

CONCEPT AND PHASING PLAN 10

10.0 CONCEPT AND PHASING PLAN

Intent

This section illustrates conceptual plans for redevelopment of the Rail Yard site. The concepts contained herein are not compulsory elements of the project and will require further studies and approvals as established by City codes and/or the standard processes that are outlined in the SU-2/HLS zone in the Barelas Sector Development Plan.

10.1 Vision Statement

There are always planning and building antecedents. We don't start from zero. And there's inevitably a relationship between where we were, where we are, and where we're going. The essential question for the Rails Yards site is how architecture might communicate both an acknowledgement of precedents -- salient built pieces of history -- and simultaneously push forward toward very different purposes, new and adaptively reused buildings, suggesting new directions for the city of Albuquerque's future.

Knowing where we've been makes the story of where we're going more legible, more intelligible. At the Rail Yards site, Albuquerque's built record is largely intact. But historic structures like the Boiler Shop, Machine Shop, Tender Repair/Tank Shop, and Flue Shop, though the buildings are extant, no longer fill their original functions. Those

functions now belong to Albuquerque's heritage. They have for a while. The Concept Plan objective is to acknowledge that heritage -- the trains, the story of the opening of the American southwest with new transportation, new machines, new energy, and new opportunities for those who came.

The Concept Plan celebrates the facilities that made the trains run.

How does a Concept Plan manage that celebration?

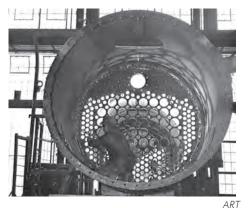
Not by simply reconstituting those historic buildings [though there's a role for this] whose uses have passed into history, but by giving those buildings a new, vital life, a new role in the burgeoning, evolving community that surrounds the site, and more broadly, an up-dated contemporary definition for urban life in the center of Albuquerque in the first quarter of the 21st century.

How do we acknowledge an old life, and simultaneously forecast a new one? We call our Concept Planning strategy for the Albuquerque Rails Yards site "Recollecting Forward."

What the new plan retains in its entirety is the enduring spirit of the rail yards, the energy, the optimism, and the reconstituted exteriors of the primary buildings on the site. We rebuild the missing roundhouse, complete the original organizational logic of the site, but assign new









uses, new public and private purposes to both old and new buildings. So what's the roundhouse? Is it the original building? Not quite. Is it a new building? Perhaps, but its plan form re-iterates that of the original structure. The Concept Plan intends a hybridization of old and new without insisting on a clear distinction between the two.

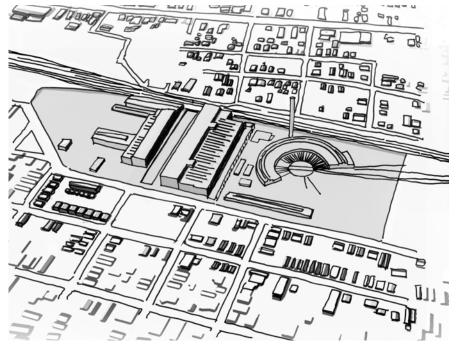
In summary, the primary goal of the Concept Plan Section 10 of the MDP document is to provide illustrative strategies for an organization of the Rail Yards site that will engender a vibrant, cohesive and viable community of mixed users sharing a common vision. The existing structures to be preserved and adaptively reused are the primary and dominant elements of the site; however they are not sufficient to accommodate the myriad uses identified in the Goals & Policies Section 5 and confirmed through the public comment process. New structures and improvements are required to make the site viable for development. The Concept Plan Section 10 proposes illustrative strategies for the design and integration of such structures so that they both complement the historic structures and provide a unified architectural language across the site. By contrast, Sections 6 and 7 and 8 of the MDP provide the development regulations and design guidelines to guide re-development of the site.

The intention of the Concept Plan is to preserve the "integrity" of the site and reinvent the "spirit" of the Rail Yards for a modern age. The intention is to "Recollect Forward."

To achieve these aspirations, the Concept Plan itself must be a living, working document that is built with sufficient flexibility to accommodate an evolving and unknown future set of conditions. The concepts, recommendations and design features that follow should be understood in this context.



RAIL YARDS, AERIAL PHOTO OF CURRENT SITE CONDITIONS



RAIL YARDS, DIAGRAM MASSING OF KEY HISTORIC RESOURCES TO BE PRESERVED OR REBUIL

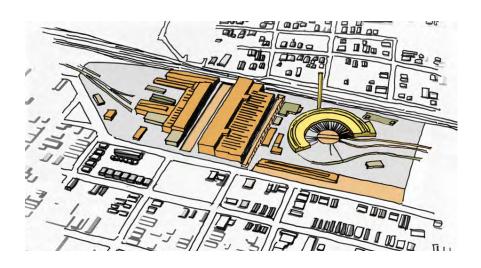
10.2 Preservation and Adaptive Reuse Standards

Preservation criteria and considerations are based on the understanding of cultural significance and the cultural values of a property. In the case of the Albuquerque Rail Yards, it should be looked at first as part of the train system in the United States, contributing to the development and creation of the country. The Albuquerque Rail Yards are an important element within that whole line, and one of its cultural values derives from this fact. This criterion puts the Rail Yards at a national and state level of significance, based on the role the railroad and the Rail Yards had in the development and history of New Mexico.

In keeping with the goals and policies stated in Section 5, the Master Development Plan seeks to preserve and adaptively reuse the majority of historic resources on site. However, while all buildings and structures (site features) tell some part of the story, not all building and site features are equally significant. In addition, the viability of arranging new uses for all existing buildings depends upon their condition and the opportunity to match a building configuration with a suitable reuse. The Master Development Plan requires the preservation of most of the built components of the complex, the re-construction of some important ones which have been demolished and which are crucial to the understanding of the place, the adaptive re-use of the buildings, and suggests the addition of modern facilities, landscaping and other features for optimal use of the site.

10.2.1 Preserve and Adaptively Reuse

Keep, consolidate, renovate, maintain – and reuse. It could be just the "envelope" (outside wall), or could include interiors, parts or whole, including windows, doors, fixtures, etc. On the site, elements of the highest cultural significance that shall be PRESERVED are listed as below (refer to map page 102):



PRESERVE PRESENT RECONSTRUCT REMOVE

- Fire Station (#1 on Map). The only building on the site officially recognized as a City Landmark by the City of Albuquerque at the time of the Master Development Plan's adoption.
- Machine Shop (#2 on Map)
- Bridge Crane (#3 on the Map)
- Boiler Shop (#4 on Map)
- Tank Shop/ Tender Repair Shop (#5 on Map)
- Flue Shop (#6 on the Map)
- Blacksmith Shop (#9 on Map)
- Storehouse (#10 on Map)
- Platform (#11 on Map). The only real platform still existing on the site, therefore representing all platforms, and being a characteristic element of all train stations and rail yards























TRANSFER TABLE

- Transfer Table (#14 on the Map)
- Turntable (#16 on Map), which is still functioning, attractive, and a very important element in every main train station and rail yard. In addition, it is still in use by the BNSF Railroad.
- Significant Train Tracks (#29 and elsewhere on the Map). Although there is nothing special about train tracks, on the contrary, a rail yard without tracks would look strange; they are an important visual and technical element. A selection of the most significant Train Tracks should be PRESERVED on-site (some of those leading from the south to and from the Turntable and Round House, and connecting them with the workshops). Other Train Tracks that also demonstrate the use of the site could potentially be PRESENTED, while a large portion of Tracks could be REMOVED.
- Babbit Shop (#12 on the Map) and Welding Shop (#13 on the Map). These are two modest and small structures, used as different kinds of workshops. They were later connected with each other (the connecting structural element is suggested to be demolished, i.e. REMOVED). The two shops represent smaller-scale activities that took place in buildings other than the larger Machine Shop and Boiler Shop, therefore PRESERVATION is recommended.
- South Washroom (#20 on the Map). It is recommended that the South Washroom be PRESERVED whereas the North Washroom (#19) be REMOVED.
- Waste & Paint Room (#21 on the Map).
- "Pissoires" (not indicated on the Map). We also recommend the PRESERVATION of at least one bank of the very unusual metal urinals, since they were especially designed for the site, and represent a human aspect of the place.
- Infrastructure Elements (not indicated on the Map). Since rail yards are not simply architectural heritage, but rather infrastructure and Industrial Age heritage –the architectural elements are not the only ones to be PRESERVED and

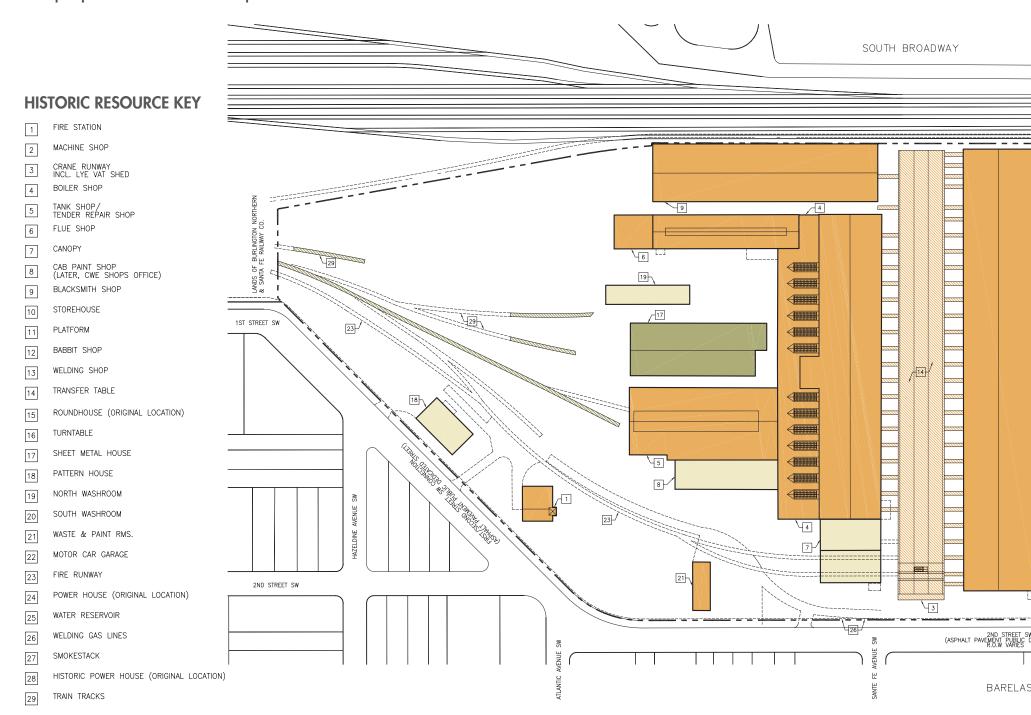
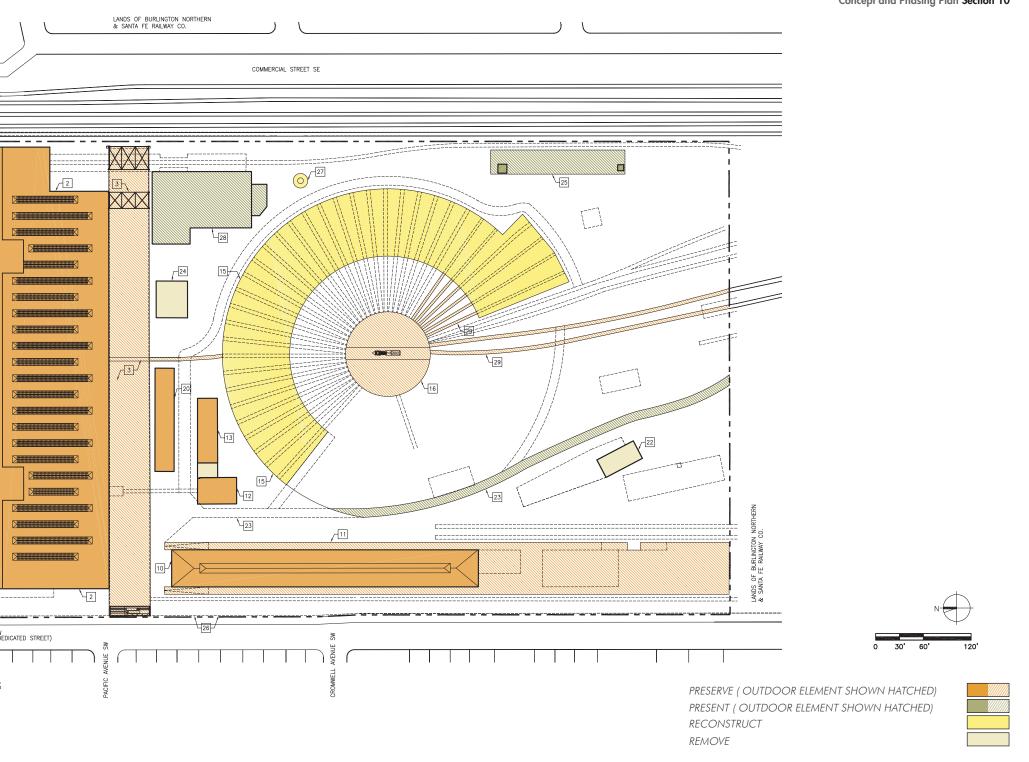


TABLEAU 3: Historic Preservation & Adaptive Reuse Standards Diagram



PRESENTED, as opposed to REMOVED. Therefore, at a phase beyond the new Master Development Plan, PRESERVATION of some of the Infrastructure Elements, such as pipes and cables, along with the structural materials carrying them is recommended. Such Infrastructure Elements, together with the Tracks, connected all the built components, and were the "circulatory system" of the entire place.

10.2.2 Present

Being an important part of the story, but the element has been removed, or is planned to be removed, for various reasons. Its "presentation" on-site can be through a sign, paved or marked footprint, photo and explanation on a wall, etc. On the site, there are elements of relatively high historic value (for the understanding of the functioning of the site), but either in a very poor state of preservation, or already REMOVED; or else being a later addition that is hiding more important parts of the complex, and there is a desire for it to be REMOVED. Such structures listed below should be PRESENTED:

- Sheet Metal House (#17 on the Map). This wooden shed was used for storage of metal sheets and for moving them mechanically to their work stations.
- Fire Runway (#23 on the Map).
- Water Reservoir (#25 on the Map). This underground storage space and water reservoir is historically significant, being the only source of water on the site. It is therefore suggested for PRESENTATION as a concrete platform, possibly underground.
- Original Power House (#28 on the Map). Although the
 original structure was previously demolished, due to its
 functional importance and connection with the proposed
 RECONSTRUCTED Smokestack (Ref. to Category #3) it
 is suggested that it be PRESENTED, by its footprint, on the
 original location (even if completely or partially underground).

10.2.3 Reconstruction

On the site, there are elements of very high cultural value and significance, without which the functioning of the place cannot be understood; and/or the element's contribution is important to the integrity of the site. These structures were demolished, but have good documentation and sufficient remains on the site to allow for a certain kind of RECONSTRUCTION, while permitting modern interpretation. The reconstruction will be on the original footprint, will have some volume, but will not be identical to the original structure (it is a symbolic reconstruction). Such structures are listed below as:

- Roundhouse (#15 on the Map). The Roundhouse was one of the most important, impressive, and visually strong structures on the site. The reinstatement of its physical existence on the site is very important, and this is why it is suggested for RECONSTRUCTION (it footprint, shape, and volumetric space

 not a replication of the original).
- Smokestack (#27 on the Map). The Smokestack was seen from quite a distance and became an iconic symbol of the site. Its reconstruction should mainly represent the idea of a high, vertical element, rather than accurate replication. The Smokestack was part of the Original Power House (Ref. to Category # 2).

10.2.4 Remove

Remove, leaving no physical trace. This applies to a structure or other element that does not contribute significantly to our understanding of the history of the site. Such structures as listed below are:

 Canopy (#7 on the Map). Originally an open structure, consisting of a roof supported by several columns. The Canopy functioned as the place to test the locomotives, and was later altered by adding partition walls, to become a paint shop.

- Cab Paint Shop/later converted to CWE Shops office (#8 on the Map). It covers the long (western) façade of one of the important and impressive structures (the Tank Shop/ Tender Repair Shop).
- Pattern House (#18 on the Map).
- North Washroom (#19 on the Map). If the South Washroom (#20) is preserved, the North Washroom is recommended to be removed as it is in need of major structural repairs.
- Motor Car Garage (#22 on the Map). A small workshop structure.
- Power House (#24 on the Map). This modern structure replaced the Original Power House which was demolished.
 It has no cultural significance. (See recommendation for the PRESENTATION of the Original Power House).

10.3 Design Features

In keeping with the goals and policies stated in Section 5 and with the aforementioned Vision Statement, the Concept Plan seeks to preserve and adaptively reuse the vast majority of historic resources on site. The successful revitalization of these structures represents the cornerstone of the redevelopment effort and is the foundation upon which all the following site organization concepts and design features are based.

The following sub-section provides design concepts and recommendations for new infill development. The following concepts and diagrammatic sketches represent basic ideas about how to organize the site rather than specific architectural solutions per se. Likewise, images from other locales are used to convey a design sensibility rather than a literal design response.

10.3.1 Rebuild Iconic Structures

Concept: Important iconic elements of the Rail Yards that had previously been demolished should be rebuilt in order to re-establish the original organization of the site.

As the first organization strategy for site infill development, the Master Plan advises the rebuilding of the Roundhouse and Smokestack features as important elements to the original conception of the site. The reconstruction will be on the original footprint, will have the same volume, but will not be identical to the original structure. As such, it is intended as a symbolic reconstruction permissive of a modern interpretation.



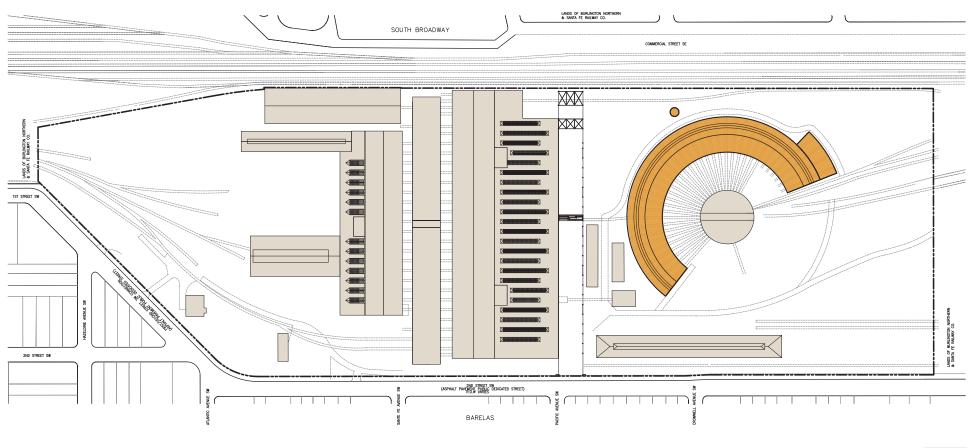
RAIL YARDS, HISTORIC ROUNDHOUSE AND SMOKESTACE





View from atop SMOKESTACK

SMOKESTACK



HISTORIC FEATURES TO BE PRESERVED AND ADAPTIVELY REUSED





Figure 8: Rebuild Iconic Structures Diagram

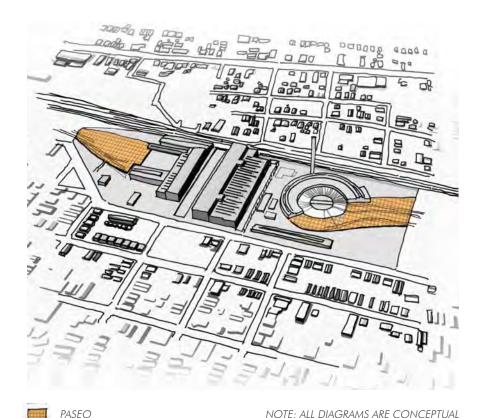
10.3.2 Paseo

Concept: The Rail Yards should be unified into a cohesive and interconnected whole.

The Paseo is the tissue that unifies the site plan, and integrates the Rail Yards with the city. It is the primary planning component for the new Rail Yards project.

The Paseo is a concept for infill development. It is a low, single volume, building, approximately 14 feet in height, with a flat roof that doubles as a public plaza. There are two Paseo buildings proposed, North and South, located on the only large areas available for development that do not impact any historic resources recommended for Preservation. Due to their low profile, the Paseo buildings allow for additional buildable area to be created without impacting views to and from the historic structures; they are auxiliary buildings that will increase the technical functionality of the site that might otherwise be limited by use of the historic structures alone. The plan shape of the Paseo buildings is determined by using historic rail lines or fire road. Public access to the Paseo roof decks would be provided via generous stairways and landscaped mounds along 1st and 2nd Streets.

The Paseo's conceptual purpose is to inter-connect events and event options on the site, to link existing buildings with new buildings, to facilitate pedestrian movement north/south and east/west on the site and to encourage pedestrian engagement of the myriad new opportunities the Rail Yards project will provide.









Las Ramblas, Barcelona, Spain

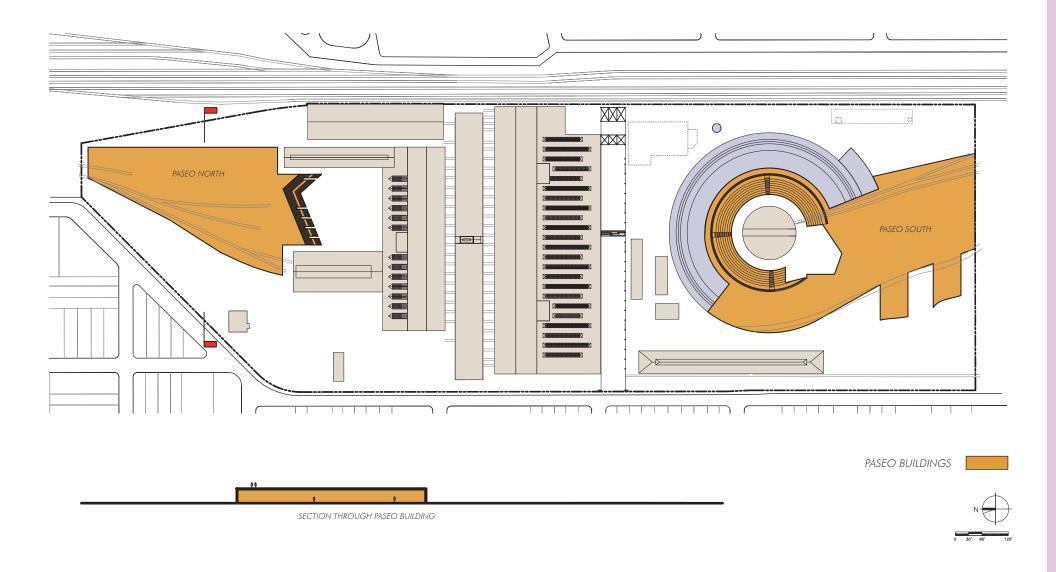


Figure 9: Conceptual Paseo Building Diagram

10.3.3 Subterranean Parking

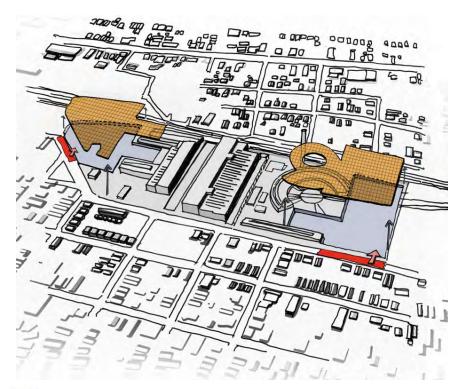
Concept: The Rail Yards should be free of visible parking.

The Paseo concept and the subterranean parking concept go hand in hand. Given the historic nature of the site, visible surface parking should be avoided and instead should be contained in a below grade structure.

Given the increased cost of subterranean parking and the relative high water table, a one-level only structure is proposed which will result in a site that will be considered underparked by current City parking standards. The provision of parking for the Rail Yards site, however, must seek a balance between satisfying market needs on the one hand and minimizing traffic impacts on the other. Deficiencies in on-site parking should be mitigated by use and encouragement of alternative means of transportation.

The Concept Plan addresses this issue by locating subterranean parking at the North and South ends of the site immediately below the proposed Paseo buildings, leaving the center portion of the site focused on pedestrian, bicycle and transit access. The Paseo buildings are located on the only two portions of the site that have open areas sufficient to construct an efficient parking garage. Building the parking garage and the Paseo buildings together will result in an economy of cost and schedule.

The specific location for vehicular ingress/egress to the parking structures should be determined by the ultimate configuration of the Paseo buildings and the use requirements thereof. Access points should be adequately spaced in order to allow proper vehicle queuing and to minimize traffic impacts to the Barelas residential community immediately to the west.



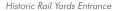
BELOW GRADE PARKING

PASEO

POTENTIAL ZONE FOR ENTRANCE

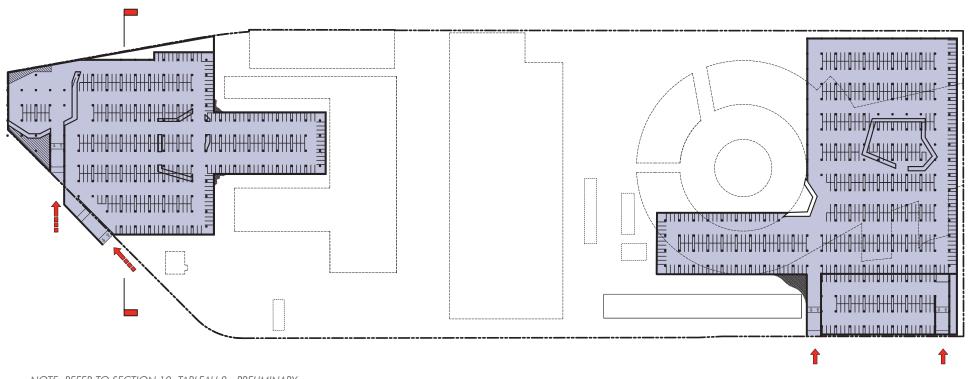
PARKING ENTRANCE







Rail Yards Entrance Today



NOTE: REFER TO SECTION 10, TABLEAU 8 - PRELIMINARY PHASE PARKING PLAN, FOR EARLIER PHASE PARKING CONCEPT.



Figure 10: Conceptual Below Grade Parking Diagram

10.3.4 Acoustic Mounds

Concept: The Rail Yards should have an inviting edge that balances the needs of future users with those of the neighboring communities.

Summary: The Acoustic Mounds is one possible concept for how to treat the edges of the Rail Yards site. The Historic edge was once bounded by a wooden fence that limited site access to Rail Yards employees and visitors only. By contrast, the Concept Plan intends the site grounds to be completely open for public access; however, there remains a need for limited visual and acoustic privacy between potentially disparate and incompatible uses.

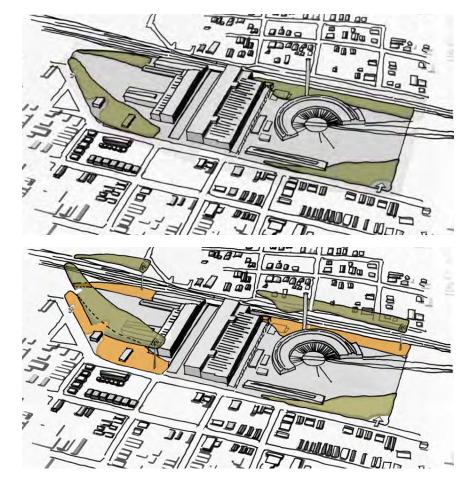
The Acoustic Mounds provide a flexible, 'soft' edge that can be sculpted to achieve desired levels of privacy without creating the effect of a barrier and without impacting views to and from the site.

The Mounds unify the site by use of a common visual language (earthwork, landscape) that does not belong to a 'style' of architecture that might conflict with the historic vocabulary of the buildings.

The Mounds are publicly accessible; they can be walked on, sat upon, hollowed out and inhabited for both public uses (e.g. retail) and infrastructural uses (e.g. screening of mechanical equipment).

The Mounds are positioned just inside the east and west property lines of the site, and run essentially north/south, ascending on the west from the sidewalk perimeter and on the east from the retaining wall adjacent to the active rail lines to the Mounds' apex, then down to tree-lined pedestrian walks (Meandering Walk) running north/south at grade, roughly paralleling the Mounds.

By virtue of their shape and positioning, the Mounds organize the nearly half mile long frontage of the Rail Yards site by providing directed points of entry and egress.







Etowah Mounds, Dahlonega, GA



Lascaux Caves, Dordonne Valley, France

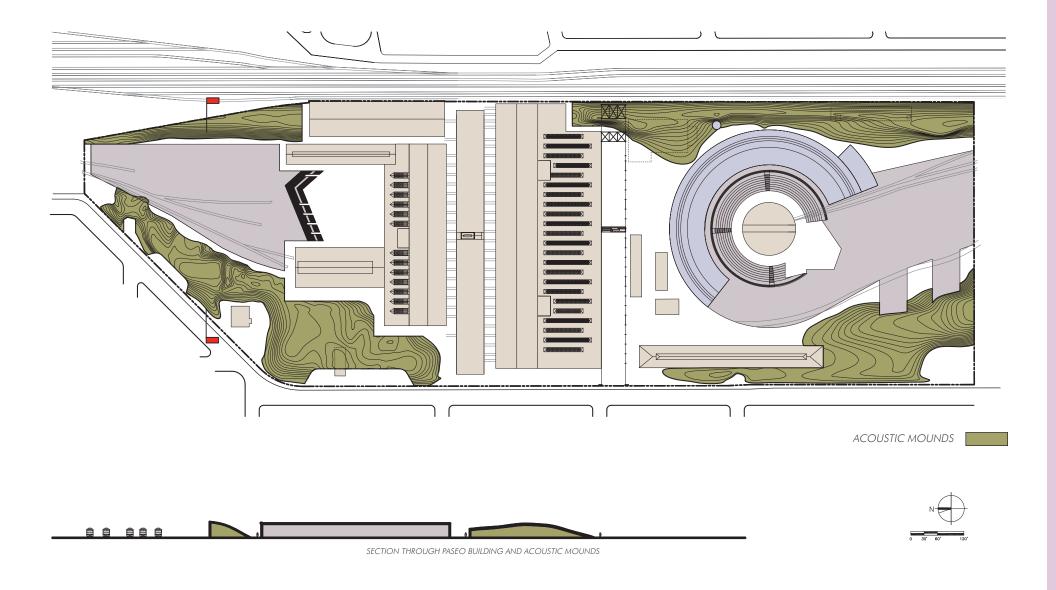


Figure 11: Conceptual Acoustic Mounds Diagram

Details: The Acoustic Mounds demonstrate one possible edge treatment concept for framing the Rail Yards boundaries and providing a buffer from the surrounding uses in an interesting and playful manner. The mounds should have flexibility of being either planted, hardscape, or a mixture of both. The mounds may be planted with mostly drought-resistant species to provide recreational spaces, as well as enhance their visual screening function. Deep-rooted native and naturalized plants are preferred for infiltration and reduced maintenance. Including native and naturalized grasses with fibrous root systems will help alleviate erosion concerns along the steep slopes that may occur on the mounds. Depending on design, there may be an opportunity to provide turfgrass in areas with slopes that are amenable to mower access. The use of grasses should signal the transition from more manicured to wilder areas of the landscape. Low and high water use turfgrasses should be defined separately from each other with a shrub buffer. Plant materials on the Acoustic Mounds should be kept below eye-level to accentuate the rolling line of the mounds. The only exception on plant heights is on the down slope of the Acoustic Mounds where trees may line the edges. Trees will follow the meandering path on the interior side, but will serve to frame and enhance views on the 2nd Street side. Seating opportunities may be provided via slopes as well as fixed or movable furnishings. Some slopes on the mounds may be terraced to provide integrated seating. The slopes should generally follow the City of Albuquerque's design

standards for slope requirements for safety and erosion control. Where the edges of the Acoustic Mounds meet grade (typically hardscape), swales should be identified as needed to address water harvesting drainage, as well as to supplement the irrigation for plants.

Accessibility of the Acoustic Mounds would vary across the site dependent on their internal use (when applicable) and the grading necessary to transition safely to surrounding hardscape areas. Terracing is encouraged to soften slopes and provide seating opportunities near activity centers. Slopes will require vegetation to prevent erosion and beautify the landscape. However, steep areas are difficult to mow (turfgrasses) and maintain. Heavy ornamental grass cover is encouraged as it is better at slowing water runoff than is turfgrass, but both are acceptable means for binding soil to the slope.

Although 1.5% slope is preferred to maximize recreational uses, turfgrass may be installed on landscapes up to 5:1 slope for areas to be used for passive seating and similar uses. In addition, irrigation sprinklers that typically serve turfgrass areas should be kept at least five feet from walls, windows and other architectural structures to prevent alkali staining on surfaces.

Noise: Given its proximity to neighboring residential areas and the intention for the Rail Yards to become a vibrant mixed-use community



Tiguex Park, Albuquerque, smaller scale precedent for Acoustic Mound concept

with a significant public presence, noise mitigation is a critical design concern for the project. The proposed Acoustic Mound design feature is a direct response of this need to control potential noise pollution emanating *from* the site and likewise to control noise pollution emanating *to* the site from outside sources such as the active BNSF railway immediately to the east. The Acoustic Mound is a buffering and absorptive mechanism.

Air Quality: During the planning process, community concerns were voiced regarding the potential for the Acoustic Mounds proposed along the east side of the site to exacerbate existing air quality problems associated with rail traffic along the BNSF rail lines. Specifically it was mentioned that BNSF trains are often left idling on the tracks adjacent to residential communities in South Broadway and San Jose neighborhoods, leaving the diesel exhaust to accumulate. The concern is that the Acoustic Mounds will create a tunnel effect that further traps these fumes from escaping, thereby worsening an already significant problem.

It is recommends that further analysis of the existing problem be undertaken and the potential effects of the Acoustic Mounds be studied, including the possibility that the Mounds might ameliorate the condition by creating a landscape edge that can absorb harmful pollutants. It might also be determined that existing practices by the BNSF rail line need further review and evaluation.

The Mounds remain a conceptual idea only for treatment of the project edges. They are designed and intended to be a positive community asset that help solve many different site considerations. If they are determined to have negative air quality impacts, alternative edge concepts will be explored.

10.3.5 Connectors

Concept: The Rail Yards should be stitched into the fabric of the community.

Primary points of access are located by extending the existing city street grid onto the project site. At each location where east/west running streets terminate along the project north/south boundary, a Connector is created. The Connector takes many forms depending on the specific site condition, as follows:

The Perpendicular Walk is the primary east-west Connector that extends Santa Fe Avenue onto and through the Rail Yards site, adjacent to the historic Transfer Table, and on into the South Broadway neighborhood via a proposed pedestrian bridge over the active rail lines. Conversely, the Santa Fe extension also provides a pedestrian connection west, from South Broadway through the site to historic Route 66 along 4th street in the Barelas neighborhood. The Perpendicular Walk provides an operational synopsis of the area's history; trains, rail yards, cars, diverse sociologies; unified along a single axis. It is the conceptual heart of the project.

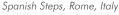
The proposed Transit Plaza is a north-south Connector that runs between Santa Fe and Pacific Avenues along the western edge of the site fronting the Machine Shop.

The Fire House Plaza is a Connector created at the intersection of Atlantic Avenue and 2nd Street that provides Public Open space surrounding the historic Fire House building. This Connector is likely to increase in size due to the abandonment of 1st Street between Atlantic and Hazeldine Avenues.

The proposed Cromwell Avenue at-grade pedestrian rail crossing is a second Connector for the South Broadway community that will align with the proposed rebuilt Smokestack and connect to the rebuilt Roundhouse.

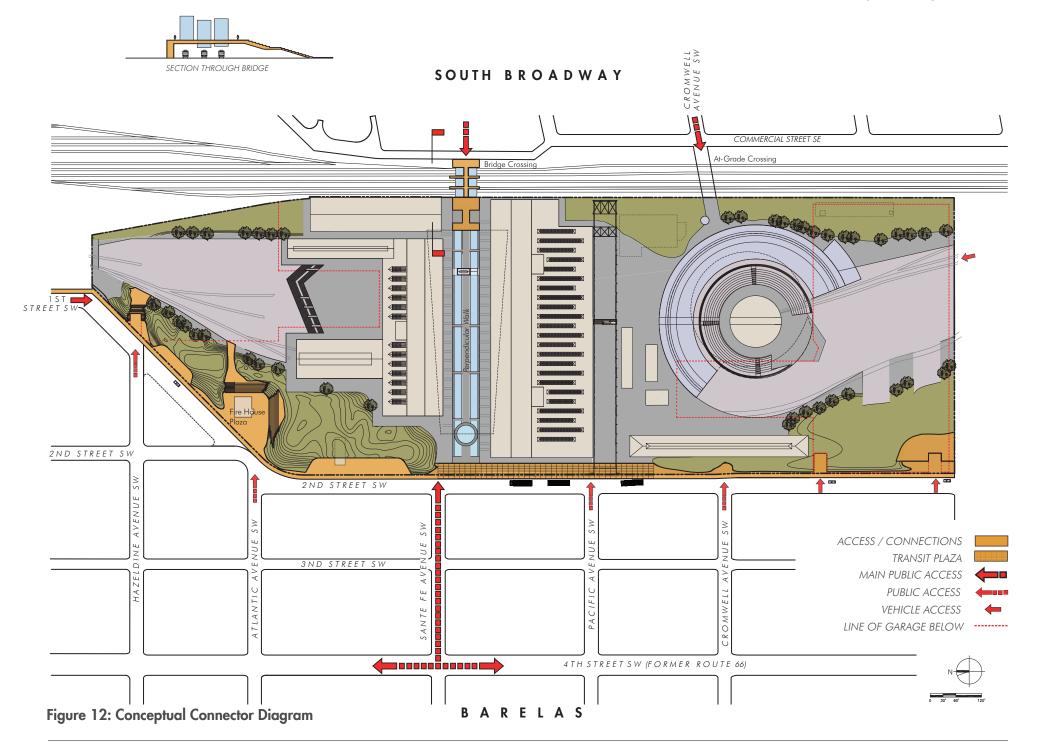








Ponte Vecchio, Florence, Italy



10.3.6 Public Open Space

Concept: The Rail Yards should provide ample and varied opportunites for public open space.

The Concept Plan provides for a significant amount of public open space in a variety of different spatial configurations: broad and open public paseos, tree-lined meandering paths, vertical courtyards, long pedestrian promenades, circular amphitheater, etc. The concept is to offer different ways of interacting with the site that yields flexibility in public programming.

Visitors should be able to traverse the site freely in order to view the various historic structures and understand their original purposes and interrelationship.

Public spaces are connected by two North-South walks; the Edge Walk that follows along the 1st and 2nd Street sidewalk and the tree-lined Meandering Walk that follows the space created between the Paseo Building and Acoustic Mound. In addition to the Paseo and Perpendicular Walk spaces previously referenced, additional public spaces are as follows;

- Quadrangle: A new event space formed by the conjunction of the Flue Shop on the east, the Boiler Shop on the south and the Tank Shop on the west with the new Paseo on the north. The Quad opens to the Paseo and center city with a large public stair/seating which descends south from the Paseo Level to the Quad floor.
- Machine Shop Plaza: Extending south from the Machine Shop and useable for exhibits and/or open air markets. The current plan proposes to re-use the Bridge Crane apparatus attached to a steel frame that extends across the south elevation of the building. The crane and steel frame support a retractable Glass Canopy.
- Turntable Commons: South of the Machine Shop, the new Roundhouse intersects with Paseo South to form an enclosed and partly covered performance courtyard, with ramps and stairs to the public seating and Turntable stage area.









Public Arcade, Milan, Italy

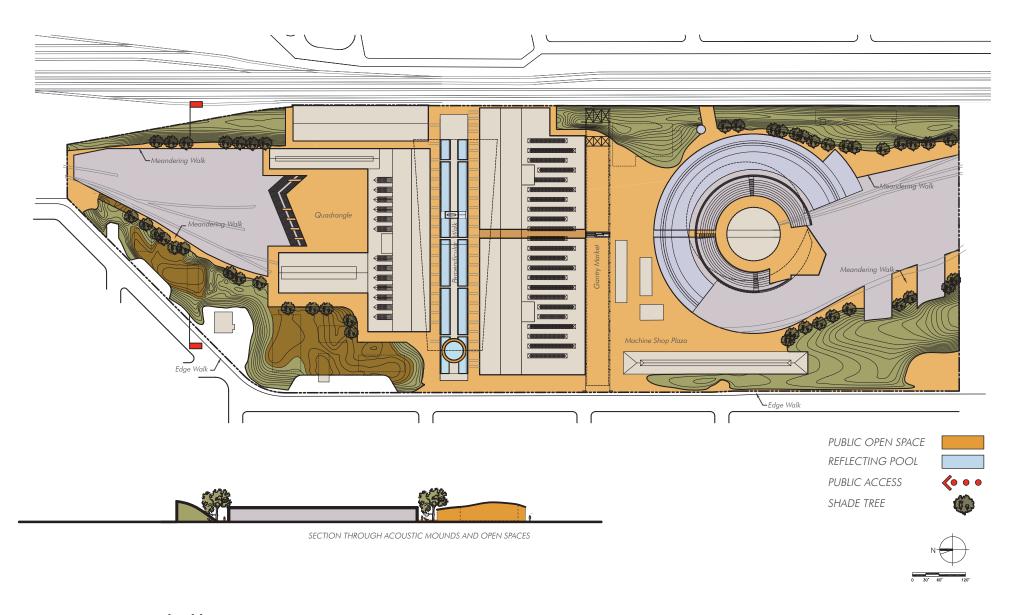


Figure 13: Conceptual Public Open Space Diagram

10.4 Sustainability

Concept: The Rail Yards should be a model for sustainable design practices.

New construction should be designed to meet or exceed U.S. Green Building Council (USGBC) standards and where possible, the retrofit of the existing structures should accommodate green building features as well. Specific concepts for the introduction of sustainable design features and practices into the Concept Plan are as follows:

10.4.1 On-site Power Generation (Photovoltaic Panels)

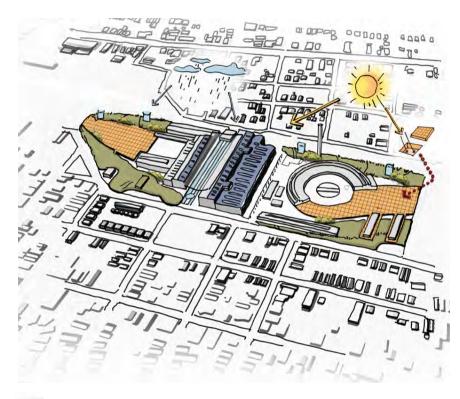
The Concept Plan recommends that all south facing roofs of existing historic structures be retrofitted to include arrays of Photovoltaic (PV) panels capable of generating on-site electricity. As evidenced by the growing PV market in the area, Albuquerque has an ideal climate for PV generation due to a high number of clear sunny days coupled with a lack of extreme summer temperatures found in other desert type communities at lower elevations. PV generated electricity is valuable because it is most efficient during times of peak electricity demand (A/C requirements during hot summer days) thus shaving peak loads. Careful attention will be required to ensure the panels are well integrated into the roof lines. Finally, electrical vehicle charging stations located in the subterranean garages may be able to utilize on-site electrical generation.



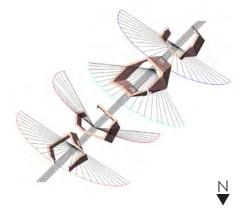
Cantalloc Aqueducts, Nazca, Peru



Acequia, White Mountains, NM



DAYLIGHTING OPPORTUNITIES (COURTYARDS)
GREEN ROOFS (ACOUSTIC MOUNDS)
POWER GENERATION (PV PANELS)
WATER COLLECTION (CISTERNS)



Daylighting defined by the path of the sun



Anasazi Kiva, Mesa Verde, CC

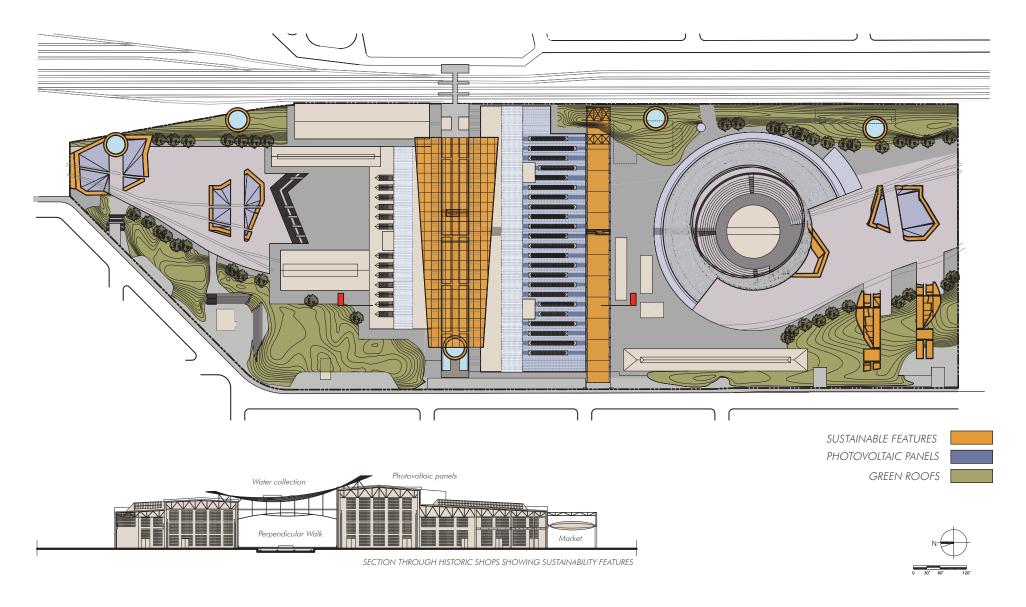


Figure 14: Conceptual Sustainability Features Diagram

10.4.2 Water Conservation

Given Albuquerque's low precipitation of approximately 9" of rain per year, it is critical that water conservation be a major consideration in all future development. Accordingly, the Concept Plan recommends the collection and retention of on-site water into cisterns that may be used for future irrigation of drought tolerant landscaping atop the Acoustic Mounds and along the tree-lined Meandering Walks. Given a total site area of 27.3 acres, there is potential for a large catchment area. The cisterns themselves may become design elements for the project thereby reinforcing the importance of water conservation. In addition to catchment, all plumbing fixtures shall utilize the least amount of water allowable by code and where permitted, the collection and use of grey water for irrigation purposes shall be encouraged.

In order to facilitate collection of roof water and to provide cover over the Perpendicular Walk, a design feature called the "Glass Canopy" is proposed between the Machine and Boiler Shop buildings. The Canopy is an all-glass canopy supported by a light weight cable truss that will collect and distribute water to a proposed cistern and surrounding pool located in the trough of the Transfer Table.

10.4.3 Energy Efficient Construction/Green Roofs

All new construction should be designed to minimize heat loss/gain through building envelopes. Note that this is especially pertinent with regard to the rehabilitation of the historic structures which are largely clad in small single-pane glass windows set into steel window frames. In such cases, the requirements for energy conservation will need to be balanced with the historic preservation aspects of the project. For example, it may be necessary to create new building envelopes within the historic envelope thereby avoiding its poor thermal performance.

Along the lines of envelope performance, the Concept Plan recommends the use of Green Roof structures over the retail components along 2nd Street. A Green Roof is essentially a well-insulated roof that contains a vegetated outer layer that outperforms

traditional roofing in terms of its ability to absorb and slowly re-radiate heat energy without creating the "Heat Island" effect found in many urban areas. Careful attention will be required to select plantings that are well suited to the particular Albuquerque climate.

10.4.4 Natural light & Ventilation

During the time of their original construction, the historic structures of the Rail Yards were considered pioneering achievements in the use of natural light and ventilation to provide superior working conditions. In keeping with this tradition, all new construction should be designed to maximize availability of natural light and ventilation in order to reduce power consumption and increase the quality of the working environment. The Concept Plan recommends the use of Courtyards to provide natural light and ventilation to spaces that would otherwise be too deep to achieve from perimeter access alone. The proposed Paseo buildings will be designed with perimeter glazing and operable windows.

10.4.5 Alternative Transportation

The Concept Plan is organized to prioritize pedestrian, bicycle, and transit connections to the project. Vehicle access to below grade parking structures is purposely relegated away from the center of the site such that these other forms of transportation can be unimpeded. Accordingly, a large transit plaza is proposed along 2nd Street immediately adjacent to the Perpendicular Walk between the historic Machine and Boiler Shop buildings, and may contain bike lockers, bike racks, benches, and other pedestrian amenities. Finally, in order to further encourage the use of alternative forms of transportation, the Master Plan recommends decreased parking requirements for anticipated uses and will encourage ride sharing.



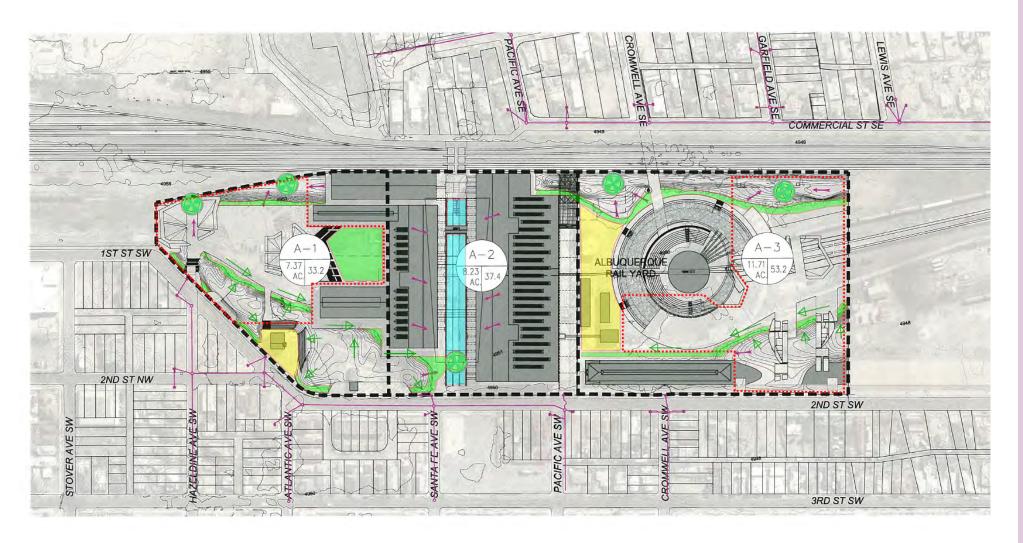


Figure 15: Conceptual Water Conservation Diagram

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 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 Concept Plan identifies preferred land use types and locations based on a thorough analysis of project goals, site context, and community input.

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 perimeter required by its heavy industrial past.





City, CA



ATSF 2926 Restoration, Albuquerque, NN



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.

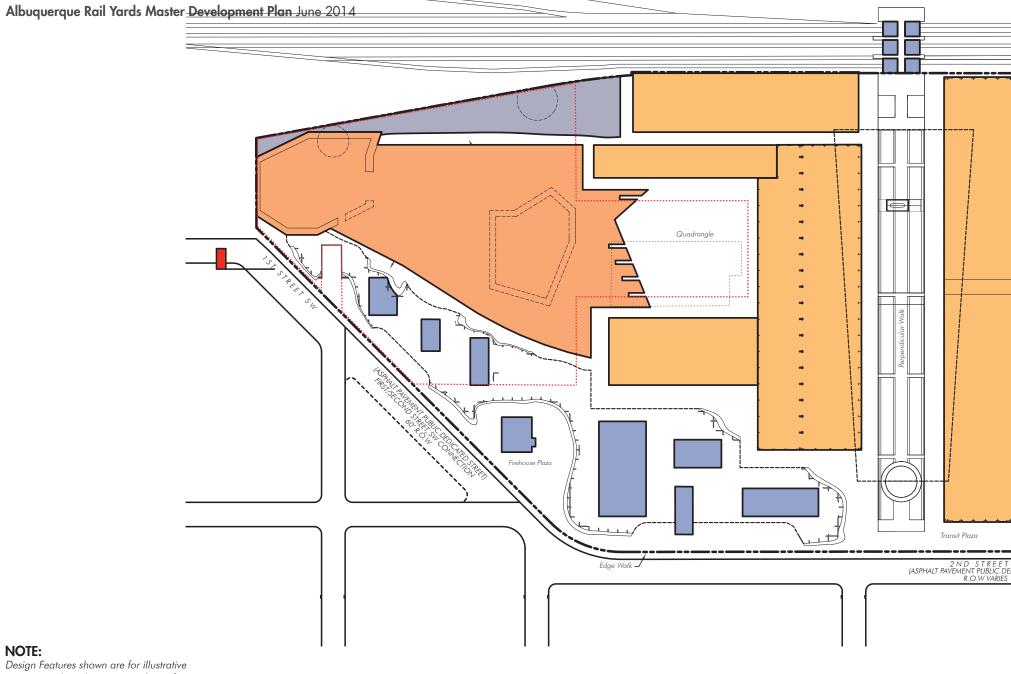
Specific retail use types may include but are not limited to the following; Restaurant, café, growers markets, artisan shops, business services, galleries, and hospitality/boutique hotel uses.



Cliff Palace, Mesa Verde, CO



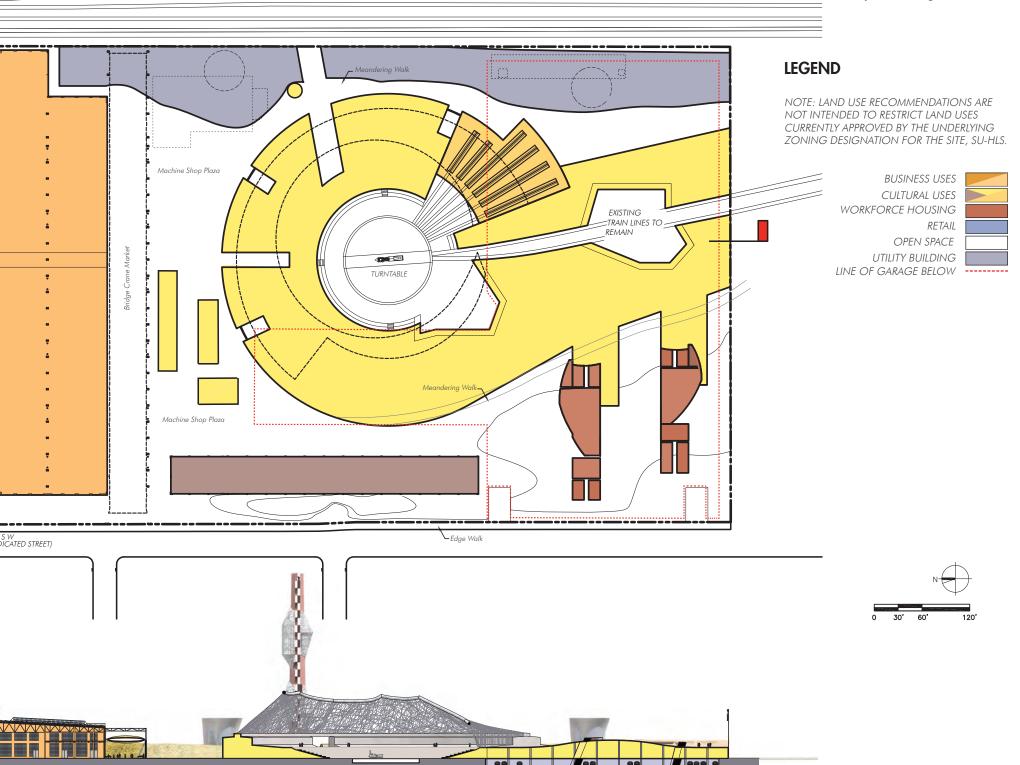
Taos Pueblo, NM



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

TABLEAU 4: Land Use Diagram





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 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 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 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 Workforce 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. -

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. Parcel 3 is uniquely situated to contain cultural facilities connected to those anticipated to be

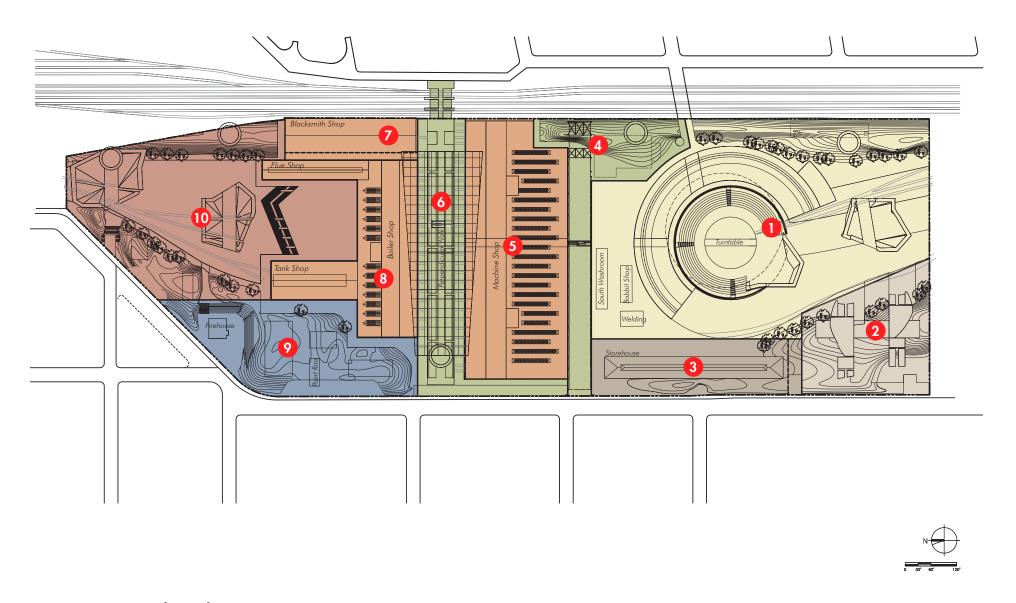


Figure 16 : Conceptual Parcelization Diagram

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 to 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 Barelas 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 to 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 offsite 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 Barelas 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 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 Barelas 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 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.



DESIGN FEATURE

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

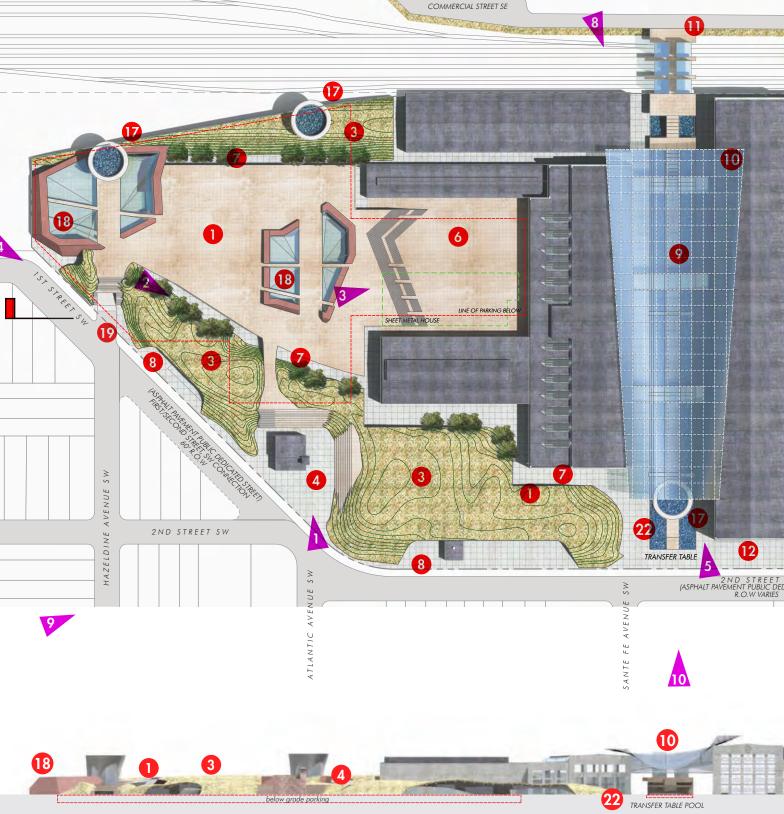
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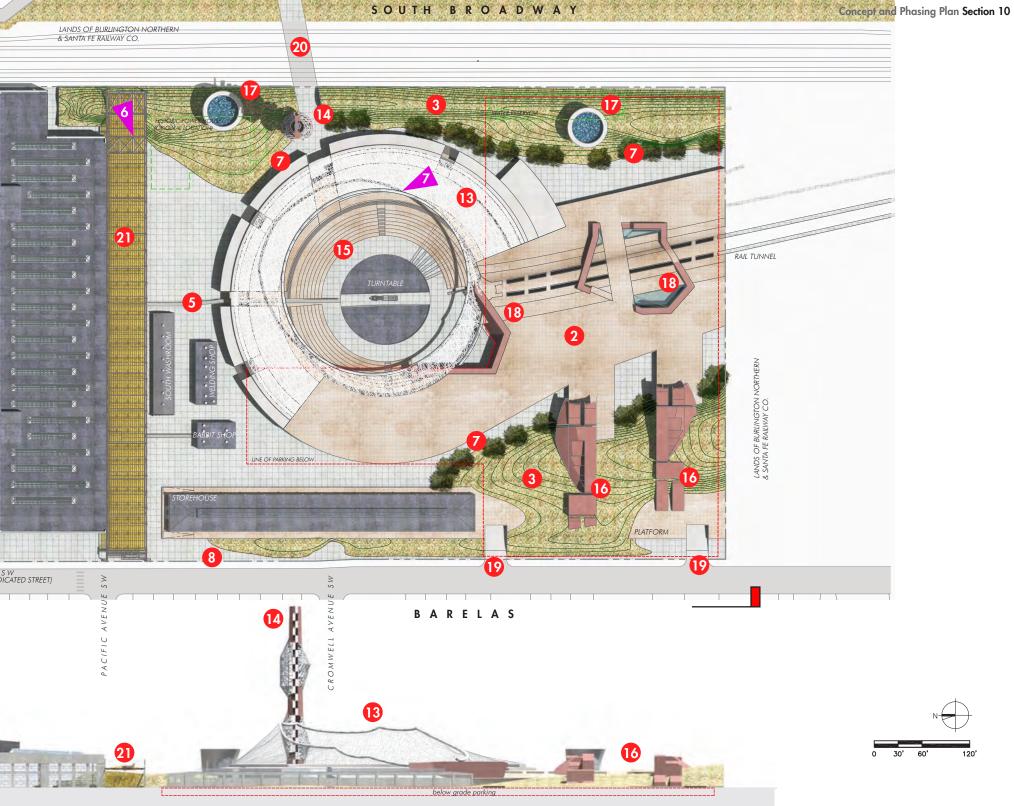
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VIGNETTE VIEW REFERENCE

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







Albuquerque Rail Yards Master Development Plan June 2014 10.8 Concept Vignettes (Illustrative sketches to convey concepts)





View 1: Firehouse Cafe



The historic Firehouse is adaptively reused as a restaurant/cafe and surrounded by a generous public plaza availble 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

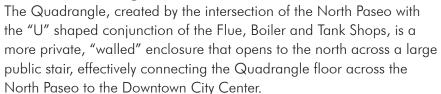


The Meandering Walk is a tree-lined, on-grade path, that provides a leisurely, curvilinear route moving pedestrians north and south across the site along the edge of the Acoustic Mounds. The Meandering Walk follows the curvature of the east or west elevations of the office/ lab/cultural spaces housed 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.



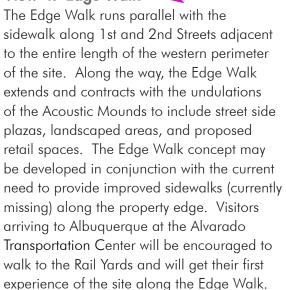
View 3: Quadrangle 3

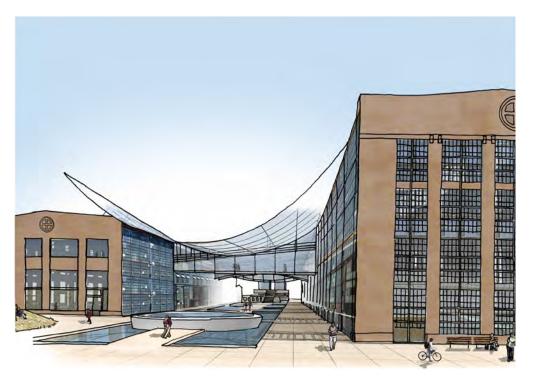


The Quadrangle is either open to the sky or can be readily covered by attaching a temporary canopy to the roof edges of the buildings that define the Quadrangle perimeter. The resulting space can be used in a variety of ways as an open-air performance, market, or exhibition venue with seating imported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



View 4: Edge Walk 4







View 5: Perpendicular Walk

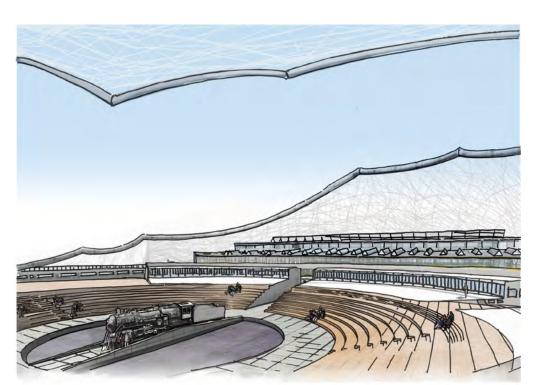


The Perpendicular Walk is the pedestrian heart of the redeveloped Rail Yards project and the critical connective tissue between the Barelas and South Broadway neighborhoods. The Walk is a rectangular, east/west pedestrian space, located midway along the site between the Machine and Boiler/Blacksmith 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



Extending south from the Machine Shop is the Machine Shop Plaza, useable for exhibits or open air markets. The 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: Turntable Commons

The 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 Turntable Commons resides the historic Turntable that will remain in operation for BNSF service in the forseeable 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 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

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 6: Conceptual Aerial View from the Northwest





View 10: Aerial View 10

TABLEAU 7: 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 17 and 18 for maps 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

- 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 improved.



Figure 17: Existing Vacant Lots in South Broadway



Figure 18: Existing Vacant Lots Highlighted in Yellow, Barelas SDP (2010)

10.10 Project Phasing

A phasing plan is provided in Figure 19 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.

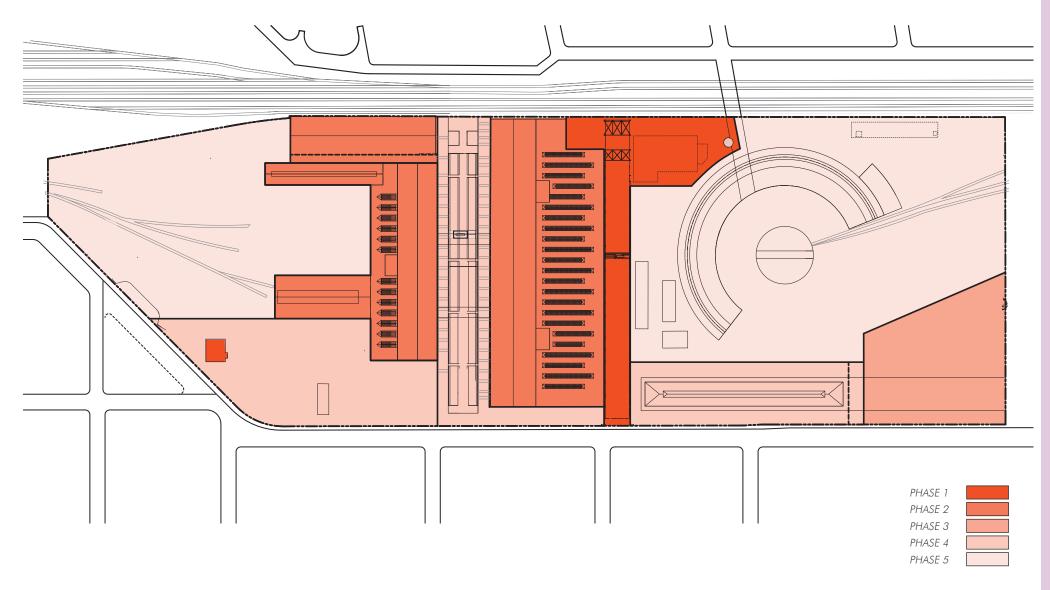


Figure 19: Phasing Plan Diagram

 ADA parking is located in closest proximity to intended use destination.

South Lot

- 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 a 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 connection to South Broadway (Parcel 6), the landscape buffers and Retail component adjacent to 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

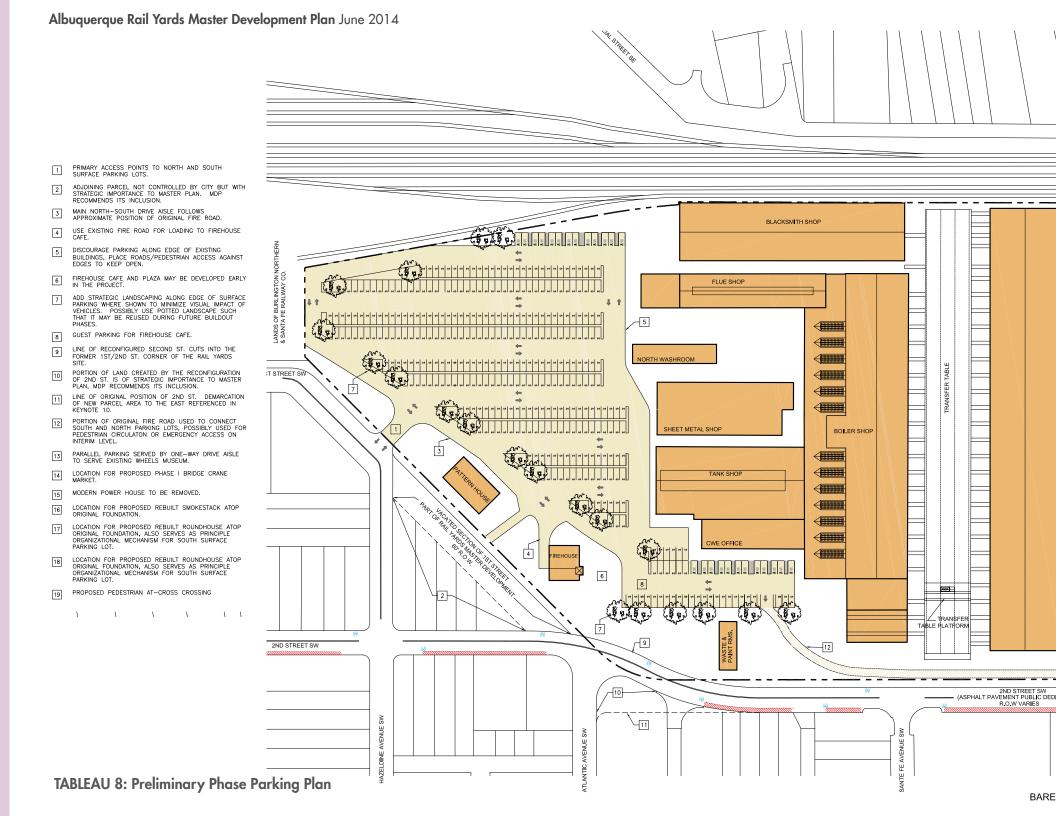
Phase 5 - Paseo / Subterranean Garages

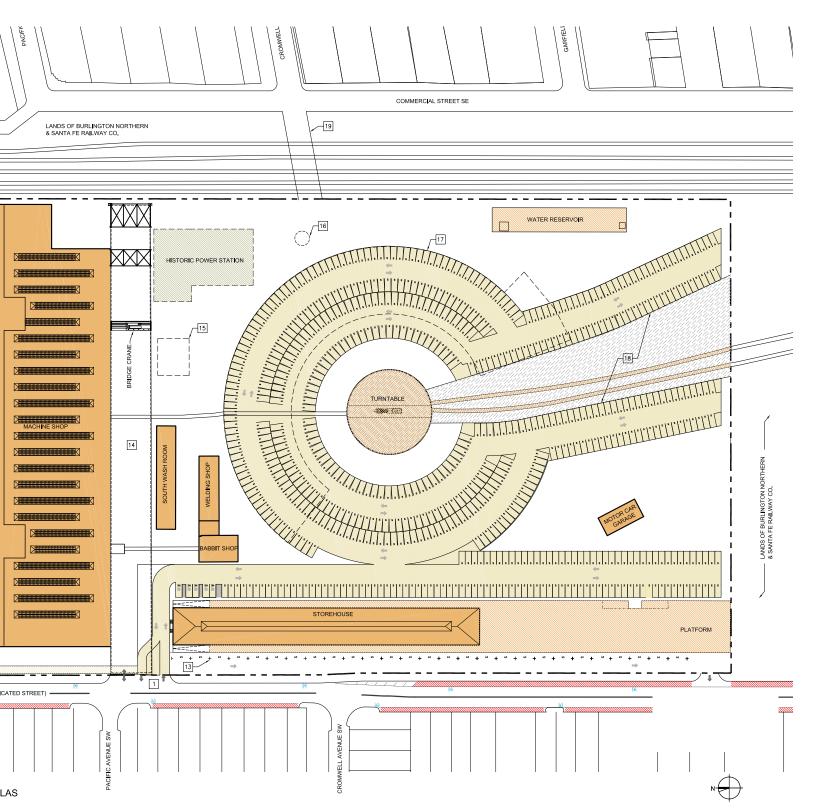
Phase 5 includes construction of the single story infill buildings and the subterranean parking garages located beneath them (Parcels 1 and 10). Phase 5 also includes the rebuilding of the Roundhouse and Smokestack buildings that are intended as the cultural anchors of the project. Construction of the new infill buildings 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

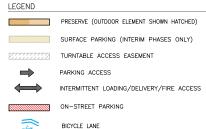
Although the phasing plan is provisional, the issue of when certain improvements are made or phases "triggered" is an important subject for consideration in the redevelopment of the site. Although subject to change, the various thresholds for commencement of each of the development phases is proposed as follows;

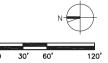
- Phase 1 and 2: Approval of Master Development Plan, MDDA document, and project financing. Approval of adaptive reuse of historic buildings as described in the Master Development Plan document.
- Phase 3: Approval of Master Development Plan and MDDA.
 Selection of a housing developer (if different than 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.





Concept and Phasing Plan Section 10





10.12 Conceptual Phase 1 Implementation

The purpose of this section is to provide 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 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 Barelas 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 stategy 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 to the site; South Washroom, Babbit Shop and Welding Shops.







Phase 1 Concept showing Bridge Crane canopy operation

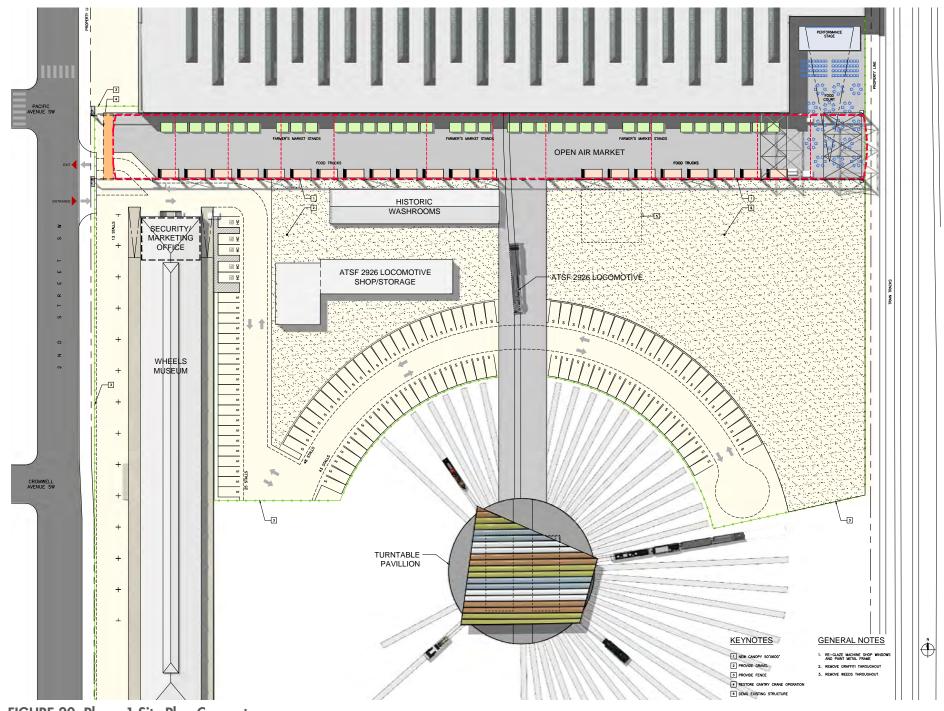


FIGURE 20: Phase 1 Site Plan Concept



Phase 1 Concept Rendering, Market under Bridge Crane canopy



Phase 1 Concept Rendering, Night view From Avenida Cesar Chavez