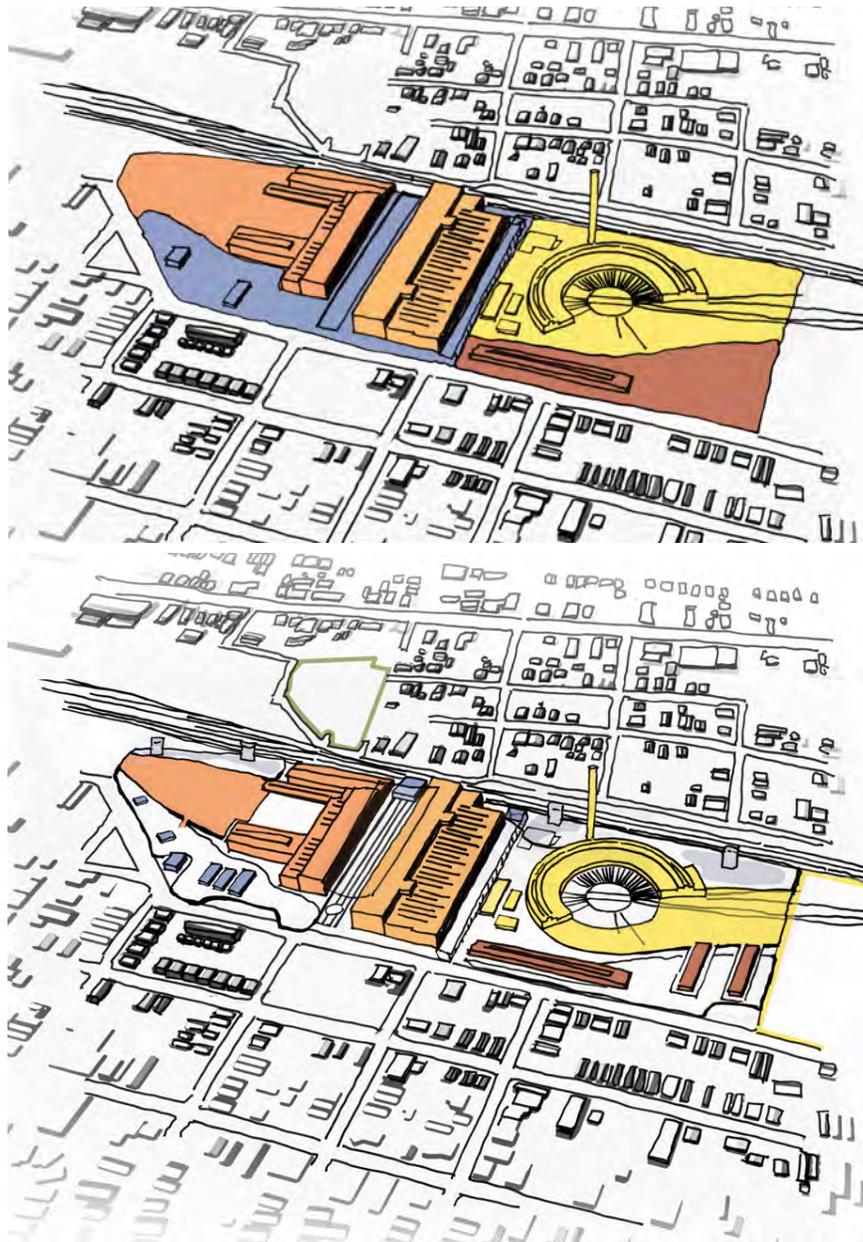


10.5 Parcel / Land Use Recommendations

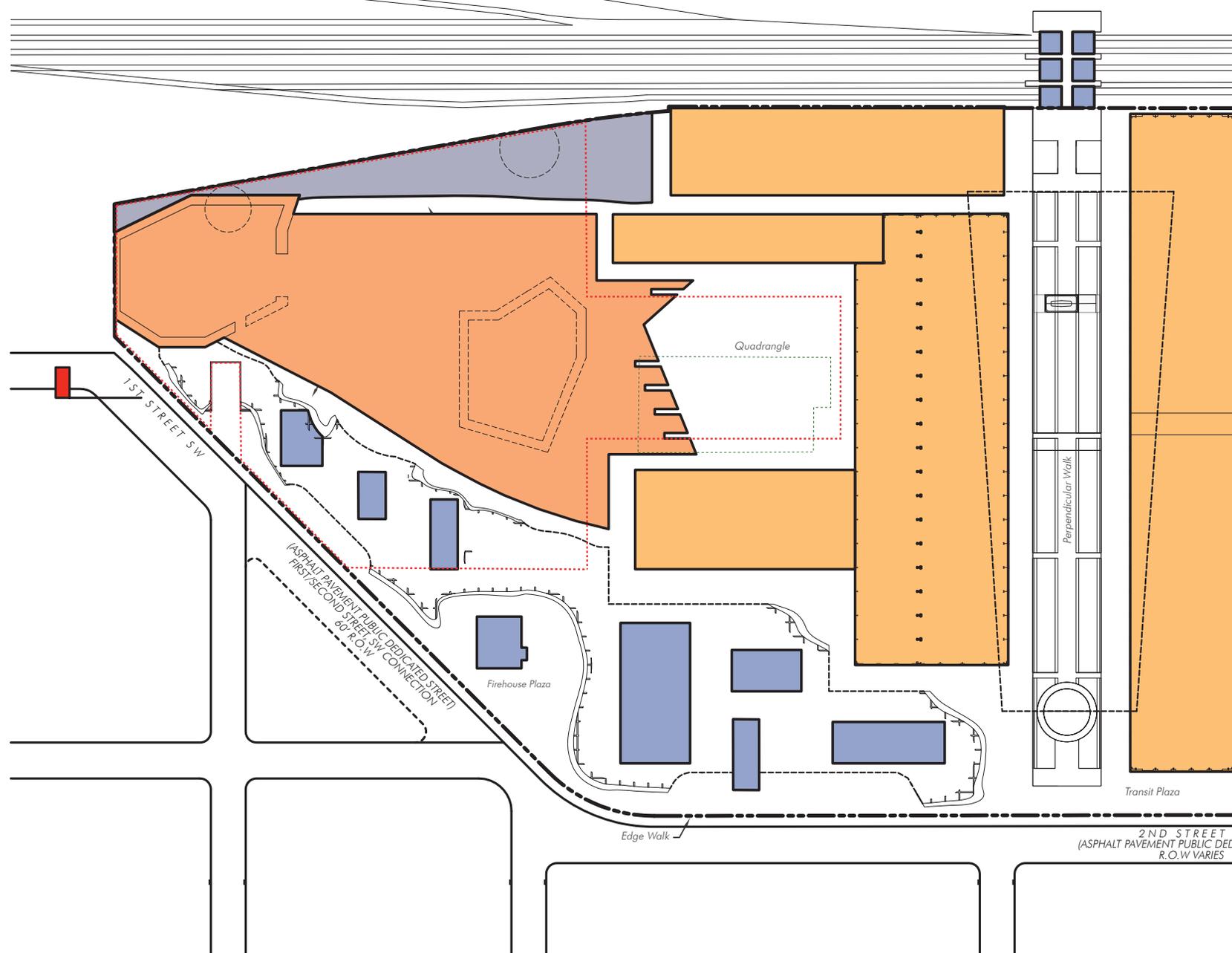
Given the large size of the Rail Yards site (27.3 acres), the complexities involved in adaptively re-using the **existing** historic buildings, and the resulting need to construct the project in a phased approach, the **Concept Plan recommends** assumes the creation of 10 distinct parcels that each will have their own design features and land use recommendations. The resulting parcelization will enable distinct parcels to be developed and permitted according to the schedule requirements of a particular tenant need, thereby making the process more nimble and responsive to market conditions. Parcelization will also allow distinct use types, (e.g. Workforce Housing or Public Open Space), to be broken off from the larger project in order to be executed by a different development entity as may be desired.

10.6 Land Use Characterizations

Creating a vibrant and successful mixed-use community on the Rail Yards site will in large measure depend on the type, location and organization of uses on the site. Accordingly, the **Master Concept Plan provides recommendations for** identifies preferred land use types and locations based on a thorough analysis of project goals, site context, and community input. ~~Land use designations are not intended to restrict the existing approved land uses of the underlying SU-2/HLS zone.~~

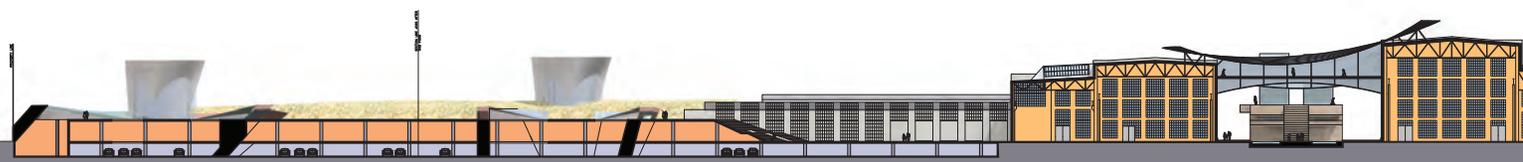


- CULTURAL
- BUSINESS
- BUSINESS / R&D
- HOUSING / CULTURAL
- RETAIL/ OPEN SPACE



NOTE:
Design Features shown are for illustrative purposes only and are not regulatory features of the MDP document.

TABLEAU 21: Land Use Diagram



Based on the Parcel organization described above, the site can be understood to be divided into 4 basic use zones; Business, Cultural, Retail, and Housing. In addition, each of these use groups contains a significant amount of open space available for public use. The following descriptions provide a qualitative summary of each of the primary use categories:

BUSINESS

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

Specific Business/Professional use types may include but are not limited to the following; Creative Office, Professional Services, Training/Upper Level Education, Research and Development, Media, and Light Manufacturing.

CULTURAL

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



Shukhov Tower, Moscow, Russia



Samitaur Tower, Culver City, CA



ATSF 2926 Restoration, Albuquerque, NM



Cliff Palace, Mesa Verde, CO



Taos Pueblo, NM

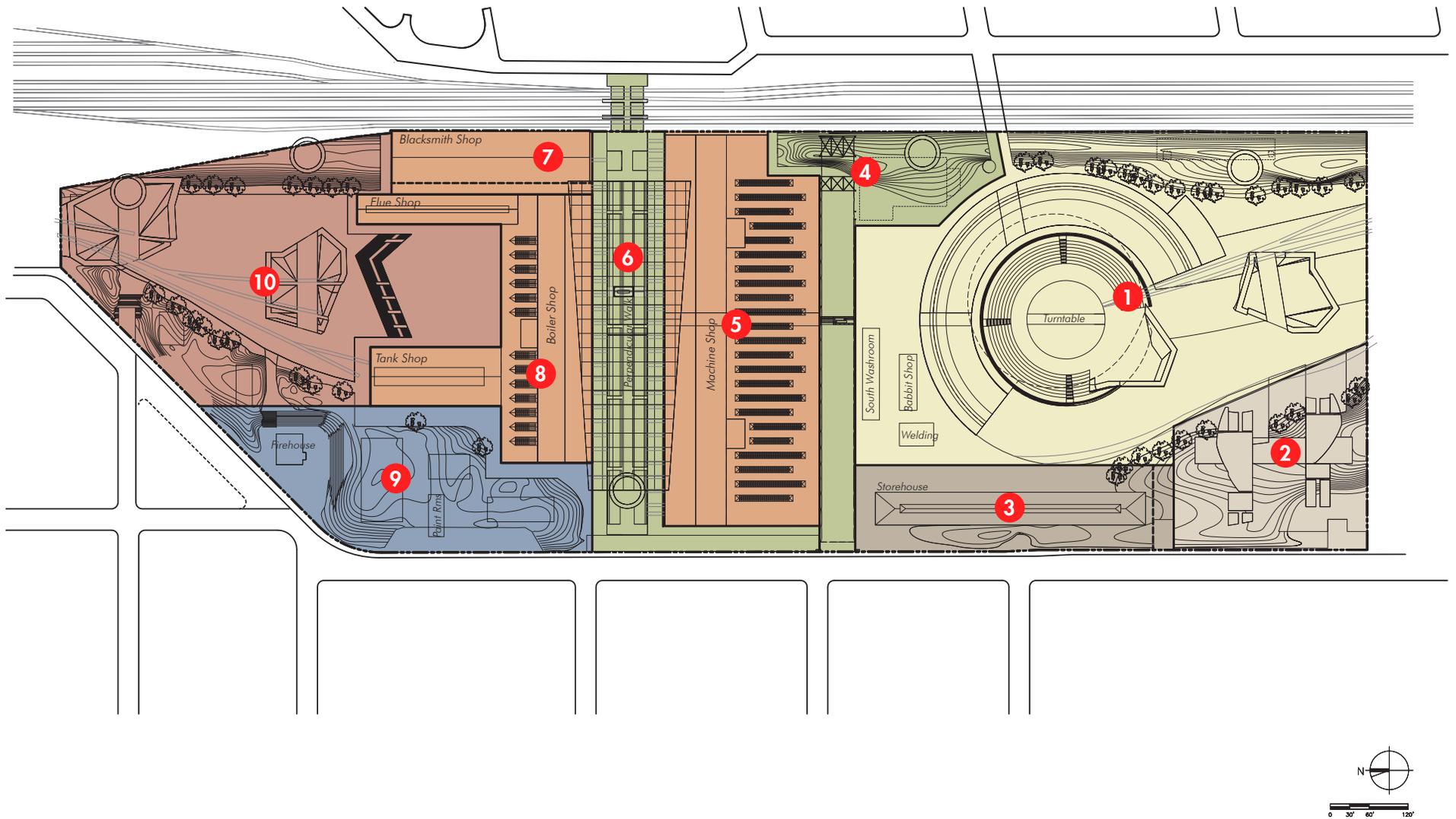


Figure 13 : Conceptual Parcelization Diagram

perimeter required by its heavy industrial past.

Dedicated Cultural Uses will be centered about the historic Turntable and rebuilt Roundhouse at the South of the site with the Machine Shop and Storehouse buildings as backdrops. The South portion of the site retains the greatest physical connection to the functioning BNSF Rail Lines and will therefore tie the dedicated Cultural facilities directly to the history of the Site.

Specific Cultural use types may include but are not limited to the following; Museums (including WHEELS), Performing Arts, community centers, Accessory retail facilities, and public gathering spaces. Museum functions may include such work as the restoration of historic artifacts such as the work currently underway by the New Mexico Steam Locomotive & Railroad Historical Society to fully restore the Baldwin 4-8-4 Steam Locomotive, AT&SF 2926.

■ RETAIL

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

Specific retail use types may include but are not limited to the following; Restaurant, café, growers markets, artisan shops, business

services, galleries, and hospitality/boutique hotel uses.

■ WORKFORCE HOUSING

The proposed Workforce Housing use is located at the southwest corner of the site adjacent to 2nd Street and bordering the proposed Cultural zones to the north and east which are understood as compatible uses. Given the minimum requirement of 30 units, care should be taken to ensure that the scale of the proposed Housing is commensurate with that contained in the adjacent residential neighborhoods.

10.7 Parcel Characterizations

Parcel recommendations and qualitative characterizations of each of the proposed 10 parcels are as follows;

■ Parcel 1

Parcel 1 is intended as the cultural center of the Rail Yards site and contains uses of cultural significance to the community such as museums, performing arts venues, community centers, accessory retail functions and public gathering spaces. Parcel 1 is conceptually centered about the historic Turntable and contains the proposed rebuilt iconic structure of the Roundhouse which is connected with the proposed Paseo South building. ~~The historic Turntable remains in active operation with adjacent landowner BNSF retaining an easement for its use. The continued operation of the Turntable and the rail tracks providing access are seen as amenities to Parcel 1 that should be incorporated into the design of future cultural facilities. Any future use (e.g. railcar restoration) that requires rail access to the existing BNSF Railway will utilize the rail tracks contained on Parcel 1. The historic Turntable must remain in active operation since adjacent landowner BNSF retains an easement for its use. The design of future cultural facilities shall not limit or preclude access to or use of the Turntable.~~

Any future use that requires access to the existing railway, such as the WHEELS Museum or a rail equipment maintenance facility, shall have access to the tracks and Turntable contained on Parcel 1. As such, land between the Turntable and the Storehouse is an appropriate area for future expansion of the WHEELS Museum.

Parcel 1 also contains a series of smaller historic buildings such as the Welding and Babbit Shops and the South Washroom facility that are intended to be adaptively re-used and included as part of the cultural life of the project. Together with Parcel 4, the area containing these structures is characterized in the Master Concept Plan as part of the Machine Shop Plaza.

Since Parcel 1 contains the largest portion of undeveloped land within the larger Rail Yards site, the Master Concept Plan recommends one level of subterranean parking to be constructed coincident with development of above-grade cultural facilities. Given the lack of parking opportunities across the balance of the site, it is anticipated that parking created on Parcel 1 will likely serve parking needs for adjacent parcel use requirements (e.g. Parcels 3, 4 and 5). Access to the parking facility from 2nd Street would be provided by an easement across Parcel 3 as shown on the Parcel plan.

■ Parcel 2

Parcel 2 is the proposed site for the 30 units of Workhouse Housing. The proposed Housing structures are positioned informally across the top of the southwestern most Acoustic Mound leaving substantial portions of the landscape for use by inhabitants, adjoining neighbors and visitors.

It is recommended that parking for Parcel 2 be accommodated similarly to Parcel 1 in a subterranean garage with separate and dedicated access from 2nd Street. Parcel 2 contains a major portion

of the historic cast-in-place concrete Platform structure that was used as the primary loading dock facility for the Rail Yards. ~~As discussed in the Master Plan preservation recommendations, in order to accommodate the subterranean garage, the Platform may have to be partially removed and reconstructed.~~

■ Parcel 3

Parcel 3 contains the historic Storehouse structure and is the current home of the WHEELS warehouse. Similar to Parcel 1, Parcel 3 supports culturally significant uses and, due to its significant frontage along 2nd Street, will act as the public face of the onsite cultural facilities to the larger community. ~~Parking for Parcel 3 users will be accommodated within the subterranean structure on Parcel 1 with an easement provided across Parcel 3 for access. With respect to the WHEELS Museum, the Master Development Plan calls for the near-term retention in their current location in the Storehouse while they build up patronage, their collection and funding commitments for ultimate construction of a new facility located within the cultural zones of the site. Consistent with the policies set forth by the Master Plan, it is considered premature to designate the actual design or boundaries of a specific user's facility within the proposed Master Plan document. Subject to the terms of its lease with the City of Albuquerque as it may be amended, the WHEELS Museum will continue to operate in the Storehouse and, as described in Parcel 1, will be provided with the opportunity to expand to the east.~~

~~In the future, should it be determined that additional Housing is desired on the site, the Master Plan recommends that such housing be located/integrated within an adaptively re-used Storehouse Building thereby continuing the housing use north from Parcel 2. Housing on this parcel may be live-work in orientation to better transition to adjacent Machine Shop uses. Parcel 3 is uniquely situated to contain cultural facilities connected to those anticipated to be developed in Parcel 1 or, alternatively, be adaptively reused as housing to relate to~~

existing development across 2nd Street and the Workforce Housing anticipated to be developed on Parcel 2 to the south. Should the WHEELS Museum in the future move its operations, the Storehouse is an appropriate location for adaptive reuse for other cultural uses or housing that may include live-work.

Parking for Parcel 3 users will be accommodated within the subterranean structure on Parcel 1 with an easement provided across Parcel 3 for access.

■ Parcel 4

Parcel 4 is primarily a public open space parcel that includes the area immediately south of the Machine Shop contained beneath the historic Bridge Crane and its steel support colonnade. At the eastern edge adjoining the Rail Line, Parcel 4 widens to include the footprint of the original Powerhouse recommended for Presentation and the original Smokestack recommended for Reconstruction.

Parcel 4 is intended as a major public assembly area supporting a covered outdoor Farmers/Artisan Market and Public Events Venue under the Bridge Crane and an Educational Center located adjacent the proposed Smokestack. Such a location on the South side of the Machine shop will have maximum daytime and nighttime visibility from drivers along the Avenida Cesar Chavez overpass and will provide direct access to the Barelás neighborhood through the entry portal that once served as the primary entrance to the historic Rail Yards site. The proposed location will draw people onto the site, provide potential visitors to the existing WHEELS warehouse on Parcel 3, and will provide easy vehicular access for deliveries from 2nd Street to support the Public Market concept. Locating the market adjacent the historic site entrance will also serve to reacquaint Albuquerque residents with the site. Similar to Parcels 1 and 3, Parcel 4 is understood as a community oriented parcel that supports and complements the cultural uses on the site.

■ Parcel 5

The boundary of Parcel 5 coincides with the footprint of the historic Machine Shop building and is connected to the 2nd Street public right-of-way through the two adjacent public open space parcels immediately to the north and south of the building. The Machine Shop building is the largest and most significant structure at the Rail Yards site and once revitalized is envisioned to anchor the innovation based and creative office tenancies that will drive successful development of the project. A pedestrian connection running north-south through Parcel 5 is proposed to allow the public to experience the interior volume of the Machine Shop. The connection is currently shown at the east/west center of the Machine Shop, however its ultimate location may be adjusted to accommodate other site constraints and considerations. Parking for Parcel 5 will be accommodated in the proposed structure contained on Parcel 1, and like all such off-site parking in the proposed development, will require some sort of covenant or easement agreement between parcels that will ensure availability of longterm parking.

■ Parcel 6

Parcel 6 is a primary open space parcel known as the Perpendicular Walk that is bounded by the historic Machine Shop to the south and the historic Boiler Shop and Blacksmiths Shops to the north. It is the heart of the project. Parcel 6 contains the historic Transfer Table structure that at one time functioned to transfer locomotive assemblies under repair laterally east-west across the site. The Transfer Table is a unique structure that is recommended to be adaptively reused as a water feature becoming the main focal point for the Perpendicular Walk that will become the primary east-west artery connecting the Barelás and South Broadway communities. The proposed Railroad Bridge is an extension of Parcel 6 to the east over the BNSF Rail lines, and to the west, Parcel 6 extends around the west façade of the Machine Shop to contain the central transit plaza, the front door of the

project. Finally, Parcel 6 is to be covered by a transparent roof that will span between the existing structures providing protection from the elements.

■ Parcel 7

The boundary of Parcel 7 coincides with the footprint of the historic Blacksmith Shop building with the exception that also contains the 10' wide walkway immediately west of this building to be preserved as a pedestrian and utility access easement for adjacent parcels. Similar to Parcels 5 and 8, Parcel 7 is envisioned to house an anchor business tenancy. Parcel 7 will utilize Parcel 6 as its primary access easement to 2nd Street and will utilize the proposed subterranean parking contained in Parcel 10 to satisfy code parking requirements.

■ Parcel 8

The boundary of Parcel 8 contains the combined footprint of the historic Boiler Shop, Flue Shop, and Tank Shop structures. The three structures are currently linked to one another through interior connections thereby affording the possibility of a single tenant utilizing all three combined. Alternatively, Parcel 8 may be developed in a multi-tenant arrangement with common areas. Similar to Parcel 7, Parcel 8 gets access to 2nd Street via Parcel 6 and will be parked in Parcel 10 to the North.

■ Parcel 9

Situated north-south along 2nd Street, Parcel 9 is ~~the primary retail parcel of the site~~ an appropriate place to integrate retail with housing as part of a mixed-use development. Primary features include the designated City Landmark Firehouse building and the proposed perimeter Acoustic Mound structures that are to be hollowed out to contain various retail shops and pedestrian walkways through the site. The Firehouse itself is intended to be converted to a restaurant/café use in order to reinforce the retail edge. The café is surrounded with a generous exterior plaza carved into the Acoustic Mounds providing

additional seating and informal gathering spaces. Parcel 9 retail is intended to complement rather than replace any of the existing retail amenities along 4th street within the Barelás neighborhood.

■ Parcel 10

Parcel 10 completes the Northern portion of the site and is similar to Parcel 1 to the South except that its primary use designation is Business ~~rather than vs.~~Cultural. Parcel 10 contains the proposed Paseo North building and the subterranean parking garage below. As such, Parcel 10 is envisioned as an auxiliary parcel to Parcels 7 and 8 that contain historic structures and likewise may be less flexible with regard to development options. Uses contained in the Paseo North building are intended to complement those uses in the historic structures, e.g. laboratory space, training/education, or research and development. Parcel 10 also contains perimeter Acoustic Mounds and a retail zoned edge that will act as an extension of Parcel 9 to the South. Such retail uses may be more business oriented and may include options for limited on-site hotel facilities.

LEGEND #

DESIGN FEATURE

- 1 PASEO NORTH
- 2 PASEO SOUTH
- 3 ACOUSTIC MOUNDS
- 4 FIREHOUSE CAFE
- 5 MACHINE SHOP PLAZA
- 6 QUADRANGLE
- 7 MEANDERING WALK
- 8 EDGE WALK
- 9 PERPENDICULAR WALK
- 10 GLASS CANOPY
- 11 RAILROAD RETAIL BRIDGE
- 12 TRANSIT PLAZA
- 13 REBUILT ROUNDHOUSE
- 14 REBUILT SMOKESTACK
- 15 **TURNTABLE AMPHITHEATER COMMONS**
- 16 WORKFORCE HOUSING
- 17 CISTERN
- 18 COURTYARD
- 19 PARKING ACCESS
- 20 AT-GRADE CROSSING
- 21 BRIDGE CRANE MARKET
- 22 TRANSFER TABLE POOL

NOTE:

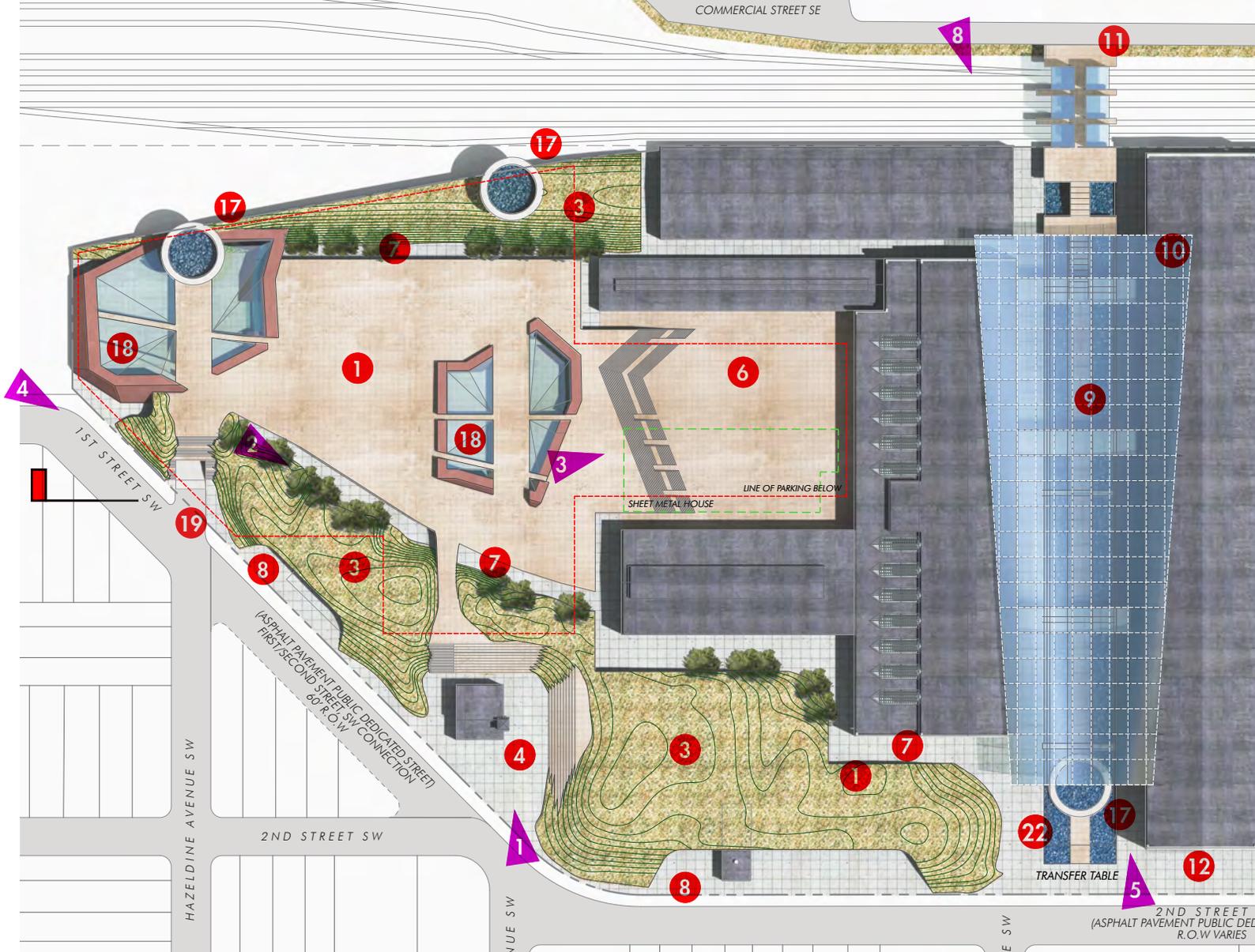
Design Features shown are for illustrative purposes only and are not regulatory features of the MDP document.

VIGNETTE VIEW REFERENCE #

Note: Concept vignettes included on the following pages are intended to provide a sketch view of selected significant spaces envisioned by the Rail Yards Master Concept Plan.

envisioned by the Rail Yards Master Concept Plan.

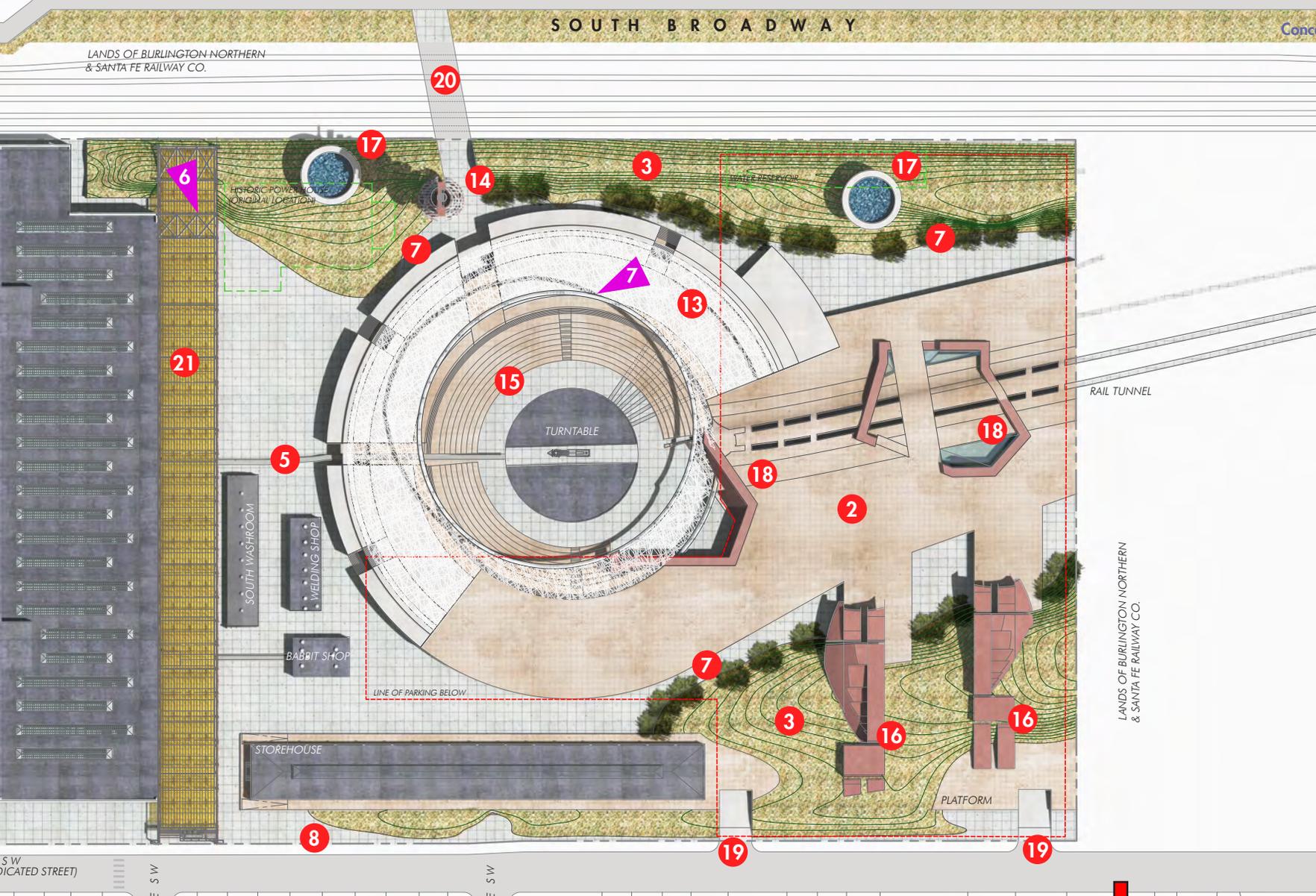
Tableau 32: Illustrative Master Concept Plan



below grade parking

TRANSFER TABLE POOL

LANDS OF BURLINGTON NORTHERN & SANTA FE RAILWAY CO.



below grade parking



10.8 Concept Vignettes (Illustrative sketches to convey concepts)



View 1: Firehouse Cafe 1

The historic Firehouse is adaptively reused as a restaurant/cafe and surrounded by a generous public plaza available for outdoor seating and events. The plaza perimeter is defined by the Acoustic Mounds which are sculpted to create pockets for small group seating and “off-road” strolling areas. Neighbors, workers and visitors alike can traverse the mounds for exercise, and use the seating, located variously, to look out and enjoy views to the site and surrounding neighborhood.

The plaza area surrounding the Firehouse ties into and extends the perimeter Edge Walk concept onto the site.

Given the discrete nature of its location, development of the Firehouse Cafe could be one of the Master Plan actions to be implemented and accordingly is included in Phase 1 of the development schedule.



View 2: Meandering Walk 2

The Meandering Walk is a tree-lined, on-grade path, ~~the that~~ provides a leisurely, curvilinear route moving pedestrians north and south across the site along the edge of the Acoustic Mounds. The Meandering Walk follows the curvature of the east or west elevations of the office/lab/cultural spaces housed beneath the North and South Paseo structures. First floor office, laboratory, or cultural related spaces below the Paseo deck look out on this walk-way. Glazing along the work-area perimeter brings natural light to the work-space interiors, and permits views from the walk in and the from the offices out.

Trees shade both the Meandering Walk and the edge of the Paseo deck above. Intermittent seating opportunities are provided along the walks on both east and west sides of the Paseo. The edge of the walk will be developed as a drainage swale to collect and control storm water.



View 3: Quadrangle 3

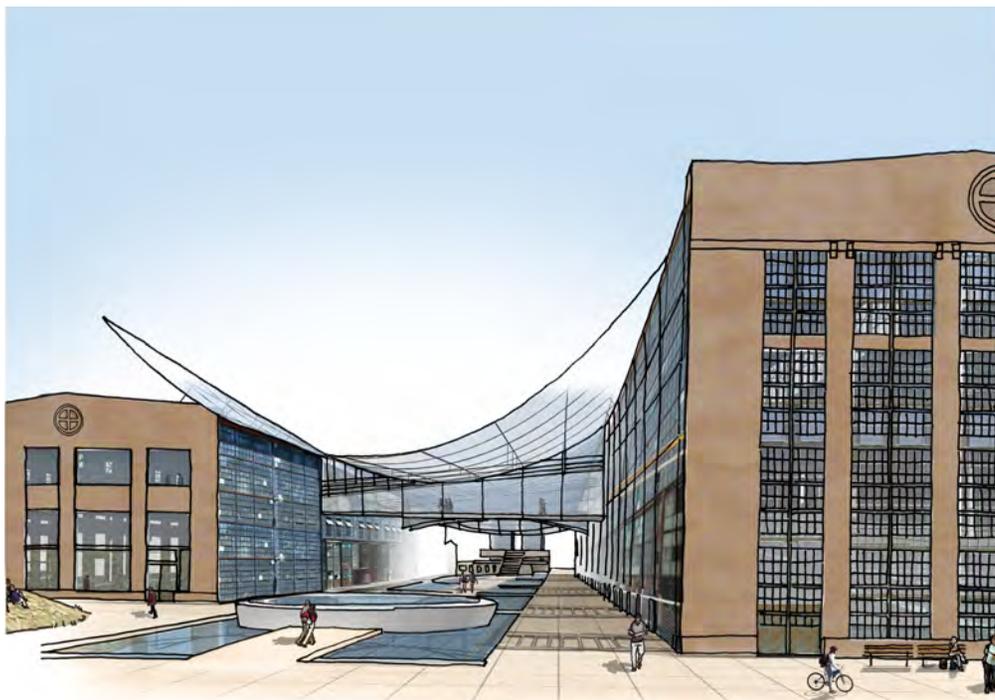
The Quadrangle, created by the intersection of the North Paseo with the “U” shaped conjunction of the Flue, Boiler and Tank Shops, is a more private, “walled” enclosure that opens to the north across a large public stair, effectively connecting the Quadrangle floor across the North Paseo to the Downtown City Center.

The Quadrangle is either open to the sky or can be readily covered by attaching a temporary canopy to the roof edges of the buildings that define the Quadrangle perimeter. The resulting space can be used in a variety of ways as an open-air performance, market, or exhibition venue **with** seating imported as required, or alternatively, using the descending stairs as permanent seats.



View 4: Edge Walk 4

The Edge Walk runs parallel with the sidewalk along 1st and 2nd Streets adjacent the entire length of the western perimeter of the site. Along the way, the Edge Walk extends and contracts with the undulations of the Acoustic Mounds to include street side plazas, landscaped areas, and proposed retail spaces. The Edge Walk concept may be developed in conjunction with the current need to provide improved sidewalks (current missing) along the property edge. Visitors arriving to Albuquerque at the Alvarado **Transportation** Center will be encouraged to walk to the Rail Yards and will get their first experience of the site along the Edge Walk.



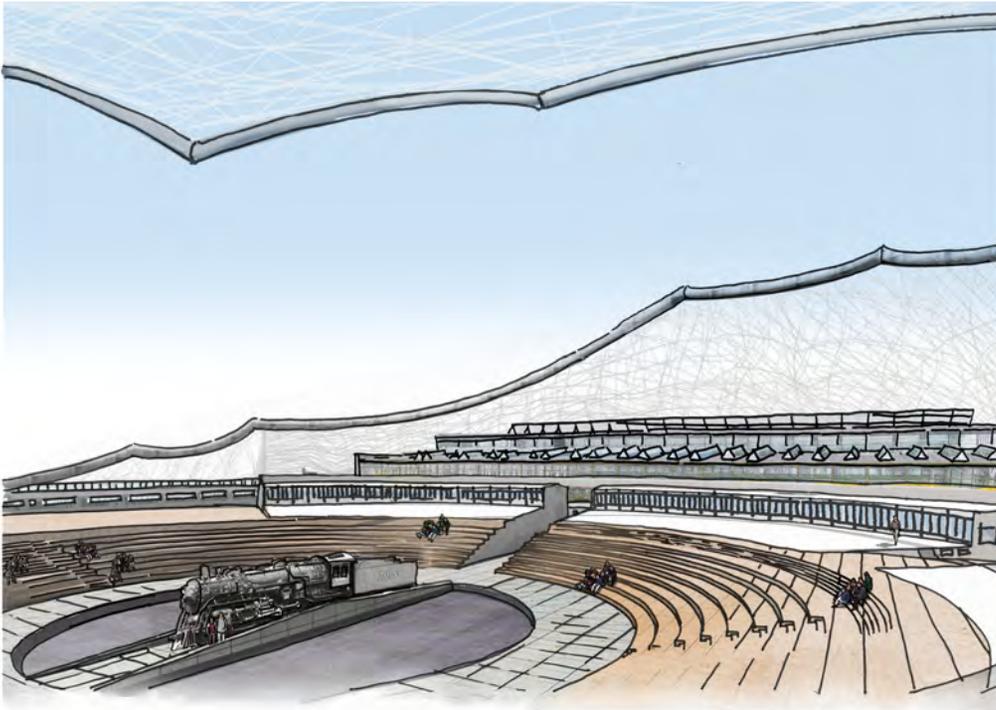
View 5: Perpendicular Walk 5

The Perpendicular Walk is the pedestrian heart of the redeveloped Rail Yards project and the critical connective tissue between the Barelbas and South Broadway neighborhoods. The Walk is a rectangular, east/west pedestrian space, located midway along the site between the Machine and Boiler/Blacksmith Shops and flanking the historic Transfer Table. The Perpendicular Walk is covered by an all-glass canopy that spans between the perimeter buildings by a light weight cable truss system that may also accommodate intermittent skywalks serving potential future tenant needs. The glass canopy will provide cover to the space and will collect and funnel rainwater into a cistern for future reuse. The trough of the Transfer Table is adaptively reused as a water feature that will provide evaporative cooling and reflect/refract the grandeur of the historic facades across the surface of the water. The Perpendicular Walk terminates in a bridge structure, the Retail Pedstrian Bridge, that spans the BNSF railway, currently in use.



View 6: Machine Shop Plaza 6

Extending south from the Machine Shop is the Machine Shop Plaza, useable for exhibits or open air markets. The [Master Concept-Plan](#) proposes to adaptively reuse the historic Bridge Crane apparatus attached to a steel frame that extends across the south elevation. The Bridge Crane and steel frame support an innovative retractable canopy that attaches to the existing Crane mechanism. When the Crane moves across the south elevation from east to west, it pulls the canopy with it, so that either a portion of or the entire space below can be covered, allowing for marketing space in every sort of weather. The canopy can be opened and retracted as events in the Plaza require. The canopy itself is made from 2 layers of colored PVC fabric welded at the seams (not unlike Hot Air Balloon construction) to form a series of “pillow” type structural membranes continuously attached to the Bridge Crane support tracks and spanning the 50ft width of the space. Once in place, the canopy is inflated via air compressors installed on the crane.



View 7: Roundhouse Amphitheater Turntable Commons 7

The **Roundhouse Amphitheater Turntable Commons** is a dynamic public space created by the convergence of the South Paseo and the proposed rebuilt Roundhouse structures. At the center of the **Roundhouse Amphitheater Turntable Commons** resides the historic Turntable that will remain in operation for BNSF service in the foreseeable future and that may have a role in the future programming of the space as an analogue stage. Tiered seating surrounding the Turntable extends to connect to the Roundhouse which will be constructed in the same plan position and with the same massing as the original building.

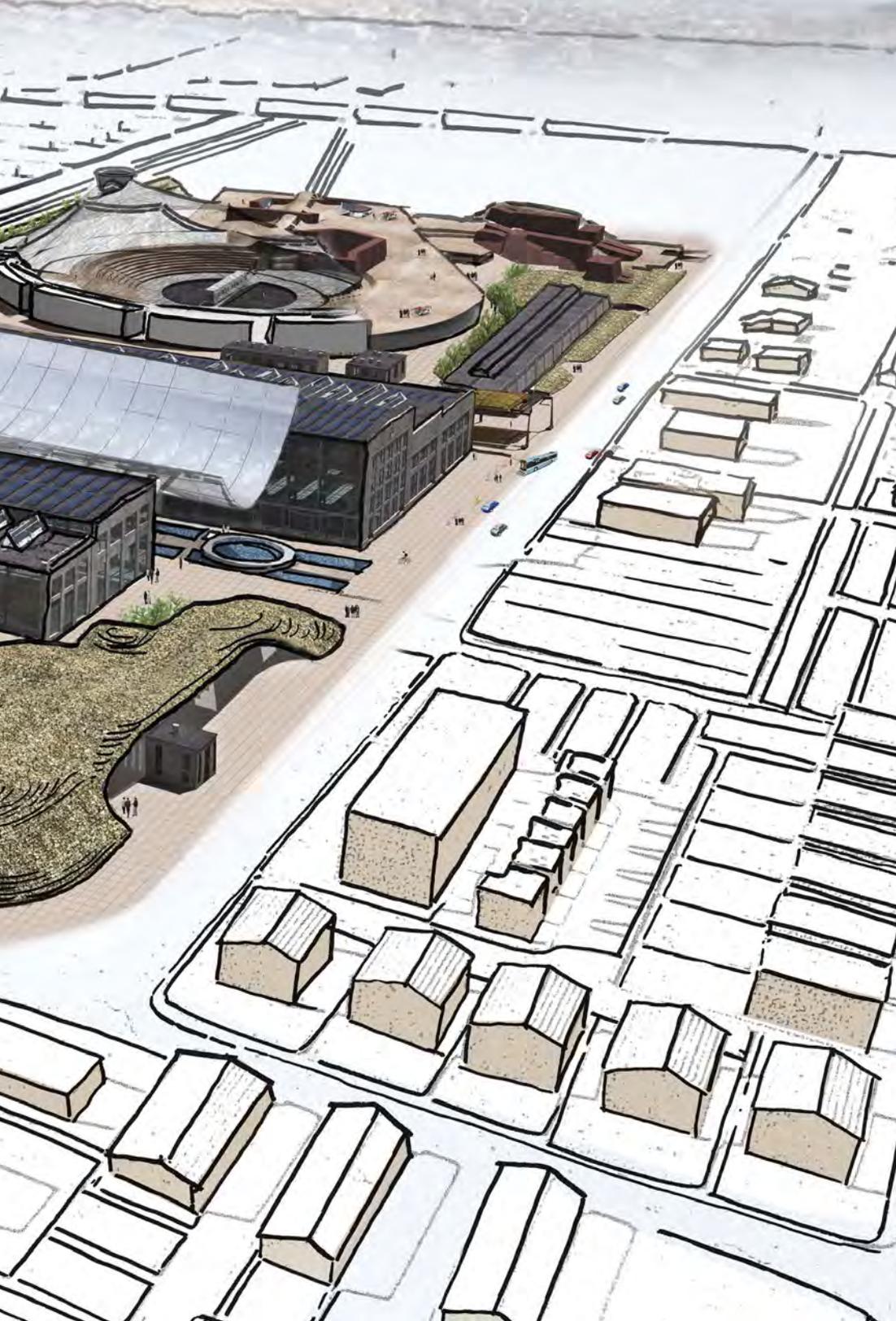
The **Roundhouse Amphitheater Turntable Commons** is an open-air venue for cultural uses including concerts, performing arts and museum uses. A light-weight net canopy will provide shading.



View 8: Pedestrian Retail Bridge 8

The Pedestrian Retail Bridge will allow people and bicycles to cross over the BNSF Rail lines to and from the Rail Yards site. The Bridge will also contain occupiable spaces that may be used for retail, workshops, or artist studios. The Bridge, by virtue of its location above an operational railway will become a gateway symbolizing the rebirth of the Rail Yards to rail passengers. Should a future train stop be **permitted**, the area immediately below the Bridge would be used.





View 9: Aerial View 9

TABLEAU 43: Conceptual Aerial View from the Northwest



View 10: Aerial View 



TABLEAU 54: Conceptual Aerial View from the West

10.9 Surrounding Development Opportunities

The long-term success of the Rail Yards redevelopment will be aided by the simultaneous and complimentary investment and redevelopment of its immediate surroundings. Although not directly part of the Master Development Plan scope, the strategic planning of this area is an important subject to be included in the MDP document. Recommendations for the development of these adjacent sites are as follows (refer to Figures 14-15 for diagrams showing existing vacant lots in South Broadway, dated 2013 and Barelas, dated 2010 respectively);

- Vacant parcels located within the Barelas and South Broadway neighborhoods could be developed and infilled as housing to match existing city fabric.
- Vacant or currently occupied parcels north of the site currently zoned SU-2 WD (warehouse district) could be developed as a continuation of the innovation and creative-based business hub envisioned by the Rail Yards Master Development Plan. The BNSF property immediately north of the Rail Yards site could be similarly developed, creating an innovation corridor that will connect downtown with the redeveloped Rail Yards.
- BNSF property immediately east of the Rail Yards could be planned for future public / cultural / community uses that will extend the cultural center envisioned as part of the Master Development Plan. In general, the planning strategy is for the Rail Yards to become an “anchor tenant” on both a cultural and private business level with complementary tenancies and uses extending outward.
- The large storm water catchment area located east of the BNSF rail lines and Commercial Street in South Broadway could be developed as a public park. As a place of repose away from the gritty aesthetic of Rail Yard, the park would be a great place to

“take in” the redeveloped site without having to be there. Its plan shape, focused orientation and sculpted terrain provide a natural landscape for public gatherings and would be a great asset to the community.

- Pedestrian connections from the Rail Yards to local Barelas businesses located on 4th Street are important and could be strengthened. At a minimum, Santa Fe Avenue could see additional tree planting and beautification to facilitate pedestrian traffic. 4th Street local businesses will be a great amenity for future users of the Rail Yards site.
- Similarly, sidewalk connections along 1st Street between the Alvarado Transportation Center and the Rail Yards could be

NOTE: ADDED MAP FOR SOUTH BROADWAY

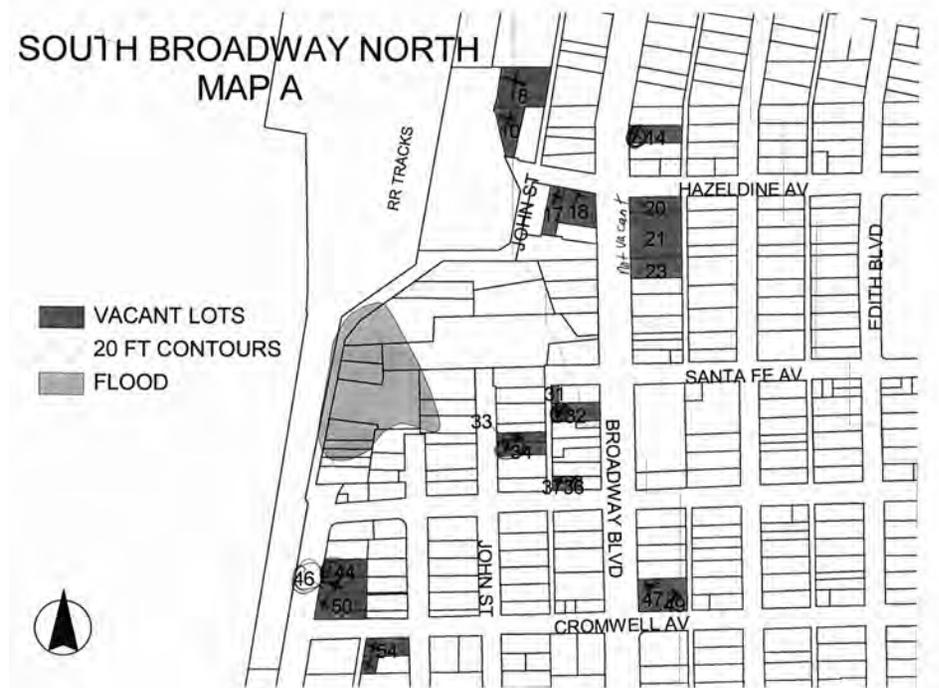


Figure 14: Existing Vacant Lots, South Broadway Inventory (2013)



Figure 15: Existing Vacant Lots Highlighted in Yellow, Barelás SDP (2010)

10.10 Project Phasing

A phasing plan is provided in Figure 23 as a general framework for the relative sequencing of project buildout over time. Phases are organized by parcel designations previously discussed in Sections 6 and 8. Although the Concept Plan includes these preliminary recommendations, it is critical to the future success of the project that there remain ample flexibility to respond and adapt to the changing conditions of the future marketplace. The general concepts underlying the phasing plan are as follows;

Phase 1 - Stimulate Interest in the Rail Yards

A preliminary Phase I concept should be implemented to stimulate interest in the Rail Yards project from a future user/tenant perspective, to set the tone and standards of design quality for the future buildout and most importantly, to get the community engaged and reconnected to their site. The proposed Phase I scheme should strive to embody the energy of the future development and have the greatest public visibility possible for the least initial investment of cost. Specific Phase 1 recommendations are as follows;

- Machine Shop Plaza / Farmer's Market under the Bridge Crane: Refer to Section 10.12 for a detailed description of the concept.
- Firehouse Cafe: The adaptive re-use of the historic Firehouse building into a public cafe complete with outdoor seating should be considered in Phase 1.

Phase 2 - Develop Job Core

The adaptive reuse of the existing buildings into a vital and innovation-based job center is the business model and economic engine that will drive the successful redevelopment of the Rail Yards. Phase 2 implementation must be adaptable to a dynamic market and must be able to be processed in a timely manner to accommodate user/tenant

requirements for occupancy.

Phase 2 contains both a south component (Parcel 5) and a north component (Parcels 7, 8) which may be developed together or sequentially depending on project needs. Surface parking to accommodate this phase will be developed according to Tableau 8: Preliminary Phase Parking Plan included on the following page. Preliminary phase parking is designed to provide the same number of parking spaces as will eventually be accommodated in the proposed below grade structures; approximately 642 in the proposed south lot (including existing parallel parking spaces located directly west of the Storehouse Building) and 353 in the proposed north lot. Although interim in nature, surface parking must be well designed and properly integrated with other concepts contained within the Master Plan. Considerations for each surface parking area are as follows;

North Lot

- Access is by a driveway located at the intersection of Hazeldine Avenue and 1st Street.
- Parking is oriented north-south to comport with the axial configuration of the existing buildings.
- A dedicated lot is provided to serve the Firehouse Cafe. Loading access will be provided. All other parking will be shared by other development parcels.
- Where possible, parking must not be located immediately in front of, and therefore blocking, existing buildings.
- Parking is screened from the street by landscaping.
- ADA parking is located in closest proximity to intended use destination.

South Lot

NOTE: PLAN HAS BEEN UPDATED TO COMPORT WITH SITE PLAN FOR SUBDIVIISION

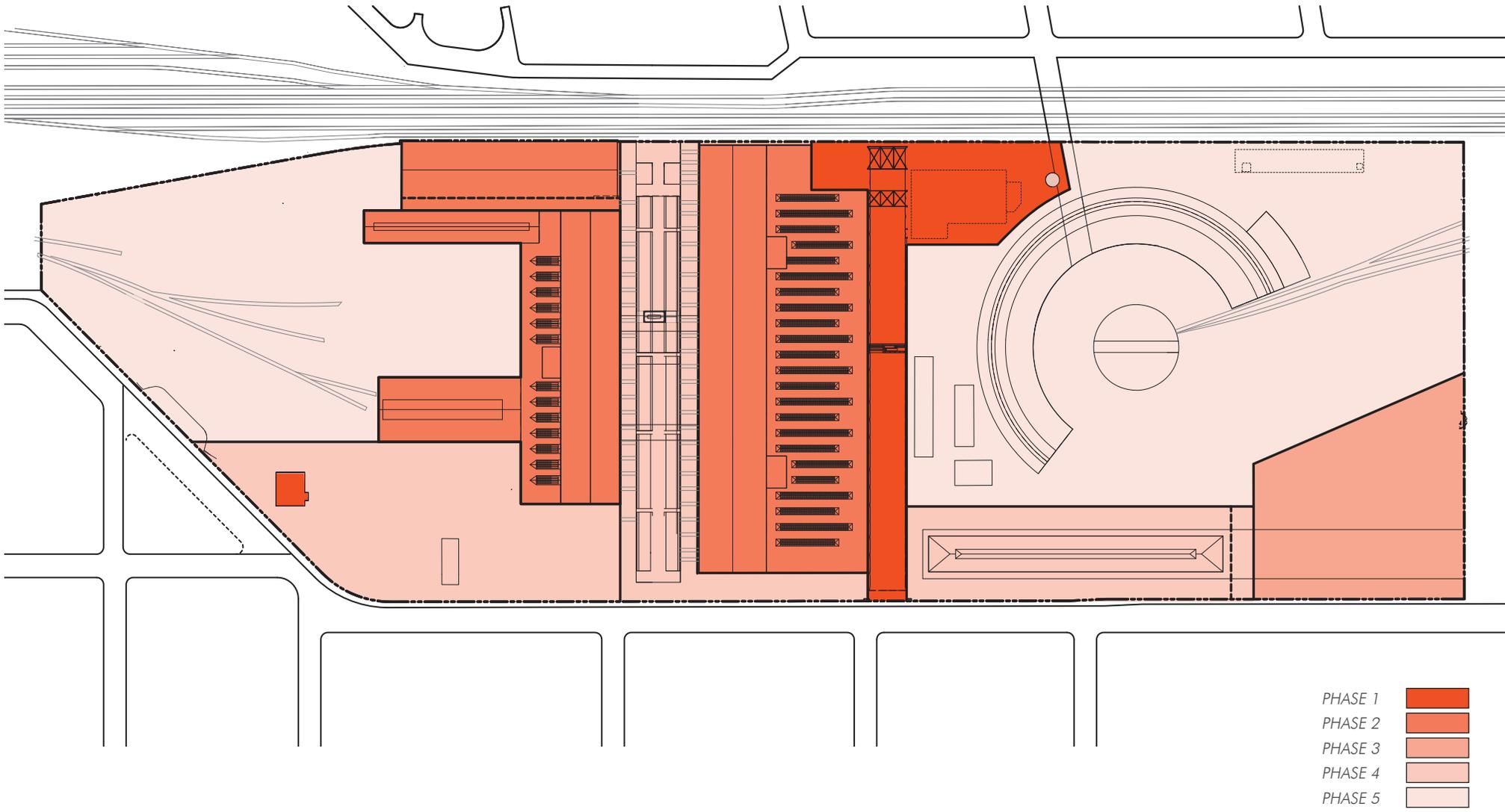


Figure 234: Phasing Plan Diagram

- Access is by a driveway located at the original entrance to the historic Rail Yard, at the intersection of Pacific Avenue and 2nd Street.
- Primary parking is organized around, and uses the historic foundations of, the original Roundhouse. BNSF easement access to the Turntable is preserved.
- The existing surface lot with parallel parking serving the Storehouse building will be preserved but improved to accommodate better traffic flow through the addition of an egress driveway to 2nd Street located at the south of the site.
- Parking is screened from the street by the Storehouse building and existing platform. Depending on the timing of Phase 2, the Workforce Housing component may also screen parking from the street.
- Parking provided will generally serve the entire Rail Yards site during these preliminary phases.
- At-grade crossing is provided from the South Broadway neighborhood as extension of Cromwell Avenue.
- Intermittent loading and emergency access is provided just north of the proposed driveway access under the extension of the Bridge Crane at 2nd Street. Significant loading operations will be required to accommodate proposed Grower's Market located in the Machine Shop Plaza.

Phase 3 - Workforce Housing

Based on feedback during the Master Planning process, it was recommended that the Workforce Housing component of the project located on Parcel 2 be implemented as soon as possible within the development timeframe of the overall project. The timing of housing development, however, will need to take into consideration various

factors, including but not limited to the nature of ongoing development activity on the rest of the site and the impacts that future on-site residents may experience if housing is developed in an early phase. Given the recommended location along 2nd Street, early development of the Housing component necessarily will block construction access to the balance of the site and may impact considerations such as the timing of underground parking construction.

Notwithstanding the above, when Workforce Housing is ultimately developed will depend on many factors, including when a housing developer is selected and when sufficient funds for the project can be secured. The Master Development Plan shall consider implementation of the Housing component as early as feasible.

Phase 4 - Retail Edges and Connective Tissue

Having developed the core infrastructure in Parcel 2, development of Phase 4 will proceed from the center of the project outward and will include construction of the Transit Plaza, Perpendicular Walk and Pedestrian ~~Retail Bridge~~ connection to South Broadway (Parcel 6), the ~~Acoustic Mounds~~ landscape buffers and Retail component adjacent 2nd Street (Parcel 9) and any additional improvements required for the Storehouse Building (Parcel 3) should there be a desire to increase density or change of use.

Phase 5 - Paseo / Subterranean Garages

Phase 5 includes construction of the ~~North and South Paseo~~ single story infill Bbuildings and the subterranean parking garages located beneath them (Parcels 1 and 10). Phase 5 also includes the rebuilding of the Roundhouse and Smokestack buildings that are intended as the ~~C~~cultural anchors of the project. Construction of the ~~Paseo~~ new infill Bbuildings will necessarily cause the temporary displacement of parking and therefore it is recommended that Parcel 10 be developed first since it has significantly less impacted parking that could be more easily accommodated within the surface parking lot located on Parcel 1. In addition, parking requirements for Parcel 1 will be significantly less until such time as the Parcel 1 improvements are constructed.

10.11 Development Thresholds

Although the phasing plan is provisional, the issue of when certain improvements are made or phases “triggered” is an important subject for consideration in the redevelopment of the site Master Plan.

Although subject to change, the various thresholds for commencement of each of the development phases is proposed as follows;

- Phase 1 and 2: Approval of Master Development Plan, MDDA document, and project financing. Approval of adaptive reuse of historic buildings as described in the Master Development Plan document.
- ~~Phase 2: Approval of Master Plan, MDDA document, and project financing. Approval of adaptive reuse of historic buildings as described in the MDP document.~~
- Phase 3: Approval of Master Development Plan and MDDA. Selection of a housing developer (if different than Master Developer), project financing and determination of phasing impacts of Phase 3 development to itself and all current and future phases of development.
- Phase 4: Completion/Tenant Buildout of 50% of Phase 2 total allowable building area. Approval of adaptive reuse of historic buildings as described in the MDP document.
- Phase 5: Completion/Tenant Buildout of 75% of Phase 2 total allowable building area. Reconstruction of Historic Roundhouse and Smokestack will require approvals as described in the MDP document.

- 1 PRIMARY ACCESS POINTS TO NORTH AND SOUTH SURFACE PARKING LOTS.
- 2 ADJOINING PARCEL NOT CONTROLLED BY CITY BUT WITH STRATEGIC IMPORTANCE TO MASTER PLAN. MDP RECOMMENDS ITS INCLUSION.
- 3 MAIN NORTH-SOUTH DRIVE AISLE FOLLOWS APPROXIMATE POSITION OF ORIGINAL FIRE ROAD.
- 4 USE EXISTING FIRE ROAD FOR LOADING TO FIREHOUSE CAFE.
- 5 DISCOURAGE PARKING ALONG EDGE OF EXISTING BUILDINGS, PLACE ROADS/PEDESTRIAN ACCESS AGAINST EDGES TO KEEP OPEN.
- 6 FIREHOUSE CAFE AND PLAZA MAY BE DEVELOPED EARLY IN THE PROJECT.
- 7 ADD STRATEGIC LANDSCAPING ALONG EDGE OF SURFACE PARKING WHERE SHOWN TO MINIMIZE VISUAL IMPACT OF VEHICLES. POSSIBLY USE POTTED LANDSCAPE SUCH THAT IT MAY BE REUSED DURING FUTURE BUILDOUT PHASES.
- 8 GUEST PARKING FOR FIREHOUSE CAFE.
- 9 LINE OF RECONFIGURED SECOND ST. CUTS INTO THE FORMER 1ST/2ND ST. CORNER OF THE RAIL YARDS SITE.
- 10 PORTION OF LAND CREATED BY THE RECONFIGURATION OF 2ND ST. IS OF STRATEGIC IMPORTANCE TO MASTER PLAN, MDP RECOMMENDS ITS INCLUSION.
- 11 LINE OF ORIGINAL POSITION OF 2ND ST. DEMARCATION OF NEW PARCEL AREA TO THE EAST REFERENCED IN KEYNOTE 10.
- 12 PORTION OF ORIGINAL FIRE ROAD USED TO CONNECT SOUTH AND NORTH PARKING LOTS, POSSIBLY USED FOR PEDESTRIAN CIRCULATION OR EMERGENCY ACCESS ON INTERIM LEVEL.
- 13 PARALLEL PARKING SERVED BY ONE-WAY DRIVE AISLE TO SERVE EXISTING WHEELS MUSEUM.
- 14 LOCATION FOR PROPOSED PHASE I BRIDGE CRANE MARKET.
- 15 MODERN POWER HOUSE TO BE REMOVED.
- 16 LOCATION FOR PROPOSED REBUILT SMOKESTACK ATOP ORIGINAL FOUNDATION.
- 17 LOCATION FOR PROPOSED REBUILT ROUNDHOUSE ATOP ORIGINAL FOUNDATION, ALSO SERVES AS PRINCIPLE ORGANIZATIONAL MECHANISM FOR SOUTH SURFACE PARKING LOT.
- 18 LOCATION FOR PROPOSED REBUILT ROUNDHOUSE ATOP ORIGINAL FOUNDATION, ALSO SERVES AS PRINCIPLE ORGANIZATIONAL MECHANISM FOR SOUTH SURFACE PARKING LOT.
- 19 PROPOSED PEDESTRIAN AT-CROSS CROSSING

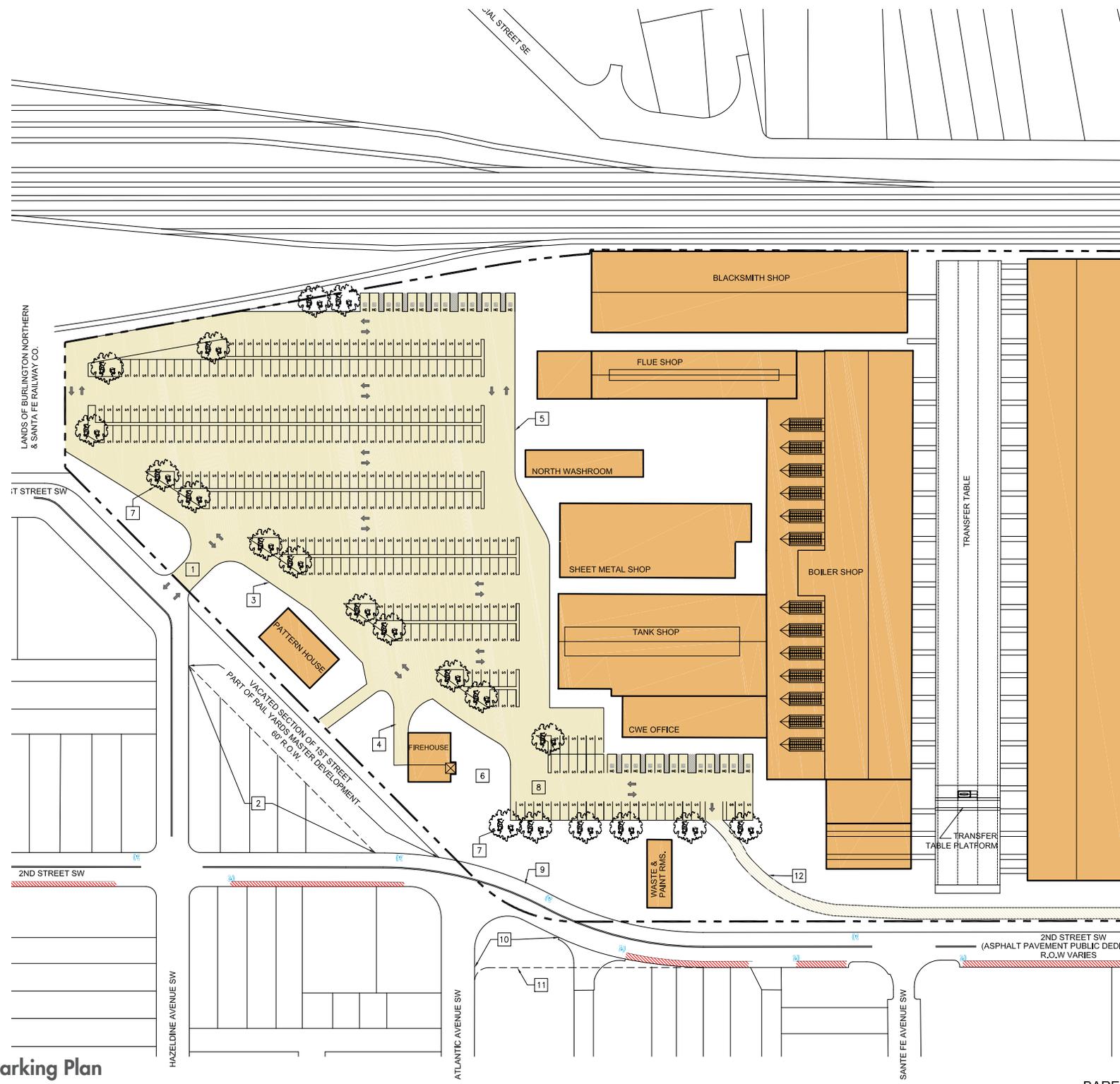
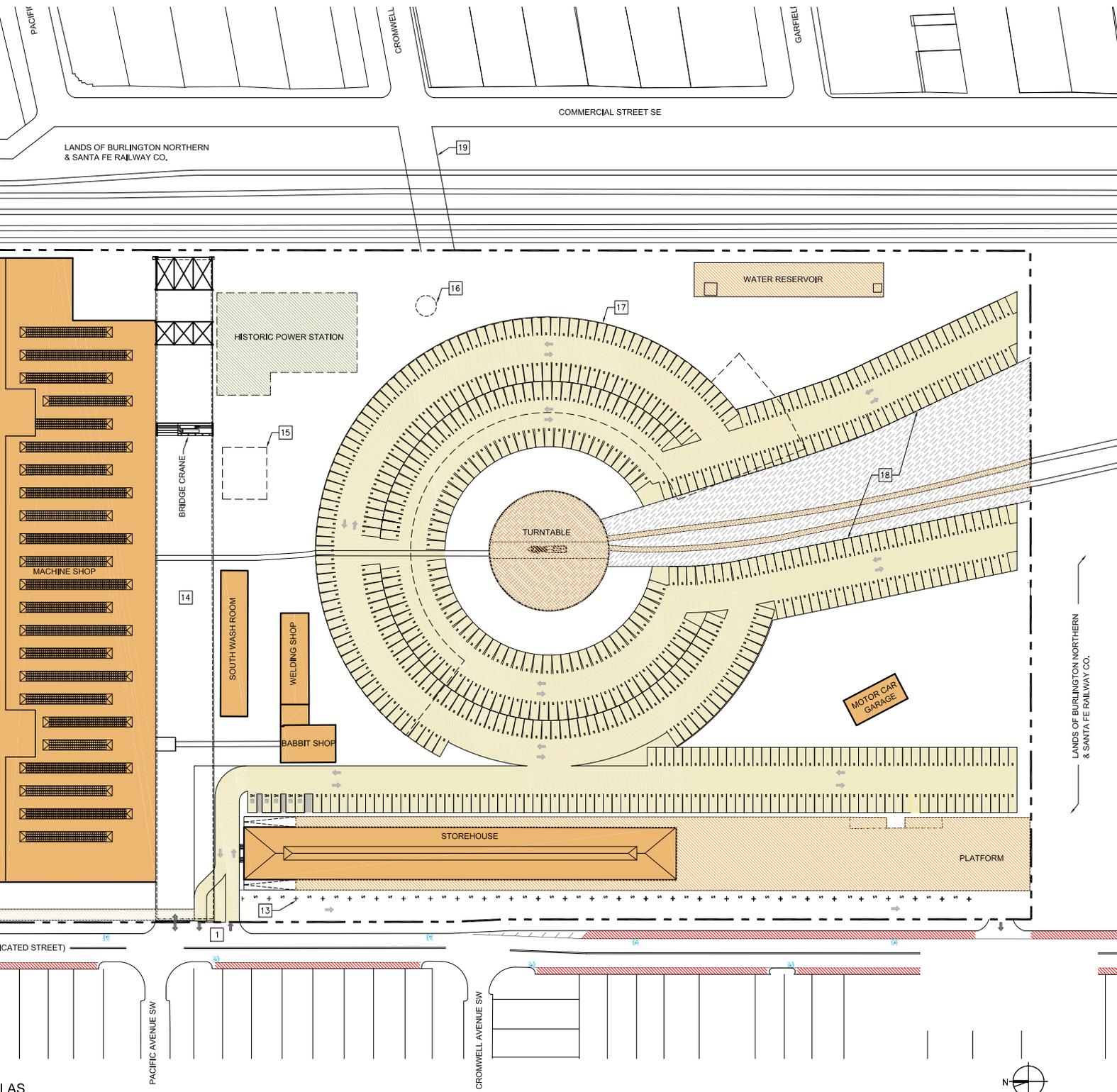
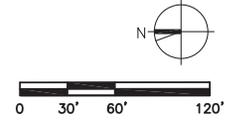


TABLEAU 8: Preliminary Phase Parking Plan



- LEGEND**
-  PRESERVE (OUTDOOR ELEMENT SHOWN HATCHED)
 -  SURFACE PARKING (INTERIM PHASES ONLY)
 -  TURNTABLE ACCESS EASEMENT
 -  PARKING ACCESS
 -  INTERMITTENT LOADING/DELIVERY/FIRE ACCESS
 -  ON-STREET PARKING
 -  BICYCLE LANE



10.12 Conceptual Phase 1 Implementation

The purpose of this section is to present a detailed presentation of the open-air Farmer's Market concept recommended as the initial Phase 1 development and the first action taken toward implementation of the Master Concept Plan. The concept proposes utilizing the approximately 50ft wide space immediately to the south of the Machine Shop within and below the area served by a 15-ton Bridge Crane that once was used to transport supplies and equipment laterally across the full width of the site. The Bridge Crane is supported on the north by a beam and track system connected directly to the facade of the Machine Shop whereas the south is supported by a steel wide flange beam and column colonnade.

Below is a summary of benefits of the proposed Phase 1 concept;

- Provides early stage public use of the site, creates enthusiasm for the Rail Yards redevelopment. Provides direct connection to the Barelmas Neighborhood from 2nd Street, extends Pacific Avenue onto Rail Yards site.
- Re-opens historic entrance to the Rail Yards site, refer to photo on preceding page.
- Provides high level of off-site visibility from Avenida Cesar Chavez (39,000 cars per day), affords a great number of Albuquerque residents to know that the Rail Yards are under redevelopment.
- Utilizes innovative, state-of-the art engineering strategy for canopy structure. Creates new, vibrant canopy that would bring life to the existing Bridge Crane structure and Rail Yards site in general.
- Takes advantage of south exposure providing ample sun when cool and ample canopy shade when hot.



PAST



PRESENT



FUTURE - OPEN CANOPY

- Provides direct connection with historic structures; Re-opens historic entrance to the Rail Yards site, refer to photo on preceding page, uses the Machine Shop as a backdrop and allows the potential early stage adaptive reuse of the smaller historic buildings located adjacent the site; South Washroom, Babbit Shop and Welding Shops.



Phase 1 Concept showing Bridge Crane canopy operation

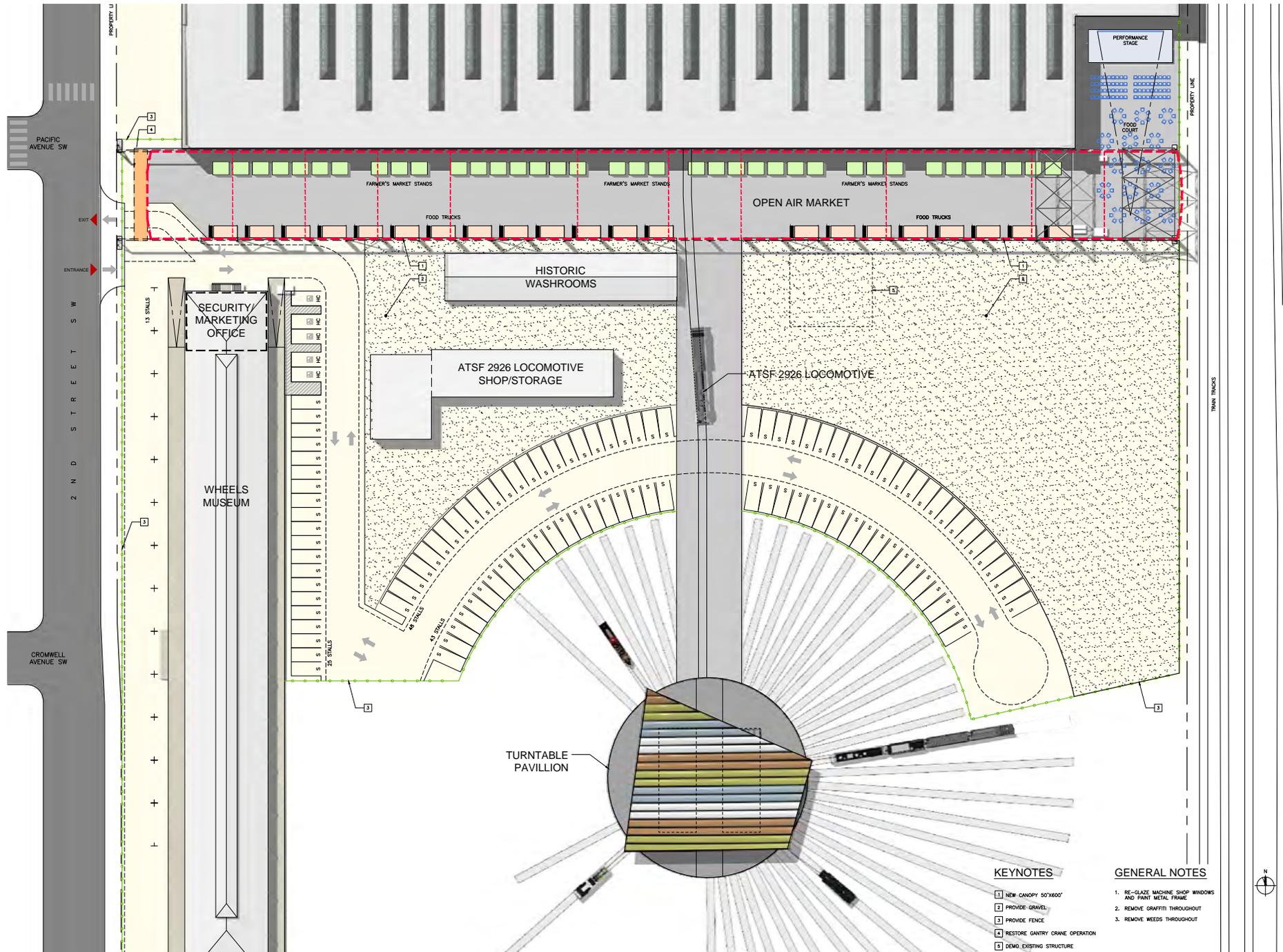


FIGURE 245: Phase 1 Site Plan Concept

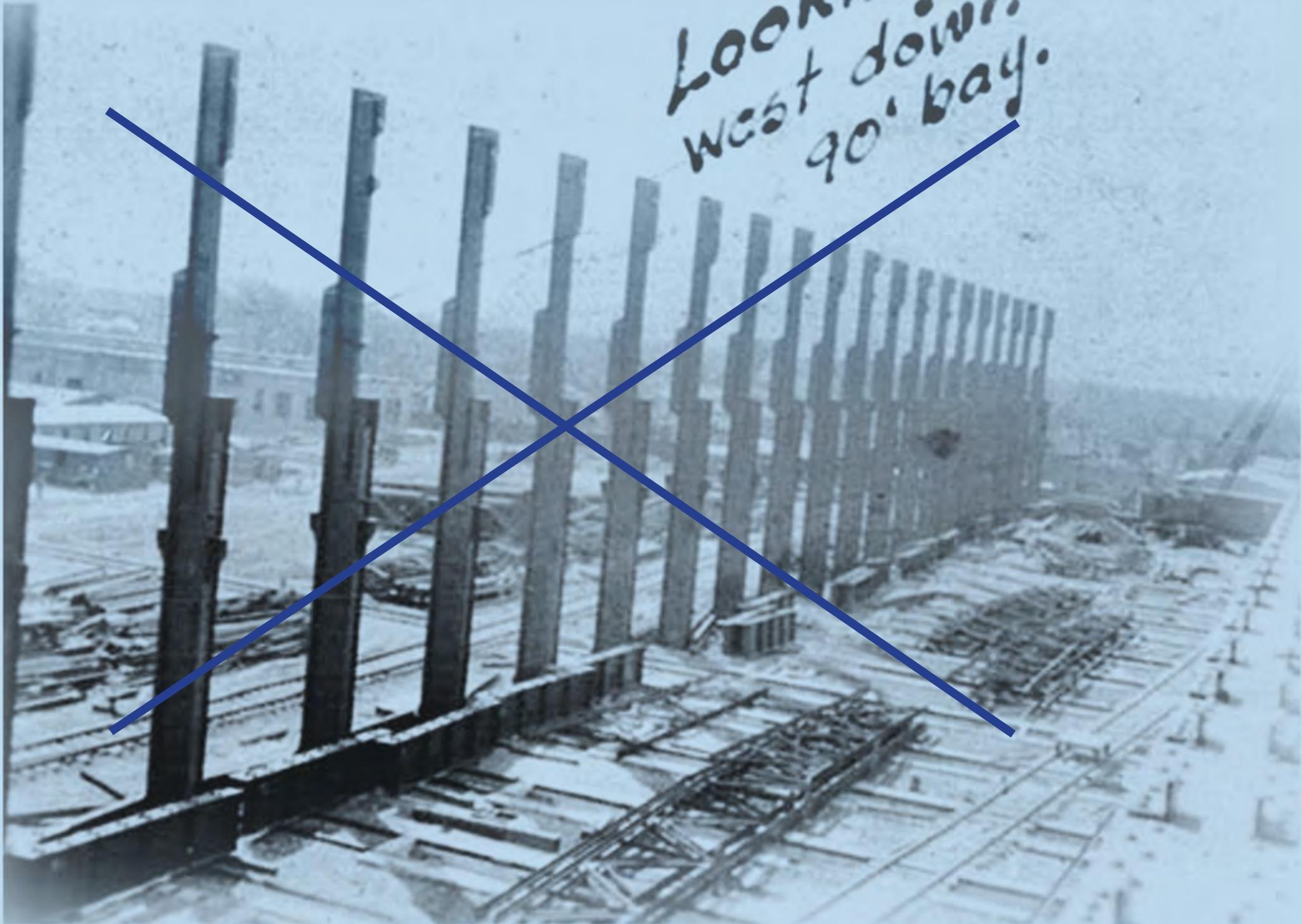


Phase 1 Concept Rendering, Market under Bridge Crane canopy



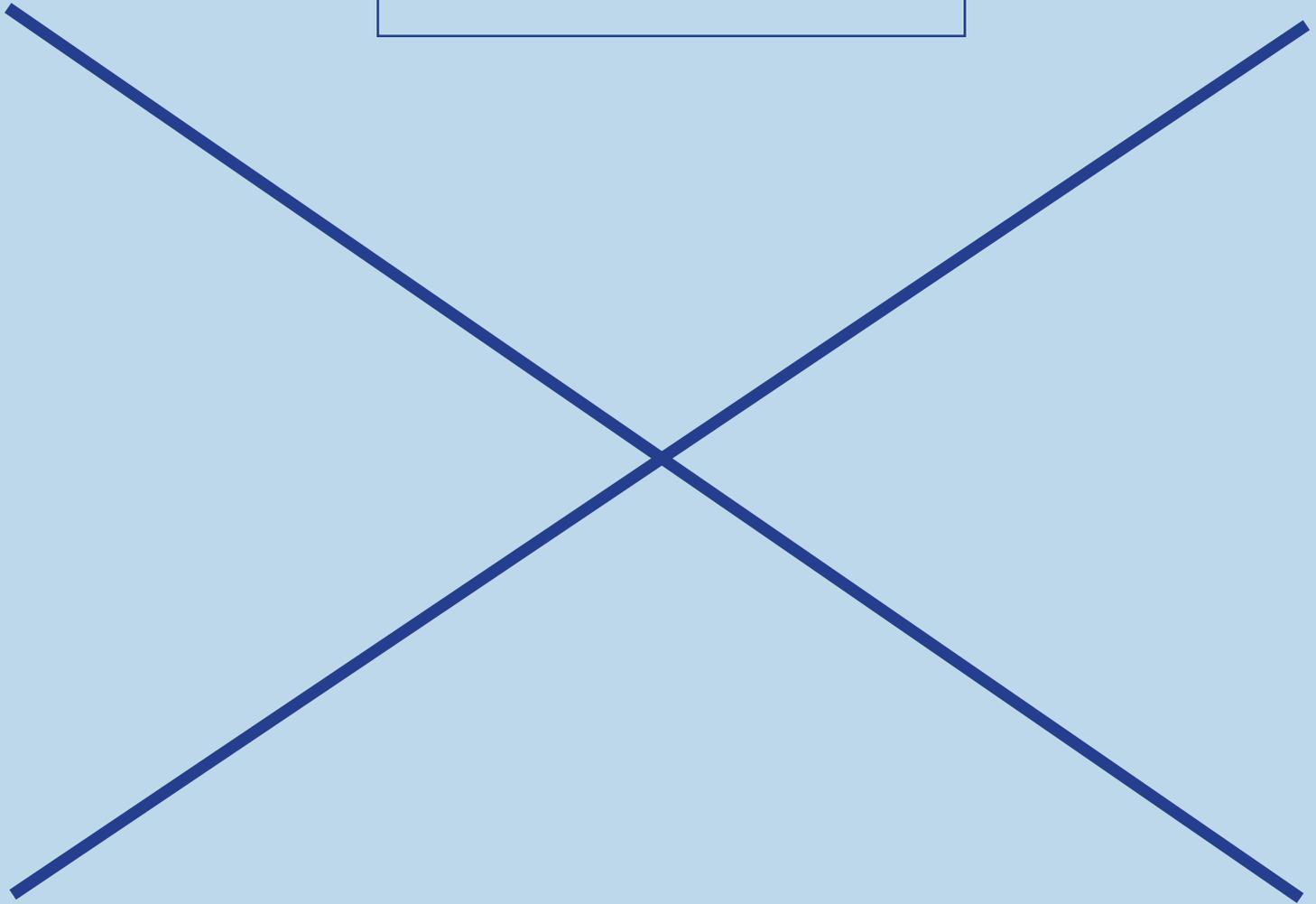
Phase 1 Concept Rendering, Night view From Avenida Cesar Chavez

Looking
west down
90' bay.

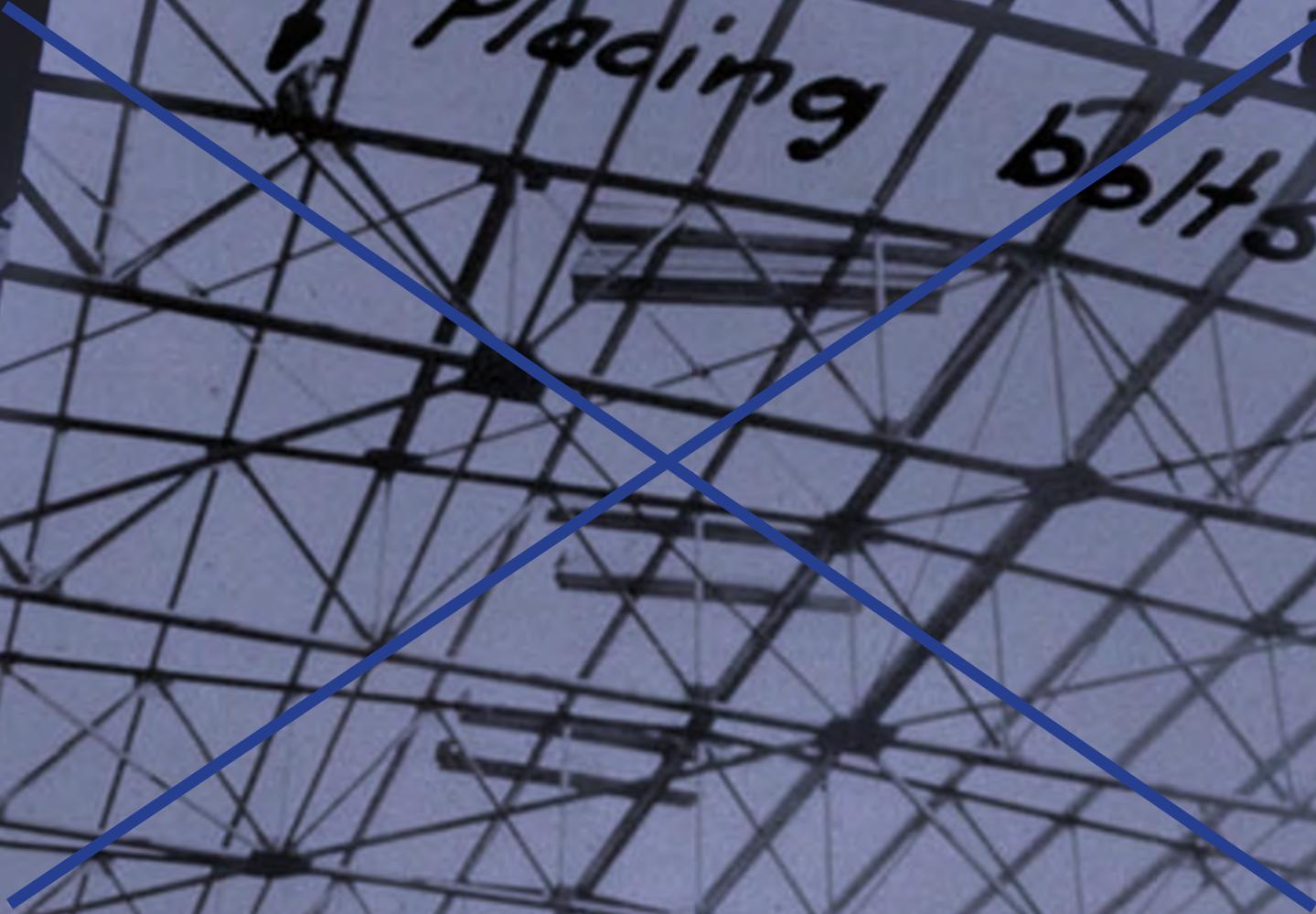


DESIGN DEVELOPMENT PERFORMANCE STANDARDS ~~8~~

Blue-Line Note: Material from this section has been moved to new Sections 6 and 7.



Placing bolts



Blue-Line Note: Material from this section has been moved to Section 10 Concepts and Phasing and the Basrelas SDP amendment

