

URBAN OPEN SPACE



VII. URBAN OPEN SPACE PLAN

The open space between structures is the common unifying experience that people will have of the Railyard. The vision of a rugged, gritty, and authentic environment articulated in the Community Plan is the goal for the design of the urban open spaces in the Railyard.

The Railyard Urban Open Space Plan applies the following principles to achieve that vision.

- Provide a clear sense of the landscape quality of the urban open spaces and their relationship to each other.

- Use common utilitarian materials and furnishings in creative ways.
- Provide for a range of alternatives for each design element so that a rigid style is not evident.
- Use colors and materials standards to bring a sense of unity to the diverse elements.
- Along the Paseo Corridor and in the Railyard Plaza allow for expressions of art both temporary and permanent in the surfaces and materials of these zones.
- Create a unique bus shelter and a unique sign to identify the Railyard.

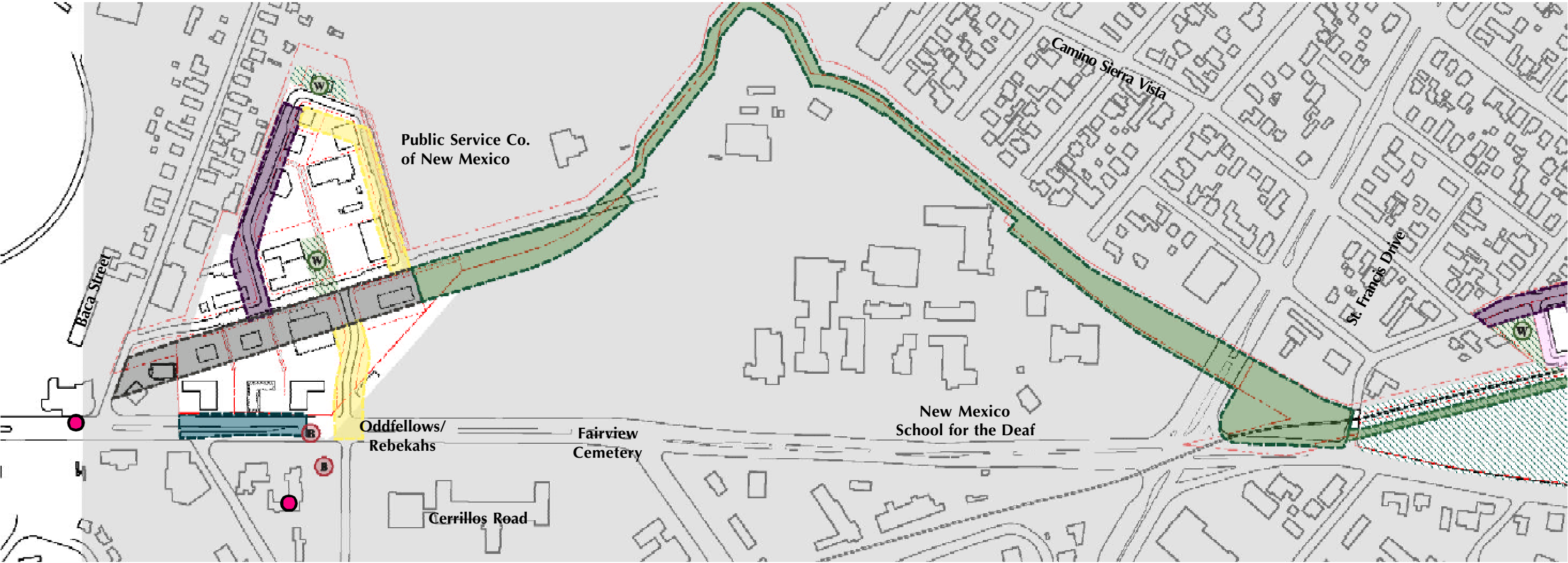
Key Design Elements

Baca Entrada and Caminito. The entry road from Cerrillos will be celebrated by a bus plaza that is part of the Cerrillos Road Art Mile. The tree lined street welcomes with a glimpse of the green wetlands drainage features that celebrate the center of the Baca Area.

Baca Along Cerrillos. The streetscape along this enhanced commercial edge will continue the tree-lined edge from the adjacent School for the Deaf and cemetery.

Baca Paseo. Aligned along the old Denver & Rio Grande Railway spur, this north-south spine road will be edged by drainage wetlands and naturally spaced shade trees that frame the mountain views to the north. The Paseo leads people to the Acequia Trail.

Neighborhood Edge. The Neighborhood Edge uses a small drainage acequia and green belt buffer to mark the current boundaries of the Baca Area and create a friendly border and opportunity for interaction to the adjoining neighborhoods.



Acequia Trail. The Acequia Trail is an active well-lit, tree-lined, pedestrian and bicycle trail. Small rest spots, safe night lighting, and pedestrian crossings to the neighborhoods will be amenities along the trail.

Railyard Park. The Railyard Park will be developed by the Trust for Public Land based on a design competition.

Alameda. The Alameda is the grand pedestrian walk that connects all the activities of the North Railyard.

Railyard Plaza. The Railyard Plaza is to be the focus of the social events and happenings at the Railyard.

Main Railyard. The main railyard preserves the history of the open operational area of the railyard and where the switching activities of the train will be on display.

Santa Fe Depot Multi-Modal Center. The Santa Fe Depot will be the welcoming point for future rail travelers and commuters and be the hub of a local scale multi-modal center.

Guadalupe Streetscape. The Guadalupe Streetscape is to be designed to maintain views from Guadalupe Street to the historic Santa Fe Depot and be an extension of the Guadalupe Business District.

Paseo Corridor. In the Paseo Corridor, art becomes the fabric of the open space design. The surfaces and elements within these spaces can be art.

Caminito. These are the streets that connect the surrounding neighborhoods to the Railyard. They are tree-lined streets to entice the neighbors to stroll into the site.

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

Parking Areas. Parking areas are to be designed as tree-shaded, water harvesting, shallow detention areas.

Transit Shelters/Hallmarks. Transit bus shelters will be designed to become the image of the Railyard.

Direction/Entry Signage. Distinctive Railyard signage will help to orient and interpret the site to visitors and locals.

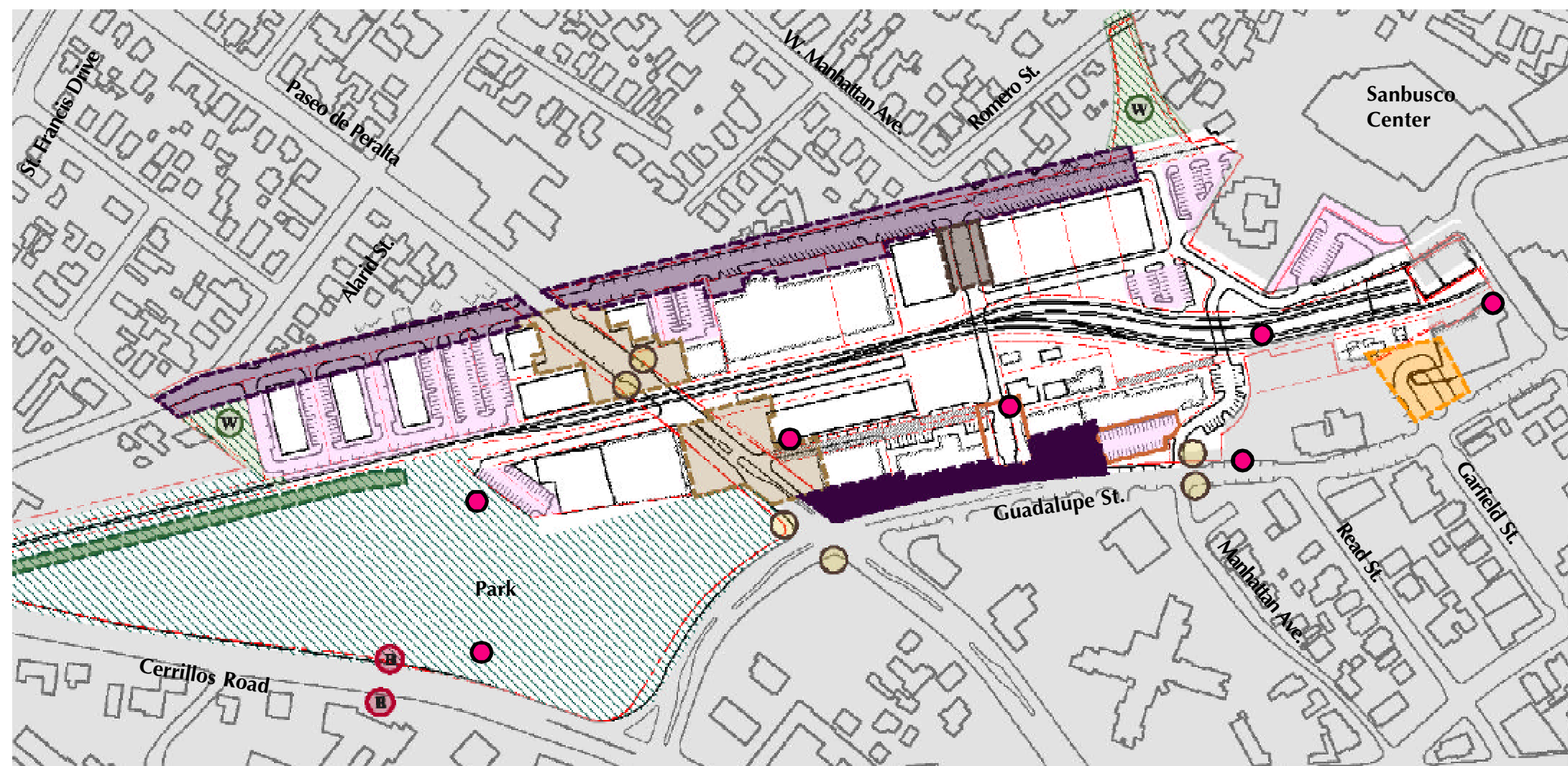


Figure VII-1: Urban Open Space Plan

LEGEND

NORTH RAILYARD AREA

- Railyard Plaza
- Paseo Corridor
- Guadalupe Streetscape
- Alameda
- Santa Fe Multi-modal Center
- Caminito
- Neighborhood Edge
- Acequia Trail
- Parking Area

BACA AREA

- Baca Paseo
- Baca Entrada/ Caminito
- Cerrillos Edge

- W Water Harvesting/ Drainage
- B Transit Shelter/Hallmarks
- Directional / Entry Signage

RAILYARD PLAZA ~ LANDSCAPE CROSS SECTION

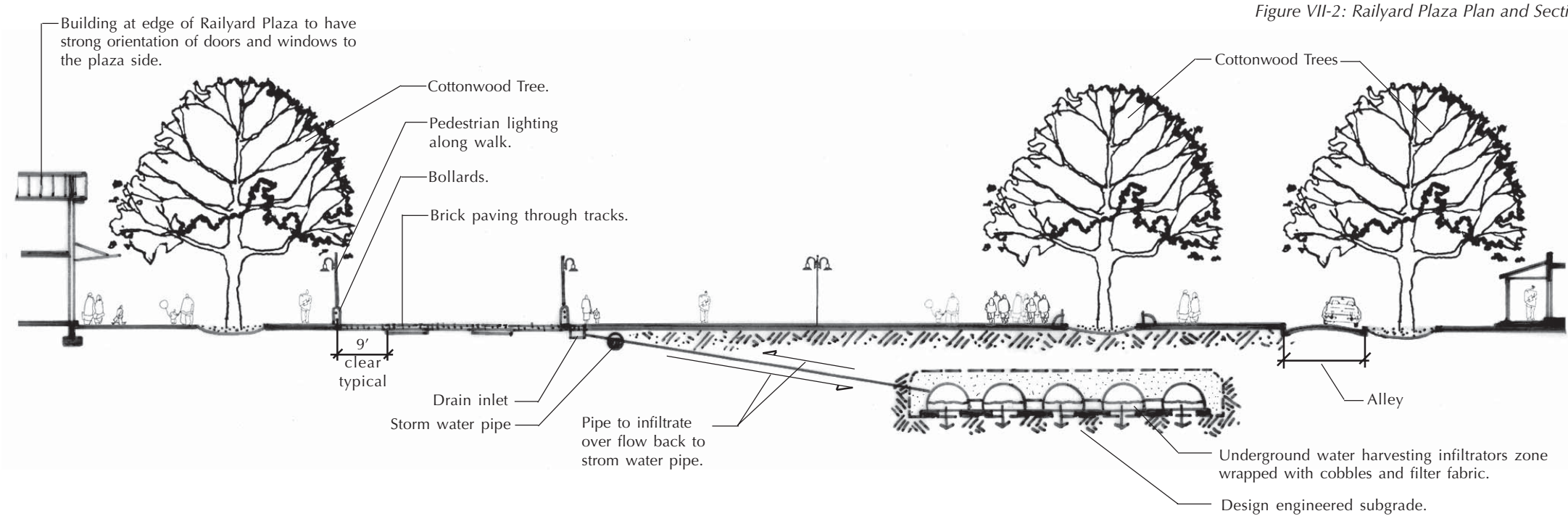


Figure VII-2: Railyard Plaza Plan and Section

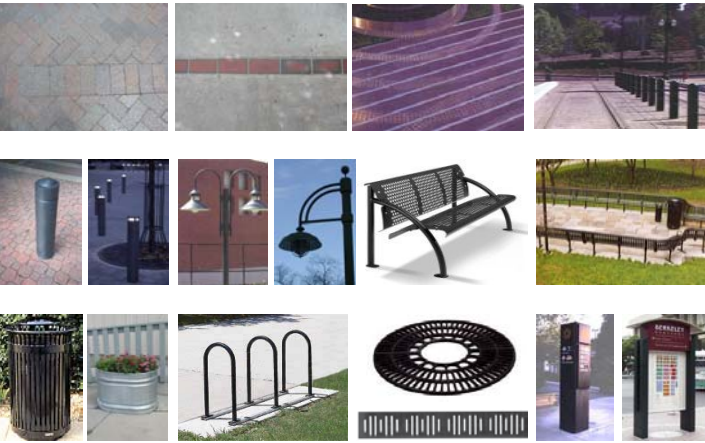
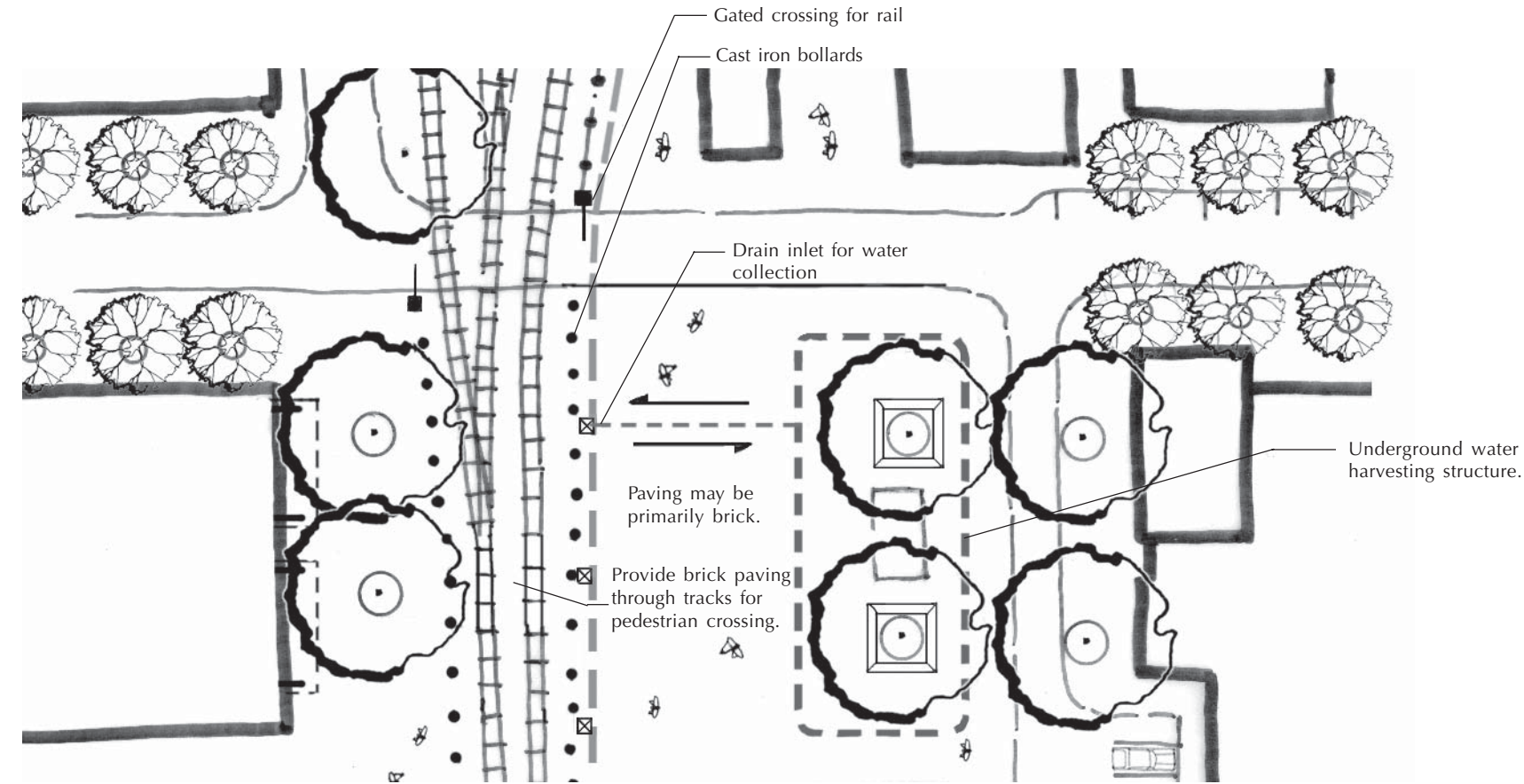
Railyard Plaza

The focus of community and social activity, the Plaza is to be the heart of the Railyard. Its design is open to encourage flexibility of use. Opportunities for special events, temporary performance areas, community gatherings and every day uses for small vendor and artists as well as limited traffic for the farmers market vendor traffic.

Unique issues that affect the design guidelines for the Plaza are:

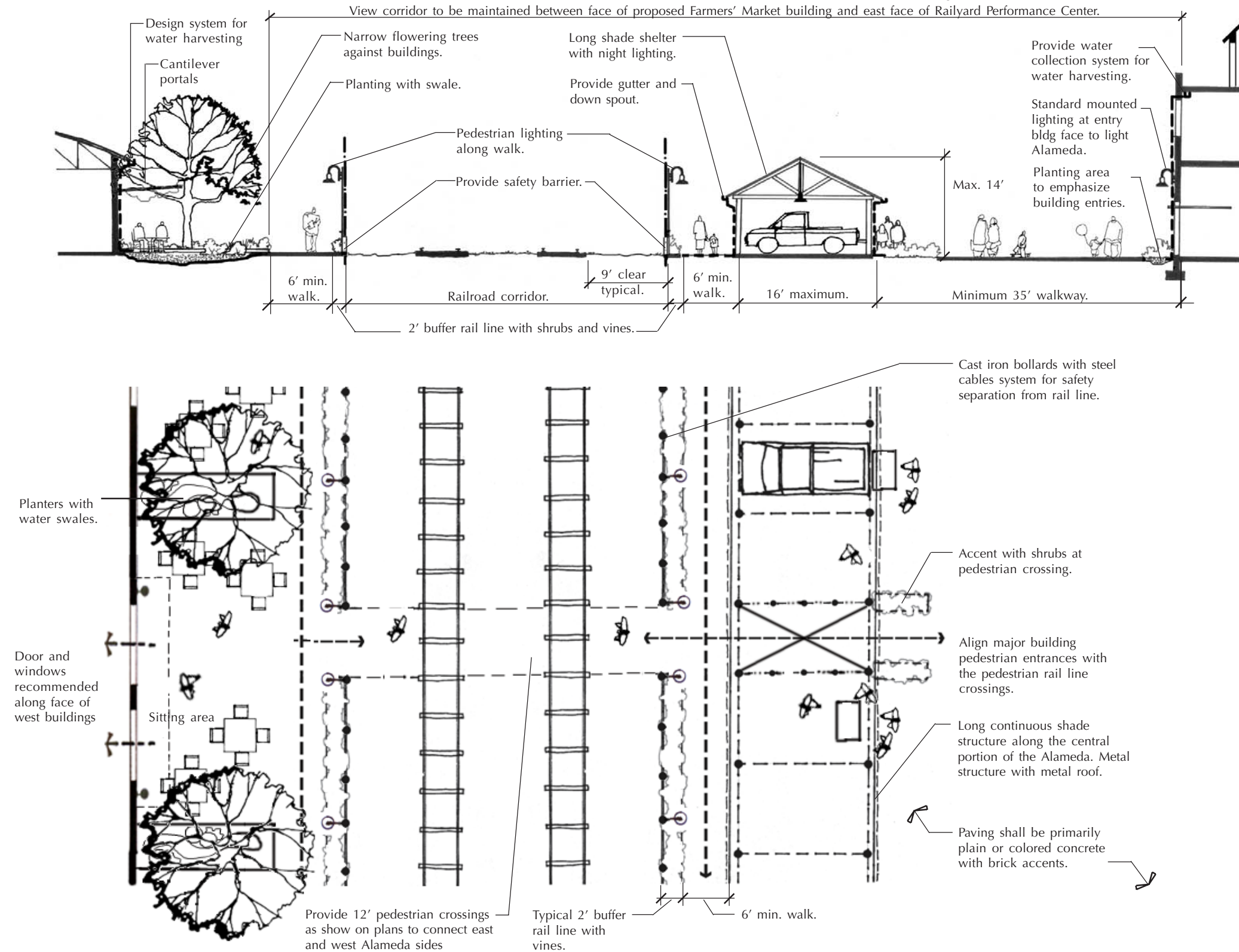
- Maintain the long distance views to the Sangre de Cristo Mountains along the North Railyard rail line. In response to historic preservation requests to preserve the view, shade trees and tall structures are prohibited in a view corridor from the west face of the proposed Farmers' Market building to the east face of the Railyard Performance Center building.
- Paving in the Plaza is to be pedestrian friendly, handicapped accessible, and capable of sustaining truck vehicle weights where traffic is allowed
- Until light rail is the primary rail use, safety separation bollards are recommended along the rail line in the Plaza.
- Brick can be a primary paving in the Plaza. Specialty paving that is muted in colors is allowed.
- An underground infiltration and water harvesting feature is proposed for an area to the east side of the Plaza. Its purpose is part of the site stormwater system and for water harvesting. Detail subsurface engineering and design is required prior to development design.

See Landscape Materials matrix for specific materials allowed.



ALAMEDA ~ LANDSCAPE CROSS- SECTION

Figure VII-3: Alameda at Farmers' Market Plan and Section



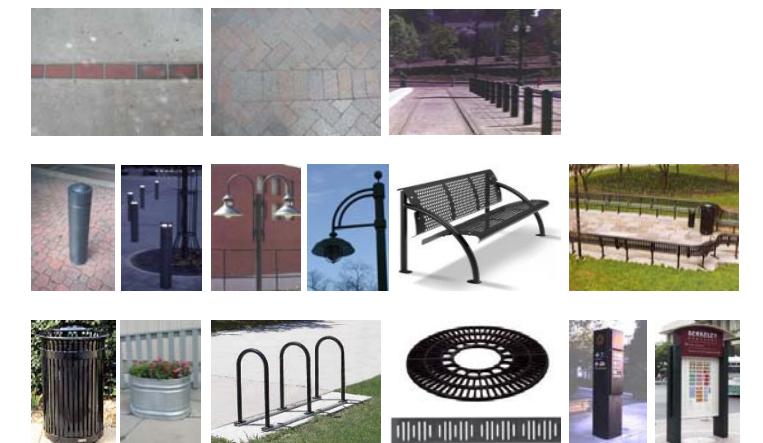
Alameda Guidelines

The Alameda is the main pedestrian promenade at the Railyard. It is designed for heavy pedestrian activity, small vendor areas, art displays, and limited Farmers' Market vendor traffic.

Design guidelines for the Alameda are:

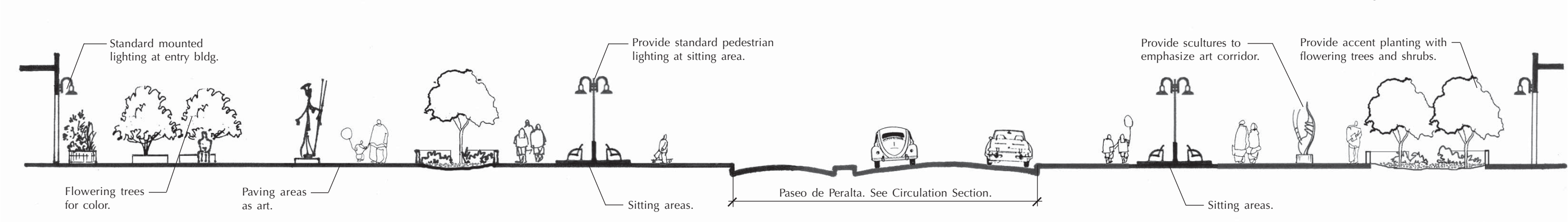
- Maintain the long distance views to the Sangre de Cristo Mountains along the North Railyard rail line. In response to historic preservation requests to preserve the view, shade trees and tall structures are prohibited in a view corridor from the west face of the proposed Farmers' Market building to the east face of the Railyard Performance Center building. A long shade shelter is proposed as a continuous landscape feature to provide shade for pedestrians in the area.
- Paving in the Alameda is to be pedestrian friendly, handicap accessible, and capable of sustaining truck vehicle weights.
- Until light rail is the primary rail use, safety separations are required along the rail line. The safety separations needs to be 48 inches tall, non-climbable, have no openings greater than 4" clear, and demountable for rail repair equipment access.
- Where the Alameda traverses the historic passenger loading platform at the Santa Fe Depot, any new brick as part of the Alameda design shall be distinct in size and color from the original depot platform brick.
- An existing loading ramp at the north end of the loading track within the Alameda area is to be maintained or if removed be interpreted as part of the physical history of the site.

See Landscape Materials matrix for specific materials allowed.



ARTS CORRIDOR ~ LANDSCAPE CROSS-SECTION

Figure VII-4: Paseo Corridor / Section



Paseo Corridor

The Paseo Corridor allows a special expression of the arts and cultural tradition of the Railyard. Art should be the fabric of the Paseo de Peralta corridor. The paving, site furnishings, and the buildings should have the ability to display art.

Unique issues that affect the design guidelines for the Plaza are:

- Paving and most site furnishings can be created as art pieces within the context of the overall design concept for the Paseo Corridor.

- Paving is to be pedestrian friendly, handicap accessible, and capable of sustaining truck vehicle weights where traffic is allowed. Natural and neutral colors should be a basic aspect of the paving to compliment and enhance the variety of art displayed in the Paseo Corridor.
- Large scale utility equipment boxes should be integrated into the art design of the Corridor.
- A large traffic table is proposed as a traffic calming feature in the Paseo Corridor between Site Santa Fe and the proposed location for the Farmers' Market. Specialty paving to connect conceptually the two sides should be part of the overall concept design for the Paseo corridor.
- The bus stops at the west and east ends of Paseo de Peralta in the Railyard shall be the Railyard bus stop design. The bus stops are the hallmark image for the Railyard and are to be consistent throughout the site.
- Lighting fixtures and trash receptacles shall be selected from the standard furnishings used throughout the site, but may be colors that compliment the overall design concept. The standardization of these two elements make the daily site maintenance easier.
- Unique and art expressions will be maintained by the sponsoring tenant or group.

See Landscape Materials matrix for specific materials allowed.

Paseo Corridor Visual Management

In order to avoid visual chaos, management of the overall image of the Paseo Corridor should be a collaborative effort of the Railyard manager and the tenants of the site.

Plans for temporary and permanent art within the Paseo Corridor should be submitted to the Railyard manager for general review for general context, safety and security issues.



GUADALUPE STREETSCAPE ~ LANDSCAPE CROSS-SECTION

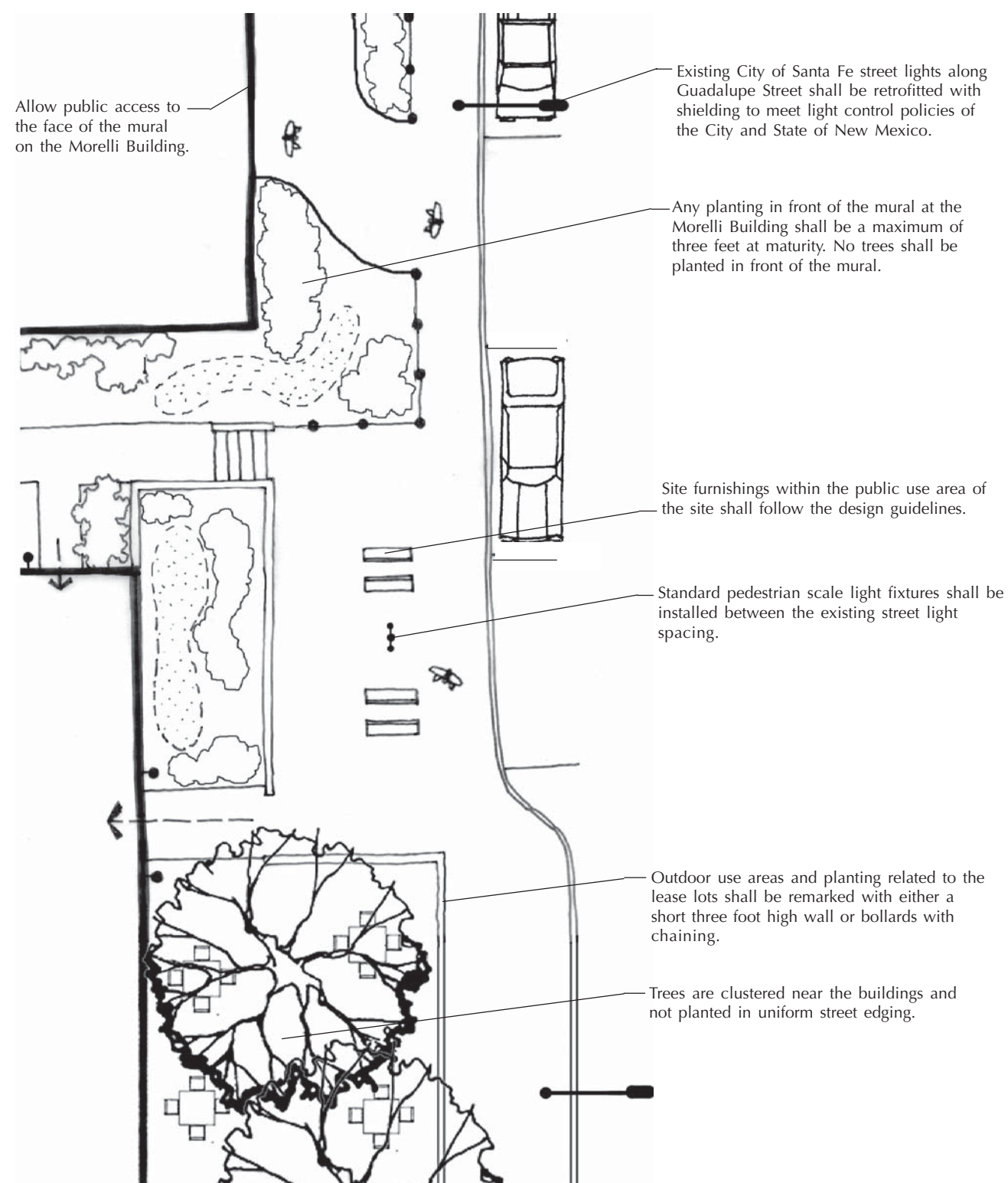
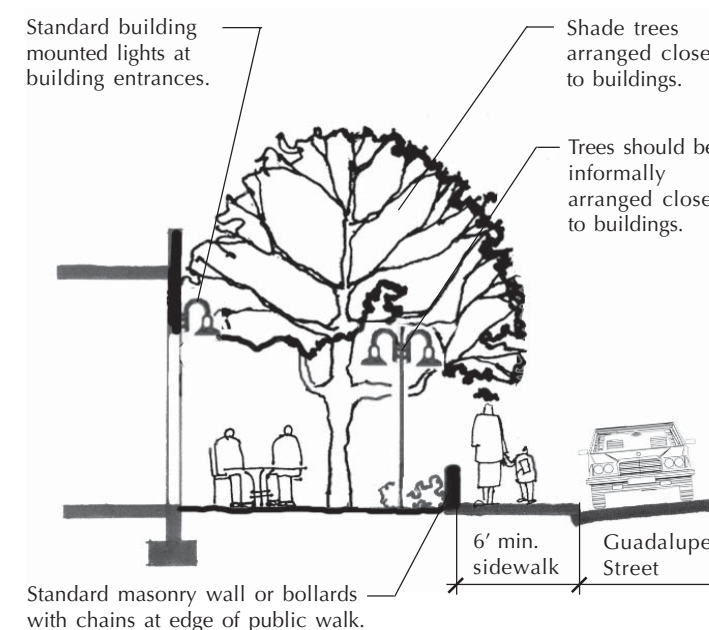
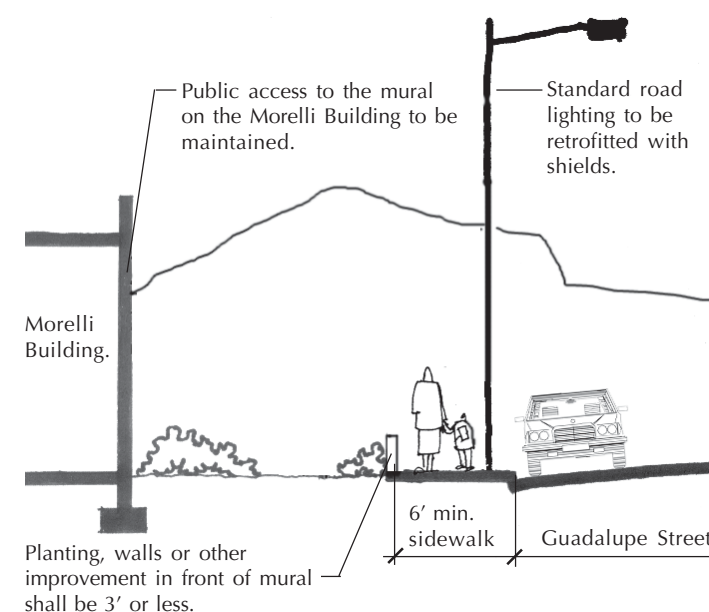


Figure VII-5: Guadalupe Streetscape / Plan and Section



Guadalupe Streetscape

The Guadalupe Streetscape is the link to the urban context of the Guadalupe Business Area. The streetscape characteristics of the Guadalupe Business Area are the model for the Guadalupe Streetscape. A primarily early twentieth century mercantile area, the streetscape is simple and utilitarian.

Design guidelines for the Guadalupe Streetscape are:

- Any trees or permanent improvement taller than three feet to the east of the Gross Kelly Co. Warehouse shall be carefully reviewed to preserve the view corridor from Guadalupe Street to the south end of the Santa Fe Depot.
- Public access shall be maintained to the mural on the Morelli building. Plants and walls less than three feet high may be used in front of the mural.
- Paving shall be plain or neutral earth tone colors.
- Streetscape vegetation is within lease lots and protected from the public ways by short walls or bollards with chains.
- Trees are clustered toward the buildings and not uniformly spaced on the street.
- City of Santa Fe street lights along the Guadalupe Streetscape should be retrofitted with shields to make them compliant with City of Santa Fe and State of New Mexico light control policies i.e. Dark Skies.
- Pedestrian scaled light fixtures shall be installed between the existing city street lights.

See *Landscape Materials matrix* for specific materials allowed.



CAMINITO ~ LANDSCAPE CROSS-SECTION

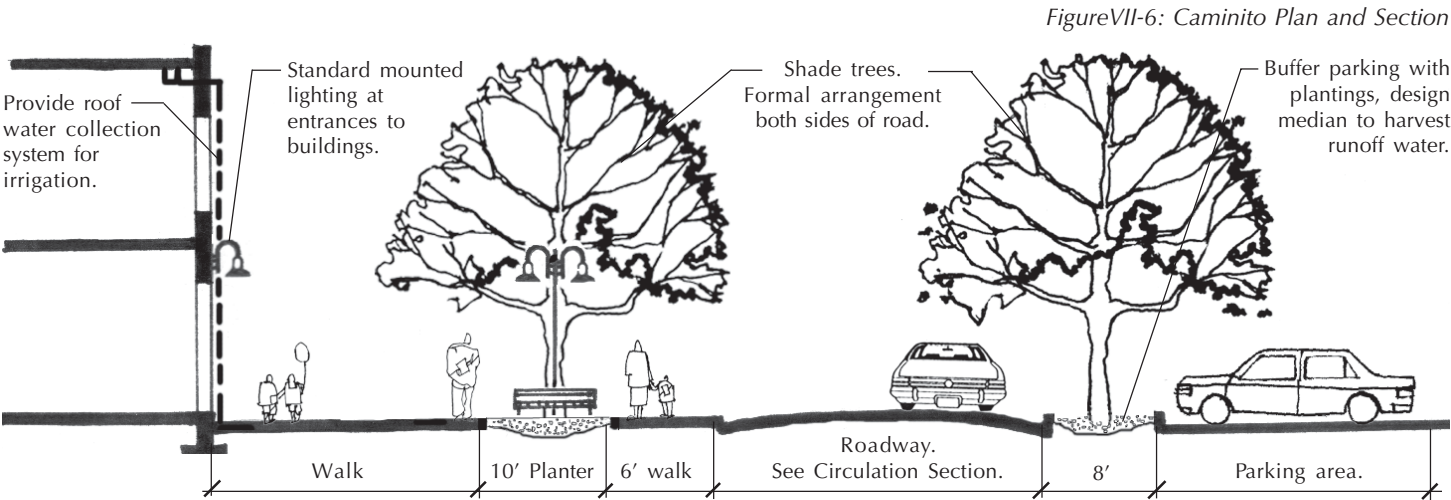


Figure VII-6: Caminito Plan and Section

Caminito / North Railyard

The North Railyard Caminito is the neighborhood connection. They are walking streets that engage pedestrians and bicyclists from the edges of the Railyard to the interior, and provide narrow vehicular routes to the core. The Caminitos in the North Railyard are closed to traffic when the train is moving in the railyard.

Design guidelines for the Caminito are:

- A formal arrangement of trees along both sides of the caminito to provide a shady pedestrian friendly route for neighborhood residents to walk into the Railyard.
- Wide sidewalks are provided to emphasize the pedestrian nature of the Caminito.
- Paving shall be plain or neutral earth tone colored concrete.
- Streetscape planting is primarily to buffer parking from view.
- Pedestrian scaled light fixtures shall be installed in the streetscape
- Small seating areas should be provided along the street near building entrances.

See Landscape Materials matrix for specific materials allowed.

Baca Area Entrada

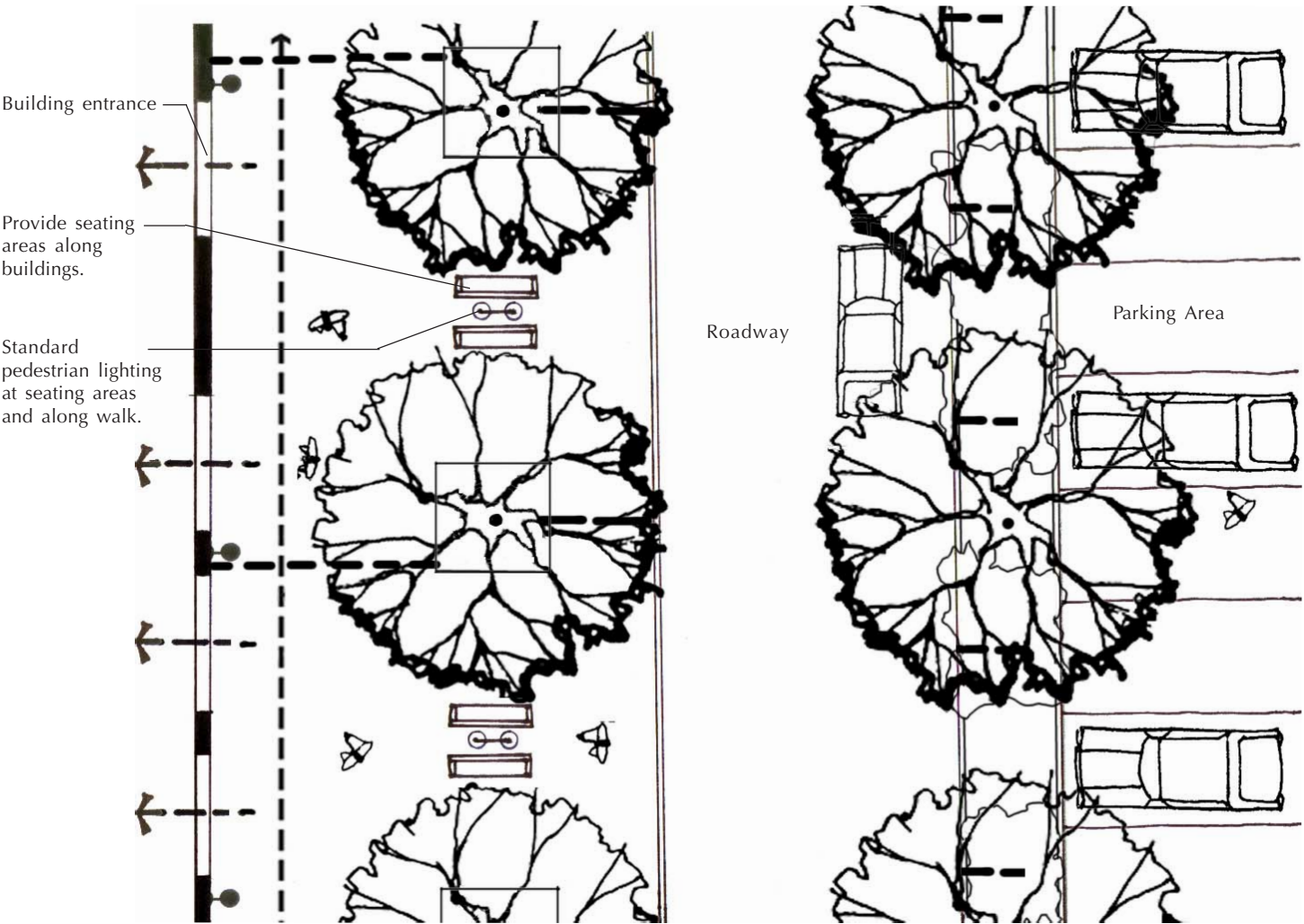
The Baca Entrada is a Caminito - it is the neighborhood connector. Additional roles it plays in the Baca area are

- entry road to the Baca Area
- open space edge at the PNM site to the northwest

Design guidelines for the Baca Caminito are:

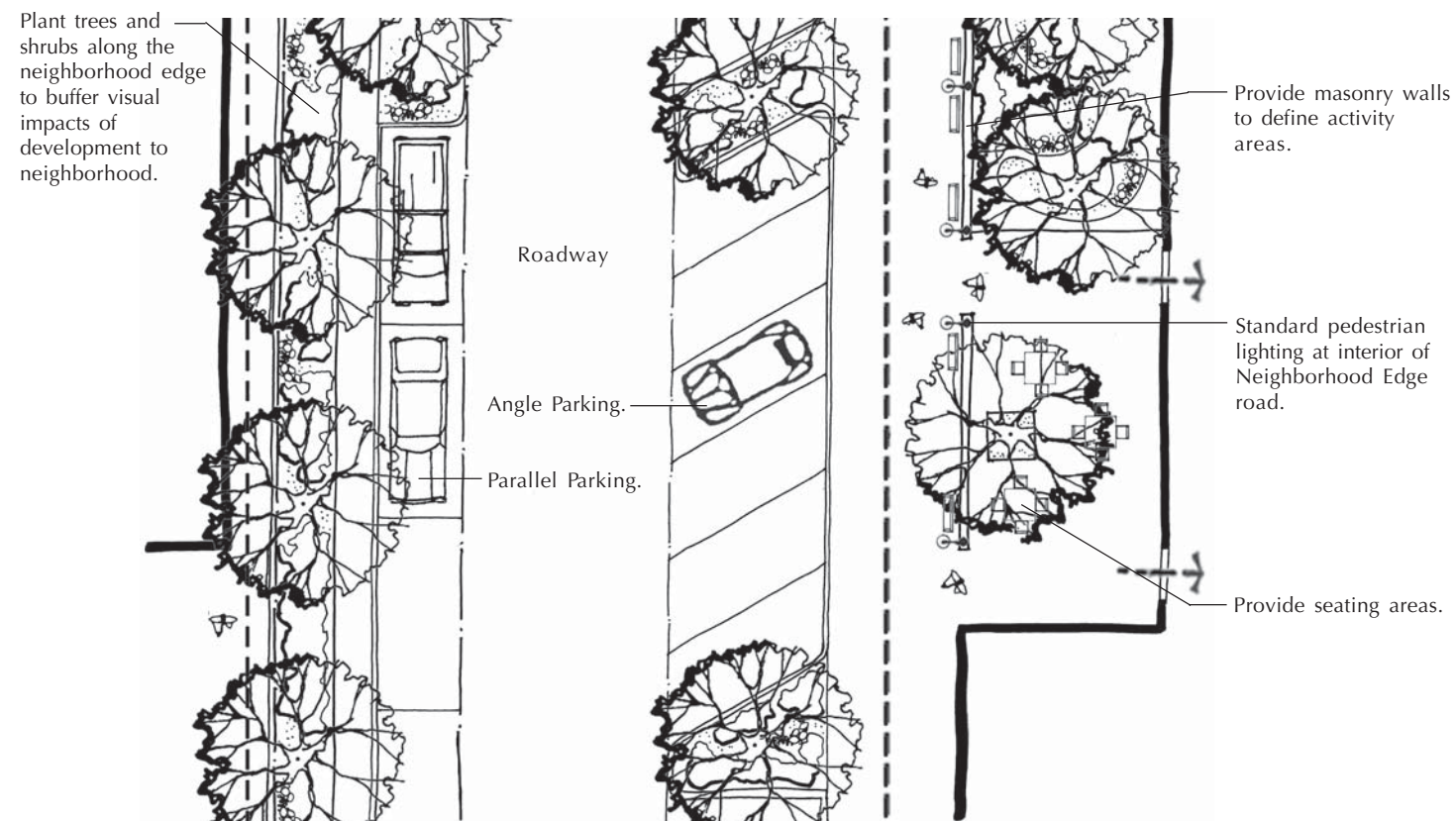
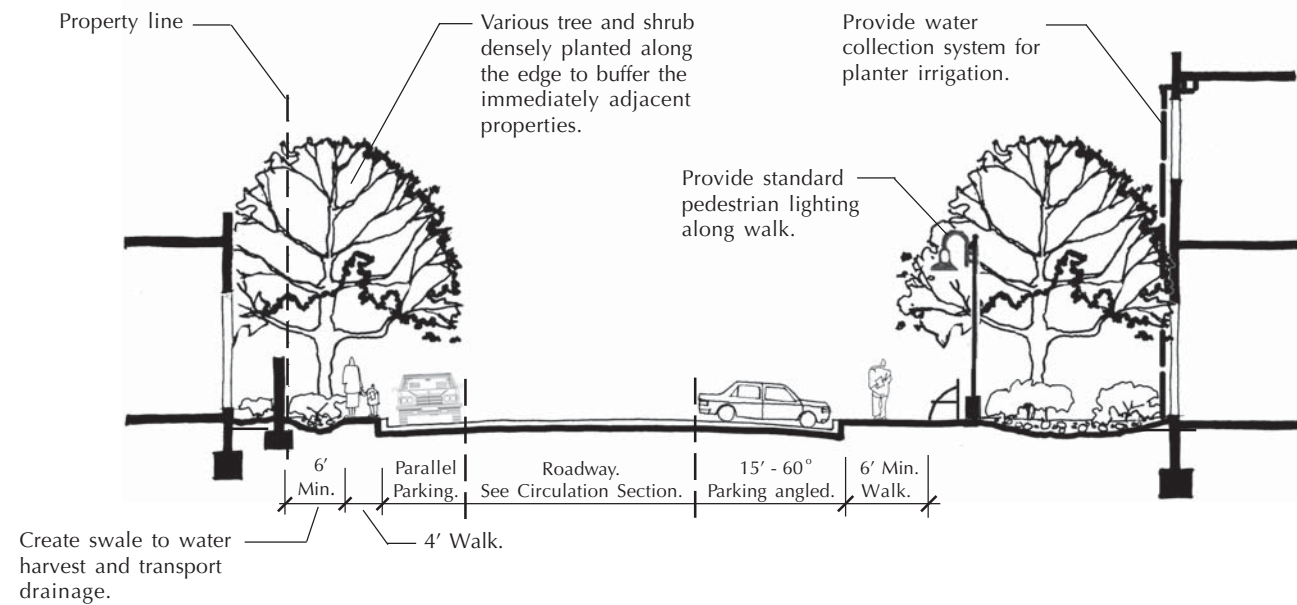
- A formal arrangement of trees along both sides of the caminito to provide a shady pedestrian friendly route for neighbors to walk into the Baca Area.
- Five foot wide sidewalks are on both sides of the street to provide a pedestrian emphasis to the Caminito improvements.
- Paving shall be plain or neutral earth tone colored concrete.
- Streetscape planting is primarily to buffer parking from public view.
- Pedestrian scaled light fixtures shall be installed in the streetscape

See Landscape Materials matrix for specific materials allowed.



NEIGHBORHOOD EDGE ~ LANDSCAPE CROSS-SECTION

Figure VII-7: Neighborhood Edge Plan and Section



North Railyard Neighborhood Edge

The Neighborhood Edge is a buffer zone to protect the neighborhoods. It is also a long term potential to allow immediately adjacent properties that will be impacted by development of the Railyard to become involved in the activity on the railroad.

Design guidelines for the North Railyard Neighborhood Edge are:

- Plant densely along the exterior edge to create a green break to the neighborhood. Planting is to be a variety of street trees and large shrubs.
- A water harvesting and drainage cobbled swale also remarks the edge of the property. The swale should be designed to slow and infiltrate water into the ground. Specific soils engineering data should be confirmed before final design.
- Paving shall be plain or neutral earth tone colors.
- Vegetation that is on lease lots can be protected from the public walks by short walls or bollards with chains.
- Street trees in the parking medians planted with trees and dense and informally spaced along the street.
- Pedestrian scaled light fixtures shall be installed along the street edge on the interior side of the Neighborhood Edge road to avoid light spillover into the adjacent neighborhood properties.
- Medians along the road are to be designed with curb cuts and water harvesting features to collect road run off to water plants within the median.
- Tree planting locations when along the Alarid Neighborhood edge shall be coordinated with individual property owners on the adjacent lots in the neighborhood.

Baca Area Neighborhood Edge

The Baca Neighborhood Edge is almost identical to the North Railyard Neighborhood Edge except for the following items.

- Instead of a concrete walk on both sides of the street, one side may be a stablized soil trail.

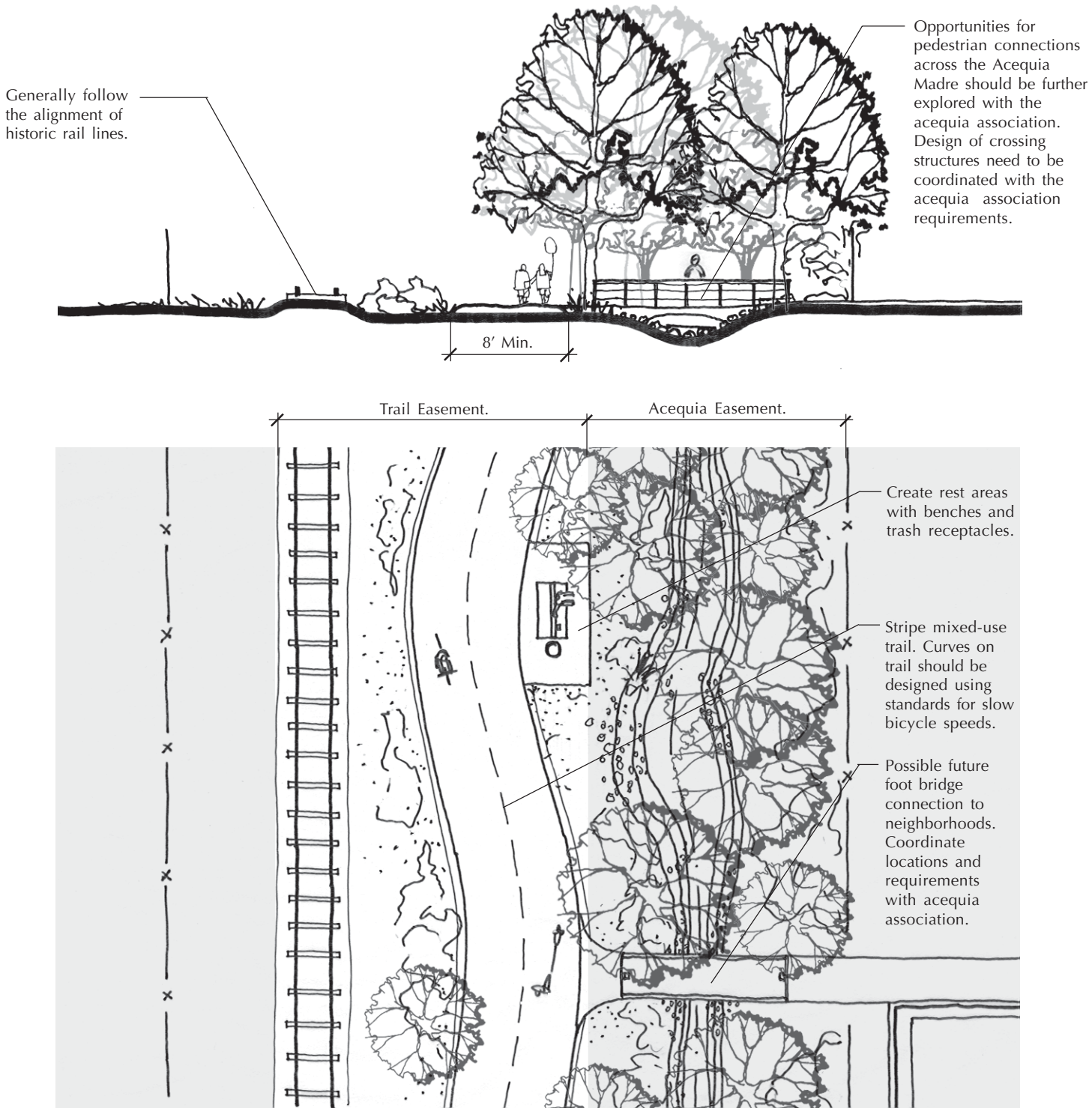
See Landscape Materials matrix for specific materials allowed.

See Landscape Materials matrix for specific materials allowed.



ACEQUIA TRAIL ~ LANDSCAPE CROSS-SECTION

Figure VII-8: Acequia Trail Plan and Section



The Acequia Trail

The Acequia Trail connects the Baca Area to the North Railyard. As part of the overall City wide trails network the Acequia Trail should be developed as an urban trail section with amenities to encourage use by a wide range of citizens--from families to elders, young and old, the able-bodied and the physically challenged.

Design guidelines for the Acequia Trail are:

- The trail should have rest areas along its length. The rest areas should have seating, trash receptacles, and some hallmark signage.
- The preferred paving is 4" concrete paving or a 2" asphalt on a 4" base couse.
- The trail is a mixed-use trail and should be marked down the middle for traffic separation of pedestrians and bicyclists.
- The landscape should be primarily the clean-up of the trail area and seeding of cool season native grasses under the existing elm trees.

Management Issue:

- City patrolling and community watch efforts and organizations should be in-place prior to the opening of the trail for public use. How safe and secure people feel about the trail will be a major determinant of whether or not it will be well used.

See Landscape Materials matrix for specific materials allowed.

Acequia Discussion

When the City of Santa Fe purchased the Railyards in 1995, it appeared to include a long narrow strip of land to the west of the New Mexico School for the Deaf. Instead the land had a rever-sionary clause on it, which returned that land and a triangular piece of land at the St. Francis/Cerrillos intersection to the School for the Deaf as the original owner. A trail easement was instead established west of the School along the historic rail line and agreed to by both parties.

In, 1998, the School for the Deaf and the City of Santa Fe negotiated a change in the alignment of a portion of the trail easement. That change is reflected in the Master Plan maps as a jog in the path near the former B.F. Young school. The realignment crosses the Acequia Madre twice in that area.

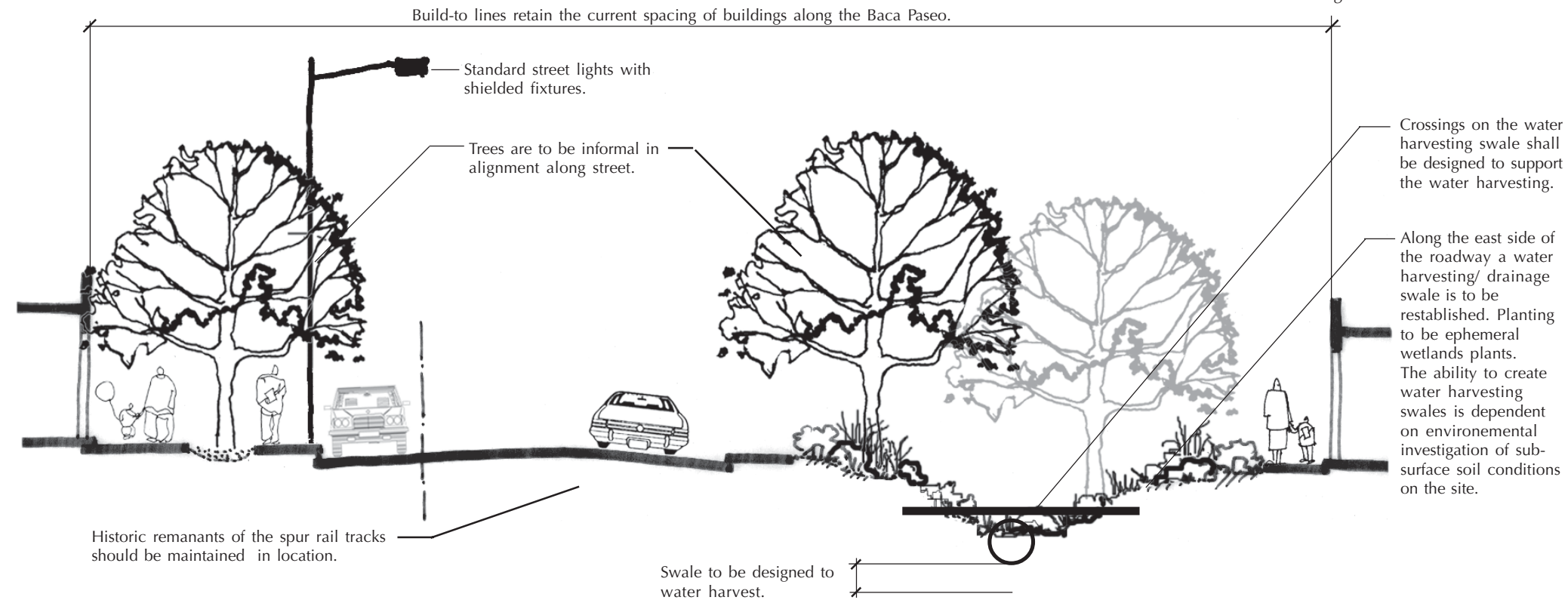
The realignment negotiations did not include the review or agreement to the crossings with the Historic Acequia Association which manages the Acequia Madre and has legal rights related to crossings on the acequia. Thus, further discussions are needed to obtain the association's approval and to define the development standards for crossings of the acequia.

Those negotiations will require the collaborative efforts of the City, the School for the Deaf, and the Historic Acequia Association. Preliminary discussions have been conducted between the City and the Historic Acequia Association to advance this discus-sion.



BACA PASEO ~ LANDSCAPE CROSS-SECTION

Figure VII-9: Baca Paseo Plan and Section



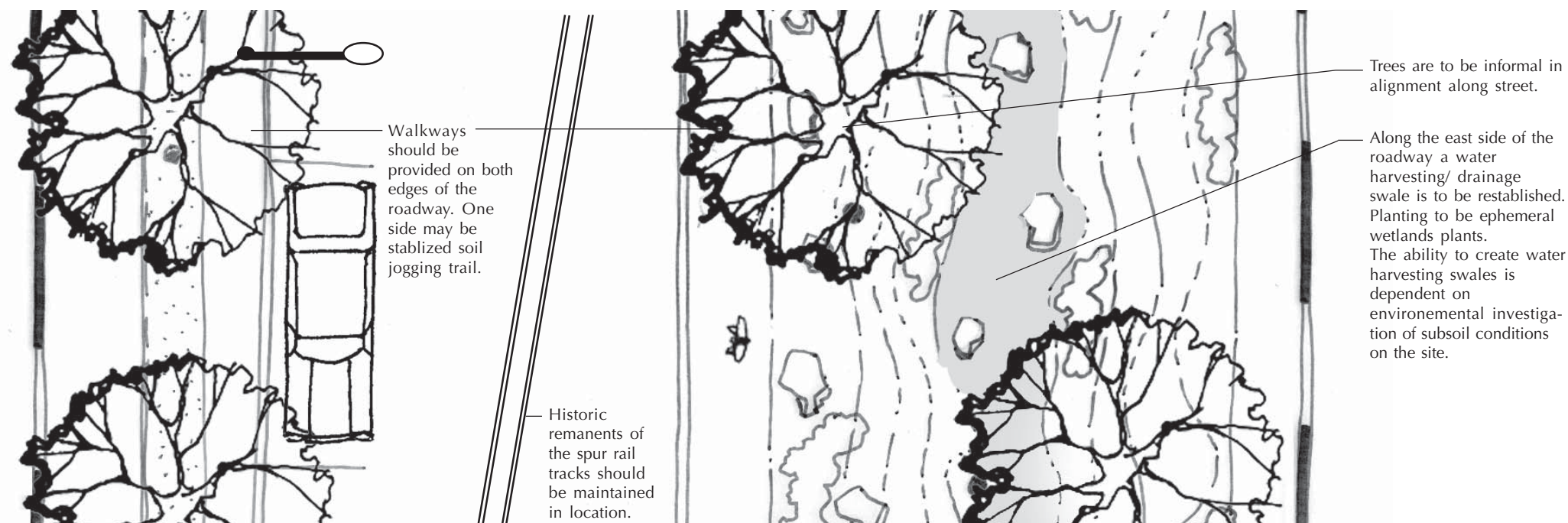
Baca Paseo

The Baca Paseo articulates the character of the Baca Area as a more rural setting.

Design guidelines for the Baca Paseo are:







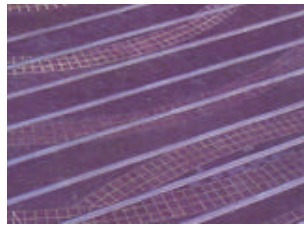

- Establish build-to lines based on existing buildings along the Baca Paseo to retain the current relationship of the buildings to the road.
- Along the east side of the roadway a waterharvesting/ drainage swale is to be reestablished. Planting to be ephemeral wetlands plants. The ability to create water harvesting swales is dependent on environmental investigation of subsoil conditions on the site.
- Trees are to be informal in alignment along the street.
- Walks shall be provided on both edges of the roadway. One side may be a stabilized soil jogging trail.
- Walkways should be provided on both edges of the roadway. One side may be stabilized soil jogging trail.

See Landscape Materials matrix for specific materials allowed.



PAVING

Table VII-1: Paving Materials Matrix

Paving Materials			PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE
Concrete poured in place integral color.														
Concrete with brick accent.														
Brick color may not match brick at Santa Fe Depot.														
Specialty Paving any variety of specialty paving finishes may be used in the context of an overall art design.	 	 												

Paving Materials

Due to the large scale of the Railyard urban spaces, paving will often be the most dominant landscape element in an area. The quality and design of the paving will affect how people use and enjoy the site.

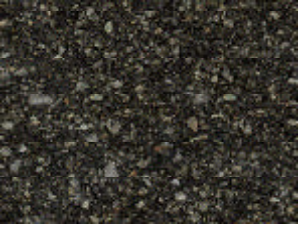


The design goal of a rugged, gritty, authentic landscape has resulted in the following concepts for paving in public areas of the site.

- Plain gray or lightly colored concrete shall be the primary paving material on most walks on the site.
- Brick pavers may be used as accents in streetscape walks.
- Brick pavers as a primary paving material may be used in the Railyard Plaza, the Alameda, Paseo art Corridor, or the Multi-modal Center.
- The color of new bricks must be visually different from the historic brick at the Depot in order to protect the integrity of the history passenger loading area. A dense, fired, full size paver shall be use.
- Brick paving shall be installed to accommodate loaded truck traffic. Subgrades shall be engineered.
- In the Paseo Corridor a variety of specialty paving finishes may be used in the context of an overall art design. The finishes should be highly durable and have a sense of hand crafting. Colors may be bright, but the overall effect should compliment the general utilitarian sense of the paving of the site.
- Temporary pavement art is also allowed in the Paseo Art Corridor.
- Non-granite natural stone paving materials may not be used in any area where vehicular traffic may occur.
- In private tenant areas not accessible to the public, any paving materials may be used.









- Concrete is preferred for paving the Acequia Trail. Asphalt is an acceptable secondary choice trail pavement if heavy maintenance vehicle use may be prevalent. Stabilized soils may be used in the initial interim phase if necessary.
- Interlocking pavers are encouraged as permeable surface in parking lots. The substructure shall consider virtified shale aggregates to increase stormwater flow detention capabilities.

Table VII-2: Paving Materials Matrix (Continued)

Paving Materials												
	PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE
<div>Asphaltic Concrete</div> <div>standard or permeable.</div> <div></div>												
<div>Interlocking Concrete Paver</div> <div>permeable style, color to coordinate with new brick colors.</div> <div></div>												
<div>Stablized Soil</div> <div>permazyme soil stabilizer.</div> <div></div>												

SITE FURNISHINGS

Table VII-3: Site Furnishings Matrix

Site Furniture													
BENCHES		PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE
BICYCLE RACKS													
<div><div>Standard Metal Bench A</div><div>Lune Metal Products Ltd. Bench Model: 33115 Series Material: Steel Color: Black</div><div></div></div>													
<div><div>Standard Metal Bench B</div><div>Victor Stanley, Inc. Model: Zig Zag NRB / NRB 4 Material: Steel Color: Black</div><div></div><div></div></div>													
<div><div>Unique Bench</div><div>special benches designed within the context of an overall art design. Materials: No wood.</div><div></div></div>													
<div><div>Standard Bicycle Rack</div><div>Madrax UT 160-6-P Material: Steel Color: Black</div><div></div></div>													
<div><div>Unique Bicycle Rack</div><div>special bike designed within the context of an overall art design. Material: Steel Color to compliment overall art design.</div><div></div></div>													

Site Furnishings Guidelines

Site furnishings provide the human amenities of a site-- places to sit, get a drink of water, park a bike, wait for the bus and wayfind on the site. The site wide use of site furnishings can do much to unify and enhance the visual quality of the Railyard.

- Site furnishings options are provided to avoid a too uniform landscape treatment in the Railyard. Color and material standards are used to unify the site elements.
- Standard site furnishings are to be primarily steel construction for the rugged durability, low maintenance and as an expression of the utilitarian nature of the Railyard.
- The unifying color for the standard site furnishings shall be black.
- In the Paseo Corridor, opportunities for uniquely designed site furnishing is allowed in the context of an overall art design.
- Standard site furnishing if used in the Paseo Cooridor may be a color to compliment the overall art design of the area.

Benches

- Locate benches in shaded areas when possible.
- Install benches on paved level surfaces. Provide a clear access to the seating area and avoid conflicts between bench users and pedestrians. A flat paved surface that is a minimum of 5 ft. wide and 5 ft. deep shall be provided next to each bench location for wheelchair access.
- Benches should be 5 ft. long (minimum) and have a epoxy or baked finish or other long term durable finish.



Table VII-4: Site Furnishings Matrix (Continued)

Bike Racks

- Locate bike racks near entrances to every building.
- Install bike racks on paved level surface that is a minimum of 6 feet deep and 5 feet wide for a single rack. When cluster use 3 feet width for each rack.
- Bike racks should be placed where visible and out of the pedestrian walking paths.
- Bike racks should be black in color except in the Paseo Corridor where it can be a color that compliments the overall design concept of the area.

Bollards

- Standard spacing should be 6 feet on center.
- Install bollards to withstand minor vehicle impacts. Engineer footings if necessary.
- Where emergency access is needed, bollards should be removable style.
- Concrete bollards should be a minimum of 14" in diameter.
- Steel bollard should be black in color except in the Paseo Corridor where it can be a color that compliments the overall design concept of the area.
- Lighting bollards should be used where bollards and low level lighting would be advantageous.

Drinking Fountains

- Locate drinking fountains only in areas with high potential for frequent use or in community event locations such as the Plaza, the Multi-Modal Center or the Railyard Park.
- Install the drinking fountain with either a winter drain line or a small drainage field for overflow water.
- Drinking fountains shall include a handicap accessible spigot.
- Drinking fountain should be black except in the Paseo Corridor where it can be a color that compliments the overall design concept of the area.










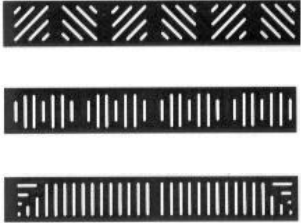

Site Furniture													
BOLLARDS		PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA/ CAMINITO	CERRILLOS EDGE
DRINKING FOUNTAINS													
Standard Steel or Concrete Bollard													
Unique Bollard													
Lighting Bollard													
Standard Drinking Fountain Most Dependable Fountains Model: 440 DB	 												
Unique Drinking Fountain	 												

Table VII-5: Site Furnishings Matrix (Continued)

Site Furniture												
TRASH RECEPTACLES												
FENCE												
TREE GRATES												
HANDRAIL												
Standard Trash Receptacle Victor Stanley Inc. Model: SD-42												
Safety Separation 42 inches in. ht.												
Standard Iron Tree Grate (circular) 5-6 ft. diameter with a minimum 12 in. opening												
Standard Iron Trench Grate Standard 8 in. wide with 1/2 in. slot.												
Standard Handrails Guardrails												

Trash Receptacles

- Trash receptacles should be freestanding, 32 gallon size, and steel construction.
- In open areas, trash receptacles must be secured to ground.
- Trash receptacles should have flat or domed lids to guarantee containment.
- Provide plastic liners to facilitate trash recollection.
- Trash receptacles should be black except in the Paseo Corridor where it can be a color that compliments the overall design concept of the area.
- Trash receptacles shall be the same in all areas of the site.

Safety Separation

- Use to separate pedestrians from the rail lines. To be placed a minimum of 10 ft. from edge of rails.
- Design to be removed temporarily when equipment is needed to repair tracks.

Grates

- Tree grates shall be cast iron, black color, and a minimum of five feet in diameter with a minimum 12” tree trunk opening.
- If in an area of high pedestrian traffic, the grate slots shall be heel safe and bolted to grate frames.

Handrails/Guardrails

- Use handrails and guardrails where required and appropriate.
- Fabricate handrails and guardrails of minimum 1.5” diameter steel pipe.
- Handrails and guardrails related to tenant buildings are to be designed to compliment the intent of the building design.



Table VII-6: Site Furnishings Matrix (Continued)

Walls

- Walls are to be designed to compliment the adjacent structures.
- Minimum 3 ft. ht. masonry landscape walls shall be used to screen parking along Guadalupe Street.
- Masonry landscape and seat walls may be used to create small amenity areas immediately adjacent to tenant buildings.
- Walls taller than 3 feet need design review by the lease manager before construction.
- Lot perimeter walls or fences on tenant parcels are not allowed in the North Railyard. In the Baca Area Lot perimeter fencing is limited to side and back lot lines.

Site Signage

- A design competition for imagery of a hallmark sign for the Railyard is recommended. The image should be related to the Railyard history, easily identifiable, effective in application as signage, logo, printing watermark, and imagery.
- Hallmark signs to be fabricated in metal, pole mounted, and finished in durable high quality metal paint finish or natural metal finishes.
- Hallmark signs shall be used at street edges of project and at bus stops.
- Signage colors shall compliment adjacent site elements.
- Directional signage shall be simple forms constructed of metal, color shall be black, plus 1 or 2 accent colors.
- Sign logos and text may be internally illuminated as long as lamp is not visible and does not glare.
- Historic Interpretive Signage shall be located and developed in conjunction with an interpretive signage plan created for the site. The materials shall be a metal structure in black with 1 or 2 accent colors. It may have galvanized metal accents.








Site Furniture												
WALLS												
SITE SIGNAGE	PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE
Masonry Landscape Wall, Stucco finish / 3 ft. ht. 												
Masonry Seat Wall, Stucco wall / 16 Inches ht. 												
Hallmark Sign 												
Directional Signage 												
Historic Interpretive Signage 												

Table VII-7: Site Furnishings Matrix (Continued)

Site Furniture														
PLANTERS			PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE
BUS STOP SHELTERS														
KIOSKS														
Planter														
														
Standard Bus Stop Shelter, Landscape Forms, Model: Kaleidoscope Modular System														
Unique Bus Stop Shelter. (Alternate concept)														
														
Shade Structure / market stalls The shade structure / market stalls in a single feature along the Alameda west of the Central Market.														

Planters

- In the public areas, movable planters as shown in the examples can be used for traffic or access control for temporary or seasonal activities.
- Possible types of planters include.
 - Galvanized metal water troughs
 - Wooden barrels
 - Industrial looking containers
- In private tenant areas, the tenant may use any planter type.
- Shall be located outside of pedestrian traffic areas.

Bus Stop Shelters

- The Railyard bus shelters are intended to be a signature image for the Railyard. We recommend that a design competition be held to develop a unique bus shelter design for the site.
- The Railyard bus shelter should be fabricated from metal; color shall be black with 1 or two color accents that are coordinated with the hallmark signage colors. The shelter designs should be distinctive and relate to the Railyard as a theme.
- If a Railyard bus shelter is not done as a design competition, the standard bus shelter can be used.
- Bus shelters locations shall have at a minimum:
 - Bench
 - Wind protection
 - Trash receptacle
 - Bicycle rack
 - Night lighting (solar powered would be preferred)
 - Display board for schedules and routes.

Shade Structure

- The Railyard shade structure is a unique long shed structure proposed west of the Central Market site. Its function is to help protect the view shed to the Sangre de Cristo Mountains by providing shade for pedestrians and avoiding trees that would obscure the views over time. Its width, length and height should be comparable to the existing Wholesale Builders Supply shed structures
- The shade structure shall be fabricated from metal, with simple galvanized roofing, the architecture should be in keeping with concerns from historic review to avoid a dominating design or style for the structure.



Lighting

- Exterior lighting at the Railyard shall adhere to light control ordinances of the City, the State of New Mexico Night Sky Protection Act, and IESNA standards for exterior lighting. The following are general lighting levels for site illumination design.

Pedestrian Areas	Luminance Average (fc)
Commercial area	1.0
Intermediate	.06
Pedestrian ways	.05

- Historic or replicated historic styles for lighting fixtures are prohibited in the Railyard.
- Standard pedestrian pole light fixtures shall be hook or goose neck with simple circular drop shades style, fabricated in metal in black or neutral color.
- Wall mounted light fixtures shall be shielded and compatible simple styles to the standard pole light fixtures.
- High Intensity Discharge (HID) and metal halide lamps are not allowed for use in the Railyard.
- Where City street lights exist, they are to be retrofitted for lamp shields. Between the street light fixtures, standard pedestrian pole lights shall be installed to improve the light levels and safety for walking traffic.
- Unique lighting opportunities should be explored for the Paseo Corridor and the Plaza. Maintenance of temporary light installations in the Paseo Corridor shall be the responsibility of the sponsoring party.

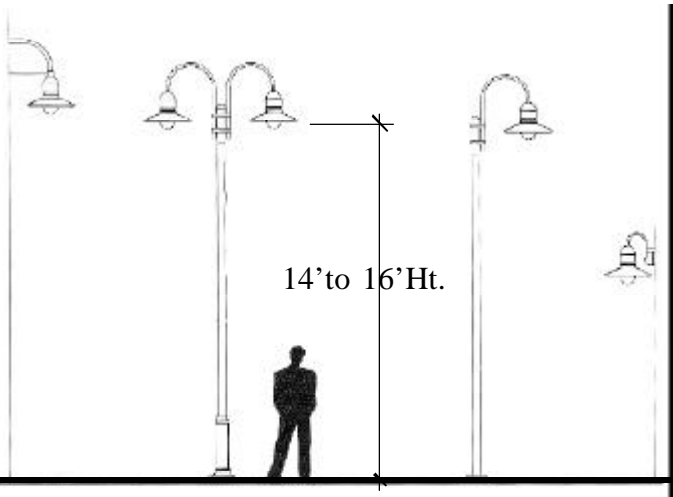









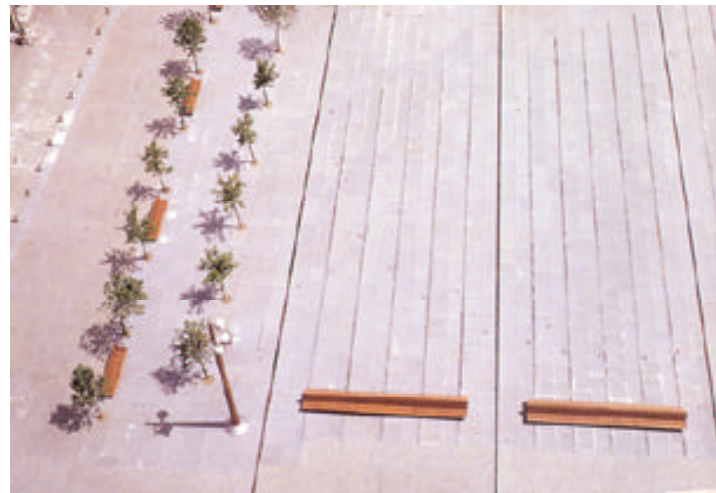


Table VII-8: Site Furnishings Matrix (Continued)

Site Furniture												
LIGHTING	PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE
Standard Street Lighting 												
Standard Pedestrian Lighting  												
Building Mounted Lighting (See Architectural Standards)   												
Unique Lighting   												

RAILYARD PLAZA ACTIVITIES



Social Activities



Cultural expression



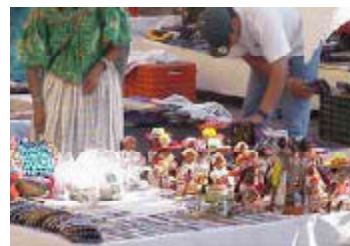
Painting - Art expression



Chalk Painting - Art expression



Arts and Crafts



Temporary Kiosks



Open Air Cinema - Nocturnal Activity



Paseo Corridor Activities



Front Space to Street engaged with art



Southwest Native Symbolism



Ice Sculpture - Ephemeral Art



Figure VII-9: Plant List Matrix

PLANT MATERIAL

Botanic Name	Common Name	PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE	WETLAND AREA
DECIDUOUS TREES														
Fraxinus americana 'Autumn Purple'	Autumn Purple White Ash													
Fraxinus pennsylvanica	Green Ash													
Gleditsia triacanthos 'inermis' 'Shademaster'	Shademaster Honey Locust													
Platanus x. acerifolia 'Bloodgood'	Bloodgood London Planetree													
Populus acuminata	Lanceleaf Cottonwood													
Salix amygdaloides	Peachleaf Willow													
EVERGREEN TREES														
Pinus edulis	Pinon Pine													
Pinus ponderosa	Ponderosa Pine													
FLOWERING TREES														
Acer ginnala	Amur maple													
Amelanchier alnifolia	Saskatoon Serviceberry													
Celtis occidentalis	Common Hackberry													
Cercis occidentalis	Western Redbud													
Crataegus crusgalli 'inermis'	Thornless Cockspur Hawthorne													
Crataegus phaenopyrum	Washington Hawthorn													
Malus 'prairifire'	Prairiefire Crabapple (Purple-leaved)													
Prunus maackii	Amur Chokecherry													
FLOWERING TREES CONTINUED...														
Pyrus calleryana 'Chanticleer'	Chanticleer Bradford Callery Pear													
Robinia pseudoacacia 'Purple Robe'	Purple Robe Locust													

PLANT LIST

The plant palette is meant to be used in the context of the Landscape Cross Sections and design concepts for different areas of the site.

Similar to the other elements of the Urban Open Space, the concept of the plant palette for the Railyard is to maintain a gritty rough quality. The vision is to avoid a rigid urban street tree pattern. Although within an area, trees and shrubs may be ordered and patterned, that same palette would not be repeated over and over.

The plants palette has been selected based on use, durability, hardiness and drought-tolerance. Alternates are shown for each zone to allow future design flexibility in choice of materials.



Figure VII- 10: Plant List Matrix (Continued)

Plant List														
Botanic Name	Common Name	PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE	WETLAND AREA
DECIDUOUS SHRUBS														
Berberis thumbergii atropurpurea	Red-leaved Barberry													
Caryoperis x. clandonensis 'Blue Mist'	Blue Mist Shrub													
Chaenomeles speciosa	Flowering Quince													
Chrysothamnus nauseosus nauseosus	Dwarf Chamisa													
Cornus stolonifera	Red Osier Dogwood													
Cornus cericea 'Ilanti'	Isanti Dogwood													
Cowania mexicana	Cliffrose													
Fallugia paradoxa	Apache Plume													
Potentilla fruticosa 'Gold Drops'	Gold Drops Shrubby Cinquefoil													
Prunus americana	Wild Plum													
Rhus aromatica 'Gro-low'	Gro-low Dwarf Sumac													
Rhus trilobata	Three-leaf Sumac													
Ribes alpinum 'Aureum'	Yellow Flowering Currant													
Rosa foetida 'bicolor'	Austrian Copper Rose													
Rosa woodsii	Wood Rose													
Santolina chamaecyparissus	Lavender Cotton													
Bouteloua gracilis	Blue Grama													
Buchloe dactyloides	Buffalo Grass													
Oryzopsis hymenoides	Indian Ricegrass													



Figure VII-11: Plant List Matrix (Continued)

Plant List														
Botanic Name	Common Name	PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE	WETLAND AREA
DECIDUOUS SHRUBS CONTINUED...														
Sheperdia canadensis	Russet Buffaloberry													
Spiraea nipponica 'Snowmound'	Snowmound Spirea													
Spiraea vanhouttei	VanHoutte Spirea													
Symphoricarpus albus	Snowberry													
Syringa spp.	Lilac Hybrids													
Syringa x. persica	Persian Lilac													
Viburnum spp.	Viburnums													
EVERGREEN SHRUBS														
Cercocarpus intricatus	Curleaf Mountain Mahogany													
Cercocarpus ledifolius	Littleleaf Mountain Mahogany													
Chamaebatiaria millefolium	Fernbush													
Juniperus spp.	Juniper													
Mahonia aquifolium 'Compacta'	Compact Oregon Grape													
Mahonia aquifolium 'Repens'	Creeping Mahonia													
Pinus mugho	Mugo Pine													
GRASSES														
Agropyron smithii	Western Wheatgrass													
Andropogon scoparium	Little Bluestem													
Bouteloua curtipendula	Sideoats Grama													



Figure VII-12: Plant List Matrix (Continued)

Plant List														
Botanic NameCommon Name		PLAZA	ALAMEDA	PASEO CORRIDOR	MULTIMODAL CENTER	GUADALUPE STREETSCAPE	CAMINITO	NEIGHBORHOOD EDGE	ACEQUIA TRAIL	PARKING AREA	BACA PASEO	BACA ENTRADA / CAMINITO	CERRILLOS EDGE	WETLAND AREA
HERBACEOUS EMERGENT VEGETATION														
Juncus effusus	Soft Rush													
Scripus cyperinus	Wool Grass													
Scripus fluviatilis	River Bulrush													
Scripus validus	Soft Stem Bulrush													

