

Exhibit – Proposed Rail Trail Contextual Standards for the IDO Annual Update 2023

5-2 SITE DESIGN AND SENSITIVE LANDS

5-2(A) RAIL TRAIL

5-2(A)(1) Applicability

This Subsection 14-16-5-2(X) applies to development or redevelopment on lots adjacent to the Rail Trail, as mapped below.



[IDO map pending]

5-2(A)(2) Access and Connectivity

On-site pedestrian walkways shall connect to the Rail Trail, as long as such access is coordinated with and approved by the Parks and Recreation Department (?).

5-2(A)(3) Parking Location

On properties at least 100 feet wide, parking lots cannot occupy more than 50 percent of any yard abutting the Rail Trail Corridor.

5-2(A)(4) Edge Buffer Landscaping

5-2(A)(4)(a) All new multi-family, mixed-use, or non-residential development other than industrial development shall provide a landscaped

edge buffer area pursuant to Subsection 14-16-5-6(E)(2)(b)1 along the property line abutting the Rail Trail.

5-2(A)(4)(b) All new industrial development shall provide a landscaped edge buffer at least 15 feet wide along the property line abutting the Rail Trail, as specified in Subsection 14-16-5-6(E)(4)(b).

**Commented [RMJ1]:** "A landscaped edge buffer area at least 6 feet wide shall be provided. For buildings over 30 feet in height, the edge buffer area shall be at least 10 feet wide."

**Commented [RMJ2]:** Includes planting spacing if a wall is present or not.

**5-2(A)(5) Wall and Fences**

5-2(A)(5)(a) For multi-family residential development, mixed-use development, and non-residential development other than industrial development, walls in any side or rear yard abutting the Rail Trail shall meet the requirements of Subsection 14-16-5-7(D)(3)(d).

5-2(A)(5)(b) For industrial development, chain link fencing (with or without slats) shall not be allowed on any portion of a site visible from the Rail Trail. Chain link fencing is allowed as temporary security fencing during active construction.

**Commented [RMJ3]:** "the maximum height of walls in any front or street side yard is 6 feet if the wall is set back at least 5 feet from the property line and if view fencing that is at most 50 percent opaque to perpendicular view is used for portions of a wall above 3 feet."

**5-2(A)(6) Building Height Stepdown**

Except within the Downtown Center (DT), any portion of a primary or accessory building within 50 feet in any direction of the Rail Trail shall step down to a maximum height of 48 feet.

**5-2(A)(7) Building Design**

5-2(A)(7)(a) In the NR-LM or NR-GM zone districts, any façade facing the Rail Trail shall meet the requirements in Subsection 14-16-5-11(E)(2)(a)3.

5-2(A)(7)(b) Outdoor seating and gathering required by Subsection 14-16-5-11(E)(3) shall be located adjacent to the Rail Trail.

**Commented [RMJ4]:** Each street-facing façade longer than 100 feet shall incorporate at least 1 of the following additional features (illustrated below):  
a. Wall plane projections or recesses of at least 1 foot in depth at least every 100 feet of façade length and extending for at least 25 percent of the length of the façade.  
b. A change in color, texture, or material at least every 50 feet of façade length and extending at least 20 percent of the length of the façade.  
c. An offset, reveal, pilaster, or projecting element no less than 2 feet in width, projecting from the façade by at least 6 inches, and repeating at minimum intervals of 30 feet of façade length.  
d. Three-dimensional cornice or base treatments.  
e. A projecting gable, hip feature, or change in parapet height at least every 100 feet of façade length.  
f. Art such as murals or sculpture that is privately-owned or coordinated through the City Public Arts Program.

**5-5 PARKING AND LOADING**

**5-5(C) OFF-STREET PARKING**

**5-5(C)(1) Parking Reductions**

**5-5(C)(1)(a) Reduction for Proximity to a City Park or Trail [new]**

The minimum number of off-street parking spaces required may be reduced by 10 percent if the proposed development is located within 330 feet in any direction of any City park or trail.

**7-1 DEFINITIONS**

**Rail Trail**

The right-of-way and/or easements designated as the Albuquerque Rail Trail by the Rank 3 Albuquerque Rail Trail Master Plan and mapped by AGIS. For the purposes of this IDO, the Rail Trail Corridor is considered both a City trail and a street.