City of Santa Fe, New Mexico

memo

DATE: April 13, 2016 for the April 21, 2016 Planning Commission Meeting

TO: Planning Commission

VIA: Lisa D. Martinez, Land Use Department Director
Greg Smith, Current Planning Division Director

FROM: Daniel A. Esquibel, Land Use Planner Senior, Current Planning Division

Case #2016-23. 701 Camino De La Familia Railyard Flats Master Plan Amendment. Santa Fe Railyard Company and Dekker Perich Sabatini Architects, agents for Aberg Property Company, request a Master Amendment to the Railyard Master Plan to increase the allowable height on Lease Parcel A2 to ~~34~~ 35 feet high for a flat roof. (Dan Esquibel, Case Manger)

Case #2016-25. 701 Camino De La Familia Railyard Flats Development Plan. Santa Fe Railyard Company and Dekker Perich Sabatini Architects, agents for Aberg Property Company, request development plan approval to allow a 58 unit, ~~34~~ 35 foot high apartment building to be located on Lease Parcel A2 in the "In Between" area, North Railyard, Master Plan. The property is zoned BCDRED (Business Capital District Redevelopment Subdistrict). (Dan Esquibel, Case Manager)

RECOMMENDATION:

The Commission should recommend that the Governing Body **APPROVE** Case #2016-23 Railyard Flats Master Plan Amendment and Case #2016-25 Railyard Flats Development Plan, subject to Conditions identified in Exhibit A. (Note that this project contains two separate applications and requires two separate motions. However, the review contained in this memorandum, and both applications may be considered as a single public hearing.

I. EXECUTIVE SUMMARY

Review of development within the Railyard Redevelopment Master Plan area involves various general policy and procedural issues, many of which were outlined in a presentation to the Commission at the February 18, 2016 meeting. This staff report summarizes those issues and evaluates their application within that context.

The Business Capitol District (BCD) is the underlying zoning district that encompasses the city's downtown core. A wide variety of commercial, office and residential uses are permitted in the BCD. The BCD Railyard Redevelopment Subdistrict is one of many subdistricts that comprise the BCD, and applies primarily to lands owned by the City within the Railyard project area.

Issues relevant to review of the applications include the following:

- The City of Santa Fe owns most of the various tracts of land within the Railyard Subdistrict, including the project site , as well as the infrastructure.
- The Railyard Corporation is a not-for-profit company created by the city to develop infrastructure and to manage the property.
- Tracts of land are developed by private developers, under leases managed by the Railyard Corporation.
- All development within the Railyard Subdistrict must conform to development standards contained in the Railyard Master Plan, which was adopted by Resolution 2002-10.
- Prior to 2012, plans for development were reviewed by the Business Capitol Design Review Committee. Since 2012, major development projects in the Railyard are handled as development plan applications, and are reviewed by the Planning Commission for conformance to code requirements and the master plan development standards.

Both applications are being reviewed concurrently by the Commission, which makes a recommendation on each to the Governing Body (see Subsection 14-3.8(C)(2) Development Plans – Procedures – Coordination with Other Review Procedures). The Governing Body will conduct a public hearing and make the final decision on each application.

Approval criteria for the master plan amendment are in Subsection 14-3.9(D)(1). Approval criteria for the development plan are in Subsection 14-3.8(D)(1), and Subsection 14-3.8(C) includes a requirement that any development plan be consistent with the master plan as amended.

II. APPLICATION SUMMARY

The proposal consists of two applications: 1) Railyard Master Plan Amendment for the project site to increase the maximum height allowed for a flat-roofed building from 28 feet to 35 feet; 2) Development Plan approval to construct a 44,507 square foot, three-story building containing 58 dwelling units on Lease Parcel A2. The project site is located in the portion of the Railyard site that is west of the railroad tracks and south of Paseo de Peralta, behind Warehouse 21.

A. Master Plan Provisions

Section III of the Santa Fe Railyard Master Plan governs land use and design in the Railyard (reference Figure 1). Parcel A2 is located within North Railyard subarea identified as the "East Alarid Area". The Railyard Master Plan identifies Mixed Use for the East Alarid Area (reference Figure 2):

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

Figure 1

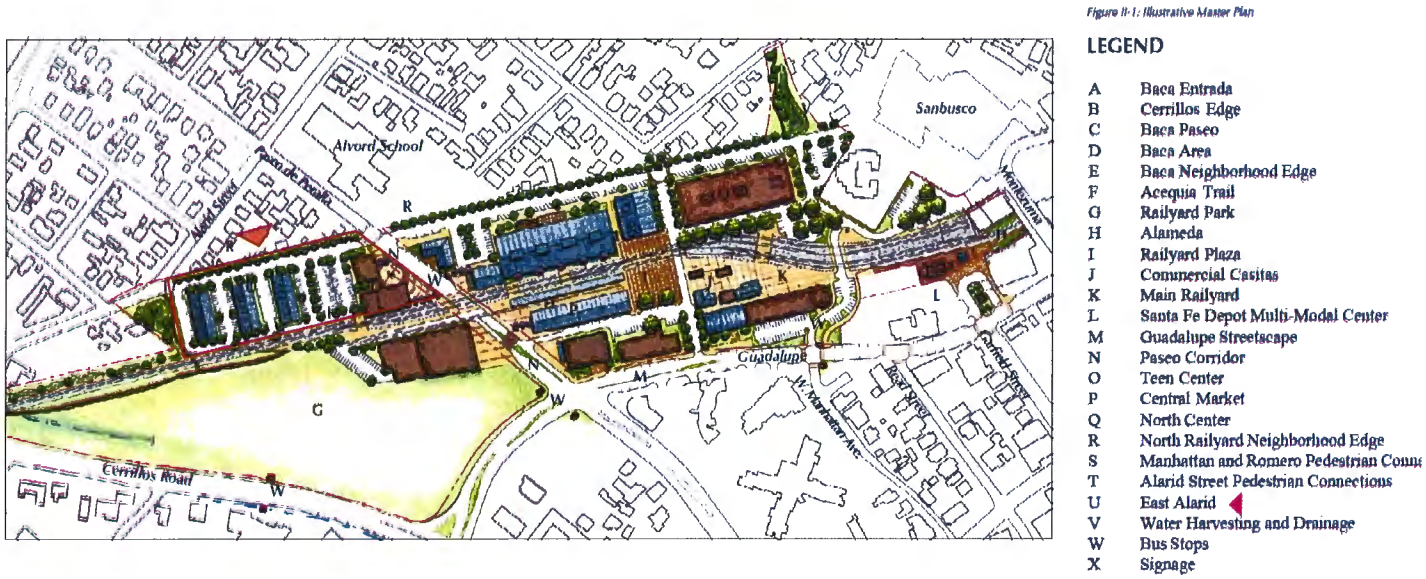
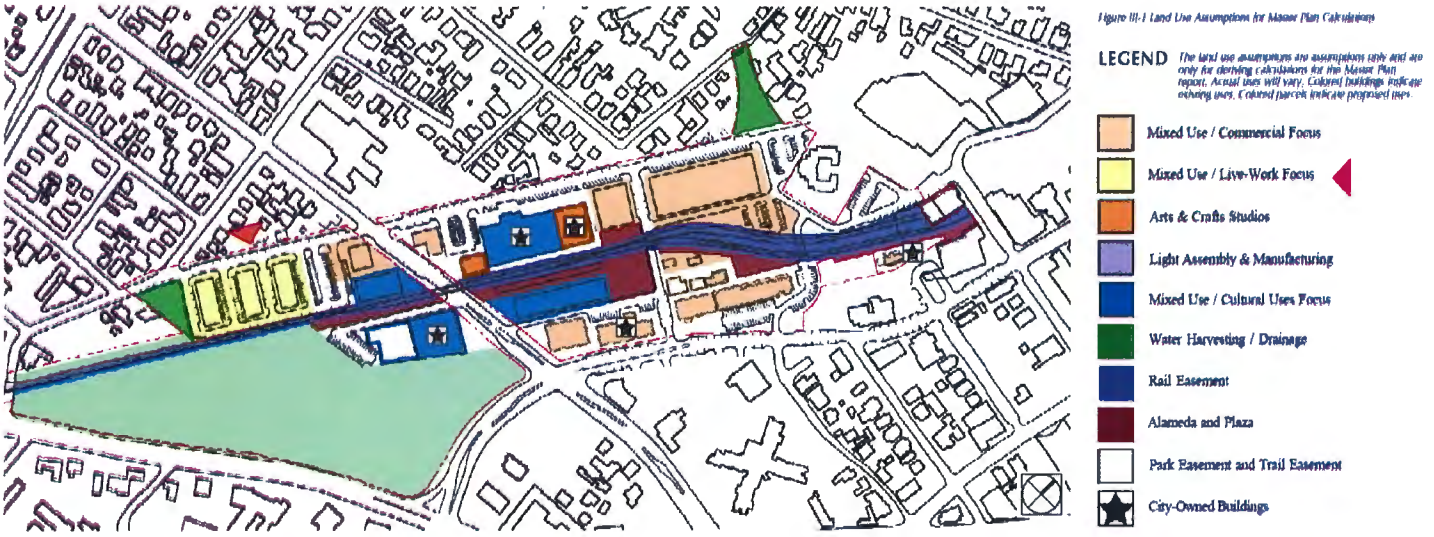
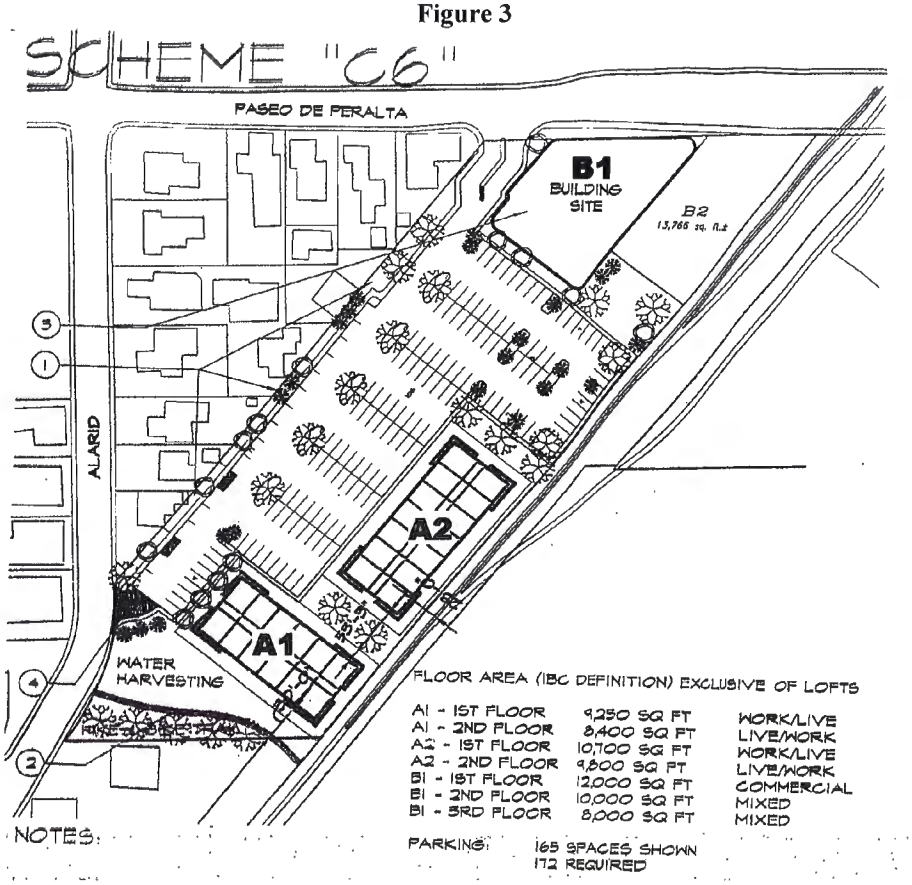


Figure 2



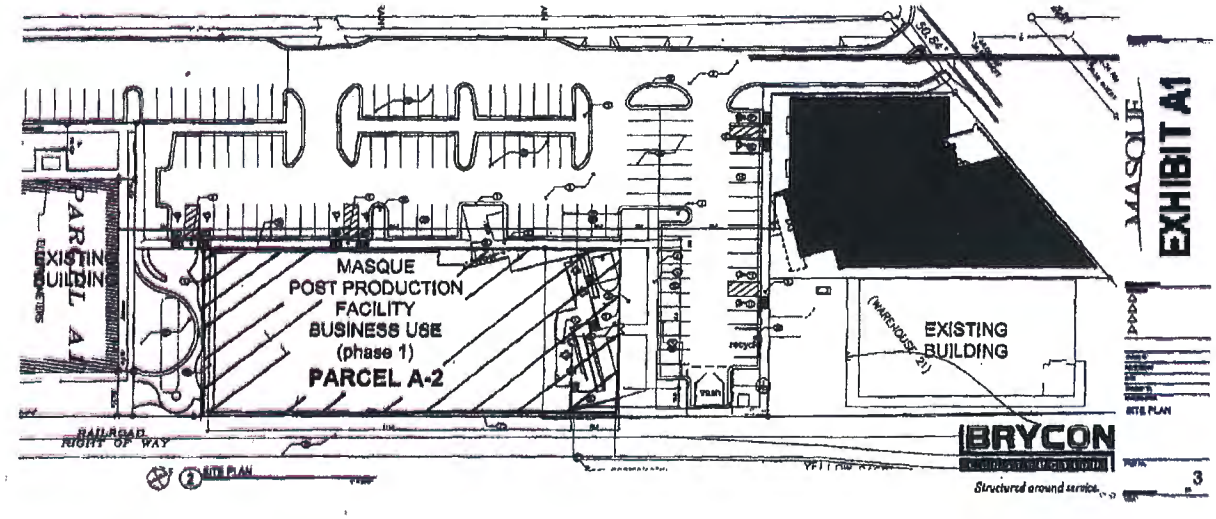
Several amendments to the master plan provisions affect Lease Parcel A2. On September 14, 2005, the Governing Body approved an amendment changing the orientation and allowable square footage of the building, as shown in Figure 3. A 20,500 square-foot building, on two-floors, was approved for up to 21 Live / Work units. On June 9, 2010, the Governing Body approved a waiver of the Santa Fe Homes Program requirements for Phase A-1 by requiring ArtYard LP to surrender the leases to Lease Parcel A2.

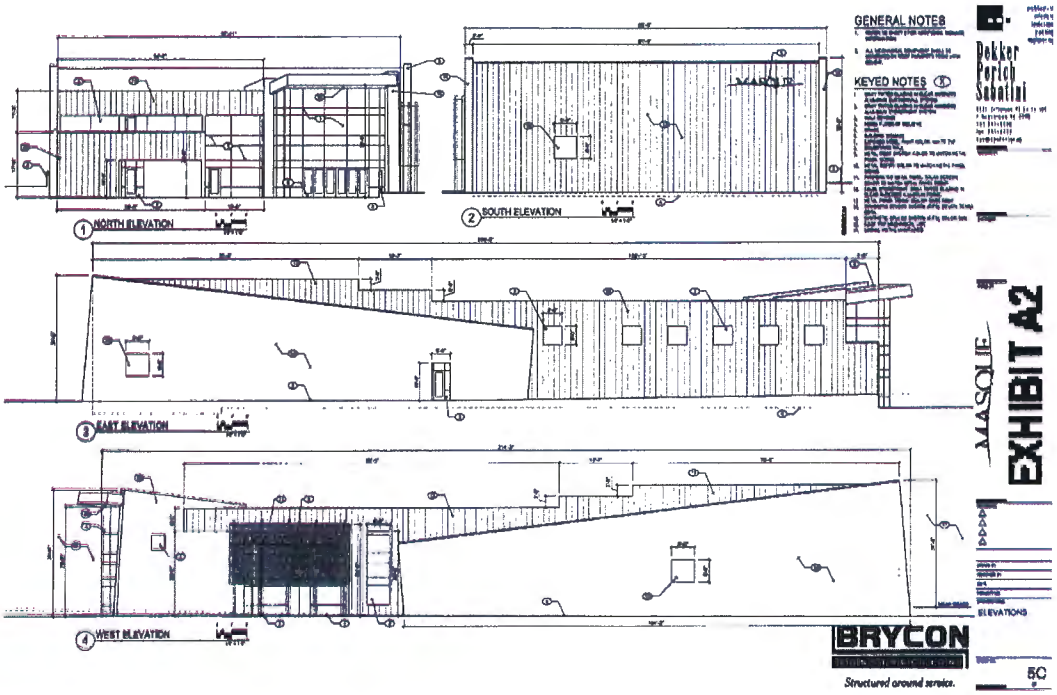
Figure 3



On October 27, 2010 Governing Body approved a Master Plan amendment regarding the maximum height limit specifically for Lease Parcel A2. It was specifically intended to allow only a portion of the proposed Masque post-production building to have a height of 34 feet (reference Figure 4).

Figure 4





B. Proposed Master Plan Amendment:

The Santa Fe Railyard Company is requesting to amend Resolution No. 2010-90 to allow a unified flat roof at a maximum height of 35 feet to better accommodate the proposed Development Plan for Lease Parcel A2 (reference Figure 5). The current master plan height limit is 26 feet for a flat-roofed building, or 34 feet to the ridge of a building with a pitched roof.

Figure 5

Staff analysis concludes that the proposed project would be consistent with the intent and other provisions of the master plan, and that the required findings for approval in Subsection 14-3.9(D)(1) are supported:

(a) the master plan is consistent with the *general plan*;

(b) the master plan is consistent with the purpose and intent of the zoning districts that apply to, or will apply to, the master plan area, and with the applicable use regulations and *development* standards of those districts;

(c) *development* of the master plan area will contribute to the coordinated and efficient *development* of the community; and

(d) the existing and proposed *infrastructure,* such as the *streets* system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the planned *development*.

The proposed building is located approximately 130 feet from the closest residentially-zoned parcel, and the effect on distant views from the residences will not significantly increase compared to the Masque building that was previously approved for the project site.

III. DEVELOPMENT PLAN

A. Approval Criteria

To approve a *development* plan, the planning commission must make the following findings:

(a) that it is empowered to approve the plan under the section of Chapter 14 described in the *application*;

(b) that approving the *development* plan will not adversely affect the public interest; and

(c) that the use and any associated *buildings* are compatible with and adaptable to *buildings*, *structures* and uses of the abutting *property* and other *properties* in the vicinity of the *premises* under consideration.

Staff analysis concludes that the proposed development plan would be consistent with the master plan as amended, and that the required findings for development plan approval can be supported.

B. Existing Conditions

Lease Parcel A2 is undeveloped. However, infrastructure to accommodate the various tracts (including Lease Parcel A2) has been developed as part of the Railyard Master Plan by the Santa Fe Railyard Company on behalf of the City of Santa Fe. The lessee only need connect to the Railyard infrastructure addressing only design criteria establish by the Railyard Master Plan. This provides a plug and play environment for potential lease holders to develop within the Railyard without having to address parking, lighting, water and sewer, terrain management and landscaping etc. Ingress/egress is directly off Paseo de Peralta. The applicant did provide a traffic impact analyses as a result of concerns raised at the ENN. No negative comments were received from the City Traffic Division.

C. Zoning:

The property is zoned Business Capitol District Redevelopment Subdistrict, BCDRED, and is located in the Historic Downtown Archaeological Review District. Land uses permitted in the Railyard are the same as those allowed under the BCD zone. Residential Use is a permitted use.

The Master Plan permits 100% maximum parcel coverage without front or side setbacks in the "In-Between" subdistrict of the North Railyard.

Allowed building heights within the North Railyard for flat roofs is 26' unless altered by a Master Plan amendment. However, Resolution No 2010-90 amended Master Plan heights for Lease Parcel A2 to allow between 26 and 34 feet (reference Figure 4 located on Page 4 of the Memorandum and Exhibit C).

D. Master Plan Design Elements and Architectural Standards:

Table 1" Design Elements"

Table III-2: North Railyard Design Standards Matrix			
Design Elements	Criteria	Proposed	Review
Allowable Land Uses	All BCD use standards as limited by leases	Residential	Complies
Side Setbacks	None	None	Complies
Front Setbacks	Maximum/ minimum: 0 Feet Build-to Line	0 Feet	Complies
Parcel Coverage	100% maximum	80.3%	Complies
Massing	Simple	Simple	Complies
Height	Multi-level flat roof ranging from 26 feet to 34 feet (Resolution 2010-90 Masque Master Plan Amendment)	35 Feet	Subject to Master Plan Approval
	Height limits exclude parapets (2 foot max.), chimneys, Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires	2 foot maximum	Complies
Parking	See Master Plan Section VI Circulation Parking Demand Management	65 Parking Spaces	Complies

Table 2 Architectural Standards

Table VI-4: North Railyard Area Architectural Standards			
Architectural Elements	Criteria	Proposed	
Massing	Simple	Simple	Complies
Height	26 feet to flat roof 34 feet to ridge of pitched roof	35 feet to top of flat roof re: Master Plan Amendment	Subject to Master Plan Approval
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires	2 foot maximum	Complies
Solid/Open	Wall dominated Limited openings - 80% on ground floor Limited openings - 40% on upper floors	Wall dominated 41% open ground floor 32% open 2nd floor 33% open 3rd floor	Complies
Wall Materials	Stucco, metal siding, brick	Stucco, metal siding	Complies
Colors	Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White, or other colors are allowed for accent colors.	Galvanized metal Stucco off white, sage and grey colors	Complies
Windows	No glass size limit Industrial steel sash encouraged No reflective glass allowed	No reflective glass	Complies
Roof Types	Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)	Flat	Complies
Roof Materials	Roof surfaces visible from the ground shall be galvanized, gray painted, Cor-Ten standing seam, corrugated metal, or shingle; clay tile not permitted. seam, corrugated metal, or shingle; clay tile not permitted.	Roof surfaces not visible from ground	Complies
Skylights	Skylights are encouraged as a function of sustainable design; skylights must be flat and a maximum of 12 inches above the roof plane.	Skylights are flat and a maximum of 12" above roof plan	Complies
Yard Walls/ Fences	Brick, Adobe, block, stone, metal, and wrought iron fencing is permitted. Chain link fencing is not allowed.	Block	Complies
Portals	Hanging canopies are encouraged in lieu of portals	Canopies supported by steel columns	Complies

E. Automobile and Bicycle Parking

Automobile parking is distributed throughout the Railyard complex, and is shared between the various parcels. The City Parking Division manages the curbside spaces, most of the parking lot areas, and the parking garage. Overall, more parking spaces are provided throughout the complex than the minimum number that would be required by the master plan or by the minimum parking requirements in Chapter 14.

The Railyard Flats project would include exclusive use of 58 parking spaces within a specified lease area adjacent to the building.

Santa Fe City Code, *Table 14-8.6.3*, establishes a ratio of required bicycle parking spaces relative to the number of vehicle parking spaces of a development. The total required by code is 15. The applicants are proposing 15

F. Development Review Team (DRT) Comments

Conditions recommended by city staff from various departments are included in Exhibit A. Refer to Exhibit C for all DRT comments and conditions.

G. EARLY NEIGHBORHOOD NOTIFICATION (ENN)

The applicant conducted two ENN meetings for this project, on December 11, 2015???? and February 11, 2016. ENN notes can be found in Exhibit D

EXHIBITS

Exhibit A- Conditions of Approval

Exhibit B - DRT comments

1. Traffic Engineering Division
2. Landscaping
3. City Engineer for Land Use Department Terrain Management
4. Environmental Services
5. Waste Water
6. Water
7. Fire
8. Affordable housing

Exhibit C- Resolution 2010-90 and Staff Memorandum

1. Resolution 2010-90
2. Staff Memorandum

Exhibit D- General Plan and Code References

1. Railyard Design Elements
2. Railyard Architectural Standards

Exhibit E – ENN Notes

Exhibit F- Applicant's Data

April 21, 2016
Planning Commission
Case # 2016-23 & 25

701 Camino De La Familia Railyard Flats
Master Plan Amendment
And
Development Plan

EXHIBIT A

Conditions of approval

EXHIBIT A
Conditions of Approval
Case #2016-25

RAILYARD FLATS DEVELOPMENT PLAN AND MASTER PLAN AMENDMENT

	Condition	Department	Staff
1	1. Irrigation system must be automatic, with a digital multi-programmable controller for landscaped areas larger than 1000sf. Irrigation system operation information, including monthly and seasonal irrigation schedules, and water budgets based on gallons used for landscape plantings for years one and three shall be included on the irrigation plan at time of construction permit. (Article 14-8.4(E)(4)(d)). 2. The owner shall properly maintain all materials and installation required by Section 14-8.4,	Land Use Technical Review Division (Landscaping)	Somie Ahmed, Planner Technician Senior March 1, 2016
2	1. Add note to the Development plan that City of Santa Fe Wastewater Utility Expansion Charges shall be due at time of building permit application. 2. Add note to the Development plan that no fences, walls, or other obstructions shall be placed or constructed across or within public sanitary sewer or utility easements. 3. The Wastewater Division records show that there is an eight (8) inch public sewer line that runs close to and parallel to the public water line show on the north side of the building. This is for your information 4. The Wastewater Division will be confirming the size of the sewer line on the building's west side and is shown as a point of connection for the building. Our records show it is an eight (8) inch line. If it is an 8 inch line a public sewer manhole will be required at its terminus. 5. This building will require a sewer backwater valve on all sewer service connections to the City's sewer system. Currently the plan set shows one connection.	Wastewater Management Division	Stan Holland, P.E. February 29, 2016

April 21, 2016
Planning Commission
Case # 2016-23 & 25

701 Camino De La Familia Railyard Flats
Master Plan Amendment
And
Development Plan

EXHIBIT B

DRT Comments

City of Santa Fe, New Mexico

memo

DATE: March 28, 2016

TO: Dan Esquibel, Land Use Division

VIA: John J. Romero, Engineering Division Director, Public Works Dept.

FROM: Sandra Kassens, Engineer Assistant, Traffic Engineering Section

SUBJECT: **Railyard Flats Master Plan Amendment, case # 2016-023 & Railyard Flats Development Plan, case # 2016-025**

ISSUE:

Santa Fe Railyard Company and Dekker Perich Sabatini Architects, agents for Aberg Property Company, request an amendment to the Railyard Master Plan to allow an increase in the allowable building height on Parcel A2 to 34 feet.

Additionally, they request development plan approval to allow a 58-unit apartment building to be located on Parcel A2 in the North Railyard area of the Railyard Master Plan. The property is located at 701 Camino de la Familia and is zoned BCDRED (Business Capital District Redevelopment Subdistrict).

RECOMMENDED ACTION:

Review comments are based on submittals received on February 25, 2015 and a traffic study received March 28, 2016.

The Public Works Department has reviewed the traffic study and concur with the Engineering Consultant that the development of a 58-unit apartment building will not significantly impact traffic in the area. The Public Works Department also has determined that no mitigation measures are required at the intersection of Paseo de Peralta and Camino de la Familia.

If you have any questions or need any more information, feel free to contact me at 955-6697.
Thank you.

City of Santa Fe, New Mexico

memo

DATE: March 1, 2016

TO: Dan Esquibel, Land Use Planner Senior

FROM: Somie Ahmed, Planner Technician Senior

SUBJECT: Comments for Case #2016-23 Camino De La Familia Railyard Flats Master Plan Amendment
Comments for Case #2016-25 Camino De La Familia Railyard Flats Development Plan

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Below are staff's comments for Camino De La Familia Railyard Flats Master Plan Amendment and Development Plan. Based on plans dated February 25th, 2016 the following are staff's final comments:

1. Irrigation system must be automatic, with a digital multi-programmable controller for landscaped areas larger than 1000sf. Irrigation system operation information, including monthly and seasonal irrigation schedules, and water budgets based on gallons used for landscape plantings for years one and three shall be included on the irrigation plan at time of construction permit. (Article 14-8.4(E)(4)(d)).
2. The owner shall properly maintain all materials and installation required by Section 14-8.4, including proper pruning, soil testing, fertilizing and weeding. (Article 14-8.4 (F)(2)).

ESQUIBEL, DANIEL A.

From: ZAXUS, RISANA B.
Sent: Wednesday, March 02, 2016 11:54 AM
To: ESQUIBEL, DANIEL A.
Subject: Cases # 2016-23 and # 2016-25, Railyard Flats Master Plan Amendment

Mr. Esquibel –

I have reviewed the above-noted cases and I have no review comments.

Risana B "RB" Zaxus, PE
City Engineer

ESQUIBEL, DANIEL A.

From: LUCERO, ERIC J.
Sent: Wednesday, March 02, 2016 1:02 PM
To: ESQUIBEL, DANIEL A.
Subject: Case #2016 -237 and Case #2016 -25

Follow Up Flag: Follow up
Flag Status: Flagged

Dan,

No comments at this time on cases #2016 -23 and 2016 -25.

Thanks,

Eric J Lucero
City of Santa Fe
Environmental Services
Operations Manager
505-955-2205 office
505-670-6562 cell
ejlucero@santafenm.gov

City of Santa Fe
New Mexico

MEMO

Wastewater Management Division
DEVELOPMENT REVIEW COMMENTS

E-MAIL DELIVERY

Date: February 29, 2016

To: Dan Esquibel, Case Manager

From: Stan Holland, P.E.
Wastewater Management Division

Subject: Case 2016-25 701 Camino De La Familia Railyard Flats Development Plan

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The subject property is accessible to the City public sewer system.

The following are conditions of approval:

1. Add note to the Development plan that City of Santa Fe Wastewater Utility Expansion Charges shall be due at time of building permit application.
2. Add note to the Development plan that no fences, walls, or other obstructions shall be placed or constructed across or within public sanitary sewer or utility easements.
3. The Wastewater Division records show that there is an eight (8) inch public sewer line that runs close to and parallel to the public water line show on the north side of the building. This is for your information
4. The Wastewater Division will be confirming the size of the sewer line on the building's west side and is shown as a point of connection for the building. Our records show it is an eight (8) inch line. If it is an 8 inch line a public sewer manhole will be required at its terminus.
5. This building will require a sewer backwater valve on all sewer service connections to the City's sewer system. Currently the plan set shows one connection.

City of Santa Fe

memo

DATE: March 2, 2016

TO: Dan Esquibel, Land Use Planner, Land Use Department

FROM: Dee Beingessner, Water Division Engineer

SUBJECT: Case # 2016-23 & 25 Camino de la Familia Railyard Flats

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An agreement to construct and dedicate will be required to construct the required water infrastructure for the proposed development. A water plan must be submitted directly to the Water Division and an approved water plan will be required for the agreement to construct and dedicate to construct the infrastructure.

Fire service requirements will have to be determined by the Fire Department prior to development

April 21, 2016
Planning Commission
Case # 2016-23 & 25

701 Camino De La Familia Railyard Flats Master Plan Amendment And Development Plan

EXHIBIT C

Resolution 2010-90 and Staff Memorandum

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2010 - 90

INTRODUCED BY:

A RESOLUTION

AMENDING TABLE III-2: NORTH RAILYARD DESIGN STANDARDS MATRIX OF THE RAILYARD MASTER PLAN ADOPTED BY RESOLUTION NO. 2002-10, IN ORDER TO EXCEED A HEIGHT OF 26 FEET AND TO ALLOW A HEIGHT OF 34 FEET WITH DESIGNATED MASSING WITHIN THE IN-BETWEEN NORTH RAILYARD AREA FOR LEASE PROPERTY A2, LOCATED APPROXIMATELY 432 FEET WEST OF THE CERRILLOS ROAD/PASEO DE PERALTA INTERSECTION AND 490 FEET SOUTH ALONG THE SANTA FE RAILROAD TRACKS.

WHEREAS, Santa Fe Railyard Community Corporation, agent for the Masque Entertainment Studios LLC, lessee, has submitted an application to amend the Railyard Master Plan height limit from 26 feet to 34 feet for the subject property referenced in the attached Exhibits A1 and A2; and

WHEREAS, pursuant to Section III Land Use – *"Master Plan Amendments"* of the Railyard Master Plan, the master plan may be modified; and

WHEREAS, the master plan amendment criteria set forth in the master plan adopted as

part of Resolution 2002-10, have been met; and

WHEREAS, reclassification of the subject property would be consistent with the master plan themes and policies; and

WHEREAS, the city desires to provide for more coordinated, adjusted and harmonious development in the area of the Railyard, located approximately 432 feet west of the Cerrillos Road/Paseo de Peralta intersection and 490 feet south along the Santa Fe railroad tracks, which would not have adverse impacts upon the surrounding neighborhood,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that Table III-2: North Railyard design standards matrix of the Railyard Master Plan adopted by Resolution No. 2002-10 is amended, in order to exceed a height of 26 feet and to allow a height of 34 feet with the massing as shown in the attached Exhibits A1 and A2 within the in-between North Railyard for lease property A2.

PASSED, APPROVED, and ADOPTED this 27 day of October, 2010.

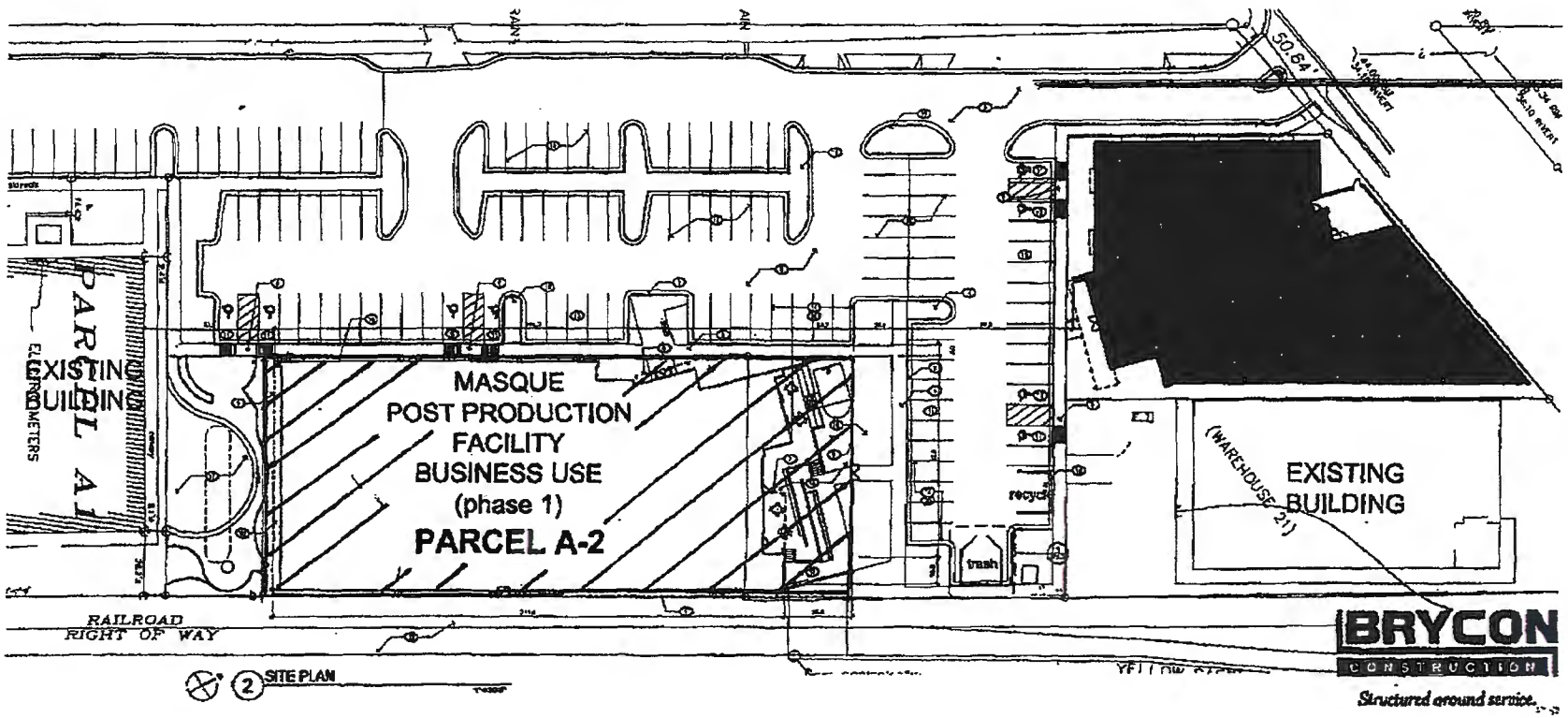
DAVID COSS, MAYOR

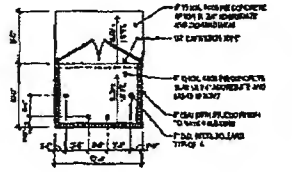
ATTEST:

YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:

GENO ZAMORA, CITY ATTORNEY





1 DUMPSTER ENCLOSURE PLAN

KEYED NOTES

GENERAL NOTES

SITE INFORMATION

2 SITE PLAN

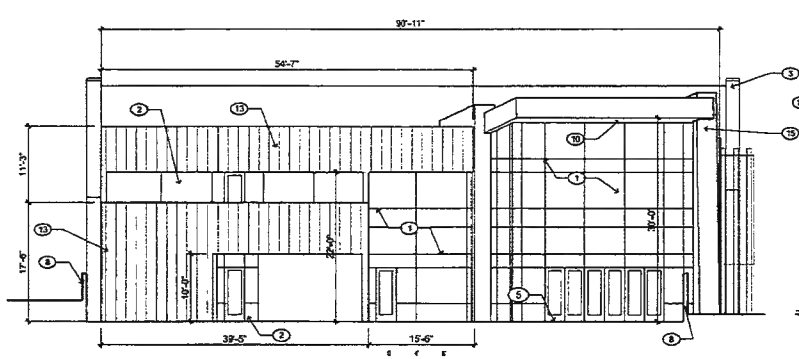
Dekker Perich Sabatini

EXHIBIT A1

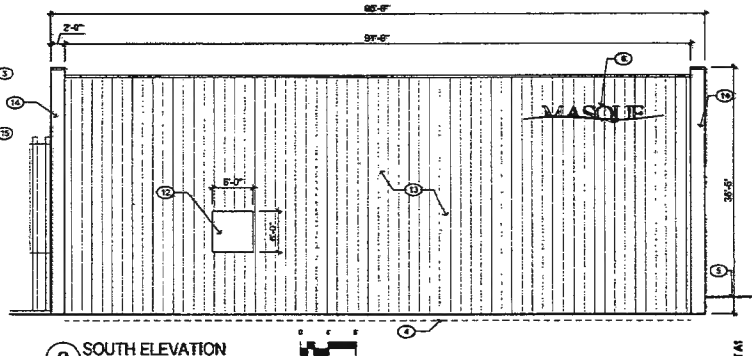
SITE PLAN

BRYCON CONSTRUCTION

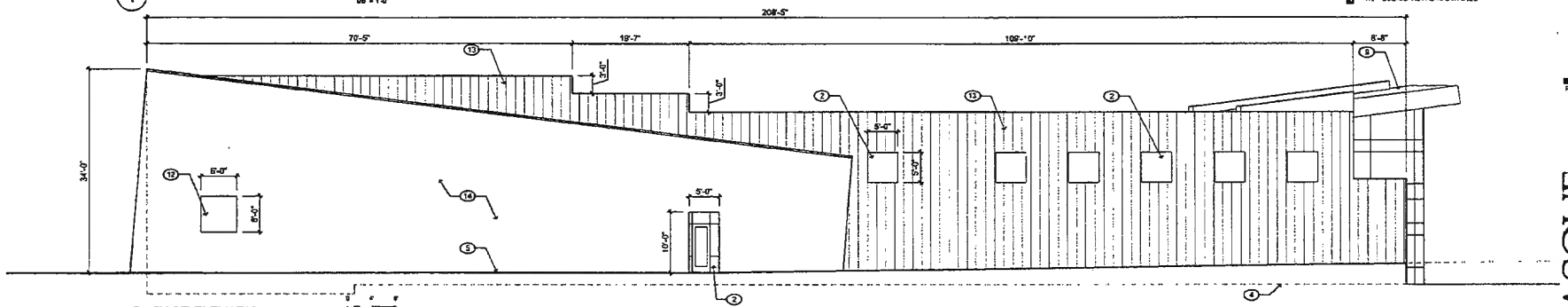
Structured around service.



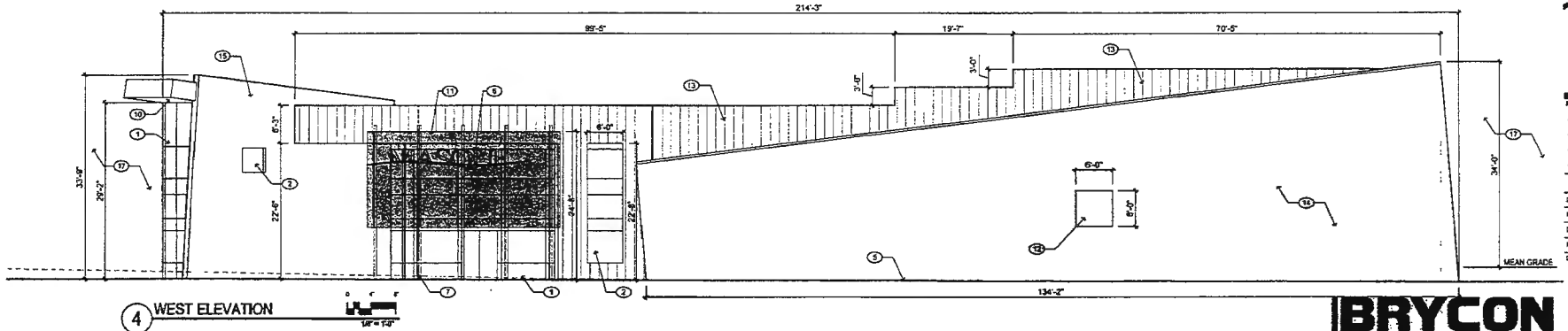
1 NORTH ELEVATION 1/8" = 1'-0"



2 SOUTH ELEVATION 1/8" = 1'-0"



3 EAST ELEVATION 1/8" = 1'-0"



4 WEST ELEVATION 1/8" = 1'-0"

GENERAL NOTES

1. REFER TO SHEET 6 FOR ADDITIONAL SIGNAGE INFORMATION.
2. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED BY ROOF PARAPETS FROM VIEW BELOW.

KEYED NOTES (X)

1. GRAY TINTED GLAZING IN CLEAR ANODIZED ALUMINUM CURTAINWALL SYSTEM.
2. GRAY TINTED GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT SYSTEM.
3. WALL BEYOND
4. FINISH FLOOR OF BUILDING
5. GRADE
6. BUILDING SIGNAGE
7. EXPOSED STEEL: PAINT COLOR: WHITE TYP.
8. COURTYARD WALL
9. METAL ROOF SYSTEM: COLOR TO MATCH METAL PANEL SIDING.
10. METAL SOFFIT: COLOR TO MATCH METAL PANEL SIDING.
11. PERFORATED METAL PANEL SOLAR SCREEN: COLOR TO MATCH METAL PANEL SIDING.
12. FALSE STOREFRONT: GRAY TINTED GLAZING IN CLEAR ANODIZED ALUMINUM FRAME.
13. METAL PANEL SIDING: COLOR: DARK GRAY
14. SYNTHETIC STUCCO SYSTEM (EIFS): COLOR: TERRA COTA.
15. SYNTHETIC STUCCO SYSTEM (EIFS): COLOR: TAN
16. ROOF TOP MECHANICAL UNIT
17. SCENIC VISTAS MAINTAINED

EXHIBIT A1

architecture
interiors
landscape
planning
engineering

Dekker
Perich
Sabatini

7601 Jefferson NE Suite 100
Albuquerque NM 87109
505 761-9700
fax 761-4222
dps@dpsdesign.org

ARCHITECT

ENGINEER

PROJECT

MASQUE

EXHIBIT A2

REVISIONS

DRAWN BY

REVIEWED BY

DATE

PROJECT NO.

DRAWING NAME

ELEVATIONS

SHEET NO.

5C

OF

BRYCON CONSTRUCTION

Structured around service.

City of Santa Fe, New Mexico

memo

DATE: October 19, 2010 for October 27, 2010 Governing Body

TO: Governing Body

VIA: Robert P. Romero, City Manager
Matthew S. O'Reilly, P.E., Director, Land Use Department MSO
Tamara Baer, Planner Manager, Current Planning Division TB

FROM: Daniel A. Esquibel, Land Use Planner Senior, Current Planning Division DE

SANTA FE RAILYARD MASTERPLAN AMENDMENT

Case #2010-157. Santa Fe Railyard Community Corporation requests approval to amend Table III-2: North Railyard Design Standards Matrix of the Railyard Master Plan adopted by Resolution No. 2002-10, in order to exceed a height of 26 feet and to allow a height of 34 feet for a flat roof within the in-between-north railyard area for lease Lot A2 located approximately 432 feet west of the Cerrillos Road/Paseo de Peralta intersection and 490 feet south along the Santa Fe railroad tracks.

I. RECOMMENDATION & CONDITIONS OF APPROVAL

The Land Use Department recommends approval of Case #2010-157 with accompanying resolution. Massing of the proposed building represents a minimal easing of the guidelines adopted by the Railyard Master Plan. Additionally, the potential employment anticipated by the post production facilities provides additional economic diversity and sustainability for the Railyard.

II. EXECUTIVE SUMMARY

Exhibit A1 contains the minutes and graphic illustration of the Governing Body's September 14th, 2005 approval of the Railyard Master Plan amendment for Lease Lot A-2, which approved made changes to orientation and square footage in the Master plan.

This proposed amendment is to change the maximum height limit governing the area of Lease Lot A-2. The guidelines are identified in Table III-2: North Railyard Design Standards Matrix (In Between) of the Railyard Master Plan. The matrix stipulates the maximum height limit for flat roofs at twenty-six feet and a maximum height limit for pitched roofs at thirty-four feet. The design change proposed is specific to Lease Lot A-2 of the Railyard Master Plan and more specifically intended to allow only a portion of the proposed Masque Post production building a height increase.

The proposed increase will allow approximately one-third of the southern end of the post production building to be built with a flat roof a maximum height of thirty-four feet (reference B2).

The proposed development qualifies as a Major Project Plan pursuant to 14-6.2(E) of Chapter 14 SFCC. And pending the outcome of this request, the project is scheduled for review by the Business Capital District Development Review Committee for a November meeting.

The proposed post production facility and associated uses are allowed within the Business Capital District (BCD). The applicant states that the proposed architectural design allows for optimum audio qualities necessary to the post production process and is the most cost effective design.

Early Neighborhood Notification (ENN)

An ENN was conducted on October 5, 2010 at 5:30 PM at Warehouse 21. Approximately 22 people were in attendance. There were three primary concerns raised at the meeting. The first concern questioned an agreement with the stakeholders identifying that 51% with the parcels of A-1 and A-2 would be residential. The second concern was over the height of the post production facility and the third was the proposed blank southern wall facing building B-1.

II. ATTACHMENTS:

EXHIBIT A1: August 14, 2005 Governing Body Minutes
2. Approved A-2 Graphic Map

EXHIBIT B1: Applicant Materials
2. Building Graphics

EXHIBIT C1: ENN Notes and Correspondence
2. Constituent Correspondence

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EXHIBIT D

Master Plan Excerpts

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

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

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

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

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

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

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

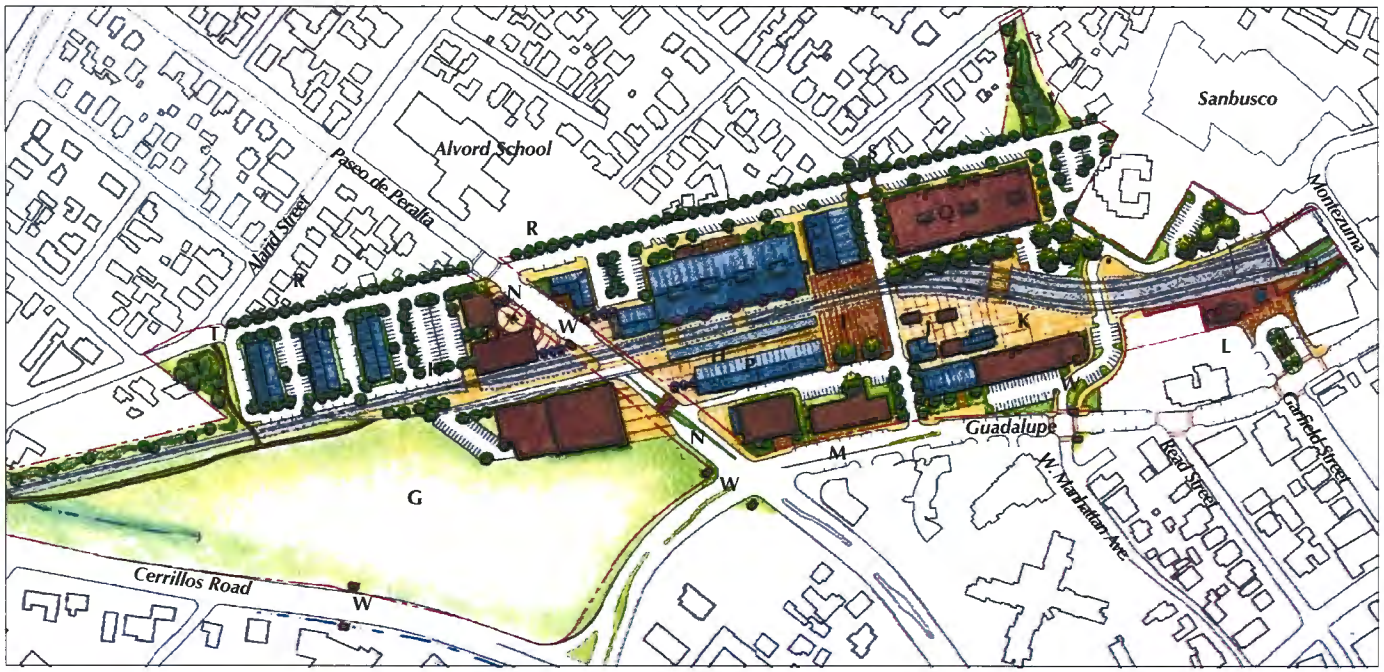


Figure II-1: Illustrative Master Plan

LEGEND

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

Plaza and the Alameda to allow open air vending, performance artists, and outdoor eating; development of an active Central Market along the Alameda; creation of a small building cluster north of the plaza; expression of an arts and cultural subdistrict; and limiting the maximum size of a single use in the North Railyard are land use components that encourage the density of activities that will attract people to the Railyard.

Provide the opportunity for adjoining properties to contribute to the life of the Railyard.

Along the residential neighborhood edges, there are concerns and opportunities related to the spill over effects of non-residential uses from the Railyard. To respond to those concerns, the Master Plan recommends allowing "commercial" or "non-residential" properties immediately abutting the Railyard to engage in the activities of the Railyard with the proviso that they must reorient their front entries to the Railyard and to design their activities to buffer the neighborhoods behind them. This creates a transition from the Railyard and the residential neighborhoods that is scale appropriate and acknowledges that the immediately adjacent properties will not be as conducive to single-family residential uses with the development of the Railyard. This opportunity is recommended for the area along the south edge of the Railyard Baca area and the area along the west edge of the North Railyard. Many of the properties along these edges are already non-residential in use.

The Railyard is managed to maintain a mixed-use environment.

Uses and tenants will change over time, it is important for the vitality of the Railyard to maintain a mixed–use development. In order to do so, the best long-term method to accomplish this is to select new tenants that add variety and balance to the land uses within the Railyard.

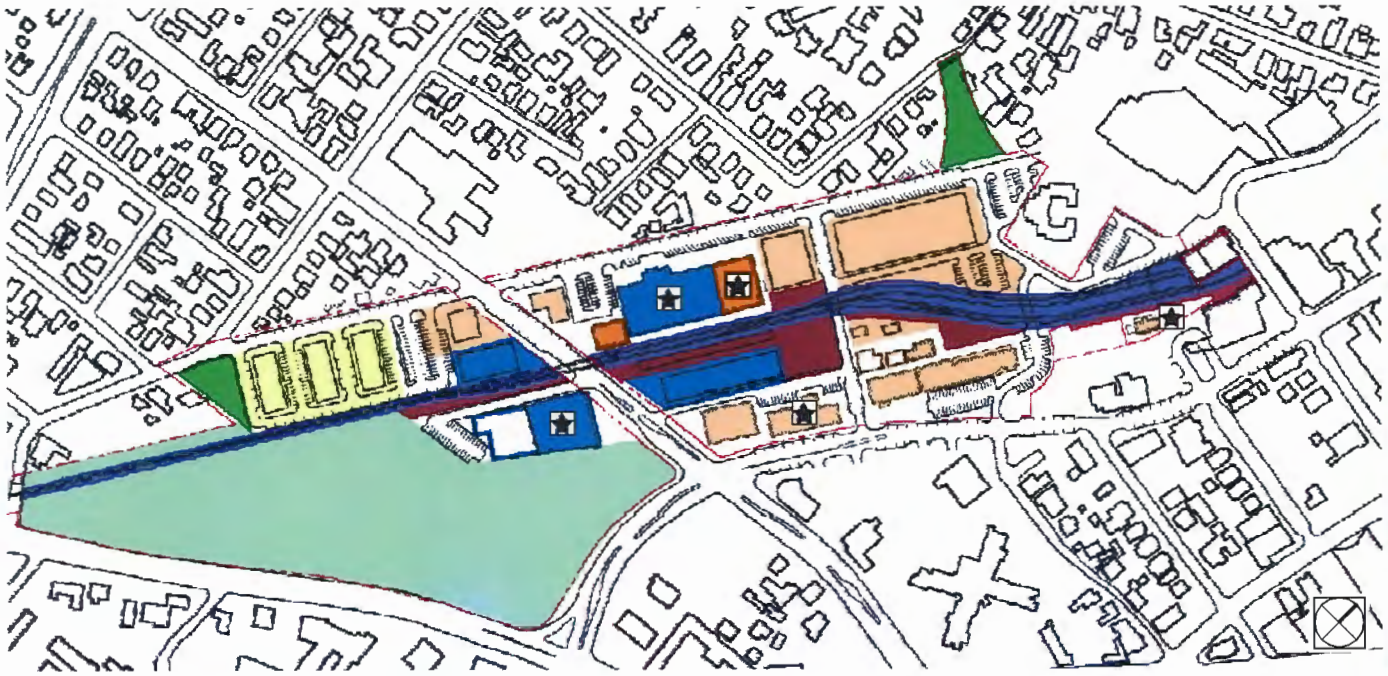


Figure III-1 Land Use Assumptions for Master Plan Calculations

LEGEND *The land use assumptions are assumptions only and are only for deriving calculations for the Master Plan report. Actual uses will vary. Colored buildings indicate existing uses. Colored parcels indicate proposed uses.*

- Mixed Use / Commercial Focus
- Mixed Use / Live-Work Focus
- Arts & Crafts Studios
- Light Assembly & Manufacturing
- Mixed Use / Cultural Uses Focus
- Water Harvesting / Drainage
- Rail Easement
- Alameda and Plaza
- Park Easement and Trail Easement
- City-Owned Buildings

Design Standards Sub-Districts

The Master Plan organizes the Railyard into design standards subdistricts. The intent of the subdistricts is to scale development appropriately to site conditions and to buffer the adjacent neighborhoods.

There are three design standard subdistricts:

Neighborhood Edge

The Neighborhood Edge is a buffer and scale transition zone to the adjacent neighborhoods. In both the Baca area and the North Railyard area, the Neighborhood Edge subdistricts establish a no-build zone for 25 feet from the neighborhood, and restrict future development to one-story heights within 25 feet to 50 feet from the neighborhood. Smaller building masses are required in this zone to again transition to the scale of the surrounding neighborhoods.

In-Between

The in-between subdistrict allows development that repeat the two story scale of many of the existing buildings at the Railyard. Flat roof heights in this zone are shorter than the 27 foot height of the Gross Kelly & Co. Warehouse in the North Railyard. Pitched roofs are allowed maximum ridge height of 34 feet.

Street Edge (Cerrillos Rd. or Guadalupe St.)

The Street Edge subdistricts along Cerrillos Road and on Guadalupe Street maintain the sense of the historic building pattern along these streets. At the Cerrillos edge of the Baca area, the height limitation is set based on the existing Ferrell Gas Building. Along the Guadalupe Street Edge, heights and massing are based on the existing buildings in the subdistrict.

The Design Standards Matrix, the Subdistrict Maps, and the Area Section together define the dimensional envelopes within which future development may occur. *See Figures III-3, III-4, III-6, and III-7, as well as Tables III-1, and III-2.* They relate development areas to height and mass limitations. The matrix also provides a short hand outline for the architectural massing, heights and coverages intended for the Railyard. See Section VI - Architecture for additional guidelines and standards.

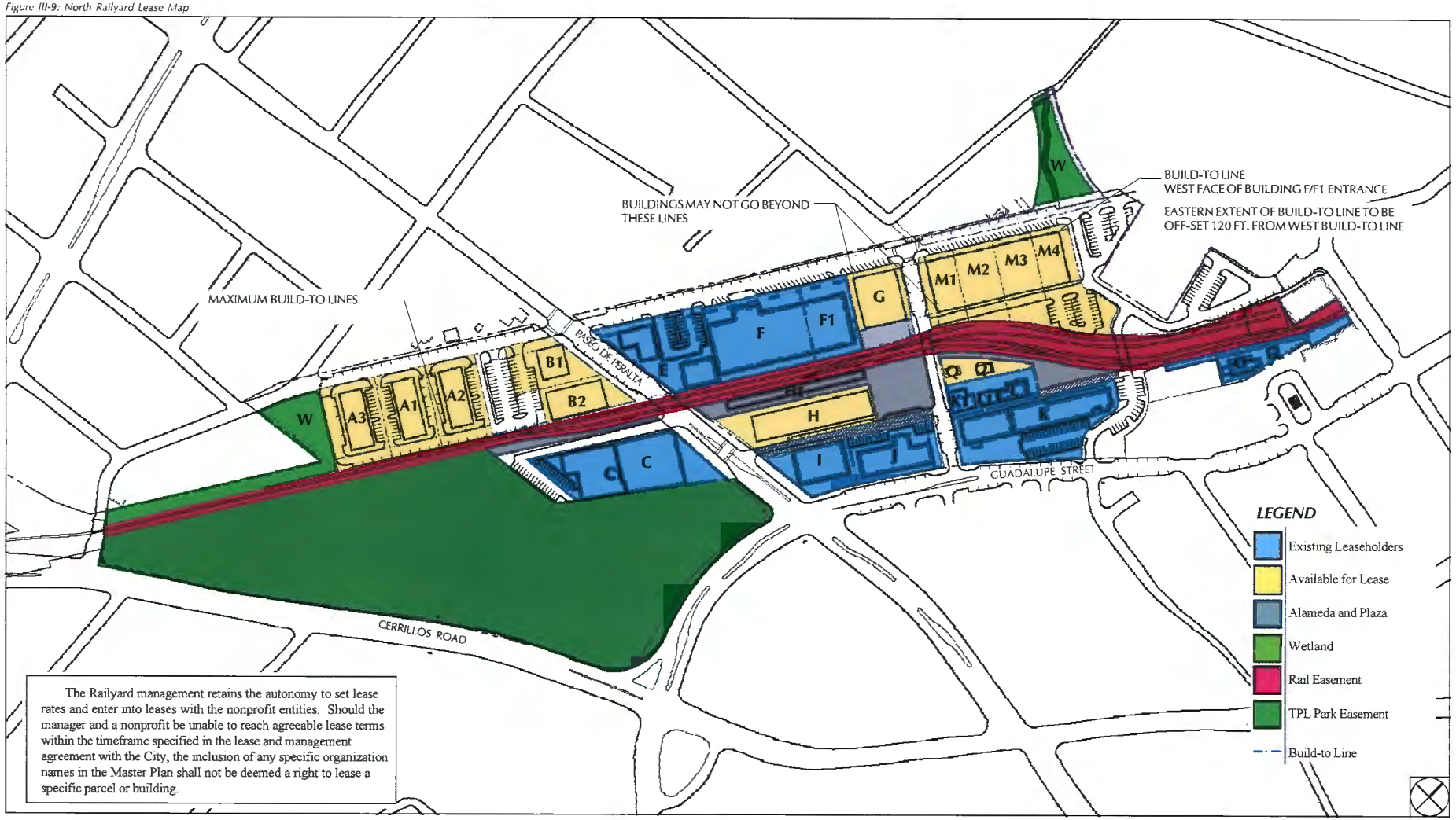
Table III-1: Baca Area Design Standards Matrix

BACA LAND USE STANDARDS			
Subdistricts:	**Neighborhood Edge-Baca**	**In Between-Baca**	**Cerrillos Edge-Baca**
Allowable Land Uses	All BCD use standards as limited by leases	All BCD use standards as limited by leases	All BCD use standards as limited by leases
Side Setbacks	5 feet	5 feet or None	5 feet
Front Setbacks	Maximum: No maximum Minimum: 0 feet	Maximum: No maximum Build-to Line	Match existing setbacks
Parcel Coverage	40% max.	60% max.	40% max.
Massing	Simple	Simple	Simple
Height	14 feet to flat roof or existing building height or 20 feet to ridge of pitched roof	26 feet to flat roof or 34 feet to ridge of pitched roof	14 feet to flat roof flat roofs only
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires		
Parking	See Master Plan Section VI Circulation Parking Demand Management	See Master Plan Section VI Circulation Parking Demand Management	See Master Plan Section VI Circulation Parking Demand Management

Table III-2: North Railyard Design Standards Matrix

NORTH RAILYARD LAND USE STANDARDS			
Subdistricts:	**Neighborhood Edge-North Railyard**	**In Between-North Railyard**	**Guadalupe Edge-North Railyard**
Allowable Land Uses	No Buildings	All BCD use standards as limited by leases	All BCD use standards as limited by leases
Side Setbacks		None	None
Front Setbacks		Maximum/ minimum: 0 Feet Build-to Line	Match existing Setbacks
Parcel Coverage		100% maximum	
Massing		Simple	Per existing building description
Height		26 feet to flat roof 34 feet to ridge of pitched roof	As allowed by rev iew authorities
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires		
Parking	See Master Plan Section VI Circulation Parking Demand Management	See Master Plan Section VI Circulation Parking Demand Management	See Master Plan Section VI Circulation Parking Demand Management

Figure III-9: North Railyard Lease Map



The Railyard management retains the autonomy to set lease rates and enter into leases with the nonprofit entities. Should the manager and a nonprofit be unable to reach agreeable lease terms within the timeframe specified in the lease and management agreement with the City, the inclusion of any specific organization names in the Master Plan shall not be deemed a right to lease a specific parcel or building.

ARCHITECTURAL DESIGN STANDARDS MATRIX AND DESCRIPTIONS

Table VI-3: Baca Area Architectural Standards

ARCHITECTURAL STANDARDS - BACA			
Subdistricts:	**Neighborhood Edge-Baca**	**In Between-Baca**	**Cerrillos Street Edge-Baca**
Massing	Simple	Simple	Simple
Height	14 feet to flat roof 20 feet to ridge of pitched roof	25 feet to flat roof 34 feet to ridge of pitched roof	14 feet to flat roof
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires		
Solid/Open	Wall dominated Limited openings - 40% on all floors	Wall dominated Limited openings - 80% on ground floor Limited openings - 40% on upper floors	Wall dominated Limited openings - 40% on all floors
Wall Materials	Stucco, metal siding, brick	Stucco, metal siding, brick	Stucco, metal siding, brick
Colors	Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White, or other colors are allowed for accent colors.		
Windows	Glass lites limited to 30" horizontally or vertically Industrial steel sash encouraged No reflective glass allowed	No glass size limit Industrial steel sash encouraged No reflective glass allowed	Glass lites limited to 30" horizontally or vertically Industrial steel sash encouraged No reflective glass allowed
Roof Types	Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)	Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)	Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)
Roof Materials	Roof surfaces visible from the ground shall be galvanized, gray painted, Cor-Ten standing seam, corrugated metal, or shingle, clay tile not permitted.		
Skylights	Skylights are encouraged as a function of sustainable design; skylights must be flat and a maximum of 12 inches above the roof plane.		
Yard Walls/ Fences	Brick, Adobe, block, stone, metal, wrought iron fencing or chain link is permitted.		
Portals	Portales permitted	Hanging canopies are encouraged in lieu of portals	Portales permitted

Table VI-4: North Railyard Area Architectural Standards

ARCHITECTURAL STANDARDS - NORTH RAILYARD			
Subdistricts:	**Neighborhood Edge-North Railyard**	**In Between-North Railyard**	**Guadalupe Street Edge-North Railyard**
Massing	No building in this subdistrict	Simple	
Height		25 feet to flat roof 34 feet to ridge of pitched roof	As allowed by review authorities
	Height limits exclude parapets (2 foot max.), chimneys, elevator towers, mechanical equipment, and unoccupied towers or spires		
Solid/Open		Wall dominated Limited openings - 80% on ground floor Limited openings - 40% on upper floors	As allowed by review authorities
Wall Materials		Stucco, metal siding, brick	
Colors	Galvanized, gray painted or Cor-Ten metal; earth tone stuccos are encouraged. White, or other colors are allowed for accent colors.		
Windows		No glass size limit Industrial steel sash encouraged No reflective glass allowed	As allowed by review authorities
Roof Types		Flat Small scale pitched (4/12 maximum) Large scale low pitched (1.5/12)	As allowed by review authorities
Roof Materials	Roof surfaces visible from the ground shall be galvanized, gray painted, Cor-Ten standing seam, corrugated metal, or shingle; clay tile not permitted.		
Skylights	Skylights are encouraged as a function of sustainable design; skylights must be flat and a maximum of 12 inches above the roof plane.		
Yard Walls/ Fences	Brick, Adobe, block, stone, metal, and wrought iron fencing is permitted. Chain link fencing is not allowed.		
Portals		Hanging canopies are encouraged in lieu of portals	Portales permitted only on Gross Kelly Co. Warehouse

Architectural Guidelines

The Architectural Design Standards Matrix and Architecural Guidelines set the design standards for new infill buildings, modifications to existing non-contributing buildings and not-historic age buildings. The subdistrict zones referred to on the Architectural Design Standards Matrix, *Tables VI 3 and VI 4*, are defined on maps in the Land Use Section, *Figure III 3 and III 6.*

Building Type and Side Setbacks

In the "Neighborhood Edge" and "Street Edge"subdistricts the existing detached building patterns are to be maintained. To achieve the detached pattern, side setbacks are required in these zones as noted in *Tables VI-3 and VI-4.*

In the "In-between" subdistricts to support the greater intensity of proposed uses, attached development is required on specific lots as noted on maps in the Land Use Section, *Figure III 3 and III 6.* By providing parcel lines, requiring zero lot lines, and Build-to-Lines the Master Plan allows for those lots to be developed by smaller developers and still obtain the long simple building massing desired.

Fences and Walls

The intent of the Railyard Master Plan is to maintain the free open commercial and warehousing sense of an active railyard area. Fencing in general is discouraged as the fencing creates barriers to access. Perimeter fencing on lease parcels in the North Railyard is not allowed. Fence materials shall be as allowed in the Design Standards Matrix in *Tables VI-3 and VI-4.*

Figure VI-12: Detached Buildings

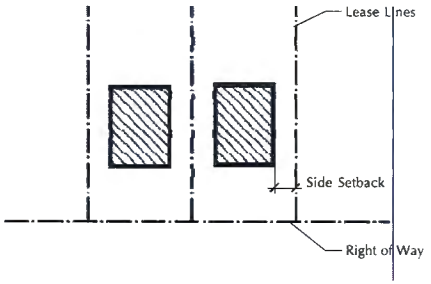
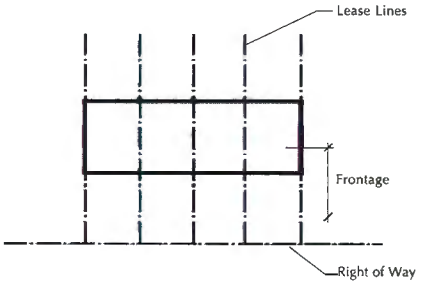


Figure VI-13: Attached Building / Zero Lot Lines at Lot M1-M4



Build-to-Line

To reinforce the historic relationship of structures to the rail tracks "Build-to-Lines" have been established on some of the parcels. (See Figure III-8 and III-9). Build-to-Lines require that new infill be built up to those lines without exception. The new infill buildings will thus maintain a similar siting pattern as seen in the existing buildings on site. The building facade on the Build-to-Line shall be the primary mass of the building.

The one exception to this standard in the North Railyard is on parcels A1, A2, and A3, also B1 & B2 where the Build-to-Lines are maximum build lines in that the structures may not extend beyond the Build-to-Line. There the buildings are encouraged to setback from the lines to maintain a buffer against the neighborhoods and park.

The second exception to this standard is in the Baca area. Along the Baca Paseo, if the lot has more that 25 feet between the Build-to-Line and the street easement edge, a single small utility related structure may be allowed with the approval of Railyard management. Any existing secondary structures that are beyond the Build-to-Line may be required to be removed if any changes or modifications to the main or secondary structures on site are made.

Figure VI-14: Build-to Line Example

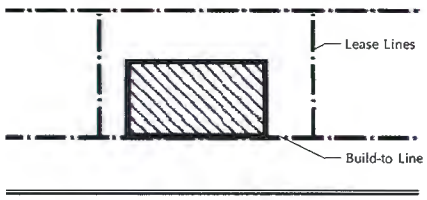
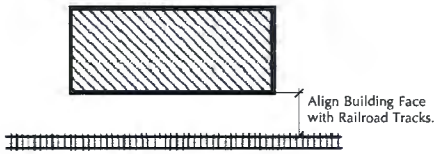


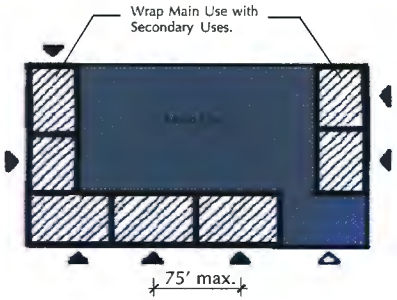
Figure VI-15: Align Structures with Tracks



Wrapper Building

On lots M1 to M4 in the North Railyard, should a single structure of over 20,000 square feet be developed, the building shall have ingress/egress doors at a minimum of every 75 feet alongs its exterior facades. Large footprint uses are required to wrap smaller uses or have active pedestrian doorways to the outside to increase the pedestrian activity along the perimeter of the building.

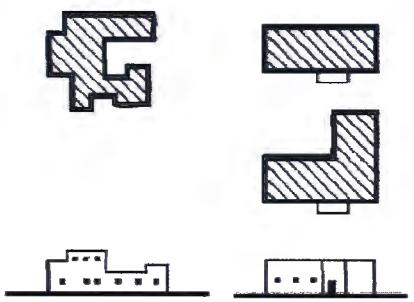
Figure VI-16: Wrapper Building Concept Example



Massing

Massing is a term describing how the basic building blocks of a structure are arranged in three dimensions. The Railyard's existing structures are almost universally simple boxes that are generally two to four times as long as they are wide. They usually have only a few, small scale offsets in plan or elevation. This massing is a direct expression of their function as rail based warehouses. To ensure that redevelopment honors the railyard's past, this is one of the most important design characteristic mandated by the Master Plan.

Figure VI-17: Massing Examples



Complex massing prohibited *Simple massing required*

Height

The underlying BCD zoning establishes a height allowance of 65 feet throughout the redevelopment subdistrict. This Master Plan reduces allowable heights significantly. See Architectural Design Standards Matrix, *Tables VI 3 and VI 4*.

The building height requirements transition from heights that match the surrounding residential neighborhood to taller buildings on the interior of the Railyard. In particular, the neighborhood edge subdistricts requires a one story height nearest to the neighborhood with a two story maximum beyond the neighborhood edge zone.

Pitched roof structures are measured to the ridge line; flat roof structures to the top of roof. Parapets are optional; parapets shall be a maximum of two feet, and are not counted in the height measurements.

Figure VI-18: Pitched Roof Measurement to Ridge.

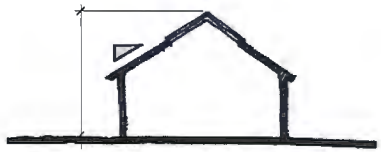
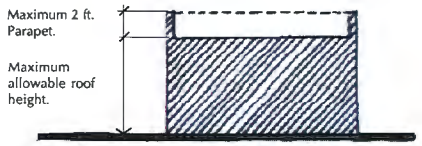


Figure VI-19: Flat Roof Measurement Excludes Parapet



Roof Shape

Because both pitched and flat roof structures are present on site, as well as one bowstring truss, all of these roof types are allowed. To provide for realistic development of usable interior spaces, separate roof height measurements are established for flat roofs and for pitched roofs. *See Architectural Design Standards Matrix, Table VI 3 and VI 4.*

The following roof types are allowed:
flat, shed, gable, limited layered gable with a maximum 2'-0" diffential between layers, and bowed. Saw tooth, multi-stepped, and complex roof shapes are not allowed.

Figure VI-20: Simple Roof Shape Examples

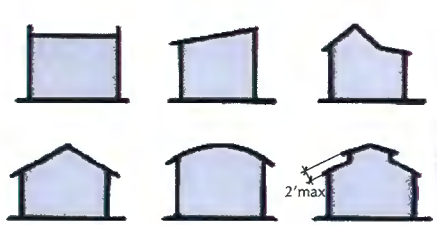
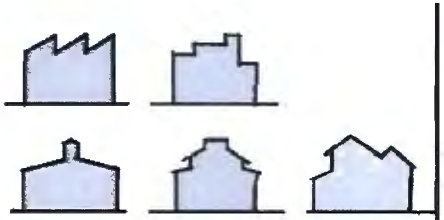


Figure VI-21: Complex Roof Shapes Examples



Roof Materials

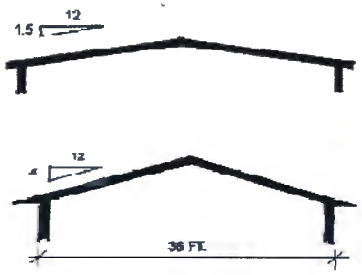
Exposed roof materials on pitched roofs shall be metal or shingle. Clay tile such as on the Santa Fe Depot is not allowed. Recommended colors include galvanized steel, rusting steel (Cor-Ten), or grey paint finishes.

Roof Pitch / Roof Overhang

Pitched roofs with spans of up to 36 feet may have a maximum of 4 in 12; for longer spans flatter pitches are required. Regardless of span or pitch, the ridge line of a pitched roof may not be higher than allowed as per the *Architectural Design Standards Matrix, Table VI 3 and VI 4.*

Roof overhangs shall be shallow in depth, maximum 18 inches from face of building to edge of roof.

Figure VI-22: Pitched Roof Slope Range



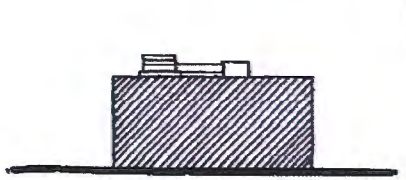
Screening

Parapets or other screening devices are not required to prevent views of roof top mechanical equipment.

Mechanical equipment need not be screened, except in the case to prevent noise to residential neighbors. Equipment that is visible shall be installed to be visually uncluttered and cleanly installed and maintained. Dumpsters and outside material storage are required to be screened.

In keeping with the industrial nature of the Railyard, equipment such as rail cars, dust collectors, and cooling towers are allowed as visual elements if visually uncluttered and cleanly installed and maintained.

Figure VI-23: No Screening Required of Mechanical



Skylights

Skylights are encouraged on all new buildings at the Railyard. However, dormers are prohibited as design elements. All skylight details shall be flat, or have a low profile.

Skylights are not required to be screened, but must be parallel to the roof plane, be flat in profile, not bubble shaped, and may sit above the roof plane no more than 12 inches.

Figure VI-24: Flat Skylights Permitted and Encouraged

Figure VI-25: Dormers Prohibited

April 21, 2016
Planning Commission
Case # 2016-23 & 25

701 Camino De La Familia Railyard Flats Master Plan Amendment And Development Plan

EXHIBIT E

ENN Notes

City of Santa Fe
Land Use Department
Early Neighborhood Notification Meeting Notes

Project Name	**Railyard Flats**
Project Location	Parcel A2 North Railyard
Project Description	Railyard Master Plan amendment and development Plan for to allow a 58 unit, 35 foot high apartment building to be located on Lease Parcel A2
Applicant / Owner	Peter Aberg/ Santa Fe Railyard Company
Agent	Dekker Perich Sabatini Architects/ Santa Fe Railyard Company
Pre-App Meeting Date	January 14, 2016
ENN Meeting Date	February 11, 2016
ENN Meeting Location	Warehouse 21, 1614 Paseo de Peralta
Application Type	Master Plan and Development Plan
Land Use Staff	Dan Esquibel
Other Staff	Noah Berke
Attendance	80

Notes/Comments:
See attached notes

Railyard Flats Neighborhood Notification Meeting
Thursday, February 11, 2016, 5:30-7:10pm
Warehouse 21, 1614 Paseo de Peralta, Santa Fe, NM

Attendees: See attached sign-in sheet

New Business

- Dan Esquibel, Senior Land Use Planner with the City of Santa Fe, made introductory remarks.
  - He stated that the meeting was being recorded and that the recording would be available to the public.
    - This is the first time the City has recorded an Early Neighborhood Notification (ENN), so he was uncertain as to how much the recorder would capture of the attendees questions.
  - Dan explained the purpose and function of an ENN.
    - The purpose of the ENN is for the project applicant to introduce their project to the neighborhood in which the project is to be located.
    - The goal is to provide an exchange of information between the project applicant and the neighborhood, so that during the review process, the applicant can take the questions and concerns into consideration as they prepare to present the project to the City for approval.
    - An ENN is a pre-requisite for buildings over 10,000 SF and is required before the developer can submit an application to the Planning Commission.
    - Buildings over 10,000 SF can be approved by the Santa Fe Railyard Community Corporation (SFRCC) and do not require an ENN or City approval, per the Railyard Master Plan.
    - The formal application to the City is initially reviewed by Dan.
    - There are no approvals issued or votes taken at an ENN.
  - The next step after the ENN is presenting the proposed project to the City for approval.
    - Planning Commission must approve the project.
    - When the project goes before Planning Commission, it is a public meeting, and the public can raise questions and concerns.
    - Letters will be sent out to ENN letter recipients to inform them of the date and time of the Planning Commission meeting.
    - City Council must also approve the project.
  - Rick Martinez asked about the possibility of a second ENN, and if the neighbors can request a second one.
    - Per Dan, the City ordinance only requires one ENN, so a second ENN would be up to the applicant.
    - An alternative is that the applicant can meet privately with interested/concerned neighbors.
    - Dan stated that a second ENN is rare and that he has no jurisdiction to require one.
  - An attendee asked if there were any City Councilors present.
    - Dan stated that City Councilors and members of the Planning Commission do not attend ENN's because it is quasi-judicial, and they do not want to relinquish their vote on the project by having more ex parte communication than the other Councilors or Planning Commission members.
- Richard Czoski, Executive Director of the Santa Fe Railyard Community Corporation (SFRCC), made introductory remarks
  - He began by thanking everyone for coming and stating that he looked forward to hearing the attendees' input.

- He clarified for Bucky Kashiwa those only buildings over 10,000 SF over need to have an ENN. In addition, for this project, SFRCC is seeking a Master Plan Amendment, which also requires public process.
- Richard then gave an overview of SFRCC and its role.
- He stated that he was happy to answer any questions regarding the Railyard as a whole or how the project impacts the Railyard.
- Richard then introduced Peter Aberg, the developer of the project.
    - Per Richard, Peter will be SFRCC's tenant and will construct and own the building.
    - Rent will be paid to SFRCC, which SFRCC will then pay to the City to retire the bonds floated by the City to finance the infrastructure.
    - He stated that all of the risk in terms of the building is assumed by Peter, not by the City, the community or SFRCC.
- Richard then provided some more background on the project.
    - SFRCC has worked for over two years with Peter to realize a project that SFRCC can endorse which will benefit the Railyard and the community and meet the need for moderately priced rentals in downtown Santa Fe.
    - Peter has committed to keeping the units as rentals for at least 15 years.
    - The ArtYard building is currently the only other residential use on the Railyard. Those residential units are expensive condo units ($450-$500K). When the recession hit in 2008, purchasing these units became for the most part financially prohibitive, with only three owners at that time and only one owner currently.
    - Peter Aberg will pay a fee-in-lieu of building affordable housing. The fee he pays will go into the Affordable Housing Fund to subsidize rents for low income people.
    - This is an infill project on City-owned land.
- Richard then addressed questions from the attendees (**Note: when the attendee was known/recognized, he or she is cited by name)
    - What is the variance being requested?
        - Per Richard, the form it will take is an amendment to the Railyard Master Plan
        - This project meets City zoning requirements.
        - SFRCC will request a variance in height.
        - The adjacent ArtYard building is 34 feet high, not including solar panels.
        - The Railyard Master Plan dictates that flat foot buildings be no more than 26 feet high. Pitched roof buildings can be 34 feet high at the highest point. The Railyard Flats building would be a flat roof building.
        - SFRCC is requesting approval of an amendment to allow for a height of 34 to 35 feet. The need for the additional height is primarily to allow for another floor in order that this project can support more moderate rents.
        - SFRCC will also request a build-to line variance.
        - SFRCC may also possibly request a massing amendment; however, clarification is needed from the City Attorney on whether this is necessary.
        - Richard clarified that SFRCC is seeking approval of the Master Plan Amendments; the developer Peter Aberg is seeking approval of the Railyard Flats project, which has been going through the required review process by SFRCC.
    - Rick Martinez asked how many residential units are in the ArtYard building.
        - Per Richard there are nine residential units on the second floor, with commercial uses on the first floor.
    - Who put SFRCC in charge?
        - Richard clarified that SFRCC is a non-profit and not a private corporation.

- The City master leases the Railyard to SFRCC; thus, SFRCC is the City's tenant.
- SFRCC's obligation to the City is to manage all of the development that occurs on the Railyard.
- SFRCC is tasked with complying with the Railyard Master Plan, which is a public document developed over eight years and enacted in 2002 by City Council.
- Per Richard, the Master Plan is available on SFRCC's corporate website: www.sfrailyardcc.org.

- How does the situation with Market Station factor into the feasibility of this project?
  - Per Richard, Market Station is currently in bankruptcy.
  - There are various reasons for the bankruptcy but it is not due to issues with the Railyard.
  - There is only approximately 8% vacancy on the entire Railyard, which is less than in the City overall.
  - Market Station is a commercial building, and Railyard Flats will be residential; thus, is a completely different project.
  - Once Market Station is out of bankruptcy, positive changes in that building should be seen.
- Why does SFRCC support this project?
  - SFRCC believes that this this is a great location for multi-family, which is a priority of the Master Plan. This parcel, along with Parcel A-1, were deemed for residential in the Master Plan.
  - And SFRCC believes there is a need for multi-family housing downtown.
- The 60 units anticipated are a big increase from the nine currently in the ArtYard building. How does SFRCC justify the increase?
  - Richard stated that the number of units envisioned for the three parcels (A-1, A-2 and B-1) have changed over time.
  - The ArtYard building has fewer units, but they sell for several hundred thousand dollars. SFRCC would not support this type of configuration with the associated costs today. It was a different economic climate in 2008.
  - In 2010, a post-production studio had been approved for Parcel A-2 (Masque), but ultimately the developer could not get financing
  - Richard clarified that the Master Plan does not specify the number(s) of residential units for the parcels.
- Rick Martinez asked about the status of Parcel B-1.
  - Richard stated that the parcel is not currently leased, and there is not a project currently in development on that parcel.
  - The parcel is zoned for many uses, its only restrictions being that it cannot be a filling station, drive up facility or body shop.
  - Rick asked what would the square footage of a building on that parcel would be. Per Richard, it would depend on use.
  - Richard confirmed that Parcel B-1 is the last parcel available for development on the North Railyard.
- Will potential renters be willing to pay the proposed rents for units that are so close to the railroad tracks, where the Railrunner comes through as early as 5am?
  - Peter Aberg answered this question.
  - He had the same question when he first investigated the site.
  - But he believes that many people believe in the romance of the railroad, the railyard and the walkability factor
  - This is the best location he has seen for an urban infill development.

        - He has been working hard with people in this community to understand the pros and cons of this type of development.
        - Santa Fe has a 97-98% market in terms of occupancy for rental property, which is very tight. He hopes this project will be another piece of the puzzle in addressing the need for moderately priced housing in downtown Santa Fe.
- Peter Aberg officially introduced himself to the attendees.
  - He thanked everyone for coming and stated that he appreciates everyone's interest in the project.
  - He stated that he welcomed any questions, comments and concerns and then introduced Ron Witherspoon and Daniel Monk, the architects on the project.
- Ron Witherspoon and Daniel Monk with Dekker Perrich Sabatini presented the initial design concept, which included several color slides, photos and renderings.
  - Ron thanked everyone and introduced himself, the principal on the project, and Daniel Monk, the design architect.
  - The objective of the project is to "build a contemporary, well-designed, long-term rental property that is moderately priced to meet the market demand for quality urban living within the context of the Santa Fe Railyard" (Peter Aberg).
    - Ron stated that the goal is to create a gathering place at the terminus of the Railrunner and a residential component to compliment what already exists on the Railyard.
    - The Dekker Perrich Sabatini team has worked hard to design this project to fit within Peter's Proforma and SFRCC's guidance with respect to the Master Plan.
- Site Plan and Project Data
  - Site area
    - 0.5044 acre (21,974 SF)
    - The land will be leased from SFRCC.
    - A Geotech investigation has been performed and the soils are good.
    - It is a well-defined pad site with a build-to line. The Master Plan encourages building to the build-to line on this parcel.
    - The building is level.
    - There will be landscaping behind the building along the railroad tracks.
    - The building will have a primary entrance on the north corner and a secondary entrance on the southwest side of the building.
  - Unit quantities (58 units total) – these are driven by the Proforma
    - Studio
      - 25 units
      - 460 - 570 SF
    - 1 bedroom
      - 26 units
      - 619 - 681 SF
    - 2 bedroom
      - 7 units
      - 901-1,063 SF
    - Total
      - 58 units
      - 640 avg. SF
  - Unit Percentages (each unit will have a patio and balcony):
    - Studios 43% of bldg.
    - 1 bedrooms 45% of bldg.
    - 2 bedrooms 12% of bldg.
  - Building area:

- 1st floor 15,173 SF
- 2nd floor 15,104 SF
- 3rd floor 14,230 SF
- Total 44,507 SF

– Sound mitigation
  - Per Ron, there will be a low wall along the build-to line at the railroad tracks to provide noise mitigation for wheel line noise.
  - The wall will provide a guard rail, a protecting wall and a noise deflection wall.
  - The wall will be 42 inches above tracks.
– Parking
  - 65 spaces will be removed from the public parking pool and dedicated to the project (one for each unit studio and one bedroom unit, and two spaces for each two-bedroom unit).
    - City Code stipulates one space per kitchen. There is no parking dedicated to any businesses on the Railyard, only residential.
    - These spaces will be gated or signed.
    - Of the 65 spaces, there are 41 that are proposed covered parking spaces.
  - In addition, to accommodate the building, there will be 8 parking spaces removed on the north side of the parcel. The sidewalk will be moved north at this location to line up with the pedestrian crossing.
  - This leaves 822 spaces in the Railyard available to the public (includes the underground parking garage).
  - A neighbor expressed frustration with the overflow of parking into the Alarid neighborhood.
    - Richard stated that SFRCC understands these concerns and has stressed to the City the importance of enforcement of permitted parking in the neighborhood.
  - Question: why there is no entrance to the building near the handicapped parking spaces?
    - Per Ron, the spaces can be restriped to better accommodate handicapped access, and per Peter the secondary entrance on the southwest side of the building is adjacent to the handicapped spaces.
  - Question: how will removing 7-8% of the public parking spaces in the Railyard impact the Railyard businesses?
    - Per Richard, a parking study was done in 2006 which concluded that there were sufficient parking spaces in the Railyard, and this study assumed construction of a 2,000 seat cinema. The Violet Crown cinema has less than 800 seats. More spaces have been built than the 2006 study called for.
    - This was the concept envisioned with the Master Plan was this concept, an environment that encourages bicycle and pedestrian traffic.
  - Question: is it possible to reconfigure a right-in and right-out at Paseo de Peralta and south Camino de la Familia?
    - Per Richard, as part of this project the City Streets and Traffic divisions will do research and provide input to Planning Commission. Richard recommended coming to Planning Commission when that data will be presented.
    - Dan also replied. Whether the City would be willing to consider right-in right-out is a question for the City Traffic Division. The project applicant will not have to do a traffic study but that does not mean that individuals cannot voice their concerns. He recommended sending the recommendation in writing to Dan so that he can distribute it to appropriate department for their analysis.
    - Per Richard, there is only one way into and one way out of this part of the Railyard, and this was specified in the Master Plan.

- Question: what are the rents?
  - Per Peter (and all of this is subject to change based on pricing and design considerations): Studio ($920-$940), One bedroom ($1175-$1,250), Two bedroom ($1,700-$1,800).
  - The size of the units was reduced from their original concept to allow for lower rental rates. 85% are studio and one-bedroom units.
  - All tenants will have free parking.

(I missed the initial discussion of the floor plan and elevations. Due to the noise, I went downstairs to request that the Break Dancing class lower the boom box volume if possible.)

- Building finishes
  - The primary finish will be stucco.
  - The accents will be steel wall panel (galvanized metal or galvalume).
  - There are steel elements that would form covered areas (canopies) in front of the building entries.
  - The balcony guard rails are rectangular tube steel with open mesh for infill.
- Elevations:
  - The elevation at first floor will be a bit lower than the railroad tracks.
  - There will be an outdoor patio area with covering.
  - There will be a stepped-down parapet.
  - There are no solar panels currently planned for the project, but the building would be designed such that solar elements could be added in the future.
    - An attendee stated that solar panels on the roof would only need to be two feet high.
  - An attendee expressed concern that the wall on the tracks side of the building would collect trash with the high winds that can occur in Santa Fe.
    - Ron stated that this would be a maintenance issue addressed by the building's property management team.
  - There are no elevators in the building
    - The entire ground level is considered Type B handicapped accessible.
    - There are also two Type A fully accessible units with grab bars, etc. on the first floor.
    - There will be a handicapped accessible ramp on secondary entrance.
    - There will also be handicapped parking accessible to the primary entrance and the civil engineers is working to achieve the appropriate grades at this location.
  - The studio, one and two-bedroom units are mixed throughout the three floors; thus, each of the unit types is represented on all of the three floors.
    - The two-bedroom units are located on the ends of the buildings.
  - The studios are designed like an efficiency.
    - No defined bedroom.
    - One room (living room/bedroom) and a kitchenette.
  - There will be patio sliding doors and windows on all units.
  - Units will have AC and heating, and rents are exclusive of utilities.
  - Units facing the tracks have will have a window treatment and possibly a third window pane for sound attenuation. The wall on the tracks side will also help with sound attenuation.
- The meeting was then opened up to questions from the attendees (**Note: when the attendee was known/recognized, he or she is cited by name):
  - Lease specifics?
    - Per Richard, the lease is up to 90 years (50 years with 40 years of options).
    - At the end of the lease terms, all improvements revert to the City at no cost.
  - Are there any subsidized units?

- No, per Richard. The developer is paying a fee-in-lieu which will go into the Affordable Housing Fund.

- What is the target demographic?
  - Per Peter, the target age range is approximately 28 to 75.
  - He sees tenants as people who put a huge value on living in the Railyard and that this priority can apply to people of all ages.
  - Hopefully most tenants will be walking more than driving.
- Rick Martinez asked if Peter is considering short-term units.
  - Per Peter, the lease terms will be 12 months.
  - Tenants will not be able to sublease unless they have owner approval and that is not the intent of the project. The intent of the project is to serve the local market.
- One attendee stated that the projects did not seem to be geared towards children/families.
  - Peter stated that he may add one more two-bedroom unit but the focus will be on studio and one bedroom units.
- What is the anticipated construction time?
  - Per Peter, the targeted construction duration is 10 months.
  - Their current goal is to start construction in late summer (August/September) and deliver the project in the summer of 2017. This is best case and dependent on a number of factors and variables.
- Does the project need a third floor?
  - Per Peter, a two floor building does not work financially and in terms of finding a lender to underwrite the project.
  - They have worked hard to find the right density.
  - Dekker Perrich Sabatini has designed an extremely efficient building in terms of how units stack. Peter thinks it is the right mix.
  - Per Peter, the Railyard is a different situation from what he often encounters. Usually residential comes first. He thinks this may be one of the reasons the Railyard has struggled. He believes that the 58-unit project will be a benefit to the Railyard and the community.
- What about interior specifics?
  - Per Peter, they will drill down into more unit specifics at a later date, but all units will have a ceiling height of nine feet, modern appliances (including a washer/dryer) and a balcony with storage.
  - There will also be a co-work lounge. This was an idea of the Mayor, the City and SFRCC. It is intended to be a community within a community: a place where tenants can relax, work on a laptop or have meetings/study groups. The goal is to encourage interaction and also entrepreneurship in Santa Fe.
- Since the project is not necessarily as conducive to families, what will be the relationship between the project and Warehouse 21?
  - Peter stated that he hopes there will be some synergies. This is not an area he has considered yet, but he welcomes ideas.
- What about bicycle storage?
  - The external bicycle storage will meet code.
  - They are considering bicycle storage within the facility
  - The building will have card key access and tight security.
- With tenant-owned properties as opposed to home/condo owners, how will the project affect neighbors' home value?
  - Peter stated that, in his opinion, it should increase home values. The Railyard is becoming a great gathering place with a national reputation.

- However, he does not have any specific research data on how the project will affect neighboring property values.

- What sustainable practices are being undertaken for the project?
  - Per Ron, the project is being designed in accordance with Smart Practices.
  - There will be indigenous landscaping, canales and TTL downspouts (clean roof).
- Will there be mechanicals on the roof?
  - Per Ron, yes there will be HVAC condensing units on the roof of the building.
- Will there be any underground parking and storage?
  - No, per Ron, the project will be slab-on-grade construction.
  - There will likely be bike storage within co-work area.
- Has there been a study to research the affordability of these units for single people in Santa Fe?
  - Per Peter, a formal market study is being completed in the next couple of weeks. That information is proprietary.
  - And he and his team have met with and polled many people in Santa Fe between the ages of 25 and 55. The feedback received has been that the units are affordable, but not for all that were polled.
- What is the height variance being sought?
  - Per Richard the Master Plan allows a height of 26 feet or a flat roof building, 34 feet for a pitched roof. This project will be a flat roof building.
  - SFRCC will be seeking approval of a Master Plan Amendment allowing a height of 35 feet at the midpoint.
- Gayla Bechtol asked how the City measures height.
  - Per Dan Esquibel, it is the average height plus 4 feet.
- What is the difference between the proposed height of this building and the height of Violet Crown?
  - Per Richard, Violet Crown is a peaked roof building and is 34 feet high on the Camino de la Familia (west) side of the building.
  - The approved height for the Masque project, previously proposed on Parcel A-2, was 34 feet.
- What are the impacts on parking with the project?
  - Each unit will have a space, and all two-bedroom units will have two allocated spaces.
  - There will be parking in the Railyard; it just may not be as convenient. People may need to walk longer distances. This fits into the overall vison of parking within the Railyard in the Master Plan. The Railyard was designed to be more pedestrian-friendly.
  - If there are covered parking spaces created for the project, they may be enforced via a decal program.
- Gala Bechtol commented that she likes the windows, doors and balconies facing the Railyard Park and considers this an improvement over the previously proposed Masque project.
- Bruce Weatherby commented that he wished to compliment the Railyard for putting such a great project together. He really likes the proposed building, is very encouraged by the project and considers the Railyard one of the bright spots of the economy.
- An attendee asked for Peter's background.
  - Peter has been in commercial real estate for 30 years.
  - He has not been involved with a lot of vertical development, but has been involved with a lot of multi-family development.
  - Has been around apartment development for many years.
  - He is currently with Legacy Capital, a land investment company based in Texas. The company has been shifting more into urban infill development.

    - This is his first project as a developer.
  - Rose Utton asked if the City would help with signage to utilize existing parking in the Railyard more efficiently.
    - Dan Esquibel stated that he had planned for Noel Correia, the City Parking Director, to come to the ENN, but Noel had another engagement.
    - Dan suggested putting the concern/request in writing to Dan and he will send it to Noel and also probably to John Romero with the City Traffic Impacts division.
  - Rick Martinez asked Peter if he were open to another ENN.
    - Peter stated that he is amenable to one-on-one meetings with neighbors. That would be the most efficient way to proceed, and he is happy to do it.
- Peter made concluding remarks
  - He hopes that the attendees like the look of the building. He and his team are proud of it.
  - The concerns that have been expressed in the ENN are valid. He has been involved with many projects across the country and the concerns (parking, etc.) are real concerns. He is working with SFRCC to comply.
  - He hopes the attendees will support the project. This project is as much about the Railyard as anything. It will be a piece of the puzzle to help solve the issue of housing in downtown Santa Fe.
- Dan Esquibel concluded the meeting at 7:10pm

ENN GUIDELINES

Applicant Information

Project Name: **Railyard Flats**

Name: **Aberg** (Last) **Peter** (First) (M.I.)

Address: **2929 Carlisle St.** (Street Address) **#365** (Suite/Unit #)

Dallas (City) **TX** (State) **75206** (ZIP Code)

Phone: **(214) 361-5000** E-mail Address: **pma@legacycap.com**

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 2001, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about the criteria, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS ***For example: number of stories, average setbacks, mass and scale, landscaping, lighting, access to public places, open spaces and trails.***

The Santa Fe Railyard is not in a designated Historic District. It is a Metropolitan Redevelopment District governed by the Santa Fe Railyard Master Plan dated May 2002 as subsequently amended.

The west side of the project is located approximately 140 feet from the neighborhood edge and 50 feet from the existing ArtYard building. The east side faces the existing railroad tracks. The Rail Trail is located on the east side of the railroad tracks. Vehicular access is via Camino de la Familia to Paseo de Peralta.

The project is three stories with a flat roof height of 34 feet. Approximately 59 to 61 rental units are anticipated with a significant portion being studios and one-bedrooms.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT ***For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.***

The subject building would be constructed in a developed area of the Santa Fe Railyard. Streets, parking, drainage, trash collection, etc. are already in place. The subject is not in an escarpment zone, and there are no conflicting easements.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN ***For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.***

A comprehensive archeological investigation was performed on the Santa Fe Railyard property by the State Office of Archeological Studies in conformance with the Memorandum of Understanding dated 09/10/04 signed by the City of Santa Fe, Trust for Public Lands, State of New Mexico Historic Preservation Office, Santa Fe Railyard Community Corporation, New Mexico Cultural Properties review Committee, and the City of Santa Fe Archeological Review Committee.

Final approval to commence construction on the Railyard Project was received from the City of Santa Fe Archeological review Committee on March 3, 2006.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN ***For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.***

The Santa Fe Railyard is not in a designated Historic District. It is a Metropolitan Redevelopment District governed by the Santa Fe Railyard Master Plan dated May 2002 as subsequently amended.

Multi-family residential use for the area was included in the Railyard Master Plan. In 2005 the Railyard Master Plan was amended to locate the residential project on Parcel A-2, which is further from the neighborhood than the original location in the Master Plan.

(e) EFFECTS ON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR THE DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES ***For example: Increased access to public transportation, alternate transportation modes, traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.***

Pursuant to the Santa Fe Railyard Master Plan, all parking in the North Railyard is shared common parking developed and managed by the City of Santa Fe. The North Railyard parking is complete and includes 500 surface and 400 below ground parking spaces. The adjacent streets were constructed in conformance with the Master Plan which was approved by the City Council.

The area surrounding the subject building includes a hike/bike trail, bus stops, as well as the Rail Runner train offering alternative transportation opportunities.

One space per rental until will be designated in the existing common surface parking lot contiguous to the project. Vehicular access is via Camino de la Familia to Paseo de Peralta.

All common area improvements have been constructed in accordance with the Americans with Disabilities Act.

Numerous cultural opportunities are near the subject including the El Museo Cultural, Farmers Market, Railyard Performance Center, Violet Crown Cinema, SITE Santa Fe and Warehouse 21 Teen Center.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE ***For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.***

Construction of the project will create approximately $420,000 in Gross Receipts Tax. The market rate affordable nature of the project will provide much needed residential opportunities in the underserved central business district.

In addition, the property management, maintenance and leasing of the property will create ongoing employment opportunities.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS ***For example: creation, retention, or improvement of affordable housing; how the project contributes to serving different ages, incomes, and family sizes; the creation or retention of affordable business space.***

The completion of this project will positively impact the availability of housing in downtown Santa Fe. The project is intended to meet the demand for local rental housing in the urban core of the City. Rent for these market affordable units are projected to start at about $960 per month. The location also provides the opportunity to walk to employment, entertainment, a grocery store and cultural attractions.

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES ***For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.***

The infrastructure (including utilities) around the subject building was completed in November 2007 and complies with all applicable codes, ordinances, etc. All electrical service is buried and the area around the project has an extensive storm sewer system including an underground detention pond. The development density was taken into account when the infrastructure was designed. The impact of this project on City services and the overall infrastructure is minimal in a city the size of Santa Fe.

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS ***For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.***

The subject building will comply with the City's ordinances regarding water consumption. The subject will utilize the City water service which has already been stubbed to the edge of the parcel. No new City water mains or sanitary sewer infrastructure is required.

As the design progresses, the possibility of using water efficient fixtures will be evaluated.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS ***For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.***

The use anticipated for the subject complies with the BCD Zoning and the Railyard Master Plan. The Railyard is a mixed use project with office, retail, residential, performing arts, light manufacturing, and community services. The subject building will add much needed residential activity that will enhance security for the Teen Center and existing live/work buildings.

The Railyard Master Plan designated this area south of Paseo de Peralta for multi-family housing.

(k) EFFECT ON SANTA FE'S URBAN FORM ***For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? Discuss the project's effect on intra-city travel and between employment and residential centers.***

The subject building will be an infill project in the Master Planned Railyard Project. The subject is being constructed in an area that was anticipated to include development on a similar scale. It will use existing parking to be dedicated at a ratio of one space per unit. The addition of a new population of residents within the approved and designated area for the construction will contribute positively to the city's urban form, and improve the appearance of vacant land by bringing it to productive use.

The project will include a lobby/co-work space that will be unique to this type of project. Recognizing Santa Fe can and should be a place for entrepreneurial business and collaboration we think this site (in the Railyard) needs to have this type of "place" within the complex. We are considering ways to allow the co-work space to encourage collaboration and work environment during work hours and recreational type use after hours. We want to in fact create a community within the RY community for residents of Santa Fe that wish to be in an urban environment

The residents can walk to entertainment, employment and cultural destinations. A grocery store is also within walking distance.

(l) ADDITIONAL COMMENTS (optional)

April 21, 2016
Planning Commission
Case # 2016-23 & 25

701 Camino De La Familia Railyard Flats Master Plan Amendment And Development Plan

EXHIBIT F

Applicant Data