Update June 2023

ALBUQUERQUE RAIL YARDS MASTER PLAN

COVER AND TITLE PAGES: PHOTO ESSAY, BUILDING OF THE RAIL YARDS, 1919-1922,
UNIVERSITY OF NEW MEXICO, CENTER FOR SOUTHWEST RESEARCH

ALBUQUERQUE RAIL YARDS MASTER PLAN

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90' Bay

EXECUTIVE SUMMARY 1

1.0 EXECUTIVE SUMMARY

1.1 Project Introduction

The original Master Development Plan was the culmination of a three-year planning and design process initiated in 2010 by the City of Albuquerque for the 27.3 acre site referred to as the "Rail Yards." The process included active involvement from many diverse stakeholders, including the City; Rail Yards Advisory Board; Barelas, South Broadway, and San Jose Neighborhood Associations; WHEELS Museum; New Mexico Steam Locomotive and Railroad Historical Society; general public; and other stakeholders. The Master Development Plan aimed to respond to the input received from all of the interested parties regarding this unique property and provide the necessary guidance for long-term redevelopment. It was not intended to be overly restrictive, but rather to provide flexibility with predictability over time.

In 2022, the City determined that an update was needed to the Master Development Plan. This determination was based on the City taking on the role of Master Developer, the need to keep the document up to date and relevant, and the physical changes that have occurred on the site since the original Master Development Plan was approved in 2014.

Historic Santa Fe Rail Yard, Site Aerial.

In 2017, the City adopted changes to its land use, planning, and zoning framework that established Master Plans as Rank 3 Plans for City-owned properties; therefore, this document is now referred to as a Master Plan, while planning efforts prior to 2023 will continue to refer to this document as a Master Development Plan.

1.2 Project History and Process

Phase One - Request for Proposal

A Request For Proposal (RFP) was issued by the City of Albuquerque in July 2010 for a Master Developer to "plan, design, implement, and manage a mixed use redevelopment of the City-owned 27.3 acre site containing Historic Locomotive Shops (a.k.a. the Rail Yards)." The intent was to redevelop the Rail Yards into a mixed-use project that would include a minimum of 30 units of workforce housing and a transportation museum to be operated by the WHEELS (We Have Everything Everyone Loves Spinning) Museum Foundation. The City's Rail Yards Advisory Board was responsible for recommending the selection of the Master Developer to the Mayor and the City Council. The RFP provided a list of purposes for the redevelopment project as follows:

1. Develop Workforce Housing and a museum to be operated by the WHEELS Museum to meet legislative requirements;
2. Establish a focal point for social and commercial activity;
3. Restore connectivity between the site and adjoining neighborhoods, and strengthen connections with other area amenities and resources;
4. Catalyze further neighborhood redevelopment in collaboration with the Barelas and South Broadway neighborhoods;
5. Preserve and re-use the site's historical architectural assets and unique visual environment;
6. Stimulate redevelopment of Albuquerque's greater downtown area;
7. Maximize transportation opportunities offered by proximity to the "Railrunner" Commuter Train Station, City transit hub, and bicycle network;
8. Generate employment opportunities, with a mix of living and high wage jobs, as well as job training; and
9. Provide for the substantial public and social needs of the community, including, for example, health care, job training, education, immigrant services, and childcare.

Proposals were submitted to the City in September 2010. Samitaur Constructs (Samitaur) was subsequently selected as the Master Developer for the redevelopment project. The project was envisioned to be developed in four phases, with Phase 1 being the RFP process, Phase 2 entailing the creation of the Master Development Plan, Phase 3 entailing the design and approval of the Master Development Plan, and Phase 4 covering the disposition, financing, construction, and management of the Rail Yards Redevelopment project to be regulated pursuant to a Master Development and Disposition Agreement to be negotiated between the City and Samitaur.

Phase Two and Phase Three Master Development Plan Agreement

The Phase Two and Phase Three Master Development Plan Agreement was between the City of Albuquerque and Samitaur. The agreement, signed on June 15, 2012, confirmed the selection of Samitaur by the City as the Master Developer of the Rail Yards project and conferred upon Samitaur the right to develop the entire project area under the City's ownership or control. The Master Development Plan Agreement provided the framework for the Master Development and Disposition Agreement.

The City cancelled the Agreement with Samitaur in 2018 and has since assumed the role of Master Developer. In 2022, the City hired Consensus Planning, Inc. to lead a planning effort to update the Master Development Plan by removing references to Samitaur, replacing concepts that are no longer relevant to future redevelopment of the Rail Yards, and reflecting the physical changes at the site that have occurred since 2014.

The project area is defined as follows:

> Tract A as shown on the Plat of Tract A, A.T. & S.F. Railway Company Machine Shop, Albuquerque, Bernalillo County, New Mexico, as the

same is shown and designated on the plat thereof, filed in the office of the County Clerk for Bernalillo County, New Mexico on January 25, 1996, in Plat Book 96C, Folio 44, containing approximately 27.32 acres more or less.

The Rail Yards property was acquired in 2007 by the City with funds appropriate for specific purposes, including state and local funding sources. Pursuant to the RFP, state funds, and City Council Resolutions R-07-202, R-07-274, and R-07-332, the Master Development Plan shall address community revitalization through the elimination of blighted conditions and emphasis on economic development, and shall include a minimum of 30 units of workforce housing and a location for the WHEELS Museum.

1.3 Master Plan Intent

The Master Plan is a long-range planning document that is intended to guide redevelopment of the Rail Yards property into a vibrant, mixed-use employment and cultural center that includes commercial, office, light industrial, institutional, and residential uses that are complemented by public spaces. In order to fulfill the vision for redevelopment of this property, the Master Plan provides:

- The necessary framework to direct new development that respects the historic condition and context of the Rail Yards property;
- A description of the history of the site and neighborhood context, physical conditions, public input process, regulatory framework, and guiding principles, goals, and policies to ensure users of the document understand the intent and vision for redevelopment activities;
- The framework for physical redevelopment of the site graphically illustrated by a Site Plan and Landscape Plan and described in narrative format through the Development Regulations and Design Guidelines.

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City of Albuq - N. M.

EXISTING CONDITIONS 2

2.0 EXISTING CONDITIONS

2.1 Neighborhood History & Context

The Rail Yards property lies within the Barelas neighborhood, one of Albuquerque's oldest, and is adjacent to the South Broadway neighborhood. Originally settled as a farming community, it was reshaped by the establishment of the railroad in the 1880s. By the 1900s, Barelas was flourishing, with many of its residents employed by the Atchison, Topeka and Santa Fe Railway (AT&SF).

In the mid-1920s, South Fourth Street in Barelas was designated part of Route 66 and the Pan American Highway (U.S. 85), which helped establish a thriving commercial corridor active from the 1930s through the 1950s. The decline of the railroad industry and the construction of Interstate 25 negatively affected the community, as did the urban renewal program of the 1970s, which led to industrial development replacing much of the housing stock in south Barelas. However, the Barelas neighborhood has added new amenities in recent decades, including the Albuquerque Hispano Chamber of Commerce and, farther south, the National Hispanic Cultural Center. These additions have reaffirmed its history and community character.

Along the eastern edge of the Rail Yards is the South Broadway neighborhood. Much of the community's growth took place between 1885 and 1925, following its founding by Antonio Sandoval, a wealthy landowner responsible for constructing the Barelas ditch, which drained and irrigated the surrounding area. As in Barelas, many of South Broadway's residents made their living through agriculture before transitioning to jobs at the Rail Yards and a local iron foundry.

South Broadway urbanized rapidly during this period, only to suffer similar economic and population decline concurrent to that of the railroad industry. The United South Broadway Corporation and other organizations have worked to provide affordable housing for residents of the community.

The redevelopment of the Rail Yards provides an opportunity for Barelas, South Broadway, and Downtown Albuquerque to enrich their respective individual identities while rallying around a new collective identity to whose development each is crucial. Residents of these communities have expressed both excitement and reservations regarding redevelopment plans for the Rail Yards and, given the personal ties many have to the history of the Rail Yards, for good reason. Nevertheless, successful redevelopment truly has the potential to be a force of unification for the communities, the City, and the State of New Mexico.

Figure 1: Site Context

Albuquerque, map showing relationship of Rail Yards site to adjacent neighborhoods.

Figure 2: Site Aerial Context

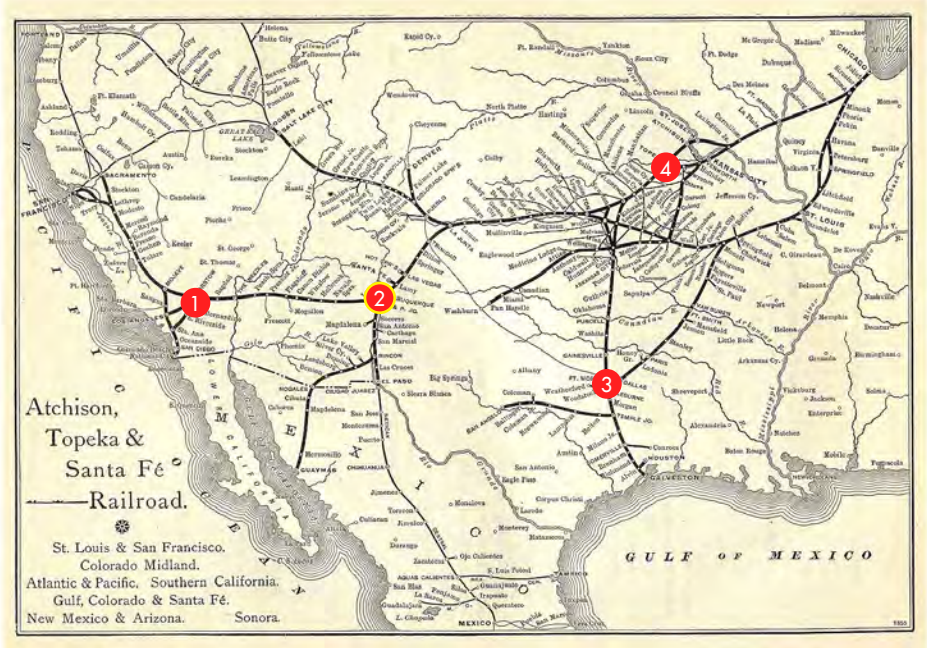
Aerial view Albuquerque showing relationship of Rail Yards site to surrounding civic amenities.

2.2 Site History

"Between 1880 and 1930, the single most important factor in Albuquerque's transformation from a farming village to a commercial and industrial center, and its emergence as the leading city of New Mexico, was the railroad. Throughout this period, the Santa Fe Railway was the city's leading employer, culminating in an estimated 1500 employees during World War II." (Wilson, 1986)

The impact of a transcontinental railroad on the economic development of the Territory of New Mexico, and the subsequent growth of Albuquerque, cannot be overstated. As was the case with other previous economic lifelines in the region, such as the Camino Real de Tierra Adentro in the sixteenth through early nineteenth centuries and the Santa Fe Trail in the early to mid-nineteenth century, the arrival of the Atchison, Topeka & Santa Fe (AT&SF) Railway into northeast New Mexico in the winter of 1879 was a significant historical event for not only New Mexico and Albuquerque but the entire region as well. (Dodge et al, 2014)

The Historic Locomotive Shops on the Rail Yards site were built by the AT&SF Railway between 1914 and 1924 as a maintenance and repair facility for steam locomotives that served the southwestern United States and was one of only four such facilities built for that purpose. (The other three being located in Topeka, Kansas; Cleburne, Texas; and San Bernardino, California). The shop complex was outfitted with the latest engineering technology for locomotive repair and industrial efficiency. As such, the shops were an integral part of the AT&SF's railroad transportation system, which provided freight and passenger service for more than six decades. The Locomotive Shops also played an integral part in the economic history of Albuquerque by their status as the second largest industrial complex in the state and the city's largest employer. The shops played a major role in the city's economic development, particularly in the adjacent neighborhoods of Barelas, South Broadway, and San Jose (Dodge et al, 2014).



Early map of the AT&SF Railroad showing relationship of Albuquerque to other major rail shop facilities: 1) San Bernardino, California 2) Albuquerque, New Mexico 3) Cleburne, Texas 4) Topeka, Kansas

Rail Yards upon completion of Machine Shop, ~1922

Albuquerque as Railroad Town, 1886.

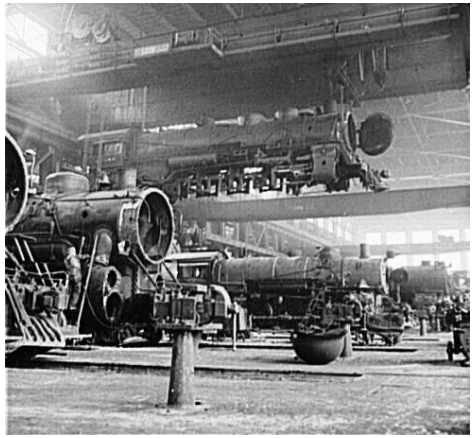
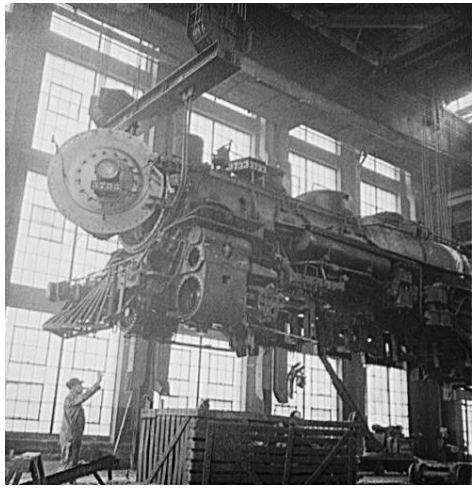
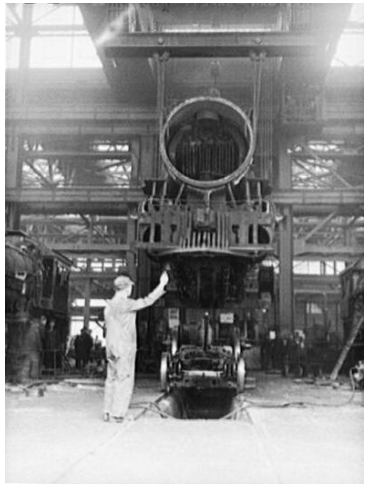
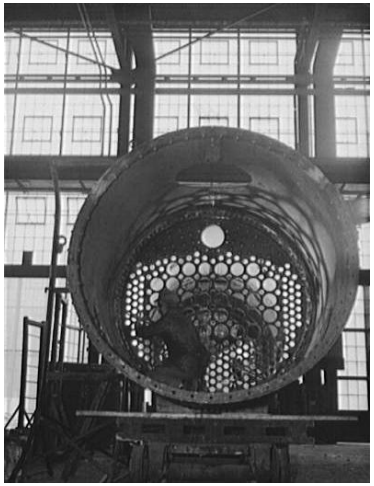
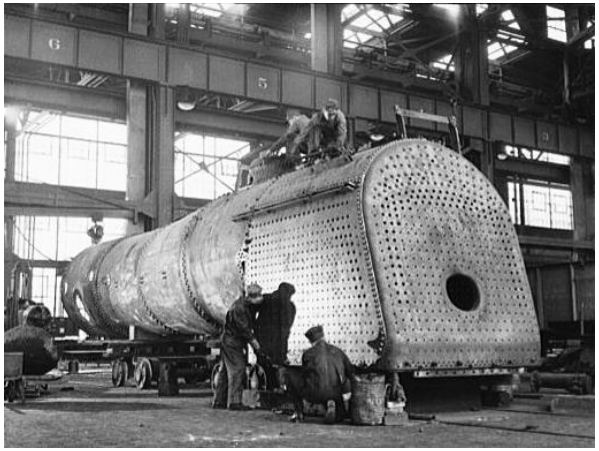
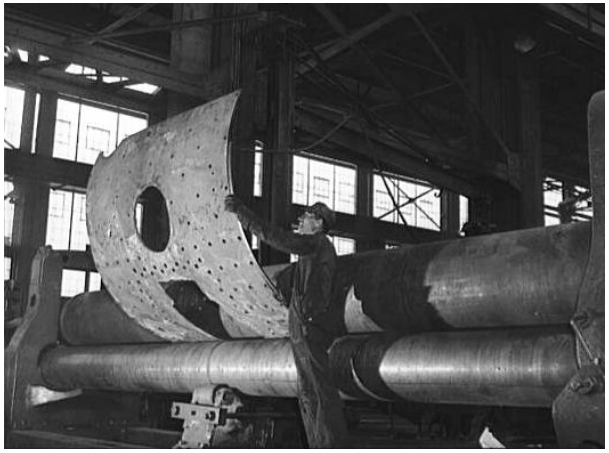
Rail Yards, San Bernardino, CA (demolished 1996) showing similarity of shop complex to Albuquerque Rail Yards.

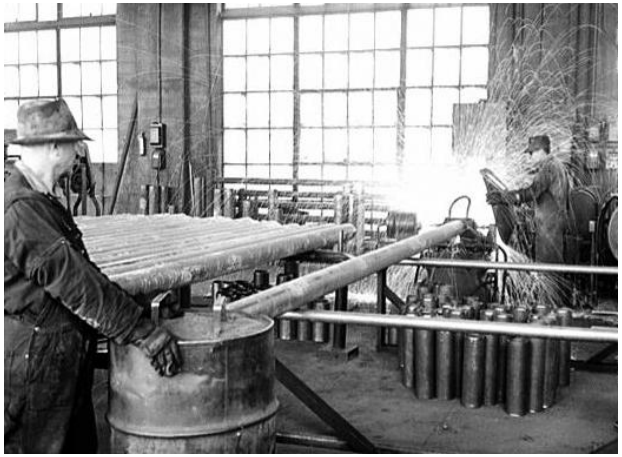
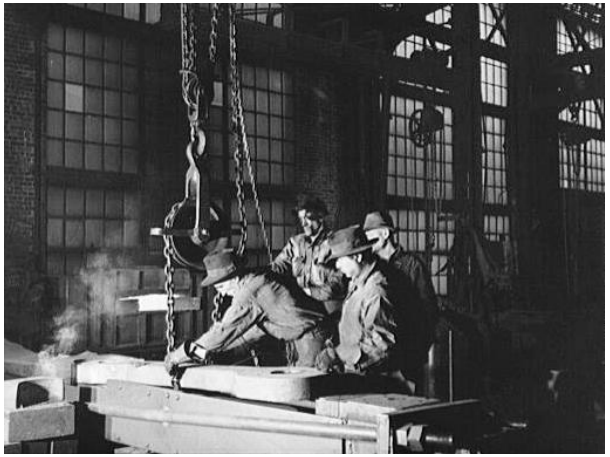
Rail Yards, Major Historic Buildings.

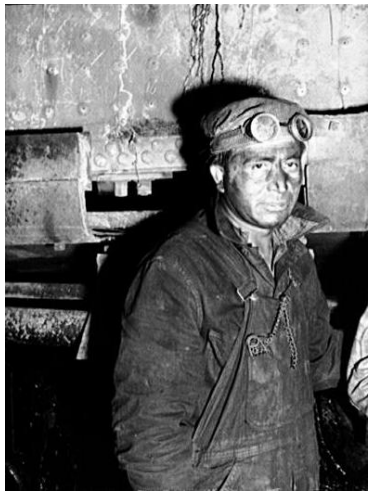
Beginning in 1914, and continuing intermittently for the next ten years, the Rail Yards expansion resulted in the completion of more than 25 buildings, structures, and other improvements spread over 27 acres. The resulting complex represented the latest in industrial construction techniques and installing equipment that embodied state-of-the-art engineering technology for steam locomotive repair and maintenance; a task that required a great deal of daily maintenance as well as regular, periodic major overhauls. Every day, or every 100 to 150 miles, it was necessary to remove clinkers (the residue of unfired or partially fired coal) from the locomotive's firebox; clean the fire tubes, flues, and smoke boxes; wash out mineral residue from the boiler; and inspect all moving parts for general wear and tear. Major overhauls were undertaken every 400,000 miles of operation, which included a complete disassembly of the engine, the cleaning and repairing of all moving parts including trueing the wheels, and patching or replacing the boiler or firebox. All of this work, including the reconditioning and fabrication of replacement parts, was done at Albuquerque's locomotive shops. (Dodge et al, 2014)

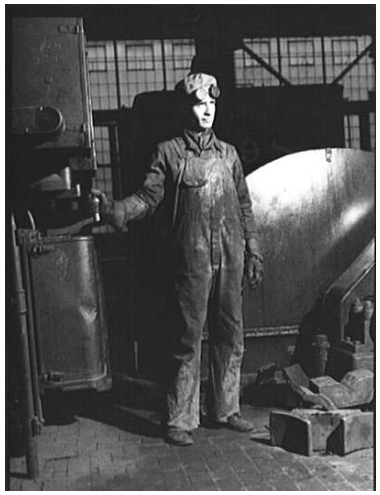
At their height in the mid-1940s, the shops serviced an average of 40 locomotives per month. The complex was built at a time when industrial architecture was making a shift nationwide from large masonry load bearing walls with timber roof construction to steel structures with thinner walls of brick veneer or a structure of reinforced concrete. Steel and concrete structures allowed for much larger window openings, and therefore, better interior day lighting and ventilation. Because of the railroad's leading role, the remaining structures are now the most prominent reminders of this important period in Albuquerque's history. (Wilson, 1986)

Figure 3: Spirit of the Rail Yards

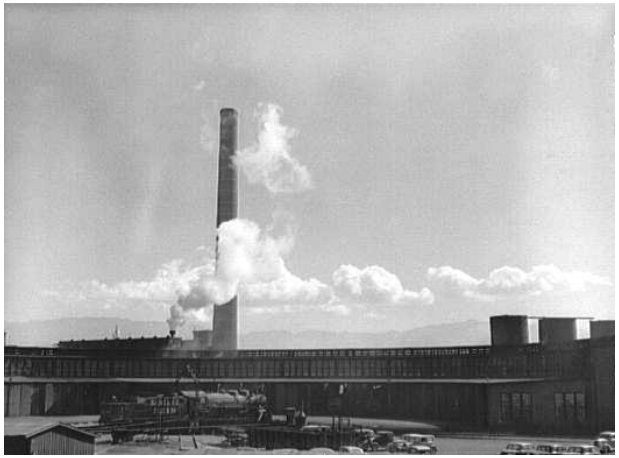











The "Spirit" of the Rail Yards referenced throughout this Master Plan is embodied in the images shown in this spread: American ingenuity, craftsmanship, and pride of work. The intent of the proposed redevelopment is to continue this lineage of innovation into the modern era — not through nostalgia, but by rekindling the original spirit.



ALL IMAGES: JACK DELANO, 1943, FARM SECURITY ADMINISTRATION/OFFICE OF WAR INFORMATION PHOTOGRAPH COLLECTION (LIBRARY OF CONGRESS)

2.2.1 Past Preservation Efforts

The Santa Fe Railway demolished its landmark Hotel Alvarado in 1970, removing the most treasured of Albuquerque's railroad buildings after a local preservation effort stalled. Its loss informs local thinking about the value of preserving the city's remaining historic buildings, especially those of the railroad.

In 1986, the Santa Fe Railway demolished the Roundhouse, Power Plant, and 230-foot smokestack, thwarting the City's attempt to designate the complex as a City Landmark and listing on both state and national historic registers that could have helped prevent demolition. Again Albuquerque's railroad architectural heritage was harmed, drawing even more attention to what remains of the massive Rail Yards.

The historic resources remaining from the shops complex constitute the largest historic industrial plant in the state. They employ a variety of materials and features that reflect the rapid innovation of industrial design and architecture at the time. The Rail Yards buildings, because of the quality of their design, construction, and style, are an excellent representation of this industrial aspect of the City's history and were listed on the New Mexico Register of Cultural Properties and National Register of Historic Places in 2014. They are also eligible for designation as Albuquerque City Landmarks.

Refer to Appendix B for a photographic survey that provides a brief description and photo documentation of some of the historic resources to be preserved and adaptively reused.

2.3 Existing Site Conditions (2014)

The 27.3 acre Rail Yards site is rectangular in shape and oriented north-south, measuring approximately 2000 feet in length and 650 feet in width. The site is bordered on the north and south by parcels owned by the Burlington Northern Santa Fe Railroad (BNSF). These parcels are currently in limited use as railway support facilities. The site is bordered to the west by 2nd Street for the majority of its perimeter with the exception of the northern most portions, which tapers to follow 1st Street. To the east, the site lies directly adjacent to the railroad alignment also controlled by BNSF and is in active use for both freight and passenger train service.

2.3.1 Neighborhood Edges

The relationship between the Rail Yards and the surrounding neighborhoods of Barelas and South Broadway is characteristic of many American cities: modest working class, single-family detached homes located immediately adjacent to the main industry or factory in town. The images on the following pages show views both to and from the Rail Yards site out to these neighborhoods.

2.3.2 Existing Building Conditions

The existing property edge is barricaded by a chain link fence and off-limits to the community. For years, the Rail Yards have been abandoned and left in a state of increasing disrepair, as evidenced by the photos on the next page. Beyond the cosmetic damages of graffiti and broken glass lie the more significant concerns of potential structural damage and water infiltration damage through large areas of roof failure that have manifested in many of the large structures, such as the Machine and

View of Rail Yards from Santa Fe Avenue with Barelas neighborhood homes in foreground.

View west toward Barelas neighborhood from roof of Machine Shop.

View east toward South Broadway neighborhood from roof of Machine Shop.

View south toward former site of Roundhouse building from roof of Machine Shop. Turntable is still in operation.

View south down fire runway between Machine Shop and Barelas neighborhood to the west.

Boiler Shops. It has been reported that storms have continued to erode large areas of roof sheathing causing the existing creosote flooring to be significantly damaged. In addition, one of the large 20-foot tall Machine Shop doors collapsed from its track.

The original Master Development Plan represented the first step toward stemming the tide of neglect and abandonment that unfortunately characterized the condition of the once grand Rail Yards complex. Since the adoption of the original Master Development Plan in 2014, the City has taken a number of critical steps toward rehabilitating the Rail Yards site through various infrastructure, street, building, and landscape projects.

2.3.3 Easements

At the time of the original Master Development Plan, there were two easements affecting the site. The first allowed for the continued use of the Turntable and access thereto, which has since been terminated. The second allows for a continuous 10-foot utility easement running along the western perimeter of the site. Refer to the Site Plan drawing in Section 6 for the location.

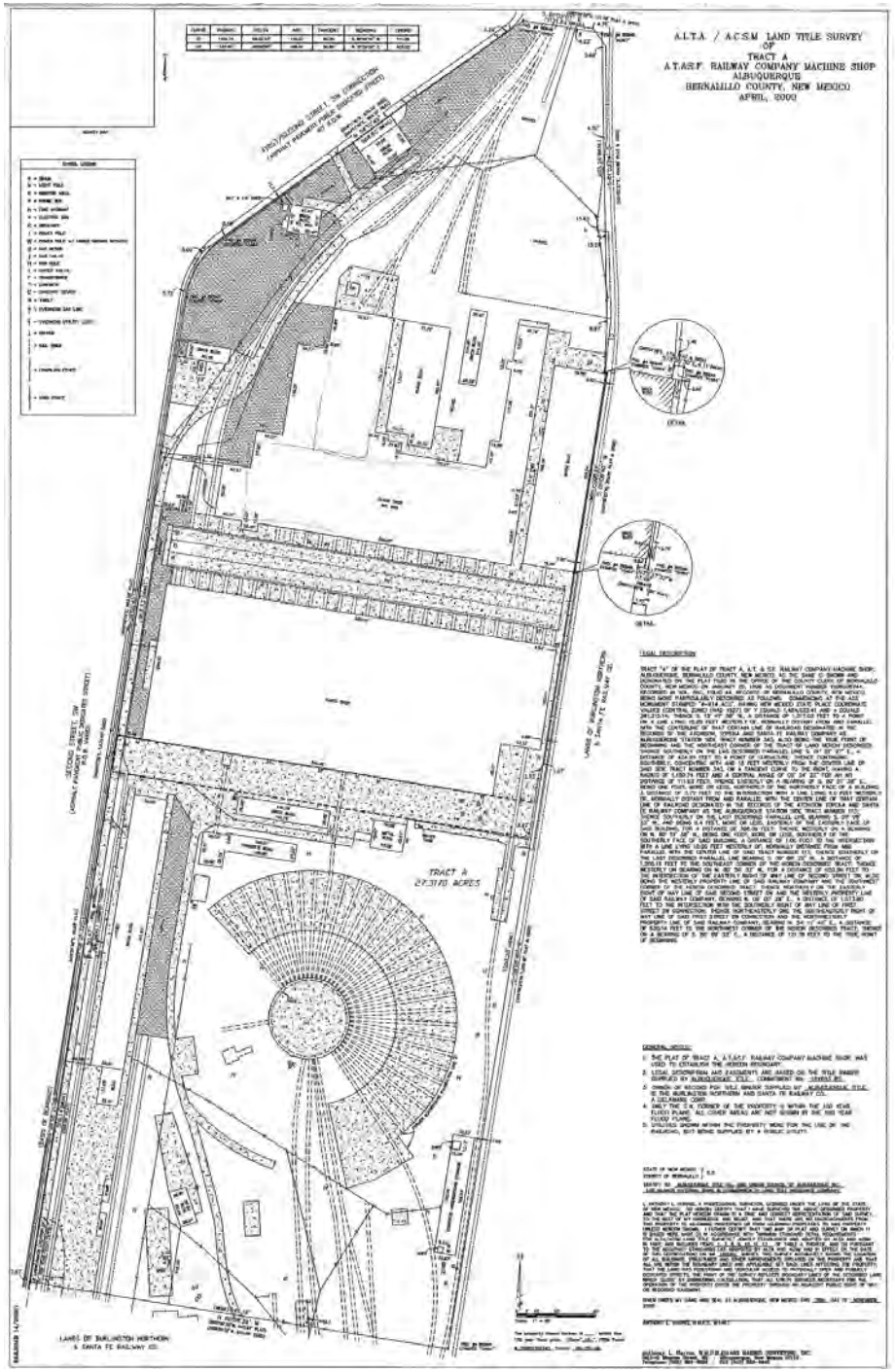
2.3.4 Utilities

Given the Rail Yards were in use until the 1990s, the site is serviced by all requisite utilities, including electricity, gas, water, sewer, and storm drain. The site is not currently serviced by fiber optic telecommunications. Utility infrastructure and capacity; however, are likely insufficient to accommodate the level of redevelopment anticipated by the Master Plan.

2.3.5 Environmental Conditions

As a former industrial site, the Rail Yards has some soil and groundwater contamination caused by former site activities. The environmental condition of the site has been extensively studied, and there are now few, if any, data gaps. Significant removal of contaminated soil has already

Condition of Rail Yards buildings characterized by vandalism, graffiti, and general neglect (2014).



Rail Yards, ALTA Land Survey, 2000.

been accomplished. Contaminated areas still within the site include the following:

- The southern 1/3 of the site was formerly occupied by a number of above-ground fuel tanks, below-ground fuel cellars, and an oil/water separator. Some of these storage vessels leaked; therefore, soils have been contaminated with petroleum fuel, primarily diesel and motor oil. Also, soil around a former oil cellar north of the Blacksmith Shop and along the eastern site boundary remains contaminated with petroleum. Groundwater contamination appears to be limited to the southeast corner of the site.
- Sandblasting and battery storage caused lead contamination of soil in two areas north of the main buildings on the site. Much of the lead-contaminated soil has been removed. Lead contamination of shallow soils still exists in more widespread areas of the site.
- Most paint on the historic structures is lead-based, and the glazing of some of the windows contains asbestos.
- Petroleum contamination exists in the soil under the Machine Shop, and lead contamination exists in the soil under the Paint Shop.

2.4 Improvements & Studies Completed or Planned Since 2014

2.4.1 Existing Site Activity

The WHEELS Museum has been housed on the Rail Yards since 2008. The Museum is located in the Storehouse and contains a broad collection of transportation related exhibits, including a private train car, a Fred Harvey collection, and a model train exhibit. The Museum is open to the public and holds events throughout the year.

The Blacksmith Shop was improved in 2014 to the extent that space is available to the public for special events. Since 2014, there have been a wide range of events held at the site in the Blacksmith Shop, from live music to food festivals, weddings to graduations; however, the most frequent user of this space has been the Rail Yards Market. The Rail Yards Market began operating on the site in May 2014, and is located in the Blacksmith Shopand more recently also on the Plaza at the north end of the site. The Market has a summer season (May through October) and holiday market in December. Between 2014 and 2021, there were 182

markets, with approximately 100,000 people coming to the site each season.

2.4.2 Environmental Remediation

As an integral part of the redevelopment of the Rail Yards property, detailed environmental studies have been completed on the site and existing buildings. Based on that information, several remediation efforts have been completed and are summarized below:

Parking Lot and Courtyard Area: There was lead contaminated soil in this area that included an old detention pond (which can be seen on older aerial photographs). There was a small building (now demolished) on site where old batteries were stored. Approximately 11,000 yards of contaminated soil were removed and disposed of and replaced with clean fill. The New Mexico Environment Department (NMED) has reviewed and approved a conditional certificate of completion for the soil remediation project for this portion of the site to residential and commercial standards.

Parking Lot and Outdoor Plaza: The parking lot at the north end of the site was reconfigured to maximize onsite parking and work through the removal of existing infrastructure and obstacles. Various obstructions, fences, power poles, and railroad infrastructure throughout the site constrained the use of the site. The Sheet Metal Shed and the North Washroom were removed and the site was optimized to provide the maximum amount of parking. Parking lot lighting was provided.

The outdoor plaza is a gathering space that also serves as a detention pond for large storm events. A water quality feature was installed to capture runoff from the parking lot and remove any floatable debris and petrochemicals, as well as capture runoff from any small rain events. The outdoor pavilion also provides electrical hook-ups for entertainment and pedestals for food trucks. The entrances to the Blacksmith Shop and Flue Shop were also improved as part of this project.

South Property: The only environmental steps taken on the south property to date is the installation of new monitoring wells for groundwater.

Firehouse: The Firehouse building contains lead-based paint. The City plans to remediate the paint with a future project. There are a number of techniques to remediate the paint issue, so it is best to defer any remediation until there is a project that can incorporate the remediation into the design. There is also asbestos in the roof material, which will need to be remediated.

2.4.3 Blacksmith Shop, Flue Shop, Boiler Shop, and Tender Repair Shop Buildings

Utilities were designed to serve the Blacksmith Shop and Flue Shop, which included water, sewer, gas, electric, storm drain, and a duct bank for fiber optics within a 16-foot wide corridor. The project accounted for future expansions and has utility stub-outs strategically placed.

The corridor between the Blacksmith Shop and Flue Shop was reconstructed, and the drainage issues that the area was experiencing have been eliminated. With the new construction, all the existing roof drains adjacent to the project were tied into the new storm drain system.

Outdoor plaza between the Flue Shop, Boiler Shop, and the Tank Shop.

The Boiler Shop, Tender Repair Shop, and the Flue Shop roofs have been replaced with new thermoplastic polyolefin (TPO) systems and fire-retardant lumber. The original flooring in the Boiler Shop utilized creosote treated wood blocks, which has been removed and disposed of, and a new concrete floor was installed. If a new enclosed space is proposed for the Boiler Shop (a building within the building), a vapor barrier (or equivalent venting technology) will need to be installed as part of redevelopment. The City salvaged a small 3,000 square foot area of the blocks that were in the Boiler Shop and determined to be in the best condition and disposed of the rest. The salvaged blocks are now stored on the property and may be used as part of a future project. There are minor issues with asbestos inside the Tender Repair Shop that will be remediated at the time of future remodeling prior to use.

The Flue Shop has been remodeled into offices and has a Certificate of Occupancy with the utility project completed. The lead-based paint and asbestos in the interior of the Flue Shop have been remediated. The old windows had asbestos putty and were replaced with new storefront windows to match the look of the historic windows. In replacing the flooring, a vapor barrier with a new topping slab was installed.

2.4.4 Streetscape Project

The streetscape project along the 2nd Street frontage included a new sidewalk, decorative fencing, landscaping, seating walls, and path lighting. This corridor is intended to enhance the walkability to the site and provide connections to the community as well as connections to future projects. The intersection at Santa Fe Avenue was raised to create a pedestrian entrance to the site and establish a connection to the neighborhood and the Bosque Trail approximately half a mile away. A raised crosswalk was also installed at Pacific Avenue. The raised crosswalk and intersection will double as traffic calming devices to slow down traffic and enhance the pedestrian experience.

2.4.5 Roundabout

A roundabout is planned to connect the intersections of 1st Street, 2nd Street, and Hazeldine Avenue at the triangle property to the west of the Rail Yards site. The roundabout will also provide the main entrance to the Rail Yards property between the Fire House and the Pattern House. The roundabout will be key to traffic calming in the area and will reduce vehicle speeds. This will also provide landscaping and give the property an identity as vehicles approach the site.

PAST

PRESENT

2.4.6 Turntable and Railroad Displays

In October 2022, the City gave the New Mexico Steam Locomotive & Railroad Historical Society access for one year to the southern portion of the site, including the turntable, to facilitate and encourage public displays; support railroad related operations, storage, and maintenance; and conduct site cleanup, evaluation, restoration, and rehabilitation.

The turntable is of particular interest to this organization, as well as other historical rail organizations, because of its ability to support active rail users.

The New Mexico Steam Locomotive & Railroad Historical Society is a non-profit organization whose mission it is to fully restore the Baldwin 4-8-4 Steam Locomotive, AT&SF 2926, to operational status while promoting and educating the public about rail transportation. The AT&SF 2926 engine ran from 1944 to 1956. In 1956, it was retired to an Albuquerque park where it remained until 2000. Since 2000, the volunteers have been working to get the AT&SF 2926 fully operational.

2.4.7 Albuquerque Rail Trail

The planned Rail Trail project will be a new trail network in the railroad corridor running from Lomas Boulevard and the railroad tracks to the Rail Yards property. This project will connect Downtown to the Rail Yards and provide wayfinding, landscaping, art installations, linear parks, and connections to local business.

2.4.8 Report on Equitable Development and Community Benefits in the Albuquerque Rail Yards

The City of Albuquerque engaged a consultant to prepare the "Report on Equitable Development and Community Benefits in the Albuquerque Rail Yards" (Claudia B. Isaac, Ph.D., 2019). The report defines equitable development as *"an approach to creating health, vibrant, communities of opportunity."* It identifies an equitable development strategy for redevelopment as being *"determining how to generate a return on public investment that considers not only the City and private investors but the adjacent community as well, especially in regards to who will capture that return on investment."*

The two primary neighborhoods adjacent to the Rail Yards are Barelas and South Broadway. Enterprises suggested by the neighborhoods included business incubator; food packing and distribution; craft/artisan meat goods and small-scale butchery; nursery; commercial enterprise to meet residents' daily needs; light manufacture of energy parts; and film industry.

Key takeaways from the report are summarized below:

Development Strategy and Process

- Phased, incremental development, possibly by a community development corporation
- Community benefit requirements should include:
  - Claw-back provisions
  - Measurable and time specific performance indicators
  - Clear monitoring and enforcement mechanisms
  - Staff to monitor and enforce

Economic Prosperity

- Provide commercial space for existing local businesses and entrepreneurial initiatives, including a permanent space for the Rail Yards Market
- Reinforce multiplier effects between neighborhood commercial corridors
- Establish goals for local contractors and sub-contractors on construction contracts
- Develop a long-term community-based business development plan and provide space for the identified initiative(s) at the Rail Yards

Environmental Justice

- Full transparency
- No increased Rail Yards related activity off-site to the south
- Affordable housing
- Invest in neighborhood stabilization strategies early while property values are attainable

Workforce Development

- Develop a worker supply-driven approach
- Create first-source hiring plans with on-the-job training requirements
- Address barriers to entering the film industry

Community Engagement

- Review Rail Yards Advisory Board role and structure
- Build the capacity of the existing organizations
- Expand the CABQ Rail Yards website
- Avoid fatigue and manage expectations

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Figure 4: Machine Shop Interior.

Machine Shop interior (2014), view from roof clerestory looking west.

Machine Shop (2014), View from roof clerestory looking east.


Tom
Conklin
Herb.
Bill

PUBLIC INPUT PROCESS 3

3.0 PUBLIC INPUT PROCESS, 2012-2014

Introduction

The original Rail Yards Master Development Plan process involved a multi-pronged approach for engaging the public. This included the establishment of and meetings with the Rail Yards Advisory Board, public meetings and open houses, and hearings before the Environmental Planning Commission and the City Council. This section provides information about the public outreach efforts made by the planning team as part of the process to develop the Rail Yards Master Development Plan. The City and Samitaur relied heavily on input received during the process to inform the concepts and goals and policies of the Master Development Plan, so it was important to design a robust and engaging public input process that provided ample opportunities for interested parties to receive information and offer meaningful feedback.

3.1 Rail Yards Advisory Board

The Rail Yards Advisory Board was established by City Council Resolution F/S R-08-47. Per the Resolution, the Advisory Board was charged with assisting the City in selecting the master developer and overseeing the redevelopment process, including advising the City in regard to the approval and implementation of the MDP, the establishment of interim and/or long-term uses, and the programming and expenditure of capital and operating funds to support redevelopment efforts. The Advisory Board is comprised of elected officials and representatives from the community in order to "ensure transparency, extensive community consultation, and collaboration in the decision-making process."

Per the Resolution, the Rail Yards Advisory Board consists of the following representatives:

- City of Albuquerque (two members) - The Mayor or Mayor's designee and the City Councilor elected to represent the Rail Yards area.
- State of New Mexico (six members) - A representative appointed by the Governor, the State Senators from Districts 12 and 14, and State Representatives from Districts 11 and 14.
- Bernalillo County (one member) - The County Commissioner from District 2
- A representative of the WHEELS Museum
- A representative from the Barelas neighborhood
- A representative from the South Broadway neighborhood
- A representative of the New Mexico District Council of the Urban Land Institute
- If applicable, the developer selected to develop Workforce Housing

3.2 Public Meetings/Workshops

The City undertook extensive notification efforts in order to reach a wide audience and invite broad participation in the planning process. Initial means of notifying the public of the kick-off meetings for the Master Planning process included:

- Direct mail (nearly 4,000 pieces) to all property owners and residents in the Barelas and South Broadway neighborhoods, and notification of all Downtown area neighborhood associations. The mailing included a letter from Mayor Richard J. Berry, City Councilor Isaac Benton, and then-City Councilor Debbie O'Malley that invited them to the Master Development Plan kick-off meetings in August 2012, and explained how to stay engaged in the process. Also included in the mailing was a postcard to return to the Project Coordinator to request to be added to the notification list and a brochure containing background information about the project and the seven guiding principles from the Master Development Plan Agreement.
- Article in the August, 2012, Neighborhood Newsletter (distributed to all contacts on file with the City's Office of Neighborhood Coordination). The article contained information about the kick-off meetings, the seven guiding principles from the Master Development Plan Agreement and the address for the Rail Yards website.
- Media Advisory on August 20, 2012. The media advisory contained information about the kick-off meetings and invited the public to attend the meetings to have a chance to win a guided tour of the site.
- Rail Yards Website. The City maintained a website containing information about the project, including its history and updates about the Master Planning process. The website also provided an opportunity for the public to submit comments directly to the planning team via an online form.

Rail Yards Master Development Plan
Public Meetings

Kick-Off Meetings
Thursday, August 23, 2012, 6 PM
National Hispanic Cultural Center

Saturday, August 25, 2012, 10 AM
Barelas Community Center

Saturday, August 25, 2012, 2 PM
South Broadway Cultural Center

Presentation of Initial Master Plan Concepts
Thursday, October 25, 2012, 6 PM
Barelas Community Center

Open House / Tours of Site
Saturday, December 1, 2012, 10 AM-2 PM
Albuquerque Rail Yards

Follow-up communication was maintained via an email distribution list managed by City Planning Department staff. Emails were sent to notify people when new materials, such as meeting summaries, were available on the Rail Yards website and with information and reminders about upcoming meetings and tour opportunities. City Planning Department staff also served as the primary point of contact for people with questions about the process or who wanted to submit comments for consideration.

The public input process for the Rail Yards MDP started in August 2012. The City and Samitaur held three community kick-off meetings on August 23 and 25, 2012 to explain the planning process, introduce the project team, and receive initial feedback from the public. The first meeting was held at the National Hispanic Cultural Center for the general public. The second meeting was held at Barelas Community Center and was intended to reach out to the Barelas community. The third meeting was held at the South Broadway Cultural Center and was intended for the South Broadway community. A raffle was held at the meetings for a tour of the Rail Yards property at a later date in September.

Following the public kick-off meetings in August, the planning team met with specific stakeholders to solicit feedback on issues affecting particular aspects of the redevelopment of the Rail Yards. The organization and individuals the team met with are provided below.

- Albuquerque Convention and Visitors Bureau
- Albuquerque Economic Development
- Albuquerque Hispano Chamber of Commerce
- Barelas Neighborhood Association / Barelas Community Coalition*
- Bernalillo County Economic Development staff
- City of Albuquerque
- Mayor Richard J. Berry
- Department of Family & Community Service staff and Affordable Housing Committee representative
- Transit Department Staff
- City of Albuquerque Economic Development staff
- Downtown Action Team
- Economic Forum
- Mid Region Council of Governments
- New Mexico Steam Locomotive 2926 / Railroad Historic Society
- South Broadway Neighborhood Association*
- WHEELS Museum

* NOTE: In addition to sit-down meetings with the neighborhoods, the planning team went on tours of the Barelas and South Broadway neighborhoods, guided by residents, in order to understand the sensitive interfaces with and important connections to the site. As with feedback received from the public, the planning team took into consideration the ideas and input received via the targeted stakeholder meetings in developing the initial Master Development Plan concepts.

A general public meeting was held by the City and Samitaur on October 25, 2012 at the Barelas Community Center. Over 100 people attended

this meeting, including members of the Rail Yards Advisory Board. The draft plan concepts, which were based upon the RFP, the Guiding Principles in the Master Development Plan Agreement, and the feedback received at the three August meetings and the stakeholder meetings held in September 2012, were presented to the public by the Samitaur project team.

The presentation focused on the site organization, use patterns, massing and scale of the buildings, project phasing, and the architectural concepts for the site. A number of themes emerged at the meeting, including ideas and comments from participants regarding sustainable design elements, edge treatment (proposed "Acoustic Mounds" concept), existing buildings and spaces, community open space, connection to neighborhoods, workforce housing, jobs and economic development, and planning process and phasing. In addition to the evening meeting, the City and Samitaur held three tours during the day at the Rail Yards property.

The next general public meeting was held on December 1, 2012 at the Rail Yards property. This meeting was designed as an open house, and over 300 people attended this event throughout the day. Samitaur presented its draft plan concepts and the project team and City staff were on hand to answer questions and record comments from the participants. Over 200 people took guided tours of the Rail Yards during this event. Given the popularity of the tours, and the limited number that could be held during this event, other interested participants signed up for future tours. Comments received were organized by the meeting facilitators into general categories, including values/principles for the Master Development Plan, specific uses, features, and site improvements; tours of the site; and personal connection to the site and its redevelopment.

A presentation of the master planning process and draft concepts for redevelopment was given to the Rail Yards Advisory Board on January 9, 2013. City staff provided an overview of the public process to date, and Samitaur and its consultants introduced the draft redevelopment concepts. Frederick and Laurie Samitaur-Smith emphasized the importance of creating jobs for local residents. The consultants also explained the formal approval process for the MDP, including receiving recommendations from the Rail Yards Advisory Board and the Environmental Planning Commission prior to seeking final approval from the City Council.

3.3 Public Input Process and Major Planning Themes

In order to ensure an open and participatory dialogue, the City engaged local consultants Tim Karpoff & Associates to facilitate the series of public meetings that were used to receive input and communicate initial concepts for the Master Development Plan. The facilitation team moderated and recorded the discussions at the kick-off meetings in August and the first presentation of the plan concepts on October 25, 2012. The team also helped host the December 1, 2012, Open House at the Rail Yards, during which facilitation team members oriented both newcomers and veterans of the process to the activities of the planning effort. After each of the meetings, the facilitators provided a summary report documenting the input received. These reports were shared with the public through email distribution and the website and were used by the planning team in developing the Master Development Plan.

With its many features and structures of varying construction, sizes, and historic uses, the Rail Yards site can be difficult to fully understand and appreciate without having experienced it for oneself. Therefore, in addition to public meetings, tours of the site were offered during the Master Development Plan process to provide the public with opportunities to gain a firsthand understanding of the site so that they could be more informed when commenting on the Master Development Plan's proposals. For safety and liability reasons, tours had to be limited in size and number, but approximately 300 people had the opportunity to tour the site as part of the Master Development Plan process. All in all, hundreds of people participated in the public meetings and tours, including residents of the adjacent neighborhoods, people representing organizations with a specific interest in the project, former employees of the AT&SF/BNSF railroad shops, and individuals from across the city and region who were interested in how the site would be redeveloped. Many people attended the initial kick-off meetings as well as follow-up meetings, which provided continuity in the process and afforded the planning team the opportunity to develop relationships with interested individuals and parties.

A number of major planning themes emerged from the comments provided by the participants at the public meetings. These themes are generally consistent with the guiding principles of the Master Development Plan Agreement and are summarized as follows:

- Embrace the concept of creating "synergy" between the jobs created at the Rail Yards and employment of neighborhood residents in order to raise the economic status for Barelas and South Broadway neighborhoods.
- Maintain public access to the historic buildings to the extent feasible.
- Provide the opportunity for micro-businesses to locate at the Rail Yards, and do not limit users to a single commercial business.
- Provide landscaped public spaces within the Rail Yards, including turf grass, trees, and shade structures.
- Promote and ensure better transit access to the Rail Yards.
- Prioritize redevelopment of and recognition of the Round House as an important element of Albuquerque's history.
- Provide the opportunity for the WHEELS Museum to be located within the Round House.
- Complete the environmental clean-up of the Rail Yards property.
- Continue providing public access through events and/or tours of the Rail Yards property in order to build more public support and momentum for redevelopment.

3.4 Rail Yards Advisory Board Meetings, 2022

3.4.1 April 6, 2022

As part of the process to update the Rail Yards Master Plan, there were a series of meetings with the Rail Yards Advisory Board. The first meeting was held on April 6, 2022, to introduce the project and provide a summary of the update process. Petra Morris emphasized that the existing policies, land uses, and agreement with the State Historic Preservation Office (SHPO) were not going to change; rather, the primary purpose of the update was to respond to physical and administrative changes that have occurred since adoption of the original Master Development Plan. Ms. Morris emphasized that the update will rely on the Rail Yards Advisory Board, as the elected officials and neighborhood representatives to guide the discussions on the update.

3.4.2 June 1, 2022

A second Rail Yards Advisory Board meeting was held on June 1, 2022, to discuss the update process and specifically the land uses and parcelization that were included in the previous version of the Master Development Plan. Jackie Fishman (Consensus Planning) gave a presentation that explained the intent of the update as follows:

- Update the Master Plan to ensure the document remains current and applicable;
- Recognize that Samitaur is no longer the "Master Developer" and the contract has been terminated;
- Remove Samitaur's specific design concepts from the Plan;
- Revisit the need to create multiple parcels – tied to Samitaur's acquisition of the property over time;
- Update to reflect the new Comprehensive Plan and Integrated Development Ordinance (IDO);
- Reflect the physical improvements that have been made to the property and buildings after the Master Development Plan was adopted; and
- Incorporate summaries of post-Master Development Plan studies and site activities.

Questions regarding the current land use approach and future land use options were posed by City staff and the consultant. The questions included:

- Should the parcels and assigned land uses be kept in place?
- Should land uses be assigned by area – north, central, and south?
- Should all land uses be allowed anywhere except for certain uses allowed in limited locations (e.g. parking)?
- Or should all land uses be allowed anywhere on the site?

After much discussion, the Rail Yards Advisory Board decided that the updated Master Plan should incorporate more flexibility and not continue

to show the parcelization of the property or specific land uses by area or building. Land uses should be allowed anywhere on the site.

Housing

- Minimum number of dwelling units is 30 – should there be a maximum number?
- Should there be specific locations for housing?
- Are there any areas where housing shouldn't go?

City staff explained that the City received Workforce Housing funds to help purchase the Rail Yards property. In addition, there has always been a desire of the City to make the Rail Yards a mixed-use property. The Rail Yards Advisory Board agreed that a multi-family housing component will remain in the Master Plan and there should be no limitations on the number of dwelling units or their location on the site.

Turntable and South Area

- How should the turntable function?
- Should the connection to the main line stay in place?
- What land uses should go around the turntable and within the south area?

There was agreement that the Turntable and the Roundhouse are critical components of the Rail Yards property. The Turntable is to remain functional and connected to the main line. City staff also provided clarification that while the Turntable is functional, the easement with the railroad was terminated.

Interim Uses

- Filming, art installations, Rail Yards Market, festivals, car shows?
- How long should interim uses be allowed?
- Should there be any restrictions?

There was agreement that current interim uses, such as the Rail Yards Market, provide a benefit to the community and the Rail Yards property. While the Rail Yards Market may not stay in its current location, there was agreement that it should continue to operate at the Rail Yards. Special events are required to obtain a special event permit from the Arts and Culture Department. There was some discussion about the length of interim uses, with some members stating that they should run for a year at a time and then have to renew the permit, and others that thought a longer term lease for the Rail Yards Market would be appropriate. There was a concern expressed regarding noise levels coming from the Rail Yards property into the adjacent neighborhoods. The participants agreed that the Master Plan should address interim uses.

3.4.3 November 15, 2022

A third Rail Yards Advisory Board meeting was held on November 15, 2022, for the purpose of presenting the draft Master Plan. City staff and the consultant reviewed the revisions to the Master Plan with the Advisory Board. Much of the discussion centered on concerns about noise. The Board did not have a quorum at this meeting, so no official recommendations were made. Subsequent to this meeting, the Master Plan was updated with language to address noise, and to make other edits and corrections that were raised during review.

3.4.4 January 6, 2023

The final Rail Yards Advisory Board meeting was held on January 6, 2023, to present and receive input on the final draft of the Master Plan. City staff and the consultant gave a brief presentation, and then the Chair opened up the meeting to questions and comments from the board members. The Rail Yards Advisory Board then voted to recommend approval of the Rail Yards Master Plan to the City Council.

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2011-03-04, Press Conference with Mayor Richard Berry, Councilor Isaac Benton, the Samitaur Smiths, and Giora Solar, Rail Yards.

2012-10-25, model presentation, Barelas Community Center.

2012-10-25, Community Presentation, Barelas Community Center.

2012-10-25, Community Presentation, Barelas Community Center.

2012-10-25, Community Presentation, Barelas Community Center.

2012-12-01, Public Tours, Rail Yards.

2012-12-01, community presentation.

2012-12- 01, community presentation, Rail Yards.


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ZONING COMPLIANCE & REGULATORY FRAMEWORK 4

4.0 ZONING COMPLIANCE & REGULATORY FRAMEWORK

Introduction

This section provides a description of the City policies and existing zoning and regulatory framework provided through the Albuquerque/Bernalillo County Comprehensive Plan and the Barelas Character Protection Overlay zone (Barelas CPO-1 zone). The intent is to illustrate how the Master Plan and the site plan comply with existing zoning, plans, and policies.

4.1 Albuquerque/ Bernalillo County Comprehensive Plan

The Albuquerque/Bernalillo County Comprehensive Plan (Comprehensive Plan) is a Rank 1 plan. The Rail Yards property is located within the Central Albuquerque area as designated by the Comprehensive Plan. The Comprehensive Plan is structured around the principles of strong neighborhoods, economic vitality, sustainability, mobility, equity, and community health. Each of these principles is then applied in ten different subject areas. As a unique historical complex within the Central area, the Rail Yards property is subject to Comprehensive Plan policies related to community identity, land use, transportation, urban design, economic development, and heritage conservation.

Applicable policies and how the Master Plan furthers them are as follows:

Community Identity

Goal 4.1: "Enhance, protect, and preserve distinct communities."

Policy 4.1.1: "Encourage quality development that is consistent with the distinct character of communities."

Policy 4.1.2: "Protect the identity and cohesiveness of neighborhoods by ensuring the appropriate scale and location of development, mix of uses, and character of building design."

Policy 4.1.3: "Protect and enhance special places in the built environment that contribute to distinct identity and sense of place."

Policy 4.1.5: "Encourage high-quality development and redevelopment that responds appropriately to the natural setting and ecosystem functions."

Land Use

Goal 5.1: "Grow as a community of strong Centers connected by a multi-modal network of Corridors."

Policy 5.1.3: "Strengthen Downtown's identity as a regional hub for the highest-intensity development, with concentrated job and commercial activity supported by the highest-density housing."

Goal 5.2: "Grow as a community of strong Centers connected by a multi-modal network of Corridors."

Policy 5.2.1: "Create healthy, sustainable, and distinct communities with a mix of uses that are conveniently accessible from surrounding neighborhoods."

Goal 5.3: "Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good."

Policy 5.3.1: "Support additional growth in areas with existing infrastructure and public facilities."

Transportation

Goal 6.1: "Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses."

Policy 6.1.3: "Reduce the need for automobile travel by increasing mixed-use development, infill development within Centers, and travel demand management (TDM) programs."

Policy 6.1.7: "Balance the competing needs of pedestrians, bicyclists, autos, and transit in street design and improvements by slowing auto traffic, minimizing curb cuts, and encouraging primary auto access to parking lots to be provided from intersecting streets."

Goal 6.2: "Encourage walking, biking, and transit, especially at peak-hour commuting times, to enhance access and mobility for people of all ages and abilities."

Policy 6.2.3: "Provide direct pedestrian and bicycle access to and circulation within Centers, commercial properties, community facilities, and residential neighborhoods."

Goal 6.3: "Plan, develop, operate, and maintain a transportation system that provides safe access and mobility for all roadway users."

Policy 6.3.2: "Improve safety for pedestrians through street design."

Urban Design

Goal 7.2: "Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts."

Policy 7.2.2: "Promote high-quality pedestrian-oriented neighborhoods and districts as the essential building blocks of a sustainable region."

Goal 7.3: "Reinforce sense of place through context-sensitive design of development and streetscapes."

Policy 7.3.2: "Encourage design strategies that recognize and embrace the character differences that give communities their distinct identities and make them safe and attractive places."

Policy 7.3.5: "Encourage innovative and high-quality design in all development."

Goal 7.5: "Design sites, buildings, and landscape elements to respond to the high desert environment."

Policy 7.5.1: "Encourage landscape treatments that are consistent with the high desert climate to enhance our sense of place."

Economic Development

Goal 8.1: "Create places where business and talent will stay and thrive."

Policy 8.1.1: "Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities."

Policy 8.1.2: "Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy."

Goal 8.2: "Foster a culture of creativity and entrepreneurship and encourage private businesses to grow."

Policy 8.2.1: "Emphasize local business development."

Policy 8.2.5: "Promote the creative economy."

Heritage Conservation

Goal 11.2: "Preserve and enhance significant historic districts and buildings to reflect our past as we move into the future and to strengthen our sense of identity."

Policy 11.2.2: "Promote the preservation of historic buildings and districts determined to be of significant local, State, and/or National historical interest."

Policy 11.2.3: "Preserve and enhance the social, cultural, and historical features that contribute to the identities of distinct communities, neighborhoods, and districts."

Goal 11.3: "Protect, reuse, and/or enhance significant cultural landscapes as important contributors to our heritage and rich and complex identities."

Policy 11.3.1: "Preserve and enhance the natural and cultural characteristics and features that contribute to the distinct identity of communities, neighborhoods, and cultural landscapes."

The Rail Yards Master Plan has been designed to be consistent with and fulfill these Comprehensive Plan policies. The Master Plan includes the necessary safeguards for developing new cultural, educational, commercial, and light industrial uses alongside existing and future residential uses, both adjacent to and within the site.

The Master Plan provides the framework for redevelopment of the Rail Yards site in order to reinvigorate this area and bring new life to this long vacant property within a historically significant area of Albuquerque. The Development Regulations and Design Guidelines contained within the Master Plan address noise, lighting, sustainability, and landscape issues within and adjacent to the property. Through intentional, high-quality site design, the Master Plan aims to sustainably repurpose a unique, historically significant property into a mixed-use development that will support the continued growth of Central Albuquerque, encourage use of alternative transportation, support of local businesses, and the provision of affordable and market-rate housing. As the Rail Yards are located in close proximity to important Main Street and transit corridors as identified in the Comprehensive Plan, the site is uniquely well-suited to this type of mixed-use infill development.

The proposed redevelopment strategies contained in the Master Plan respect neighborhood values by providing for the opportunity of new, permanent jobs for local residents with a potential range of occupational skills and salary levels, and affordable and market-rate housing. Construction jobs will also be an important component of the project, which will last for many years until full development of the property is achieved. The Master Plan provides safe physical connections and entry points from surrounding neighborhoods to the property for pedestrians, bicyclists, and vehicular traffic, and ample parking for passenger vehicles. The Master Plan provides strategies for interim and permanent uses.

4.2 Existing Zoning, Barelas CPO-1, and Corridor Designations

The Rail Yards property is zoned PD, Planned Development. Within a PD zone, a site plan is used to guide the development through customized zoning and development standards for the development as delineated in the plan. Given the City's ownership of the Rail Yards, this Master Plan has been developed to guide future development on the Rail Yards property. Together, the Rail Yards Master Plan and the site plan establish allowable land uses and development standards, including building height, setbacks, landscape, etc.

The purpose of the PD zone as described in the IDO is:

> *..."to accommodate small- and medium-scale innovative projects that cannot be accommodated through the use of other zone districts, provided that those projects are consistent with the Albuquerque/ Bernalillo County Comprehensive Plan (ABC Comp Plan), as amended and include standards that would not otherwise be required of the applicant in order to provide significant public, civic, or natural resource benefits. This zone district is applied on a case-by-case basis to reflect a negotiated agreement for uses and standards with the applicant. Allowable uses are negotiated on a case-by-case basis but may not include any use that is not included in Table 4-2-1."*

The property is located within the Barelas neighborhood, which is subject to the Barelas CPO-1 zone. The Barelas CPO-1 zone contains specific design standards, including required setbacks, maximum building heights, and parking standards for properties zoned R-1, R-T, R-ML, and R-MH; however, given the Rail Yards PD zoning, these design regulations do not apply to the Rail Yards property. In addition, the regulations established by the PD zone through the Master Plan and site plan generally take precedence over development standards in the Barelas CPO-1 zone; however, the IDO provides that if the PD zone district standards in the Master Plan and/or site plan are silent, the IDO standards apply. Use-specific Standards contained in the IDO also apply unless the PD zone district provides a modification in the Master Plan or site plan.

The Rail Yards runs east and adjacent to the 4th Street Main Street Corridor area, which extends 660 feet from the centerline of the roadway. The Rail Yards fall within 1,320 feet (1/4 mile) of the Corridor. The IDO contains certain provisions in regard to building height for properties that fall within 660 feet of a Main Street Corridor; however, since the Rail

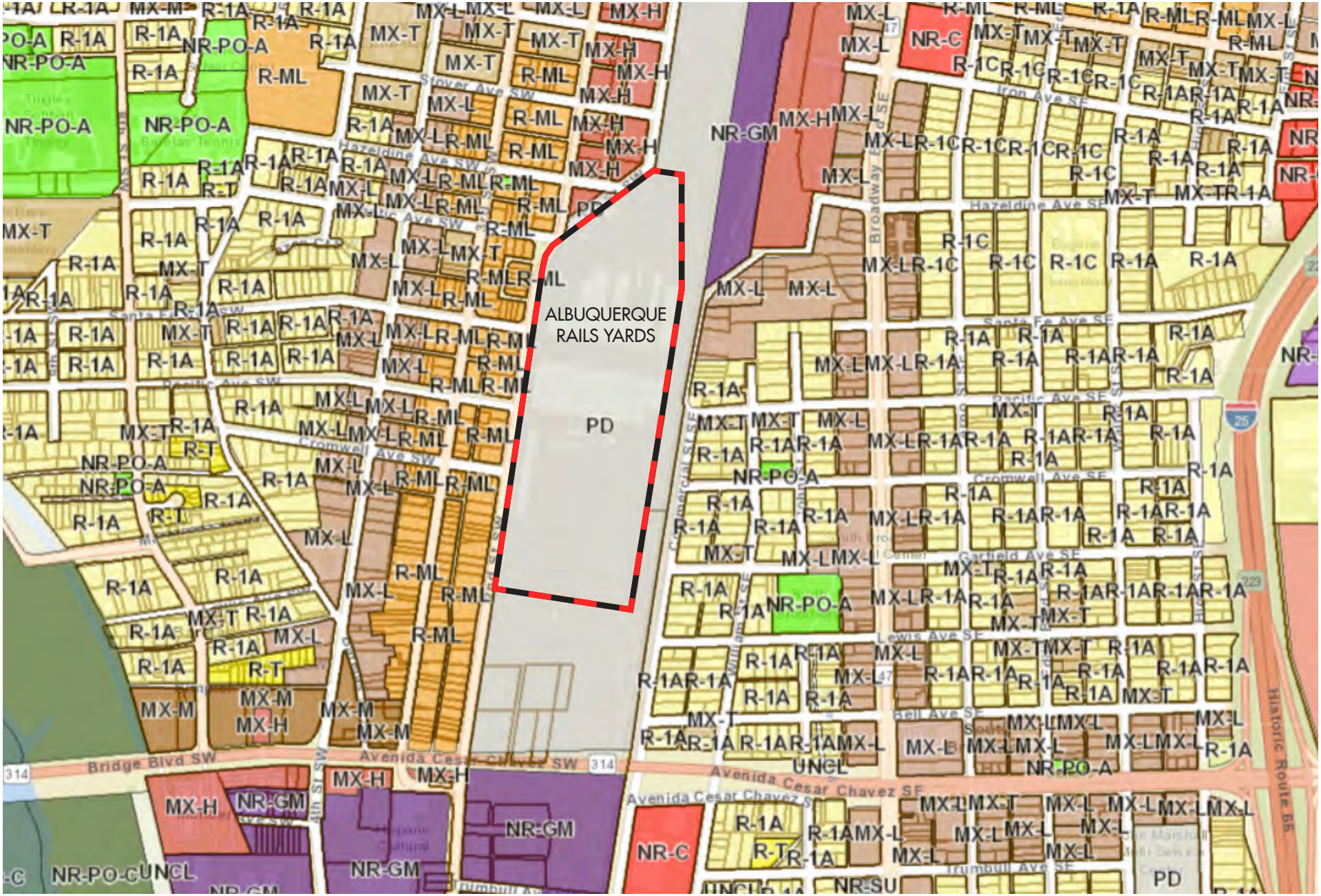


Figure 5: Rail Yards & Surrounding Area - Existing Zoning

Yards is adjacent to and not within the corridor, the building height bonus does not apply at this time. The Master Plan establishes building heights for specific areas within the Rail Yards site.

The site plan associated with the original Master Development Plan referenced the now rescinded Barelas Sector Development Plan. Language from the previous Barelas Sector Development Plan has been incorporated into the current Master Plan.

4.3 Historic Preservation

Since the site is owned by the City of Albuquerque and contains historic resources, the Master Plan and its implementation will involve numerous preservation compliance regulations. These regulations are spelled out in federal law in the National Historic Preservation Act of 1966 (as amended) and in state law in the New Mexico Historic and Prehistoric Sites Preservation Act (Section 18-8-7, NMSA 1978), also known as Section 7 review.

Federal regulations apply when federal money is being used for a project or if a federal permit, license or approval is required. In such a case, the law requires that a Section 106 Review (referring to the section number of the National Historic Preservation Act) be conducted by the State Historic Preservation Officer (SHPO) to determine if there is any adverse effect to the historic resources. The previous federal funding involved with this project was used for Environmental Protection Agency (EPA) efforts at the site. The Advisory Council on Historic Preservation (ACHP), the agency responsible for making such determinations, determined that the EPA involvement was not sufficient to trigger a Section 106 review of the project. In the future, if federal funds are used, including housing assistance, a Section 106 Review may be required.

Federal tax credits are available for rehabilitation projects on registered historic properties that meet the Secretary of the Interior's Standards for Treatment of Historic Properties and pass the rigorous reviews of the Internal Revenue Service as well as the National Park Service.

State preservation regulations contained in the New Mexico Historic and Prehistoric Sites Act do apply to public funds, including funds spent by municipalities in New Mexico. Projects that are publicly funded require a Section 7 review by the SHPO. The entire site is listed on the State Register of Cultural Properties; therefore, Section 7 review will be required of this project because of the City of Albuquerque's ownership of the site and its intended participation on the project going forward.

Since the site is officially listed on the National Register, buildings and structures (site features) are subject to Section 106 review. The City of Albuquerque has prepared Historic Cultural Properties Inventory (HCPI) forms describing each building on the site as well as some of the non-building features. The HCPI forms were a reference for the Determination of Eligibility (DOE) that was executed by the City of Albuquerque and SHPO in mutual consultation.

There were five meetings with SHPO staff attended by City of Albuquerque and Samitaur staff and consultants regarding the project. SHPO staff has visited the site numerous times, and staff members have worked with the City of Albuquerque to prepare inventory forms of the cultural resources.

SHPO staff will continue to review draft plans and designs and provide comments. Attendance of SHPO's staff at planning meetings has been on an advisory role up to now. The SHPO's role will further involve official compliance review under applicable preservation laws (Federal Section 106 and State Section 7). State tax credits are available for approved renovations to historic properties on the State Register.

The Fire Station has been named a City of Albuquerque Landmark and has its own set of guidelines for treatment developed by the City's Landmarks and Urban Conservation Commission, now called the Landmarks Commission. Any changes to the Firehouse will require prior approval by the Landmarks Commission in addition to other permitting processes.

In 2014, the City of Albuquerque prepared a nomination for the site to the State Register of Cultural Properties and the National Register of Historic Places. The nomination was reviewed by the SHPO, then placed before the New Mexico Cultural Properties Review Commission (CPRC), the citizens' advisory board for the New Mexico Historic Preservation

Division (HPD). The Rail Yards site was added to the State Register of Cultural Properties and the National Register of Historic Places in August and October 2014, as the Atchison, Topeka & Santa Fe Railway Locomotive Shops Historic District.

The 2012 planning process included a report by Giora Solar that recommended preservation measures. Refer to Section 10 for an overview of these recommendations.

With several preservation issues and agencies involved with bringing the Rail Yards back to life, it will be important to bring all the interested preservation agencies together to map out a "compliance plan." This plan would coordinate which agency will review what parts of the plan and subsequent designs of individual components. For example, it is not efficient for both the SHPO's office and the City's Archaeologist to review archaeological issues. If the City's Landmarks Commission decides to landmark the site or components (in addition to the Fire House), it will be important to coordinate the Landmarks Commission's guidelines for development with the opinions of the SHPO to uncover any differences of opinion early in the process, since both agencies would have review authority. A good "compliance plan" will describe when reviews need to happen and by whom. It should determine times for review, so that the development schedule can proceed in a timely manner.

4.4 Memorandum of Understanding (MOU)

As part of the "compliance path," it was the intention of the Master Developer to memorialize the preservation recommendations included in the Master Development Plan in a Memorandum of Understanding (MOU) amongst the City of Albuquerque, SHPO, ACHP, and other interested parties (such as the Master Developer). However, the Master Developer is no longer part of the MOU, and a new MOU was put in place in 2018. In order to move forward with development, there needs to be agreement on not just the specifics of what is to be preserved, but also how that preservation effort will be conducted. This agreement is necessary in order for the City of Albuquerque to be able to recruit economic development projects for the site and have a level of comfort about the preservation stipulations that will be placed on a given development on the site.

There is good precedent for this process in the MOU for the Santa Fe Railyard redevelopment. That MOU was between the City of Santa Fe, City of Santa Fe Archaeological Review Committee, Santa Fe Railyard Community Corporation, New Mexico Cultural Properties Review Committee, SHPO, and the Trust for Public Land, dated 2004. In this case, the site was already listed on the National and State Registers. It covered such issues as:

- Surveying all the properties (already completed for Albuquerque Rail Yards)
- Listing of the historic properties and their character defining features
- Treatment of archaeological sites
- Description of continued railroad operations (not applicable to Albuquerque Rail Yards)
- Design guidelines
- Process of approval for potential designs
- Recording requirements of any buildings to be removed

While the Albuquerque Rail Yards project is much more complex, the Santa Fe MOU and other MOU examples should be researched to come up with a document that codifies the consensus of the involved parties and guides the development process procedures in far greater detail than is appropriate at the master planning phase. This agreement should run with the land as a component of leases and building rights documents to ensure that future parties abide by its requirements.

2018 Memorandum of Understanding

The historic preservation and adaptive reuse of the Rail Yards is guided by the current MOU that was jointly adopted in September 2018 by the City of Albuquerque and the New Mexico Historic Preservation Division (HPD). The MOU notes that the Rail Yards have remained unoccupied for years, which has caused both natural and human damage to significant features of the property to occur, prompting the creation of the original 2014 Albuquerque Rail Yards Master Development Plan for the Area of Potential Effect (APE).

The MOU notes that the City of Albuquerque owns and is responsible for the care and preservation of the Rail Yards pursuant to the Cultural Properties Act NMSA 1978, Cultural Properties Preservation Act NMSA 1978, Prehistoric and Historic Sites Preservation Act NMSA 1978, and the New Mexico District and Landmark Act NMSA 1978. The HPD and the SHPO are charged with preserving and protecting the prehistoric, historic, and cultural heritage of New Mexico pursuant to the same guiding acts as the City, in addition to the National Historic Preservation Act (NHPA). The City's Metropolitan Redevelopment Agency (MRA) is the designee of and is bound by the MOU.

The HPD, City of Albuquerque, and the MRA are tasked with ensuring all architectural design and archaeological investigations occur under the supervision of staff that meet the professional standards established by the City and the Secretary of Interior. The redevelopment of the Rail Yards is required to comply with the specific requirements outlined by the Secretary of Interiors Standards for the Treatment of Historic Properties. The MOU states that the City will establish a Maintenance and Monitoring Program to preserve, alter, or adaptively reuse structures listed in the Master Plan.

The MOU states that the documentation of all proposed demolition to existing Contributing Buildings will be recorded on a level 3, as designated by the Historic American Building Survey/Historic American Engineering Records. The City will ensure that such work will be carried out or supervised by a preservation professional in the relevant field. All level 3 documentation will be submitted to the Center for Southwest Research, University of New Mexico, and the HPD. If records are unable to be accepted by the previously stated entities, the MOU requires that they be submitted to the State Archives of New Mexico or an alternate local, publicly accessible archive.

Rail Yards circa~1925 with original Powerhouse on left. William Walton Photographer, Property of the Albuquerque Museum, Milner Studio.

The MOU provides that if disagreements between parties arise concerning the interpretation or implementation of the MOU agreement, the parties will negotiate in good faith for a 30-day period after written notification has been received. Meditation will be provided if requested by one of the parties, and a mediator will be paid for by the City. The City is required to hold meetings with SHPO every three years to review the progress of the Rail Yards redevelopment and compliance with the MOU agreement.

4.5 Maintenance Program Agreement

While it is not a legal regulation, many multi-building historic sites make use of a Maintenance Program Agreement with the SHPO. Program Agreements are management agreements between the National Park Service, represented by the SHPO, and the management of a specific site with cultural resources such as a National Park, a military base, or a university that uses federal funds on some buildings. A Maintenance Program Agreement, among other objectives, establishes the process by which cultural resources will be maintained and repaired. The National Historic Preservation Act requires that federal agencies and agencies receiving federal funds avoid adverse effects on cultural resources. This requirement is in place not just for initial changes to a site, but over time as repairs and maintenance are needed.

A good Maintenance Program Agreement eliminates the need for site managers to consult the SHPO on every treatment of a cultural resource for repair and maintenance. It accomplishes this objective by describing common maintenance and treatment situations that are expected to occur and describes the treatments that will be used.

At this time, Section 106 requirements are not applicable because no federal undertaking is currently involved; however, future development might occur that includes federal funding. In addition, future tenants or owners of building rights may wish to pursue Federal Tax Credits.

The City of Albuquerque has a vested interest in having the cultural resources of the site repaired and maintained in keeping with the Secretary of the Interior's Standards. Otherwise, through the years, with many different property managers making repairs and doing maintenance, the historical integrity of the property could diminish.

The City of Albuquerque and the SHPO should develop a Maintenance Program Agreement for the Rail Yards that can serve as a guide for repair and maintenance and form the basis of covenant agreements with future tenants, building rights of owners, and developers. A few examples of the types of repairs and maintenance items that should be included in a Maintenance Program Agreement include proper materials for replacement of broken glass, maintenance of metal surfaces, cleaning of brick and concrete surfaces, etc. The list can best be developed by referring to the character defining features that are described in the National/State Register Nomination. Examples of this type of program agreement can be found on the NPS website.

4.6 Archaeological Regulations

Since the site is larger than 5 acres, the City's Archaeological Ordinance will apply. The activities that could potentially disturb archaeological sites are more likely to occur when construction occurs. Because buildings cover much of the site, the major concern will be trenching for new utility lines. Artifacts of the historic period, especially those that might contribute to the history of the Rail Road would be valuable additions to the story the site has to tell. Deeper excavations might also reveal prehistoric artifacts, as with many sites in the Rio Grande Valley.

In addition to the City's Archaeological Ordinance, certain State of New Mexico regulations may apply. The New Mexico State Archaeologist has been in multiple meetings concerning the Rail Yards project and will work with the City's Archaeologist to determine what level of survey(s) are appropriate and how they might be efficiently conducted to satisfy both agencies. The New Mexico State Archaeologist commented that since the site was originally in the flood plain, it would be surprising to find much prehistoric information. However, the historic periods, such as what the area was like prior to the Rail Yards would be of archaeological interest.


Rio Grande.
Volcanoes

GOALS & POLICIES 5

5.0 GOALS AND POLICIES

Introduction

The following guiding principles, goals, and policies for the Rail Yards were adapted from three primary sources: the City's Request for Proposals for a Master Developer, the Master Plan Agreement between the City and the (former) Master Developer, and public input received during the master planning process. Although the City has assumed the role of Master Developer, and a private Master Developer may be sought in the future, these guiding principles, goals, and policies remain valid for the 2023 update to the Master Plan. This section of the Master Plan is intended to serve as an overarching framework to guide the redevelopment of the Rail Yards over many decades.

Development decisions and City approvals shall consider whether a given proposal is consistent with and substantially furthers the goals and policies contained in this section, in addition to being consistent with other applicable plans, such as the Comprehensive Plan and the Integrated Development Ordinance.

It is important to note that there will necessarily remain many unknowns with respect to the details of future redevelopment of the Rail Yards, such as specific tenants/user groups, types of employment opportunities, types of housing units, and particular cultural and other public amenities. However, the intent of these principles, goals, and policies will be to serve as criteria against which to judge the appropriateness, feasibility, and potential efficacy of all such future development activities, beginning with design and continuing through construction, operation, and maintenance.

GUIDING PRINCIPLE #1: JOB GENERATION, ECONOMIC DEVELOPMENT, & ECONOMIC VIABILITY

The Rail Yards, once an economic pillar for the community, is envisioned to become a hub of economic activity again. The Master Plan provides a framework for renewed economic and business success for the project area and is sufficiently flexible to accommodate a variety of potential future economic uses and opportunities. The Master Plan also provides opportunities to generate quality, living-wage and high-wage jobs and programs that will link those jobs with community residents.

The Master Plan recognizes that the success of the Project Area is directly related to the financial feasibility of the overall mix of uses that is ultimately developed. Implementation of the Master Plan should prioritize uses that are financially self-sustaining and, preferably, revenue-generating and minimize the City's exposure to and obligation for direct costs and subsidies.

Goal 1.1 - The Rail Yards will again become a major employment center: The Rail Yards site will function again as a major skilled employment generator that utilizes the local workforce.

Policy 1.1.1 - Focus resources and attention toward successful Rail Yards redevelopment: The City, and any future Master Developer, through direct investment, policies, legislation and formation of public-private partnerships, will maximize the potential for successful redevelopment at the Rail Yards site and the surrounding area.

Policy 1.1.2 - Support local business development: The City and any future Master Developer will support the start-up and growth of businesses that enhance the Rail Yards site and complement businesses in the surrounding communities. This may include, for example, the establishment of a small business incubator or second stage incubator on the site.

Goal 1.2 - The Rail Yards site will support a mix of employment opportunities: The range of employers at the Rail Yards will collectively provide a mix of living- and high-wage employment, as well as opportunities for on the job training.

Policy 1.2.1 - Support educational/workforce training: The City and any future Master Developer will work with local and state organizations to provide opportunities for "educational training" at the Rail Yards.

Policy 1.2.2 - Institute "First Source" hiring: The City, any future Master Developer, and future businesses at the Rail Yards will encourage the practice of first-source hiring, through legislation, contracting requirements, and/or incentives to hire local employees, and incentives to hire graduates of New Mexico educational institutions.

Goal 1.3 - Economically viable development at the Rail Yards site will create new revenue streams for the City and the State: Redevelopment will focus on developing economically viable businesses and projects that also generate new streams of revenue for the City and State.

Policy 1.3.1- Develop a financing and implementation package: The City and any future Master Developer will design a financing and implementation package that incentivizes business development yet minimizes costs, obligations, and exposure for the City during both construction and operation of the Rail Yards redevelopment.

Policy 1.3.2 - Demonstrate financial sustainability: All uses, features, and projects will demonstrate that they are either financially self-sustaining or have sufficient public financial assistance to provide for their construction, development, and/or sustained operation and maintenance.

GUIDING PRINCIPLE #2: HOUSING

Integrating housing into the Rail Yards redevelopment of the site is important for three reasons:

1. *To ensure the availability of affordable housing in the community;*
2. *To minimize possible displacement of people as a result of redevelopment; and*
3. *To create a true mixed-use environment and a constant presence on the site, which will increase the overall vibrancy and safety of the site.*

The Master Plan supports construction of the required Workforce Housing and includes opportunities for additional affordable and market-rate housing. The development of housing at the Rail Yards will be coordinated with the City's ongoing efforts to rehabilitate existing housing in the surrounding neighborhoods.

Goal 2.1 - A mix of housing types will be available at the Rail Yards: A range of housing types, such as apartments and/or live/work units, that are either market-rate and/or Workforce Housing could be developed in order to meet market demand for mixed-use, urban dwellings and to help create an active and vibrant site.

Policy 2.1.1 - Meet the Workforce Housing requirement: A minimum of thirty (30) units of Workforce Housing, as defined by City Ordinance 30-2006 (§14-9-1 et. seq., ROA 1994), will be constructed at the Rail Yards to help activate the site and create an appropriate transition between the site and the residential neighborhood across 2nd Street.

Policy 2.1.2 - Locate housing along 2nd Street to become part of the neighborhood: Housing is considered an appropriate land use along the 2nd Street frontage of the site in order to relate to development within the Barelas neighborhood.

Policy 2.1.3 - Assure complementary housing scale and design: New housing construction will respect and relate to the scale of development on the west side of 2nd Street, for example by

stepping up building heights towards the interior of the site or, where stepbacks cannot be achieved, through other means of ensuring compatible articulation and scale.

Policy 2.1.4 - Phase development activities to minimize adverse impacts: The master schedule and the schedule for individual development projects should be designed to minimize impacts on commercial and residential tenants over the entire build-out timeframe.

Goal 2.2 - Housing at the Rail Yards will be a part of an integrated housing redevelopment and rehabilitation strategy for the larger community: Housing development at the Rail Yards will be undertaken in concert with efforts by the City to encourage rehabilitation of existing properties and redevelopment of vacant (infill) properties in the surrounding neighborhoods, creating a vibrant, mixed-income community.

Policy 2.2.1 - Encourage infill workforce housing development on existing vacant lots and support housing rehabilitation programs: Infill workforce housing projects and rehabilitation programs within the Barelas and South Broadway neighborhoods should be a priority of the City in order to strengthen existing communities, minimize displacement, and integrate with the redevelopment of the Rail Yards.

Policy 2.2.2 - Develop balanced design standards: Design standards will be developed that reflect the context of the Rail Yard and the adjacent neighborhoods.

GUIDING PRINCIPLE #3: COMMUNITY CONNECTIVITY

The Master Plan complements all adopted plans for surrounding areas, including the Barelas, South Broadway, and San Jose neighborhoods. The Plan supports current and planned economic activity in the Downtown area and encourages connections with existing attractions in the area, such as the Albuquerque Zoo and BioPark, Tingley Beach, Rio Grande State Park, National Hispanic Cultural Center, South Broadway Cultural Center, Old Town and its museums, Downtown Albuquerque and its amenities, Alvarado Transportation Center, Historic 4th Street Corridor, local sports venues, the Albuquerque Sunport, and others. The Plan reinforces the City's transit goals and objectives and supports pedestrian, bicycle, auto, and public transportation to and from the site.

Goal 3.1 - The public will feel welcome at the Rail Yards: Public gathering places will be available and accessible for the wider community to enjoy.

Policy 3.1.1 - Create public spaces: Public spaces will be integrated into the design of all phases of redevelopment of the site.

Policy 3.1.2 - Maintain a balance between private and public access to the Machine Shop: While businesses at the Rail Yards will require access and privacy, public access to some portion of the Machine Shop shall be maintained. The design of uses at the Machine Shop will strive to maintain this balance. Access to the Machine Shop, as the largest and most significant of the remaining structures, is a high priority; however, where possible, some degree of public access to other historic structures should be provided.

Goal 3.2 - The Rail Yards will become part of a well-connected network of attractive community and regional facilities that doesn't require an automobile for access: The Rail Yards will be integrated with and will complement other attractions in the area (see Guiding Principle #3 above), and will be easily accessible by public transportation,

bicycling, and walking. The need to drive and park an automobile at the site should be minimized.

Policy 3.2.1 - Support a "Park Once" strategy: Design features and facilities will support a comprehensive "Park Once" strategy, modeled after the Downtown 2025 Sector Development Plan's strategy, and promoting walking, bicycling, and public transportation to and from locations within the greater Rail Yards area.

Policy 3.2.1.1 - Provide transportation options: Improved public and alternative transportation options to the site, including bicycle, pedestrian, and transit facilities will be accommodated. Within the site, connectivity will be provided.

Policy 3.2.1.2 - Use the Rail Line to provide site access: Connections to the Alvarado Transportation Center and the Central Business District via the main rail line will be encouraged. A future Rail Line stop at the site will be accommodated, should one be approved in the future.

Policy 3.2.2 - Limit on-site parking: A limited amount of on-site parking will be provided, and over-parking of the site will be discouraged. At full project build-out, visible surface parking will not be allowed except for limited loading facilities and to meet accessibility requirements. Subterranean and structured parking will be encouraged to accommodate full project build-out parking requirements. Interim surface parking is acceptable prior to full project build-out, provided it is designed to meet architectural standards contained in the Master Plan.

Policy 3.2.3 - Balance commercial and residential on-street parking needs: On-street parking in appropriate locations contributes to a vibrant urban environment. Commercial and residential parking needs must both be accommodated, which can be accomplished through a mix of metered and permit parking.

Policy 3.2.3.1 - Maximize the availability of and direct visitors to on-street parking along non-residential frontages by providing metered parking and wayfinding: The City should install meters, signage, and other measures as appropriate on adjacent and nearby streets.

Policy 3.2.3.2 - Implement on-street residential permit parking for surrounding neighborhoods, as needed: Since on-site parking will be limited, the City and any future Master Developer should work closely with adjacent neighborhoods to monitor the impacts of off-site parking as the redevelopment of the site progresses and determine if/when a Neighborhood Permit Parking program should be implemented. The standard requirement for license plate survey, which determines if the threshold of on-street parking spaces used by persons who are not residents of the area has been met should be waived.

Policy 3.2.4 - Maintain direct rail access onto the site: Future development must preserve the functionality of the historic turntable and maintain rail access thereto.

Goal 3.3 - There will be safe, well-designed physical connections between the Rail Yards site and adjacent neighborhoods: Direct, safe and convenient pedestrian and bicycle connections to and from the Barelas and South Broadway neighborhoods will be constructed, and physical barriers to the site, excluding the active BNSF railroad tracks, will be removed, visibly and physically connecting the site with both neighborhoods.

Policy 3.3.1 - Remove barriers to the site: Perimeter fencing will be removed when site security can be ensured. The edges of the site should remain open and accessible, and fencing, gates, and other similar barriers should be employed only when other security measures are not feasible.

Policy 3.3.2 - Create welcoming, pleasing edges: Development at the edges of the site should be oriented towards the surrounding neighborhoods. The street edges along 1st and 2nd Streets on the west, and along the railroad tracks on the east, should maintain sight lines to historic structures and help invite people to visit the site. Developing landscaped spaces to define the edges of the site is appropriate.

Policy 3.3.3 - Create pedestrian and bicycle connections to the Barelas and South Broadway neighborhoods: Direct pedestrian and bicycle connections between the site and adjacent neighborhoods will be created that are safe, feasible, connect to natural points of entry, and encourage people to visit, work, and shop at the site. While the design and planning of facilities that serve the site, such as 2nd Street and the Guadalupe Overpass, are outside the purview of the Plan, the City should prioritize and undertake infrastructure improvements that will support redevelopment of the site and maximize opportunities for creating safe, comfortable non-vehicular access to the site.

GUIDING PRINCIPLE #4: LAND USES

The Master Plan encourages new development on the Rail Yards site that balances new economic and design approaches with protection of the integrity and history of the Rail Yards and the surrounding residential communities. The Plan complements the goals in other adopted plans that cover or affect the Rail Yards site.

Goal 4.1 - The Rail Yards will become a model for mixed-use development: The Rail Yards is looked to as a model for reclaiming historic properties, stimulating significant job growth and economic development, accommodating commercial and residential tenants, providing needed services and venues to surrounding neighborhoods and the entire City, and creating a "Live/Work/Learn/Trade/Play" environment.

Policy 4.1.1 - Celebrate and emphasize the historic railroad function of the site: Cultural and employment uses that relate to rail operations, such as transportation museums or compatible and suitable rail equipment maintenance facilities, are encouraged and shall not be precluded. Proximity to the operative Turntable and BNSF switching yard make the south end of the Rail Yards site particularly suitable for such uses.

Policy 4.1.2 - Create a balanced development such that diverse users can utilize the site to the highest degree with minimum impact to one another. Potentially incompatible uses will be organized and buffered in order to achieve compatibility.

Policy 4.1.3 - Demonstrate appropriate transition and scale: New development should demonstrate sensitivity in scale and transition as the historic gateway to the Barelas and South Broadway neighborhoods.

Policy 4.1.4 - Integrate new development and uses with adjacent established development: New development, both buildings and site features, should relate in orientation, massing, and use to established development adjacent to the site. Uses that create impacts to surrounding residential neighborhoods will be appropriately buffered. Since existing development on the west side of 2nd Street is predominantly residential in character, the 2nd Street frontage of the site is considered an appropriate location for housing mixed with retail, where appropriate, to serve as an area of transition between the site and the neighborhood to the west.

Goal 4.2 - Rail Yards redevelopment will catalyze redevelopment opportunities in surrounding areas: Stronger connections to the Barelas, South Broadway, and Downtown areas will be built through redevelopment of undeveloped sites that abut or are adjacent to the Rail Yards.

Policy 4.2.1 - Acquire additional land for complementary redevelopment opportunities: The City and any future Master Developer will consider acquiring additional sites, as appropriate, that abut or are adjacent to the Rail Yards to support area-wide

redevelopment activities consistent with and supportive of the aims of the Master Plan, including housing as described in Guiding Principle #2. If additional sites are acquired, the Master Plan may be amended to incorporate any additional site or sites.

Policy 4.2.2 - Foster partnerships for complementary redevelopment opportunities: This will be pursued through public, private, and/or public-private partnerships to maximize development opportunities on sites that abut or are adjacent to the Rail Yards and that support the aims of the Master Plan.

Goal 4.3 - The Master Plan will respect and maintain consistency with the goals in other adopted plans: New development will remain consistent with the goals, policies, recommendations, and regulations in the Albuquerque/Bernalillo County Comprehensive Plan and the Integrated Development Ordinance.

GUIDING PRINCIPLE #5: ARCHITECTURE AND HISTORIC REHABILITATION

The Master Plan recognizes the significant value of the existing Rail Yards historic resources, i.e. buildings and structures, to a local, state, and national audience. The fundamental approach to site development will be to maintain the "integrity" of the site as a whole, with individual structures being rehabilitated and adaptively re-used for modern and functional purposes, in consultation with the New Mexico SHPO.

Goal 5.1 - The Rail Yards site will be developed as a unified whole with an integrated "sense of place" and unified vision: The original Rail Yards development was characterized by a spirit of innovation and state-of-the-art technical advances in engineering and building practices. The redevelopment will strive to rekindle this spirit both in terms of the adaptive re-use of the existing buildings and the design of new infill development.

Policy 5.1.1 - Follow design standards outlined within the Master Plan in order to create a unified visual language: Visitors, tenants, and inhabitants arriving to the Rail Yards should recognize a cohesive, integrated, and high quality environment.

Policy 5.1.2 - Architectural design will integrate 20th and 21st century sensibility: The City and any future Master Developer will encourage innovative architectural design–for redevelopment, new structures and landscaping–that fits within the historic context of the site.

Policy 5.1.3 - Encourage innovative and progressive building technologies: Redevelopment of the Rail Yards should be characterized by a commitment to the future as well as the past and should build on the lineage of technological advancement embodied by the existing structures.

Goal 5.2 - Historic resources at the Rail Yards will be rehabilitated and adaptively reused: The hierarchy in the relative significance of the existing structures will inform a tiered approach to rehabilitation.

Policy 5.2.1 - Rehabilitate and/or adaptively re-use historic resources: The historic resources represented by the Rail Yards should be rehabilitated and adaptively reused in plans for economic ventures, cultural amenities, and physical changes to the site.

Policy 5.2.2 - Preserve the architectural history of the Rail Yards site for future generations: The site's integral role in the development of the surrounding neighborhoods and Albuquerque as a city is important to communicate. Visitors should have access to the Rail Yards in order to view the historic structures, understand their original relationship and functionality, and experience early 20th century industrial architecture and its remarkable innovations.

Policy 5.2.3 - Honor the human history of the Rail Yards site through the creation of an on-site memorial: The Rail Yards redevelopment will recount the history of the Rail Yards and its relationship to Albuquerque and New Mexico in a number of ways, including, but not limited to, an oral history project, a transportation museum, and an on-site memorial to the workers with special acknowledgement of

those who were injured or killed there. The memorial to the workers will be located at or near the entrance from each neighborhood.

Goal 5.3 - Infill development will complement existing structures: New construction, or new additions to or surrounding existing structures, shall be designed in consultation with the New Mexico SHPO.

Policy 5.3.1 - Ensure compatibility of infill development with existing site features in terms of size, scale, proportion, and massing: New structures should maintain a low building profile in order to maximize sight lines to and from the most significant historic structures.

Goal 5.4 - The Rail Yards site will become a model for sustainable redevelopment: The Rail Yards redevelopment will strive to incorporate innovative technologies that assist with site resource management and utilization.

Policy 5.4.1 - Incorporate sustainable design features in the redevelopment: Concepts such as natural resource conservation, on-site energy generation, utility co-generation, and sustainable material selection should be employed.

Policy 5.4.2 - Design, build, and maintain regionally appropriate landscaping and open areas: Landscape design will be a major component in creating an inviting environment and connection to the wider community. Landscape design should reflect an understanding of the local climate, and landscaping materials should be selected based on their ability to withstand low water conditions and direct sun exposure. Developed open space areas should be shaded from the summer sun with trees and/or permanent or temporary shade structures. Rainwater collection and on-site reuse are strongly encouraged.

Policy 5.4.3 - Design the Rail Yards site to exceed all current City of Albuquerque adopted Energy Code standards and should be USGBC LEED equivalent rated where possible: The historic buildings will be rehabilitated to incorporate energy efficient standards to the extent feasible through creative design.

Policy 5.4.4 - Employ a "Rehabilitation First" strategy in programming and design: Rehabilitation of existing structures uses the embodied energy within the structure and is strongly encouraged.

GUIDING PRINCIPLE #6: ART AND CULTURE

The Master Plan encourages opportunities for promoting the art, history and culture of the site, the community, and the region. The Plan sets aside space for a museum that celebrates the history of transportation, particularly rail transportation. Commercial and residential tenants, local community members, and visitors from near and far will be attracted by heightened aesthetics; comfortable, quality amenities; and a unique cultural vibrancy.

Goal 6.1 - The Rail Yards will be home to a quality museum: Redevelopment will include a venue for a museum that will be operated by an organization that is committed to promoting the importance of the site and its history.

Policy 6.1.1 - Create a facility that conveys the history of the site: The site will include a museum or other appropriate facility that informs visitors of the history of the Rail Yards and the site's relationship to the history of Albuquerque.

Goal 6.2 - The Rail Yards will foster a vibrant set of on-site cultural events and facilities: The City and the Master Developer will promote opportunities for other cultural events and facilities that support the overall redevelopment goals and, in particular, help honor the value and history of the site, the community, and the region.

Policy 6.2.1 - Locate cultural facilities strategically: The preferred location to develop cultural facilities is the southern end of the site, focused around the Turntable and rebuilding the Roundhouse; however, cultural uses may also be developed on other portions of the site, including within historic buildings. For example, as the most prominent and iconic remaining structure on the site, the Machine

Shop or a portion thereof could be considered an appropriate location for a publicly-accessible use, such as a cultural facility.

Policy 6.2.2 - Develop standards for community use of public spaces: The use of public spaces by the community will be encouraged but regulated. Standards for cultural and community events, art installation and performance, farmers' markets, mobile restaurants, and other groups will be developed as required.

Bridge Crane.

Bridge Crane in action circa~1943, Jack Delano Photographer, Farm Security Administration/Office of war information photograph collection (Library of Congress).


Looking
west down
90' bay.

DEVELOPMENT REGULATIONS 6

6.0 DEVELOPMENT REGULATIONS

Intent

The regulations contained in this section supplement the underlying zoning requirements in the Barelas CPO-1 zone and the Integrated Development Ordinance (IDO). All development shall comply with the requirements of the IDO and regulations contained in the Master Plan, which includes the Site Plan and the Landscape Plan. In the event of a conflict, the more restrictive requirement shall prevail.

6.1 Development Standards Matrix Components

The following subsections define and/or describe each of the elements contained in the Site Plan.

6.1.1 Existing Historic Resources to Be Preserved

Existing Historic Resources are the structures and features that shall be preserved.

6.1.2 Land Uses

Permissive and Conditional Uses

To maintain maximum flexibility for future development at the Rail Yards, the following land uses are allowed anywhere on the Rail Yards site, except for those specifically listed as Prohibited Uses below:

- Permissive: Uses permissive in the R-MH, MX-M, and NR-BP zone districts
- Permissive: Railroad related facilities
- Conditional: Uses conditional in the R-MH and MX-M zone districts

Prohibited Uses

The following land uses as defined in the IDO and regulated by Table 6-1-1 are prohibited anywhere on the Rail Yards site:

- Overnight shelter
- Liquor retail
- Light vehicle fueling
- Heavy vehicle fueling
- Cold storage
- Pawn shop
- Nicotine retail
- Cannabis retail
- Adult retail
- Adult entertainment

6.1.3 Master Plan Amendment Process and Unlisted Uses

The Master Plan, Site Plan (Sheet A1), and Landscape Plan (Sheet A2) serve as the Site Plan-EPC required for the PD zone district, specifying both the allowable uses and required development standards. If additional uses are proposed in the future, a zoning map amendment to the PD zone district would be required, pursuant to IDO Subsection 14-16-6-7(E). Future development would require an amendment of the Master Plan, either as a minor or major amendment, pursuant to IDO Subsection 14-16-6-4(Z)(1). Resolution R-13-272 requires major amendments to be reviewed by the Environmental Planning Commission and approved by the City Council. Minor amendments are allowed to be approved administratively, pursuant to IDO Subsection 14-16-6-4(Z)(1)(a).

6.1.4 Maximum Building Heights

The Master Plan establishes a more restrictive building height limit for certain buildings and site areas parcels in order to comport with neighboring residential uses and to maintain the necessary visual hierarchy between the existing historic buildings, which shall remain the dominant visual elements of the site, and new infill development. The most restrictive building height is capped at 30 feet along 2nd Street to a minimum depth of 100 feet at the northern area of the Rail Yards site. The next most restrictive building height is capped at a maximum of 45 feet at the southern end of the Rail Yards site in proximity to the Storehouse building. Buildings on the remainder of the site shall be a maximum height of 67 feet *(see Figure 5: Maximum Building Height Diagram, Page 57)*.

Maximum building heights are regulated per the Master Plan as described above. Any exceptions or bonuses contained in the IDO do not apply.

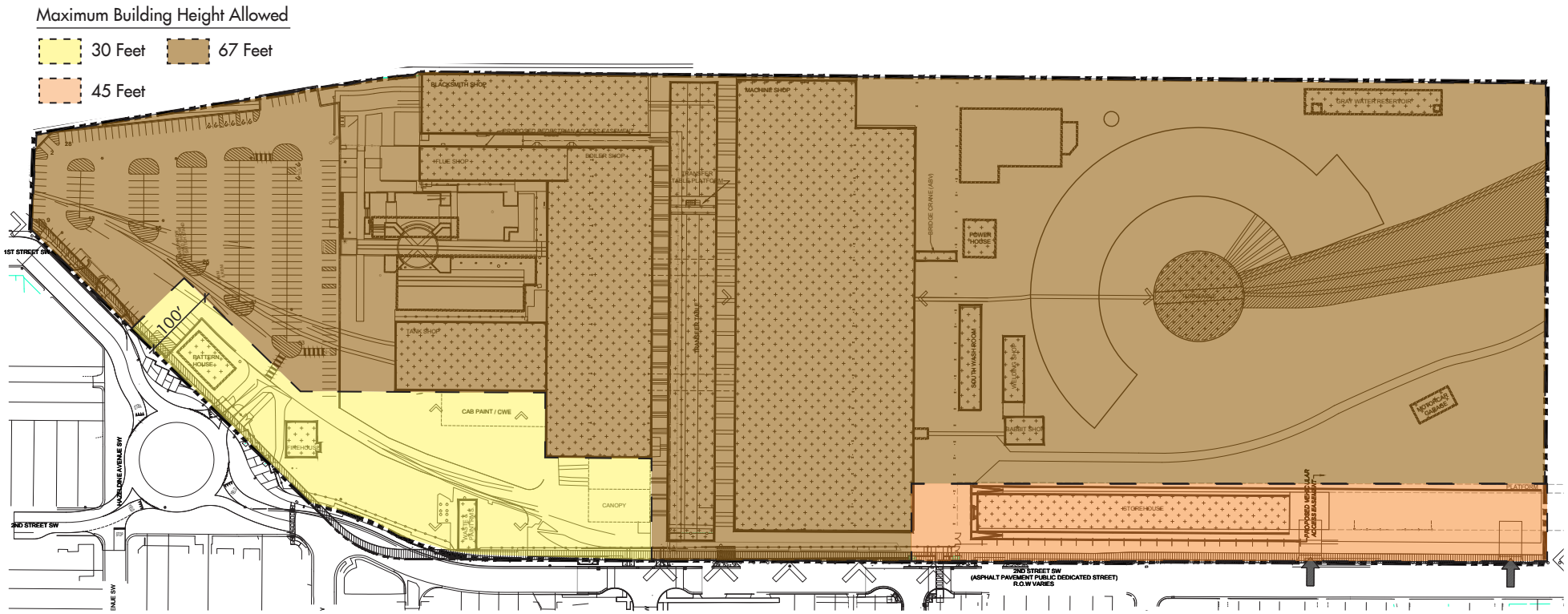


Figure 6: Maximum Building Height Diagram

6.1.5 Setbacks and Orientation

Setbacks and building orientation for new development at the Rail Yards shall be as follows:

- Setback along 2nd Street is a minimum of 10 feet.
- There are no rear, side, or internal setback requirements.
- Building entries for new construction shall be oriented toward 1st and 2nd Streets.

6.1.6 Off-Street Parking

Off-street parking may include surface, subterranean, or above-ground structures, or a combination of these types. Due to the size of the existing historic buildings, new uses may require more parking than can be physically accommodated on the site. Improved surface and/or structured parking spaces may be provided incrementally.

The applicant shall demonstrate that the spaces provided will be adequate for the new use(s) and shall be provided. Information provided shall detail uses, parking amount, layout, and the potential for shared parking agreements and any other relevant data. Interim parking lot trees, buffer landscaping and pedestrian walkways may be required as deemed necessary. Permanent parking lot trees, buffer landscaping and pedestrian walkways may be phased as deemed necessary. Surface parking may be supplemented with pedestrian, bicycle, and transit access.

Parking shall be provided through shared access or parking agreements, and as a whole for the site rather than on an individual project basis. Cross parking agreements shall be provided if individual parcels are created in the future.

GENERAL NOTES

1. REFER TO MASTER DEVELOPMENT PLAN (MDP) DOCUMENT FOR ADDITIONAL PROJECT INFORMATION.

2. PERMISSIVE AND CONDITIONAL USES
TO MAINTAIN MAXIMUM FLEXIBILITY FOR FUTURE DEVELOPMENT AT THE RAIL YARDS, THE FOLLOWING LAND USES ARE ALLOWED ANYWHERE ON THE RAIL YARDS SITE, EXCEPT FOR THOSE SPECIFICALLY LISTED AS PROHIBITED USES BELOW:
   - PERMISSIVE: USES PERMISSIVE IN THE R-MH, MX-M, AND NR-BP ZONE DISTRICTS
   - PERMISSIVE: RAILROAD RELATED FACILITIES
   - CONDITIONAL: USES CONDITIONAL IN THE R-MH AND MX-M ZONE DISTRICTS

   PROHIBITED USES
   THE FOLLOWING LAND USES AS DEFINED IN THE IDO AND REGULATED BY TABLE 6-1-1 ARE PROHIBITED ANYWHERE ON THE RAIL YARDS SITE:
   - OVERNIGHT SHELTER
   - LIQUOR RETAIL
   - LIGHT VEHICLE FUELING
   - HEAVY VEHICLE FUELING
   - COLD STORAGE
   - PAWN SHOP
   - NICOTINE RETAIL
   - CANNABIS RETAIL
   - ADULT RETAIL
   - ADULT ENTERTAINMENT

3. OFF-STREET PARKING SPACES SHALL BE PROVIDED AT FULL BUILD-OUT OF THE SITE. PARKING MAY INCLUDE SURFACE, SUBTERRANEAN OR ABOVE GROUND STRUCTURES, OR A COMBINATION OF THESE TYPES.

4. SETBACKS AND BUILDING ORIENTATION FOR NEW DEVELOPMENT SHALL BE AS FOLLOWS:
   - SETBACK ALONG 2ND STREET SHALL BE A MINIMUM OF 10 FEET
   - THERE ARE NO REAR, SIDE, OR INTERNAL SETBACKS REQUIREMENTS.
   - BUILDING ENTRIES FOR NEW CONSTRUCTION SHALL ORIENTED TOWARDS 1ST STREET AND 2ND STREET.

5. PEDESTRIAN CIRCULATION SHALL BE PRIORITIZED AND INCLUDE PEDESTRIAN PATHWAYS TO EACH PART OF THE RAIL YARDS SITE.

6. SEE MAXIMUM BUILDING HEIGHT DIAGRAM, THIS SHEET.

7. SECURE BICYCLE STORAGE FACILITY TO BE INCLUDED ON-SITE, FINAL

8. REFER TO LANDSCAPE MASTER PLAN FOR LANDSCAPE LOCATION AND PLANT TYPES.

9. INITIAL DEVELOPMENT PHASES INCLUDE THE RENOVATION AND ADAPTIVE REUSE OF EXISTING HISTORIC BUILDINGS AND DEVELOPMENT OF COMMON AREA. LATER PHASES INCLUDE RETAIL, HOUSING AND CULTURAL FACILITIES ALONG SECOND STREET AND TRANSFER TABLE PUBLIC COMMONS AREA. FINAL PHASES INCLUDE PARKING STRUCTURES AND NEW DEVELOPMENT ABOVE.

10. PUBLIC VEHICULAR ACCESS IS LIMITED TO DESIGNATED PARKING AREAS WITH THE EXCEPTION OF LIMITED LOADING FACILITIES AND ADA ACCESS.

11. THE MASTER DEVELOPMENT PLAN, THE SITE PLAN (SHEET A1), AND LANDSCAPE PLAN (SHEET A2) SERVE AS THE SITE PLAN - EPC REQUIRED FOR THE PD ZONE DISTRICT, SPECIFYING BOTH THE ALLOWABLE USES AND REQUIRED DEVELOPMENT STANDARDS. IF ADDITIONAL USES ARE PROPOSED IN THE FUTURE, A ZONING MAP AMENDMENT TO THE PD ZONE DISTRICT WOULD BE REQUIRED, PURSUANT TO IDO SUBSECTION 14-16-6-7(E). FUTURE DEVELOPMENT WOULD REQUIRE AN AMENDMENT OF THE MASTER DEVELOPMENT PLAN, EITHER AS A MINOR OR MAJOR AMENDMENT, PURSUANT TO IDO SUBSECTION 14-16-6-4(Z)(1). RESOLUTION R-13-272 REQUIRES MAJOR AMENDMENTS TO BE REVIEWED BY THE ENVIRONMENTAL PLANNING COMMISSION AND APPROVED BY THE CITY COUNCIL. MINOR AMENDMENTS ARE ALLOWED TO BE APPROVED ADMINISTRATIVELY, PURSUANT TO IDO SUBSECTION 14-16-6-4(Z)(1)(A).

12. FUTURE DEVELOPMENT SHALL COMPLY WITH THE DEVELOPMENT REGULATIONS IN SECTION 6 AND DESIGN GUIDELINES IN SECTION 7 OF THE MDP.

13. UNLESS NOTED OTHERWISE, ALL EXISTING RAILROAD TRACKS TO BE REMOVED.

BUILDINGS & STRUCTURES

1. FIRE STATION
2. MACHINE SHOP
3. BRIDGE CRANE WITH CRANE RUNWAY
4. BOILER SHOP
5. TANK SHOP / TENDER REPAIR SHOP
6. FLUE SHOP
7. CANOPY
8. CAB PAINT SHOP
9. BLACKSMITH SHOP
10. STOREHOUSE
11. PLATFORM
12. BABBIT SHOP
13. WELDING SHOP
14. TRANSFER TABLE
15. ROUNDHOUSE (ORIGINAL LOCATION)
16. TURNTABLE
17. SHEET METAL HOUSE (DEMOLISHED IN 2019)
18. PATTERN HOUSE
19. NORTH WASHROOM (DEMOLISHED IN 2019)
20. SOUTH WASHROOM
21. WASTE AND PAINT RMS
22. MOTOR CAR GARAGE
23. FIRE RUNWAY
24. POWER HOUSE
25. WATER RESERVOIR
26. WELDING GAS LINES
27. SMOKESTACK (ORIGINAL LOCATION)
28. HISTORIC POWER HOUSE (ORIGINAL LOCATION)
29. TRAIN TRACKS

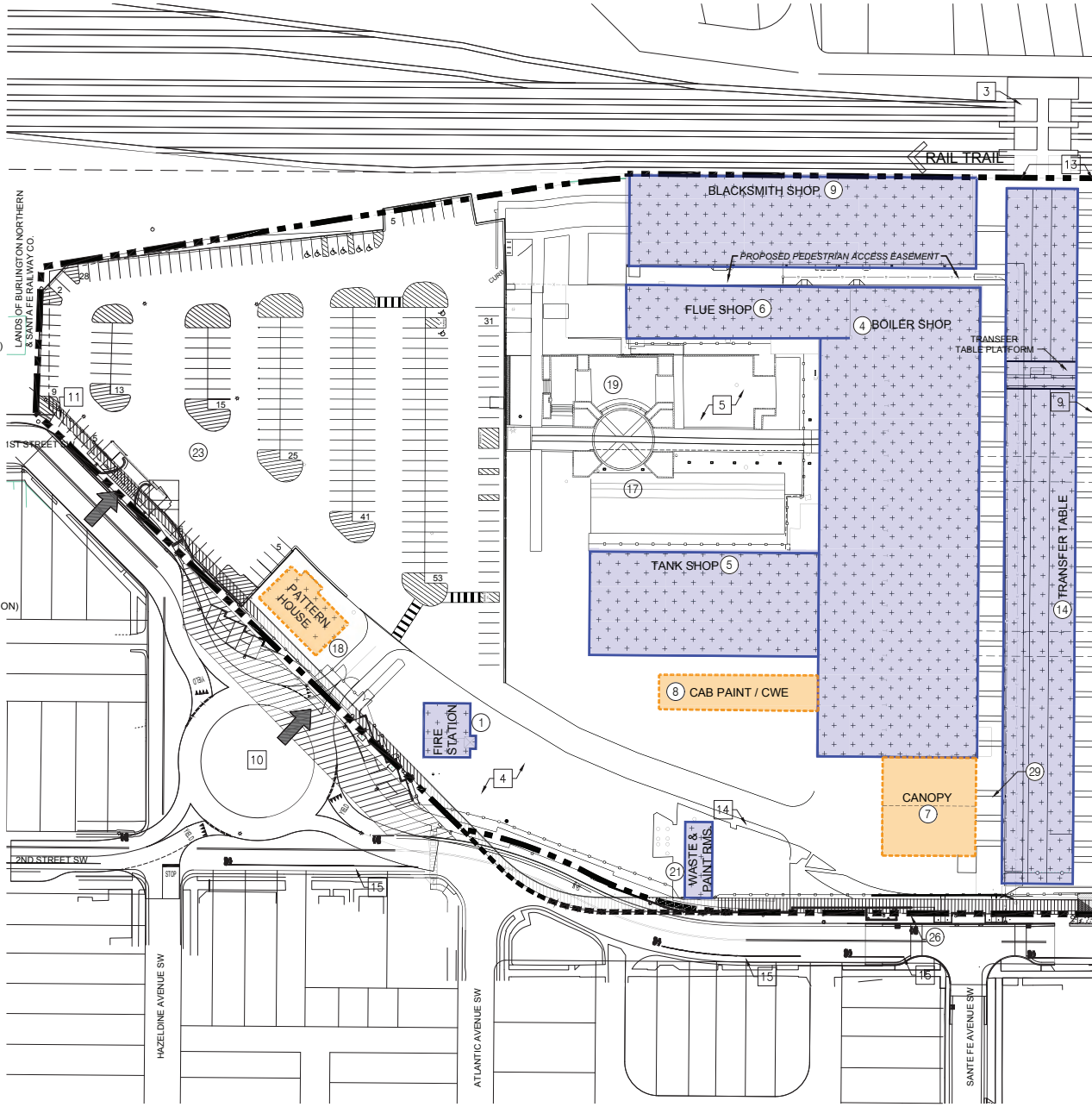
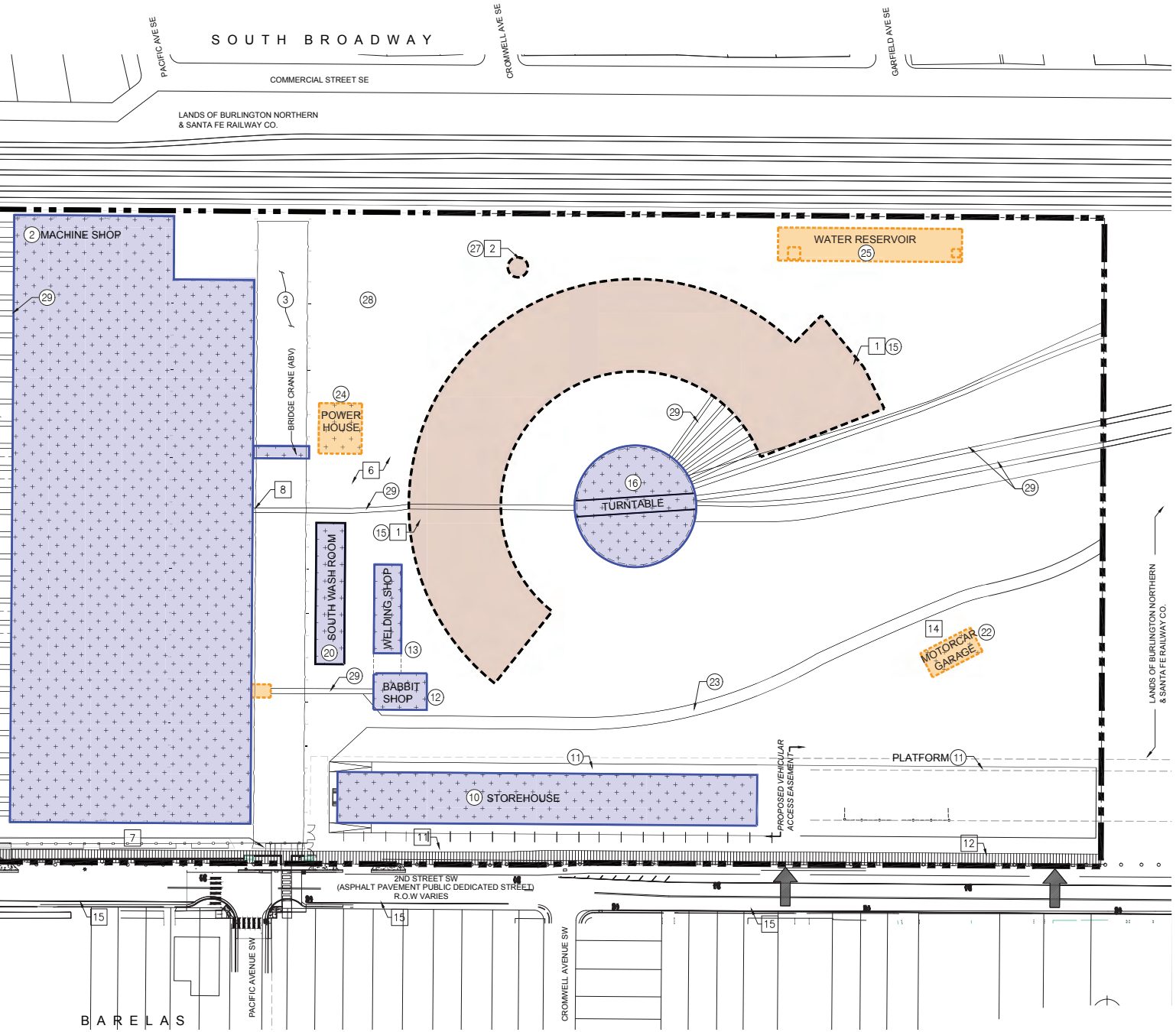


Tableau 1: Site Plan



SITE PLAN

EXISTING ZONING: PD

ZONING OVERLAY: BARELAS CPO-1

LEGAL DESCRIPTION:
TRACTS "A" OF THE TRACT A, A.T.&S.F. RAILWAY COMPANY MACHINE SHOP, ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAN FILED IN THE OFFICE OF THE COUNRY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON JANUARY 25, 1996 AS DOCUMENT 1996008744, RECORDED IN VOL 96C, FOLIO 44, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.

LEGEND

- PROPERTY LINE
- EASEMENT
- EXISTING BUILDINGS TO BE PRESERVED
- EXISTING BUILDINGS MAY BE REMOVED
- STRUCTURES THAT MAY BE RECONSTRUCTED
- PUBLIC SERVICE COMPANY OF NEW MEXICO EASEMENT (ELECTRIC), #2011070980, RECORDED 08/03/2011, ROWT#18799
- VACATED PORTION OF 1ST STREET CONVEYED TO THE CITY OF ALBUQUERQUE METROPOLITAN REDEVELOPMENT AGENCY
- PARKING ACCESS
- BICYCLE PATH

ANY FUTURE PLATTING ACTIONS SHALL BE PER THE INTEGRATED DEVELOPMENT ORDINANCE (IDO) PROCEDURES.

KEY NOTES

1. ORIGINAL ROUNDHOUSE FOOTPRINT, STRUCTURE MAY BE RECONSTRUCTED.
2. ORIGINAL SMOKESTACK FOOTPRINT, STRUCTURE MAY BE RECONSTRUCTED.
3. RAILROAD PEDESTRIAN CROSSING; AT-GRADE OR BRIDGE.
4. "FIREHOUSE PLAZA."
5. PUBLIC PLAZA
6. "MACHINE SHOP PLAZA."
7. TRANSIT PLAZA. OPTIONAL FUTURE BUS STOP.
8. PUBLIC ACCESS TO MACHINE SHOP. LOCATION/PATHWAY TO BE DETERMINED.
9. PUBLIC WALKWAY.
10. ROUNDABOUT.
11. PUBLIC WALKWAY "EDGE WALK".
12. PUBLIC SIDEWALK.
13. OPTIONAL FUTURE RAIL STOP.
14. LINE OF EXISTING FIRE ROAD TO BE "PRESENTED" WHERE SHOWN.
15. STREET PARKING.

N

0 30' 60' 120'

6.2 Access

The Transfer Table and the Bridge Crane runway shall retain permanent public access easements and shall operate as internal paths in order to provide pedestrian and emergency access to parcels with limited or no access.

Pedestrian circulation shall be prioritized and include pedestrian pathways to each part of the Rail Yards site. Vehicular access is illustrated on the Site Plan, with two access points at the southern end of the Rail Yards site, and a main access point at the northern end of the site.

6.3 Historic Features

The Master Plan requires the preservation and adaptive re-use of most of the buildings on the site. The Secretary of the Interior's Standards for Rehabilitation and associated Guidelines for Rehabilitation shall provide the criteria for preservation and adaptive reuse treatment.

6.3.1 Development Parameters

The 2018 Memorandum of Understanding (MOU) between the City of Albuquerque and the New Mexico Historic Preservation Division (HPD) provides detailed parameters for rehabilitation of the existing buildings and structures and new developments on the site regarding the redevelopment of the locomotive shops complex. Applications for approval of future site plans shall be in accordance with the MOU.

6.3.2 Historic Preservation and Adaptive Reuse

The following buildings and structures of cultural significance, shown on the Site Plan and numbered, shall be PRESERVED:

1 Fire Station
2 Machine Shop
3 Bridge Crane with Crane Runway
4 Boiler Shop
5 Tank Shop/ Tender Repair Shop
6 Flue Shop
9 Blacksmith Shop
10 Storehouse
11 Platform
12 Babbit Shop
13 Welding Shop
14 Transfer Table
16 Turntable
20 South Washroom
21 Waste & Paint Room
29 Train Tracks: Rail tracks are extensive throughout the site and contribute to the site's historic character. Not all tracks will be suitable for preservation. Tracks to be preserved shall be determined on a case-by-case basis with recommendations from the City Landmarks Commission planners provided at future application for site plans.

6.3.3 Buildings that may be Removed

There are buildings and structures on the site that may present obstacles to redevelopment. The following buildings may be removed, but are not required to be removed. If no viable alternative to demolition can be identified, appropriate mitigation shall be identified by the SHPO.

7 Canopy
8 Cab Paint Shop/later converted to CWE Shops office
17 Sheet Metal House (demolished in 2019)
18 Pattern House
19 North Washroom (demolished in 2019)
22 Motor Car Garage
23 Fire Runway
24 Power House
25 Water Reservoir

6.3.4 Interpretative Reconstruction of Iconic Historic Buildings and Structures (Roundhouse and Smokestack)

The Site Plan includes footprints of the former Roundhouse (15) and Smokestack (27) in the location where these important historic resources once stood, resources that have been demolished in previous decades. These historic resources can be represented on the site with new development that may be a modern interpretation of the historic structure. Any reconstruction will be on the original footprint, per the Site Plan,

and will have approximately the same volume; however, reconstruction of historic structures is symbolic and shall not be identical to the original structure.

6.4 Signs

a. Unless otherwise provided for herein, signage standards shall be per the Barelas CPO-1 zone and the IDO.
b. Memorials, historic markers or other interpretive signs, and traditional and digital murals dedicated to non-commercial purposes shall not be considered signage. Memorials shall be located at or near the primary entry from the Barelas and South Broadway neighborhoods.
a. Illuminated signs shall be prohibited except for retail uses; such signage shall be limited to 20 square feet. Signage containing moving graphics is prohibited.
b. Freestanding "monument" signs shall be allowed at locations of vehicular access to the site and adjacent to the proposed transit plaza. A freestanding sign shall also be allowed at the proposed location of the future rail station, should one be approved. Such signage shall be used to identify the tenants of the Rail Yards site.
c. A maximum of two building-mounted signs per building are allowed. Such building-mounted signs shall not exceed 1 percent of the facade area to which they are applied and in no case shall exceed 100 square feet in size.
d. Localized entry signage (e.g., blade signage, door signage) used to identify tenant entrances shall not be considered a building-mounted sign for purposes of the above calculation and shall be allowed provided that they are less than 2 square feet and located within 5 feet of the building entrance.
e. Off-premise signs are prohibited.

6.5 Landscape and Site Amenities

The site shall be landscaped with a drought tolerant and indigenous palette and plants and trees placed for both beauty and shade. Refer to Tableau 5 – Landscape Plan – for Plant Palette.

6.5.1 Amenities

Site furnishings and other amenities shall be of a consistent, high-quality, vandal-resistant design. They shall be constructed of durable materials, such as concrete and powder-coated steel. A consistent color palette that is in keeping with the overall design intent of the Rail Yards shall be utilized for finishes.

6.5.2 Seating

Seating areas shall be provided for individual use and for larger group activities to ensure pedestrian comfort throughout the site. Seating opportunities shall be placed periodically along all pedestrian routes.

Permanent seating opportunities shall be placed throughout the Rail Yards, and mobile, temporary seating shall be made available for special events. Seating areas may include benches, chairs, picnic tables, and seat walls. Seating opportunities may be provided at the edges of pedestrian traffic flow. Picnic tables should be provided in numerous locations across the site for those who wish to enjoy a meal outdoors. Seating options should be shaded by trees and/or architectural features whenever possible to provide a comfortable resting space.

6.5.3 Trash and Recycling Receptacles

Trash and recycling receptacles shall be located in all areas where people gather to attend events, enjoy refreshments, wait for transportation, or picnic. They shall also be located in close proximity to area entries and exits to allow people to easily dispose of waste when traversing various site activities. Receptacles shall be placed in areas that are easily accessible to maintenance vehicles in order to provide for ease of maintenance.

6.5.4 Drinking Fountains

Drinking fountains shall be located in high pedestrian use areas and near picnic tables. They shall use freeze-proof valves and be located in areas easily accessible to maintenance vehicles.

PLANT PALETTE*

SYMBOL	SCIENTIFIC NAME COMMON NAME	SIZE	INSTALLED SIZE MATURE SIZE	WATER USE
	TREES			
	DECIDUOUS SHADE AND STREET TREES:			
	ACER GLABRUM ROCKY MOUNTAIN MAPLE	2" B&B	8' HT. X 4' SPR. 30' HT. X 25' SPR.	MED
	FRAXINUS SPECIES ASH	2" B&B	14' HT. X 6' SPR. 35' HT. X 30' SPR.	MED+
	PLATANUS WRIGHTII ARIZONA SYCAMORE	2" B&B	12' HT. X 6' SPR. 50' HT. X 50' SPR.	MED
	TILIA CORDATA LITTLELEAF LINDEN	2" B&B	14' HT X 5' SPR. 40' HT. X 30' SPR.	LOW
	ULMUS AMERICANA 'NEW HARMONY' NEW HARMONY AMERICAN ELM	2" B&B	12' HT. X 6' SPR. 50' HT. X 60' SPR	MED
	DECIDUOUS FLOWERING ORNAMENTAL TREES:			
	CHILOPSIS LINEARIS DESERT WILLOW	2" B&B	8' HT. X 6' SPR. 20' HT. X 25' SPR.	MED
	FORESTERIA NEOMEXICANA NEW MEXICO OLIVE	15 GAL.	8' HT. X 4' SPR. 15' HT. X 15' SPR.	MED
	PYRUS SPECIES FLOWERING PEAR	2" B&B	8' HT. X 6' SPR. 40' HT. X 35' SPR.	MED
	ROBINIA AMBIGUA 'PURPLE ROBE' PURPLE ROBE LOCUST	2" B&B	16' HT. X 6' SPR. 30' HT. X 30' SPR.	MED
	VITEX AGNUS-CASTUS CHASTE TREE	15 GAL.	8' HT. X 6' SPR. 20' HT. X 20' SPR.	MED
	EVERGREEN TREES:			
	PINUS NIGRA AUSTRIAN PINE	24" BOX	8' MIN. HT. 35' HT. X 25' SPR.	MED
	PINUS SYLVESTRIS SCOTCH PINE	24" BOX	8' MIN. HT. 45' HT. X 25' SPR.	MED
	SHRUBS & GROUNDCOVERS			
	DECIDUOUS SHRUBS & GROUNDCOVERS:			
	ARTEMISIA & SALVIA SPECIES SAGE	1 GAL.	3' O.C. 1'-2' HT. X 2-3' SPR.	LOW+
	BUDDLEIA DAVIDII NANHOENSIS DWARF BUTTERFLY BUSH	1 GAL.	4' O.C. 4' HT. X 3' SPR.	MED
	CHRYSOTHAMNUS NAUSEOSUS CHAMISA	1 GAL.	5' O.C. 4' HT. X 4' SPR.	MED
	JASMINUM NUDIFLORUM WINTER JASMINE	1 GAL.	12' O.C. 4' HT. X 12' SPR.	LOW+
	LEUCOPHYLLUM FRUTESCENS 'COMPACTUM' COMPACT CENIZA	1 GAL.	4 O.C. 3' HT. X 3' SPR.	LOW+
	POTENTILLA SPECIES SHRUBBY AND SPRING CINQUEFOILS	1 GAL.	4' O.C. 3' HT. X 3' SPR.	MED
	PRUNUS BESSEYI WESTERN SAND CHERRY	1 GAL.	4' O.C. 3' HT. X 3' SPR.	MED
	PSOROTHAMNUS SCOPARIUS BROOM DALEA	1 GAL.	6' O.C. 3' HT. X 5' SPR.	LOW
	RHUS TRILOBATA SPECIES SUMAC	1 GAL.	5' O.C. 2'-4' HT. X 4' SPR.	LOW
	EVERGREEN SHRUBS & GROUNDCOVERS:			
	AGAVE SPECIES AGAVE	5 GAL.	2' O.C. 1' HT. X 2' SPR.	LOW+
	ARTEMISIA SPECIES SAGE	5 GAL.	4' O.C. 4' HT. X 4' SPR.	LOW
	ATRIPLEX CANESCENS FOURWING SALTBUSH	1 GAL.	5' O.C. 4' HT. X 6' SPR.	LOW
	CERATOSTIGMA PLUMBAGINOIDES BLUE LEADWORT	1 GAL.	2' O.C. 1' HT. X 3' SPR.	MED
	EPHEDRA SPECIES JOINT FIR	1 GAL.	5' O.C. 4' HT. X 4' SPR.	LOW
	FALLUGIA PARADOXA APACHE PLUME	5 GAL.	5' O.C. 4' HT. X 4' SPR.	LOW
	LAVANDULA SPECIES LAVENDER	1 GAL.	4' O.C. 3' HT. X 3' SPR.	MED
	OPUNTIA ELLISIANA SPINELESS PRICKLY PEAR	1 GAL.	4' O.C. 3' HT. X 3' SPR.	LOW
	PINUS MUGO MUGO PINE	5 GAL.	5' O.C. 4' HT. X 4' SPR.	LOW
	ROSMARINUS OFFICINALIS ROSEMARY	1 GAL.	5' O.C. 3' HT. X 4' SPR.	LOW+
	SANTOLINA SPECIES SANTOLINA	1 GAL.	4' O.C. 2' HT. X 3' SPR.	LOW
	SEDUM SPECIES STONECROP	1 GAL.	3' O.C. 2' HT. X 2' SPR.	LOW
	YUCCA SPECIES YUCCA	2 GAL.	5' O.C. 1'-4' HT. X 1'-4' SPR.	LOW
	GRASSES			
	SYNTHETIC TURF			
	A VARIETY OF SYNTHETIC OPTIONS ARE AVAILABLE. SYNTHETIC PRODUCTS SHOULD BE CHOSEN FOR DURABILITY AND MINIMAL MAINTENANCE.			
	TRADITIONAL TURF SPECIES:			
	POA HYBRID - (OR SIMILAR THAT REQUIRES LESS IRRIGATION, HAS DEEPER ROOTS AND AGGRESSIVE RHIZOMES, PLUS EXCELLENT HEAT TOLERANCE; E.G. REVEILLE - GARDNER TURFGRASS)			
	NATIVE TURF AND GENERAL USE SPECIES:			
	BOUTELOUA SPECIES GRAMA	SEED	4 LBS. PLS/1000 SF VARIES	LOW+
	BUCHLOE DACTYLOIDES BUFFALO GRASS	SEED	4 LBS. PLS/1000 SF VARIES	LOW+
	HILARIA JAMESII GALLETA	1 GAL.	1' O.C. 14" HT. X 14" SPR.	LOW
	ORNAMENTAL SPECIES:			
	ARISTIDA LONGISETA PURPLE TREEAWN	1 GAL.	2' O.C. 18" HT. X 18" SPR.	LOW
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' KARL FOERSTER GRASS	1 GAL.	3' O.C. 3' HT. X 2' SPR.	MED
	MUHLENBERGIA CAPILLARIES 'REGAL MIST' REGAL MIST MUHLY GRASS	1 GAL.	5' O.C. 3' HT. X 4' SPR.	MED
	PENNISETUM SPECIES FOUNTAIN GRASS	1 GAL.	3' O.C. 2' HT. X 2' SPR.	LOW

VINES				
DECIDUOUS VINES:				
CAMPSIS RADICANS TRUMPET VINE	1 GAL.	5' O.C. 40' SPR.	MED	
PARTHENOCISSUS INSERTA WOODBINE	1 GAL.	5' O.C. 40' SPR.	MED	
EVERGREEN VINES:				
HEDERA HELIX ENGLISH IVY	1 GAL.	3' O.C. 5' SPR.	MED	
LONICERA SPECIES HONEYSUCKLE	1 GAL.	4' O.C. 12' SPR.	MED	
FLOWERS				
ANNUALS:				
GAILLARDIA PULCHELLA BLANKETFLOWER	1 GAL.	4' O.C. 3' HT. X 3' SPR.	LOW	
MIRABILIS SPECIES FOUR O'CLOCK	1 GAL.	5' O.C. 2'-4' HT. X 4'-5' SPR.	LOW+	
SALVIA SPECIES SAGE	1 GAL.	3' O.C. 3' HT. X 3' SPR.	MED	
TAGETES SPECIES MARIGOLD	1 GAL.	2' O.C. 18" HT. X 18" SPR.	MED	
VIOLA WITTROCKIANA PANSY	1 GAL.	1' O.C. 1' HT. X 1' SPR.	LOW	
PERENNIALS:				
ALCEA ROSEA HOLLYHOCK	1 GAL.	2' O.C. 4' HT. X 1' SPR.	MED	
CENTRANTHUS RUBER RED VALERIAN	1 GAL.	4' O.C. 3' HT. X 3' SPR.	MED	
HEMEROCALLIS HYBRIDS DAYLILLIES	1 GAL.	3' O.C. 2' HT. X 3' SPR.	MED	
LINUM PERENNE BLUE FLAX	1 GAL.	2' O.C. 18" HT. X 18" SPR.	MED	
PENSTEMON SPP. PENSTEMON	1 GAL.	2 O.C. 2' HT. X 2' SPR.	LOW	
RATIBIDA COLUMNIFERA CONEFLOWER	1 GAL.	3' O.C. 30" HT. X 30" SPR.	LOW+	
BULBS:				
CROCUS SPP. CROCUS	BULBS	1' O.C. 6" HT. X 6" SPR.	MED	
NARCISSUS SPP. DAFFODIL	BULBS	2' O.C. 1' HT. X 1' SPR.	MED	
MUSCARI ARMENIACUM. GRAPE HYACINTH	BULBS	6" O.C. 6" HT. X 6" SPR.	LOW+	
TULIPA SPP. TULIP	BULBS	1' O.C. 1' HT. X 8" SPR.	MED	

*NOTE: THIS PLANT PALETTE SERVES AS A SUGGESTED LIST AND OTHERS MAY BE ADDED TO FIT PARTICULAR SITUATIONS AS NECESSARY.

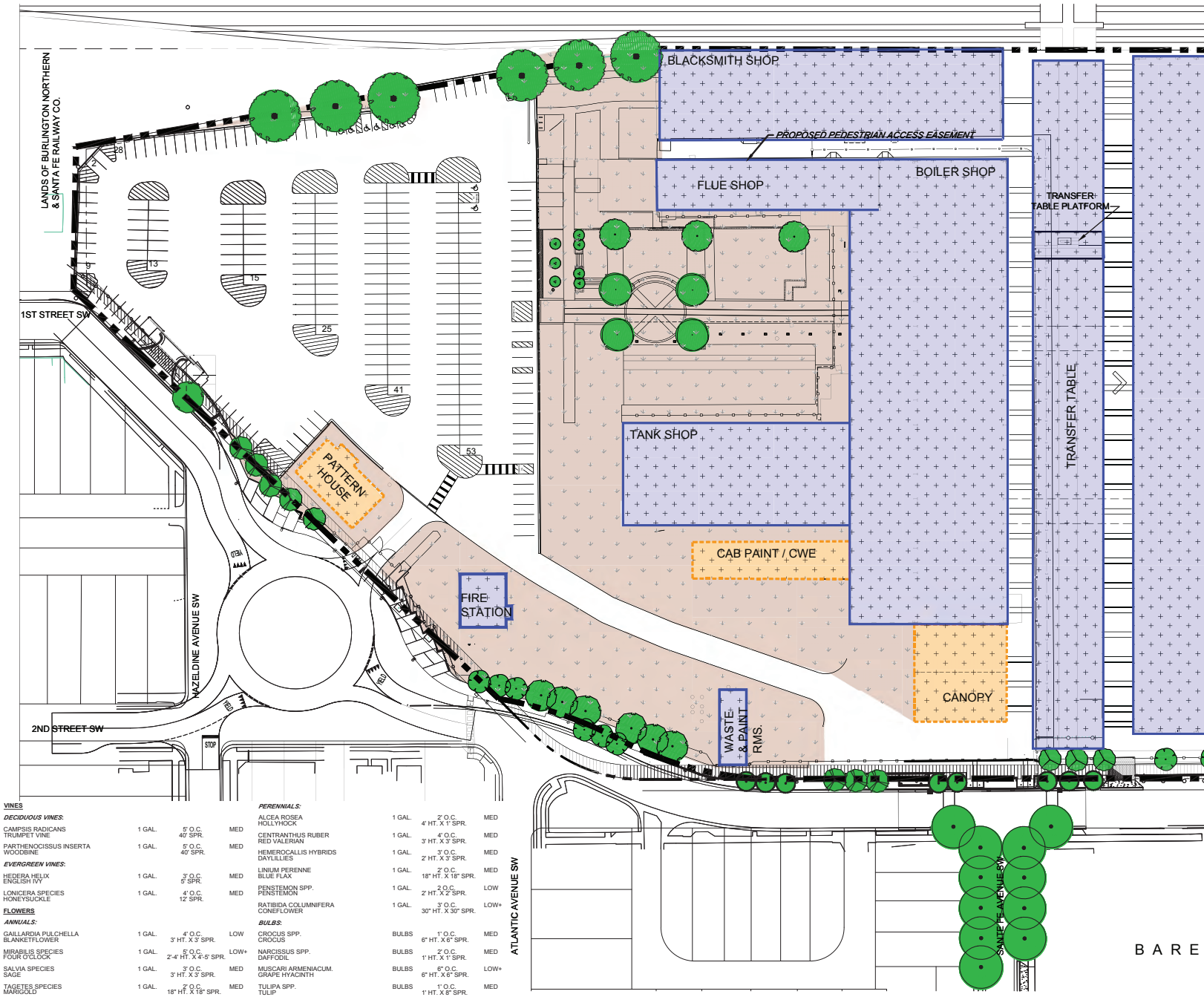
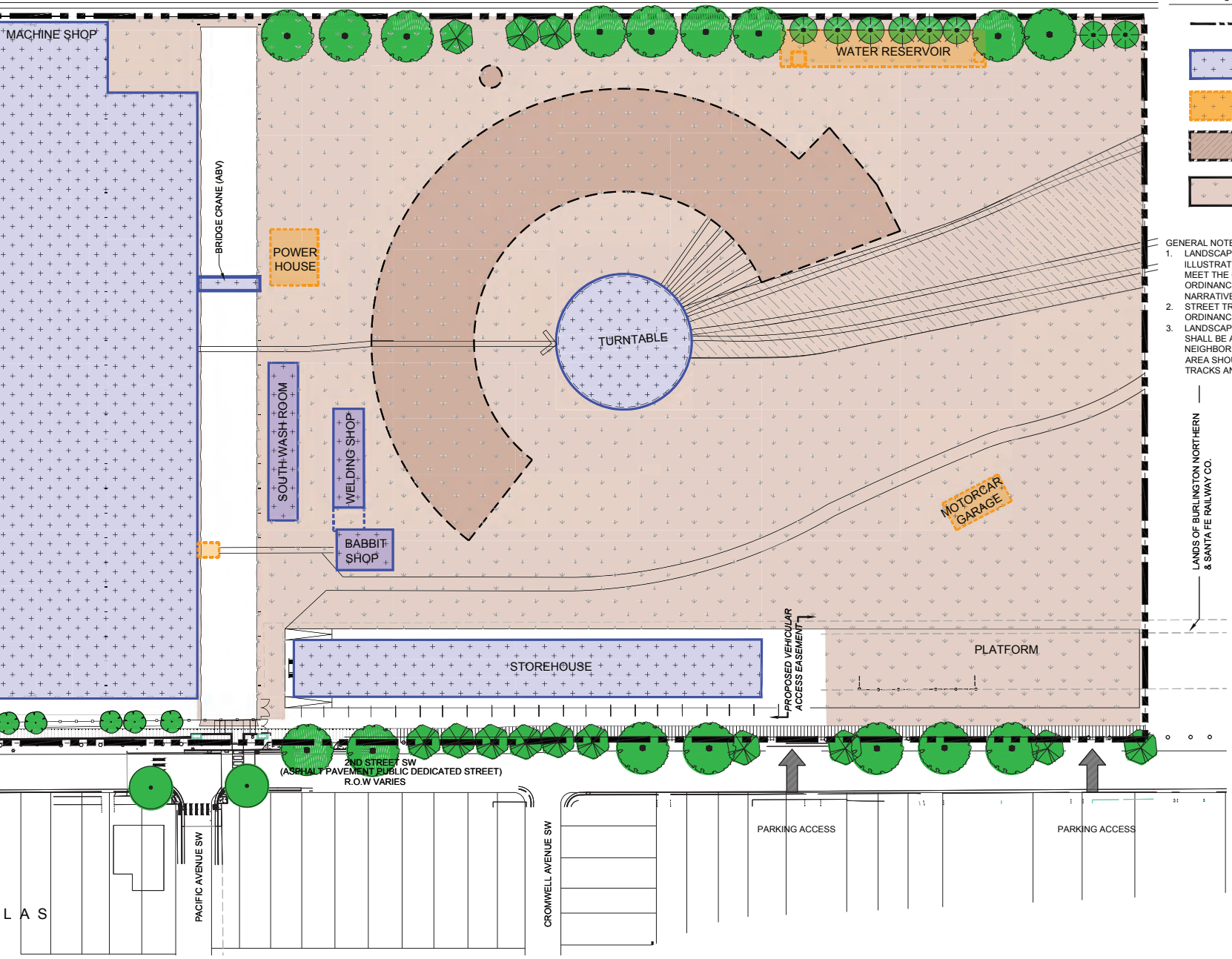


Tableau 2: Landscape Plan



LEGEND

SYMBOL	DESCRIPTION
	PROPERTY LINE
	EXISTING BUILDINGS TO BE PRESERVED
	BUILDINGS THAT MAY BE REMOVED
	STRUCTURES THAT MAY BE RECONSTRUCTED
	AREAS FOR NEW DEVELOPMENT, NEW PARKING AND/OR LANDSCAPE IMPROVEMENTS

GENERAL NOTES:

1. LANDSCAPE PLAN SHOWS OVERALL DESIGN INTENT, BUT IS ILLUSTRATIVE IN NATURE. MODIFICATIONS MAY BE MADE, BUT SHALL MEET THE CITY OF ALBUQUERQUE'S INTEGRATED DEVELOPMENT ORDINANCE (UNLESS OTHERWISE SPECIFIED) AND THE LANDSCAPE NARRATIVE IN THE MASTER DEVELOPMENT PLAN.
2. STREET TREES ARE PER THE CITY OF ALBUQUERQUE'S STREET TREE ORDINANCE AND BASED ON THE PROJECT'S 2ND STREET FRONTAGE.
3. LANDSCAPE THE PERIMETER. A PERIMETER LANDSCAPE BUFFER SHALL BE ADDED BETWEEN THE RAIL YARDS AND THE SURROUNDING NEIGHBORHOODS. PLANT MATERIALS AND A LANDSCAPE BUFFER AREA SHOULD BE USED TO ATTENUATE NOISE FROM THE RAILROAD TRACKS AND PROVIDE VISUAL INTEREST.

N

0 30' 60' 120'

6.5.5 Bicycle Racks

Bicycle racks shall be provided near vehicular parking areas as well as at various perimeter site locations. They should not be installed within the interior of the site in order to deter bike riding through the site; rather, they should be installed in locations that encourage dismount before entering pedestrian spaces. Signage shall be installed to identify bike dismount areas as needed.

6.5.6 Bollards

Permanent bollards shall be located as necessary to prohibit vehicular traffic in restricted areas. Removable bollards shall be provided where access for fire trucks and other emergency vehicles is required. Bollards shall be of a unified design throughout the site.

6.5.7 Information Kiosks

a. Design: The design of information kiosks shall be in keeping with the industrial architectural style of the Rail Yards. Appropriate kiosk design shall ensure articulation of all kiosk faces, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side and rear elevations.
b. Content: Information kiosks shall include permanent signage and maps of the site identifying locations of major activity centers. They shall also be able to accommodate temporary signage for special events.
c. Location: Kiosks will be located in high pedestrian use areas, such as the Transit Plaza.

6.5.8 Water Conservation Ordinance Compliance

The site's approved plant palette predominantly consists of plants with low to medium water use requirements, thereby minimizing irrigation needs while ensuring viability of the plants. An evapotranspiration management controller shall be included in the design of the irrigation system to monitor weather conditions so that optimum moisture balance is achieved and the possibility of over-watering is reduced.

6.5.9 Irrigation System

The site's irrigation system shall adhere to the City's Water Conservation Landscaping and Water Waste Ordinance with the following additions:

a. A fully automated irrigation system with a centralized computer control system shall be used to irrigate tree, shrub, and groundcover planting areas. Satellite controllers shall be placed at strategic areas and linked back to the central system. Mainline piping shall be provided according to standard City specifications. Gate valves shall be located at strategic points along the mainline piping system to allow for isolation of sections for maintenance reasons. The irrigation system shall be metered separately, based on ownership.
b. The irrigation system shall be designed to isolate plant material according to solar exposure and shall be set up by plant zones according to water requirements. Trees, shrubs, and groundcovers shall be grouped on the same valve. Turf areas shall be irrigated with pop-up rotary sprinklers with high efficiency nozzles. Temporary irrigation shall be provided for all areas receiving native seed mixes until established. The design for shrub and groundcover areas shall consider alternative irrigation technology (e.g. bubblers, drip irrigation, dry water packs, water harvesting opportunities, etc.). The irrigation system for all cool season turf grass shall be designed to apply 2/3-inches of water in a 7-hour window.
c. Where non-potable water sources are utilized, irrigation components shall be selected for use with non-potable water sources to allow for connection to the captured stormwater systems. Backflow prevention shall be provided per City code to protect the potable water system from the irrigation system.
d. Irrigation components shall be readily available for maintenance and/or replacement.
e. The entire irrigation system shall be designed to maximize water efficiency.

6.5.10 Clear Sight Requirements

Site and landscape plans included with individual projects shall ensure that landscaping and signage shall not interfere with clear sight requirements at points of site ingress/egress; therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) shall not be allowed within the clear sight triangle area and shall be noted as such on site and landscape plans.

6.5.11 PNM Coordination

As part of the landscape plan included with individual projects, coordination is necessary with PNM's New Service Delivery Department regarding proposed tree location and height, sign location and height, and lighting height in order to ensure sufficient safety clearances. Landscape screening shall be designed to allow for access to electric utilities. Clearance of ten feet in front and at least five feet on the remaining three sides surrounding all ground-mounted equipment is required for safe operation, maintenance, and repair purposes.

6.5.12 Maintenance Responsibility

Maintenance of the landscaping and irrigation system, including those areas within the public rights-of-way, shall be the responsibility of the owner and shall be noted on proposed site plans. In addition, maintenance of landscape elements, such as benches, litter receptacles, signs, etc., within the common areas shall be the responsibility of the owner. Long term maintenance of landscaping shall be consistent across the site.

6.6 Utilities/Screening

To ensure the overall aesthetic quality of the Rail Yards site, all new electric and telecommunication distribution lines within the site shall be placed underground. All permanent utilities serving irrigation systems and other landscape site amenities shall be placed below grade. Transformers, utility pads, HVAC equipment, and telephone boxes shall be screened from public view.

6.7 Exterior Lighting

Exterior lighting standards for the Rail Yards site shall be as follows:

a. Placement of fixtures and poles shall conform to state and local safety and illumination requirements. All exterior installations shall be provided with ground-fault interruption circuits.
b. Light fixtures shall be shielded and aimed so that light spillage onto the area 10 feet beyond the property line shall not exceed 200 foot lamberts as measured from the property line facing the light source, in compliance with the City's Integrated Development Ordinance.
c. No light source for any outdoor light fixture shall be directly visible from any adjacent property or public right-of-way and shall not be visible from a distance greater than 1,000 feet in any residential zone district.
d. Outdoor light fixtures shall have a minimum light intensity of one lumen per square foot and a maximum intensity of 2 lumens per square foot.
e. Lighting shall be integrated into the design of the buildings and structures; light sources shall be concealed to the degree possible, and fixtures shall not become focal elements of the project.
f. Lighting shall be chosen based on energy efficiency, low level of maintenance, and availability of parts, should replacement or repairs be required.
g. The maximum height for site lighting fixtures is 16 feet.

6.8 Implementation

6.8.1 Required Studies

The redevelopment of the Rail Yards is anticipated to occur over several phases. Several technical studies are required to be developed and approved prior to any site development or platting action at the Rail Yards. These studies include a master grading and drainage plan to be approved by City Hydrology and a master utility plan (water and sanitary sewer) to be approved by the ABCWUA, per the City's Integrated Development Ordinance and Development Process Manual.

6.8.2 Infrastructure

The master grading and drainage plan and the master utility plan (water and sanitary sewer) will provide the strategies for phased implementation and the recommendations for both short- and long-term solutions. A key aspect of the water portion of the master utility plan will be fire suppression, which will require review and approval by the City Fire Marshal. As individual projects are implemented at the Rail Yards, it is anticipated that detailed infrastructure plans will be submitted and approved for water and sanitary sewer availability statements from the ABCWUA and the Fire Marshal's office. Coordination with the dry utility providers for electric, gas, and fiber optic services will also be needed. This should occur simultaneously with the other infrastructure master plans to avoid delay in the provision of services.

6.8.3 Transportation

A Transportation System Report was completed in May 2010, and a Traffic Impact Study was completed in October 2013 (2013 TIS) based upon the Master Plan's approved uses by parcel. As phased development occurs, the 2013 TIS shall be considered by the City Traffic Engineer, who will determine if the 2013 TIS is applicable as prepared, if it requires updating, or if a new study is needed.

Mitigation recommendations of the applicable TIS shall be implemented as required for project development and in accordance with the Master Development Plan Agreement and/or Master Development and Disposition Agreement.

Because access to the site and the availability of on-site parking are extremely limited, emphasis shall be placed on providing alternative modes of transportation in order to reduce reliance on automobile trips. Transit service that is publicly and/or privately provided shall be considered a preferred method of providing access to the site.

Bicycle and pedestrian access shall also be prioritized.

6.8.4 Platting

The 2022 update to the Rail Yards Master Plan removed the future parcels that were illustrated on the prior Site Plan for Subdivision; however, platting is not precluded in the future. All future platting actions shall be per the Integrated Development Ordinance.

6.9 Noise

The surrounding neighborhoods have expressed concerns about noise generating from the Rail Yards. The City's Noise Control Ordinance provides direction for the control of noise impacts and acceptable maximum noise levels generated from the Rail Yards.

Noise is measured at the "receptor" premises, and allowable decibel levels are dependent on the zoning district of the source premises and the zoning district of the receptor premises. Where the receptor is located in a residential zoning district and the source premises is located in a commercial or industrial/manufacturing district, noise is measured outside within 25 feet from any side of the residential structure that is nearest to the source premises. Although the Rail Yards is zoned PD, for the purposes of noise control, the Rail Yards shall be considered as being within a commercial zoning district (Note, the Noise Control Ordinance does not address mixed-use or PD zoning).

The Noise Control Ordinance contains different allowable decibel levels for daytime hours (7:00 a.m. to 10:00 p.m.) versus nighttime hours (10:00 p.m. to 7:00 a.m.), as well as indoor versus outdoor. Maximum decibel levels per the Noise Control Ordinance are provided below.

Receptor Premises – Residential (A-Weighted Measurements)*	
Daytime	Nighttime
55 (indoor) 60 (outdoor)	50 (indoor) 55 (outdoor)
Receptor Premises – Residential (B-Weighted Measurements)**	
Daytime	Nighttime
60 (indoor) 65 (outdoor)	55 (indoor) 60 (outdoor)

*Sounds measured with the "A" weighting network approximate the response of human hearing when measuring sounds of low to moderate intensity.
**The "C" weighting network is more sensitive to low frequencies than the "A" weighting network.

The noise standards for all events at the Rail Yards shall comply with the Noise Control Ordinance. Events with amplified sound to be held at the Rail Yards must obtain a temporary permit from Environmental Health, which if approved, would allow limited, short duration, non-compliance with the Noise Control Ordinance standards. The event operator shall monitor noise to ensure it meets the standards of the Noise Control Ordinance and the special provisions of permits and leases.

The City Environmental Health Department is responsible for responding to any complaints made to the City from surrounding neighborhoods. All special events are required to submit two contact telephone numbers to allow the City to shut down events that exceed allowable criteria.

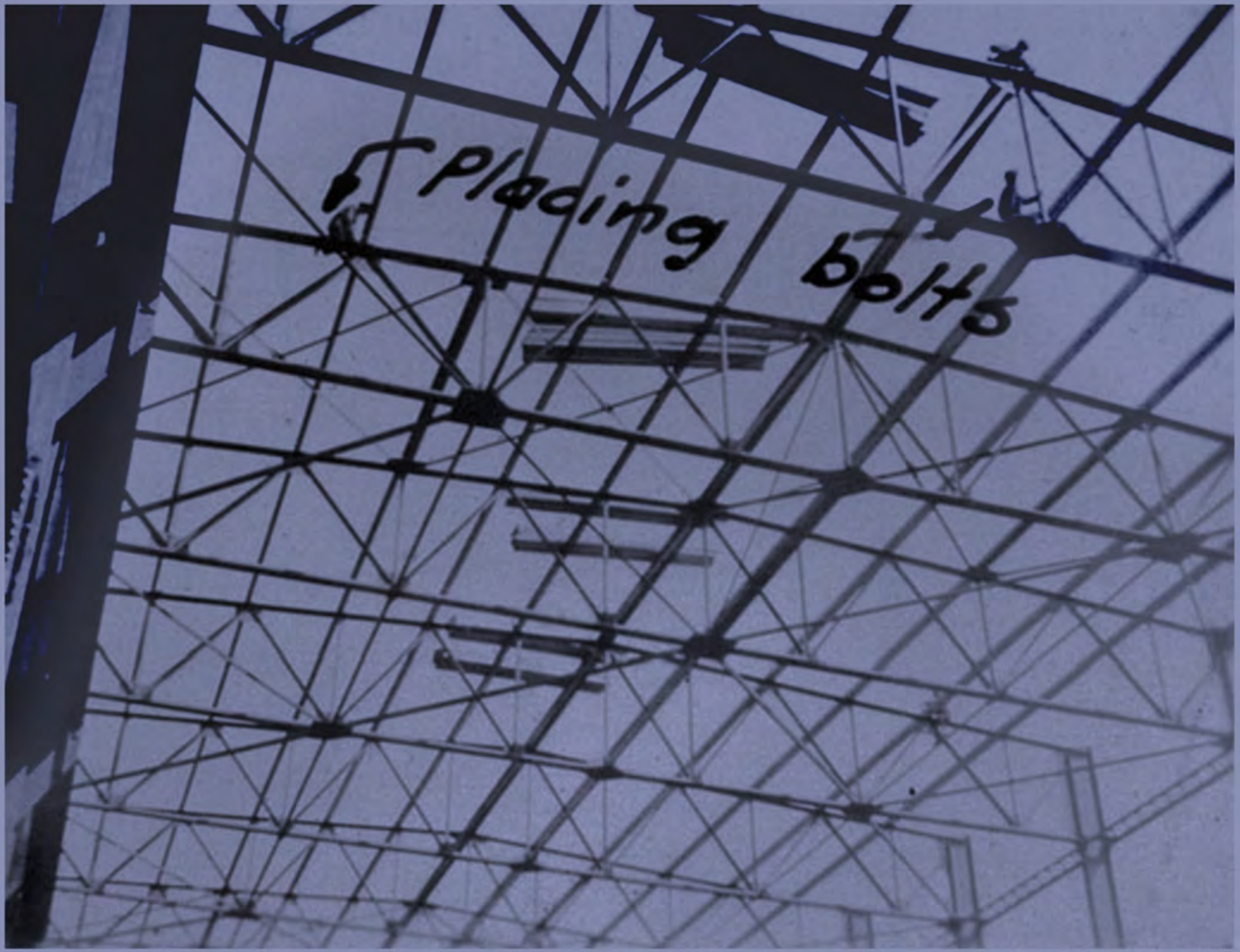
The Arts and Culture Department and Environmental Health Department will work together to protect the residents from excessive noise generated from the Rail Yards. Sound management is required for all events at the Rail Yards. All event sponsors shall comply with the Noise Control Ordinance and Rail Yards regulations concerning sound management.

6.9.1 Noise Control Criteria

Amplified Sound: Amplified sound is allowed between the hours of 7:00 a.m. and 10:00 p.m. only, per the Noise Control Ordinance, but shall not exceed the noise limit regulations. Special events approved by the City are allowed to use amplified sound between the hours of 10:00 p.m. and 7:00 a.m. on a case-by-case basis, as approved by the Environmental Health Department.

Speaker Type and Location: The speaker design criteria for all events using amplified sound should include a "distributed sound" approach, where more speakers are used at lower volumes.

Outdoor Performances: Any speakers will be located to minimize the sound projecting to the surrounding neighborhoods. In this configuration, the sound levels can be adjusted most effectively to project the sound to the audience and minimize fugitive sound to the neighborhoods. Any amplified sound in this area shall follow time, noise limit, and location standards as stated above.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DESIGN GUIDELINES 7

7.0 DESIGN GUIDELINES

Intent

The design guidelines described in this section pertain more generally to infill (new) construction and general site layout.

7.1 Infill Design Guidelines

7.1.1 Architectural Character / Style

The historic resources of the Rail Yards site are extraordinary examples of machine-age architecture where the full prowess of American ingenuity was brought to bear on building technology. The modern age in architecture is characterized by the idiom “form follows function". Few sites in the United States can boast such a pure expression of this ethos more than the Rail Yards.

Accordingly, infill development must respect this context by not attempting to mimic the historic aesthetic in architectural style. Rather, the Master Plan recommends three appropriate architectural guidelines for infill development, as follows:

- Infill development that creates new occupiable square footage shall be simple and volumetric.
- Infill development should not have a recognizable architectural style and/or should not try to mimic a historic style.
- Infill development should capture the spirit of the Rail Yards by utilizing current leading technology and/or engineering.

The goal of these architectural guidelines is to produce infill development that is both compatible with the historic resources and yet clearly distinct, a goal that is critical from a preservation perspective given that the entirety of the Rail Yards site is listed on the State Register for Cultural Properties and the National Register of Historic Places.

7.1.2 Massing / Shape

The Rail Yard’s existing structures are almost universally simple boxes that are generally two to four times as long as they are wide. They typically have only a few, small-scale offsets in plan or elevation. This massing is a direct expression of their function as rail-based workshops. To ensure that redevelopment is compatible with this massing, the Master Plan recommends that infill development of this type be generally simple in massing with flat roofs.

7.1.3 Orientation

New development along 1st and 2nd Streets shall be oriented to the street with entrances and window openings directly onto the street frontage. Development with retail and residential uses will engage the street facade and support the creation of a vibrant and active urban landscape.

7.1.4 Building Materials

The buildings and structures that make up the Rail Yards employ a wide range of industrial materials and building techniques used during the first half of the twentieth century: steel framing, glass curtain walls, reinforced concrete, brick, and wood timber framing *(see Figure 6, Existing Palette, pages 72-73)*. The varied materials are united in the raw and basic manner in which they are assembled. There are no composite wall assemblies; materials are expressed equally whether inside or outside the building. The construction methodology is easily legible compared to modern building techniques that often hide building infrastructure beneath a layer of finish. The buildings of the Rail Yards by contrast are fully exposed and pure in their expression of building technology. Infill development must similarly strive to find this raw expression of materials.

New construction should be built using the palette of materials described above: steel, concrete, stone, masonry, and/or glass. Modern and innovative expressions of these basic materials are acceptable and, depending on the application, recommended. Examples might include glass facades, cable net structures, cast-in-place concrete set in milled formwork, or automated cut steel components. The use of high performance glass facades is recommended for certain infill buildings where the provision of natural daylight is critical and where the infill building may be juxtaposed against a historic building. In such a location, the goal of the infill building is both to defer to the historic building and to be clearly recognizable as a modern element.

7.2 Tracks

Railroad tracks are considered highly valuable elements within the public space that should be retained and incorporated into the redeveloped Rail Yards where possible. Design studies shall be performed to assess options for maintaining rail tracks while also accommodating ADA accessibility standards. A few select rail tracks shall be preserved for future possible rail operations.

7.3 Parking

As provided in Section 6, Development Regulations, off-street parking may include surface parking, subterranean, or above-ground parking structures, or a combination of these types. Off-street parking should be screened by buildings where possible and not front on streets.

- Parking structures, if provided, shall be designed with ample space for on-site vehicle queuing so as to not impact 2nd Street traffic.
- Parking structures should be designed with ample lighting and security features to provide a safe and inviting space.
- Electrical vehicle charging stations and preferred spaces for carpool drivers should be included in order to encourage sustainable practices.
- The quality of the parking structure user's experience must be a priority; visitors to the site will make first impressions of the redevelopment based on this experience. Spaces shall be easy to locate, visibility shall be good, layout shall be well organized, and circulation paths shall be easy to follow with integral wayfinding signage. The parking structure should be designed to the same high standards as the balance of the project.
- Current best practices for ticketing / payment systems should be utilized to simplify use of the parking structure and prevent long wait times at entry/egress.

7.4 Loading

Project loading requirements will depend heavily on the uses ultimately incorporated into the Rail Yards redevelopment. For example, if light industrial uses are incorporated, the site will need to accommodate some truck or rail loading facilities. If the site remains more business/office related, loading requirements will be much less. The Master Plan must afford sufficient flexibility to accommodate all possible future configurations. Basic loading concepts are as follows:

7.4.1 Rail

The City should work with BNSF to ensure that direct rail access is preserved to the southern portion of the site. Future rail loading operations may be incorporated using this access. Direct rail access may also need to be incorporated at the northern portion of the site through use of one of the spur lines that historically connected the Rail Yards site to the main BNSF lines.

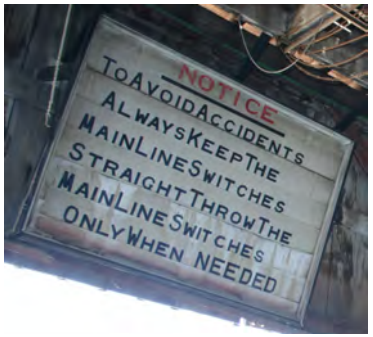
7.4.2 Truck

Truck access to the site is relatively limited given the existing historic buildings constrain access to a large portion of the 2nd Street elevation. The only opportunity for loading operations along the southern portion of the site is directly from 2nd Street, by turning onto the site at the proposed preliminary parking access point under the bridge crane and immediately adjacent to the north end of the Storehouse. Truck loading access could be accommodated within the 50 foot width under the historic bridge crane adjacent to the south elevation of the Machine Shop. This area should be used for limited loading and delivery operations only.

- Truck access to the northern portion is less constrained and, if required, may be accommodated at the far north portion of the site where direct vehicle access may be provided off 1st Street.
- The vacated portion of 1st Street north of Hazeldine Avenue may be useful in providing a location for intermittent loading for adjacent retail and restaurant uses.
- The Master Plan recognizes the potential incompatibility between loading operations and public use/enjoyment of the site. Truck loading in support of possible light industrial uses should be hidden and screened from public view. If more significant loading operations are required, the Master Plan may need to be amended.

"Wayfinding" signage, South Washroom building.

Safety signage, south washroom.



Safety signage, sheet metal house.

Sandstone facade of Firehouse with integral logo.

Masonry facade of Blacksmith Shop with painted and integral logo/window.

Cast-in-place concrete structure of Storehouse Building with painted logo.

Cast-in-place concrete structure of Machine Shop with integral logo.

Machine Shop Crane specification/signage.

Figure 7: Existing Palette

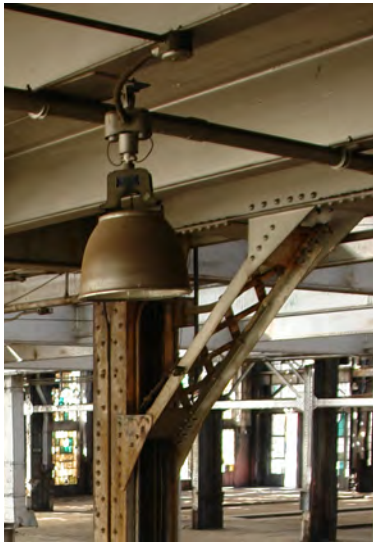
Rail lines adjacent to Transfer Table.

Machine Shop floor,
3" thick Kreolite creosoted woods blocks sit on a 6" thick concrete floor to dampen sound.

Turntable, steel rail tracks and wood railroad ties.

Perimeter street lighting and welding lines.

Machine Shop, stair to mezzanine.



Machine Shop, existing high bay lighting.

Machine Shop, urinals.

7.5 Signage

The AT&SF rail line is well known for its characteristic Santa Fe logo of the simple square cross bound within a circle. Long before today's age of branding, this logo was a symbol of high-quality transit and a commitment to high-quality design. The Santa Fe logo is incorporated throughout the Rail Yards complex as an integral design element that should be used to inform future signage.

- Signage is to be used only where required and should be kept to a minimum. The spaces and buildings of the Rail Yards should be free from excessive signage, and no commercial advertising of offsite products and services is to be allowed on the grounds other than required for business identification and occasional advertising for site-related events and activities.
- Sign size, locations, materials and methods of installation should be consistently employed across the entire Rail Yards site.
- Signage and building identification should be an integrated design element of the building onto which it is applied.

7.6 Security

Given its relatively large 27.3 acre footprint and the likely mixed-use nature of its occupancy, the Rail Yards development will require a constant security presence. The juxtaposition of private professional users alongside publicly-oriented cultural, retail, and housing users will require additional safeguards not normally required of a single-use, more predictable user environment. Recommended security standards are as follows:

- The Rail Yards will require a full-time, 24-hour security presence.
- Similar to the control of public park facilities, the Rail Yards may need to incorporate hours of operation limitations to control after-hours use.
- Given its 2,000 foot long frontage along 1st and 2nd Streets, access to the Rail Yards site is not intended to be controlled, and in fact, is not feasible to achieve given other urban design requirements. However, access to buildings and parking facilities will be controlled.
- Installation of a network of CCTV security cameras should be considered to assist with site security.

7.7 Public Art

The Master Plan is founded in a deep commitment to art and architecture. From the beauty of the existing structures to the quality of design required of all proposed infill development, the Rail Yards is intended to become a world-class center for art and architecture—a center not in terms of its collection of art museums and galleries, but a center in terms of the unparalleled integration of art and architecture in the creation of public space. Public art recommendations are provided as follows:

- The Master Plan acknowledges and accepts the concept of architecture as art.
- The Rail Yards will include venues for artistic expression and will celebrate Albuquerque's vibrant art community.
- Traditional and digital murals are appropriate mediums of artistic expression.
- A rebuilt Smokestack may be developed as a venue for public art.

7.8 Sustainability

The design of all new elements and facilities is encouraged to incorporate sustainable design features. At a minimum, new facilities shall comply with the current City of Albuquerque adopted Energy Codes and should be LEED certified or equivalent rating.

7.8.1 Energy Conservation

Rail Yards development should minimize energy consumption using the following measures, keeping in mind that such measures need to also comport with historic building requirements:

- Exterior Envelope Design: Provide building insulation at all new roofs, and wall and below-grade retaining wall assemblies (at conditioned spaces only). Seal buildings against air infiltration. Encourage passive solar design (trombe walls, direct gain) where feasible. Incorporate cool roof construction techniques (high reflectance, green roof concepts) to minimize heat island effects.
- Solar Fenestration: Provide east-west building orientation to facilitate solar control. Minimize west and north exposures. Maximize south exposures. Use insulated glazing at all new construction where possible.

- Daylight: Maximize natural daylight to reduce electrical lighting loads.
- Natural Ventilation: Incorporate operable windows where operation (open vs. closed) can be monitored.
- Lighting: Use energy efficient light fixtures (i.e. LEDs) both inside and at exterior locations.
- Light Controls: Provide occupancy sensors at all tenant spaces to limit power consumption when spaces are not in use.
- HVAC Systems: Use high efficiency equipment and programmable thermostats, and incorporate economizer cycles. Analyze the potential use of centralized HVAC for the Rail Yards site to increase efficiency and conservation of resources. Consider cogeneration systems that utilize heat energy to simultaneously generate electricity and useful heat.
- Appliances: Use high efficiency type appliances.

7.8.2 Water Conservation

Water conservation efforts are either required by code or are strongly encouraged. Additional measures are as follows:

- Incorporate rain water harvesting for supplemental landscape irrigation and non-potable water use. Where possible, use above-ground cisterns to catch roof water runoff for reuse in landscape irrigation. The collection of rainwater into cisterns reduces the amount of water that needs to be handled by stormwater detention ponds. Above-ground cisterns avoid the problem of saturating subsoil. In the event of a leak in the system, the flow occurs above ground, and if not allowed to pond, can avoid saturating the subsoils. The benefit to the City is a reduced need for stormwater improvements for the Rail Yards. The benefit for the tenant is a source for landscape water that is not dependent on potable water sources. The benefit for the community is a city-wide model for water management and conservation.
- Incorporate on-site water retention and infiltration through stormwater management.
- Use high efficiency, low flow plumbing fixtures.
- Use water efficient irrigation techniques and specify native and drought-tolerant plant species. Use xeriscape principles of design.
- Reuse gray water for non-potable water needs (e.g., toilet flushing) and irrigation, where feasible.

7.8.3 Alternative Energy Sources

- Provide photovoltaic panels/membranes for on-site electricity generation.
- Consider solar panels for hot water generation and hot air systems.
- Passive solar design (trombe walls, direct gain)
- Consider opportunities to use or add alternate energy sources such as fuel cells, distributed energy generation, solar, thermal exchange, etc.
- Consider wind-powered electric generators, where feasible. Size, location, and placement are a major issue in context to the historic structures.

7.9 Pollution Control

To create a plan that reduces pollution, the Master Plan proposes the treatment of stormwater runoff by water harvesting, constructed swales, bio-remediation, and other techniques to minimize non-point pollution from surface runoff.

The Master Plan strongly encourages 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 volatile organic compound (VOC) solvents, insecticides, etc.

7.10 Exterior Lighting Guidelines

- Building lighting is appropriate if it is low level and consistently employed. For example, existing stone and cast-in-place concrete facades of the historic structures may be uplit. Architectural features may also be illuminated.
- Controlled, directional lighting should be used to highlight public spaces and walkways. The use of walkway-level lighting, such as wall pocket lights, is encouraged to accent pedestrian areas.
- Landscape lighting is encouraged to enhance certain landscape features. Landscape lighting should be concealed at grade.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LANDSCAPE GUIDELINES 8

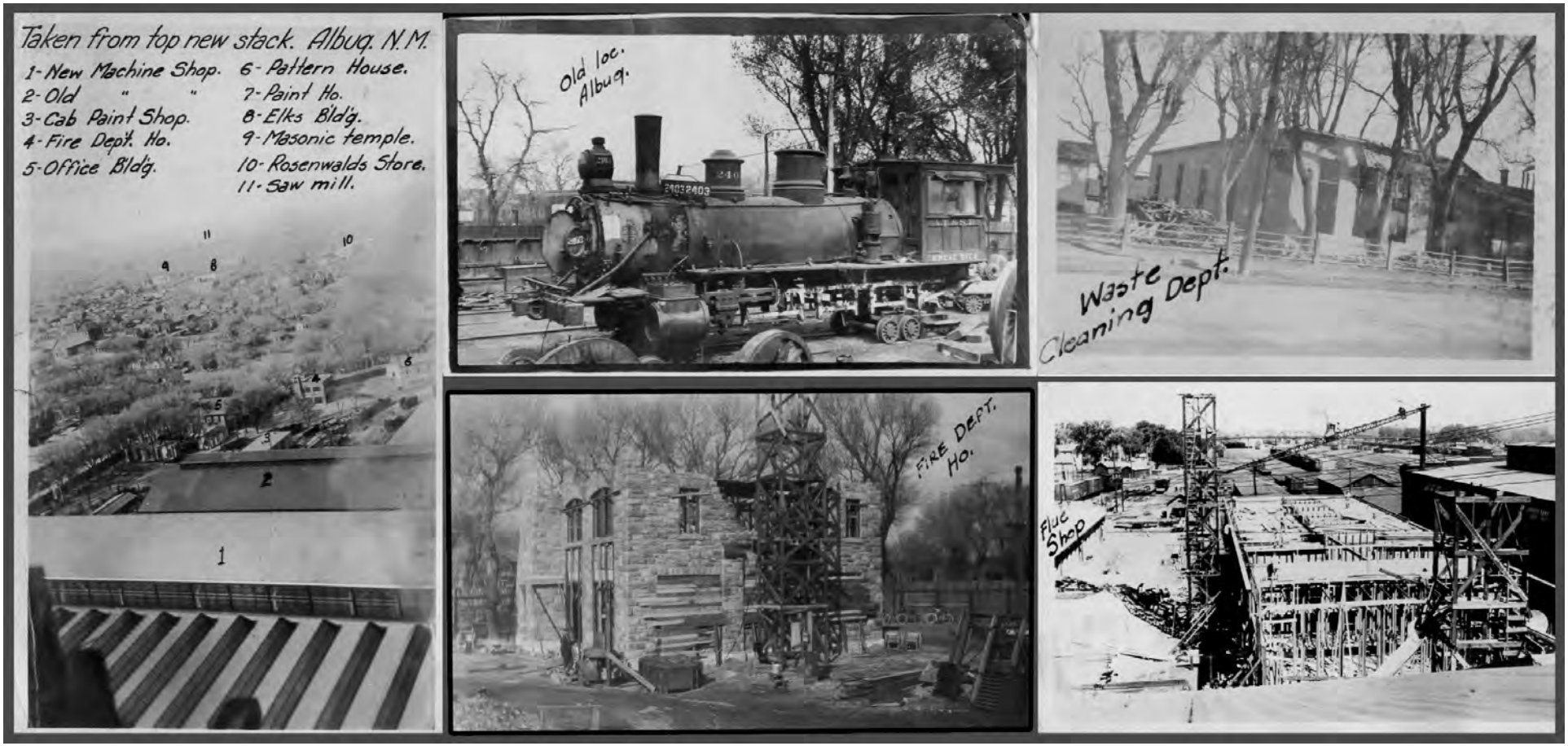
8.0 LANDSCAPE GUIDELINES

The landscape concept for the Rail Yards celebrates the gritty nature of a railroad setting with materials and plants that remind patrons of the form and functional needs of the historic users of the site. Although the Rail Yards are historically an industrial site, photographic evidence depicts landscape, specifically large shade trees, along the perimeter of the site. Plantings are a valuable component of our environment by cooling our city, cleansing the air, and absorbing noise. The plant palette for the Rail Yards includes a variety of plant species that are native or naturalized to the high desert landscape of New Mexico in an effort to create a space that relates to historic landscape condition of the site.

Refer to Section 6 for the Landscape Master Plan and the Landscaping regulations.

8.1 Design Goals

The landscape of the Rail Yards is intended to be aesthetically pleasing with distinguishing characteristics; meet the needs of the site users and adjacent neighborhoods; universally accessible; responsible with water



Rail Yards construction showing historic landscape.

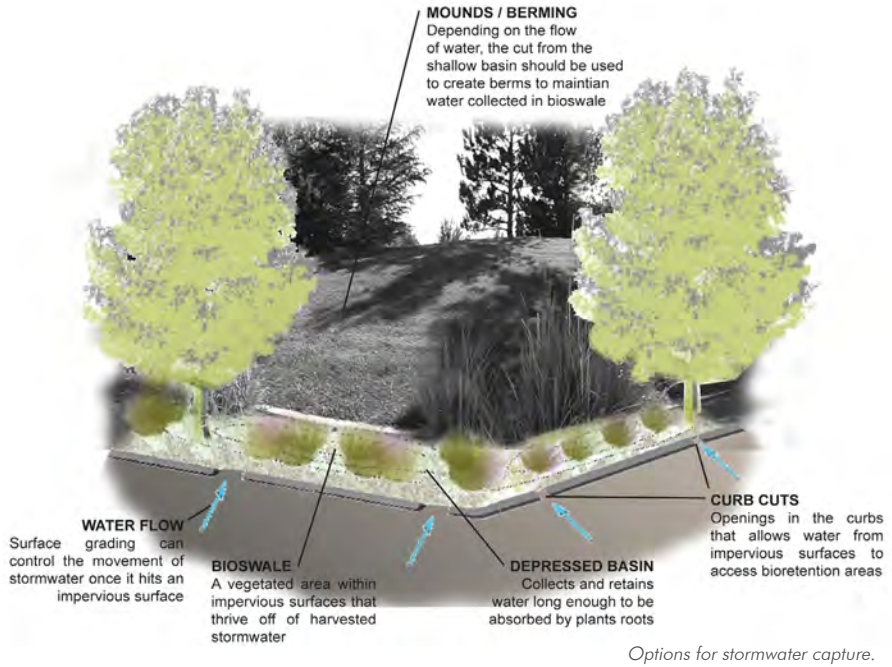
use; considerate of maintenance issues; and considerate of the health, safety, and welfare of the users. Landscape design goals include:

- Enhance the attributes and characteristics of the site to provide a sense of place while respecting the history of the site.
- Design the site to serve as a focal point and activity hub for the surrounding community.
- Provide universal accessibility with strong connections to and throughout the site.
- Create visual connections to the site.
- Create a perimeter landscape buffer between the Rail Yards and the surrounding neighborhoods. Plant materials and a perimeter landscape buffer should be used to attenuate noise from the railroad tracks and provide visual interest.
- Provide shade via trees and areas that provide a retreat from sun exposure.
- Use plants to provide visual connections between multiple outdoor spaces and define edges of different land uses and outdoor pedestrian areas.
- Provide plants with flowers, textures, and/or fragrance for sensory stimulation (i.e. sight, touch, and smell).
- Preserve the City's natural resources through innovative design approaches that respond to water conservation and solar exposure. Captured stormwater from multiple sources should be utilized for irrigation purposes. Opportunities to harvest water should also be explored to optimize use of this valuable resource.

8.2 General Landscape Design

The site allows for a wide range of activities to serve the interests of the greater community as well as the local neighborhoods; therefore, the landscape design for the Rail Yards allows for and encourages year-round use by employing a plant palette with four seasons of visual interest. Shade trees will be used strategically to provide enjoyable spaces protected from sun exposure. Temporary and/or permanent shade structures may be constructed within the site but should be sited to preserve long vistas to the historic buildings.

In addition, trees and other plantings will be placed to define areas for their unique uses and buffering for safety, as applicable. The plant palette



Options for stormwater capture.

and landscape features (e.g. hardscape, furnishings, lighting, signage, etc.) should be consistent throughout the Rail Yards property to identify a clear image for the site. Designing for pedestrian level views, as well as aerial views of the site, will serve to garner a memorable space for the community.

The proposed landscape design for the Rail Yards emphasizes sustainability with permeable surfaces, low water use, low maintenance, and recycling to the greatest extent possible. The plant palette should primarily include native and/or naturalized plant species that perform well in an arid environment. Plants will be chosen for their ability to stimulate the senses by texture, fragrance, and/or flowers. Recycling on-site materials for soils, mulches, and landscape features are encouraged in an effort to celebrate the setting and history of the site.

Rainwater harvesting measures, such as curb cuts and bioswales, should be provided where feasible. Curb cuts (minimum 1-foot wide) may be provided in places where there is a curb or seat wall in order to allow

water runoff to infiltrate landscape areas. Swales should be composed of native and/or naturalized vegetation with cobble along the centerline and side slopes no steeper than 3:1 or use of vertical boulder walls as edging. Soils may need to be amended to facilitate infiltration. Intermittent check dams may be installed to further abet silt capture as necessary. The graphic on page 79 illustrates multiple options for stormwater capture that could be used at the Rail Yards.

All planting areas, other than turf, should be top dressed with a minimum 3-inch layer of mulch. Turfgrass will be limited per the IDO requirements and placed to maximize pedestrian views and access.

8.3 Landscape Planting Design

(Note: This plant palette serves as a suggested list. Others may be added to fit particular situations as necessary.

There are four primary areas of landscape plantings at the Rail Yards property. These may include but are not limited to:

- Perimeter Landscaping
- Pedestrian Circulation Paths
- Connectors
- Transit Plaza

The landscape treatment is limited to these four areas. The main plaza areas are not anticipated to include any plant materials. The planting approach for each of these four areas is provided below *(see Plant Palette at the end of this section for a complete list of suggested plant species for the Rail Yards site)*.

8.3.1 Perimeter Landscaping

Landscaping is located along most of the site's boundary utilizing a plant palette that adjusts depending on site conditions (i.e. slope, orientation, activity space, etc.) The majority will be planted with shrubs, groundcovers, native and ornamental grasses, vines, and flowers, but turfgrasses are allowable within the confines of the City's limitation on high-water-use turf.

Turfgrass will be limited but placed in key locations for patron use. The workforce housing is anticipated to have one large turfgrass area for use by residents for recreation and community gathering events.

Appropriate traditional, recreational turfgrass species include but are not limited to:

- Poa hybrid *(see Plant Palette at the end of this section for description of specifications as well as an example species)*

Appropriate native and general use turfgrass species may include but are not limited to:

- Bouteloua species – Grama
- Buchloe dactyloides - Buffalograss
- Hilaria jamesii - Galleta

Grasses are a key component to the natural New Mexican landscape as they can be found growing successfully across all areas of the state. Grasses typically are fast-growing and have strong root systems that are well-suited for stabilizing slopes to prevent erosion. The steepest slopes should include dense plantings of ornamental grasses.

Ornamental grasses, shrubs, groundcovers, and vines with aggressive rhizomes and stolons may be planted on steeper slopes (5:1 and greater) to help stabilize the soil. These plant types should also be included in the buffer areas between more manicured (i.e. traditional turfgrass) to wilder areas (i.e. native turf), as well as for general planting on the edges across the site.

Appropriate ornamental grass species for steep slopes and other areas within the perimeter landscaping may include, but are not limited to:

- Aristida longiseta – Purple Threeawn
- Calamagrostis x acutiflora 'Karl Foerster' – Karl Foerster Grass
- Muhlenbergia capillaries 'Regal Mist' – Regal Mist Muhly Grass
- Pennisetum species – Fountain Grass

Appropriate shrubs, groundcovers, and vines species for steep slopes, buffer areas and general planting include but not limited to:

Shrubs & Groundcovers

- Artemisia & Salvia – Sage (deciduous and evergreen)
- Buddleia davidii nanhoensis – Dwarf Butterfly Bush
- Chrysothamnus nauseosus - Chamisa
- Jasminum nudiflorum – Winter Jasmine
- Leucophyllum frutescens 'compactum' – Compact Ceniza
- Potentilla species – Shrubby and Spring Cinquefoils
- Prunus besseyi – Western Sand Cherry
- Psorothamnus scoparius – Broom Dalea
- Rhus trilobata species – Sumac
- Agave species – Agave
- Atriplex canescens – Fourwing Saltbush
- Ceratostigma plumbaginoides – Blue Leadwort
- Ephedra species – Joint Fir
- Fallugia paradoxa – Apache Plume
- Lavandula species – Lavender
- Opuntia ellisiana – Spineless Prickly Pear
- Pinus mugo – Mugo Pine
- Rosmarinus officinalis – Rosemary
- Salvia species – Sage
- Santolina species – Santolina
- Sedum species - Stonecrop
- Yucca species – Yucca

Vines

- Campsis radicans – Trumpet Vine
- Parthenocissus inserta – Woodbine
- Hedera helix – English Ivy
- Lonicera species - Honeysuckle

Flowers should be included within the Perimeter Landscaping to provide year around color, as an accent across the site and at key gateway locations. A variety of flowers may be used.

Appropriate flower species for the accent at the base of the Perimeter Landscaping may include but are not limited to:

Perennials

- Alcea rosea - Hollyhock
- Centranthus ruber – Red Valerian
- Hemerocallis hybrids – Daylilies
- Linium perenne – Blue Flax
- Penstemon spp. – Penstemon
- Ratibida columnifera - Coneflower

Bulbs

- Crocus spp. - Crocus
- Narcissus spp. – Daffodil
- Muscari armeniacum – Grape Hyacinth
- Tulipa spp. – Tulip

In addition, the Gateway locations also may include but are not limited to:

Annuals

- Gaillardia pulchella – Blanketflower
- Mirabilis species – Four O'clock
- Salvia species – Sage
- Tagetes species - Marigold
- Viola wittrockiana – Pansy

8.3.2 Pedestrian Circulation Paths

The paths for pedestrians are located throughout the site. Shade trees and seating opportunities will be placed along these paths where appropriate to create a welcome retreat for enjoying views of the site.

The paths provide a means for pedestrian navigation across the Rail Yards property. Generally, the paths run north-south. Trees should be placed to define both sides of the path edges as well as "rooms" and other features along the paths to be highlighted. Shade trees should be provided to create comfortable retreats for patrons as they traverse the site. Ornamental trees will identify special features along the path. Evergreen trees should be included to offer year around color throughout the site.

Appropriate tree species for the Pedestrian Circulation Paths may include but are not limited to:

Shade Trees

- Ulmus Americana 'New Harmony' - American Elm
- Platanus wrightii – Arizona Sycamore

Ornamental Trees

- Chilopsis linearis – Desert Willow
- Robinia ambigua 'Purple Robe' – Purple Robe Locust

Evergreen Trees

- Pinus nigra – Austrian Pine
- Pinus sylvestris – Scotch Pine

8.3.3 Connectors

The connectors are the major entrances to the site, both pedestrian and vehicular, into the Rail Yards property. The connectors include the Neighborhood/Site Interface locations as secondary access points to the property. These locations may include site furnishing and be framed with shade and ornamental trees as a form of wayfinding to indicate an access point. In addition, flowers may be used to accent these major access points for a welcoming entry.

Appropriate tree species for the connectors may include but are not limited to:

Shade Trees

- Fraxinus species – Ash
- Acer glabrum - Rocky Mountain Maple

Ornamental Trees

- Foresteria neomexicana – New Mexico Olive
- Pyrus species – Flowering Pear
- Vitex agnus-castus – Chaste Tree

For appropriate flower species for the Connectors, see list for Perimeter Landscaping.

8.3.4 Transit Plaza

The transit plaza serves as the "front porch" of the Rail Yards property. Shade and specialty trees as well as ornamental trees should be used to provide protection from the sun for waiting transit passengers as well as accenting the space while still framing views into the site.

Appropriate tree species for the Transit Plaza may include but are not limited to:

Shade Trees

- Fraxinus species – Ash
- Tilia cordata – Littleleaf Linden

Ornamental Trees

- Pyrus species – Flowering Pear
- Robinia ambigua 'Purple Robe' – Purple Robe Locust

All trees on the property should be placed in tree grates if not within landscape planting areas. These features should be designed to provide protection for the trees from pedestrian traffic.

With exception of the turf grass areas, all planting areas should be top dressed with mulch as described in the General Landscape Design section. Mulches that are compatible with the conditions of the landscape as well as the plant selection for the space should be provided. Organic mulch will improve soil quality and is ideally suited for plants that prefer humus conditions (e.g. annuals and other heavily flowering plants). Rock mulches are best for plants requiring well-drained soil as well as for areas needing minimal maintenance. Organic mulches typically need to be renewed annually, but rock mulch may last for several years before needing supplemental mulch. Mulches placed in runoff, drainage areas and/or in wind "tunnels" should be angled-face rock mulches that are heavy enough (i.e. large enough diameter) to withstand stormwater and strong air flows. All areas top-dressed with rock mulches should include a filter fabric underlay to minimize maintenance needs.

8.3.5 Workforce Housing

Where residential uses are proposed, particularly for any workforce housing, landscaping should be focused more on serving residents rather than the visiting public. Although drought-resistant species will still dominate the plant palette, places for recreation that include turf grasses are encouraged. Gathering spaces, with shaded seating opportunities for community events, should be provided.

8.3.6 Fire Station

The Fire Station is a historic building that will be highlighted with its own plaza. Planting beds and trees in tree wells should be incorporated within the plaza to soften the space and reduce sun exposure. Outdoor seating with umbrellas should be used to activate this pedestrian area.

Sycamore.

Ash.

American Elm.

Littleleaf Linden.

8.4 Plant Palette

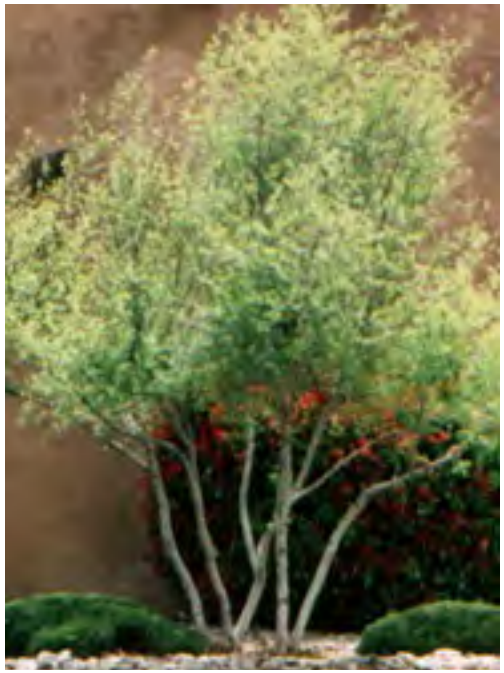
(Note: This plant palette serves as a suggested list and others may be added to fit situations as necessary)

8.4.1 Trees

Deciduous Shade and Street Trees

- Acer glabrum - Rocky Mountain Maple
- Fraxinus species – Ash
- Platanus wrightii – Arizona Sycamore
- Tilia Cordata – Littleleaf Linden
- Ulmus Americana 'New Harmony' - American Elm

Chaste Tree.



New Mexico Olive Tree.

Flowering Pear.

Desert WIllow.

Deciduous Flowering Ornamental Trees

- Chilopsis linearis – Desert Willow
- Foresteria neomexicana – New Mexico Olive
- Pyrus species – Flowering Pear
- Robinia ambigua 'Purple Robe' – Purple Robe Locust
- Vitex agnus-castus – Chaste Tree

Scotch Pine.

Austrian Pine.

Low-Water Traditional Turf.

Grama + Buffalograss Mix.

Evergreen Trees

- Pinus nigra – Austrian Pine
- Pinus sylvestris – Scotch Pine

8.4.2 Grasses

Traditional Turf Species

- Poa hybrid – (or similar that requires less irrigation, has deeper roots and aggressive rhizomes, plus excellent heat tolerance; e.g. Reveille - Gardner Turfgrass)

Native Turf and General Use Species

- Bouteloua species–Grama
- Buchloe dactyloides - Buffalograss
- Hilaria jamesii - Galleta

Fountain Grass

Purple Threeawn

Muhly Grass

Karl Foerster Grass

Ornamental Species

- Aristida longiseta – Purple Threeawn
- Calamagrostis x acutiflora 'Karl Foerster' – Karl Foerster Grass
- Muhlenbergia capillaries 'Regal Mist' – Regal Mist Muhly Grass
- Pennisetum species –Fountain Grass

Butterfly Bush.

Sage.

Chamisa.

8.4.3 Shrubs and Groundcovers

Deciduous Shrubs & Groundcovers

- Artemisia and Salvia Species – Sage
- Buddleia davidii nanhoensis – Dwarf Butterfly Bush
- Chrysothamnus nauseosus - Chamisa
- Jasminum nudiflorum – Winter Jasmine
- Leucophyllum frutescens ‘compactum’ – Compact Ceniza
- Potentilla species – Shrubby and Spring Cinquefoils
- Prunus besseyi – Western Sand Cherry
- Psorothamnus scoparius – Broom Dalea
- Rhus trilobata species – Sumac

Agave.

Stonecrop.

Yucca.

Evergreen Shrubs & Groundcovers

- Agave species – Agave
- Artemisia and Salvia species – Sage
- Atriplex canescens – Fourwing Saltbush
- Ceratostigma plumbaginoides – Blue Leadwort
- Ephedra species – Joint Fir
- Fallugia paradoxa – Apache Plume
- Lavandula species –Lavender
- Opuntia ellisiana – Spineless Prickly Pear
- Pinus mugo – Mugo Pine
- Rosmarinus officinalis – Rosemary
- Santolina species – Santolina
- Sedum species - Stonecrop
- Yucca species – Yucca

Trumpet Vine.

Honeysuckle.

English Ivy.

8.4.4 Vines

Deciduous Vines

- Campsis radicans – Trumpet Vine
- Parthenocissus inserta – Woodbine

Evergreen Vines

- Hedera helix – English Ivy
- Lonicera species - Honeysuckle

Blanket Flower.

Crocus.

Blue Flax.

Daylily.

Red Valerian.

Penstemon.

8.4.5 Flowers

Annuals

- Gaillardia pulchella – Blanketflower
- Mirabilis species – Four O'clock
- Salvia species – Sage
- Tagetes species - Marigold
- Viola wittrockiana – Pansy

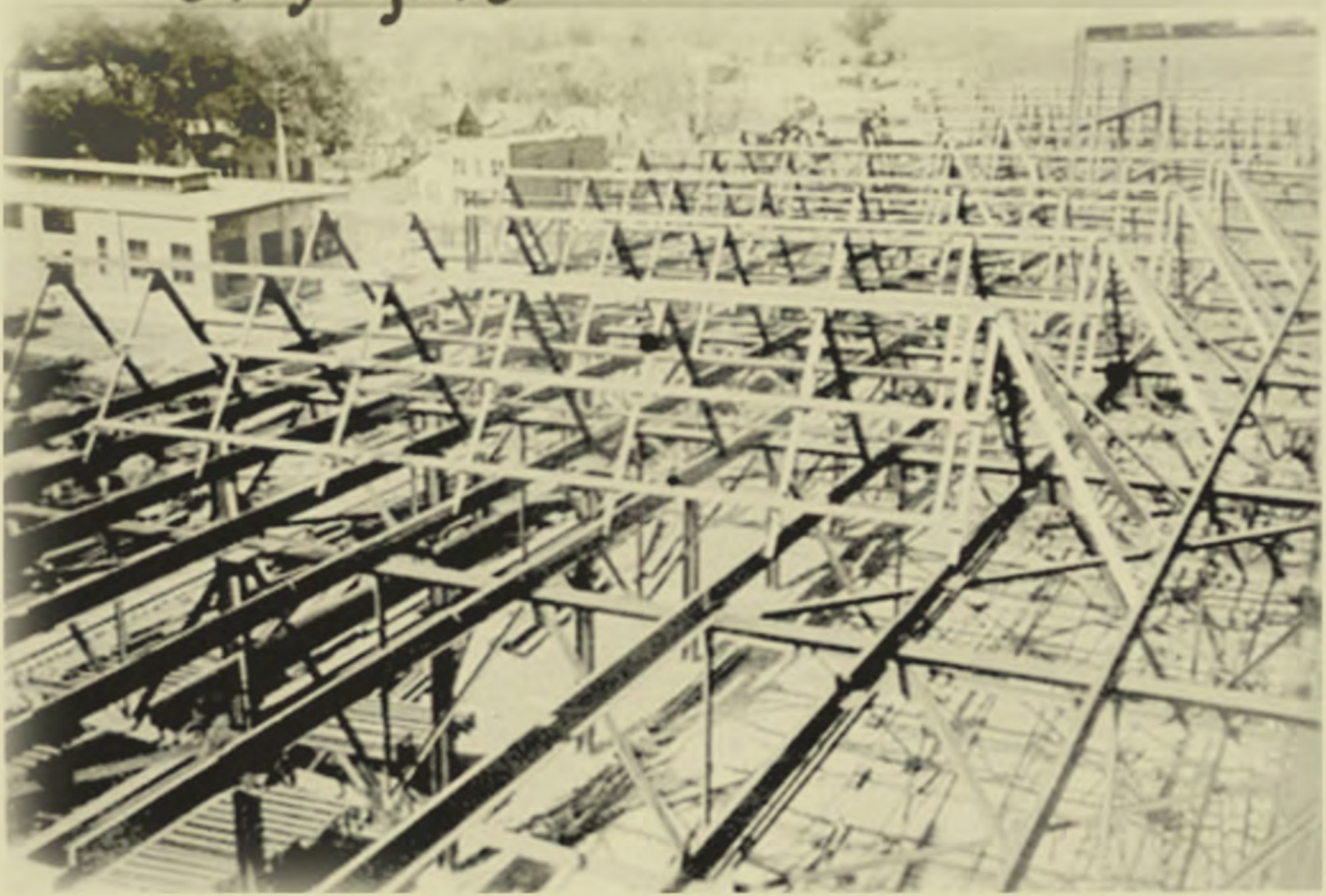
Perennials

- Alcea rosea - Hollyhock
- Centranthus ruber – Red Valerian
- Hemerocallis hybrids – Daylilies
- Linium perenne – Blue Flax
- Penstemon spp. – Penstemon
- Ratibida columnifera - Coneflower

Bulbs

- Crocus spp. - Crocus
- Narcissus spp. – Daffodil
- Muscari armeniacum – Grape Hyacinth
- Tulipa spp. - Tulip

Skylights –



TRANSPORTATION INFORMATION & RECOMMENDATIONS 9

9.0 TRANSPORTATION INFORMATION and RECOMMENDATIONS

Intent

This section provides guidance and background information for vehicular, rail, transit, pedestrian, and bicycle access to and from the site.

9.1 Vehicular Site Access Information

The existing transportation system that serves the Rail Yards is not likely to change in any significant way in the future. Development of this site has enormous benefits to the surrounding neighborhoods and the city as a whole through the creation of a vital economic driver that provides jobs, housing, and public space in the heart of the City. The Master Plan discusses alternative modes of transportation as a viable strategy to reduce the impact of the Rail Yard redevelopment on the existing street network.

The primary vehicular access route associated with the Rail Yard Master Plan will be 2nd Street. 3rd Street will act as a secondary access for the project but will most likely provide an accommodation for traffic that currently passes through the neighborhood on 2nd Street today. These two streets are designated as collectors by the Mid Region Council of Governments (MRCOG) and have a capacity of 11,000 vehicles per day. 2nd and 3rd Streets currently have an excess capacity of 6,100 and 7,900 vehicles per day, respectively.

The project should be designed minimize impact to Pacific, Santa Fe, Cromwell, Atlantic, and Hazeldine Avenues. Those five streets are local residential streets with single-family residential driveways. Generally speaking, the City of Albuquerque policy is to minimize traffic on local residential streets so that the volume typically does not exceed 1,000 vehicles per day. The Rail Yards site benefits from direct access to the existing street grid to the west, its proximity to Bridge Boulevard to the south, and its location just south of Coal and Lead Avenues.

2nd Street south of Coal Avenue has recently been reconfigured into a two-way street, as was mandated by the City Council. 2nd Street was recently classified as a Collector Roadway on the Long Range Roadway Map for the Albuquerque Metropolitan Area. Parallel parking is allowed along the west side of the street. The posted speed limit is 30 mph. 3rd Street is currently configured as a two-way street with delineated parking on both sides of the street to the south of Coal Avenue. The posted speed limit is 30 mph.

9.2 Traffic Impact Study Information

A Traffic Impact Study was completed in October 2013 based upon the former Master Development Plan. The purpose of the study was to determine the impact of the proposed development on the adjacent transportation system and recommend any improvements to mitigate the impact.

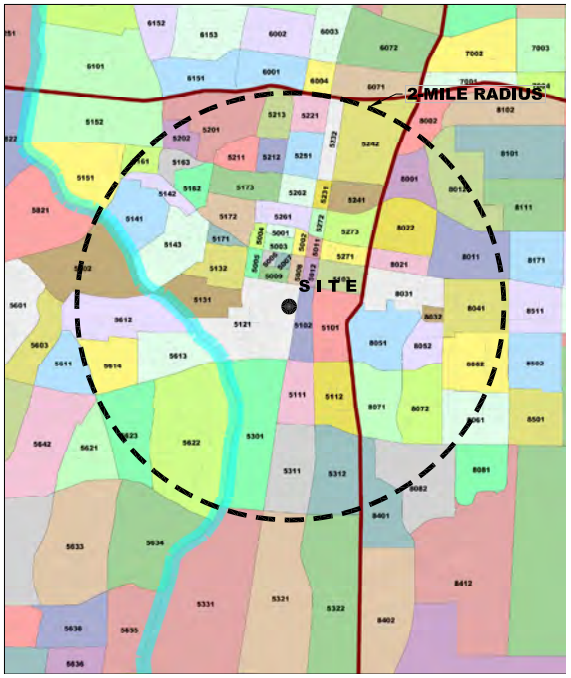
Utilizing the projected traffic volumes resulting from the development of the site into a mixed-use facility such as shown on the Site Plan, in conjunction with projected 2018 traffic volumes, the 2013 TIS concluded that the development of the Rail Yards subject site will have no significant adverse impact on the existing signalized intersections of the adjacent transportation system and will have moderate adverse impacts to the existing unsignalized intersections of the system, provided the recommendations contained in the report are followed.

As the site is subdivided and phased development occurs, the 2013 Traffic Impact Study will be considered by City Transportation who will determine if the October 2013 study is applicable as prepared, requires updating, or if a new study is appropriate. Recommendations of the applicable TIS will be implemented as required for project development.

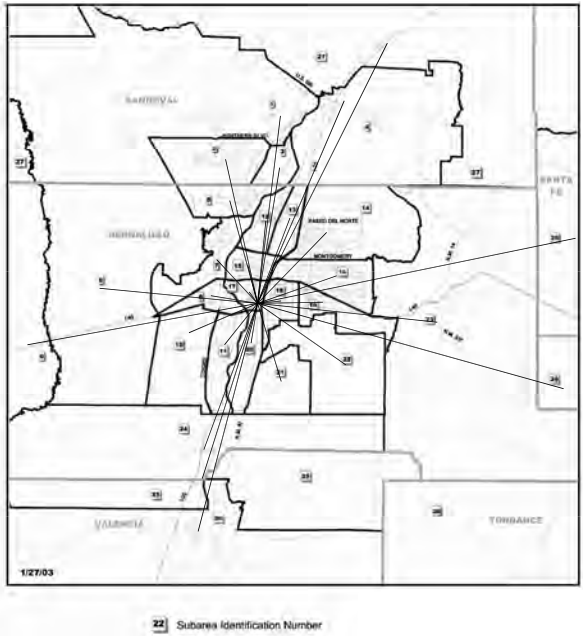
9.3 Existing Access by Alternative Transportation

Direct transit service to the Rail Yards property and along 2nd Street does not currently exist; however, the site is within walking distance of the Alvarado Transportation Center, which is located approximately ½ mile to the north of the property and serves as a major hub for ABQ Ride, the RailRunner, and regional and national bus and rail service (Greyhound, Amtrak). Additionally, 4th Street has existing bus service and is approximately ¼ mile to the west of the Rail Yards. Existing transit routes are shown on the map on the next page.

Rail Yards, Aerial Map showing roadway infrastructure (Terry O. Brown, 2010).



Rail Yards, Data Analysis Subzone (DASZ) Map (Terry O. Brown, 2010).



Rail Yards, Trip Distribution Subarea Map (Terry O. Brown, 2010).

9.4 Transit Recommendations

9.4.1 Transit Plaza

The Master Plan proposes a major Transit Plaza located at the heart of the Rail Yards site along 2nd Street located adjacent to the Machine Shop and Transfer Table. The development of the Transit Plaza should be coordinated with the implementation of direct transit service to the site.

9.4.2 Shuttle (Circulator) Service

In addition to the recommendation of increased ABQ Ride and/ or private transit service to the site, the Master Plan supports an express shuttle/trolley system concept. Such a system would link the Zoo, Tingley Beach, the National Hispanic Cultural Center, 4th Street in Barelas, and Downtown Albuquerque to the Rail Yards site. Connecting the Rail Yards to other area amenities via convenient transit service is vital to the success of the redevelopment of the area, in general, and the Rail Yards, specifically. The City should work closely with stakeholders to determine the appropriate timing and means for implementing such a service.

9.4.3 Rail Access

The Rail Yards Master Plan supports the possibility of bringing direct public rail access to the Rail Yards site, whether it be for the Rail Runner or other future rail options that become available. If a rail station is someday located at the site, it should be located at the eastern terminus of the Transfer Table. Such a location would mirror the proposed Transit Plaza at the western terminus of the Transfer Table, creating a full multi-modal transit hub at the center of the project.

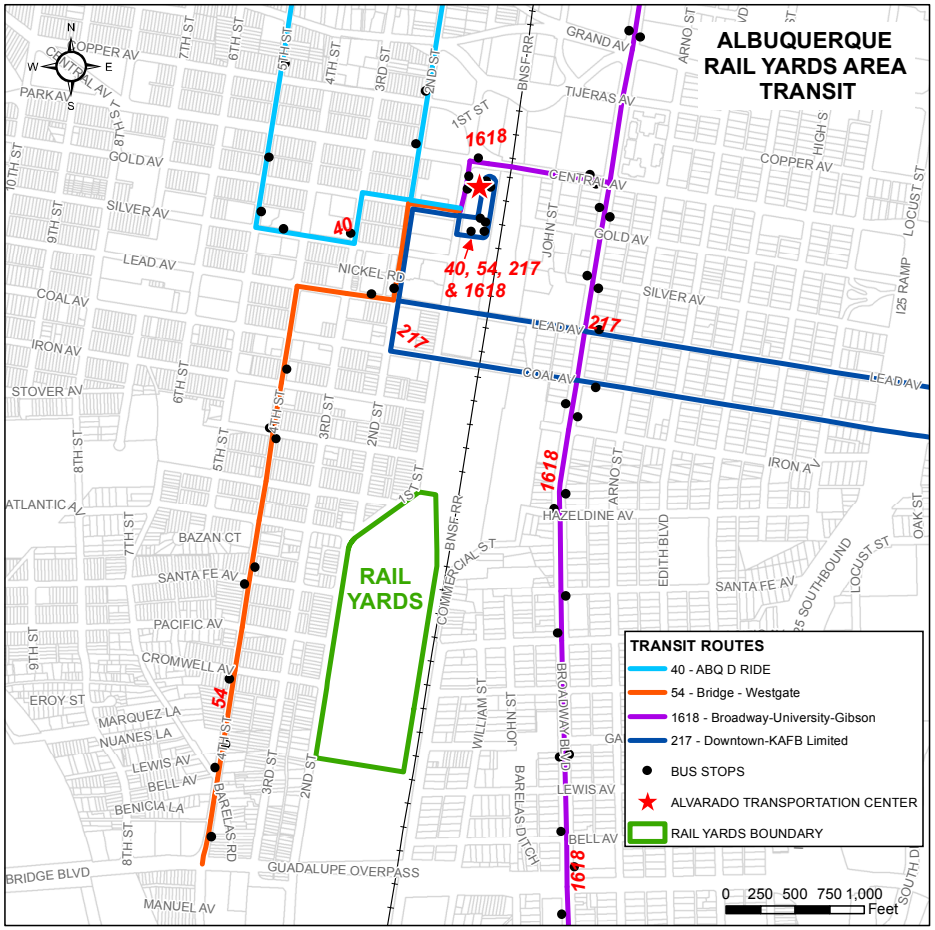
Other options for Rail connectivity include extension of the narrow gauge rail line that currently runs along Tingley Drive adjacent to the Bosque from its current terminus at the Zoo southward and eastward to connect to the National Hispanic Cultural Center and ultimately to the Rail Yards site. Such a novel method of site access would relate to the history of the Rail Yards and provide convenient access to other major cultural amenities.

9.5 Other Alternative Transportation Recommendations

9.5.1. Pedestrian and Bicycle Access

The City of Albuquerque improved the segment of 2nd Street where the Rail Yards is located with sidewalks and ADA ramps on the west side only and added bike lanes (sharrows). The City also completed significant improvements to Coal and Lead Avenues east of Broadway Boulevard that included streetscape, sidewalk widening, bike lanes, and street furniture. These projects benefit the redevelopment of the Rail Yards by improving pedestrian and bicycle facilities that can be used to access the site, but additional enhancements to roadways that provide access to the site will also be needed. The City should prioritize multi-modal improvements, focusing on pedestrian and bicycle facilities, along the following roadways that provide access to the Rail Yards:

- The eastern side of 2nd Street in accordance with the proposed perimeter landscaping and pedestrian circulation paths in the Master Plan;
- 1st Street from the Alvarado Transportation Center to the site;
- Coal and Lead Avenues, west of Broadway to 4th Street; and
- Bridge Boulevard (Guadalupe) overpass from Broadway Boulevard to 4th Street.



Existing Transit Routes near the Albuquerque Rail Yards, 2014.

9.5.2 Crossings to and from South Broadway

Currently, there is not a direct connection from the Rail Yards to the South Broadway neighborhood to the east due to the railroad tracks. The closest connections that currently exist are to the north via Coal Avenue and to the south via Bridge Boulevard. Both of these routes include significant out of direction travel, especially for pedestrians and bicyclists. Providing a more direct connection to the east, while challenging, would facilitate the realization of one of the main goals of the redevelopment: to reconnect South Broadway to the site and increase opportunities for South Broadway residents to take advantage of everything the site will offer, including employment and recreational activities.

Circulation along the Bosque includes a narrow gauge rail line and pedestian/bike path.

Accordingly, the Master Plan includes two recommendations for providing direct connections to the South Broadway neighborhood. These recommendations, along with other viable means of connecting South Broadway to the site, should continue to be explored and prioritized in early phases of redevelopment.

Bridge Crossing

The Site Plan provides for an above-grade pedestrian bridge that would directly connect the Barelas and South Broadway neighborhoods through the heart of the Rail Yards project. The bridge would provide both pedestrian and bicycle access across the tracks and is intended to operate not only as a bridge but also as a series of retail spaces and as a primary visual gateway announcing the redevelopment of the Rail Yards project to rail passengers. At a minimum, requirements for this bridge crossing shall include the following:

- Provide 24-hour convenient, easy-to-use and ADA accessible points of access at both sides of the track (stair/elevator access).
- Provide security / safety features that will prevent falling, throwing of objects onto the track, etc.
- Be designed with adequate lighting.

At-Grade Crossing

The Site Plan also provides an at-grade pedestrian crossing between the South Broadway neighborhood and the site. Members of the South Broadway community expressed concerns that the pedestrian bridge concept may not be financially feasible and have asked for an at-grade option to be included in the Master Plan to ensure site access. Accordingly, the Master Plan recommends the direct extension of Cromwell Avenue from its terminus at Commercial Avenue across the railroad tracks and onto the southern part of the site. Provision of an at-grade crossing will require approvals from the Federal Railroad Administration (FRA), the owner of the Rail Line (NMRX), and state and local agencies in order to ensure the highest level of pedestrian safety. At a minimum, requirements for any at-grade crossing shall include the following:

- Pedestrian crossings will require gates.
- All crossing sub-grade will be constructed to standard practice for rail and pedestrian interaction.
- Sub-base will be designed for low maintenance.
- Crossings shall be ADA compliant.
- Crossing shall have rubber filler in the gaps between the rail and the crossing surface resulting in the safest operation with a high volume of pedestrian traffic. The filler fits snugly against the field and gauge side of rail to form a barrier between crossing material and rail that blocks out moisture and protects the rail fastening system. It also provides an easy walking and safe surface at rails.

9.6 1st and 2nd Street Reconfiguration

The effects of the reconfiguration of 2nd Street to a two-way street resulted in the vacation of the portion of 1st Street that runs along the northern portion of the site. The former 1st/2nd Street corner of the Rail Yards site is now curved back in favor of a more generous 2nd Street traffic alignment. The vacated portion of 1st Street and the adjacent triangular parcel has become a valuable asset to the Rail Yards by providing direct access onto the site from 1st Street at the north. The Master Plan recognizes the potential that this portion of land could be used in support of the area wide redevelopment. The City has completed a conceptual design for a roundabout at 2nd Street/1st Street and Hazeldine Avenue leading into the main entry to the Rail Yards site. The proposed roundabout should improve traffic flow and safety, as well as provide a formal entrance to the Rail Yards site.

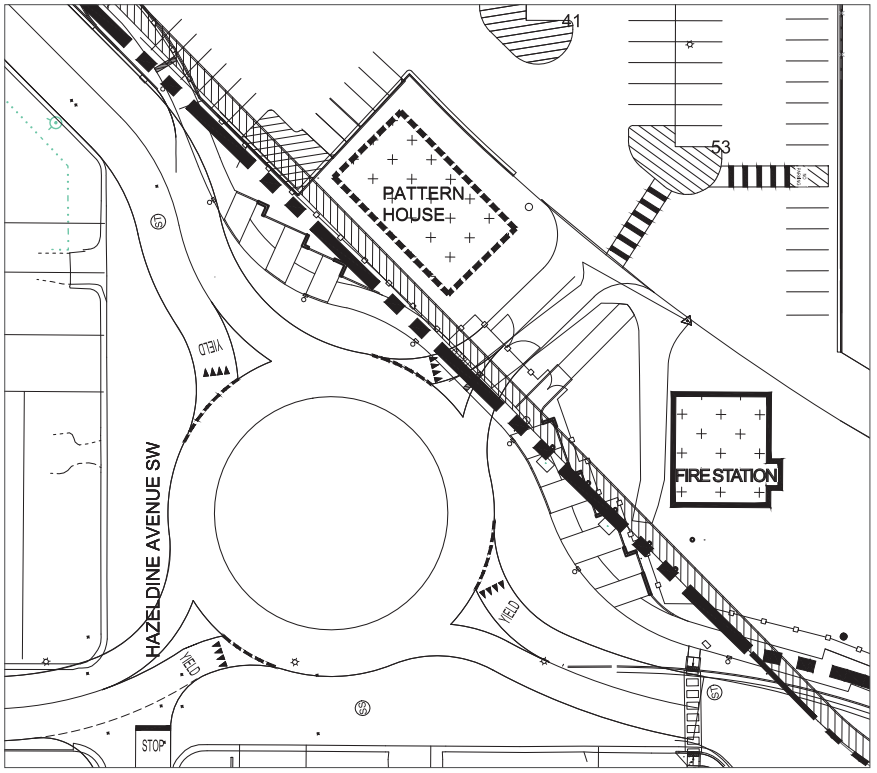


Figure 8: Planned Roundabout at 2nd Street/1st Street/Hazeldine Avenue.

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Erecting

CONCEPT & PHASING PLAN 10

10.0 CONCEPT and PHASING PLAN

Intent

This section illustrates conceptual plans for redevelopment of the Rail Yard site. The concepts contained herein are not compulsory elements of the project and will require further studies and approvals as established by City codes and/or the standard processes. The architectural concepts developed by Samitaur were removed in the Master Plan update; however, the portions of this section that address preservation and adaptive reuse standards, public open space, sustainability, land use, surrounding development opportunities, and project phasing remain relevant.

10.1 Vision Statement

There are always planning and building antecedents. We don't start from zero. And there's inevitably a relationship between where we were, where we are, and where we're going. The essential question for the Rails Yards site is how architecture might communicate both an acknowledgement of precedents—salient built pieces of history—and simultaneously push forward toward very different purposes, new and adaptively reused buildings, suggesting new directions for the City of Albuquerque's future.

Knowing where we've been makes the story of where we're going more legible, more intelligible. At the Rail Yards site, Albuquerque's built record is largely intact. But historic structures like the Boiler Shop, Machine Shop, Tender Repair/Tank Shop, and Flue Shop, though the buildings are extant, no longer fill their original functions. Those functions now belong to Albuquerque's heritage. They have for a while. The Master Plan objective is to acknowledge that heritage—the trains, the story of the opening of the American southwest with new transportation, new machines, new energy, and new opportunities for those who came.

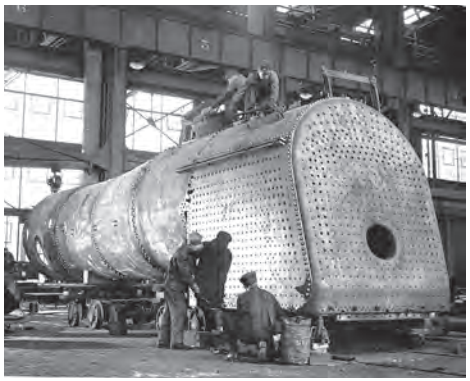
Recollecting Forward: A Planning Strategy

The Master Plan celebrates the facilities that made the trains run. How does the Master Plan manage that celebration?

Not by simply reconstituting those historic buildings [though there's a role for this] whose uses have passed into history, but by giving those buildings a new, vital life, a new role in the burgeoning, evolving community that surrounds the site, and more broadly, an updated contemporary definition for urban life in the center of Albuquerque in the first quarter of the 21st century.

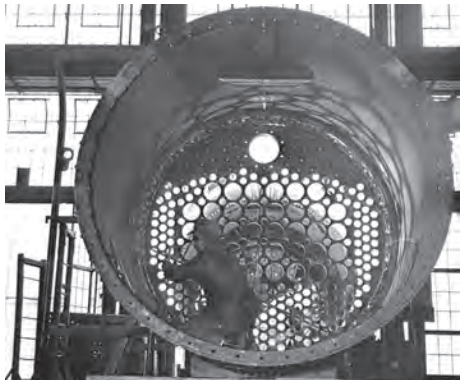
How do we acknowledge an old life and simultaneously forecast a new one? We call our planning strategy for the Albuquerque Rails Yards site "Recollecting Forward."

What the new plan retains in its entirety is the enduring spirit of the Rail Yards, the energy, the optimism, and the reconstituted exteriors of the primary buildings on the site. We rebuild the missing Roundhouse,



JOBS

COMMUNITY



ART

ARCHITECTURE

complete the original organizational logic of the site, but assign new uses, new public and private purposes to both old and new buildings. So what's the Roundhouse? Is it the original building? Not quite. Is it a new building? Perhaps, but its plan form re-iterates that of the original structure. The Concept Plan intends a hybridization of old and new without insisting on a clear distinction between the two.

In summary, the primary goal of this section is to encourage a vibrant, cohesive, and viable community of mixed uses that fulfill the Master Plan's goals and vision. The existing structures to be preserved and adaptively reused are the primary and dominant elements of the site; however, they are not sufficient to accommodate the myriad uses identified in the Goals & Policies Section 5 and confirmed through the public comment process. New structures and improvements are required to make the site viable for development. The Concept Plan proposes illustrative strategies for the design and integration of such structures so that they both complement the historic structures and provide a unified architectural language across the site. By contrast, Sections 6, 7, and 8 provide the development regulations and design guidelines to guide redevelopment of the site.

The intention of the Master Plan is to preserve the "integrity" of the site and reinvent the "spirit"of the Rail Yards for a modern age. The intention is to "Recollect Forward."

To achieve these aspirations, the Master Plan itself must be a living, working document that is built with sufficient flexibility to accommodate an evolving and unknown future set of conditions. The concepts, recommendations, and design features that follow should be understood in this context.

10.2 Preservation and Adaptive Reuse Standards

Preservation criteria and considerations are based on the understanding of cultural significance and the cultural values of a property. In the case of the Rail Yards, it should be looked at first as part of the train system in the United States, contributing to the development and creation of the country. The Rail Yards are an important element within that whole line, and one of its cultural values derives from this fact. This criterion puts the

Rail Yards, aerial photo of current site conditions (2014).

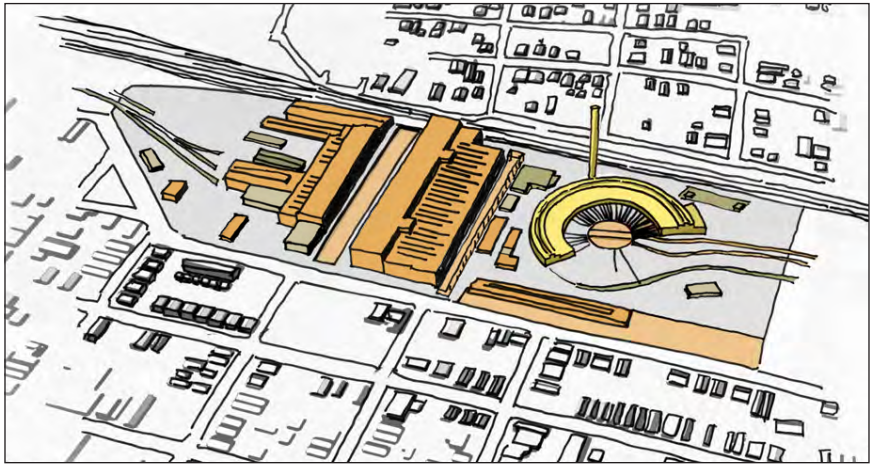
Rail Yards at a national and state level of significance, based on the role the railroad and the Rail Yards had in the development and history of New Mexico.

In keeping with the goals and policies stated in Section 5, the Master Plan seeks to preserve and adaptively reuse the majority of historic resources on site; however, while all buildings and structures (site features) tell some part of the story, not all building and site features are equally significant. In addition, the viability of arranging new uses for all existing buildings depends upon their condition and the opportunity to match a building configuration with a suitable reuse. The Master Plan requires the preservation of most of the built components of the complex, the reconstruction of some important ones that have been demolished and that are crucial to the understanding of the place, the adaptive reuse of the buildings, and the addition of modern facilities, landscaping, and other features for optimal use of the site.

10.2.1 Preserve and Adaptively Reuse

Keep, consolidate, renovate, maintain – and reuse. It could be just the "envelope" (outside wall), or could include interiors, parts or whole, including windows, doors, fixtures, etc. On the site, elements of the highest cultural significance that shall be PRESERVED are listed below (refer to Tableau 3 on pages 106-107):

- Fire Station (1) - The only building on the site officially recognized as a City Landmark by the City of Albuquerque at the time of the Master Development Plan's adoption in 2014.
- Machine Shop (2)
- Bridge Crane (3)
- Boiler Shop (4)
- Tank Shop/ Tender Repair Shop (5)
- Flue Shop (6)
- Blacksmith Shop (9)
- Storehouse (10)
- Platform (11) - The only real platform still existing on the site, therefore representing all platforms, and being a characteristic element of all train stations and rail yards.
- Transfer Table (14)
- Turntable (16) - Still functioning, attractive, and a very important element in every main train station and rail yard. In addition, it is still in use by the BNSF Railroad.
- Significant Train Tracks (29 and elsewhere) - Although there is nothing special about train tracks, on the contrary, a rail yard without tracks would look strange; they are an important visual and technical element. A selection of the most significant Train Tracks should be PRESERVED on-site (some of those leading from the south to and from the Turntable and Round House, and connecting them with the workshops). Other Train Tracks that also demonstrate the use of the site could potentially be PRESENTED, while a large portion of Tracks could be REMOVED.
- Babbit Shop (12) and Welding Shop (13) - These are two modest and small structures, used as different kinds of workshops. They were later connected with each other (the connecting structural element is suggested to be demolished, i.e. REMOVED). The two shops represent smaller-scale activities that took place in buildings other than the larger Machine Shop and Boiler Shop; therefore, PRESERVATION is recommended.
- South Washroom (20) - It is recommended that the South Washroom be PRESERVED whereas the North Washroom (#19) be REMOVED.
- Waste & Paint Room (21)
- "Pissoires" (not indicated) - The recommendation is for the PRESERVATION of at least one bank of the very unusual metal urinals, since they were especially designed for the site, and represent a human aspect of the place.
- Infrastructure Elements (not indicated) - Since rail yards are not simply architectural heritage, but rather infrastructure and Industrial Age heritage, the architectural elements are not the only ones to be PRESERVED and PRESENTED, as opposed to REMOVED. Therefore, at a phase beyond the new Master Plan, PRESERVATION of some of the infrastructure elements, such as welding gas lines, pipes, and cables along with the structural materials carrying them,




FIREHOUSE


STOREHOUSE


TANK SHOP


TURNTABLE


BOILER SHOP


BRIDGE CRANE


BLACKSMITH SHOP


FLUE SHOP


MACHINE SHOP


TRANSFER TABLE

is recommended. Such infrastructure elements, together with the tracks, connected all the built components, and were the "circulatory system" of the entire place.

10.2.2 Reconstruction

There are elements of very high cultural value, significance, and integrity without which the functioning of the place cannot be understood. These structures were demolished, but have good documentation and sufficient remains on the site to allow for a certain kind of RECONSTRUCTION, while permitting modern interpretation. The reconstruction will be on the original footprint, will have some volume, but will not be identical to the original structure (it is a symbolic reconstruction). Such structures are listed below as:

- Roundhouse (15) - The Roundhouse was one of the most important, impressive, and visually strong structures on the site. The reinstatement of its physical existence on the site is very important, which is why it is suggested for RECONSTRUCTION (its footprint, shape, and volumetric space – not a replication of the original).
- Smokestack (27) - The Smokestack was seen from quite a distance and became an iconic symbol of the site. Its reconstruction should mainly represent the idea of a high, vertical element, rather than accurate replication. The Smokestack was part of the Original Power House.

10.2.3 May Be or Has Been Removed

Remove, leaving no physical trace. This applies to a structure or other element that does not contribute significantly to our understanding of the history of the site. Such structures that could be removed, but are not required to be removed, as listed below are:

- Canopy (7) - Originally an open structure, consisting of a roof supported by several columns. The Canopy functioned as the place to test the locomotives and was later altered by adding partition walls to become a paint shop.
- Cab Paint Shop/later converted to CWE Shops office (8) - It covers the long (western) façade of one of the important and impressive structures (the Tank Shop/ Tender Repair Shop).

HISTORIC RESOURCE KEY

1 FIRE STATION
2 MACHINE SHOP
3 BRIDGE CRANE W/ CRANE RUNWAY INC. LYE VAT SHED
4 BOILER SHOP
5 TANK SHOP/ TENDER REPAIR SHOP
6 FLUE SHOP
7 CANOPY
8 CAB PAINT SHOP (LATER, CWE SHOPS OFFICE)
9 BLACKSMITH SHOP
10 STOREHOUSE
11 PLATFORM
12 BABBIT SHOP
13 WELDING SHOP
14 TRANSFER TABLE
15 ROUNDHOUSE (ORIGINAL LOCATION)
16 TURNTABLE
17 SHEET METAL HOUSE (DEMOLISHED IN 2019)
18 PATTERN HOUSE
19 NORTH WASHROOM (DEMOLISHED IN 2019)
20 SOUTH WASHROOM
21 WASTE & PAINT RMS.
22 MOTOR CAR GARAGE
23 FIRE RUNWAY
24 POWER HOUSE
25 WATER RESERVOIR
26 WELDING GAS LINES
27 SMOKESTACK
28 HISTORIC POWER HOUSE (ORIGINAL LOCATION)
29 TRAIN TRACKS

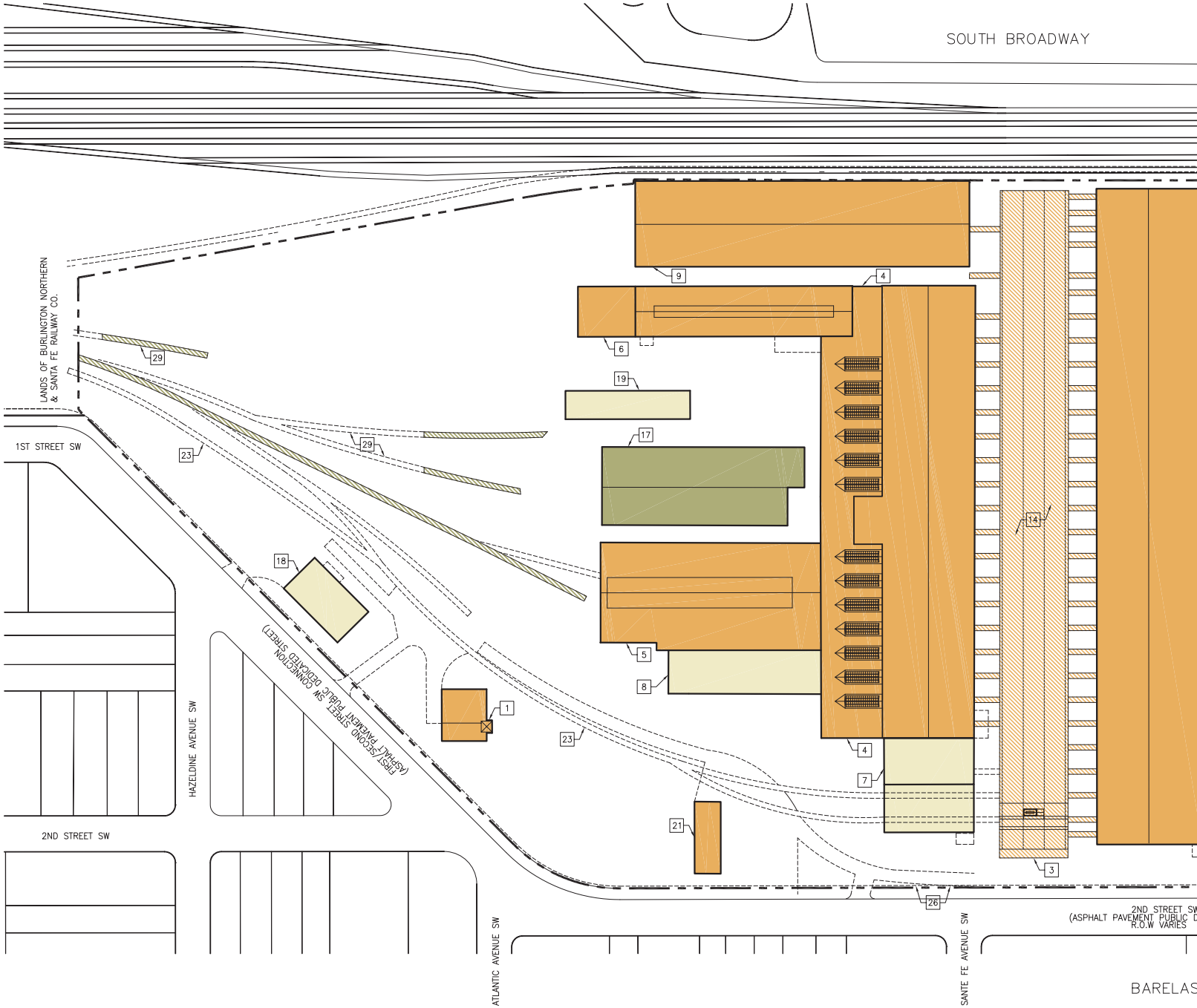
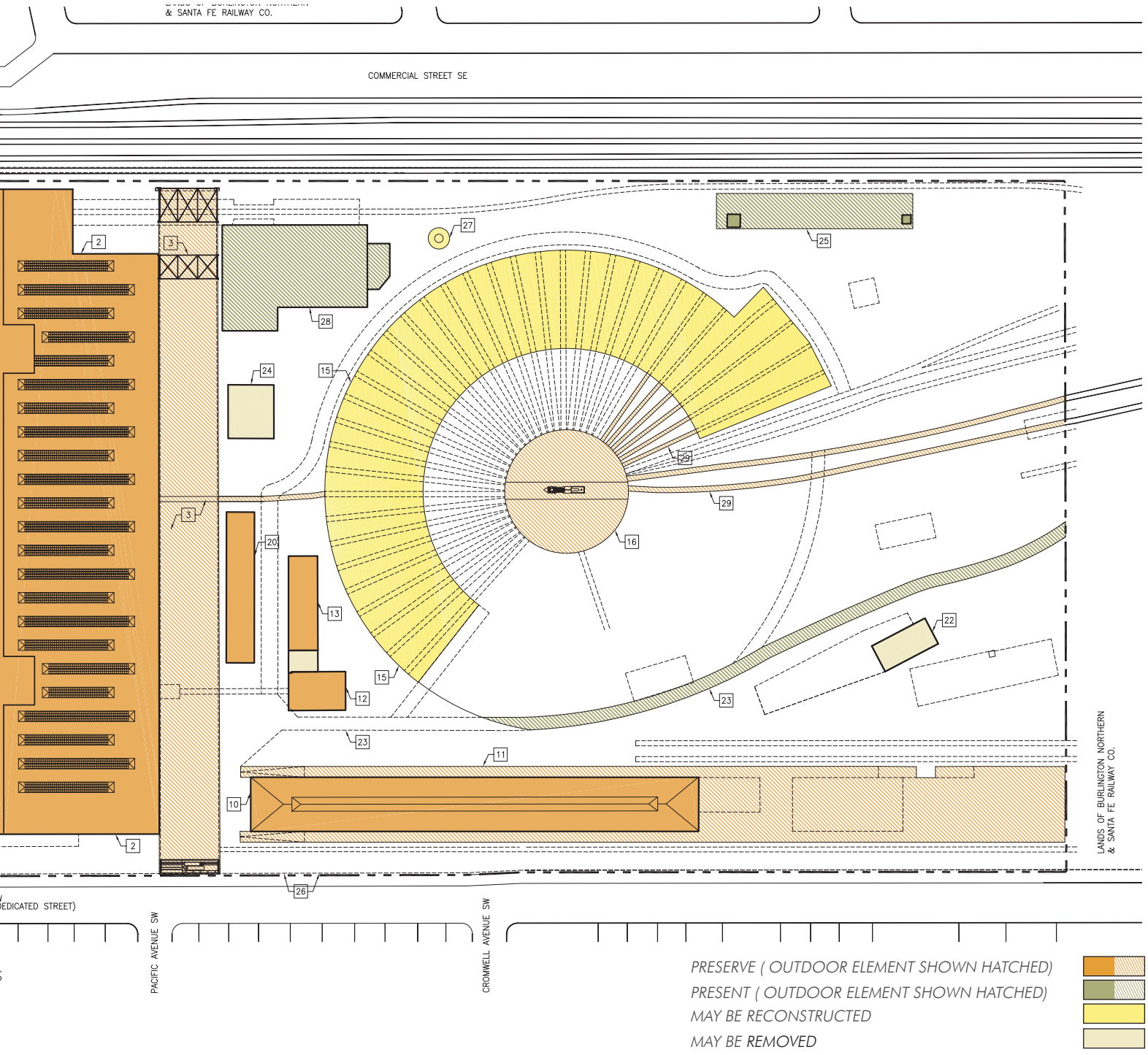
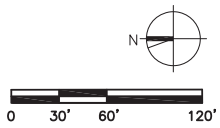


TABLEAU 3: Historic Preservation & Adaptive Reuse Standards Diagram





PRESERVE (OUTDOOR ELEMENT SHOWN HATCHED)
PRESENT (OUTDOOR ELEMENT SHOWN HATCHED)
MAY BE RECONSTRUCTED
*MAY BE **REMOVED***

Rail Yards, Historic Roundhouse and Smokestack.

View from atop Smokestack.

Smokestack.

- Pattern House (18)
- North Washroom (19) - If the South Washroom (20) is preserved, the North Washroom is recommended to be removed as it is in need of major structural repairs.
- Motor Car Garage (22) - A small workshop structure.
- Power House (24) - This modern structure replaced the Original Power House which was demolished. It has no cultural significance. (See recommendation for the PRESENTATION of the Original Power House).

10.2.4 Presentation

There are elements that are an important part of the story, but have been removed or planned to be removed for various reasons. Their "presentation" on-site can be through a sign, paved or marked footprint, photo and explanation on a wall, etc. On the site, there are elements of relatively high historic value (for the understanding of the functioning of the site), but either in a very poor state of preservation, or already REMOVED; or else being a later addition that is hiding more important parts of the complex, and there is a desire for it to be REMOVED. Such structures listed below should be PRESENTED:

- Sheet Metal House (17) - This wooden shed was used for storage of metal sheets and for moving them mechanically to their work stations.
- Fire Runway (23)
- Water Reservoir (25) - This underground storage space and water reservoir is historically significant due to it being the only source of water on the site. It is therefore suggested for PRESENTATION as a concrete platform, possibly underground.
- Original Power House (28) - Although the original structure was demolished, due to its functional importance and connection with the proposed RECONSTRUCTED Smokestack, it is suggested that it be PRESENTED, by its footprint, on the original location (even if completely or partially underground).

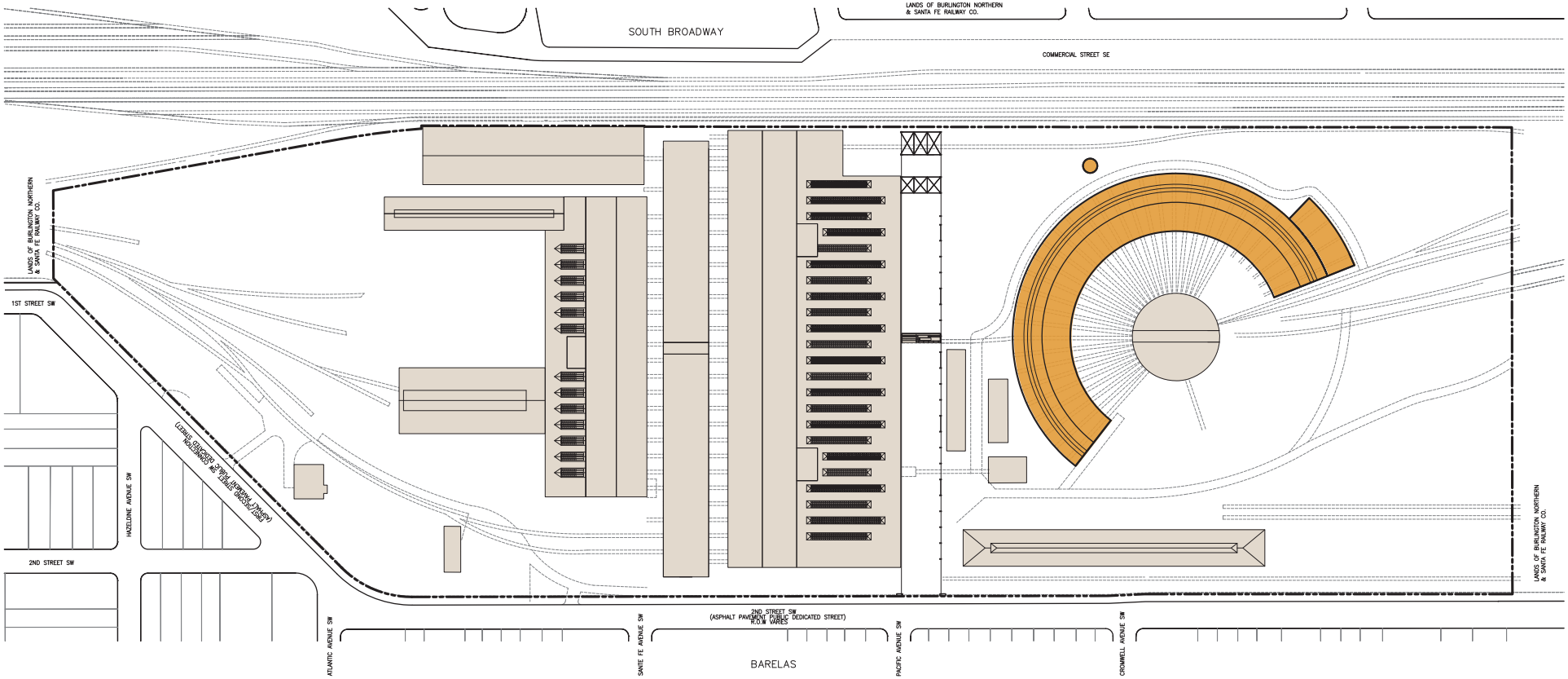


Figure 9: Rebuild Iconic Structures Diagram

10.3 Design Features

In keeping with the goals and policies stated in Section 5 and with the Vision Statement in this Section, the Concept Plan seeks to preserve and adaptively reuse the vast majority of historic resources on site. The successful revitalization of these structures represents the cornerstone of the redevelopment effort and is the foundation upon which all the following site organization concepts and design features are based.

The following sub-section provides design concepts and recommendations for new infill development. The following concepts and diagrammatic sketches represent basic ideas about how to organize the site rather than specific architectural solutions per se. Likewise, images from other locales are used to convey a design *sensibility* rather than a literal design response.

10.3.1 Rebuild Iconic Structures

Concept: Important iconic elements of the Rail Yards that had previously been demolished should be rebuilt in order to re-establish the original organization of the site.

As the first organization strategy for site infill development, the Master Plan advises the rebuilding of the Roundhouse and Smokestack features as important elements to the original conception of the site. The reconstruction will be on the original footprint, will have the same volume, but will not be identical to the original structure. As such, it is intended as a symbolic reconstruction with a modern interpretation.

10.3.2 Pedestrian Connections

Concept: The Rail Yards should be stitched into the fabric of the community.

Pedestrian connections from Barelas neighborhood are envisioned to align with the east-west streets, including Hazeldine Avenue, Atlantic Avenue, Santa Fe Avenue, Pacific Avenue, and Cromwell Avenue. Pedestrian connections from South Broadway are aligned with Cromwell Avenue that crosses the rail tracks into the site and via a bridge crossing that aligns with the Transfer Table. A pedestrian connection to the City's future Rail Trail will be provided from the Rail Yards site.

10.3.3 Public Open Space

Concept: The Rail Yards should provide ample and varied opportunities for public open space.

The Concept Plan provides for a significant amount of public open space in a variety of different spatial configurations: broad and open public paseos, tree-lined meandering paths, vertical courtyards, long pedestrian promenades, circular amphitheater, etc. The concept is to offer different ways of interacting with the site that yields flexibility in public programming.

Visitors should be able to traverse the site freely in order to view the various historic structures and understand their original purposes and interrelationship.

Public spaces are connected throughout the site. Public spaces are as follows:

- Plaza: A new event space formed by the conjunction of the Flue Shop on the east, the Boiler Shop on the south, and the Tank Shop on the west with the new Paseo on the north.
- Machine Shop Plaza: Extending south from the Machine Shop and usable for exhibits and/or open air markets. The current plan proposes to re-use the Bridge Crane runway area.
- Turntable Commons: South of the Machine Shop, the new Roundhouse forms an enclosed courtyard.

10.4 Land Use Recommendations

Given the large size of the Rail Yards site (27.3 acres), the complexities involved in adaptively re-using the existing historic buildings creates the resulting need to construct the project in a phased approach. While the 2014 Site Plan showed the site being divided in the future into separately platted parcels with the intent to accommodate phasing, the updated Site Plan removes those parcel lines; however, platting of separate parcels is not precluded in the future.

10.4.1 General Land Use Categories

Land uses allowed at the Rail Yards are generally characterized as Business, Cultural, Retail, and Residential. These categories are described in the text below.

BUSINESS

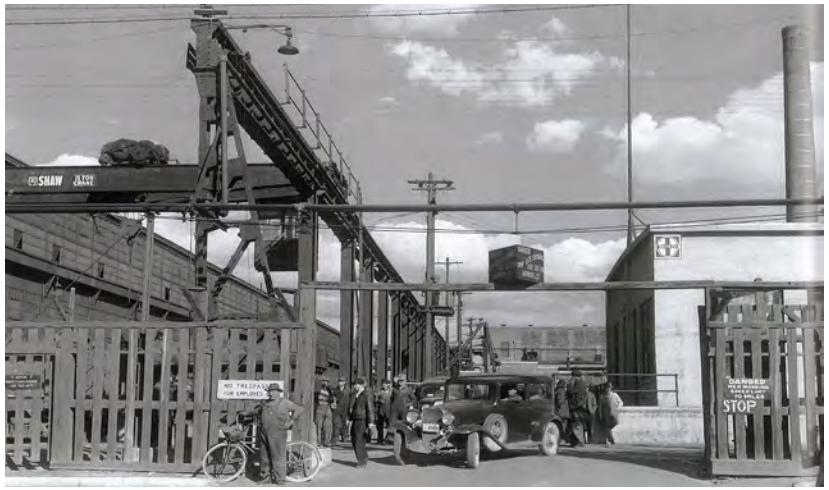
At its peak of operation, the Rail Yards once provided jobs to nearly 25% of the residents of the City of Albuquerque; it was the principal economic engine for the region. The development model for the Master Plan is likewise founded on a jobs-centered approach that intends to create a robust innovation-based and creative office business community. These uses will be largely housed within the historic structures but will also extend to the northern portion of the site toward the Downtown city center, providing a connection between the two job centers. Successful business tenants will be the economic engine that will provide for the costly adaptive reuse and ongoing maintenance of the historic structures, thereby preserving them for future generations.

Appropriate business/professional uses may include but are not limited to creative office, professional services, training/upper level education, research and development, media, and light manufacturing.

CULTURAL

The entirety of the Rail Yards site is understood as a cultural center of major significance to the City, State, and Country. It is the intent of the Master Plan that visitors to the site will be able to traverse the grounds in their entirety in a way that was never previously afforded due to the walled perimeter required by its heavy industrial past.

Dedicated cultural uses could be centered around the historic Turntable and rebuilt Roundhouse at the south of the site with the Machine Shop and Storehouse buildings as backdrops. The south portion of the site retains the greatest physical connection to the functioning BNSF Rail Lines and could therefore tie the dedicated cultural facilities directly to the history of the site.



Historic Rail Yards Entrance.

Rail Yards Entrance Today.

ATSF 2926 Restoration, Albuquerque, NM.

Appropriate cultural uses may include but are not limited to museums (including WHEELS), performing arts, community centers, accessory retail facilities, and public gathering spaces. Museum functions may include such work as the restoration of historic artifacts such as the work currently underway by the New Mexico Steam Locomotive & Railroad Historical Society to fully restore the Baldwin 4-8-4 Steam Locomotive, AT&SF 2926.

Any future use that requires access to the existing railway, such as the WHEELS Museum or a rail equipment maintenance facility, should have access to the tracks and Turntable. As such, land between the Turntable and the Storehouse is an appropriate area for future expansion of the WHEELS Museum.

RETAIL

Primary dedicated retail spaces are appropriate occur along the western periphery of the site along 2nd Street and along the proposed Railroad Bridge that will connect the site to the South Broadway community. The scale of the proposed retail is commensurate with that along 4th Street in the Barelas community and will be designed to complement rather than compete with neighborhood businesses.

Appropriate retail uses may include but are not limited to restaurant, café, growers markets, artisan shops, business services, galleries, and hospitality/boutique hotel uses.

RESIDENTIAL

Residential uses and Workforce Housing are critical elements of the Rail Yards. Given the minimum requirement of 30 Workforce Housing units, care should be taken to ensure that the scale of the proposed housing is commensurate with that contained in the adjacent residential neighborhoods.

Appropriate residential housing uses may include townhomes, multi-family, or a combination.

10.5 Sustainability

Concept: The Rail Yards should be a model for sustainable design practices.

New construction should be designed to meet or exceed U.S. Green Building Council (USGBC) standards, and where possible, the retrofit of the existing structures should accommodate green building features. Specific concepts for the introduction of sustainable design features and practices into the Concept Plan are as follows:

10.5.1 On-site Power Generation (Photovoltaic Panels)

The Concept Plan recommends that all south facing roofs of existing historic structures be retrofitted to include arrays of Photovoltaic (PV) panels capable of generating on-site electricity. As evidenced by the growing PV market in the area, Albuquerque has an ideal climate for PV generation due to a high number of clear sunny days coupled with a lack of extreme summer temperatures found in other desert communities at lower elevations. PV generated electricity is valuable because it is most efficient during times of peak electricity demand (A/C requirements during hot summer days) thus shaving peak loads. Careful attention will be required to ensure the panels are well integrated into the roof lines. Finally, electrical vehicle charging stations located in the parking areas may be able to utilize on-site electrical generation.

10.5.2 Water Conservation

Given Albuquerque's low precipitation of approximately 9" of rain per year, it is critical that water conservation be a major consideration in all future development. Accordingly, the Concept Plan recommends the collection and retention of on-site water into cisterns that may be used for future irrigation of drought tolerant landscaping. Given a total site area of 27.3 acres, there is potential for a large catchment area. The cisterns themselves may become design elements for the project thereby reinforcing the importance of water conservation. In addition to catchment, all plumbing fixtures shall utilize the least amount of water allowable by code. Where permitted, the collection and use of grey water for irrigation purposes is encouraged.

10.5.3 Energy Efficient Construction/Green Roofs

All new construction should be designed to minimize heat loss/gain through building envelopes. Note that this is especially pertinent with regard to the rehabilitation of the historic structures that are largely clad in small single-pane glass windows set into steel window frames. In such cases, the requirements for energy conservation will need to be balanced with the historic preservation aspects of the project. For example, it may be necessary to create new building envelopes within the historic envelope, which would avoid their poor thermal performance.

10.5.4 Natural light & Ventilation

During the time of their original construction, the historic structures of the Rail Yards were considered pioneering achievements in the use of natural light and ventilation to provide superior working conditions. In keeping with this tradition, all new construction should be designed to maximize availability of natural light and ventilation in order to reduce power consumption and increase the quality of the working environment.

10.5.5 Alternative Transportation

The Concept Plan is organized to prioritize pedestrian, bicycle, and transit connections to the project. Vehicle access to below-grade parking structures is purposely relegated away from the center of the site such that these other forms of transportation can be unimpeded. Accordingly, a large transit plaza is proposed along 2nd Street immediately between the historic Machine and Boiler Shop buildings and may contain bike lockers, bike racks, benches, and other pedestrian amenities. Finally, in order to further encourage the use of alternative forms of transportation, the Master Plan recommends decreased parking requirements for anticipated uses and will encourage ride sharing.

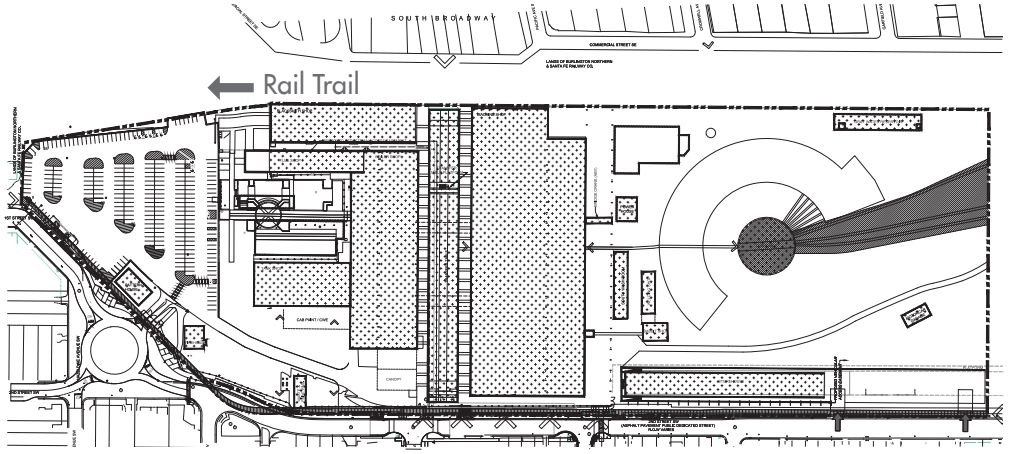


Figure 10: Access to the Rail Trail

10.6 Surrounding Development Opportunities

The long-term success of the Rail Yards redevelopment will be aided by the simultaneous and complementary investment and redevelopment of its immediate surroundings. Although not directly part of the Master Plan, the strategic planning of this area is an important subject to be included in the Master Plan. Recommendations for the development of these adjacent sites are as follows *(refer to Figures 11 and 12 for existing vacant lots in South Broadway and Barelas, dated 2013 and 2010, respectively)*:

- Vacant parcels located within the Barelas and South Broadway neighborhoods could be developed and infilled as housing to match existing urban fabric.
- Vacant or currently occupied parcels north of the site currently zoned MX-H could be developed as a continuation of the innovation and creative-based business hub envisioned by the Master Plan. The BNSF property immediately north of the Rail Yards site could be similarly developed, creating an innovation corridor that would

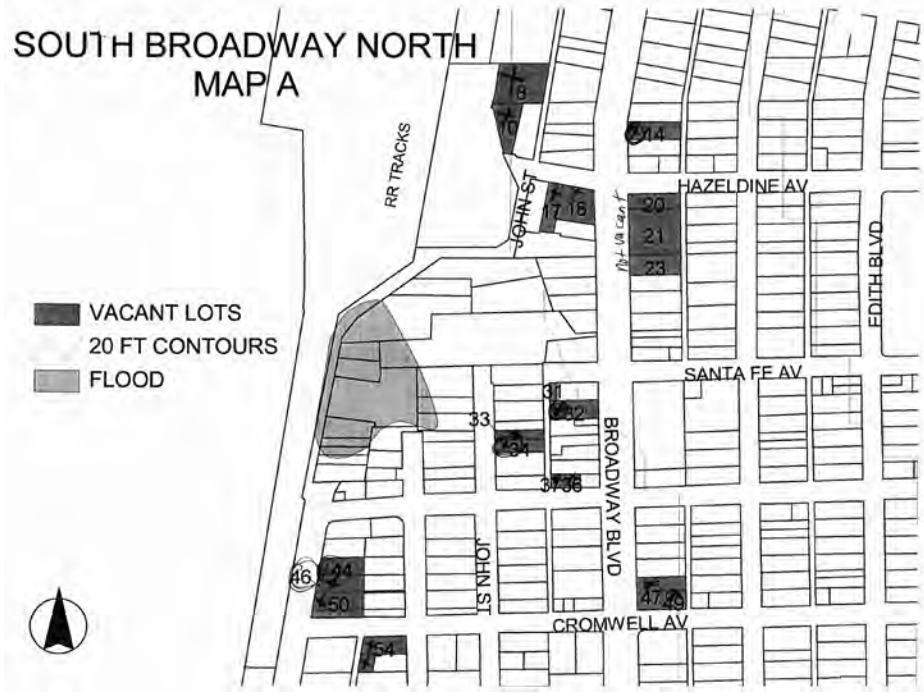


Figure 11: Existing Vacant Lots in South Broadway

connect Downtown with the redeveloped Rail Yards.

- BNSF property immediately east of the Rail Yards could be planned for future public / cultural / community uses that would extend the cultural center envisioned as part of the Master Plan. In general, the planning strategy is for the Rail Yards to become an "anchor tenant" on both a cultural and private business level with complementary tenants and uses extending outward.
- The large stormwater catchment area located east of the BNSF rail lines and Commercial Street in South Broadway could be developed as a public park. As a place of repose away from the gritty aesthetic of Rail Yard, the park would be a great place to "take in" the redeveloped site without having to be there. Its shape, focused orientation and sculpted terrain provide a natural landscape for public gatherings and would be a great asset to the community.
- Pedestrian connections from the Rail Yards to local Barelas businesses located on 4th Street are important and could be strengthened. At a minimum, Santa Fe Avenue could see additional tree planting and beautification to facilitate pedestrian traffic. 4th Street local businesses will be a great amenity for future users of the Rail Yards site.
- Similarly, sidewalk connections along 1st Street between the Alvarado Transportation Center and the Rail Yards could be improved.

10.7 Project Phasing

Project phasing for the Rail Yards site is assumed given the size of the site and the historic character and resulting needs of the existing buildings. Any proposed projects shall be required to follow the regulations contained in the Master Development Plan and the IDO, as applicable. The allowed uses, including cultural facilities, office, light manufacturing, training, education, retail, restaurant, commercial services, townhomes and multi-family residential, parking, and common areas may occur in any sequence; however, the assumption is that cultural facilities will likely come first in the development of the Rail Yards, followed by the other allowed uses.

Figure 12: Existing Vacant Lots (highlighted in yellow) Barelas SDP (2010)


Troweling floor
Mach. Shop.

APPENDICES

APPENDIX A: SOURCES AND CREDITS

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APPENDIX B: PHOTOGRAPHIC SURVEY OF HISTORIC STRUCTURES

Appendix B provides a photographic summary of some of the historic buildings and structures on the Rail Yards site. There are a number of historic documents that address the site. Rather than compiling an exhaustive list, this appendix focuses on information that would be pertinent in the future adaptive reuse of the site. Some is technical pulled from literature, some is based on site observation. The photographic survey was conducted in 2011 by Giora Solar.

The current configuration of the Rail Yards site was constructed between 1915 and 1925 and represented the height of modern industrial design and achievement at the time. The photographic survey covers several of the buildings and structures to be preserved: the Machine Shop (1921), the Boiler Shop (1923), the Blacksmith Shop (1917), the Flue Shop (1920), the Tank Shop (also known as the Tender Repair, 1925), the Firehouse (1920), the Transfer Table (1919), the Storehouse and its platform (1915), the Turntable (1915), and the Bridge Crane (also known as the Crane Runway and the Gantry Crane, 1921).

Aerial photograph showing the historic buildings and structures to be preserved. See Tableau 3: Historic Preservation & Adaptive Reuse Standards Diagram, page 106.

MACHINE SHOP

Built in 1921. A footprint of 139,316 square feet and includes a partial mezzanine in the Bench Bay. Divided into 4 bays, with an exterior 5th bay at the south for unloading, also known as the Crane Runway.

Entirely glazed north and south façades. ¼" thick, single glazed panels, 14"x 20", set in steel sashes. Partially glazed east and west façades set into reinforced concrete frames.

The lower 18' of the north façade contains continuous bi-fold steel frame doors, supported on rollers, that allowed the locomotives to move from Machine Shop to the exterior Transfer Table.

Mechanically operated natural ventilation, large crank/pulley devices controlled multiple operable sashes at once. Equipment looks to be in decent shape.

Rooftop skylights allowing no direct sun. Single glazed, ribbed, wire glass. Skylights are also mechanically operable on one side only. Almost all panels are broken, resulting from apparent vandalism (target practice).

2 large mechanical rooms contained two large electrical fans providing 90,000cfm and 68,000cfm respectively, capable of 3 complete air changes per hour. Air was forced across steam heated coils when required for heating load. Ductwork throughout structure followed column lines to the distribution point 7' above floor.

Flooring: 6" concrete slab, finished to a true surface, primed with a 1/8" bituminous coating, upon which 3" creosote treated (distillate derived entirely from tars produced from the carbonization of bituminous coal) end-grain wood blocks were laid, with pitch interlaid between for waterproofing. Wood floor is in poor condition and creosote is carcinogenic.

Steel Frame Structure, columns designed to support 16 tons each. Each column is supported on a concrete foundation supported upon creosote treated wooded piles, driven on average 26' into the earth. Frame also supports various cranes, still intact, not known if still operable, largest crane supports 250 tons.

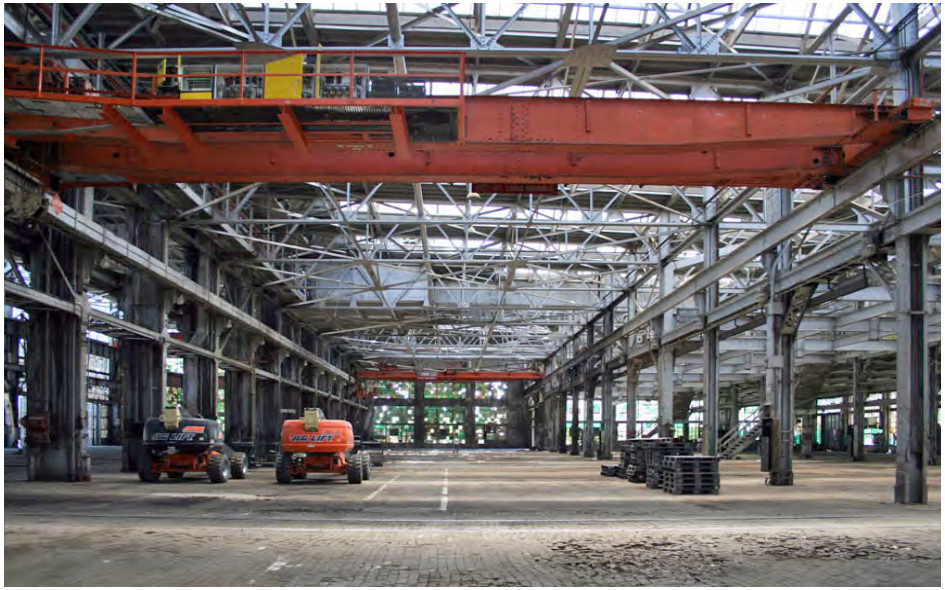
Building contained 3 electric Otis elevators serving one Mezzanine Level that was historically used for offices and files. Elevators have been removed, only shafts remain.

Roof is double sheathed with built-up roofing. Roof surface is in poor condition although the Machine Shop roof looks to be in better shape than other buildings on-site.

Machine Shop, bench bay - Below board formed, cast in place, concrete mezzanine.

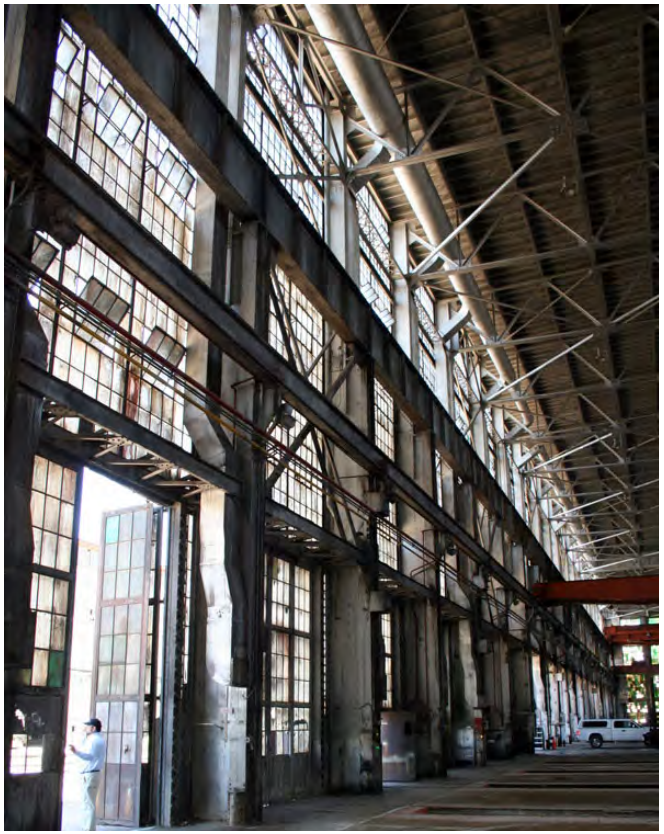
Machine Shop, light machinery bay, pyramidal skylights run between the heavy and light machinery bays.

Machine Shop, view towards east elevation.



Machine Shop, heavy machinery bay.

Machine Shop, erecting bay, 57' clear height to underside of truss structure. Floor troughs can be seen across slab.



North interior elevation showing large operable doors.

Machine Shop, erecting bay - view from within floor trough.

HVAC duct distribution from central plant.

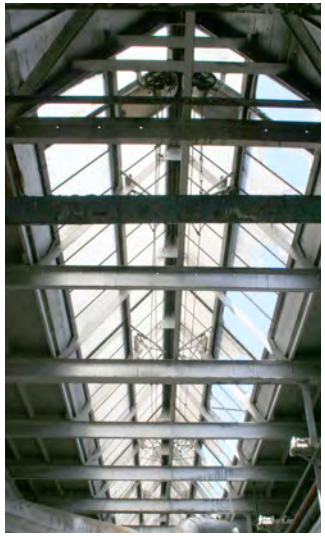
North interior elevation.

North elevation, operable doors.

North elevation, operable doors.

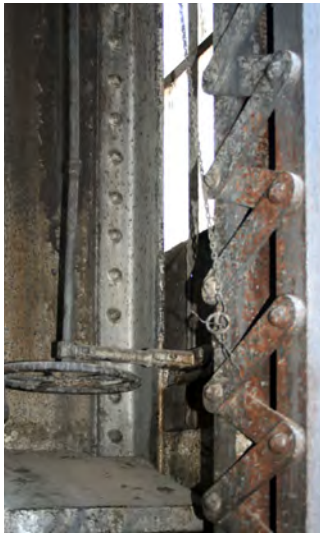
North elevation, completely glazed façade.

Machine Shop, north elevation, view from Transfer Table.



Skylight detail.

Gear/pulley mechanism for skylight operation.



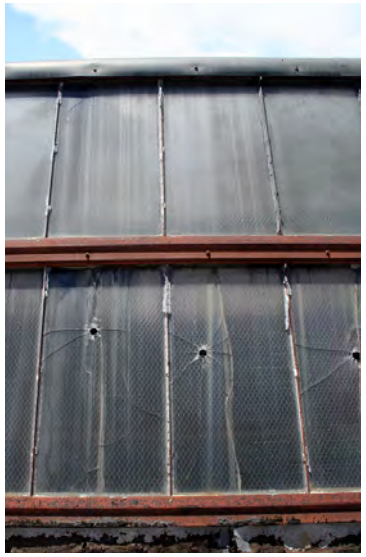
Crank mechanism for skylight operation.

Machine Shop, pyramidal skylights over the heavy and light machinery bays.

Longitudinal view from mezzanine catwalk.

Mezzanine elevator machine room (cab has been removed).

Transverse view from mezzanine.



Wired skylight glazing.

Machine Shop, view up toward mezzanine level.

Machine Shop, view from roof looking north.

Pyramidal skylights.

Clerestory skylight at erecting bay.

View of erecting bay from roof clerestory.

Built-up roofing, positive slope to south.

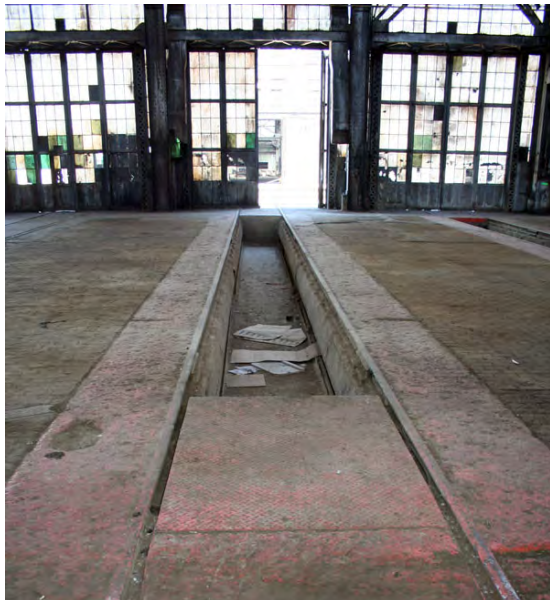
Machine Shop, erecting bay, main 250 ton crane.

Flooring, 3" thick creosoted end-grain wood blocks.

West elevation, cast in place concrete frame.

Erecting bay columns supported on deep piles, dampened by springs.

Southeast corner, adjacent to active BNSF rail lines.



Erecting bay, floor trough.

BRIDGE CRANE

The Bridge Crane, also known as the Gantry Crane or the Crane Runway, is a 15-ton crane that runs along the south elevation of the Machine Shop.

15 ton bridge crane connected to south elevation of Machine Shop.

Bridge crane, view from Machine Shop roof, north towards south.

Bridge crane, view from southwest corner.

Bridge crane, view from east elevation.

South bay, crane runway, exterior loading crane.

Bridge crane, view from west elevation.

TURNTABLE

Plate girder steel turntable with head frame, motorized, set in 120' diameter cylindrical pit c.4 feet deep with poured concrete walls. The structure served a supporting function in a complex proposed for City Landmark designation in the City's Barelas Sector Development Plan. The turntable is an essential part of the complex. Currently used by BNSF Railway Co. The turntable is a key remnant of the shops complex, its historic integrity is high. It is driven by an internal combustion engine and drive gear.

Turntable, view from south.

Machine Shop, south elevation, view across turntable.

Turntable, view from south.

Turntable, view from north side.

Turntable, view from Machine Shop roof.

BOILER SHOP

Built in 1923. Contains 58,100 square feet. Divided into two bays. Entirely glazed south façade and partially glazed north façade. ¼" thick, single glazed panels, 14"x 20", set in steel sashes. Partially glazed east and west façades set into reinforced concrete frames. The lower 18' of the south façade contains continuous bi-fold steel frame doors, supported on rollers, that allowed the locomotives to move from Boiler Shop to the exterior Transfer Table. Mechanically operated natural ventilation, large crank/pulley devices controlled multiple operable sashes at once. Equipment looks to be in decent shape.

Rooftop skylights allowing no direct sun over northern bay only. Single glazed, ribbed, wire glass. Skylights are also mechanically operable on one side only.

Mechanical rooms similar in concept to that of the Machine Shop although much smaller due to the fact that the Boiler Shop is 1/3 the area.

Flooring: 6" concrete slab, finished to a true surface, primed with a 1/8" bituminous coating, upon which 3" creosote treated (distillate derived entirely from tars produced from the carbonization of bituminous coal) end-grain wood blocks were laid, with pitch interlaid between for waterproofing. Wood floor is in poor condition and creosote is carcinogenic.

Steel Frame Structure: Frame supports various cranes, still intact, not known if still operable.

Exposed wood plank ceiling is intact, although severe damage can be seen at the southern edge of the south bay.

Roof is double sheathed with built-up roofing. Roof surface is in poor condition, and in some cases, completely void where the plank ceiling has been damaged.

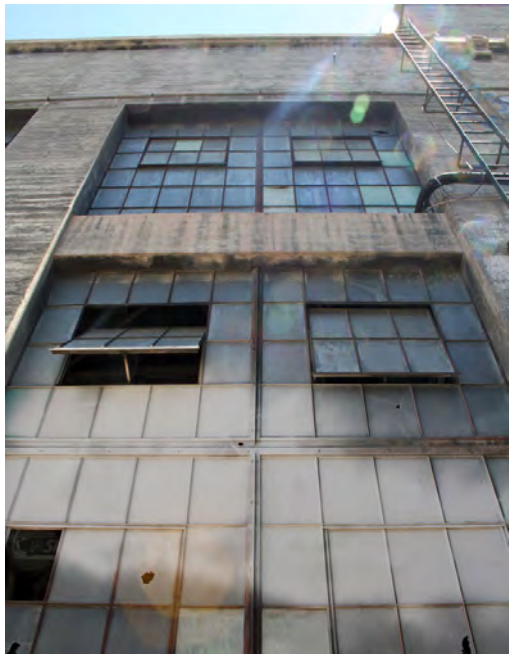
Various auxiliary buildings are directly connected to the Boiler Shop, e.g. Tank Shop, Flue Shop, and the firing shed.

Electric transformer, not original to the site, has been located at the western edge of heavy equipment bay and looks to be still active.

Northeast corner, reinforced concrete with fully glazed perimeter wall.

North elevation, exterior courtyard in foreground.

Firing shed attached to west elevation, Transfer Table in foreground.



West elevation, glazing inset to concrete frame.

Boiler Shop, south elevation, view from Transfer Table.

Boiler Shop, view from south operable doors.

Boiler Shop, erecting bay, fully glazed southern elevation, crane at rear. Floor troughs seen across floor.

Boiler Shop, erecting bay, fully glazed southern elevation with 18' tall operable doors.

Boiler Shop, heavy equipment bay, pyramidal skylights

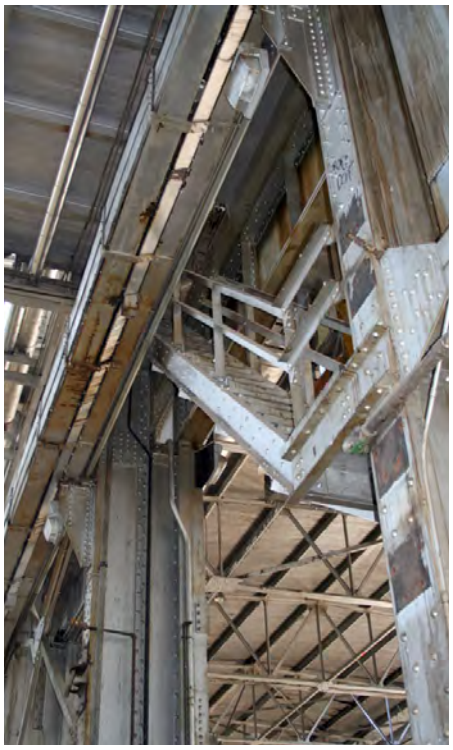
Boiler Shop, heavy equipment bay, pyramidal skylights, entrance to Flue Shop at immediate right.

Crane operator workstation, heavy equipment bay.

Boiler Shop, cranes in erecting bay.

Crane controls.

Damaged flooring, 3" thick creosoted end-grain wood blocks



Stair access to mechanical rooms, at columns lines between the erecting and heavy equipment bays.

BLACKSMITH SHOP

Built in 1917, with the exception of the Storehouse, the Blacksmith Shop is the oldest remaining building on-site. Contains 24,879 square feet.

Predominantly glazed east and west façades set between vertical bands of masonry. The Blacksmith Shop is the only brick shop building on the site.

North and south façades are primarily masonry with much smaller openings, except for a large bi-fold central door at both façades. Interior of masonry walls have been painted white.

South elevation abuts Transfer Table, and east elevation abuts the railroad tracks. Very little provision for mechanically-operated natural ventilation, fan units were integrated into the east and west façades in subsequent years.

No rooftop skylights. No mechanical rooms.

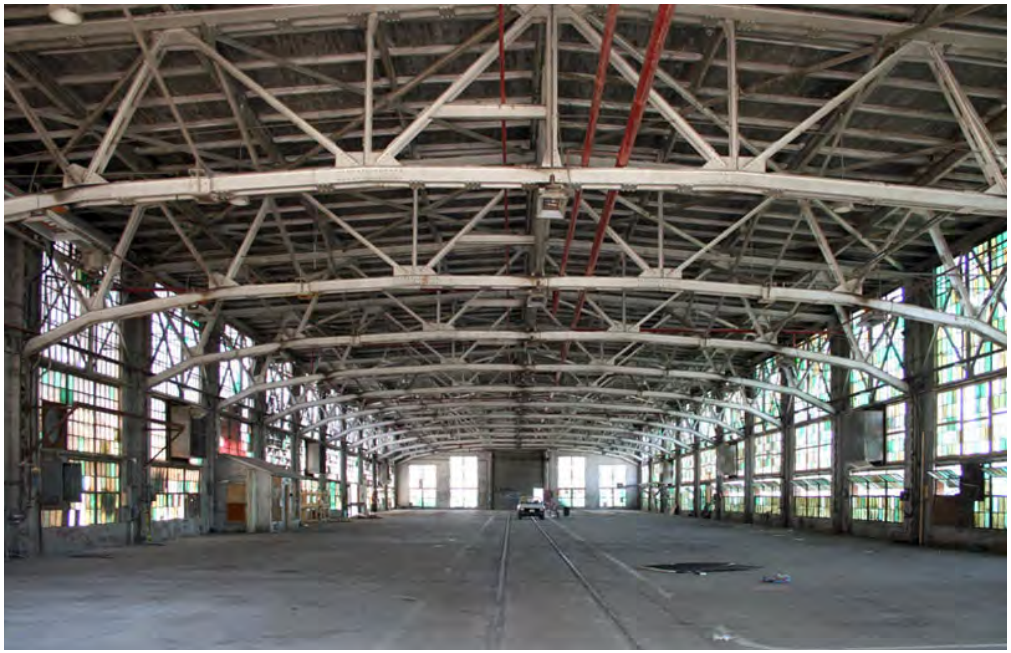
Flooring: Concrete slab on grade.

Steel Frame Structure: Columns are themselves built-up trusses. No cranes evident in space. Truss shape is unique.

Exposed wood plank ceiling is intact, water damage is evident although ceiling is in relatively good condition.

Seismic retrofitting is evident at exterior masonry walls at attachments to steel support structure. Alternatively, steel plates may have resulted from some early form of post-tensioning.

Central rail lines remain through center of bay, recessed into the concrete floor.



Blacksmith Shop, steel trusses, wood plank ceiling, glazed east and west elevations.

Blacksmith Shop, south elevation.

Exterior walkway between Blacksmith Shop (Left) and Flue Shop (Right), Machine Shop/Transfer Table shown in background.

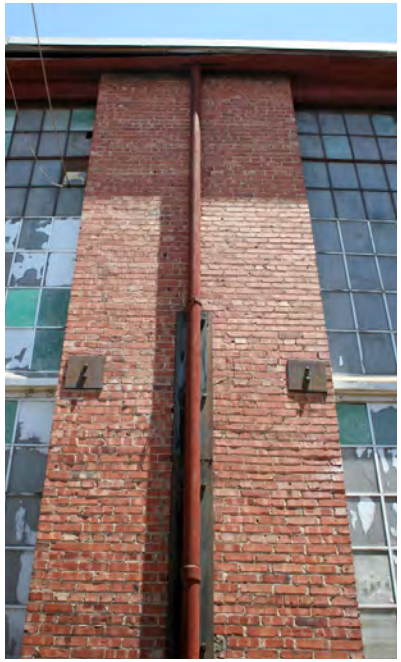
Blacksmith Shop, steel truss at column surrounded by masonry wall.

South elevation showing proximity to Boiler Shop to the west.

Interior view toward south elevation masonry wall.

North elevation from adjacent parcel.

Fan equipment at glazed elevation.



West/east elevation, steel plate upgrades.

Steel 'trussed' column.

FLUE SHOP

Built in 1920. Contains 9,464 square feet.

All concrete cast in place construction makes it unique to the complex with the exception of the Storehouse and some less significant miscellaneous site buildings.

Predominantly glazed east and west façades set between vertical bands of concrete.

North façade is primarily cast in place concrete with two large openings. South end of building opens directly to adjoining Boiler Shop. East elevation abuts Blacksmith Shop/exterior walkway and west elevation abuts exterior courtyard. Courtyard surface is hardscape but cracked with weeds. A few trees have grown up over the years.

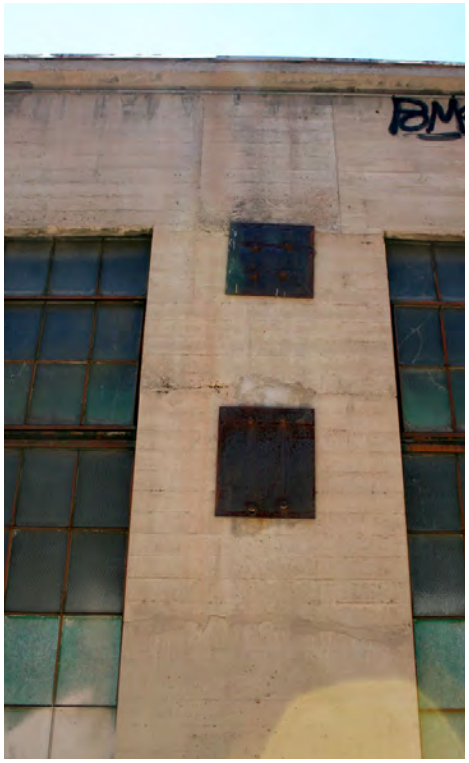
Mechanically operated natural ventilation made possible by operable clerestory skylights.

Unlike other buildings, lighting fixtures can be seen throughout, a small amount of mechanical duct work is visible, with registers supplying the shop. These are not original to the structure.

Ceiling, walls, beams, and slab are all cast in place concrete.

Seismic retrofitting is evident at exterior concrete walls at attachments to concrete beams. Alternatively, steel plates may have resulted from some early form of post-tensioning.

Flue Shop, view down center of bay.



Steel plate upgrades.

Operable windows.

Flue Shop, Interior view of entrance, Boiler shop shown beyond.

Flue Shop, View up toward operable clerestory windows.

TANK SHOP

Also known as the Tender Repair Shop. Built in 1925. Contains 18,564 square feet.

Building is very similar in structure to the Heavy Equipment Bay (northern bay) of the Boiler Shop.

Entirely glazed east and west façades, although the Cab Paint Shop blocks the lower 15' of the western façade.

¼" thick, single glazed panels, 14" x 20", set in steel sashes throughout. Partially glazed north façade with large openings to accommodate locomotive transfer set into reinforced concrete frames. South façade opens directly to the Boiler Shop.

Mechanically operated natural ventilation, large crank/pulley devices controlled multiple operable sashes at once. Equipment looks to be in decent shape.

Rooftop clerestory skylights allowing no direct sun run down center of bay. Clerestory shape is distinctive from 'A' frame skylights found in the Boiler and Machine Shops. Single glazed, ribbed, wire glass. Skylights are mechanically operable on both sides.

Mechanical ductwork is visible running through the space is likely to contain asbestos. Mechanical equipment is probably located on rooftop, although this would need to be confirmed. Flooring: Concrete slab on grade.

Steel Frame Structure: Frame supports one central 30-ton crane, manufactured by Shaw, still intact, not known if still operable. Full height, large braced frames exist in three locations on both east and west façades to deal with lateral loading in north/south direction. Exposed wood plank ceiling is intact, although severe damage can be seen at the western edge.

Northwest corner, Cab Paint Shop in the foreground.

Tank Shop, north elevation.

Tank Shop, interior view, central bay with Shaw 30-ton crane in foreground.

Interior view, west, fully glazed elevation.

FIRE STATION

Built in 1920. Contains 3,936 square feet on two floors. With the exception of the mezzanine in the Machine Shop, this is the only above-grade floor in the complex. The Fire Station is the only building in the complex recognized as a City Landmark by the City of Albuquerque. The City's description taken from its website:

"The Atchison, Topeka and Santa Fe Railway Fire Station was built in 1920 to serve the railroad's shop and roundhouse complex, located south of the passenger depot and Alvarado Hotel. It was one of the last buildings constructed by the railroad in Albuquerque, and reflected the company's interest in providing independent services and utilities for its operations.

This is Albuquerque's oldest remaining fire station. Its rustic architecture is rare in the city, conveying the railroad architect's romantic images of the Southwest. E.A. Harrison's design features a rough, sandstone exterior with an asymmetrical tower, crenellated parapet and sleeping porch. The tower itself is decorated with tiled overhangs, protruding beams, a stone insignia and ornamental globes. The building's sandstone, quarried at Laguna Pueblo, was taken from a demolished 1881 roundhouse built by the Atlantic and Pacific Railroad, a forerunner to the AT&SF. The protection of all of these features is included under its Landmark status.

The fire station was used as offices for several years following the demolition of the roundhouse. It is currently vacant but still stands as a reminder of the important role that the AT&SF industrial complex played in Albuquerque's economy through most of the 20th century."

Historic photos, AT&SF Firehouse, Courtesy of City of Albuquerque.

Firehouse, west elevation.

Firehouse, south elevation - detail.

Firehouse, south elevation.

Southwest corner showing proximity to Tank Shop in background.

East elevation.

STOREHOUSE WITH PLATFORM

Built in 1915. 1-story, poured concrete building of 50' x 417' dimensions. The Storehouse sits on a concrete platform with 10' wide runways/ loading docks on east and west sides. Platform extends south of building and beyond. Building held stores for AT&SF Railway Company administration and management- forms, tools, toilet paper- for the entire line. The Storehouse is ancillary to the shops operation but served other AT&SF facilities near and far during the 1914-1953 period. Its historic integrity is high. An oil cellar is partly exposed on the platform just south of the building. The Storehouse's southern bay is a space unto itself and accessible only via two exterior doors.

Aerial view of the Storehouse from roof of the Machine Shop.

Storehouse, view from north.

Storehouse, view from roof of the Machine Shop.

Storehouse, view from inside.

TRANSFER TABLE

Concrete-lined pit with east-west tracks and electrically powered gear-driven table with operators' cab and north/south track in a steel-plate deck. Also includes a non-powered table with north-south track. Transfer Table was an essential part of locomotive shops operation and the complex. Electric motor housing by cab, electrical service frames Transfer Tables are rare, far more so than railway turntables. The Transfer Table made this shops complex work as a cross-axial design.

Transfer Table, west elevation.

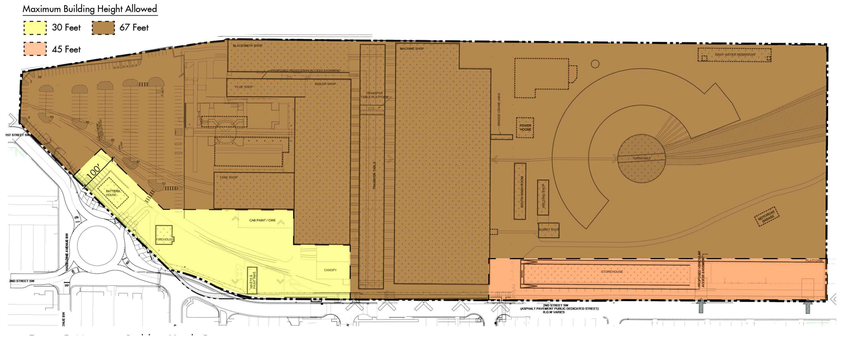
Transfer Table, view from west.

Transfer Table, view from east side.

Transfer Table, view from southeast corner to Blacksmith Shop and Boiler Shop.

Transfer Table, view from the southeast corner to Blacksmith Shop and Boiler Shop.

Transfer Table, view from the east side.



SITE PLAN

EXISTING ZONING: PD

ZONING OVERLAY: BARELAS CPO-1

LEGAL DESCRIPTION:
TRACTS "A" OF THE TRACT A, A.T.&S.F. RAILWAY COMPANY MACHINE SHOP, ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAN FILED IN THE OFFICE OF THE COUNRY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON JANUARY 25, 1996 AS DOCUMENT 1996008744, RECORDED IN VOL 96C, FOLIO 44, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.

KEY NOTES

1. ORIGINAL ROUNDHOUSE FOOTPRINT, STRUCTURE MAY BE RECONSTRUCTED.
2. ORIGINAL SMOKESTACK FOOTPRINT, STRUCTURE MAY BE RECONSTRUCTED.
3. RAILROAD PEDESTRIAN CROSSING; AT-GRADE OR BRIDGE.
4. "FIREHOUSE PLAZA."
5. PUBLIC PLAZA
6. "MACHINE SHOP PLAZA."
7. TRANSIT PLAZA. OPTIONAL FUTURE BUS STOP.
8. PUBLIC ACCESS TO MACHINE SHOP. LOCATION/PATHWAY TO BE DETERMINED.
9. PUBLIC WALKWAY.
10. ROUNDABOUT.
11. PUBLIC WALKWAY "EDGE WALK".
12. PUBLIC SIDEWALK.
13. OPTIONAL FUTURE RAIL STOP.
14. LINE OF EXISTING FIRE ROAD TO BE "PRESENTED" WHERE SHOWN.
15. STREET PARKING.

BUILDINGS & STRUCTURES

1. FIRE STATION
2. MACHINE SHOP
3. BRIDGE CRANE WITH CRANE RUNWAY
4. BOILER SHOP
5. TANK SHOP / TENDER REPAIR SHOP
6. FLUE SHOP
7. CANOPY
8. CAB PAINT SHOP
9. BLACKSMITH SHOP
10. STOREHOUSE
11. PLATFORM
12. BABBIT SHOP
13. WELDING SHOP
14. TRANSFER TABLE
15. ROUNDHOUSE (ORIGINAL LOCATION)
16. TURNTABLE
17. SHEET METAL HOUSE (DEMOLISHED IN 2019)
18. PATTERN HOUSE
19. NORTH WASHROOM (DEMOLISHED IN 2019)
20. SOUTH WASHROOM
21. WASTE AND PAINT RMS
22. MOTOR CAR GARAGE
23. FIRE RUNWAY
24. POWER HOUSE
25. WATER RESERVOIR
26. WELDING GAS LINES
27. SMOKESTACK (ORIGINAL LOCATION)
28. HISTORIC POWER HOUSE (ORIGINAL LOCATION)
29. TRAIN TRACKS

GENERAL NOTES

1. REFER TO MASTER DEVELOPMENT PLAN (MDP) DOCUMENT FOR ADDITIONAL PROJECT INFORMATION.
2. PERMISSIVE AND CONDITIONAL USES
   TO MAINTAIN MAXIMUM FLEXIBILITY FOR FUTURE DEVELOPMENT AT THE RAIL YARDS, THE FOLLOWING LAND USES ARE ALLOWED ANYWHERE ON THE RAIL YARDS SITE, EXCEPT FOR THOSE SPECIFICALLY LISTED AS PROHIBITED USES BELOW:
   - PERMISSIVE: USES PERMISSIVE IN THE R-MH, MX-M, AND NR-BP ZONE DISTRICTS
   - PERMISSIVE: RAILROAD RELATED FACILITIES
   - CONDITIONAL: USES CONDITIONAL IN THE R-MH AND MX-M ZONE DISTRICTS

   PROHIBITED USES
   THE FOLLOWING LAND USES AS DEFINED IN THE IDO AND REGULATED BY TABLE 6-1-1 ARE PROHIBITED ANYWHERE ON THE RAIL YARDS SITE:
   - OVERNIGHT SHELTER
   - LIQUOR RETAIL
   - LIGHT VEHICLE FUELING
   - HEAVY VEHICLE FUELING
   - COLD STORAGE
   - PAWN SHOP
   - NICOTINE RETAIL
   - CANNABIS RETAIL
   - ADULT RETAIL
   - ADULT ENTERTAINMENT
3. OFF-STREET PARKING SPACES SHALL BE PROVIDED AT FULL BUILD-OUT OF THE SITE. PARKING MAY INCLUDE SURFACE, SUBTERRANEAN OR ABOVE GROUND STRUCTURES, OR A COMBINATION OF THESE TYPES.
4. SETBACKS AND BUILDING ORIENTATION FOR NEW DEVELOPMENT SHALL BE AS FOLLOWS:
   - SETBACK ALONG 2ND STREET SHALL BE A MINIMUM OF 10 FEET
   - THERE ARE NO REAR, SIDE, OR INTERNAL SETBACKS REQUIREMENTS.
   - BUILDING ENTRIES FOR NEW CONSTRUCTION SHALL ORIENTED TOWARDS 1ST STREET AND 2ND STREET.
5. PEDESTRIAN CIRCULATION SHALL BE PRIORITIZED AND INCLUDE PEDESTRIAN PATHWAYS TO EACH PART OF THE RAIL YARDS SITE.
6. SEE MAXIMUM BUILDING HEIGHT DIAGRAM, THIS SHEET.
7. SECURE BICYCLE STORAGE FACILITY TO BE INCLUDED ON-SITE, FINAL LOCATION TO BE DETERMINED.
8. REFER TO LANDSCAPE MASTER PLAN FOR LANDSCAPE LOCATION AND PLANT TYPES.
9. INITIAL DEVELOPMENT PHASES INCLUDE THE RENOVATION AND ADAPTIVE REUSE OF EXISTING HISTORIC BUILDINGS AND DEVELOPMENT OF COMMON AREA. LATER PHASES INCLUDE RETAIL, HOUSING AND CULTURAL FACILITIES ALONG SECOND STREET AND TRANSFER TABLE PUBLIC COMMONS AREA. FINAL PHASES INCLUDE PARKING STRUCTURES AND NEW DEVELOPMENT ABOVE.
10. PUBLIC VEHICULAR ACCESS IS LIMITED TO DESIGNATED PARKING AREAS WITH THE EXCEPTION OF LIMITED LOADING FACILITIES AND ADA ACCESS.
11. THE MASTER DEVELOPMENT PLAN, THE SITE PLAN (SHEET A1), AND LANDSCAPE PLAN (SHEET A2) SERVE AS THE SITE PLAN - EPC REQUIRED FOR THE PD ZONE DISTRICT, SPECIFYING BOTH THE ALLOWABLE USES AND REQUIRED DEVELOPMENT STANDARDS. IF ADDITIONAL USES ARE PROPOSED IN THE FUTURE, A ZONING MAP AMENDMENT TO THE PD ZONE DISTRICT WOULD BE REQUIRED, PURSUANT TO IDO SUBSECTION 14-16-6-7(E). FUTURE DEVELOPMENT WOULD REQUIRE AN AMENDMENT OF THE MASTER DEVELOPMENT PLAN, EITHER AS A MINOR OR MAJOR AMENDMENT, PURSUANT TO IDO SUBSECTION 14-16-6-4(Z)(1). RESOLUTION R-13-272 REQUIRES MAJOR AMENDMENTS TO BE REVIEWED BY THE ENVIRONMENTAL PLANNING COMMISSION AND APPROVED BY THE CITY COUNCIL. MINOR AMENDMENTS ARE ALLOWED TO BE APPROVED ADMINISTRATIVELY, PURSUANT TO IDO SUBSECTION 14-16-6-4(Z)(1)(A).
12. FUTURE DEVELOPMENT SHALL COMPLY WITH THE DEVELOPMENT REGULATIONS IN SECTION 6 AND DESIGN GUIDELINES IN SECTION 7 OF THE MDP.
13. UNLESS NOTED OTHERWISE, ALL EXISTING RAILROAD TRACKS TO BE REMOVED.

LEGEND

- PROPERTY LINE
- EASEMENT
- EXISTING BUILDINGS TO BE PRESERVED
- EXISTING BUILDINGS MAY BE REMOVED
- STRUCTURES THAT MAY BE RECONSTRUCTED
- PUBLIC SERVICE COMPANY OF NEW MEXICO EASEMENT (ELECTRIC), #2011070880, RECORDED 08/03/2011, ROWT#18799
- VACATED PORTION OF 1ST STREET CONVEYED TO THE CITY OF ALBUQUERQUE METROPOLITAN REDEVELOPMENT AGENCY
- PARKING ACCESS
- BICYCLE PATH

ANY FUTURE PLATTING ACTIONS SHALL BE PER THE INTEGRATED DEVELOPMENT ORDINANCE (IDO) PROCEDURES.

SITE PLAN
SCALE: 1" = 60'-0"
0 30' 60' 120'

MASTER DEVELOPER:

CONSENSUS PLANNING
Planning / Landscape Architecture
302 Eighth Street NW
Albuquerque, NM 87102
(505) 764-9801 Fax 842-5495
e-mail:cp@consensusplanning.com

SITE KEY

ALBUQUERQUE RAIL YARDS MASTER DEVELOPMENT PLAN

APPROVALS:

INITIALS	DESCRIPTION	DATE

PROJECT NAME:
ALBUQUERQUE RAILYARDS MASTER DEVELOPMENT PLAN

PROJECT SITE:
RAIL YARDS

DATE: DRAWN BY:

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
A1

PLANT PALETTE*

SYMBOL	SCIENTIFIC NAME COMMON NAME	SIZE	INSTALLED SIZE MATURE SIZE	WATER USE
	TREES			
	DECIDUOUS SHADE AND STREET TREES:			
	ACER GLABRUM ROCKY MOUNTAIN MAPLE	2" B&B	8' HT. X 4' SPR. 30' HT. X 25' SPR.	MED
	FRAXINUS SPECIES ASH	2" B&B	14' HT. X 6' SPR. 35' HT. X 30' SPR.	MED+
	PLATANUS WRIGHTII ARIZONA SYCAMORE	2" B&B	12' HT. X 6' SPR. 50' HT. X 50' SPR.	MED
	TILIA CORDATA LITTLELEAF LINDEN	2" B&B	14' HT X 5' SPR. 40' HT. X 30' SPR.	LOW
	ULMUS AMERICANA 'NEW HARMONY' NEW HARMONY AMERICAN ELM	2" B&B	12' HT. X 6' SPR. 50' HT. X 60' SPR	MED
	DECIDUOUS FLOWERING ORNAMENTAL TREES:			
	CHILOPSIS LINEARIS DESERT WILLOW	2" B&B	8' HT. X 6' SPR. 20' HT. X 25' SPR.	MED
	FORESTERIA NEOMEXICANA NEW MEXICO OLIVE	15 GAL.	8' HT. X 4' SPR. 15' HT. X 15' SPR.	MED
	PYRUS SPECIES FLOWERING PEAR	2" B&B	8' HT. X 6' SPR. 40' HT. X 35' SPR.	MED
	ROBINIA AMBIGUA 'PURPLE ROBE' PURPLE ROBE LOCUST	2" B&B	16' HT. X 6' SPR. 30' HT. X 30' SPR.	MED
	VITEX AGNUS-CASTUS CHASTE TREE	15 GAL.	8' HT. X 6' SPR. 20' HT. X 20' SPR.	MED
	EVERGREEN TREES:			
	PINUS NIGRA AUSTRIAN PINE	24" BOX	8' MIN. HT. 35' HT. X 25' SPR.	MED
	PINUS SYLVESTRIS SCOTCH PINE	24" BOX	8' MIN. HT. 45' HT. X 25' SPR.	MED
	SHRUBS & GROUNDCOVERS			
	DECIDUOUS SHRUBS & GROUNDCOVERS:			
	ARTEMISIA & SALVIA SPECIES SAGE	1 GAL.	3' O.C. 1'-2' HT. X 2-3' SPR.	LOW+
	BUDDLEIA DAVIDII 'NANHOENSIS DWARF BUTTERFLY BUSH	1 GAL.	4' O.C. 4' HT. X 3' SPR.	MED
	CHRYSOTHAMNUS NAUSEOSUS CHAMISA	1 GAL.	5' O.C. 4' HT. X 4' SPR.	MED
	JASMINUM NUDIFLORUM WINTER JASMINE	1 GAL.	12' O.C. 4' HT. X 12' SPR.	LOW+
	LEUCOPHYLLUM FRUTESCENS 'COMPACTUM COMPACT CENIZA	1 GAL.	4 O.C. 3' HT. X 3' SPR.	LOW+
	POTENTILLA SPECIES SHRUBBY AND SPRING CINQUEFOILS	1 GAL.	4' O.C. 3' HT. X 3' SPR.	MED
	PRUNUS BESSEYI WESTERN SAND CHERRY	1 GAL.	4' O.C. 3' HT. X 3' SPR.	MED
	PSOROTHAMNUS SCOPARIUS BROOM DALEA	1 GAL.	6' O.C. 3' HT. X 5' SPR.	LOW
	RHUS TRILOBATA SPECIES SUMAC	1 GAL.	5' O.C. 2'-4' HT. X 4' SPR.	LOW

PLANT PALETTE*

SCIENTIFIC NAME COMMON NAME	SIZE	INSTALLED SIZE MATURE SIZE	WATER USE
EVERGREEN SHRUBS & GROUNDCOVERS:			
AGAVE SPECIES AGAVE	5 GAL.	2' O.C. 1' HT. X 2' SPR.	LOW+
ARTEMISIA SPECIES SAGE	5 GAL.	4' O.C. 4' HT. X 4' SPR.	LOW
ATRIPLEX CANESCENS FOURWING SALTBUSH	1 GAL.	5' O.C. 4' HT. X 6' SPR.	LOW
CERATOSTIGMA PLUMBAGINOIDES BLUE LEADWORT	1 GAL.	2' O.C. 1' HT. X 3' SPR.	MED
EPHEDRA SPECIES JOINT FIR	1 GAL.	5' O.C. 4' HT. X 4' SPR.	LOW
FALLUGIA PARADOXA APACHE PLUME	5 GAL.	5' O.C. 4' HT. X 4' SPR.	LOW
LAVANDULA SPECIES LAVENDER	1 GAL.	4' O.C. 3' HT. X 3' SPR.	MED
OPUNTIA ELLISIANA SPINELESS PRICKLY PEAR	1 GAL.	4' O.C. 3' HT. X 3' SPR.	LOW
PINUS MUGO MUGO PINE	5 GAL.	5' O.C. 4' HT. X 4' SPR.	LOW
ROSMARINUS OFFICINALIS ROSEMARY	1 GAL.	5' O.C. 3' HT. X 4' SPR.	LOW+
SANTOLINA SPECIES SANTOLINA	1 GAL.	4' O.C. 2' HT. X 3' SPR.	LOW
SEDUM SPECIES STONECROP	1 GAL.	3' O.C. 2' HT. X 2' SPR.	LOW
YUCCA SPECIES YUCCA	2 GAL.	5' O.C. 1'-4' HT. X 1'-4' SPR.	LOW
GRASSES			
SYNTHETIC TURF			
A VARIETY OF SYNTHETIC OPTIONS ARE AVAILABLE. SYNTHETIC PRODUCTS SHOULD BE CHOSEN FOR DURABILITY AND MINIMAL MAINTENANCE.			
TRADITIONAL TURF SPECIES:			
POA HYBRID - (OR SIMILAR THAT REQUIRES LESS IRRIGATION, HAS DEEPER ROOTS AND AGGRESSIVE RHIZOMES, PLUS EXCELLENT HEAT TOLERANCE; E.G. REVEILLE - GARDNER TURFGRASS)			
NATIVE TURF AND GENERAL USE SPECIES:			
BOUTELOUA SPECIES GRAMA	SEED	4 LBS. PLS/1000 SF VARIES	LOW+
BUCHLOE DACTYLOIDES BUFFALO GRASS	SEED	4 LBS. PLS/1000 SF VARIES	LOW+
HILARIA JAMESII GALLETA	1 GAL.	1' O.C. 14" HT. X 14" SPR.	LOW
ORNAMENTAL SPECIES:			
ARISTIDA LONGISETA PURPLE TREEAWN	1 GAL.	2' O.C. 18" HT. X 18" SPR.	LOW
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' KARL FOERSTER GRASS	1 GAL.	3' O.C. 3' HT. X 2' SPR.	MED
MUHLENBERGIA CAPILLARIES 'REGAL MIST' REGAL MIST MUHLY GRASS	1 GAL.	5' O.C. 3' HT. X 4' SPR.	MED
PENNISETUM SPECIES FOUNTAIN GRASS	1 GAL.	3' O.C. 2' HT. X 2' SPR.	LOW

PLANT PALETTE*

SCIENTIFIC NAME COMMON NAME	SIZE	INSTALLED SIZE MATURE SIZE	WATER USE
VINES			
DECIDUOUS VINES:			
CAMPSIS RADICANS TRUMPET VINE	1 GAL.	5' O.C. 40' SPR.	MED
PARTHENOCISSUS INSERTA WOODBINE	1 GAL.	5' O.C. 40' SPR.	MED
EVERGREEN VINES:			
HEDERA HELIX ENGLISH IVY	1 GAL.	3' O.C. 5' SPR.	MED
LONICERA SPECIES HONEYSUCKLE	1 GAL.	4' O.C. 12' SPR.	MED
FLOWERS			
ANNUALS:			
GAILLARDIA PULCHELLA BLANKETFLOWER	1 GAL.	4' O.C. 3' HT. X 3' SPR.	LOW
MIRABILIS SPECIES FOUR O'CLOCK	1 GAL.	5' O.C. 2'-4' HT. X 4'-5' SPR.	LOW+
SALVIA SPECIES SAGE	1 GAL.	3' O.C. 3' HT. X 3' SPR.	MED
TAGETES SPECIES MARIGOLD	1 GAL.	2' O.C. 18" HT. X 18" SPR.	MED
VIOLA WITTROCKIANA PANSY	1 GAL.	1' O.C. 1' HT. X 1' SPR.	LOW
PERENNIALS:			
ALCEA ROSEA HOLLYHOCK	1 GAL.	2' O.C. 4' HT. X 1' SPR.	MED
CENTRANTHUS RUBER RED VALERIAN	1 GAL.	4' O.C. 3' HT. X 3' SPR.	MED
HEMEROCALLIS HYBRIDS DAYLILLIES	1 GAL.	3' O.C. 2' HT. X 3' SPR.	MED
LINUM PERENNE BLUE FLAX	1 GAL.	2' O.C. 18" HT. X 18" SPR.	MED
PENSTEMON SPP. PENSTEMON	1 GAL.	2 O.C. 2' HT. X 2' SPR.	LOW
RATIBIDA COLUMNIFERA CONEFLOWER	1 GAL.	3' O.C. 30" HT. X 30" SPR.	LOW+
BULBS:			
CROCUS SPP. CROCUS	BULBS	1' O.C. 6" HT. X 6" SPR.	MED
NARCISSUS SPP. DAFFODIL	BULBS	2' O.C. 1' HT. X 1' SPR.	MED
MUSCARI ARMENIACUM. GRAPE HYACINTH	BULBS	6" O.C. 6" HT. X 6" SPR.	LOW+
TULIPA SPP. TULIP	BULBS	1' O.C. 1' HT. X 8" SPR.	MED

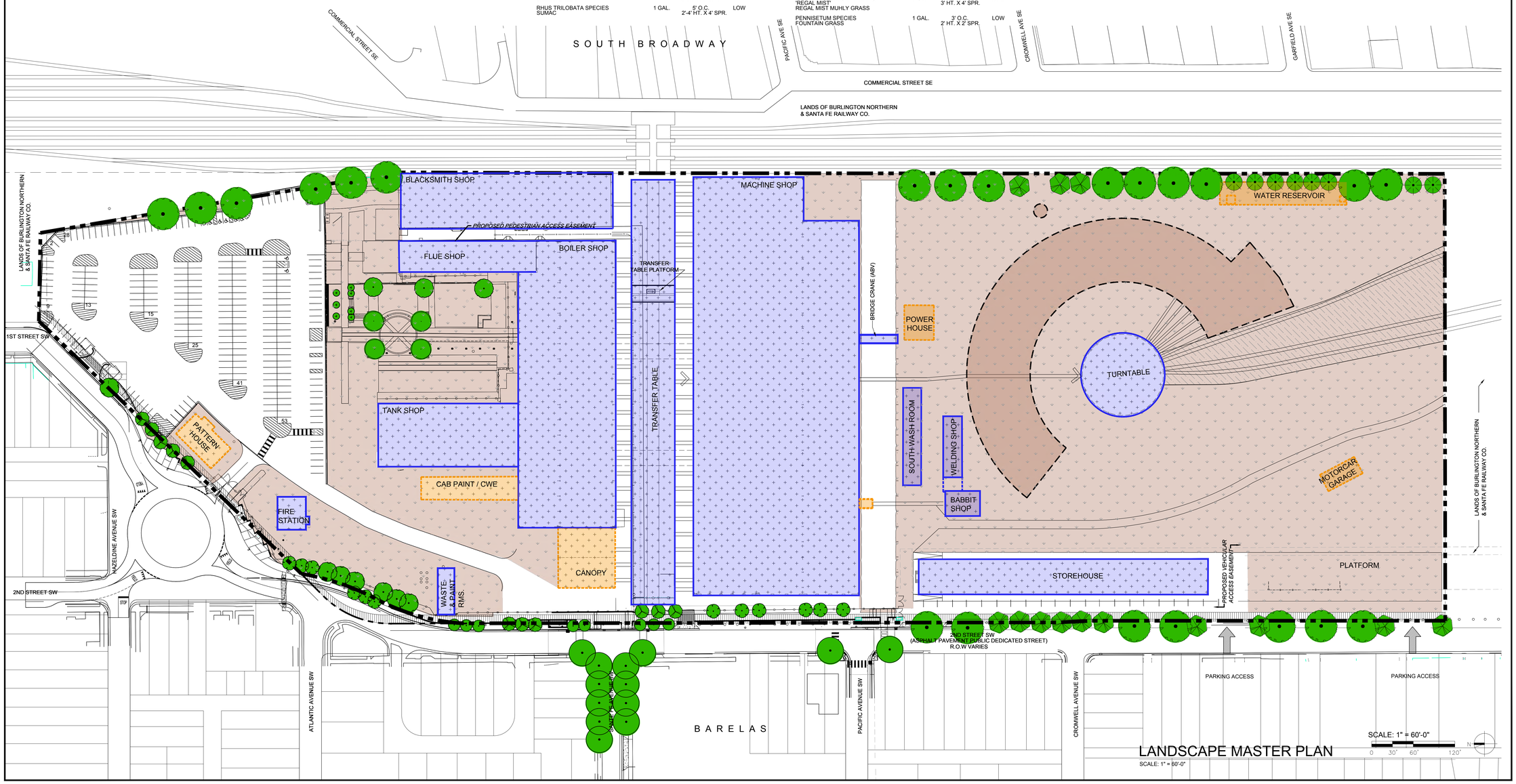
*NOTE: THIS PLANT PALETTE SERVES AS A SUGGESTED LIST AND OTHERS MAY BE ADDED TO FIT PARTICULAR SITUATIONS AS NECESSARY.

LEGEND

SYMBOL	DESCRIPTION
	PROPERTY LINE
	EXISTING BUILDINGS TO BE PRESERVED
	BUILDINGS THAT MAY BE REMOVED
	STRUCTURES THAT MAY BE RECONSTRUCTED
	AREAS FOR NEW DEVELOPMENT, NEW PARKING AND/OR LANDSCAPE IMPROVEMENTS

GENERAL NOTES:

1. LANDSCAPE PLAN SHOWS OVERALL DESIGN INTENT, BUT IS ILLUSTRATIVE IN NATURE. MODIFICATIONS MAY BE MADE, BUT SHALL MEET THE CITY OF ALBUQUERQUE'S INTEGRATED DEVELOPMENT ORDINANCE (UNLESS OTHERWISE SPECIFIED) AND THE LANDSCAPE NARRATIVE IN THE MASTER DEVELOPMENT PLAN.
2. STREET TREES ARE PER THE CITY OF ALBUQUERQUE'S STREET TREE ORDINANCE AND BASED ON THE PROJECT'S 2ND STREET FRONTAGE.
3. LANDSCAPE THE PERIMETER. A PERIMETER LANDSCAPE BUFFER SHALL BE ADDED BETWEEN THE RAIL YARDS AND THE SURROUNDING NEIGHBORHOODS. PLANT MATERIALS AND A LANDSCAPE BUFFER AREA SHOULD BE USED TO ATTENUATE NOISE FROM THE RAILROAD TRACKS AND PROVIDE VISUAL INTEREST.



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ALBUQUERQUE RAIL YARDS MASTER DEVELOPMENT PLAN

APPROVALS:

INITIALS	DESCRIPTION	DATE

PROJECT NAME:
ALBUQUERQUE RAILYARDS MASTER DEVELOPMENT PLAN

PROJECT SITE:
RAIL YARDS

DATE: DRAWN BY:

SHEET TITLE:
LANDSCAPE MASTER PLAN

SHEET NUMBER:
A2