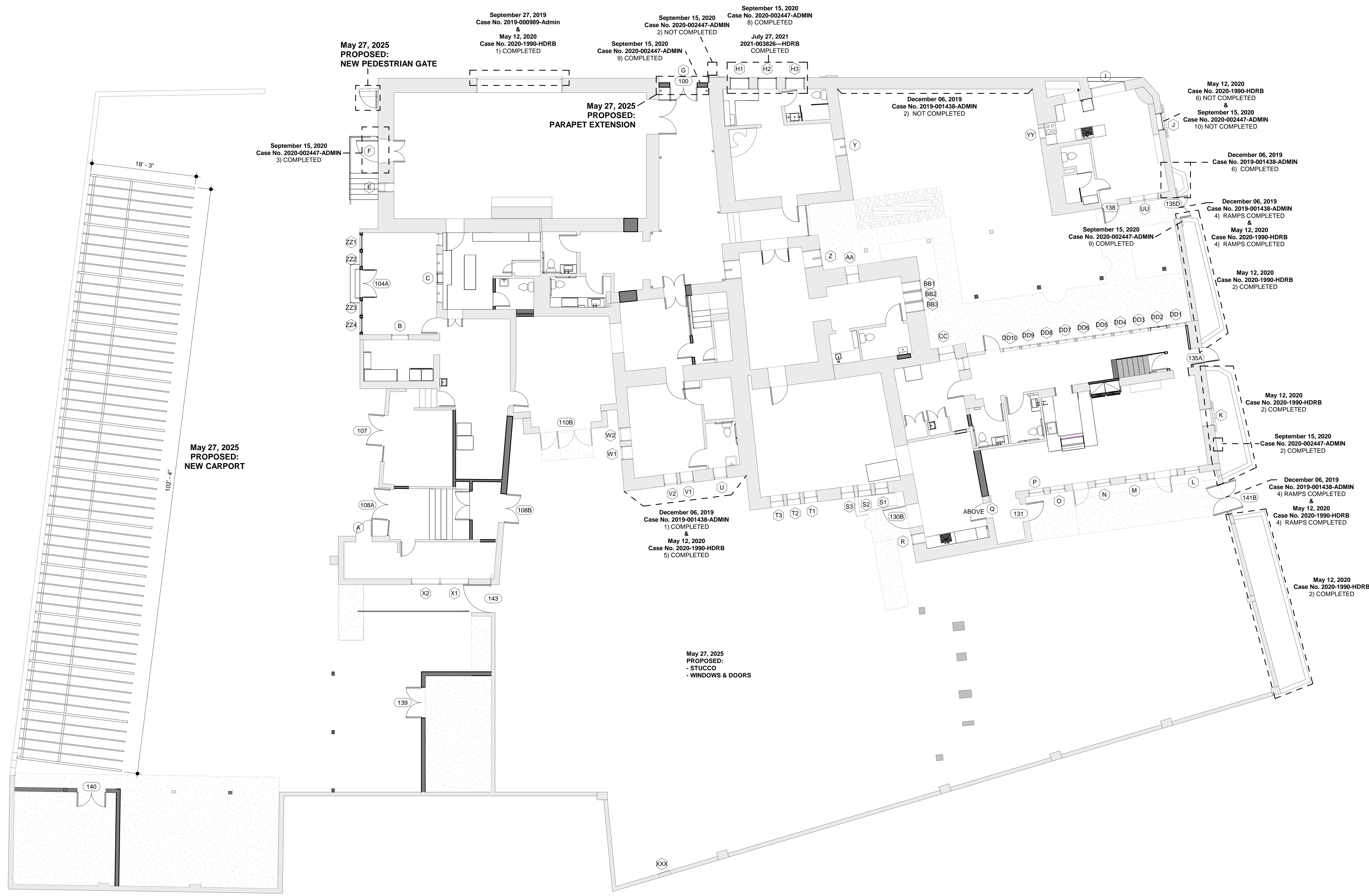
Sheet Number :

A-1.01



0.6104 ACRES
 26,589 S.F.





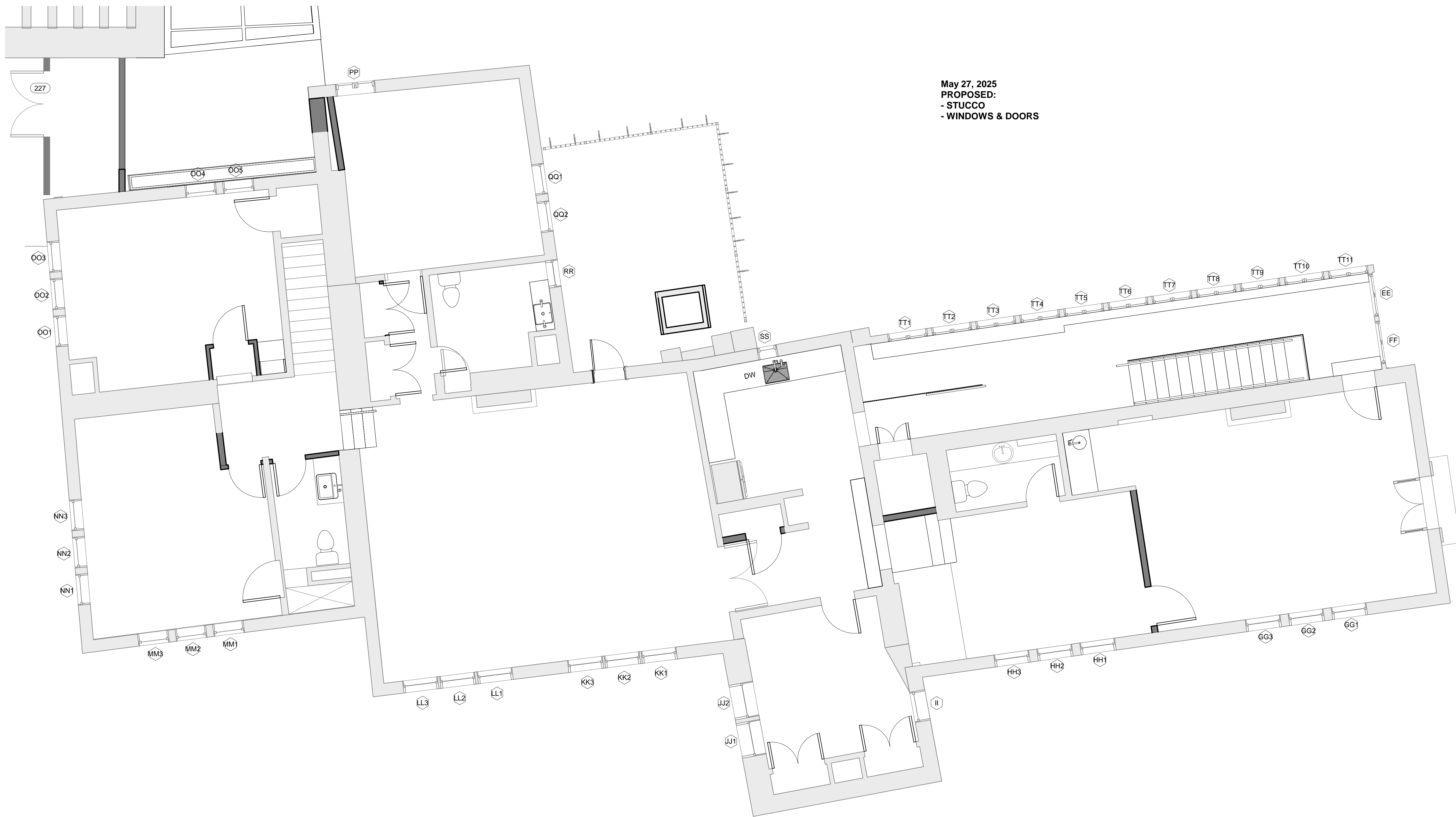
FALLING COLORS

FOR CONSTRUCTION
206 McKenzie St. Santa Fe, NM 87501

Project Number : 2109
Scale : 1/8" = 1'-0"
Date : 04/28/2025

Drawing Title :
FIRST FLOOR PLAN

Sheet Number :



May 27, 2025
PROPOSED:
- STUCCO
- WINDOWS & DOORS



FALLING COLORS

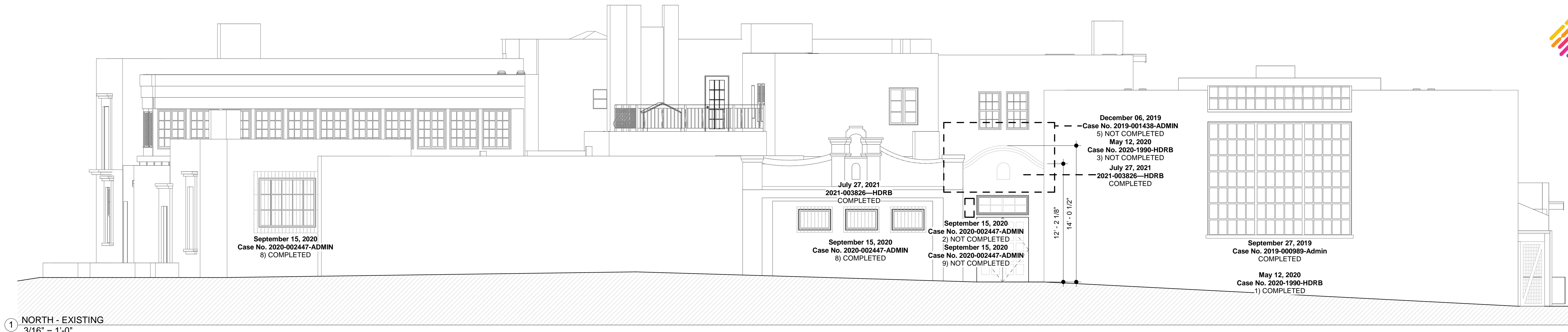
FOR CONSTRUCTION
206 McKenzie St. Santa Fe, NM 87501

Project Number : 2109
Scale : 1/4" = 1'-0"
Date : 04/28/2025

Drawing Title :
**SECOND FLOOR
PLAN**

Sheet Number :

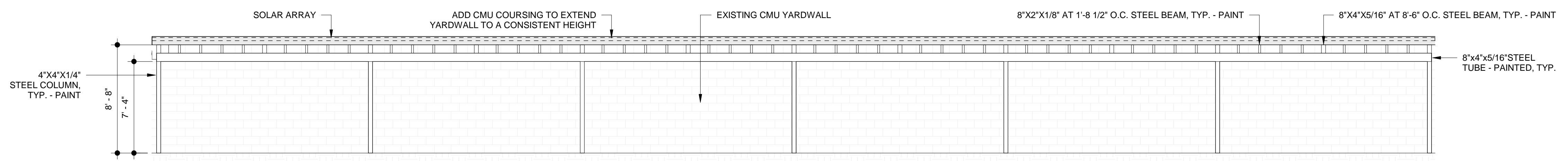
H-5.03



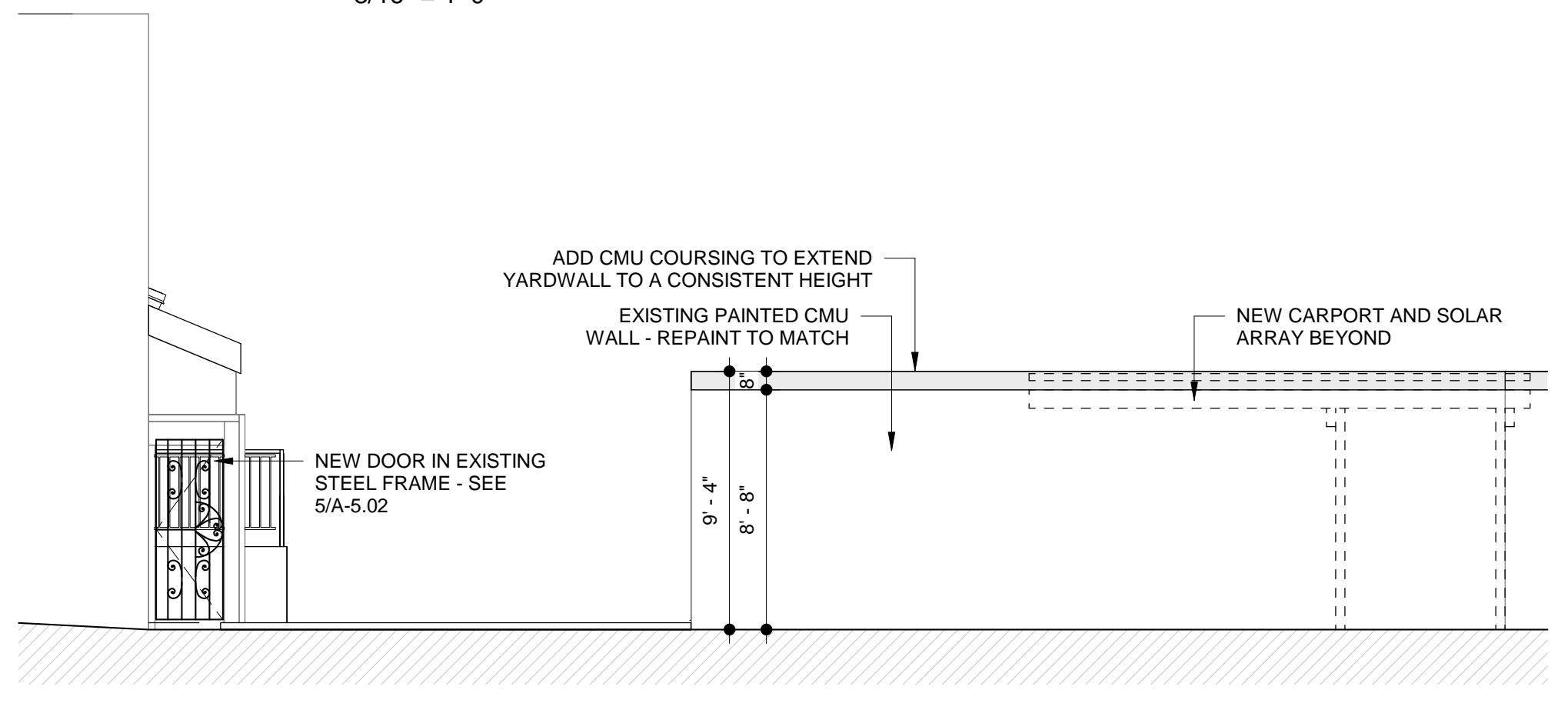
1 NORTH - EXISTING
3/16" = 1'-0"



2 NORTH - NEW
3/16" = 1'-0"

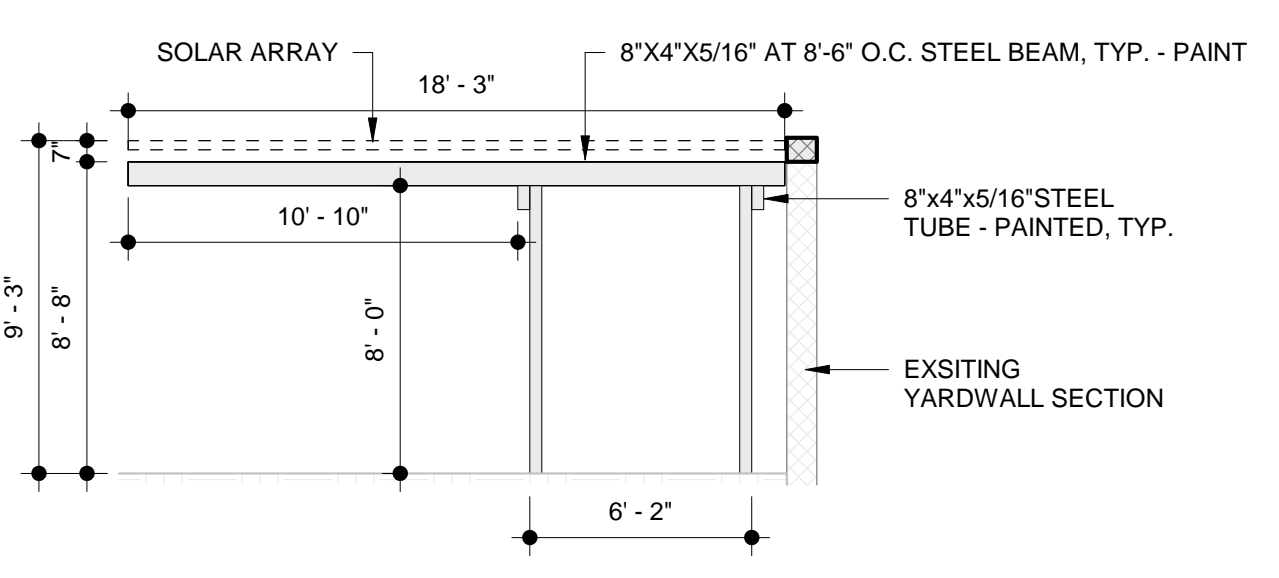


6 NEW CARPORT FRONT ELEVATION
3/16" = 1'-0"

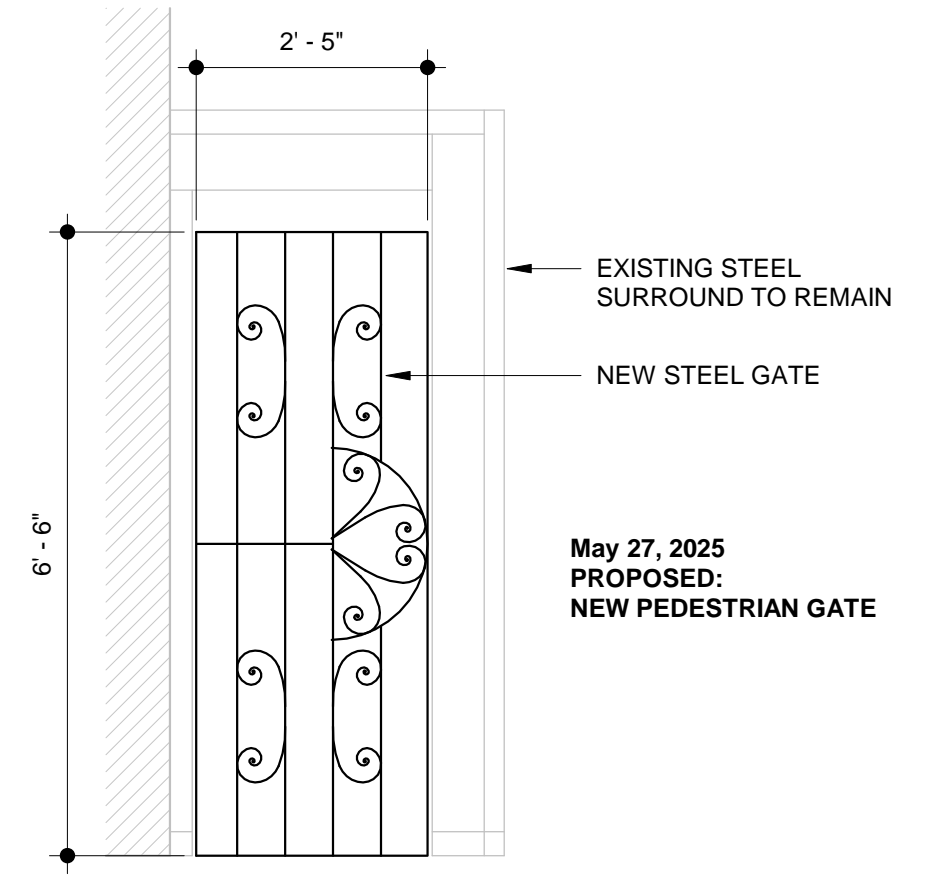


3 NORTH - NEW WEST
3/16" = 1'-0"

May 27, 2025
PROPOSED:
STEEL CARPORT



4 NEW CARPORT SIDE ELEVATION
3/16" = 1'-0"



5 NEW PEDESTRIAN GATE
1/2" = 1'-0"

FALLING COLORS

FOR CONSTRUCTION

206 McKenzie St. Santa Fe, NM 87501

Project Number : 2109

Scale : As indicated

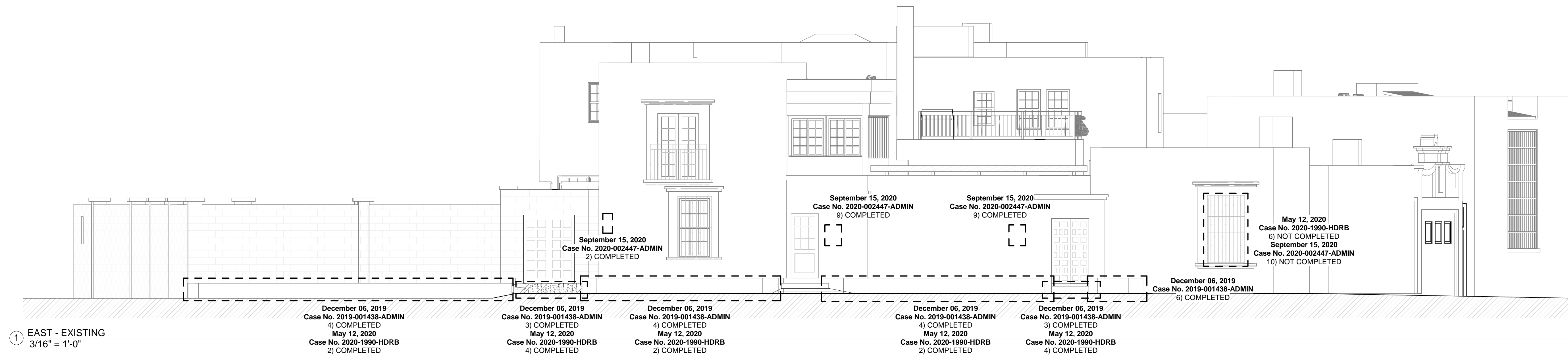
Date : 04/28/2025

Drawing Title :

EXTERIOR
ELEVATIONS

Sheet Number :

H-5.04



FALLING COLORS

FOR CONSTRUCTION
 206 McKenzie St. Santa Fe, NM 87501

Project Number : 2109
 Scale : 3/16" = 1'-0"
 Date : 04/28/2025

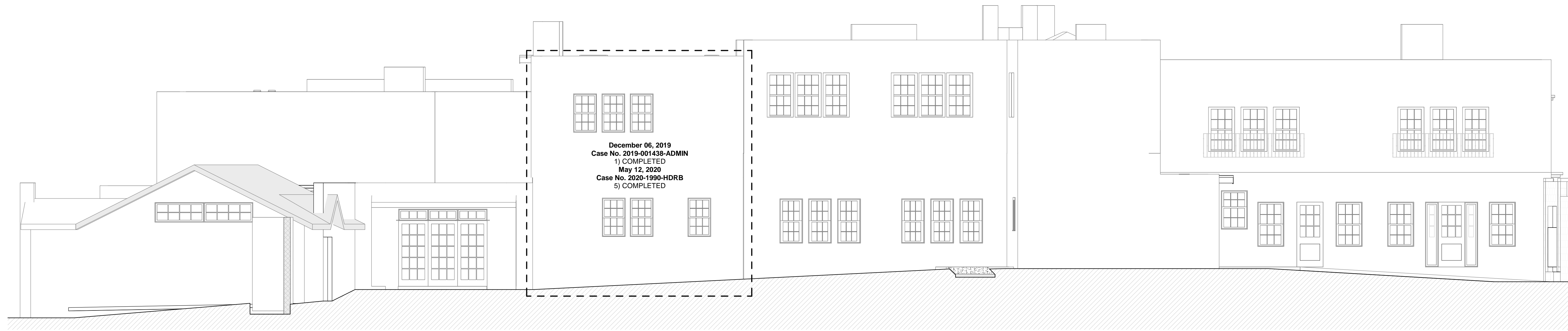
Drawing Title :
EXTERIOR ELEVATIONS

Sheet Number :

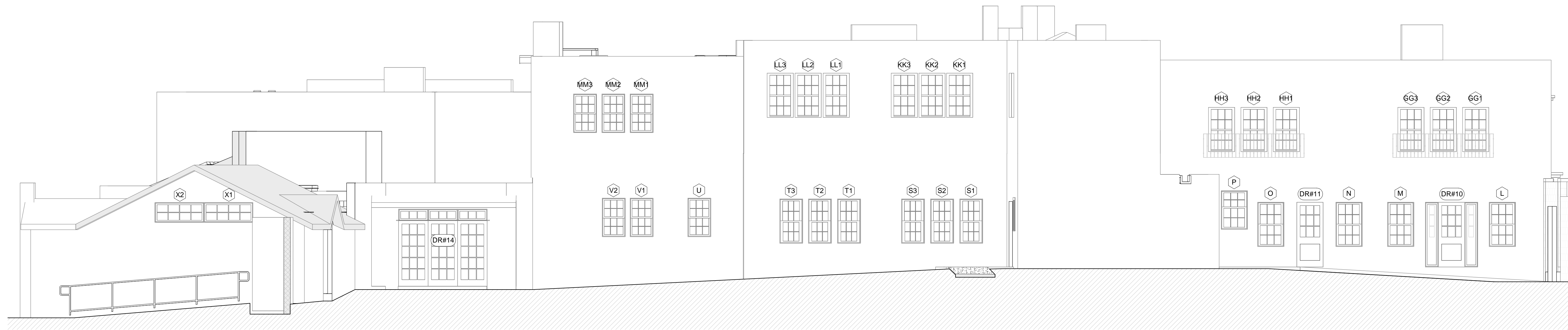
H-5.05



A R C H A E O
architects



① SOUTH - EXISTING
3/16" = 1'-0"



② SOUTH - NEW
3/16" = 1'-0"

May 27, 2025
PROPOSED:
- STUCCO
- WINDOWS & DOORS

FALLING COLORS

FOR CONSTRUCTION
206 McKenzie St. Santa Fe, NM 87501

Project Number : 2109
Scale : 3/16" = 1'-0"
Date : 04/28/2025

Drawing Title :
EXTERIOR ELEVATIONS

Sheet Number :

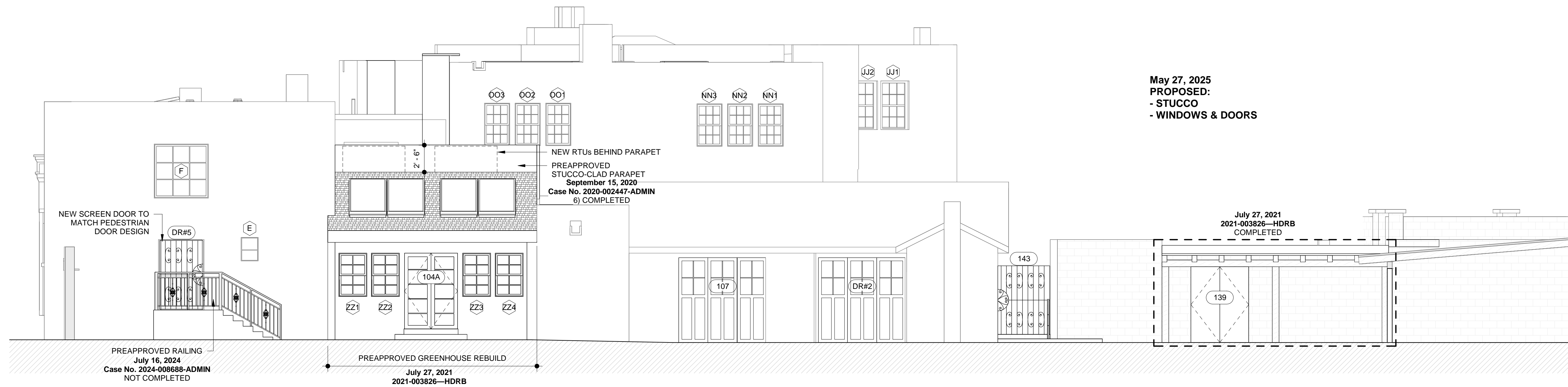
H-5.06



A R C H A E O
architects



① WEST - EXISTING
3/16" = 1'-0"



② WEST - NEW
3/16" = 1'-0"

FALLING COLORS

FOR CONSTRUCTION
206 McKenzie St. Santa Fe, NM 87501

Project Number : 2109
Scale : 3/16" = 1'-0"
Date : 04/28/2025

Drawing Title :

**EXTERIOR
ELEVATIONS**

Sheet Number :

H-5.07