



THE GRAN QUIVIRA

REDEVELOPMENT OF THE
HISTORIC HARVEY HOUSE
IN CLOVIS, NEW MEXICO

Prepared for Clovis Mainstreet
May 30, 2006



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**prepared by New Mexico MainStreet Program
Economic Development Department**

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THE SIGNIFICANCE OF THE RAILROAD IN CLOVIS

Clovis owes not only its name, but its very existence to the Atchison, Topeka & Santa Fe Railway.

Clovis was an Important Railroad Hub

Established in 1907 by the railroad, Clovis is significant not only as an important division point in the railroad network in New Mexico, but also for its role as a connection point in early transcontinental rail to air travel.

Clovis' Historic Fabric is Underutilized

The railyard is both the origin and heart of Clovis, anchoring its downtown district. Both downtown and the railyard contain many attractive yet underutilized historic properties. These include the Gran Quivira, Clovis' historic Harvey House. The Harvey Houses were integrally tied to the Santa Fe Railway, providing food and lodging, which could be scarce in the West, for the railroad's passengers.

The "Only Good Place in Town to Eat"

The Gran Quivira was also important to Clovis' residents. Weddings and other important occasions were celebrated in its grand dining room. In the 1950s and 60s, it was "the only good place in town to eat" according to local residents.

The Gran Quivira as a Redevelopment Catalyst

The railyard is seen by many as a potential starting point for redevelopment in the city. The Gran Quivira, xxx thousand square feet with its dramatic arched facade, craftsman style wall tile, stenciled doors and romantic quatrefoils still intact, is the heart of the railyard, and the potential catalyst for redevelopment in the railyard.

THE GRAN QUIVIRA: A NEW BEGINNING

Most development is occurring in the north side of Clovis. This trend has had a negative impact on Clovis' main street.

An Incremental Approach

The incremental approach, used with much success by the MainStreet program in other cities, will allow for the Gran Quivira to act as a catalyst for redevelopment in the downtown area.

Market Potential in Clovis

Clovis is a regional hub in the area for retail and medical services and a launching point for regional industrial processing. Though it is growing slowly, it is growing. There is a strong retirement market. With the downsizing of Canon Air Force Base, it is critical to attract investment from outside the community and increase tourism.



REDEVELOPMENT OPTIONS

The process of determining needs and visions for the Gran Quivira has already begun with a core team of committed local residents, who understand the needs and realities of Clovis, and professionals who understand the reality of market forces.

Phased Renovations

The result of the process of identifying redevelopment options is the idea that Clovis may not be able to immediately absorb 25,936 square feet of real estate, so renovations of the Gran Quivira should be phased.

Phasing

The first two phases of redevelopment have been identified:

- Farmer's Market, parking, landscape and exterior upgrades
- Test kitchen, restoration of existing arcade, interior retail and event rental space



THE RAILROAD DISTRICT

Unlike many historic railyards in New Mexico, the railyard in Clovis retains many buildings which are representative of the golden era of railroad travel. The railroad depot, Harvey House hotel/dining room, division office building, as well as the "Be Safe" sign rescued from the freight depot, remain. Clovis continues to function as a working railyard, making use of its classification tracks which are still used to reconfigure trains.



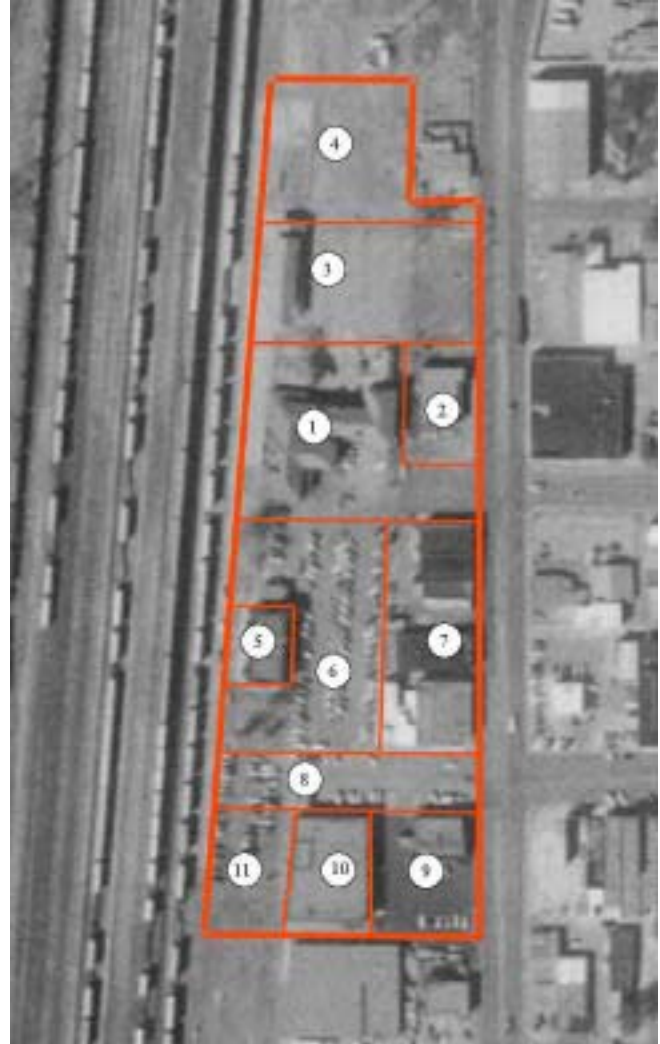
LIST OF PROPERTIES

The Railyard district is divided into eleven areas:

1. Gran Quivira Harvey House
2. Ice House
3. Railroad Depot (Model Train Museum)
4. Vacant land
5. Division Office Building
6. Parking Lot for Division Office Building
7. First Street Commercial properties (Creamery)
8. Main Street (including "Be Safe" sign)
9. Credit Union
10. Brick Warehouse
11. Railroad worker parking lot

Of these eleven areas, the Gran Quivira Harvey House, the ice house, the railroad depot, the division office building, the "Be Safe" sign at the end of Main Street, the brick building at the corner of Main and First Streets and the brick warehouse are older properties that likely are eligible for historic designation.

SITE PLAN



1. GRAN QUIVIRA HARVEY HOUSE



History

Built in 1909 or 1910, the Gran Quivira was designed by Myron Church, who also designed the adjacent railroad depot. It was built by the Santa Fe Railway for the Fred Harvey Company, who operated the luxurious hotel and dining room. The Gran Quivira is named for the ruins of an American Indian pueblo and Spanish mission on the Belen Cutoff near Mountainair.

Current Use and Condition

Currently vacant and used by the Burlington Northern Santa Fe (BNSF) Railroad for storage, the Gran Quivira still retains much of its original material.

2. ICE HOUSE



History

The historic railroad ice house no longer exists. The ice house that is now used as Cheapo's Depot was the commercial ice house for Clovis; it was constructed some time after 1948, probably in the 1950s.

Current Use and Condition

The ice house is currently for sale. It is structurally sound, but needs a cosmetic update.

3. RAILROAD DEPOT (MODEL TRAIN MUSEUM)



History

Built in 1907, the railroad depot is one of eleven mission style depots designed by Santa Fe Railway architect Myron Church and built on the Belen Cutoff. All were 24 feet wide; the depot in Clovis is the longest type, befitting a Division Point, at 135 feet long. The floor plan consisted of a single waiting room, agent's office and freight room on the first level, second level living quarters (dormitory for railroad workers) with four rooms and a bathroom on both west and east wings.

Current Use and Condition

The depot houses the Clovis Depot Model Train Museum. Its exterior materials are original including the windows, doors, pebble-dash stucco and red, mission-style tile roof. The current paint scheme is borrowed from the 1950s. Changes include infill of the arches of the east-end open-air waiting room (in the 1920s); modern heating, cooling and plumbing; and some alterations in interior floor plan. The interior is in good condition and much original material remains.



4. VACANT LAND



History

The vacant land west of the railroad depot was where the REA (Railway Express Agency) was located.

Current Use and Condition

Though the REA was demolished long ago, the land is still owned by the railroad.

5. DIVISION OFFICE BUILDING (GENERAL OFFICE BUILDING)



History

The General Office Building was constructed in 1920 to provide offices for the Division Point personnel, including telegrapher, dispatcher, trainmaster, roadmaster, superintendent and clerks. The building is constructed in a simplified mission style with stucco finish and red-tile mansard roof.

Current Use and Condition

The masonry (brick or concrete) building consists of two stories plus a basement, currently used as offices for the Burlington Northern Santa Fe. The exterior is in good condition, however the original windows have been replaced with modern aluminum windows that are not appropriate. The interior has been completely

remodeled, with new doors, new windows, new ceilings, a new mechanical system and all new wall and floor coverings. It is plausible that the original materials (wainscots, flooring, etc.) remain beneath the new materials since it was common for the railroad to simply cover existing materials. There are some locations where existing wainscots are evident. Since new materials were added more recently, many probably contain asbestos.

6. PARKING LOT FOR DIVISION OFFICE BUILDING



History

North of the Division Office Building is a parking lot used by the building's staff. This was historically land owned by the railroad.

Current Use and Condition

The parking area is still owned by the railroad.

7. FIRST STREET COMMERCIAL PROPERTIES (CREAMERY)



History

The one-story, yellow-brick building on the corner of Main Street and First (100 S. Main) was formerly the Raton & Trinidad Creamery that was probably constructed near the railroad for freight purposes. It was built before 1936.



Current Use and Condition

Though the yellow brick remains, the creamery building has been extensively altered. Some windows are original, while others are new. The building has been reconfigured for new retail uses.

8. MAIN STREET (INCLUDING "BE SAFE" SIGN)



History

The "Be Safe" sign sat on top of Clovis' freight depot, once located at the end of Main Street. When the freight depot was destroyed, Clovis residents insisted that the railroad reinstall the sign, so it now sits in the same location.

9. CREDIT UNION



History

The Credit Union building is a recent building located at the corner of Main Street and First.

Current Use and Condition

The building is currently used as a credit union; its style is not compatible with the Mission Style railyard buildings or the historic brick commercial and warehouse buildings.

10. BRICK WAREHOUSE



History

The brick warehouse on Main Street was most likely built in the 1940s as indicated by the brick façade, steel window configuration; it appears in photographs from around 1945. It was probably constructed adjacent to the railroad tracks for freight reasons and is therefore a part of the railyard's historic fabric.

Current Use and Condition

The exterior of the one-story brick warehouse has probably not changed. The windows are original. The building is currently used for storage.

11. RAILROAD WORKER PARKING LOT



History

The railroad worker parking lot is south of the brick warehouse and east of the Division Office Building. Part of the parking lot occupies the space formerly the location of the freight depot.

Current Use and Condition

The railroad owns the parking lot, and currently uses it as overflow parking for railroad workers.



RAILROAD TOWNS IN NEW MEXICO

When the Atchison, Topeka & Santa Fe Railroad, the first in New Mexico, began construction in 1878, the territory was sparsely populated. Most towns were located along trade routes such as the Santa Fe Trail or along the region's primary source of water, the Rio Grande. Railroading transformed the territory; since railroads required stops for water, fuel and maintenance at regular intervals, new towns developed along the tracks. One such town was Riley, often referred to as Riley's Switch.

Though the name Riley was used by some for the first year, the railroad always called the stop Clovis, a name chosen either by the wife of Santa Fe Railway President Edward Payson Ripley or by the daughter of chief engineer James Dunn.

THE BELEN CUTOFF

The town was located on the Belen Cutoff route, constructed by the Atchison, Topeka & Santa Fe (known as the Santa Fe). With its early advantage, the Santa Fe was the primary player in New Mexico railroading. The Cutoff would cement this advantage, providing a



Map of the Belen Cutoff in New Mexico

route that avoided the steep grades of Raton Pass and provided a direct connection between the Santa Fe's lines in Texas and the West Coast. The Belen Cutoff linked Belen with Texico (on the Pecos Valley Railroad, a system which the Santa Fe had recently acquired). The Pecos Valley line extended to Amarillo.

The Belen Cutoff was constructed by the Eastern Railway of New Mexico, a subsidiary of the Santa Fe created in 1902 specifically to build the line; grading began in 1903, and the connection was complete in 1908. It quickly became, and still is, the Santa Fe's main freight route.

DIVISION POINTS AND FACILITIES

Unlike many railroad towns which enjoyed a brief heyday and then withered, Clovis was destined to be an important city. Although the railroad initially chose Melrose as a division point (an important stop for fuel, water and repairs that occurred about every 100 miles), it soon became clear that water was a problem there and nearby Clovis was chosen instead.



Clovis Roundhouse, circa 1926, demolished

Railroad companies not only built large railroad depots at division points, but also repair facilities (including a roundhouse, turntable), passenger facilities (including a ticket office, railroad depot, hotel and dining room), facilities for railroad staff and crew (reading rooms, dormitories, office buildings) and facilities related to railroad freight (freight depot, ice house, railroad-related warehouses). Of these facilities, most have been demolished, but in Clovis a few warehouses, the railroad depot, the hotel, a division point office building and the sign from the freight depot still remain.



THE RAILROAD'S ROLE IN AIR TRAVEL

Clovis also played a role in the transition from rail travel to airplane travel. In 1929, it took four days by train to travel from New York to Los Angeles. Transcontinental Air Transport (TAT) was formed to cut this travel time down to two days, flying during the day and traveling by train at night. Passengers boarded a Ford Tri-Motor plane in Los Angeles, landing in Clovis, New Mexico at the airfield (Portair Station) which would become Cannon Air Force Base. They ate dinner at the Gran Quivira before boarding a Santa Fe Pullman train bound for Waynoka, Oklahoma, where they had breakfast at the Harvey House there. The next plane flight took them to Columbus, Ohio where they had dinner before boarding a Pennsylvania Passenger Train, arriving in New York City the following morning. The inaugural flight of TAT landed in Clovis on the July 8th, 1929. The pilot was Charles Lindbergh, with Amelia Earhart as a passenger. TAT would become TWA (Trans World Airlines).

MISSION-REVIVAL STYLE

Many of the public buildings in the railyard were built in Mission-Revival style. This style was used by railroads in the Southwest and West for railroad depots and other buildings located at important stops. With thick walls, wide overhangs and arcaded open-air waiting rooms, the style was well-suited to the hot, dry climate of Eastern New Mexico. Typical Mission-Revival materials, stucco and red clay tile, were fireproof, an advantage since sparks from passing trains often ignited wooden buildings.



Mission-Revival style details used by the Santa Fe Railway included stucco, red tile roofs, rarched openings, emates and quatrefoils, like those found on this facade of the Gran Quivira Harvey House in Clovis.

HARVEY HOUSES

The Santa Fe Railway used Mission-Revival style not only for its depots, but also for hotels and dining rooms. These facilities, operated by the Fred Harvey Company, were crucial to passengers on western railroads where food and lodging were scarce. Fred Harvey opened his first lunchroom in 1876 in Topeka, Kansas to serve Santa Fe passengers and continued to provide "clean food and good service" throughout the railroad's western lines. In turn, the Santa Fe built hotels and lunchrooms, known to railroad passengers as Harvey Houses. The Harvey House in Clovis, the Gran Quivira, once had a lunchroom, dining room and hotel.



First Harvey House, Topeka, Kansas



HISTORY

Construction on the Gran Quivira Harvey House began when the adjacent railroad depot was almost complete. The Harvey House was finally finished around 1909, and remained in service as an eating establishment and hotel until 1969, when the Santa Fe Railway terminated their contract with the Fred Harvey Company in anticipation of the takeover of United States rail passenger service by Amtrak in 1970.



1907 - Construction of the railroad depot (left) and Gran Quivira (right)

After 1969, the building was used by the railroad's engineering department and for storage. When the engineering department vacated the building around 1986, it was left unoccupied.

HISTORIC CONFIGURATION

When originally built, the floor plan of the Gran Quivira resembled the letter "F", with the long axis running parallel to the tracks. The two wings were the same length.

Style

The building was probably designed by Myron Church, a staff architect for the Santa Fe's subsidiary Eastern Railway of New Mexico, who designed the railroad depot next door. It is typical of Mission-Revival style with details including thick walls, wide overhangs, an arcade (covered porch with arched openings), stucco walls, red clay tile roof, quatrefoils (exterior plaster details) and remates (curvilinear false fronts).

Layout

The Gran Quivira has two stories plus a basement. The lower level consists of large rooms (dining room,

lunchroom, kitchen and lobby) and the upper level consists of guest rooms (some with bathrooms).

Construction Type/Materials

The original portion of the hotel, circa 1909, was constructed of concrete. An addition was constructed in the 1930s of brick. Both are finished with pebble-dash stucco typical of railroad buildings, and both have hipped red clay tile roofs.

HISTORIC PHOTOS

The following photos (circa 1930's) are courtesy of the Fred Harvey Collection at the University of Arizona Special Collections, <http://digital.library.arizona.edu/harvey/>.

Lobby





Dining Room



Lunchroom



Kitchen



CHANGES

Over the years, there have been some major and minor changes to the Gran Quivira.

Wing Expansion - 1930s

A major addition was made to the northwest wing in the 1930s, doubling its length and adding a rectangular construction on its northern end (which may have been the quarters for the Harvey Girl waitresses formerly housed in a separate dormitory building, now gone). There is some dispute over the year of construction of the wing, with one estimate at 1948.

Infill Between Wings - date unknown

The area between the wings was covered, however the date of that modification is unknown.

Trackside Facelift - 1953

In 1953 the railroad did an extensive facelift to the trackside of the building adding a snack bar and tourist type vending area in order to improve its services to its passengers.

Interior Modifications and Arcade Enclosure - 1970s

With the creation of Amtrak in 1970, the Santa Fe Railway stopped providing passenger service. At this point, the arcade was enclosed and interior modifications were made (primarily consisting of partition walls) so that the building could house the Santa Fe's engineering department. When Engineering relocated to Belen in 1989, the building was vacated and used for storage.

EXTERIOR DESCRIPTION AND CONDITION

Original Material

Exterior materials are almost entirely original:

- exterior finish (pebble dash stucco)
- windows (painted wood and original glazing)
- red clay tile roof
- wood eaves



Condition

Remarkably, the site and access to the building are disabled accessible.

Exterior sitework has been generally neglected. Existing concrete and asphalt are in poor condition and need to be replaced. The condition of utilities is unknown, but it is likely that they are outdated. There are some areas where stucco needs repair. The landscaping has grown wild, and vines are currently covering much of the north side of the building.

Exterior finishes including the roof and stucco are in fair condition. The roof leaks in some locations. The exterior windows need some wood repair and new paint. The arcade could be easily restored. The wood eaves are painted; they need to be repainted, though existing paint probably contains lead.

INTERIOR DESCRIPTION AND CONDITION

Original Material

Many interior features remain, including:

- floor tiles in most locations
- wall tiles in many locations
- pair of stenciled doors
- original radiators in guest rooms
- original guest room doors with transoms and original hardware

New walls have been constructed, but the original floor plan could be easily restored.





Condition

Disabled accessibility is the largest interior issue. Existing restrooms are not accessible, nor is the entire second story of the building (requiring an elevator). There are several dead-end corridors to be addressed as well as door width issues.

While many interior finishes remain, most need to be cleaned,

replaced where missing, and walls require repainting. Doors and windows need refinishing.

The mechanical and electrical system are outdated. This includes the heating and ventilating system as well as all lighting and plumbing. The mechanical system probably contains asbestos. There is no fire protection in the Gran Quivira; this may be required to comply with current codes. The kitchen has been gutted; there are no appliances or fixtures.

HISTORIC REGISTER STATUS

The State Register of Cultural Properties and National Register of Historic Places are lists of places that are historically significant and have found to be worthy of preservation. The State Register is maintained by the State's Historic Preservation Division and the National Register is maintained by the National Park Service. To be included on the Registers, a property must first be nominated, a process which includes documenting its historical significance and condition. Nominations are then reviewed and a committee determines if inclusion is appropriate.

Inclusion on the State and National Registers does not guarantee that a property will not be demolished or that preservation efforts will be in compliance with state or national standards. There are benefits to registration including eligibility for preservation incentives such as grants, loans and tax credits. In order to receive these funds, preservation of a property must follow the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."

Potential for Register Inclusion

Though the Eastern Railway Depot was placed on the State Register (SR#1614) and National Register (NR#95001451) in 1995 (as "Santa Fe Passenger Depot, Clovis"), the Gran Quivira is not on either register.

According to New Mexico's State Historic Preservation Division, the Gran Quivira is a candidate for inclusion on the register since it is representative of the railroad history in Clovis and in New Mexico and because it has much original material. There are very few Harvey House hotels remaining in New Mexico (the only other example is the Castaneda in Las Vegas).

District Potential

Although the other buildings in the railyard area would probably not qualify for historic status, New Mexico's State Historic Preservation Division sees the possibility of a "Main Street Railroad Commercial District" which would include the creamery building, the brick warehouse, the historic "Be Safe" sign and Main Street itself.

Nomination Process

The process nomination to nominate historic structures and districts can take a great deal of time and should be undertaken by someone with experience preparing nominations. Phil Williams, owner of the Clovis Depot Model Train Museum, is a local advocate for the railyard; he prepared the nomination for the depot.

CURRENT FLOOR PLAN

Square Footage

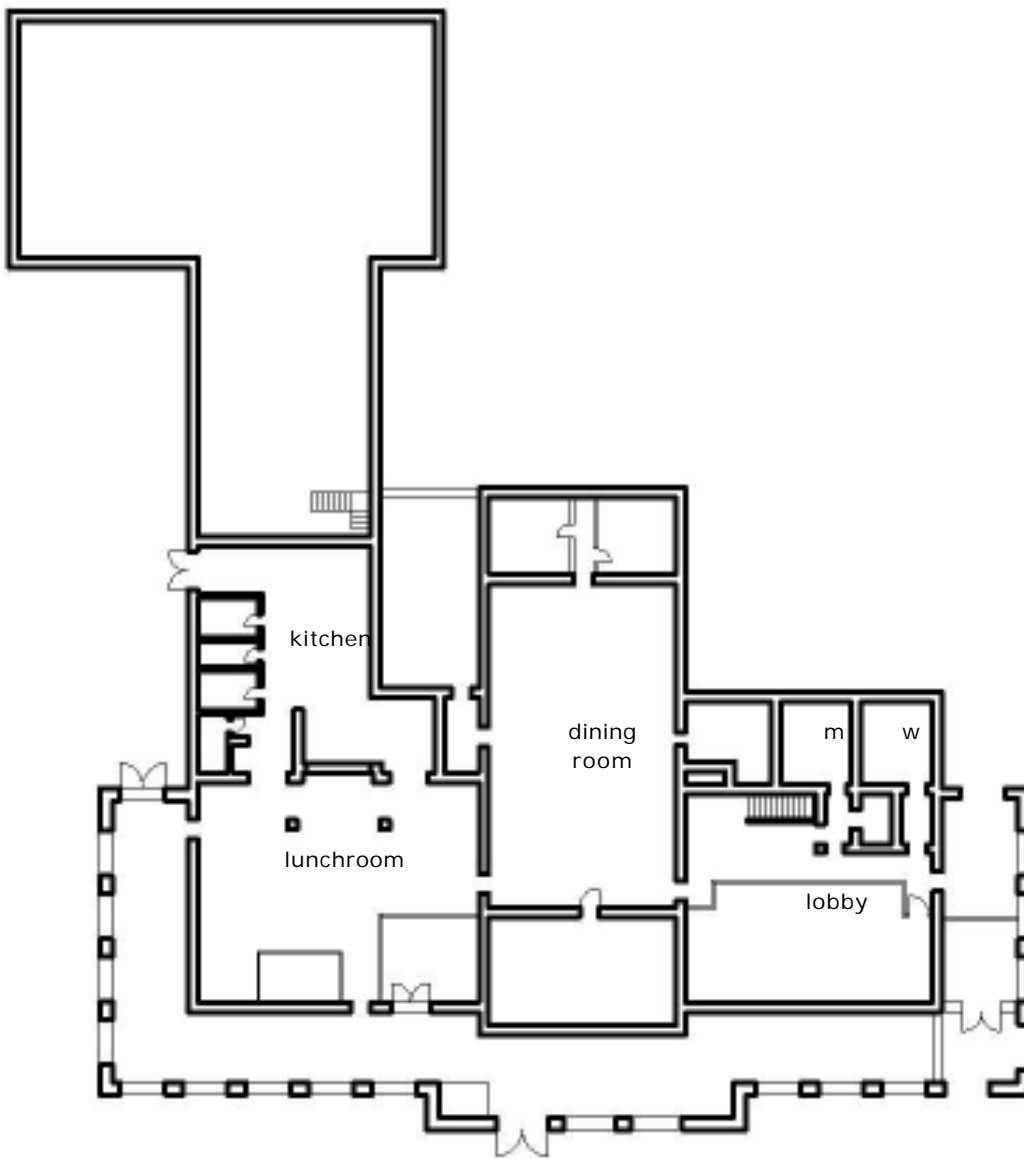
Total square footage on two floors is approximately 26,000 square feet gross, plus a basement. This includes:

- 14,766 square feet - first floor (including portals)
- 11,170 square feet on the second floor

Floor Plan

The following pages show the current floor plan including what are suspected to be new partition walls in the lobby area.

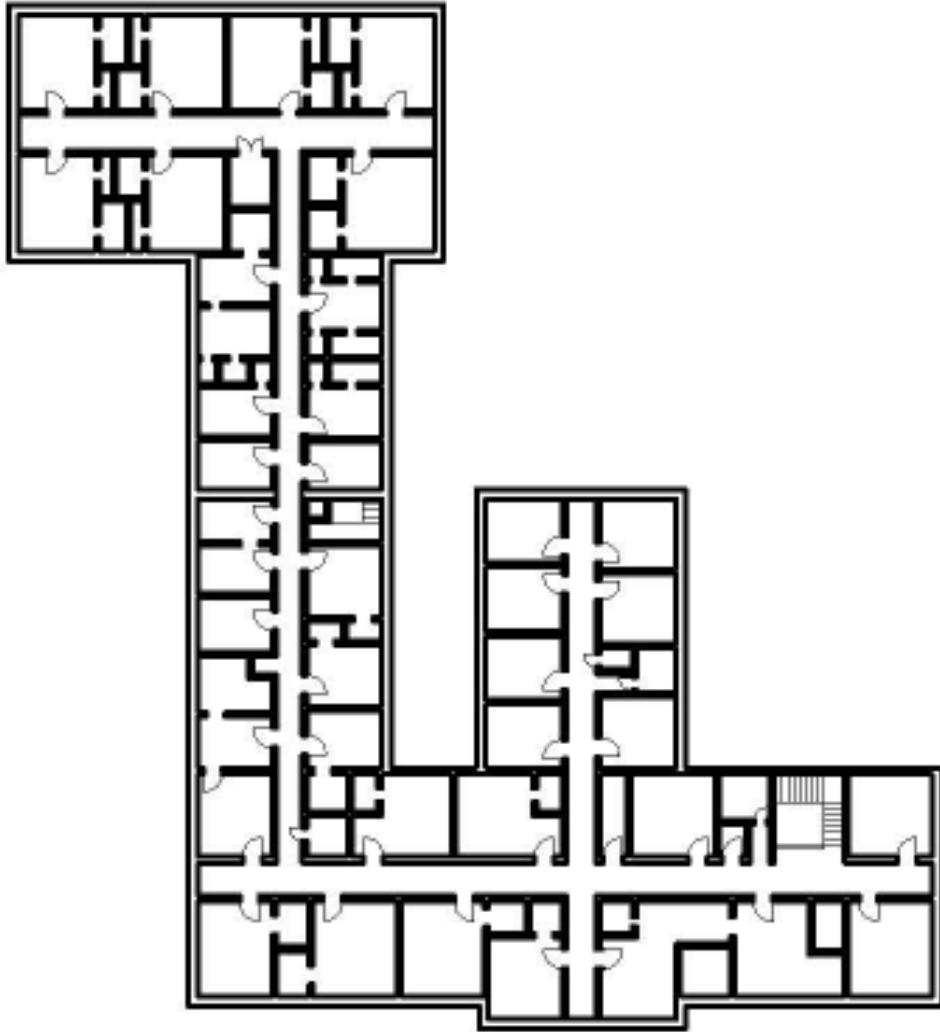




First Floor

- Portal
- Lunchroom
- Dining Room
- Lobby
- Kitchen
- Men's and Women's restrooms
- Storage
- Pantries





Second Floor

Guest Rooms (some with bathrooms)
Communal Bathrooms and Toilets
Storage



VISIONING PROCESS

On May 12th, a meeting was held at the Chamber of Commerce to brainstorm issues related to the redevelopment of the Gran Quivira Harvey House. Interested parties were invited to attend.

Objectives

- Identify possible uses for the former Harvey House
- Discuss market support for alternative uses
- Determine next steps in the process
- Identify public and private leadership and support

Process

- Present known information to participants (including market information, building history, site analysis, building condition and previous project ideas)
- Brainstorming to generate potential uses for the Gran Quivira
- Brainstorming next steps in the process of redeveloping the Gran Quivira
- Assignment of roles and tasks for the next steps in the process

Participants

- Phil Williams - Secretary of MainStreet Clovis, Owner of Clovis Depot Model Train Museum
- Vernah Williams - Member of Clovis Mainstreet
- Robyne Beaubien - Director of Clovis Mainstreet
- Sandy Chancey - Grant Coordinator, City of Clovis
- Zala Smith - Clovis Mainstreet Board President
- Cyndney Martin - Design Chairperson, Clovis Mainstreet
- Stan Jones - Clovis Farmers' Market
- Allan Potter - BNSF Railroad

POTENTIAL USES

As a regional hub and a growing city, Clovis can support many different possible uses for the Gran Quivira building.

Current Growth in Clovis

However, most growth in the city is in the form of new construction in the north side of town, rather than utilizing vacant real estate in the downtown area. According to the Clovis Metropolitan Redevelopment Area Plan, one reason for this may be the lack of reinvestment in the residential neighborhoods adjacent to downtown.

Brainstorming Session - Potential Uses

There is a strong desire in Clovis to keep the Gran Quivira community-oriented and open to the public. Potential uses include:

- Retail
 - Bookstores
- Dining (taking advantage of historic setting and possibility of al fresco dining if arcade is restored)
 - Harvey House restaurant
 - Fine Dining
 - Al Fresco dining
 - Gathering spots (coffee house/tea room)
 - Rooms for groups
 - Microbrewery
- Test kitchen/Retail Space for Farmer's Market
- Offices (including law offices)
- Heritage Center/Museum
- Event space rental (for the portion of the market demanding a historic setting)
- B&B style lodging (taking advantage of heritage tourism)
- Pedestrian-friendly greenspace
- Offices
 - County
 - State
 - University

Brainstorming Session - Issues

Several issues were raised during the brainstorming sessions with participants of the visioning process.

- Lack of people in the downtown area
- Railroad office building uses 300 parking spaces
- Communication equipment is in place for railroad office building - railroad needs must be met
- Railroad workers provided a necessary and vibrant presence of people on the railyard
- Need for elevator to use upper floor
- Noise, vibration, yard sounds (fewer whistles at yard than further down the line)
- Special markets for housing to avoid noise and vibration issues
- MRA tools
- Project management - paid staff
- Total square footage of Gran Quivira is too much to put on market all at once
- Market for heritage tourism



GENERAL SCOPE OF RENOVATIONS

Some renovations, remodeling and repairs are necessary for the Gran Quivira to once again be occupiable.

Hazardous Materials Abatement

The greatest source of hazardous materials is existing paint. Rather than abatement, most paint can be encapsulated. There is probably asbestos in the existing mechanical system that would have to be abated prior to removing the system.

Exterior

Exterior work includes sitework (including providing disabled accessibility), restoring the trackside arcade, repairs to the roof, repair of exterior stucco and repair and refinishing windows.

Sitework

- site clearing
- new concrete walkways
- demolition of existing concrete and asphalt
- new utilities as needed (water, gas, transformer)
- replace and repair sewer lines as needed
- irrigation system for landscaping
- landscaping
- chainlink fence if needed to prevent public access to active track
- ramp to negotiate one-step elevation change between arcade and main level

Building Demolition

- remove infill from arches

Thermal and Moisture Protection

- insulation where needed
- repair of roofing (including restoration of tiles where needed)
- repair and refinish windows, new glazing as required

Restoration of Finishes

- restoration and repair of stucco and floor tile in arcade area
- repair and patch stucco where required
- paint entire facility

Interior

Interior work includes demolition of existing partition walls to restore the original floor plan (at least in the lobby area), the installation of an elevator, all new plumbing/restrooms/kitchen facilities, new heating and cooling equipment, repair of wall and floor materials and a renovation of the kitchen.

Building Demolition

- remove existing partition walls



Structural

- new partition walls to reconfigure restrooms for disabled accessibility (with the possibility of leaving a historic restroom as an example)
- elevator

Restoration of Finishes and New Finishes

- restoration and repair of interior woodwork (including mouldings and baseboards)
- replace, repair and refinish doors
- new door hardware
- plaster walls where required
- clean and restore ceramic tile, replace as necessary
- paint interior
- new finishes in new disabled accessible restrooms

Specialties

- toilet compartments and toilet/bath accessories
- room signs
- fire protection (cabinets and extinguishers)
- window treatments

Kitchen

- kitchen appliances
- countertops
- kitchen finishes (to meet standards for commercial kitchens including walls, floors, ceilings)

Mechanical/Plumbing

- new plumbing
- fire protection (sprinklers) may be required by code
- plumbing fixtures
- new heating system

Electrical

- new electrical wiring
- exit signs
- telephone, cable, speakers
- light fixtures and lighting controls
- life safety (audio visual alarms and emergency lighting)

PHASING STRATEGIES - FIRST PHASE

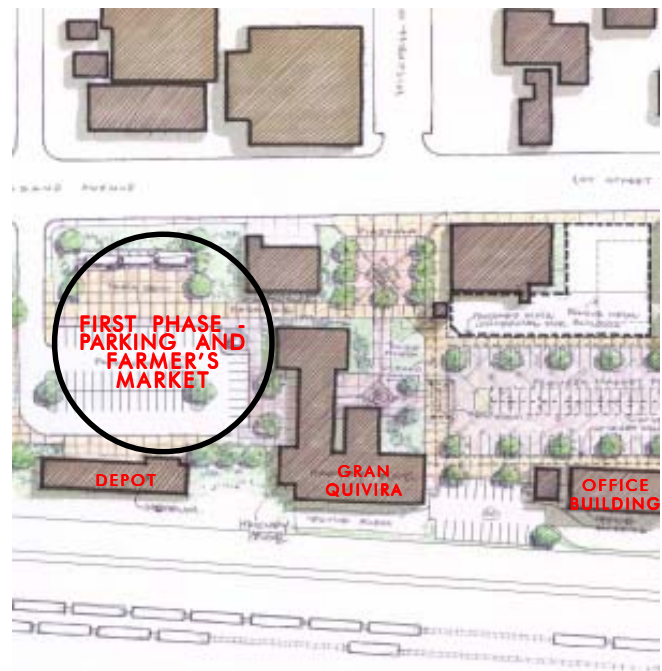
Similar to the incremental approach proposed for the railyard area as a whole, an incremental approach to the renovation of the Gran Quivira is proposed. This not only controls renovations costs, but also addresses the fact that there may not be a market immediately for the entire Gran Quivira.

Phase I - Farmer's Market, Parking and Park

The participants of the brainstorming session for the Gran Quivira redevelopment determined that the first phase of the project would focus on relocating the Farmer's Market in the area between the depot and Gran Quivira, with some exterior renovation (including landscape) and parking work. A stop-gap renovation to the Gran Quivira roof will also be sought to avoid further interior damage to the building. The next phase (see Phase II below) would include some interior renovation to provide a test kitchen and interior retail space related to the Farmer's Market.

Factors Influencing Phase I Vision

- Railroad depot renovated and occupied
- General Office Building in use by the railroad and providing a current, much-needed physical presence on the railyard site
- Need for parking - General Office Building uses 300 spaces to the east of the Gran Quivira, but there is ample parking between the railroad depot and the Gran Quivira
- The Farmer's Market is interested in relocating to the railyard, and is in need of interior kitchen space
- USDA money may be available for development of test kitchen for the Farmer's Market
- A working kitchen paves the way for other uses including events rental and dining/restaurant



FUTURE PHASES

Phase II - Test Kitchen, Retail and Events Dining

The first interior area to be renovated would be the kitchen (for use as a test kitchen for the Farmer's Market) and the former lunchroom (to provide retail space for the Farmer's Market and for use as a rentable city events center which could be used for personal occasions, public events, meeting space). In the future, it is possible that this space could serve as a restaurant as well. This would probably include restoring the arcade as well.

Future Phases

Further redevelopment phases would depend on actual uses and interested investors. Other areas to be renovated include the former Dining Room, Lobby and upstairs guestrooms.

ASSOCIATED COSTS

The actual cost of renovations would vary based on actual work performed, when renovations occur (based on escalating costs for construction) and the level of finishes selected. The following costs are included only to represent an order of magnitude for possible costs.

Phase I - Parking Lot and Park (total cost range \$100,000 to \$200,000)

- Architectural/cost estimation costs - fees approximately 8-10% of construction cost
- Landscaping - based on design
- Parking lot and shade structures - based on size of lot and design of structures

Phase II - Test Kitchen, Retail and Dining (total cost range \$300,000 to \$650,000)

- Architectural/cost estimation costs - fees approximately 8-10% of construction cost
- Interior renovation - approximately 2800 square feet (lunchroom and front portion of kitchen) - from \$50 to \$100 per square foot based on design and level of finishes
- Exterior Renovation - restore arcade (approximately 2500 square feet), stucco (entire building) and roof repair (entire building) - from \$40 to \$100 per square foot based on level of finishes

Future Phases

The total additional square footage in the Gran Quivira is 20,000 square feet. A renovation of the remainder of the building could cost between \$60 and \$100 per square foot.



EQUITY OPTIONS - FEDERAL

Community Development Block Grants

Description - Community Development Block Grants are used for the property acquisition, economic development, neighborhood revitalization and improvement of community facilities or services.

Eligibility and Criteria - Available to neighborhood-based non-profit organizations, local development corporations and small business investment corporations.

Contact for Additional Information -

- State and Small Cities Division of the Office of Block Grant Assistance, Department of Housing and Urban Development
- 202-708-1322
- <http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm?state=nm>

Historic Preservation Fund Federal Grants-in-Aid

Description - Each year, the U.S. Congress appropriates approximately \$37 million to the Historic Preservation Fund (HPF). The HPF provides matching grants to encourage historic preservation activities nationwide.

Eligibility - All HPF-assisted activities must meet professional standards set by the Secretary of the Interior, and at least 10% of the State's allocation must be subgranted to assist Certified Local Governments with participating in the national historic preservation program. Funds are available only to states, territories, the National Trust for Historic Preservation and other legislatively designated entities.

Process - Applications for HPF grants are available by contacting the New Mexico State Historic Preservation Division. Funding decisions are made by the State not the NPS.

Contact for Additional Information -

- Kak Slick, State Historic Preservation Officer
- 505-827-6320

Public Works Grants

Description - The Economic Development Administration awards public works grants to promote job creation and investment in local communities.

Eligibility and Criteria - Eligible applicants include local governments, public organizations, non-profit corporations and Indian tribes.

Contact for Additional Information -

- Economic Development Administration Regional Office
- Phone: (512) 381-8144
- <http://www.doc.gov/eda/>

National Trust for Historic Preservation

Description - The National Trust has limited funds for professional assistance in preservation projects.

Eligibility and Criteria - Properties must be listed on or eligible for the National Register.

Contact for Additional Information -

- National Trust for Historic Preservation
202-673-4197
- Southwest Field Office

EQUITY OPTIONS - STATE AND LOCAL

New Mexico State Legislative Appropriation

Description - Legislative Appropriation is a primary source of funds for the construction of new governmental facilities in the state.

Eligibility and Criteria - Support from legislators.

Contact for Additional Information -

- Representative Anna M. Crook, District 64
Capitol Office Phone: 986-4454
Home Phone: 763-4108
anna.crook@nmlegis.gov
- Senator Clinton D. Harden, District 7
Capitol Office Phone: 986-4369
Home Phone: 389-1248
charden@theosogroup.com



GRT Revenue Bonds

Description - The City of Clovis can issue bonds to help finance projects.

Eligibility and Criteria - Support from city administration.

Contact for Additional Information -

- Claire Burroughes, City Administrator
- 505-763-9653

County General Obligation Bonds

Description - County General Obligation Bonds can be issued for a variety of purposes including remodeling and making additions to necessary public buildings.

Eligibility and Criteria - Support from voters.

General Process - Debts must be approved by a majority of voters. Total outstanding debt cannot exceed 4% of assessed valuation of the county.

Contact for Additional Information -

- Richard L. Smith, County Manager, Curry County
- 505-763-6016 x119
- rsmith@currycounty.org

PRIVATE FOUNDATIONS

Eligibility and Criteria - Private foundations do not normally require that a property be register-eligible. Most foundations will fundy any not-for-profit entity whether private or governmental.

Bank America Foundation

Eligible projects include community economic development, conservation, the environment and the arts.

Contact for Additional Information -

- 1.800.218.9946
- <http://www.bankofamerica.com/foundation/index.cfm?template=overview&statecheck=NM>

The Brown Foundation, Inc.

The foundation funds historic preservation and renovation, with most gifts in Texas and some in New Mexico.

Contact for Additional Information -

- 713-523-6867
- <http://www.brownfoundation.org/>
- bfi@brownfoundation.org

Chevron Corporation

Eligible projects include educational, environmental, human service and cultural activities; environmental conservation and education programs are favored..

Contact for Additional Information -

- 915-775-3227

El Paso Natural Gas Foundation

El Paso Natural Gas Foundation funds education and cultural organizations including historical centers, civic services and community development.

Contact for Additional Information -

- <http://www.elpaso.com/foundation/default.shtm>

Ford Foundation

The Ford Foundation supports programs for which government or other support is not readily available. Building construction is not funded, however the Ford Foundation does fund museum projects.

Contact for Additional Information -

- 212-573-4854
- <http://www.fordfound.org/>

The Frost Foundation

The Frost Foundation provides funding for social services, humanitarian needs, environment and natural resource conservation programs, education, equipment, program development and consulting services. They do not fund operating costs.

Contact for Additional Information -

- 505-986-0208
- <http://www.frostfound.org/>

The Kresge Foundation

The Kresge Foundation provides funding for non profits. Past funds have been used for the purchase and renovation of historical society facilities.

Contact for Additional Information -

- 315-643-0588
- <http://www.kresge.org/>



Max and Anna Levinson Foundation

The Levinson Foundation funds projects pertaining to the environment, social programs, community economic development and multiculturalism.

Contact for Additional Information -

- 505-995-8802
- info@levinsonfoundation.org
- <http://www.levinsonfoundation.org/>

John D. and Catherine T. MacArthur Foundation

The MacArthur Foundation funds historic preservation with a focus on performing arts and music.

Contact for Additional Information -

- Office of Grants Management
- 312-726-8000
- 4answers@macfound.org
- www.macfound.org

McCune Foundation

The mission of the McCune Foundation is to enable communities and nonprofit institutions to improve the quality and circumstances of life for present and future generations.

Contact for Additional Information -

- 412-644-8779
- info@mccune.org
- <http://www.mccune.org>

New Mexico Community Foundation

The New Mexico Community Foundation funds projects related to community empowerment, youth, healthcare and environmental safety.

Contact for Additional Information -

- 505-820-6860
- nmcf@nmcf.org
- <http://www.nmcf.org/>

The Pew Charitable Trusts

The Pew Charitable Trusts fund historic restoration, renovation and associated technical assistance.

Contact for Additional Information -

- 215-575-9050
- info@pewtrusts.org
- <http://www.pewtrusts.com/>

The Plumsock Fund

The Plumsock Fund funds historic restoration, including railroad related museum funding.

Contact for Additional Information -

- 317-846-8115

PNM Foundation

The PNM Foundation funds education, social services, elderly and disabled programs, arts and culture and civil and community programs; they will support the renovation or preservation of facilities.

Contact for Additional Information -

- PNM Partnership Grants
- Catherine Conran
- 505-241-2284
- <http://www.pnm.com/foundation/home.htm>

TAX CREDIT PROGRAMS

New Mexico's 50% Rehabilitation Tax Credit

Description - New Mexico's 50% Rehabilitation Tax Credit is for the rehabilitation of certified historic structures. It allows up to 50% of the costs of eligible rehabilitation work to be credited against state income taxes, lowering the amount of tax owed (unlike a tax deduction which only lowers the income subject to taxation). The amount of credit for a project is 50% of the costs for approved rehabilitation or five years of income tax liability, whichever is less, up to a maximum of \$25,000. Eligible credits include the cost of repairs to historic building features or the cost of replacing them with closely matching materials and workmanship.

Eligibility and Criteria - The entity seeking the credit must be able to utilize tax credits. The entity can be a tenant who is leasing the property as long as that tenant has a minimum five year lease and is financially responsible for the property. The property must be listed on the State Register of Cultural Properties or be contributing to a historic district listed on the State Register. The rehabilitation work must conform to the Secretary of the Interior's "Standards for Rehabilitation."

General Process - The two-part application process includes Part 1 which must be submitted before work begins and Part 2 which must be submitted after work is complete. Part 1, the application, includes a description of the work as well as photographs of each building



facade and work areas and construction estimates. The Cultural Properties Review Committee meets every other month to review applications; written notification of their decision (including any conditions and requested clarification) is provided within two weeks. Work cannot begin until an approval has been received. Approval expires in two years, so work subject to tax credits must be completed in that time. Within 60 days of completing the work, a Part 2 Application must be submitted; it describes completed work and consists of photographs, invoices and copies of cancelled checks. Part 2 is also reviewed by the Cultural Properties Review Committee. A photocopy of the approved Part 2 and the appropriate Taxation and Revenue Department forms must be attached to the New Mexico Income Tax return on which the tax credit is claimed.

Contact for Additional Information -

- www.nmhistoricpreservation.org

Federal 20% Rehabilitation Tax Credit

Description - The Federal 20% credit, administered by the National Park Service, is for the rehabilitation of certified historic buildings. It allows up to 20% of the costs of eligible rehabilitation work to be credited against federal income taxes. Expenses eligible for the credit must equal the adjusted "basis" of the property (the value of the building less the value of the land). Eligible credits include the cost of repairs to historic building features or the cost of replacing them with closely matching materials and workmanship but can also include architectural and engineering fees, legal fees, development fees and other construction-related costs. They do not include costs of acquiring or furnishing the building, new additions, new construction or site costs (parking lots, landscaping, hardscape). Projects which utilize federal tax credits can also utilize state tax credits.

Eligibility and Criteria - The entity seeking the credit must be an owner or a long term lessee with a remaining lease period of 39 years for a non-residential property, must hold the building for five full years after completing the rehabilitation or pay back the credit

The property

- must be a certified historic structure (listed on the National Register of Historic Places or be contributing to a historic district listed on the National Register)
- must be an income-producing building (depreciable) and not a personal residence
- must undergo substantial rehabilitation (within a 24-month period expenditures for rehabilitation must exceed \$5,000 or the adjusted basis of the building and its structural components, whichever is greater)

- must be returned to use (placed in service)

The rehabilitation work:

- must conform to the Secretary of the Interior's "Standards for Rehabilitation"

General Process - Buildings which are not listed individually but are part of Historic Districts listed on the National Register must first submit Part 1 of the Historic Preservation Certification Application – Evaluation of Significance to the State Historic Preservation Division. The HPD then forwards it to the National Park Service which determines if the building contributes to the historic district. Buildings listed individually on the National Register do not need to complete the Part 1 application. Buildings which are not listed individually and are not in a listed historic district can complete Part 1 requesting a preliminary determination of significance so that work can proceed on a rehabilitation project while in the process of nominating the building or district. Part 2 of the application process, Historic Preservation Certification Application – Description of Rehabilitation, is submitted to the HPD which forwards it to the National Park Service for approval. The fee for reviewing applications is \$250 unless the total rehabilitation cost is under \$20,000. Part 3 is Historic Preservation Certification Application – Request for Certification of Completed Work, which is also submitted to the HPD. The HPD forwards Part 3 to the National Park Service, which then evaluates the completed project against the work proposed in Part 2. There is a final fee for review of the completed project; it ranges from \$500 to \$2,500 depending on the cost of the rehabilitation, and is waived for projects under \$20,000. The tax credit is claimed on IRS form 3468 for the tax year in which the rehabilitated building is placed in service. The National Park Service's approval of Part 3 must be filed with the tax return.

Contact for Additional Information -

- www.cr.nps.gov/hps/tps/tax/index/htm

Federal 10% Rehabilitation Tax Credit

Description - The Federal 10% credit, administered by the National Park Service, is for the rehabilitation of non-historic buildings built before 1936. It allows up to 10% of the costs of eligible rehabilitation work to be credited against federal income taxes. Expenses eligible for the credit must equal the adjusted "basis" of the property (the value of the building less the value of the land). Eligible credits include the cost of repairs to



historic building features or the cost of replacing them with closely matching materials and workmanship but can also include architectural and engineering fees, legal fees, development fees and other construction-related costs. They do not include costs of acquiring or furnishing the building, new additions, new construction or site costs (parking lots, landscaping, hardscape). Projects which utilize federal tax credits can also utilize state tax credits.

Eligibility and Criteria - The entity seeking the credit:

- must be able to utilize tax credits

The property

- must be built before 1936 and cannot have been moved after 1935
- must not be on the National Register of Historic Places
- must be must be an non-residential, income-producing building (depreciable) and not a personal residence
- must undergo substantial rehabilitation (within a 24-month period expenditures for rehabilitation must exceed \$5,000 or the adjusted basis of the building and its structural components, whichever is greater)

The rehabilitation work:

- must meet a test for retention of external walls and internal structural framework

General Process - There is no formal review process for the rehabilitation of non-historic structures. The tax credit is claimed on IRS form 3468 for the tax year in which the rehabilitated building is placed in service. The National Park Service's approval of Part 3 must be filed with the tax return.

Contact for Additional Information -

- www.cr.nps.gov/hps/tps/tax/index/htm

LOAN PROGRAMS

State Historic Preservation Loan Fund

Description - Established by the New Mexico State Legislature and administered by the State Historic Preservation Division, the Preservation Loan Fund consists of low interest loans to help finance rehabilitation of historic properties. A local lender is lender of record and the state purchases a percentage (anywhere from 20% to 60%) of the lender's loan providing an interest rate of 3% for that portion of the loan, with a maximum amount of \$200,000. Loans

usually range from \$20,000 to \$60,000. The maximum term of the loan is 5 years. There is currently \$150,000 in the account, and HPD encourages applications from around the state in order to distribute projects geographically.

Eligibility and Criteria - The entity seeking the credit:

- can be a tenant who is leasing the property as long as that tenant has a minimum nineteen year lease

The property

- must be listed on the State Register of Cultural Properties or be contributing to a historic district listed on the State Register

The rehabilitation work:

- can include architectural, engineering or planning fees; inspection of work in progress; restoration, rehabilitation and repair; work necessary to meet code requirements
- must conform to the Secretary of the Interior's "Standards for Rehabilitation"

General Process - A loan fund application is available from the State Historic Preservation Division. Applications are reviewed by State Historic Preservation Division staff according to a priority ranking system which considers geographic distribution of projects, the property's deterioration, project feasibility and the participation of a local lending institution. Processing the loan application takes three to six months for a residential project and longer for a commercial project. The work must be completed within two years from the loan closing date, and the loan must be repaid within five years and the property must be maintained as rehabilitated for at least seven years.

Contact for Additional Information -

- www.nmhistoricpreservation.org
- Dorothy Victor, NMHPD, 827-4259



PLANNING GRANTS

National Trust Planning Grants

Description - The Preservation Services Fund with the National Trust, administered by the National Trust for Historic Preservation, no brick and mortar money, 3 or 4 times a year, small grants (\$500 to \$1700 but can be as high as \$5000), can be used for planning, consulting services, public meetings, outreach, education but not for bricks and mortar (construction).

Criteria - Eligibility requires National Trust for Historic Preservation membership.

Contact for Additional Information -

- Daniel Carey in Ft. Worth, National Trust Southwest Office, 500 Main St. Suite 1030, Ft. Worth Tx 76102
- 817-332-4398
- www.nthp.org

MRA FINANCING TOOLS

MRA (Metropolitan Redevelopment Agency) Financing Tools

Description - The recently adopted MRA (Metropolitan Redevelopment Area) Plan allows the City of Clovis to utilize various legal and financing tools to implement projects that contribute to redevelopment within the MRA.

The main method of financing is Tax Increment Financing (TIF) whereby the difference between the post-renovation and pre-renovation value of the property is used to finance the renovation.

Other strategies are at the discretion of the City Commission, and may include:

- the ability to make necessary zoning changes
- bond financing
- tax exemptions
- land acquisition

Contact for Additional Information -

- Claire Burroughes, City Administrator
- 505-763-9653

LOCAL ECONOMIC DEVELOPMENT INCENTIVES

Clovis Industrial Development Corporation (CIDC)

Description - The Clovis Industrial Development Corporation is a private, nonprofit organization that works with qualified businesses on an individual basis to provide land, buildings, and financial incentives for industrial development. Based on State's Local Economic Development Act.

local econ development act - business creating manufacturing - bringing new jobs to the community - job creation - local level doesn't qualify - money for land, buildings or infrastructure (could be for renovation) but has to be secured with an asset

Contact for Additional Information -

- Clovis Industrial Development
Chase Gentry
- 505-763-6600
- <http://www.developclovis.com/development.html>



NEXT STEPS

During the brainstorming session with a dedicated core group from Clovis, immediate next steps in the process of redeveloping the Gran Quivira were identified, and participants committed to completing individual tasks.

This list is presented in a general chronological order.

- Write letter requesting maintenance for roof and bring to BNSF (Zala Smith)
- Write proposal for use of the land for parking and Farmer's Market and send to BNSF (Zala Smith)
- Contact roofers for estimate for roof repair and response to request (Allan Potter)
- Investigate what would be required to vacate the building between the depot and Gran Quivira (Allan Potter)
- Explore funding sources for Farmer's Market
 - City sources (Sandy Chancey)
 - Contact Rachel at NRCS (Natural Resources & Conservation Service, USDA) for possible funding for landscaping (Stan Jones)
 - Call Farmer's Market Association (Stan Jones)
 - Contact NMSU's Business/Economic Development Center for possible funding options (Stan Jones)
- Prepare design concept for Phase I (Site)
 - Contact Jose Zelaya for site plan and aerial image (Cydney Martin)
 - Contact an architect to prepare concept design for test kitchen, lunchroom and arcade with cost estimates (Cydney Martin)
 - Measure Gran Quivira to obtain detailed measurements of specific locations to be renovated
- Research comparable projects that were successful as templates
 - Small-town MainStreet projects (Keith Kjellstrom)
 - Washington (Cydney Martin)
 - Kitchen Incubators (Robyne Beaubien)
- Convene next meeting of this group to explore models of ownership (Robyne Beaubien) in order to write a letter to the railroad asking them to lease or sell
- List building on National Register (Phil Williams)
- Contact potential investors for future phases

Additional Task

One task to be added is that someone needs to follow up on the tasks above to ensure that tasks are completed. This is probably the responsibility of Clovis MainStreet.

COMMUNITY-INITIATED DEVELOPMENT PROCESS

The National MainStreet Center (of the National Trust for Historic Preservation) has developed a Community Initiated Development Process to help communities identify the steps to achieving the renovation of Main Street properties.

The goal of this report is to provide interested community members with a head-start on some of the steps outlined below.

Concept Stage

1. Identify opportunity
2. Assemble co-development team
3. Define role of developers
4. Consider appropriateness of this process
5. Formulate skeletal plan
6. Identify information sources
7. Identify sources of help
8. Review available information
9. Identify seed money
10. Evaluate investment climate
11. Compare objectives/contributions/climate

Analysis Stage

1. Community profile
2. Target area profile
3. Supply analysis
4. Competitive analysis
5. Assemble technical assistance team
6. Identify potential users
7. Consider site alternatives
8. Nine investment standards
9. Preliminary cost estimates
10. Preliminary pro forma analysis
11. Calculate gap between cost and value
12. Preliminary financial plan
13. Site analysis
14. Building analysis



15. Market analysis
16. Marketability analysis
17. Physical design studies
18. Financial analysis
19. Appraisal
20. Other analyses
21. Investment threshold
22. Identify legal issues
23. Identify public participation
24. Form of public/non-profit participation
25. Review available information
26. Compare objectives and information
27. The developer question

6. Management of ownership equity
7. Update market conditions
8. Property improvements as required
9. Property disposition
10. Closing of ownership entity

CLOVIS DOWNTOWN METROPOLITAN REDEVELOPMENT AREA (MRA) PLAN

Metropolitan Redevelopment Area (MRA) Established in 2005

The Clovis Downtown Metropolitan Redevelopment Area (MRA) was established in January 2005 by the Clovis City Commission. This designation provides the City of Clovis with a variety of legal tools for implementing projects that contribute to area redevelopment including the redevelopment of blighted properties; zoning changes; enhanced public services; financial incentives such as tax increment financing, bond financing and tax exemptions; and land acquisition and assembly.

MRA Plan Adopted in April, 2006

In April 2006, the Clovis Downtown MRA Plan, developed through an open public process, was adopted. It analyzes existing conditions in the MRA, describes MRA goals, identifies opportunity sites and recommends implementation tools and redevelopment strategies.

Historic Railyard

Clovis' historic railyard features in the plan as a revitalization opportunity in the MRA. It is identified as Project III: Railroad District Redevelopment.

Preparation Stage

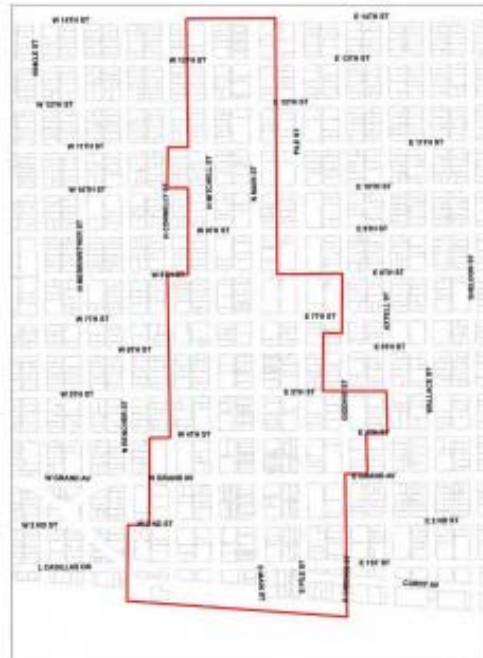
1. Finalize Co-Development Team and Technical Assistance Team
2. Choose ownership form
3. Legal work as required
4. Gain property control
5. Preliminary plans and specifications
6. Prepare city package
7. Negotiations with local government
8. Finalize plans and specifications
9. Finalize cost estimates
10. Revise financial projections
11. Prepare lender package
12. Financing negotiations
13. Prepare developer package
14. Finalize equity
15. Tax Act certification
16. Re-evaluate all information

Implementation Stage

1. Acquire property
2. Prepare bid documents
3. Bid project
4. Select construction company
5. Revise plans/specs if necessary
6. Marketing and leasing
7. Finalize financing
8. Collect equity funds
9. Construction management
10. Tenant involvement
11. Inspect construction
12. Certificate of occupancy

Operation Stage

1. Prepare property management plan
2. Revise marketing plan
3. Rent-up of property
4. Oversee marketing or leasing
5. Implement property management



CASE STUDIES

Belen Harvey House

The Belen Harvey House, constructed around 1909, was renovated in xxx for use as a historical museum. The building is on both the State Register (#886) and the National Register (#83004180).

- Belen Harvey House 861-0581
- http://www.nmculture.org/cgi-bin/instview.cgi?_recordnum=HARV
- Maureen McMillan 864-2565 - home 29th

Fuller Lodge

The original Fuller Lodge in Los Alamos was constructed in 1928, with wings added around 1945. It was renovated in two phases (with future phases not yet constructed) in 1996 and 1998. The building is part of the "Los Alamos Scientific Laboratory" listed on both the State Register (#13) and the National Register (#66000893).

Renovations included repairs, reconfiguration of walls, disabled accessibility improvements, new HVAC, site improvements the addition of lifesafety devices and cosmetic changes so that the Lodge could be used as a community building. Uses include a rental space for functions, a community arts center and historical archives.

Funding sources included City revenue.

- The Art Center at Fuller Lodge
505-662-9331
<http://www.artfulnm.org/>

Gallup Railroad Depot

The Gallup Depot was originally completed in 1923, and was renovated in the 1990s as an intermodal transportation center. The building is on the State Register (#1183).

The depot was fully renovated.

Funding sources unknown, but at least some portion of the money for renovations came from ISTEA (Intermodal Surface Transportation Efficiency Act)

enhancement funds.

- Larry Binkley, City of Gallup
- 505-726-6100

Las Vegas Railroad Depot

The Las Vegas railroad depot was renovated in 2003 to serve as an intermodal transportation center. The building continues to house Amtrak, and now also serves as a center for city bus dispatch. The depot is part of the Railroad Avenue Historic District (State Register #344, National Register #79001551).

Renovations included exterior refurbishment, new restrooms and HVAC, lifesafety, some reconfiguration of the interior walls and cosmetic changes.

The project was originally funded through ISTEA; final funding was through the Federal Transit Authority with a 20% local match.

The railroad depot is owned by the City of Las Vegas.

- Elmer Martinez, Head of Community for the City of Las Vegas
- 505-454-1401

La Posada, Winslow, Arizona

La Posada, located in Winslow, Arizona, was formerly a Harvey House hotel on the extension of the same railline as the Gran Quivira. Like the Gran Quivira, the building was altered drastically in the 1960's for railroad offices. According to the La Posada website, "Several times over the ensuing 40 years the building was nearly demolished, as recently as 1994 when the railway announced plans to move out for good." "After 3 years of negotiation with the now BNSF Railway La Posada was purchased in January 1997 by the La Posada LLC."

Renovations include "restoring about 40 guest rooms, the main dining room and grand public spaces." The project is more than 50% complete, and La Posada is once again a hotel and restaurant, with plans for a museum dedicated to Harvey House and railroad history.

- info@laposada.org
- <http://www.laposada.org/>
- 928-289-4366



LIST OF CONTACTS

Clovis MainStreet

- Zala Smith, Board President
zbestsmith@aol.com
- Robyne Beaubien, Director
robyne@clovisdowntown.org
- Phil Williams, Secretary
philipw@3lefties.com
- Cydney Martin, Design Chairperson
cydneyshomecoming@hotmail.com
- 505-309-8370

City of Clovis

- Claire Burroughes, City Administrator
- Sandy Chancey, Grant Coordinator
schancey@cityofclovis.org
- 505-763-9653

Clovis Farmers' Market

- Stan Jones
stanj@nmsu.edu

Burlington Northern Santa Fe (BNSF) Railroad

- Alan Potter
Allan.Potter@BNSF.com

Historic Preservation Division

The Historic Preservation Division is the source of National and State Loans and Grants, can provide information regarding the State and National Registers and offers some planning assistance.

- Kak Slick, State Historic Preservation Officer
- Dorothy Victor, State Loan Program
- John Murphey, State and National Registers
- 505-827-6320

Railroad Depot (Model Train Museum)

Phil Williams, owner of the railroad depot model train museum, prepared the nomination to the Registers of historic Clovis railyard building. He is also the source of much of the history of the Clovis railyard area.

- Phil Williams and Vernah Williams
philipw@3lefties.com
- 505-762-0066

PREVIOUS REPORTS

Clovis Metropolitan Redevelopment Area

In April, 2006, the Sites Southwest plan for the Clovis Downtown MRA (metropolitan redevelopment area) was adopted. The plan identifies catalytic projects to jumpstart revitalization of the area.

Clovis Farmer's Market

The Clovis Farmer's Market report was prepared by the Design and Planning Assistance Center at the University of New Mexico School of Architecture and Planning. The report identifies project sites and a recommendation for a Farmer's Market, determined to be a catalyst project for Clovis. The preferred site is the end of Main Street, adjacent to the railroad tracks and Be Safe sign.

New Mexico MainStreet Railroad District Feasibility Study and Designs

Completed in June 2005 by New Mexico MainStreet, the Railroad District Feasibility Study and Designs compiled several reports on the analysis of the railroad district redevelopment.



APPENDIX CONTENTS

Visions for the Gran Quivira - Meeting Agenda

Visions for the Gran Quivira - Meeting Handout

Transcribed Notes on Potential Uses



VISIONS FOR THE GRAN QUIVIRA

May 12th

9:00 to 11:00 am

Location: Clovis Chamber of Commerce

Objectives

- Identify possible uses for the former Harvey House
- Discuss market support for alternative uses
- Determine next steps in the process
- Identify public and private leadership and support

Agenda

9:00 am - 9:15 am

- Welcome
- Introductions
- Review of Agenda

9:15 am - 9:30 am

- Background Information
 - Site analysis
 - Previous project ideas

9:30 am - 10:10 am

- Brainstorming - Potential uses for the Gran Quivira
- Discussion about potential uses
- Dot voting

10:10 am - 10:30 am

- Break

10:30 am - 11:00 am

- Brainstorming - Next steps in the process
- Sign-up for roles and tasks

GRAN QUIVIRA HARVEY HOUSE

History

- Built in 1909 or 1910
- Architect - Myron Church (also designed the adjacent railroad depot)
- Built by the Santa Fe Railway for the Fred Harvey Company
- Mission Revival Style

Size

- 2 stories plus basement
- 19,000 square feet on each main floor (approximate)

Changes

- Wing Expansion - 1930s
- Infill Between Wings - date unknown
- Trackside Facelift - 1953
- Interior Modifications and Arcade Enclosure - 1970s

Original Material - Exterior

- exterior finish (pebble dash stucco)
- windows (painted wood and original glazing)
- red clay tile roof
- wood eaves

Original Material - Interior

- floor tiles in most locations
- wall tiles in many locations
- pair of stenciled doors
- radiators in guest rooms
- guest room doors with transoms and hardware



Gran Quivira with depot in background



Lobby



Trackside view - current



Lunchroom

TRANSCRIBED NOTES ON POTENTIAL USES

Potential Uses

- "Sanbusco" style retail
- Harvey House restaurant
- Test kitchen and retail space (USDA money available) that sells products from Farmer's Market and kitchen and related products (like organic-raised beef)
- Offices (including law offices)
- Bookstore
- Heritage center (example: York) on local history and with reference/directory to community attractions and with Harvey House exhibits (example: Belen)
- Event space rental (for example: Fuller Lodge) to complement new Civic Center since some of market demands a historic setting (including wedding receptions)
- B&B style lodging (La Posada as an example) with only a few rooms in first phase
- Meal site for conventions (for example National 4H convention in Atlanta)
- What's missing in Clovis?
 - Restaurants - Steakhouse, Italian, Fine Dining, Al Fresco dining, Krispy Kreme
 - Coffee house, tea room
 - Gathering spots
 - Pedestrian-friendly greenspace (historically a "City of Parks"
 - Bookstores
 - Group/Organization dining
- Who Might Invest/Who Might be Interested?
 - small speculators (existing business owners and investors)
 - City of Clovis
 - chains like Borders
 - New Mexico Business Investment Center in College of Business NMSU (Dean Eric Carruthers)
 - County, State or University offices
 - Microbrewery

