

MASTER PLAN



III. THE MASTER PLAN

Through the 2001 Railyard Master Plan, the visions articulated by the community for the Railyard in the 1997 Community Plan take the next step toward implementation.

The Master Plan endeavors to create the diverse, people oriented, community place that the community described in 1997 and in 2001. The design team's goals are:

- To remain true to the spirit and guiding principles of the Community Plan.
- To create a pedestrian focused site that is designed as a multi-modal transportation and transit site.

- To create a site with diversity in use, activity and spaces.
- To create a site that honors its history and is discernible as a unique, authentic area of Santa Fe fifty years from now.
- To create a site that is environmentally sustainable and fiscally responsible as a community asset.

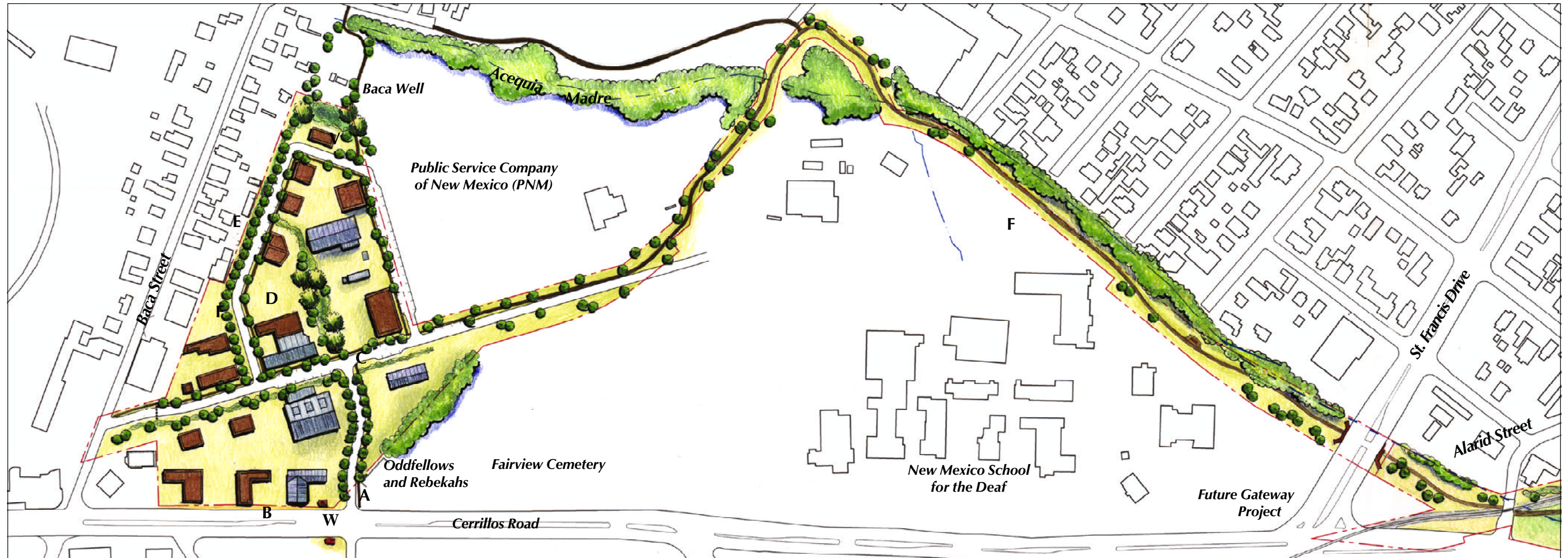
Key Design Elements

Baca Entrada. The main entry from Cerrillos Road to the Baca area of the Railyard will be celebrated by a bus plaza that is part of the Cerrillos Road Art Mile. The tree lined street welcomes the visitor with a glimpse of the green, wetlands features that are at the heart of the site. In the future, in coordination with development on the State Highway Complex across Cerrillos Road, the Baca Entrada can be a signaled intersection.

Cerrillos Edge. Small commercial and retail infill parcels will add activity along the Cerrillos Edge. The new buildings are scaled to relate to the existing retail buildings along the historic Route 66 section of Cerrillos Road.

Baca Paseo. Following the alignment of the old Denver & Rio Grande Railway spur, the central north-south road will be edged by drainage wetlands and informally spaced shade trees that frame the mountain views to the north. Remnant rail sections are left visible in the roadway as reminders of the rail history of the Baca area. Access to Baca Street will be for pedestrian and emergency vehicles only.

Baca Area. Warehouse and light industrial activities remain as allowed activities in the Baca Area. The new infill parcels will have a diverse scale and a range of uses from live-work, light industrial, arts production, community



uses, and services. Buildings are designed to encourage pedestrian activity, and with cisterns to capture rainwater for landscape irrigation reuse and to control storm runoff.

Baca Neighborhood Edge. A small drainage acequia and green belt define the transition edge to the Baca Street properties. Buildings on the Railyard property within fifty feet of the Baca Street edge are scaled to reflect the adjacent neighborhood. Properties on Baca Street that change to nonresidential uses would be encouraged to reoriented main entrances toward the Railyard site. This helps to enliven the Baca area, and reduces traffic impacts of new nonresidential uses on Baca Street.

Acequia Trail. The Acequia Trail will be an active, well-lit, community-patrolled, multi-use pedestrian and bike trail. Connected to the City-wide rail trail at the New Mexico State South Capitol Complex on Alta Vista Street to the east, and to the North Railyard via a future grade-separated crossing at St. Francis Drive, the Acequia Trail will be the connection that binds the Baca area and North Railyard as one site.

Railyard Park. The Railyard Park will be developed by the Trust for Public Lands based on a design competition. The Park is the green heart of the Railyard and an educational and recreational resource for the City.

Alameda. The Alameda is the grand pedestrian walk connecting all activities in the North Railyard. Connecting to the Acequia Trail at the Railyard Park, the Alameda travels north, parallel to the main rail line of the Santa Fe Southern Railway. Along the east side is the Railyard Park. On the west are mixed-use and live-work units, with views of the Alarid Neighborhood beyond. As it nears Paseo de Peralta, a teen center to the west and museums to the east add “people activity” to the walk. Young teens cross back and forth to the Park to help restore the land in the park.

The Alameda crosses Paseo de Peralta with a well-defined crossing and continues by the Central Market. In the area of the market, the Alameda includes a long shade

structure that is used by market vendors in the early morning hours. The long structure provides shade and keeps the long distance views down the rail line to the mountains visually open. At night, the lights under the structure provide a well-lit passageway. On the west side of the Alameda across the rail tracks various performance and art venues, seen through open roll-up doors give a hint of the lively arts and cultural activities inside. Low fences on both sides of the rail line control pedestrian crossings.

The Alameda encounters the Plaza, then continues north past the Commercial Casitas and enters the Main Railyard to the west of the Gross Kelly & Co. Warehouse. The area is lively with the activity of small cart vendors and

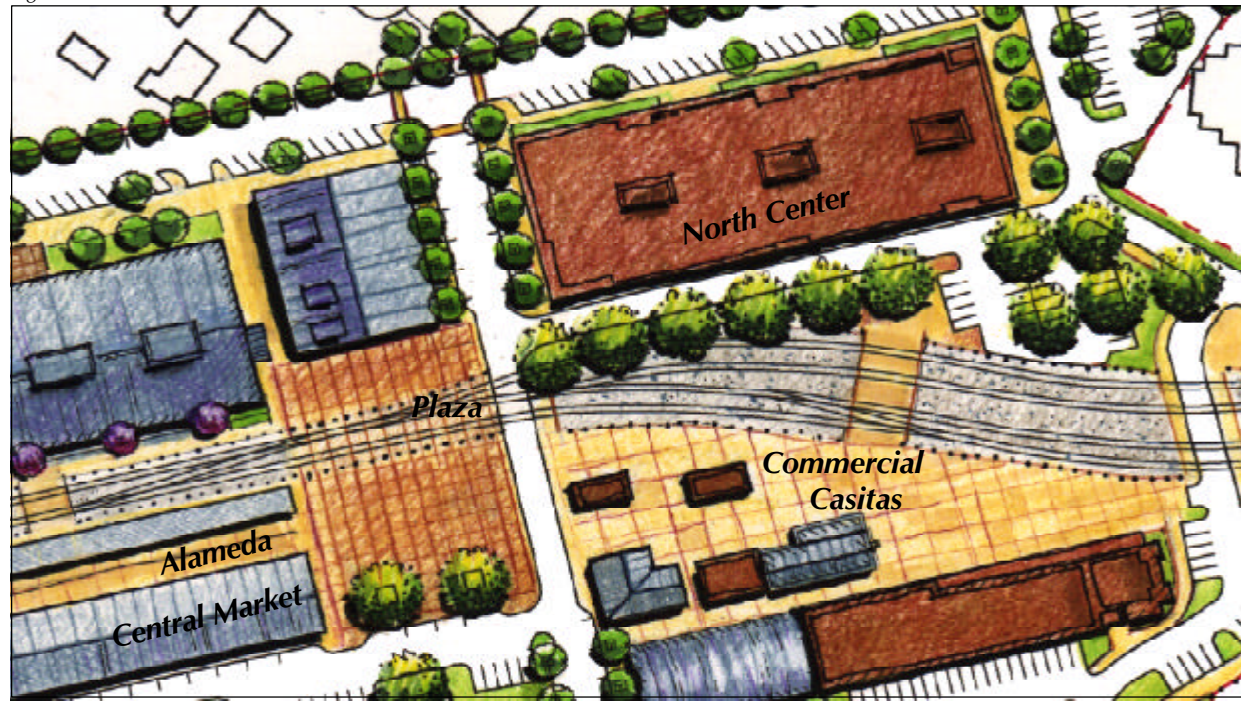


Figure II-1: Illustrative Master Plan

LEGEND

- A Baca Entrada
- B Cerrillos Edge
- C Baca Paseo
- D Baca Area
- E Baca Neighborhood Edge
- F Acequia Trail
- G Railyard Park
- H Alameda
- I Railyard Plaza
- J Commercial Casitas
- K Main Railyard
- L Santa Fe Depot Multi-Modal Center
- M Guadalupe Streetscape
- N Paseo Corridor
- O Teen Center
- P Central Market
- Q North Center
- R North Railyard Neighborhood Edge
- S Manhattan and Romero Pedestrian Connections
- T Alarid Street Pedestrian Connections
- U East Alarid
- V Water Harvesting and Drainage
- W Bus Stops
- X Signage

Figure I-2: Alameda and Central Plaza Area of Illustrative Plan



artists. Finally, the Alameda makes its way north onto the historic brick passenger platform at the Santa Fe Depot, and then reaches its northern terminus at Montezuma Street.

Railyard Plaza. The Railyard Plaza is the social center of the site. Here, community events and happenings occur. Located north of the Central Market, on market days, vendors display their offerings on the Railyard Plaza. On the east side of the plaza is a green area sustained by an underground stormwater infiltration system. Cottonwood trees are carefully placed to maintain views of the Sangre de Cristo Mountains. An alley to the east and the road along the north allows slow auto traffic to drop off elderly and young family members at the plaza and ensures that, like the downtown Plaza, people are able to engage the plaza in many ways.

Commercial Casitas. The Commercial Casitas are a cluster of buildings that maintain the scale of the historic Welders Supply and Nuckolls Packing Co. buildings. These small buildings add a pedestrian-scaled zone, and create opportunities for small businesses to be on the Railyard.

Main Railyard. The Main Railyard will preserve the historic rail operations area of the Railyard and will remain the active switching area for future rail operations. Here the “gritty” activity of the railroad still structures the use of the area. The operator of the Railyard will manage the railway to the highest quality safety, visual and operational standards. The train travels at less than five miles per hour in this zone. There is a pedestrian crossing, which also serves as an emergency vehicle crossing, along the old alignment of West Manhattan Street. This crossing is controlled by drop down arms whenever the train is in motion in the area north of Paseo de Peralta. When the train is in the depot, at the end of its daily run, this crossing will open to permit the passage of pedestrians and emergency vehicles.

Santa Fe Depot Multi-Modal Center. The Santa Fe Depot still celebrates the arrival of rail passengers to the City. The difference is that the passengers will predominately be daily commuters from Albuquerque and the surrounding region. A local scale multi-modal center is

located at the depot. The City and the State collaborate to utilize the south side of the Old State Archives Building and the City’s right-of-way along the Garfield Street alignment east of the depot to create a loop for shuttle buses that connect the Railyard to the State Capitol and the downtown. In the years before the multi-modal center develops, bus connections will be made using a pair of bus stops at the West Manhattan/Guadalupe Street intersection.

Guadalupe Streetscape. The Guadalupe Streetscape is designed to calm traffic and create an active safe pedestrian street. On-street parking is extended southward to the Paseo de Peralta intersection and pedestrian bump-outs are part of the pedestrian friendly design of the Guadalupe streetscape. Architectural guidelines preserve the historic Railyard buildings, and maintain important characteristics of the non-historic buildings facing Guadalupe Street. The views to the southern end of the historic depot have been protected by the guidelines. Existing patterns of development on Guadalupe Street are encouraged to strengthen the relationship to the Guadalupe Area Business District.

Paseo Corridor. The Paseo Corridor builds upon a guiding principle from the Community Plan to create an arts and cultural subdistrict. The Paseo Corridor allows temporary art installations in the public spaces and as part of architecture. Paving and site furnishings may be designed as art. Traffic calming techniques such as on-street parking and pedestrian bump-outs and the narrowing of Paseo de Peralta west of Guadalupe Street are designed to enhance the pedestrian experience and safety of the Corridor.

Teen Center. A Teen Center is recommended within the Paseo Corridor, and west of the Alameda. By having a Teen Center along the activity spine of the site, the diverse and inclusive nature of the Railyard is enhanced. As the future voters of Santa Fe, engaging teens early with the Railyard, as a positive and welcoming place, will grow public appreciation and support for the Railyard site for the future. A Teen Center that encourages the creation of art, and involvement in public service, strengthens the arts and cultural district at the Railyard as a community-wide asset.

Figure II-3: Santa Fe Multi-Modal Area of Illustrative Plan

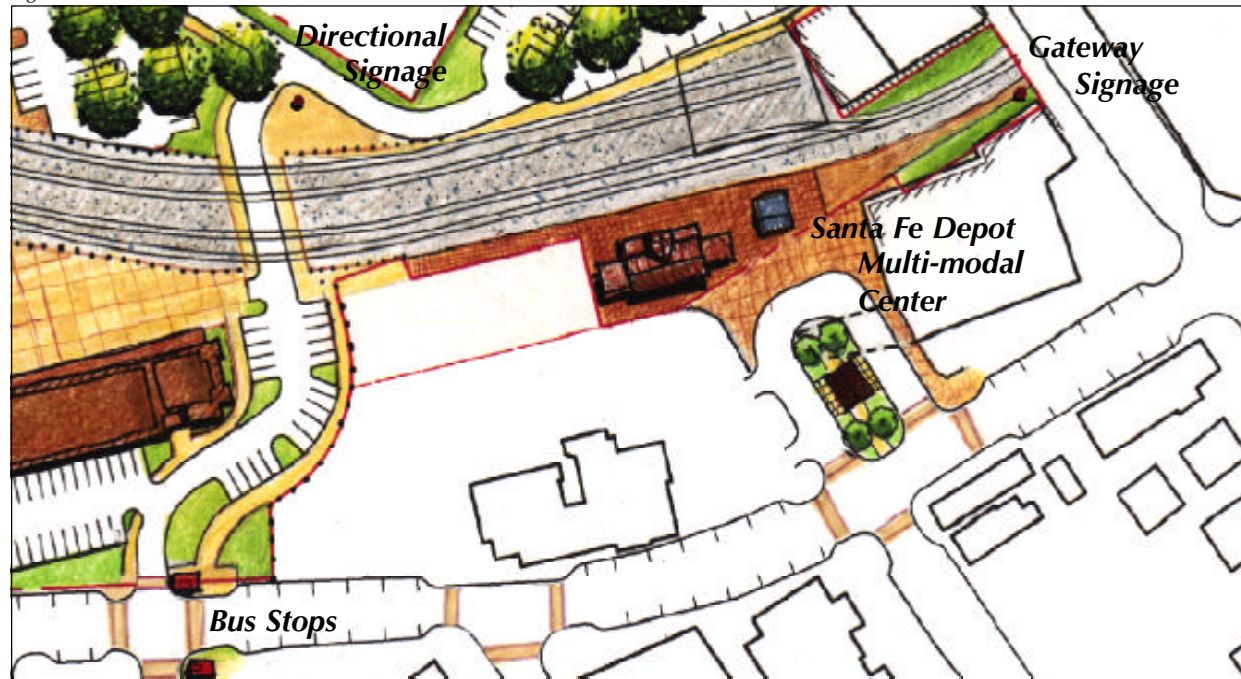


Figure II-4: Paseo Corridor Area of Illustrative Plan

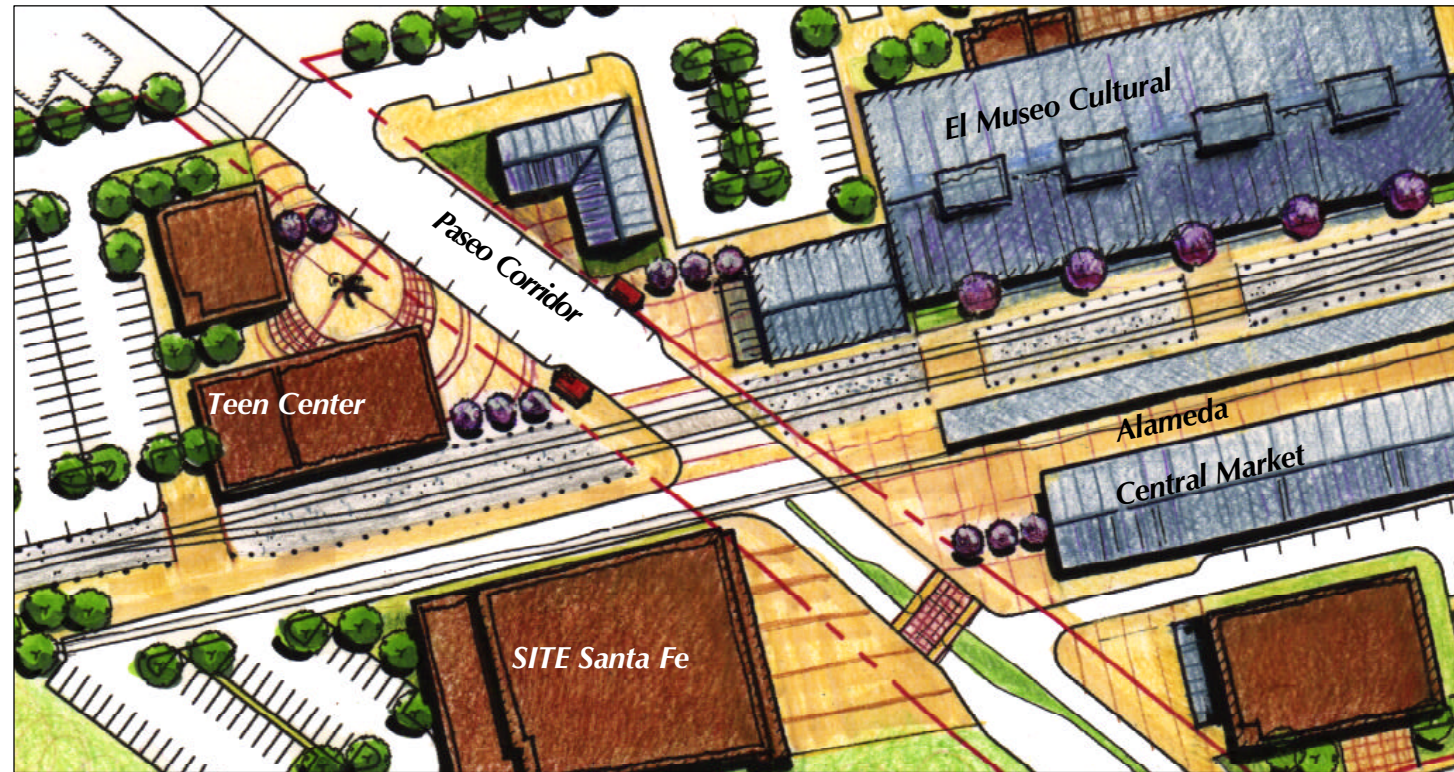
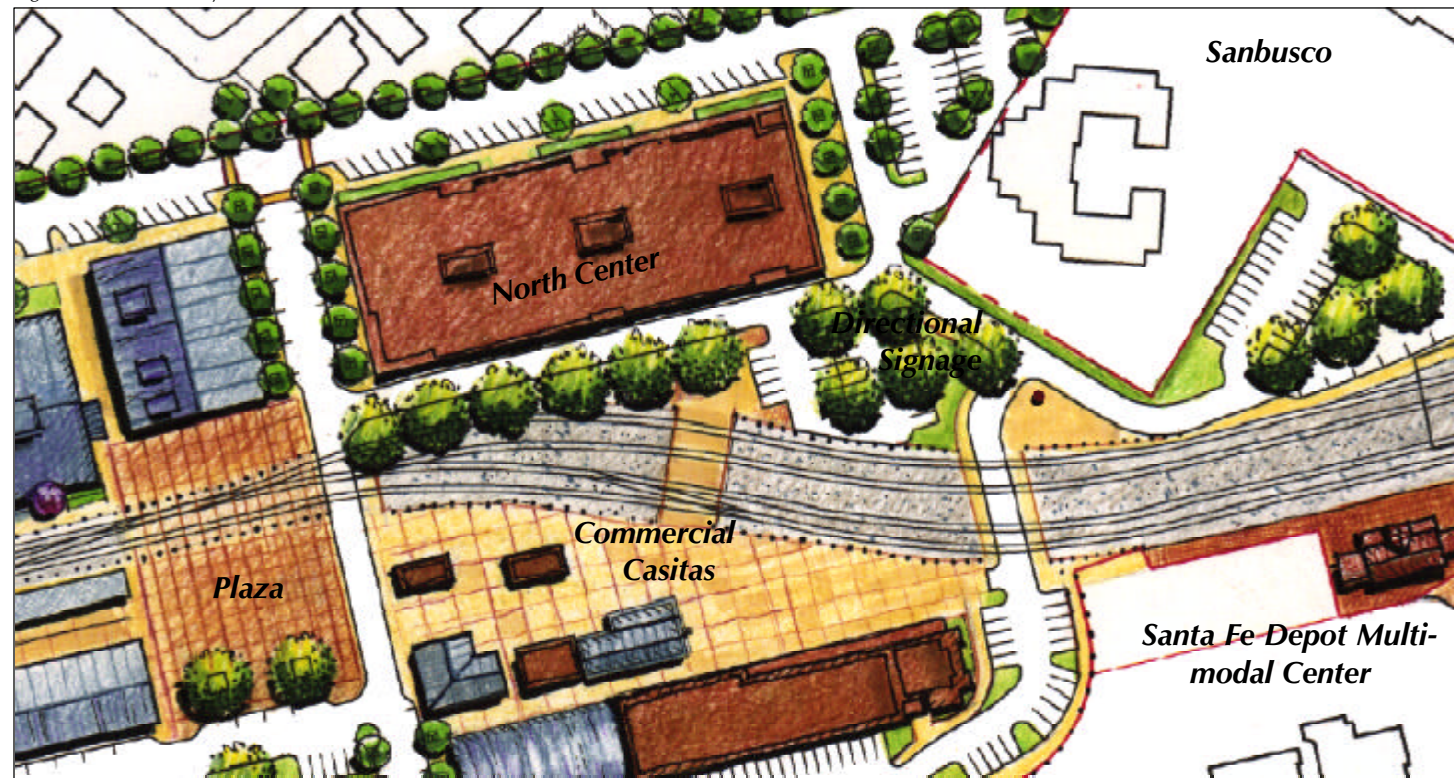


Figure II-5: Main Railyard / North Center Area of Illustrative Plan



Central Market. The Central Market is an essential pedestrian activator for the Railyard. Its central location and linear nature helps to attract and draw pedestrians into and through the Railyard site. The design of the structure needs to support its function as a pedestrian activity center. Architectural standards for the building encourage a ground floor with many doors and points of access so that pedestrians flow through the building almost as an extension of the adjacent Alameda. Local farm produce, small crafts, and cottage industry goods could be sold and displayed to showcase the exceptional regional foods and crafts of northern New Mexico. A Farmer’s Market is anticipated at this site.

North Center. The North Center is to be a mixed-use development area to attract pedestrian activity from the Montezuma Street area into the Railyard. Buildings in this area will be constructed using architectural guidelines that protect the open space of the Main Railyard and the integrity of the historic buildings to the east. The buildings are designed to be current-day expressions of warehouse and industrial building styles. They compliment and reference the existing architectural fabric of the site. The traditional metal, stucco, and brick finishes seen on the existing Railyard structures will be encouraged using currently available materials, technology and methods. The development in this area may be a single larger structure or a cluster of buildings. The ground floor is designed to foster an active, safe pedestrian edge on all sides.

North Railyard Neighborhood Edge. Similar to the Baca Neighborhood Edge, the edge to the adjacent western neighborhoods in the North Railyard area is delineated with a small acequia and greenbelt buffer. Buildings located within fifty feet of the property edge are scaled to the adjacent neighborhoods. Neighboring properties immediately abutting the west edge of the north Railyard that change to non-residential uses would be encouraged to reorient their main entrances toward the Railyard. Their reorientation to the Railyard site helps to enliven the Railyard, while reducing the impact of their nonresidential use on the neighborhoods. They would help financially with any impacts they create on the Railyard.

Manhattan and Romero Pedestrian Connections. Pedestrian and bicycle connections are provided at West Manhattan Street and at the Romero Street wye. The connections will be designed to encourage the free flow of pedestrians and bicyclists between the Railyard and to the neighborhood beyond. Bollards will prevent normal vehicle traffic, and be designed to allow emergency traffic through when needed. Resident parking programs are proposed to protect the neighborhoods from parking spillover effects from the Railyard. The City of Santa Fe, the Land Use Resource Center, and the neighborhoods are currently developing a Neighborhood Conservation District to protect the neighborhoods west of the Railyard.

Alarid Street Pedestrian Connections. A pedestrian/bicycle/emergency connection similar to the one at Manhattan Street is proposed for Alarid Street.

East Alarid. Initially this area may be live/work and mixed commercial activities. It is intended that this area be less intense in development and relate to the Railyard Park activities. Buildings in this area are arranged in an east-west alignment to maintain views from the Alarid neighborhood to the Park.

Water Harvesting/Drainage. Drainage ponds will be designed to function as natural water harvesting and wetlands features. They will be designed as landscape improvements that are also engineered to control stormwater.

Bus Stops. Bus stops shall be the signature element for the Railyard. They could be designed by a competition.

Hallmark Signage. A distinctive logo and sign style will be part of the Railyard identity. Signage will be a comprehensive system to welcome, guide, educate, and inform the visitor to the Railyard and will include directional, historic interpretative, educational, and event signage.

HISTORIC CONTEXT

The history of the Santa Fe spur of the Atchison, Topeka & Santa Fe Railway is repeatedly intertwined with the history, public image, and economy of New Mexico. The Santa Fe spur is not only the oldest and only branch line in New Mexico that provided both passenger and freight service, it is also the only one of New Mexico's historic short feeder lines that still provides passenger service at the beginning of the twenty-first century.¹

Originally intended as the final destination of the Atchison and Topeka Railroad, Santa Fe was added to the railroad's name in 1863. However, during the planning of the railway's westward expansion, company president W. B. Strong decided that a station would be located south of Santa Fe at Lamy, rather than in the City. In 1880, when the rails extended into New Mexico the main line indeed bypassed Santa Fe on its way to Albuquerque. Santa Fe citizens quickly mobilized and passed a bond election for \$150,000 to permit the railroad company to construct a spur line to carry passengers and freight 18 miles to the namesake city of the A. T. & S. F. Railway.

The previously agricultural land that had been the site of earlier Spanish colonial settlement became a new economic center. When the railroad spur arrived from Lamy, the characteristics and scale of commercial activity changed in the region. The railroad's need for fuel made the coal industry a major industry. Easier access to eastern markets, allowed expansion of the sheep and cattle ranching industries. Numerous other short feeder railroad lines were built to accommodate copper, silver, and gold mining, as well as coal and timber industries. Short line "bean field railroads" such as the New Mexico Central and the Denver & Rio Grande "Chili Line" were important to the local agricultural economy.

The Santa Fe spur brought an influx of eastern Americans who changed the social and ethnic fabric of the area. The social structure, role of religion, and way of life were already in the process of change from the time New Mexico became a U.S. Territory in 1846. But the railroad increased the range of choices and the rate of change in the centuries-old patterns of living. The physical expression of the shift was evidenced by changes in Santa Fe's architecture.

Earlier Spanish settlers had built Santa Fe based on images of buildings and landscapes remembered or mandated from Mexico and Spain. The new immigrants built based on images of what they knew in the eastern United States. Italianate, Gothic and Queen Anne style buildings were introduced into Santa Fe's architecture. Building components such as large windows, sheet metal, and brick were now readily available by rail and rapidly came into widespread use.

The Atchison, Topeka and Santa Fe Railroad company itself introduced an architectural style--the California Mission Revival style. The style had been selected by the rail line to represent the Spanish-colonial heritage of the West in its depots. Both the Lamy and Santa Fe Depots are good examples of this style.

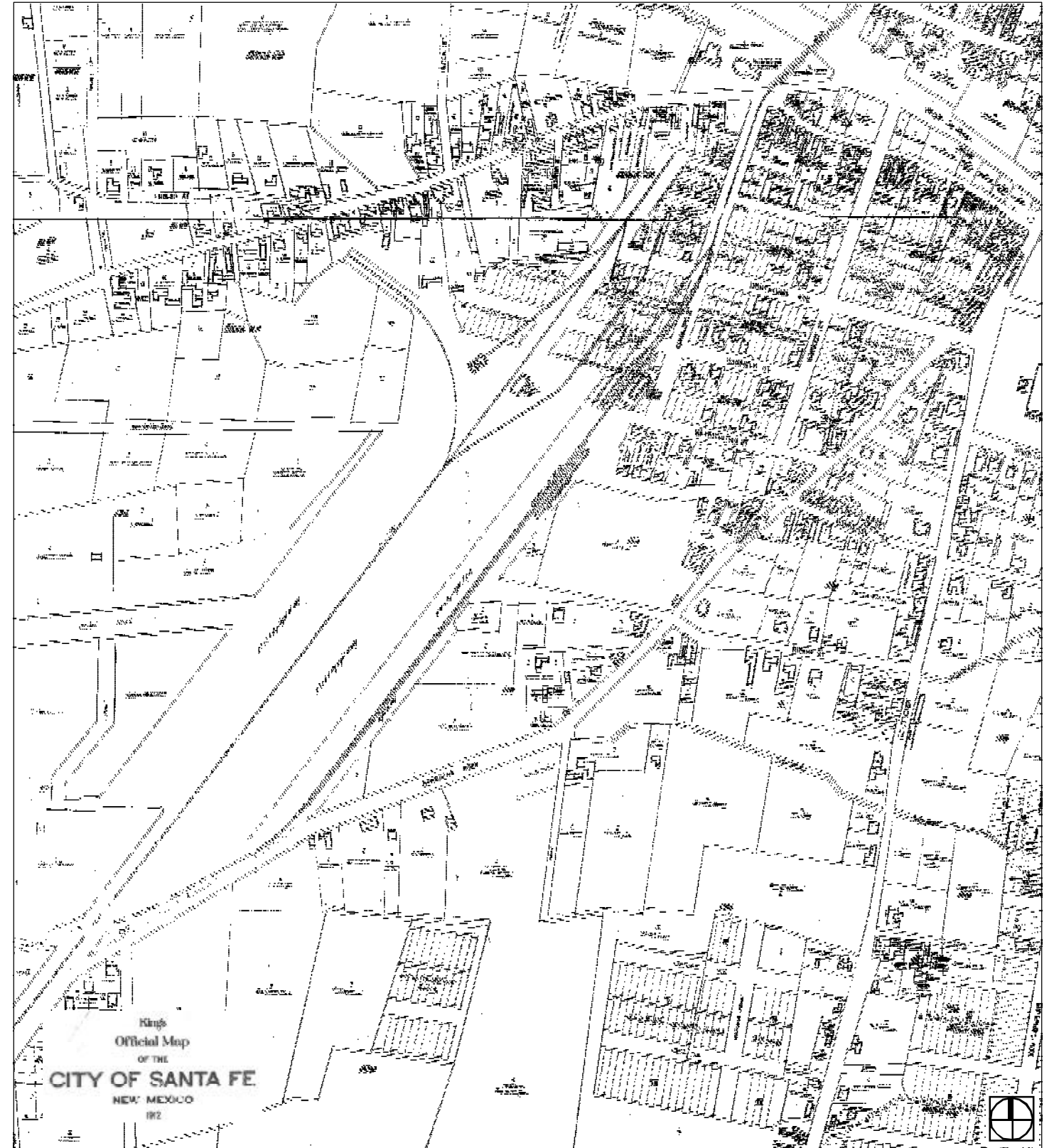
Early in the twentieth century a movement by archeologists, artists, and writers associated with the new Museum of New Mexico established in 1909, began to advocate for the development of a regional architectural style based on the unique character of adobe architecture and the region's Pueblo and Spanish cultural history. Modeled on the form of a traditional pueblo mission church, the Gross Kelly & Co. Warehouse at the Santa Fe railyard is significant as one of the first illustrations of the "new" style.

From the beginning, the railroad and artists supported each other in many ways that had financial benefits for both. The A. T. & S. F. Railway invited artists to travel west at the company's expense in return for obtaining copyrights of selected art works that the artists produced during the journey. The Railway then created lithographs and advertizing from the original art. The railroad's art collections hung in the famous Harvey House hotels and were sold in the hotel tourist shops. Native American and Hispanic crafts were created to sell to tourists. As related travel ventures, auto tours were run by the Harvey chain to visit artists, pueblos, and landscapes depicted in the artwork.

The seeds of the present day Santa Fe Railyard as an economic generator, commercial and transportation hub, and art and architecture innovation center are borne in the history of the site.

¹Much of the information and text for this section is derived from work by Katherine Colby of Santa Fe, New Mexico. See the appendix for additional resources related to the history of the Railyard site.

Figure II-6: 1912 Kings Map of Santa Fe Railyard area.



PHYSICAL CHARACTERISTICS

The Santa Fe Railyard has always been remarkable and distinguished in size and scale in relationship to its surrounding context. Railroad systems were the first modern day transportation systems designed to be regional in scale. They were designed to bring in goods and people at a scale larger than regularly seen before.

This difference is evident in early maps such as the 1912 King's Official Map. Surrounded by small farms to the south and small business or residential lots to the north, the size and breath of the railyard stands in marked contrast.

Sanborne maps of the railyard area throughout the years record how different in size, scale, and massing the buildings continued to be compared to the adjacent areas. From first modern day zoning maps created by the City of Santa Fe in 1953 through to mapping today in 2001, the railyard still stands out as visibly distinct. Because of the changing nature of rail commerce, the Railyard has always been a place of change. Throughout the years, buildings have been built, then demolished, and new buildings added. Most recent has been the removal of a series of small structures along Cerrillos Road in the 1970's.

A rail line is defined by its tracks. A train can only run where there are rail tracks. Today the current trackage in the Railyard is considerably less than in earlier times. The remaining tracks include the main line of the Atchison, Topeka & Santa Fe Railway, a number of related switching tracks, and a freight loading track with an associated heavy vehicle-loading ramp. Some of the track sections are original tracks laid in the 1880's.

Early in the twentieth century, two other rail lines also operated from the area that is now Guadalupe Street. The multiple tracks of the Denver & Rio Grande and the New Mexico Central railways ending at the Union Depot which is now home to Tomasita's Restaurant.

The configuration of the present Railyard property shows evidence of two other track alignments. One is the Romero Street 'wye' at the northwest corner of the Railyard site which once held tracks used to turn trains around. The other is an old rail alignment that runs to the Baca Street area of the Railyard site which served as a coal and fuel storage yard for the Denver & Rio Grande and the New

Mexico Central railways. The site connected to the surrounding local roads where haul trucks left the site, although the site had no paved through streets.

The large scale and bulk of the goods and materials that were transported by the rail meant that buildings supporting the railyard tended to be larger and bulkier as well. Warehouses are the predominate building type on the Railyard. Most are aligned closely with the rail tracks as their primary function was to transfer goods onto and off of the rail cars. Thus, buildings were built immediately next to the tracks or within a very short distance to reduce the loading work. Another characteristic is the general orientation of buildings to follow the southwest-northeast direction of the rail tracks. The long linear footprint of the Gross Kelly & Co. Warehouse is emblematic of many of the buildings on site. Newer warehouse buildings at the Railyard are wider and more rectangular as warehousing activities changed to accommodate motorized loading equipment.

The operation of the rail line has over the years created a specific visual open space pattern. Part of the maintenance of the rail line is the removal of plants from the rail bed and railyards. This work has created a strong view corridor, straight down the main track. As one travels from the south up the main rail line to the historic depot, the views of the Sangre de Cristo Mountains dominate. As the tracks curve into the north end of railyard, the view shift eastward over the depot and the Gross Kelly Co. Warehouse, and come to rest on a direct view of Santa Fe Baldy.

The Master Plan is designed to protect the essential physical characteristics of the Railyard by:

- Keeping a size and scale distinction to the architecture on the Railyard different from the neighborhoods.
- Encouraging buildings to keep a southwest to northeast alignment and a close proximity to the rail tracks.
- Retaining the existing tracks in the north railyard as part of the active rail line or as historic artifacts.
- Maintaining a strong visual open corridor along the main rail line and within the rail switching yard.

Figure II-6: 2001 Figure-Ground Image of Santa Fe Railyard Area



EXISTING CONTEXT

Today, the Railyard site is discernible as three distinct physical areas.

Baca Area. This wedged-shaped area is the southern end of the Railyard property. Approximately twelve acres in size, the site is part of the Baca Neighborhood. The eastern edge of the area fronts on Cerrillos Road, and except for a small sliver of land, the area is separated from Baca Street by existing residential and commercial parcels.

Properties on Baca Street and the Baca area of the Railyard are within the Business Capitol District Redevelopment Zone created in 1987 for the Railyard property. As

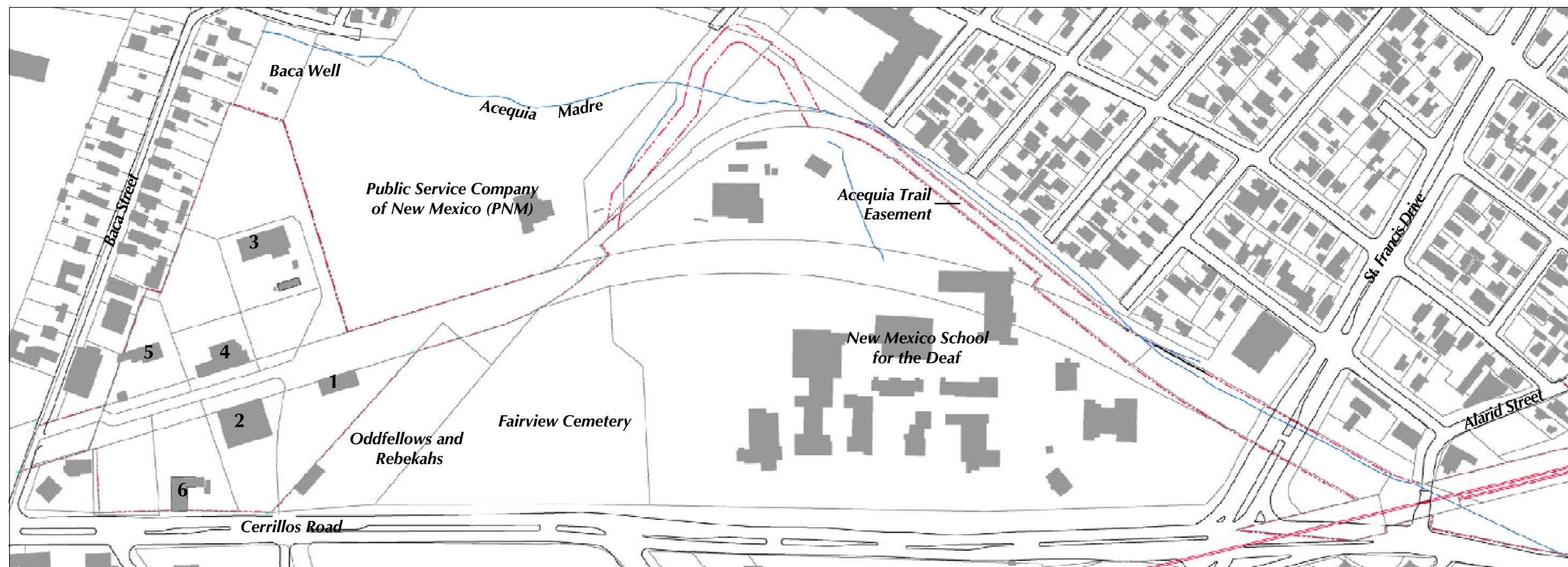
small residential properties along Baca Street change to nonresidential uses, Baca Street traffic becomes more intense and less conducive to residential living.

The Baca area on the southwest abuts the City owned Baca Well site, on the northwest the Public Service Company of New Mexico substation, and on the northeast the Oddfellows property. Across Cerrillos Road is the State Highway and Transportation Department complex. There are concepts afloat to move more state offices to the site or to sell the site for commercial or retail development. Development changes on the transportation site could affect the long-term development potential of the Baca Area.

Most of the structures in the Baca Area are metal warehouses with the exception of a live-work compound which is a two-story stucco building. Of the existing buildings in the Baca Area only one is near 50 years old - the Monte Vista Fuel and Feed building. Warehousing, light industrial, and art production make up the current activities in the Baca Area.

Acequia Trail Easement. Starting at the north end of the Baca Area is the Acequia Trail Easement. This narrow trail easement runs behind the New Mexico School for the Deaf from the Baca Area to St. Francis Drive.

Initially a part of the 1996 Railyard purchase, a reversionary clause in the original land deed returned the narrow strip of land to the New Mexico School for the Deaf. In 1998, the City of Santa Fe and the School arrived at a trail easement agreement that generally follows the historic track alignment of the Denver & Rio Grande rail spur. The easement does move off that alignment at the westmost corner of the School property. There, a new alignment crosses the Acequia Madre twice. This jog is near the old B. F. Young School which is now an administrative services complex for the Santa Fe Public Schools.



Starting at the south end, the Acequia Trail Easement runs next to the large open Public Service Company of New Mexico (PNM) site and an electrical substation. Then passes the rear entry to the New Mexico School for the Deaf. Delivery and staff vehicles to the School use this access to Baca Street on a daily basis.

The abandoned Denver & Rio Grande rail spur is still evident throughout most of the easement. The Acequia Madre flows quietly in its own separate easement, on the west side of the trail. Elm trees fill the area and many opportunities for trail connections with streets in the Sierra Vista Street neighborhood to the west are evident.

North Railyard. The North Railyard is the most familiar portion of the site to the community. Bound by Cerrillos Road to the south, Guadalupe Street to the east, Montezuma Street to the north, it is surrounded by the Don Diego, West Guadalupe and Alarid neighborhoods. It is bisected by Paseo de Peralta and the existing main line of the Santa Fe Southern Railway.

North of Paseo de Peralta is the main operations and maintenance yard of the Santa Fe Southern Railway. Historically significant buildings, such as the Atchison, Topeka & Santa Fe Depot, the Gross Kelly & Co. Warehouse and the Nuckolls Packing Company Building, are

located within the north railyard. Most of the existing buildings are metal or stucco warehouse buildings.

Surrounding the North Railyard are residential neighborhoods on the west, and commercial-retail areas to the north, east, and south. On the western edge, are various existing drainage, access, and utility easements. Only two neighboring properties have formal agreements with the City to use the Railyard for access, but many of the adjacent properties informally use the railyard to get to their sites. Along Guadalupe Street, recent construction of the Community Bank and the expansion of Hotel Santa Fe have increased density and heights.

The North Railyard, south of Paseo de Peralta, is largely undeveloped with only three structures - SITE Santa Fe, Ortiz Body Shop, and the Warehouse 21 building. The large tree-filled space to the east of the rail tracks along Cerrillos Road is dedicated for development of a ten-acre park. Recent retail and commercial development on the south side of Cerrillos Road are opportunities for connections to the park.

The Master Plan is designed to respect the distinctions between each area and to use the opportunities that the combination of the three areas provides.

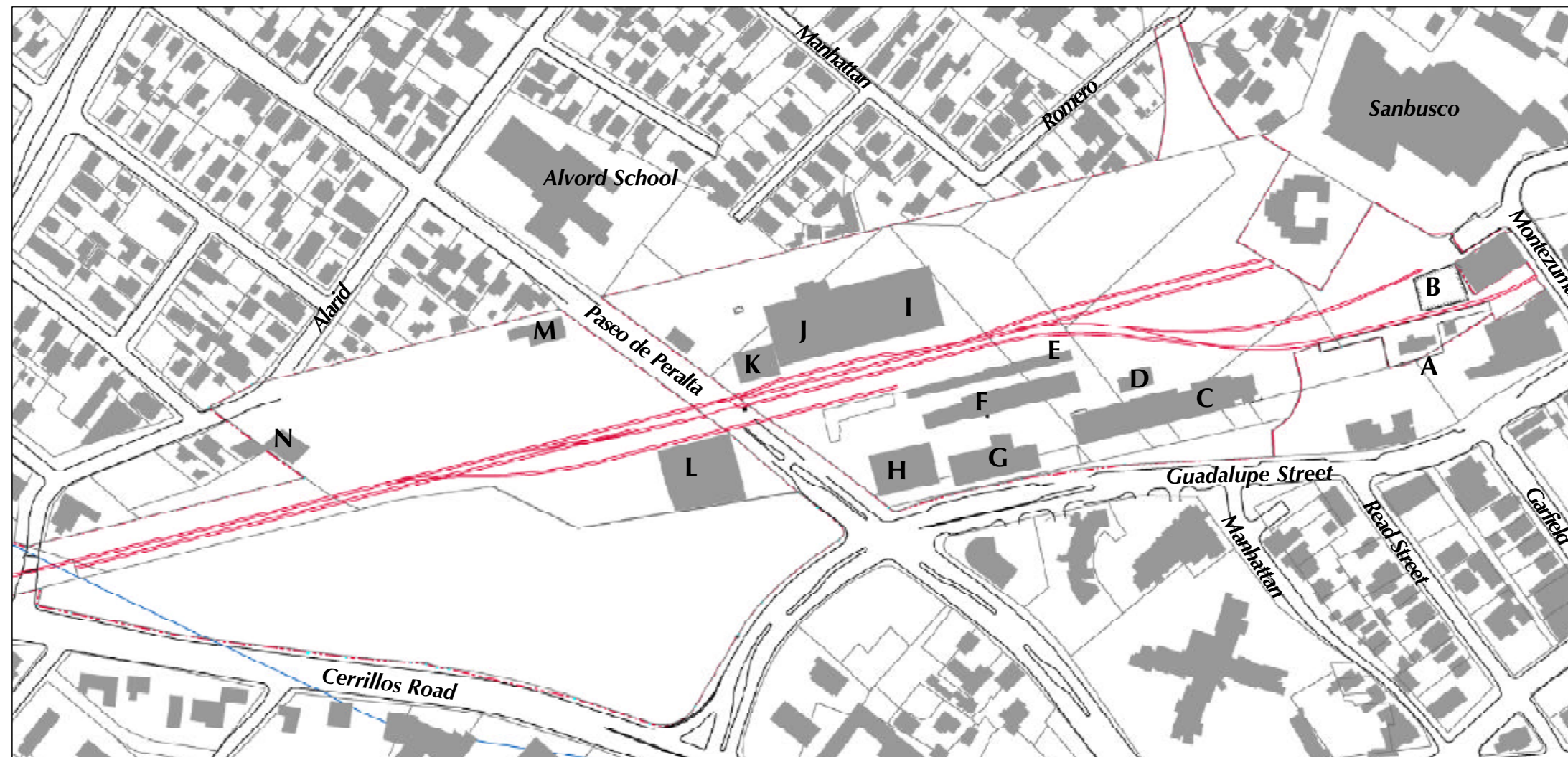


Figure II-7: Railyard Existing Context

LEGEND

Historic Building Name or Current Tenant

Note: Tenants shown on property are current as of February 2002

North Railyard

- A. Santa Fe Southern Railroad / Santa Fe Depot
- B. Patton Building
- C. Gross Kelly Co. Warehouse
- D. John Muir / Nuckolls Packing Co. Building
- E. The Welders Supply Building
- F. Wholesale Builders Supply
- G. Morelli Building
- H. Old Sears Building
- I. Santa Fe Clay Company
- J. El Museo Cultural de Santa Fe
- K. Smith Gent LLC / Railyard Performance Center
- L. Site Santa Fe
- M. Teen Warehouse 21
- N. Ortiz Body Shop

Baca Area

- 1. Captain Marble
- 2. La Puerta Architectural Antiques, Inc.
- 3. Milestone, Inc./ Old Monte Vista Fuel and Feed
- 4. Railyard Enterprises, Inc.
- 5. Twisted Cow Compound, Ltd.
- 6. Ferrell Gas Building

Table II-1

Recent Planning History 1985-1995

1985	Mayor Montano announces a plan to develop the Railyard.
1986	University of New Mexico designed the Guadalupe Gateway Plan for the Railyard.
1987	Trust for Public Land (TPL) approached Mayor Sam Pick to encourage acquisition of the Railyard.
1987	June: the City of Santa Fe passed a resolution declaring the Railyard a “blighted area” which required the City to follow the State laws on the redevelopment of the property.
1987-88	City began planning the Railyard. The Metropolitan Redevelopment Commission (MRC) was created, began hearings, and hired the Robert Charles Lesser Co. to develop a Master Plan for the Railyard. The City did not commit to a purchase of the Railyard.
1989-90	Atchison, Topeka and Santa Fe Railway Company formed Catellus Development Corporation to prepare development plans for Railyard.
1991	Catellus Report for the Santa Fe Railyard was released. The plan included demolition of most existing buildings and new buildings 2 stories to 6 stories tall with 1.2 million square feet of development.
1992	Catellus Plan was rejected by the MRC and the City Council.
1992-93	Neighborhood Coalition held hearings to discuss neighborhood desires for the Railyard.
1994	Catellus brought forward a plan for a Smith’s Grocery Store on the Baca Area. The plan was rejected.
1994	City of Santa Fe General Plan update reflected a major shift in policy in community planning and participation.
1995	Mayor Debbie Jaramillo, a team of councilors, and the TPL approached Catellus about buying the Railyard property.
1995	December, the City of Santa Fe purchased the 50 acres of the Railyard with bridge financing support from the Trust for Public Land.

RECENT PLANNING FOR THE RAILYARD: 1996 TO 2001

The Railyard Master Plan and Design Guidelines builds upon a solid foundation of previous community planning efforts by the City of Santa Fe for the Railyard. Throughout its planning efforts, the City has engaged the citizens of Santa Fe to an extent and depth that is extraordinary and has been nationally recognized. *Table I* is a brief outline of planning activities from 1985 to 1995 that led to the purchase of the fifty acre Railyard site in December of 1995.

In 1996, three initiatives for designing the Railyard were put forth. The City Council initiated planning for the railyard site by its own staff. In that same period, the Trust for Public Land (TPL) sponsored a proposal to develop a joint public-private partnership for a community plan for the railyard, and TPL selected the Land Use Resource Center (LURC) to head that partnership effort. Simulta-

neously, the local chapter of the American Institute of Architects (AIA) proposed a Regional/Urban Design Assistance Team (R/UDAT) to come to Santa Fe to provide professional planning support. The three groups - the City, LURC, and the AIA - agreed to collaborate. This collaboration was the greatest the City has seen in its history.

Thus began an 18-month process. In December of 1996, the City issued an open invitation to the citizenry of Santa Fe to come and vote for what they wished to have on the Railyard. Amazingly, over 700 people came out and voted. The number one desire was to keep the railroad running to the historic depot. The public also requested a large park, opportunities for local businesses, and an arts and cultural district within the Railyard. They highly valued protection of the adjacent neighborhoods, and keeping the “rugged, gritty” look of the Railyard.

In February 1997, the City held a four week long design process. In week one, over 200 people worked with local architects and planners to design preliminary land use concepts for the Railyard. During week two, the R/UDAT team of national professionals along with local designers translated the initial concepts and produced the Community Plan. In the third week, the local designers reviewed and finalized the R/UDAT report. In the fourth week, the Community Plan was presented to the City Council. Twelve guiding principles from the Community Plan are noted in *Table II*.

Figure II-8: Community Plan, R/UDAT 1997



In the Spring of 1997, the City Council unanimously approved the Community Plan and committed a one-sixteenth percent gross receipt tax to pay seventy percent of the railyard land purchase debt. The Community Plan recommended a nonprofit corporation be created to manage the Railyard. However, the Council voted to have the City directly manage the property.

In 1997, the Metropolitan Redevelopment plan was produced by City staff to meet State requirements.

In 1998, the City of Santa Fe staffed a Railyard Center office to implement the redevelopment of the railyard. Activities that the Railyard Center have completed or have in process that affect this Master Plan are:

Park Easement. As part of the original Railyard purchase agreement with TPL, the City committed to a 10 acre park on the Railyard site. In January 2000, the City and TPL approved a 13-acre easement agreement for a park, a rail line alignment, and a plaza and alameda in the Railyard. The agreement defines the acreage for each use and allows this Master Plan to modify the exact arrangement of the easements.

Not-For-Profit Leases. Four Not-For-Profit Leases have been agreed to or are in process for the Railyard. The leases are for El Museo Cultural de Santa Fe, Site Santa Fe, Warehouse 21, and The Santa Fe Area Farmers Market.

For-Profit Leases. Leases for existing For-Profit tenants are in process. Most are land leases. The basic land lease term is fifty years with a fifteen year reappraisal period.

Non-Profit Management Request For Proposal. In August 2001, the City issued a RFP for a nonprofit management group. Proposals were accepted in December 2001.

Park Design and Development Agreement. TPL signed an agreement with the City in August 2001 to manage and finance the design and development of the park, rail and plaza-alameda easements in the Railyard.

Other City activity that may affect this plan are:

1999 Historic District Resolution. The resolution directs staff to consider the potential for overlaying a historic district on the Railyard site.

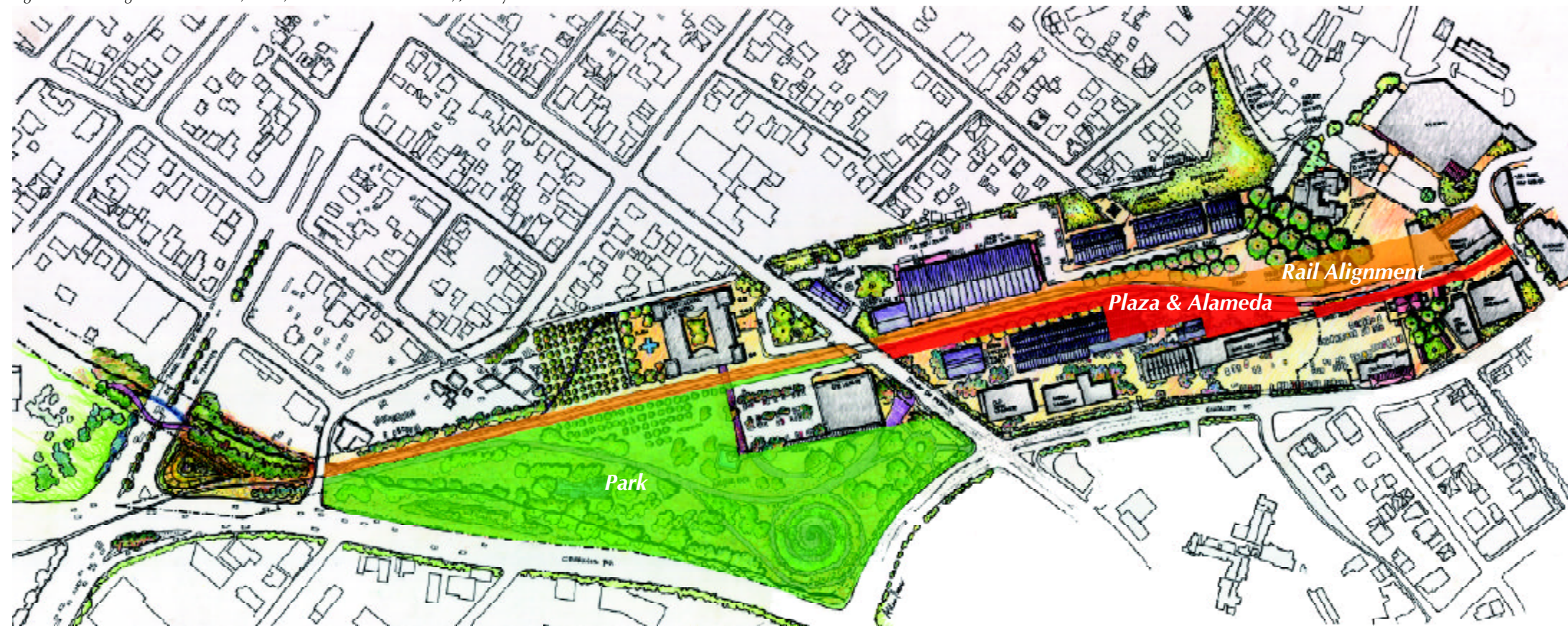
Parking and Infrastructure Relief Resolution. Supports development of a parking structure and off-site improvements from sources other than Railyard revenues.

Table II-2

1997 Community Plan Principles

1. The Railyard project is a community asset, not a development project. It shall emphasize local artists, local businesses and local cultures.
2. Cherish and protect the beauty and quality of the surrounding neighborhoods and their unique architectural characteristics. Create a cultural conservation district to protect the neighborhoods.
3. The architectural quality of the Railyard should be authentic, gritty, rugged, and not be sanitized or perfumed in character.
4. Recognize and encourage alternative modes of transportation to lessen dependence on the car.
5. The experience of the Railyard shall be primarily pedestrian.
6. The infrastructure development should encourage traffic calming and street narrowing.
7. The plan provides a significant additional amount of park and open space to the city. The open space should be used as a demonstration of how to coexist with the high desert in the next century.
8. The rail yards can be organized as distinct districts.
9. The authority managing the long-term planning and implementation should represent a broad cross-section of the public, private and community sectors focused on a common vision.
10. Costs for development of the Railyard should be shared by the private users of the site and the City, as the site owner.
11. The existing stakeholders in the Railyard should receive leases for a minimum of five years, preferably 10 years.
12. The phasing strategy should be in small increments over time.

Figure II-8: TPL Agreement for Park, Plaza, and Alameda Easements, January 2000



2001 MASTER PLAN AND DESIGN GUIDELINES PROCESS

In March of 2001, Design Workshop Inc., was selected by the City of Santa Fe to develop a more detailed Master Plan and Design Guidelines. The team was comprised of the following members.

Design Workshop Inc.
 Suby Bowden + Associates
 Charlier Associates, Inc.
 Lloyd & Tryk Architects
 Bohannon Huston, Inc.
 E. P. Hamilton, Inc.

The starting points, given by the City to the master planning team, for the 2001 Master Plan and Design Guidelines were the 1997 Community Plan and the 1997 Metropolitan Redevelopment Plan for the Railyard. Evolving from these foundations, the master plan team was required to:

- update the plans to reflect current conditions,
- provide the conceptual development framework for future implementation,
- provide architecture and landscape architecture design standards for future development, and
- create an open community input process.

To honor the community's commitment to the previous plans for the Railyard, the design team created an advisory Liaison Group. Invitations were issued for representatives to approximately thirty-six organizations, agen-

cies, and constituent groups representing a wide range of interests affected by the Railyard development.

All but two of the invited group sent a representative during the Liaison Group process. This volunteer group met for most of a six month period on a weekly basis. Many members of the Liaison Group donated over a hundred hours each to this effort. See *Table III* for the Liaison Group Representatives. The Liaison Group helped the design team in these critical ways:

- They represented the concerns and issues of their constituent groups.
- They provided a review of the 1997 Community Plan, helping to update the plan to reflect current conditions.
- They provided review and comments on the design issues and concepts for the current Master Plan and Design Guidelines.
- They relayed the evolving Master Plan and Design Guidelines back to their constituent groups.
- They discussed the financial implications for the updated plan.

The master planning team also solicited comments from City officials and staff. Interviews and information meetings were conducted with the following officials, committees, and department representatives:

- Mayor and City Councilors
- Members of the Metropolitan Redevelopment Commission
- The Railyard Project staff
- Economic Development
- Finance Department
- Parking Division
- Planning Division
- Public Works Department
- Traffic Division
- Transit Department
- Finance Committee
- Public Works Committee
- Representatives from the Historic Review Committee

Other agencies affected by the Railyard development were contacted in the course of the master plan process, including:

- New Mexico State Historic Preservation Office
- New Mexico State Highway and Transportation Department
- Santa Fe County Planning Division
- Public Service Company of New Mexico
- Sangre de Cristo Water Company

Presentations or interviews were done for the following groups:

- American Institute of Architects
- Chamber of Commerce
- Historic Westside Guadalupe Neighborhood Association
- Alarid Neighborhood Association
- 1000 Friends of New Mexico
- City of Santa Fe Arts Commission
- City of Santa Fe Economic Development Committee
- Santa Fe Railyard Community Corporation
- Santa Fe Farmer's Market
- Metropolitan Redevelopment Commission
- City of Santa Fe Arts Council
- State Highway and Transportation Department
- County and City Transportation Staff
- Old Santa Feans Association
- Tenants of the Railyard
- Teen "Park-a-Culture" Program
- KSFR Radio
- KSWV Radio
- Neighborhood Coalition

Figure II-9: Community Involvement, September 29, 2001



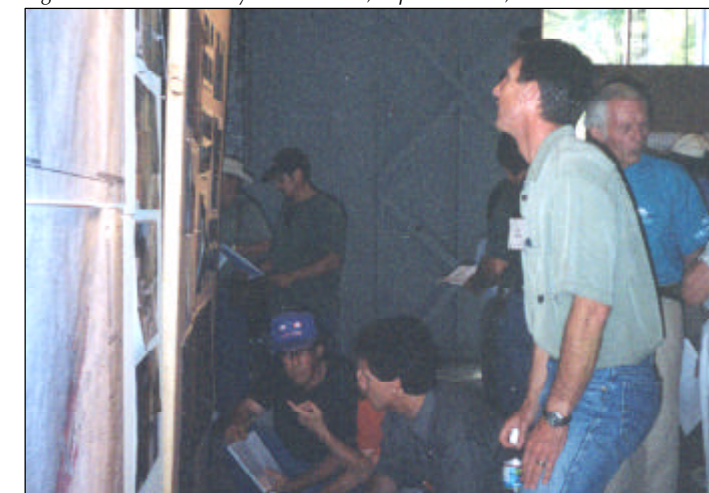
Figure II-10: Community Involvement, September 29, 2001



Figure II-11: Community Involvement, September 29, 2001



Figure II-12: Community Involvement, September 29, 2001



RAILYARD LIAISON GROUP AND AGENDAS

Opportunities for the involvement of the full community were provided in public meetings held in June and September of 2001. The first public meeting was held at El Museo Cultural de Santa Fe and Alvord Elementary School on June 15th and 16th, respectively. The purpose was to review site data collected by the design team regarding elements of the Master Plan such as the parking inventory, traffic patterns, land use, development patterns. A second purpose was to receive community input on issues about the Railyard that had arisen since the 1997 Community Plan.

The second community event was held on September 29, 2001 at Plan B Warehouse. The event was attended by over 450 people, of whom 412 participated in a Preference Survey. The Preference Survey solicited input on plan options for the development of the Baca Area and the North Railyard areas of the site, and location preferences for the plaza at the Railyard. Information on a variety of development issues including: land use, architectural development, parking, drainage, water harvesting, landscape, and finances were displayed, with design team and Liaison Group members available for questions. Additional detailed comments were received on 163 of the surveys. The Preference Survey information and the comments were used to refine the Master Plan design.

- Craig Anderson
- Frank Aragon
- David Barker
- Craig Barnes
- Gayla Bechtol
- Edder Bennett III
- Jean Berinati
- Rick Brenner
- Donna Bone
- Lura Brookins
- Don Bustos
- Steve Cary
- Brian Drypolcher
- Jerry Easley
- Lisette Ellis
- Barbara Fix
- Bobbie Forshay-Miller
- Ana Gallegos y Reinhart
- Patricia Garcia
- Eric Gent
- Louis Grachos
- Ted Harrison
- Mark Hogan
- Ches Hortenstine
- Chris Leinberger
- Owen Lopez
- Molly Mehaffey
- Donald Meyer
- Bernie and Rosemary Minard
- Susan and Wayne Nichols
- David Oberstein
- Carol Raymond
- Bill Reynolds
- Steve Robinson
- Bernabe Romero
- Tom Romero
- Pam Roy
- Bob Sarr
- Joe Schepps
- Angie Shaffer
- Robert Sinn
- Ronald Stern
- Judy Stevens
- Sally Ventres
- Irene van Horvath
- Laura Wilson

Figure II-13: Community Involvement, September 29, 2001



Wednesday, April 4, 2001

COMMUNITY PLAN REVIEW

- Review of Liaison Group goals and ground rules
- Project Schedule/Meeting Schedule
- Community Plan Review
- Review activities for Community Workshop in June

Wednesday, April 11, 2001

REVIEW ACTIVITIES SINCE THE COMMUNITY PLAN

- Conservation Easement
- Parcel Study
- Nonprofit leases
- For-profit leases
- Discuss potential effects on Master Plan

Wednesday, April 18, 2001

RAIL DESIGN/TRANSPORTATION ISSUES

- Operations
- Space requirements
- Multi-modal relationships
- Opportunities

Thursday, April 26, 2001

PLAZA ISSUES

- Location
- Uses
- Space requirements
- Opportunities

Friday, May 4, 2001

FINANCIAL ISSUES

- Community Plan fiscal concept
- Previous activities effects
- Fiscal future discussion

Wednesday, May 9, 2001

USER NEEDS ~ Baca Area Groups

- Short presentations by groups or organizations on needs related to their future uses.
- Baca Area Site Analysis
- Baca Street For-Profit Lessees
- Baca Street Neighborhood
- Other Institutions in Baca Area

Wednesday, May 16, 2001

USER NEEDS – North Railyard

Groups

- Continuation of short presentations by groups or organizations on needs related to their future uses.
- North Railyard Site Analysis
- North Railyard For-Profits with leases
- Current North Railyard Tenants without leases
- Non-profits lease holders

Wednesday, May 23, 2001

USER NEEDS ~ North Railyard

Groups

- Continuation of short presentations groups or organizations on needs related to their future uses.
- North Railyard Neighborhoods
- Guadalupe Area off-site merchants
- Charitable Non-Profits
- Park Easement
- Other Institutions with Railyard interests

Wednesday, May 30, 2001

SUMMARY ~ Liaison Activities to date

- What did we hear?
- Summary of major issues from user group presentations:
 - Baca Area Groups
 - North Railyard Groups
- What do we mean by local?

Wednesday, June 6, 2001

Review community workshop input.

Friday, June 15th and Saturday, June 16th, 2001

COMMUNITY DAYS

Friday, July 6, 2001

POTENTIAL LESSEES

- Summary of Activities/Design Process to date
- Discussion of Parcels
- General Discussion of Design Process/Issues
- Selection of Group Representative

Wednesday, July 18, 2001

BACA STREET OPTIONS

- Process Discussion
- Baca Street Options and Discussion

Wednesday, July 25, 2001

NORTH RAILYARD OPTIONS

- Process Discussion
- North Railyard Options and Discussion

Wednesday, August 1, 2001

CRITERIA FOR EVALUATION

- Schedule Review and Media Campaign
- Criteria for Decision Making
- North Railyard Circulation concept revisions

Wednesday, August 8, 2001

LAND USE DISCUSSION

- Update on Process
- Land Use
 - Community Plan
 - Liaison Group
 - Current uses
 - Current leases
 - Zoning allowed uses
 - Historic Changes
- Discussion
 - What kinds of land uses do we want to see on the Railyard?
 - Are there any specific locations where a specific use should occur?
- Heights/Scale Issues
 - Heights/Scale Issues
 - Transects across the site
 - Heights of existing buildings
 - Scale of existing buildings
 - Zoning allowed heights

Wednesday, August 15, 2001

BACA REVISITED

- Update on Process
- Revisit Baca Area Options
 - Plan adjustments
 - Overlay buildings and parcels
- Identify opportunities and issues for each option

Wednesday, August 22, 2001

NORTH RAILYARD REVISITED

- Update on Process
- Revisit North Railyard Options
 - Plan adjustments
 - Overlay buildings and parcels
- Focus on Four Options
- Identify opportunities and issues for each option

Friday, August 24, 2001

PARKING AND CIRCULATION

Wednesday, August 29, 2001

INFRASTRUCTURE AND WATER ISSUES

- Update on process
- Water harvesting opportunities
- Open space

Wednesday, September 5, 2001

ARCHITECTURE DESIGN GUIDELINES

- Plaza and open space options
- Architectural
 - Massing
 - Footprint
 - Architectural image

Wednesday, September 12, 2001

LANDSCAPE ARCHITECTURE DESIGN GUIDELINES

- Discussion of Draft Landscape Architecture Design Guidelines Approaches:
 - Connections and Corridors
 - Neighborhoods
 - Center

Saturday, September 15, 2001

FINANCIAL / MANAGEMENT

Wednesday, September 19, 2001

SUMMARY MEETING

Saturday, September 29, 2001

COMMUNITY SESSION

Wednesday, October 17, 2001

HISTORIC ISSUES

Wednesday, November 21, 2001

Historic Overlay/Conservation District discussion (with MRC)

December 5 - 11, 2001

Liaison Group Small Group Updates

