



Agenda

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BUSINESS CAPITOL DISTRICT / DESIGN REVIEW COMMITTEE

**Thursday – January 12, 2012 – 5:00 P.M.
200 LINCOLN AVE. SANTA FE, NM
CITY COUNCIL CHAMBERS**

A. ROLL CALL

B. APPROVAL OF AGENDA

C. APPROVAL OF MINUTES

June 9, 2011

D. APPROVAL OF FINDINGS/CONCLUSIONS

E. OLD BUSINESS

F. NEW BUSINESS

1. **Case #BCD 2011-118. Starbucks Coffee at 907 S. Saint Francis Drive.** Scott Hoeft, Santa Fe Planning Group, Inc., agent for Starbucks Coffee Company, requests Major Project Plan approval to remodel/build approximately a 1,550 square-foot coffee shop. The applicant also requests a variance to the 180-day provision of a non-conforming use (14-10.4(E)). The property is located at 907 South Saint Francis Drive in the Westside Townscape Subdistrict (BCDWES) of the Business Capitol District (BCD). (William Lamboy, Case Manager).
2. **Case #BCD 2011-136. John Muir Amendment to Railyard Master Plan.** Frank Coppler, applicant, requests an amendment to the Railyard Master Plan to develop surface parking on Lease Lot L, the John Muir Building. The property is in the Railyard Redevelopment Subdistrict of the BCD (Business Capitol District) and is located in the North Railyard off Alcala Street, between Gross Kelly Warehouse and the train tracks. (William Lamboy, Case Manager)

G. BUSINESS FROM THE FLOOR

H. STAFF COMMUNICATIONS

I. MATTERS FROM THE COMMISSION

J. ADJOURNMENT

NOTES:

1. Procedures in front of the Business Capitol District / Design Review Committee are governed by Roberts Rules of Order. Postponed cases are postponed to: (1) a specific date; or (2) indefinitely until specific conditions have been resolved; or (3) to a specific date with the provisions that specific conditions be resolved prior to that date. Postponed cases can be removed from the postponed by a motion and vote of the Business Capitol District / Design Review Committee.
2. Due to time constraints not all issues may be heard and may be scheduled to the next scheduled Business Capitol District / Design Review Committee meeting. This agenda is subject to change at the discretion of the Business Capitol District / Design Review Committee.
3. New Mexico law requires the following administrative procedures to be followed by zoning boards conducting "quasi-judicial" hearings. In "quasi-judicial" hearings before zoning boards, all witnesses must be sworn in, under oath, prior to testimony and be subject to cross examination. Witnesses have the right to have an attorney present at the hearing. The zoning board will, in its discretion, grant or deny requests to postpone hearings.

**An interpreter for the hearing impaired is available through the City Clerk's Office upon five days notice. Please call (505) 955-6521. **

**SUMMARY INDEX OF
CITY OF SANTA FE
BUSINESS CAPITOL DISTRICT / DESIGN REVIEW COMMITTEE**

January 12, 2012

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B. APPROVAL OF AGENDA	Approved	1
C. APPROVAL OF MINUTES – June 9, 2011	Approved	1
D. APPROVAL OF FINDINGS AND CONCLUSIONS	None	1
E. OLD BUSINESS	None	2
F. NEW BUSINESS		
1. <u>BCD 2011-118</u> , Starbucks Coffee	Approved	2-8
2. <u>BCD 2011-136</u> , Amendment to Railyard Master Plan	Not approved	8-11
G. BUSINESS FROM THE FLOOR	None	11
H. STAFF COMMUNICATIONS	Discussed	11
I. MATTERS FROM THE COMMISSION	Discussed	11
J. ADJOURNMENT	Adjourned at 6:32 p.m.	11

**CITY OF SANTA FE
BUSINESS CAPITOL DISTRICT / DESIGN REVIEW COMMITTEE**

THURSDAY – JANUARY 12, 2012 – 5:00 P.M.

A. A regular meeting of the City of Santa Fe Business Capitol District/Design Review Committee was called to order by Chair Patti Bushee on the above date at approximately 5:00 p.m. in the City Councilor's Chambers, City Hall, 200 Lincoln Ave., Santa Fe, New Mexico.

Roll Call

Roll call indicated a quorum as follows:

Members Present:

Councilor Patti Bushee, Chair
Edmundo Lucero
Douglas Maas
Daniel Pava
Graciela Tomé

Members Absent:

Lorn Tryk (excused)
Elizabeth Bradley

Staff Present

Tamara Baer, Planning Manager
William Lamboy, Land Use Department
Kelly Brennan, City Attorney's Office
Matthew O'Reilly

Others Present:

Charmaine Clair, Stenographer

NOTE: All items in the Committee packet for all agenda items are incorporated herewith by reference.

B. APPROVAL OF AGENDA

Mr. Maas moved to approve the Agenda as presented. Mr. Lucero seconded the motion and it passed by unanimous voice vote.

C. APPROVAL OF MINUTES - June, 2011

Mr. Maas moved to approve the minutes of June 9, 2011 as presented. Mr. Pava seconded the motion and it passed by unanimous voice vote.

D. FINDINGS AND CONCLUSIONS- None

E. OLD BUSINESS- None

F. NEW BUSINESS

1. **Case #BCD 2011-118. Starbucks Coffee at 907 S. Saint Francis Drive.** Scott Hoefft, Santa Fe Planning Group, Inc., agent for Starbucks Coffee Company, requests Major Project Plan approval to remodel/build approximately a 1,550 square-foot coffee shop. The applicant also requests a variance to the 180-day provision of a non-conforming use (14-10.4(E)). The property is located at 907 South Saint Francis Drive in the Westside Townscape Sub district (BCDWES) of the Business Capitol District (BCD). (William Lamboy, Case Manager).

Mr. Lamboy said the site was originally a drive-through service station and car wash. Starbucks proposed to renovate and update the existing facilities. Drive-ins are not permitted in the Westside Townscape sub district but the previous business had drive-in service.

The applicant is requesting a variance to the 180 day provision of a nonconforming use. The applicant also requested a variance to an existing nonconforming sign that is offsite; offsite signs are not permitted. The applicant requested a new free standing sign on the property, which is permitted by code and would not require a variance.

Mr. Lamboy said the Land-Use Department does not support the request for a 24 foot sign on site. No freestanding signs exceed 21 feet in the sub district and staff recommended the height of the sign be limited to 21 feet.

The Land Use Department recommended approval of the project and the variance to the 180 day provision.

Scott Hoefft of the Santa Fe Planning Group, 109 St. Francis Drive said that he concurred with Mr. Lamboy's report and 21 feet would be adequate for the sign. He removed the request for a 24 foot sign.

Mr. Hoefft said the site commemorated that section of St. Francis and Cerrillos. He showed the site location on a map in between the Ski Tech building and the Speedy Glass Shop. The existing site had been abandoned since February of 2011.

Mr. Hoefft said Starbucks would improve the site with landscaping and a Pueblo architecture building in earth tones and a fence around the perimeter. He said staff has asked that Starbucks find a buffer between the long unattractive building and the site.

Mr. Hoefft said the intersection of Cerrillos and St. Francis is a nice gateway to the City of Santa Fe and downtown and Starbucks hoped to improve the area. The building is set back and would have 13 spaces for parking in front of the building in the hope it would be a community gathering area.

He said this is a new concept for Starbucks and the first to be tried nationally with a walk up window and no indoor seating. The site would have an outdoor portal, heated in the winter. Starbucks feels with landscaping, the Pueblo architecture and the sign that this would be an important improvement to a major intersection into the City of Santa Fe.

Mr. Hoefft said the drive-through was a critical component for the project and 70% of the business. The 180 day variance provision would permit the drive-through to continue. He noted similar drive-through uses in the immediate vicinity.

Mr. Hoefft said another thing to consider was that Starbucks is in negotiations with the landowner and Polk Oil but if the submittal wasn't done within 180 days, the provision would expire.

Chair Bushee noted the presence of the City traffic engineer and Richard Czoski of the Santa Fe Rail Yard Corporation, a Planning Commission member and other business owners in the neighborhood.

The following people wished to speak during Public Comment and were sworn in.

PUBLIC COMMENT:

Mr. Rick Martinez, 725 Mesilla Road said he wanted the fence along the Acequia Madre to disappear and the project integrated with the Acequia Madre. He said the previous year he worked to ensure the Acequia Madre was cleared and wanted it to stay that way. He said putting up a fence would invite the homeless and trash would collect and the more visible the acequia the better.

Suzanne ?-Vigil, 113 Cerrillos Road said she is the owner of the Pony Expresso drive-through a few blocks from the proposed site. She said the previous presentation did not mention two drive-through coffee shops in three blocks and they were the last 3 surviving drive-throughs in Santa Fe.

Ms. Vigil said she has owned and operated her business for eight years and business has declined drastically with the economy. She considered her business separate from what Starbucks does but was concerned about the project.

Mr. Larry Ayers said he owned O'Hari's Coffee Shop on St. Francis Drive. He was born and raised in Albuquerque and a third generation native northern New Mexico and his grandparents operated the gas station one lot to the north. He provided a handout of his talking points (**Exhibit 1.**)

Mr. Ayers said the first thing on his list was the 24 foot height of the sign that now was not an issue. He said a major concern was the traffic flow and he was surprised that Traffic (Department) had signed off on the project and a business with a drive-through would create a tremendous flow of traffic.

He talked about the difficulty to get to the site and the options people traveling south on St. Francis Drive might have to use.

Mr. Ayers said his third point was with the future construction of the pedestrian over/under pass; if an over pass, approximately 300 feet of ramp would extend and come back at-grade. He said the ramp construction would obscure traffic for months and he wasn't sure if that was considered.

Mr. Ayers said the intersection in that corridor is the second busiest and the Department of Transportation in terms of injury and/or death, states one of the most dangerous intersections in the City. His understanding was City Council and Traffic (Department), etc. has signed off on the project but couldn't understand why. He asked that the Committee consider the possibilities and potential problems.

Mr. Ayers said his last big issue was this was a gas station with underground tanks on the property. He said the tanks haven't been removed and he questioned whether the tanks and the ground water around the tanks had been tested and if there was consideration of contamination over time.

Mr. Ayers also questioned if the long term lease would cause testing not to occur. He thought testing should be done and the gas tank removal considered.

He said Starbucks has a right to make money, but would impact and hurt local businesses. He said the potential problems Starbucks could create should not be swept under a rug but considered boldly. He asked that the Committee do what they could.

Elena Maes Dole, 1 B Farm Road, Nambe said she is a consumer of coffee products and doesn't support Starbucks having an additional location in Santa Fe with the many they already have. She said considering there were two other coffee businesses in the neighborhood, as a consumer she preferred to give her dollars to local businesses and local working families. She said Santa Fe doesn't need another chain.

Chair Bushee clarified a comment made by Mr. Ayers that City Council "had signed off" on the project. She said City Council had not heard the project yet and this was the first public hearing on the issue. She said staff allowed for the traffic plan and the request had gone through planning approvals but the only staff recommendation was to lower the sign.

Chair Bushee asked about the deliveries that would be made three times a week and Mr. Hoeff's statement that the full size trucks would back in from St. Francis Drive.

Mr. Hoeff said the deliveries were three times a week, late at night and trucks would come down St. Francis Drive and back in. He said deliveries would take about 15 minutes. He explained how the trucks would accomplish that.

Chair Bushee asked about the portal seating capacity and told there were 27 open air seats with a roof top cover and heat.

Chair Bushee asked about the remediation of the gas tanks.

Mr. Hoeff said the thousand gallon tank had been monitored for years by the State Environmental Department. He said in terms of remediation, the tank removal by Polk Oil was a requirement as the first order of business and would require the State Environmental Department be on site.

Chair Bushee asked about the south side fence in relation to the Acequia Madre. She said also she read there would be passive water harvesting on the south side. She asked if that would be the only water harvesting.

Mr. Hoeff said it was the north side and would be passive water harvesting that flows to the landscaped areas. The primary landscaping would be along the Ski Tech Shop side to be aesthetically pleasing screening.

Chair Bushee confirmed that would be rooftop and drain to canales, etc. and there would be no contamination.

Mr. Hoefft said the demolition of the existing canopy and the removal of the tanks would be the first component that had to happen before anything happened on site. The process would be completed at the onset and given a clean bill of health by the Environmental Department.

Chair Bushee referred to the deliveries again. She said she presumed there would be no issues with noisy late night deliveries. She was told the trucks would be there for a relatively quick process between 1 and 4 in the morning.

Mr. Lucero asked Mr. Hoefft if it was an 18 wheeler that would pull into the parking lot and if the right angle entrance would change.

Mr. Hoefft said the entrances from St. Francis Drive had to be widened; the deceleration of the northbound lane would not change.

Mr. Lucero asked about re-grading.

Mr. Hoefft said to the north would be re-graded. There would be no drainage to the Acequia and the curve along the south side would be maintained and handicap ramps would be replaced. He said as Mr. Martinez mentioned, the Acequia had been cleaned up and Starbucks was eager to start demolition on the site because a site that is sitting draws attention.

Mr. Lucero said he wouldn't doubt that Starbucks would improve the looks of the area but his concern was the congestion that would become more congested. He said most of the business would be northbound.

Mr. Hoefft agreed.

Mr. Maas asked about the fence on the south side and the concern about liability to the Acequia Madre. He asked if there was a particular reason for the fence to be there or if it was part of the aesthetics.

Mr. Hoefft said it was aesthetics because people would place their order and cars would line up there. He said Starbucks didn't want the site to run the entire distance on the south side and to Mr. Martinez's point, Starbucks was willing to look at that.

Ms. Tomé noted that stairs were shown going to the open space patio outdoor sitting area. She asked about the handicap area.

Mr. Hoefft explained that was a ramp and not stairs. He said the site is relatively flat with a minor grade change.

Mr. Pava asked staff why they granted a variance rather than re-zone the parcel.

Ms. Baer explained that the re-zoning process is more cumbersome, detailed and lengthy with no assurance at the end. The variance was more straight forward to get to where the application was going.

Ms. Baer called the Committee's attention to the variance criteria for the BCD, which is different from other variance criteria.

She read the BCD criteria to the Committee that stated "reviewing, granting and denying requests for variances, the BCD shall evaluate the variance based upon the appropriateness in relation to the overall development and purposes and the variance's impact on surrounding property." She said in this case the use was what would impact other properties and the variance simply allowed the use that had been there for 15 years to continue.

She said in this sub district of the BCD the code does not typically allow drive-in use and this was the only way to get there without rewriting the code.

Mr. Pava said it seemed the promotion of drive-throughs ran counter to the sustainability goals in the reduction of greenhouse gas emissions, etc. He asked Ms. Baer to provide any City policies that might discourage drive-throughs or were there none.

Ms. Baer said the primary discouraging policy was that it is opposite that; the encouragement of more pedestrian/bicycling oriented uses, etc. and the sustainability factor associated with that. Staff thought that the previously existing drive-in use merited the consideration for continuation of that use.

She said staff had lengthy discussions about encouraging pedestrian use and making the facility available to the neighborhood. Staff felt Starbucks had addressed the concerns and provided for the use by having the walk-up use and the considerable amount of seating in the patio area.

Mr. Pava asked the status of ownership of the land south of the parcel between the bike path and the curve.

Ms. Baer said that was City owned property and managed by the Rail Yard Corporation.

Mr. Pava asked Mr. Hoefft if there would be a written guarantee the gas tanks would be removed before other work occurs on construction of the site.

Mr. Hoefft said that is in the lease agreement and the first component between Polk Oil and the landowner; if the use changed it had to be done first. He had verified earlier in the day what the process was and everyone was on board and ready to go.

Mr. Pava was concerned about the sign height. He asked if there was a means of notification that only a certain height of vehicle should go through the drive-through.

Mr. Hoefft said there were placards with the maximum height of the canopy.

Mr. Pava asked about the dumpster and the waste generated and the process for employees to take the trash to the dumpster.

Mr. Hoefft said the current enclosure would be demolished with a new dumpster location. The employees would wheel the trash to the dumpster as they do now. The dumpster would be shared with Speedy Glass

and Ski Tech and recycling bins would be inside and outside. The building is Leed certified.

Mr. Pava said the landscape plan showed a tree would be removed. He asked what kind of tree would replace the one removed.

Mr. Hoefft said the Austrian pine would be replaced with a deciduous tree; most likely a honey locust.

Chair Bushee asked why this was a nonconforming use or if this was something that slipped under the radar.

Ms. Baer said she couldn't answer that; the BCD zoning regulations came into effect in the 80's. She wasn't sure how long the drive-in use had been there but presumably predated the requirement.

Chair Bushee asked what the parking traffic impact would be to the neighborhood if a person missed the entrance and decided to park on Mercer Street.

Ms. Baer said there isn't parking on Mercer and people would have to go around the block.

Chair Bushee asked if Mr. Hoefft was aware of the people who claim Acequia Madre as home.

Mr. Hoefft was aware of that. He said Mr. Martinez indicated the cleanup made a huge difference and the area had opened up and the problem had been solved considerably.

Chair Bushee asked how the litter would be controlled.

Mr. Hoefft said the fence was part of the reason and used as a buffer to contain everything on site. He said in the discussion about reducing the fence a suggestion was to lower the fence.

Ms. Baer noted that the Committee's packet under *Immediate Vicinity* showed one area with parking on both sides of Mercer.

Chair Bushee reminded everyone that she received some communication from people who want local and not chains (stores.) She emphasized that the BCD's responsibility is for design review.

Mr. Lucero was concerned about the congestion of the intersection. He said Mr. Hoefft admitted most of the business would be north bound. He said a pedestrian crossing would be there one day. He asked Mr. Hoefft if he understood that visibility would be diminished when the bridge went in and it could obliterate his sign.

Mr. Hoefft was aware of that. He said he would double check the plans with John Romero, the City Traffic Engineer.

Chair Bushee said it wouldn't happen any time soon but was still on the books.

Mr. Lucero moved that BCD-DRC approve the proposal by Starbucks with staff conditions. Mr. Maas seconded the motion.

Mr. Maas added a friendly amendment for the fence on the south side to be a 3 foot fence. Mr. Lucero accepted the amendment to the motion.

The motion to approve the amended proposal with staff conditions passed by majority voice vote. Mr. Pava voted against the motion.

2. Case #BCD 2011-136. John Muir Amendment to Railyard Master Plan. Frank Coppler, applicant, requests an amendment to the Railyard Master Plan to develop surface parking on Lease Lot L, the John Muir Building. The property is in the Railyard Redevelopment Subdistrict of the BCD (Business Capitol District) and is located in the North Railyard off Alcala Street, between Gross Kelly Warehouse and the train tracks. (William Lamboy, Case Manager)

Mr. Lamboy said parts of the Rail Yard Master Plan discourages or forbids surface parking in this area. Meter parking and Pay to Park spaces are throughout the area, including Alcala Street and the City built and operates a parking garage about 375 feet from the site.

Mr. Lamboy said the Land Use Department does not support the amendment and recommended denial.

Mr. Frank Coppler, the applicant, passed out pictures of the current situation showing the back and side view. He said when the property was bought the expectation was things would continue as they were in the downtown real estate market but the market took a turn for the worse. The intent when the property was bought was to build out 10,000 ft.² but development in the downtown real estate made that impossible.

Mr. Coppler said he was there to ask for *some* parking; after talking with a number of tenants and potential tenants he couldn't get pass the fact that tenants want onsite parking. He agreed that was contrary to the Rail Yard Master Plan and noted that three businesses have onsite parking and this site was 13 feet behind the Parker building that also had on-site parking.

Mr. Coppler said he would like to get enough tenants that would justify building 10,000 ft.² on the property and if that happens, the onsite opportunity would disappear.

Mr. Coppler said that the Rail Yard Corporation would state one reason behind the Rail Yard Master Plan prohibition of on-site parking was aesthetics and staff had noted that on-site parking would interfere with the pedestrian traffic. He said the site is ugly and a nuisance and costs about \$1800 a month. He was doing everything possible to keep Santa Fe Southern as a tenant but the tenant wasn't in a position to carry the normal costs.

Mr. Coppler said he understood the parking regulations state it is allowable to have in excess of 20 spaces and he had submitted a plan to Mr. Lamboy's office with 9 spaces. He said anything he could get would be appreciated.

Mr. Richard Czoski the Executive Director of the Santa Fe Rail Yard Community Corporation at 332 Reed Street said the Santa Fe Rail Yard Community Corporation does not support this amendment to the Master Plan. He said besides what was mentioned, including that the Master Plan does not provide for surface parking on leased parcels, this site is in the middle of the most pedestrian intense part of the Rail Yard and

across the street from the Rail Yard Plaza and the Farmer's Market. The Corporation believes that surface parking in that area would add to the congestion and the challenging pedestrian situation.

He said he agreed the site looked unpresentable but the Corporation doesn't support the amendment and does not want to create a precedent. He thought if this was approved a precedent could be created that would be hard to argue was not applicable to other parcels as well.

Mr. Czoski added that the other tenants had leased under the premise that the Master Plan would be enforced and developed their parcels with the concept of shared parking. The project was set up for shared parking and was why there are 900 parking spaces; 500 surface and 400 underground. Parking studies indicate that is adequate parking once the project is completely built out and the parcel in question is across from the City Parking Garage.

He said he wants Mr. Coppler and all of their tenants to be successful but to compromise a main precept of the Master Plan, in the long run would not make any of their tenants successful. He said the Master Plan was a reason the Rail Yard was successful.

Mr. Czoski recommended against the amendment.

Chair Bushee asked how the Gross Kelly building got surface parking.

Mr. Czoski said three areas were identified as possible on-site parking when the Master Plan was written. Gross Kelly was the only tenant to exercise that right.

He said the Master Plan required that from 8 a.m. to 6 p.m. parking could be the exclusive use of David Parker and his subtenants, after which parking was to be shared and open to the public. He said Mr. Parker entered into an agreement with the City of Santa Fe that mirrored those requirements.

Mr. Maas said Mr. Czoski commented that the approval of this amendment would set a precedent for other areas. He asked what the other areas were.

Mr. Czoski said Site Santa Fe has a large area behind their building and would possibly petition next; Parcel G and Santa Fe Clay could be a potential; and he could see all of the tenants along Camino de la Familia that have space between the street and the building in addition to the two undeveloped parcels.

Mr. Lucero said a lot of work went into the Master Plan. He asked how many times the plan had been amended and said after a while the plan would begin to look dramatically different.

Mr. Czoski said the plan was amended nine times but not of the nature that would change the basic precepts. The concept of shared parking was a main underpinning of the Master Plan and came about as the result of input of 6000 citizens that asked for minimized surface parking. He said that was why the City spent \$19 million to build the underground parking garage.

Mr. Czoski said another reason behind shared parking is that each parcel could develop more space and a main precept was a more dense development within the height and envelope limitations of the Master Plan.

Mr. Czoski said a great deal of time and effort went into consideration in front of the BCD and the Committee had reviewed and approved every amendment to the Master Plan; many went to the City Council as well and were within the public realm. He said the Master Plan is a living document and the City owns the project and a conservation easement through the middle is the City's perpetuity. He said the main precepts of the Master Plan need to be honored and that would continue to make the project what it is.

Mr. Lucero agreed with the statement that if this request was approved it would improve the appearance of the property. He asked Mr. Czoski if he didn't have the authority to demand the property be made presentable.

Mr. Czoski said they do have the authority. He said the concrete barriers were there because it was the only way to preclude people jumping the curb to park during Farmer's Market. He said he would love to see the barriers go away and the site made presentable and the lease could require that the trash be cleaned up. He said he doesn't have authority to require improvements be made.

Chair Bushee asked if building the underground parking garage had been an amendment; it wasn't originally slated.

Mr. Czoski said the Master Plan as approved had a 140 space garage and the ability for an above ground parking structure but no one liked that idea. The original Master Plan with 140 spaces went to City Council to be expanded to 400 spaces as a result of the size of the cinema.

Chair Bushee asked how much the parking garage was used. She was told that one level was locked off and until the project was built out the use would be moderate at best.

Mr. Lucero said there is more than enough parking that wasn't utilized.

Mr. Pava asked for an idea of what could be built on the majority of the leased lots and the types of uses.

Mr. Czoski said it was BCD zoning that allowed a wide variety of uses and would most likely be retail or office. He said he wanted to be clear that Mr. Coppler and his group bought the building from the tenant that the ground was originally leased to in 2004. The building was sold to Mr. Coppler's group and assigned the ground rights.

Ms. Tomé asked if there was any special agreement for parking costs for people who work in or lease the stores.

Mr. Czoski said he is working with the City Parking Division and a program would be announced soon that would allow Rail Yard businesses and tenants to lease space approximately 30% less than the contract rate.

Chair Bushee asked Mr. Coppler what kind of businesses would relocate that might require that kind of parking.

Mr. Coppler said the only serious prospect had been a bank that needed a few slots for people to drive in and do business.

Mr. Pava moved that the BCD-DRC recommend to City Council on Case # BCD 2011-136 John Muir amendment to the Rail Yard Master Plan, to deny the redevelopment of the surface parking on lease lot L in the sub district of the BCD. Mr. Lucero seconded the motion and the motion passed by unanimous voice vote.

G. BUSINESS FROM THE FLOOR

There was none.

H. STAFF COMMUNICATIONS

Ms. Baer said there would be at least one more meeting of the BCD-DRC in February and changes to Chapter 14 did away with the BCD-DRC in favor of contracts going to the Planning Commission. She said that would apply to projects that submit applications after March 1, 2012 and the Committee would continue to meet should they receive applications prior to that.

Ms. Baer said applications were currently in for the demolition of buildings in the Rail Yard that the Committee would hear in February. Staff had discussed the possibility of a field trip with Chair Bushee and with her approval, would plan a field trip at five p.m. on February 9, 2012.

She said the Committee would meet at the site at New Mexico Lindo and Mr. Czoski would show them the four buildings the Rail Yard Corporation has applied to demolish. The official meeting would be held in City Council Chambers at 6 p.m.

The Committee discussed the meeting time and agreed to meet at four p.m. and meet at six in Council Chambers.

Ms. Baer agreed to send information regarding the field trip via e-mail. She said parking was available on site.

I. MATTERS FROM THE COMMISSION

There were none

J. ADJOURNMENT

Having no further business to discuss Chair Bushee adjourned the meeting at 6:32 pm.

Approved by:

Patti Bushee, Chair

Submitted by:

Charmaine Clair

Charmaine Clair, Stenographer