



**Environmental
Planning
Commission**

**Agenda Number: 7
Project Number: 1009884
Case #: 13EPC-40152
December 12, 2013**

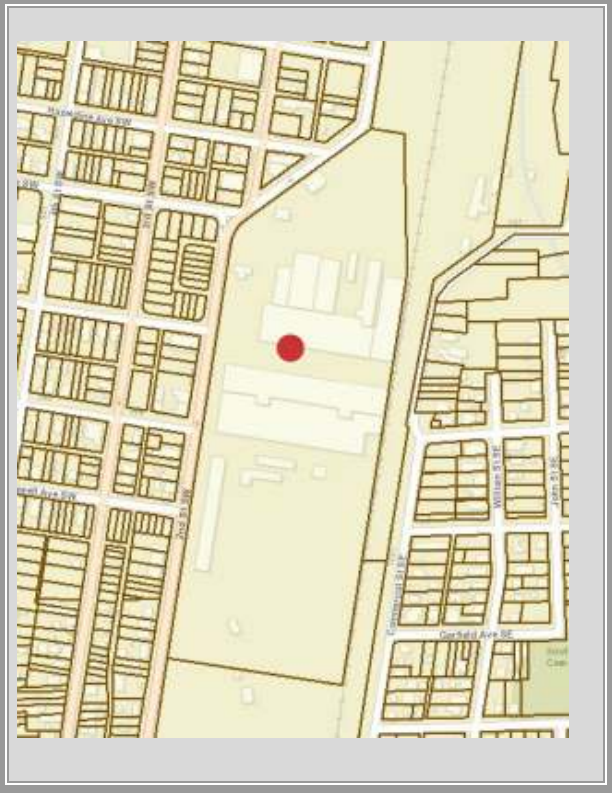
Staff Report

Agent	Samitaur Constructs
Applicant	City of Albuquerque
Request	Master Development Plan
Legal Description	Tract A of the Plat of Tract A of AT&SF Railway Co. Machine Shop
Location	2 nd Street SW, between Cromwell Avenue and Hazeldine Avenue
Size	Approximately 27.3 acres
Existing Zoning	SU2 Historic Locomotive Shops
Proposed Zoning	NO CHANGE

Staff Recommendation
Recommendation of APPROVAL to the City Council for Case # 13EPC-40152 based on the Findings beginning on Page 25, and subject to the Recommended Conditions of Approval beginning on Page 27.

Staff Planner
*Maryellen Hennessy, Senior Planner
 Petra Morris, Planner*

Summary of Analysis
This request is for a recommendation to the City Council on a proposed Master Development Plan for a 27-acre City owned property popularly known as the “Rail Yards”. The site contains vacant historic buildings and development of the property is a high priority for the City. The project has been led by the City Council and Council Services staff. The project has been overseen to date by a special advisory review board that has recommended approval of the plan with a number of associated amendments. Most, if not all, of the concerns and goals of the various stakeholders seem to have been resolved through the course of the planning process. Adoption by the City Council is required for the Master Plan for this property. Some editing will be required as the plan moves through the City Council approval process. The proposed Master Development Plan furthers a multitude of Comprehensive Plan goals and policies as well as the goals and policies of the Barelax Sector Development Plan. The accompanying Site Plan for Subdivision and Landscape Plan conform to applicable standards and the requirements of the Comprehensive Zoning Code.



City Departments and other interested agencies reviewed this application from 11/12/2013 to 11/27/2013
 Agency comments used in the preparation of this report begin on Page 30.

I. AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SU2 HLS	Central Urban, Barelás SDP	Historic Rail Yards site, some portions of the site are unused, some are in cultural/ special event use
North	SU2 HLS	Central Urban, Barelás SDP	Railroad uses
South	SU2 HLS	Central Urban, Barelás SDP	Railroad uses
East	M2, SU2 HC, SU2 NCR, SU2 MR	Central Urban, South Broadway SDP	Railroad tracks, railroad uses, drainage, residential, vacant
West	SU2 WD, SU2 RG	Central Urban, Barelás SDP	Electric transformer, vacant, multifamily, single family residential

II. INTRODUCTION

Proposal

This is a request for review and recommendation to the City Council for a Master Development Plan for the Albuquerque Rail Yards property, Tract A of the Plat of Tract A of the AT&SF Railway Co. Machine Shop, a 27.3 acre site located on 2nd Street SW, between Cromwell Avenue and Hazeldine Avenue. The site is bounded on the east by the railroad tracks. The Master Development Plan (MDP), as submitted contains a site development plan for subdivision with an accompanying Master Development Plan document. A Master Development Plan *is not a ranked plan*. The MDP is the document that will guide redevelopment of the City-owned Albuquerque Rail Yards site, located in the Barelás neighborhood and adjacent to the South Broadway neighborhood.

EPC Role

The EPC’s role in this application is as a recommending body to the City Council. The Barelás Sector Development Plan (BSDP) stipulates that a Master Development Plan (MDP) is required before any development of the site can occur, and that the MDP shall be reviewed by the EPC and approved by the City Council.

History/Background

The Albuquerque Rail Yards were established in the 1880s by the Atlantic and Pacific Railroad, when locomotive repair shops and offices were developed at the site. The repair shops and offices were modernized in the 1920s and the buildings still stand today. The shops remained in full operation until

the 1950s when there was a switch from steam engines to diesel engines. The Rail Yards continued to be used for repairs and storage through to the early 1990s. The Albuquerque Rail Yards represent a number of important facets of Albuquerque's history- its growth from transportation corridors, its early economic and industrial growth, and the social fabric of Albuquerque as one of the largest employers in the city. Many of the men who worked at the Rail Yards lived in the adjoining neighborhoods of Barelmas and South Broadway.

The City of Albuquerque purchased the Rail Yards in 2007 (See Appendix 1, 2, 3 for R-07-202, R-07-274, R-07-332) through a mixture of state and local funding. Subsequent to the purchase of the site the City of Albuquerque, the University of New Mexico and the WHEELS Museum invited the Urban Land Institute (ULI) to conduct an Advisory Services Panel for the Rail Yards. The ULI produced a report, which included a series of steps that should be followed prior to the redevelopment of the Rail Yards. One of these steps was the creation of an advisory board.

The Rail Yards Advisory Board (RYAB) was established in March 2008 pursuant to City Council Resolution 08-47 (See Appendix 4 F/SR-08-47). The responsibilities of the RYAB included the creation of a Request for Proposals (RFP) for a master developer for the site, and the selection of a master developer.

Process to date:

This project has been led by the City Council and Council Services staff with the cooperation of the Planning Department. An RFP, formatted as a Request for Qualifications, for a Master Developer was issued in 2010 (*Attachment 5*) and in June 2012 Samitaur Constructs was selected as the Master Developer. Per a subsequent Master Plan Agreement (*Attachment 6*), the Master Developer was charged with creating, at its sole expense, a Master Plan for the project area. The Master Developer was to work in cooperation with the City to conduct public meetings and solicit input from the Community. In August 2012, the first series of public meetings was held to begin the master planning process for the Rail Yards. Three meetings were held, at the National Hispanic Cultural Center, the Barelmas Community Center and the South Broadway Community Center on August 23rd and 25th 2012. Over 150 people attended the initial three meetings. On October 25th 2012 a follow up meeting was held at the Barelmas Community Center, with approximately 100 people in attendance. At this meeting the MDP concepts were first presented by Samitaur Constructs. The August and October public meetings were facilitated by Tim Karpoff and Associates in order to ensure an open and participatory dialogue.

On December 1st 2012 an Open House was held at the site, and the public had the opportunity to tour the site and review and comment again on the proposed concepts. Over 300 people attended the Rail Yards open house event. On January 9th 2013 the MDP concepts and master plan were presented to the Rail Yards Advisory Board.

During the spring and summer of 2013 the master planning team (made up of City Council Services staff and Planning Department staff) worked with the Master Developer to address questions regarding historic preservation and the current site infrastructure within the Master Plan document. During this period Council Services contracted with Wilson and Company and Terry Brown, P.E. to study the infrastructure components. Meetings were held with the State Historic Preservation Officer to discuss the redevelopment of the site from a historic preservation perspective. The Draft Master Plan was presented in this document to the Rail Yards Advisory Board on September 26th 2013.

On October 29th 2013 the RYAB voted to recommend approval of the master plan with several proposed amendments. On November 21st 2013 the Rail yards Advisory Board approved the specific language of 7 amendments (*Attachment 7*). The amendments address the location of housing on the site, permit parking, amended language related to the WHEELS Museum, language to address the creation of a memorial onsite, language requiring a financial plan, addressing rail maintenance and related rail facilities and finally an amendment that requiring a revision (or editing) of the plan to clarify what aspects of the Master Development Plan are to be considered compulsory and which elements are advisory. Several conceptual features are included in the Master Plan document which were the topic of discussion and concern throughout the planning process with the public, the RYAB, the SHPO and city staff. The RYAB intended to make it clear that conceptual features should not be considered “approved” as integral elements of the Master Plan, but rather that they should be evaluated as new development through the site plan for building permit process.

Throughout the master planning process, the public has had a number of opportunities to provide input. Emails were sent out regularly to update the public on the process. In addition to an email distribution list that includes over 500 people, there is a website for the public to access information and provide input. During the master plan process, all emails submitted to Planning staff were shared with the master planning team and the master developer and the Rail Yards Advisory Board. The public submitted over 100 emails, sharing thoughts, ideas and concerns related to the redevelopment of the site.

In September 2013, the Blacksmith Shop was opened as a special event space named “The Yards”. This is an interim use for the space. Approximately \$1million of G.O. Bonds money was used to rehabilitate the Blacksmith Shop building to bring the building up to code in order to allow the public limited access to the site for special events such as markets, or car shows.

Context

The Rail Yards site is located within the Barelás neighborhood and the Barelás Sector Development Plan area. The Rail Yards site is also adjacent to the South Broadway neighborhood and the San Jose neighborhood. The Rail Yards are accessed from 2nd street, and 1st Street. Currently there are gates to the site at 2nd and Pacific Ave SW and 1st and Hazeldine Ave SW. Historically, workers accessed the site at grade, across the tracks, however there is currently no at grade crossing of the sites from the neighborhoods to the east of the Rail Yards. There are three major east/west connections in the vicinity of the Rail Yards, the Guadalupe Bridge, Lead Ave and Coal Ave one-way streets. The Rail Yards are located within an established part of downtown Albuquerque; therefore the street network is already built, as a fine grained grid network. As redevelopment of the site occurs, issues related to traffic, access and parking will need to work within the existing context, and will need to include alternatives to single occupancy vehicles for access.

The Rail Yards are located approximately half a mile south from downtown Albuquerque and the Alvarado Transportation Center. In addition, the Rail Yards are located two blocks from 4th Street and the small businesses along 4th Street.

In addition to the goals of revitalizing the Barelás and South Broadway neighborhoods, providing an opportunity for Workforce Housing and a location for the WHEELS museum, the City of Albuquerque purchased the Rail Yards site in 2007 in recognition of the historic significance of the structures and the

site to the history of Albuquerque and New Mexico. A nomination for the Historic Locomotive Shops Historic District to the State Register of Cultural Properties and the National Register of Historic Places has been prepared. The nomination has not yet been submitted, but it is anticipated to be forwarded in early 2014. This process will take approximately 6 months. The proposed Historic A.T. & S. F. Locomotive Shops Historic District includes 21 contributing buildings, structures, and sites including the Fire Station which is the only structure on the site that has City Landmark designation.

Transportation System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways.

The Long Range Roadway System designates Cesar Chavez/ Bridge Boulevard, and Lead and Coal Avenues as a Principal Arterials.

The Long Range Roadway System designates Second Street as a Collector street.

Comprehensive Plan Corridor Designation

The Albuquerque Bernalillo Comprehensive Plan designates 4th Street as a Major Transit Corridor and Broadway as an Enhanced Transit Corridor.

Trails/Bikeways

Bicycle lanes are proposed for 2nd Street and 3rd Street, and there are existing bicycle lanes shown for Lead Avenue, Coal Avenue and Cesar Chavez/ Bridge Blvd. per the Long Range Bikeway System in the MTP 2035.

Transit

There are no adjacent bus routes or bus stops, though the Rail Yards site is approximately half a mile from the Alvarado Transportation Center, the main hub for all ABQRide bus routes, as well as the station for Amtrack trains, Greyhound Buses and the Rail Runner trains.

Public Facilities/Community Services

Within one mile of the Rail Yards there are a large number of public facilities, including the Barelvas Community Center, the National Hispanic Cultural Center, the Rio Grande Zoo, the South Broadway Library and Cultural Center, the Main Library. There are also a number of public parks including Tingley Park, Civic Plaza, Robinson Park and South Broadway Community Park.

III. ANALYSIS

APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The Rail Yards are located within the Barelvas Sector Development Plan area (adopted 2008) and were zoned SU-2/HLS (Historic Locomotive Shops) by the Barelvas SDP. The zone provides suitable

sites for a mix of commercial, residential and light industrial uses on the historic locomotive shops property. The zone provides for flexibility of land use and design within the property and for compatible orientation to the neighborhood and buffering between the locomotive shops complex and residential areas. The plan states that upon approval of a Master Site Development Plan the zone will be amended to adopt the Master Plan.

The SU-2/Historic Locomotive Shops zone Section A allows for a wide range of permissive uses, including multifamily residential (R-3), community commercial uses such as retail, restaurants, services (C-2), and light industrial (I-P) each with some limited exceptions.

The Barelás SDP SU-2/HLS provides specifically for a Master Development Plan review by the EPC and approval by the City Council prior to the issuance of a building permit for the site (with very limited exceptions.)

The following are applicable definitions from the Zoning Code and adopted Plans:

Master Development Plan. A plan meeting the requirements for a site development plan for subdivision; showing general building and parking locations; and specifying design requirements for buildings, landscaping, lighting, and signage.

Site Development Plan for Subdivision. The site, proposed use, pedestrian and vehicular ingress and egress, any internal circulation requirements and, for each lot, maximum building height, minimum building setback, and maximum total dwelling units and/or nonresidential uses' maximum floor area ratio.

Setback. The shortest distance between a structure and a lot line or future street line.

The application meets the requirements for a Site Development Plan for Subdivision as described above.

The Master Plan document includes a considerable amount of background information and information to supplement that provided on the Site Plan for Subdivision. The information is intended to further inform future decisions for a Site Plan for Building Permit. The Master Plan document contains Goals and Policies that are described as "intended to serve as an overarching framework to guide the redevelopment of the Rail Yards over many decades."

As submitted, beyond the information contained on the Site Plan, the Master Plan document also includes conceptual design features that are described (pg. 58) as being "concepts and diagrammatic sketches" representing "basic ideas about how to organize the site rather than specific architectural solutions per se."

Uses

The proposed plan recommends land uses that are reflected in the proposed subdivision of the 27-acre property. The uses generally include parking, housing, retail, office, cultural and light manufacturing. As illustrated on the Site Plan for Subdivision, the proposed uses are consistent with the SU-2/HLS zoning. The site plan also notes that other uses permitted under the existing zoning are not intended to be precluded in future development.

The Rail Yards Master Plan discusses laboratory uses as a possible use on the site and recommends amending the zoning in the BSDP to allow such a use (See Page 118, Section 8.1.1 Land Use in the Draft Master Plan). The BSDP specifically excluded “laboratory” as a permissive use. Laboratory is permissive in the C-2 and IP zones.

The master plan document also includes an outdoor amphitheater as a conceptual cultural use in the area of the turntable. Such a use is not permissive in the C-2, R-3 and IP zones. If at some point in the future such a use is pursued, it will require a zone change to SU-1 zoning.

The Rail Yards Advisory Board included in their recommendation an amendment #6 to the Plan Goals and Policies that states “Cultural and employment uses that relate to rail operations, such as transportation museums or compatible and suitable rail equipment maintenance facilities, are encouraged and shall not be precluded. Proximity to the operative Turntable and BNSF switching yard make the south end of the Rail Yards site particularly suitable for such uses.” If and when such potential uses are further identified and defined, compatibility with zoning will need to be assessed and reconciled if warranted.

Other requirements of the SU-2/HLS zone

The proposed Site Plan for Subdivision conforms to other requirements of the zone with regard to lot size, building height, setbacks, off street parking and building orientation along 2nd and 1st Streets. The Landscape Plan itself conforms to the requirements for landscaping articulated for the SU-2/HLS zone.

It should be noted that the “acoustic mound” conceptual design feature, while not presented on the site plan, is referenced in several places throughout the plan document. This feature has not been vetted with regard to Section H.2 of the BSDP which states that “perimeter landscaping should be consistent with the character of the adjacent neighborhood.” Such a landscape feature would be subject to review and approval should a future Site Plan for Building Permit be submitted that included such a feature. Attention will be given to such references to specific features when the document is edited as recommended as a condition of approval.

Albuquerque / Bernalillo County Comprehensive Plan

Policy Citations are in Regular Text; Staff Analysis is in ***Bold Italics***

CENTRAL URBAN AREA The subject site is located in the area designated Central Urban by the Comprehensive Plan with a Goal to “promote the Central Urban Area as a focus for arts, cultural, and public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City.”

In 2007 the City of Albuquerque purchased the Rail Yards through a mixture of state and local funding (R-07-202, R-07-274, R-07-332 see Appendix 1, 2, and 3). In purchasing the Rail Yards, the City recognized the importance of the history of the site and the structures, the potential for the site as a catalyst for redevelopment and job creation within the downtown area, and the relevance for the site

as the location of a transportation-related cultural facility. The Rail Yards are located 1/2 mile from the Downtown core and are located in the Barelás neighborhood and adjacent to the South Broadway neighborhood. Both communities are culturally rich, housing the South Broadway Cultural Center, the National Hispanic Cultural Center, the Barelás Community Center and the Rio Grande Zoo. The Rail Yards Master Plan proposes that the Rail Yards will add to this cluster of cultural assets. The Blacksmith Shop was rehabilitated during 2013, opening in September 2013 to the public as a special events venue. This is an interim use for the space, designed to get the public engaged and invested in the site. The Rail Yards Master Plan shows the southern portion of the Rail Yards as dedicated to cultural and public facilities. The WHEELS Museum is currently located in the Storehouse building and as it grows will also be a part of the proposed newly constructed Roundhouse building. A number of the Goals and Policies in Section 5 address the importance and role of public and cultural facilities on the site. Aside from WHEELS Museum (who contributed State grant money to the purchase of the site) there are as yet no other identified tenants for the cultural component although there has been no shortage of interest expressed throughout the planning process. This request furthers the Goal for Section II.B.6 the Central Urban Area.

Section II.B.6 Policy a: New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

As discussed previously, Barelás and South Broadway are culturally rich communities. The Rail Yards Master Plan proposes cultural and public uses in the southern portion of the site. The Master Plan shows a conceptual architectural rendering for a rebuilt roundhouse; such illustrations are conceptual in design, though the site plan for subdivision shows the footprint of a re-built Roundhouse. The re-built Roundhouse is proposed to house cultural facilities. The WHEELS Museum is currently located in the Storehouse building, as the museum grows it may also be a part of the proposed Roundhouse structure. Section 5, the Goals and Policies, includes goals and policies that address the cultural component of the site and the Master Plan. This request furthers Policy II.B.6.a.

Section II.B.6 Policy b: Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/arts/recreation facilities.

The Rail Yards represents a substantial City investment (and in the future, private investments) within Central Urban area. The Master Plan proposes a mix of public and cultural facilities for the southern portion, as well as housing, with job-creating uses for the northern portion, including retail, office and light manufacturing. The site is connected to the wider community through the eventual removal of the perimeter fencing, and dedicated pedestrian and vehicular access points. The Master Plan proposes two crossings of the railroad tracks at grade with a pedestrian bridge as an option for the future. As investment in the Rail Yards site continues, so too will investment in the wider communities of Barelás, South Broadway and the general downtown area. This request furthers Policy II.B.6.b.

ESTABLISHED URBAN While the site is located in the Central Urban area, the Established Urban Area, as defined in the Comprehensive Plan, policies are also relevant. The Goal of the Established Urban Area is to “create a quality urban environment which perpetuates the tradition of identifiable, individual, but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.”

The Rail Yards are a historic property in downtown Albuquerque, located in and close to a number of distinct neighborhoods. The Master Plan proposes a mixture of uses, including housing, cultural, retail, office and other business/professional uses. The site is connected to the wider community with two connections across the railroad tracks and a number of pedestrian and vehicular accesses from 2nd Street. Historically the site was separated from the neighborhood, both physically by perimeter fencing and logistically through its own water and power systems. Redevelopment of the Rail Yards will reverse this, eventually removing the perimeter fencing and connecting the site to the wider infrastructure network through new facilities. The Master Plan Goals and Policies Section 5, discusses the importance of the connections to and from the site and the wider community in Goals 3.1, 3.2 and 3.3 and their accompanying policies. In addition, the site requires a minimum of 30 Workforce Housing units to be constructed on site. Preservation and adaptive reuse of the historic buildings furthers the goal for the Established Urban Area. This request furthers the Goal for Section II.B.5. Established Urban Area.

Section II.B.5 Policy d: The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, and recreational concern.

The Rail Yard property is an infill site centrally located in downtown Albuquerque. The redevelopment of this currently underutilized site supports ongoing efforts to revitalize downtown Albuquerque. The range of uses proposed in the plan is appropriate and balanced. The scale of new development on the site respects the importance of the historic buildings.

Conceptual features contained in the plan such as the “scoop”, the “acoustic mounds”, and the transfer table pond are of concern with regard to the cumulative impact on the historic character of the site. It is recommended that these features be clearly defined as conceptual and subject to review at a future date on a case by case basis. With the recommended amendments, the request furthers Policy II.B.5.d.

Section II.B.5 Policy i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Historically, the Rail Yards were a major employer in Albuquerque, at one point employing a quarter of the working population. The railroad played a significant role in the development of Albuquerque as a city. The properties north and south of the site are owned and currently in use by the Burlington

Northern and Santa Fe Railway. To the east are active railroad tracks and the neighborhood of South Broadway, and to the west is the neighborhood of Barelás. The Rail Yards are located a 1/2 mile from the downtown core, in the Barelás neighborhood and adjacent to the South Broadway neighborhood.

Employment generating uses are proposed for site. The employment uses are proposed for the largest buildings, in the center of the site, with less intense uses (retail and housing) along 2nd Street, an appropriate transition between the site and primarily single family residential neighborhood of Barelás, especially as the neighborhood has no other buffer from the site. Given the size of the site, the existing structures and the need to create vibrancy there will undoubtedly be a traffic impact on neighboring communities. The Rail Yards Redevelopment Traffic Impact Study (10/1/13) proposes a number of ways to address traffic entering and exiting the site. These can be found reflected in the Agency Comments from the City Engineer Transportation Development. The Plan proposes surface parking initially, followed by one level of subterranean parking at a later phase. The plan also discusses how the need for the public to access the site in modes other than the single occupancy vehicle, i.e. park and ride, transit/shuttle, bicycle, by foot or by train. Amendment #2 from the Rail Yards Advisory Board also provides policy language should permit parking for the neighborhoods be warranted in the future.

Although there will be traffic and noise impacts from redevelopment of this site, the Master Plan provides policy guidance for future development to try to mitigate such negative impact. This request furthers Policy II.B.5.i.

Section II.B.5 Policy o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

Redevelopment of a site of this scale, located in two historic neighborhoods, will impact the area in both positive ways and negative ways. For example, as the development progresses, investment in the area may provoke a rise in property values. The Rail Yards site is located in the Barelás neighborhood and adjacent to the South Broadway neighborhood, both are Metropolitan Redevelopment areas. The Metropolitan Redevelopment Section is tasked with promoting residential and non-residential redevelopment in distressed areas. Redevelopment and rehabilitation of the site and the potential positive impact this may have on the surrounding community was one of the key reasons for the City purchase of the Rail Yards (See Attachments 1, 2, and 3, the adopting resolutions for the purchase of the site). The Master Plan includes a map on page 93 that illustrates potential infill opportunities in Barelás, although plan addresses only the Rail Yards site. The Goals and Policies Section 5 includes policies to address the availability of affordable housing and to minimize the displacement of people as a result of redevelopment. This request furthers Policy II.B.5o.

ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION

Section II.C.5 Historic Resources: The goal for Historic Resources is “to protect, reuse or enhance significant historic districts and buildings.”

The Master Plan fulfills historic resources goal by requiring the preservation and re-use of the multiple historic buildings on the site. Several of these buildings are monumental in scale and rehabilitation will be challenging. The preservation of other ancillary buildings will also be accommodated by the developer. The request furthers the Goal II.C.5

Section II.C.5 Policy b: Research, evaluation, and protection of historical and cultural properties in the City and County shall be continued where appropriate.

The Master Plan fulfills historic resources goal by requiring the preservation and re-use of the multiple historic buildings on the site. The preservation of other ancillary buildings will also be accommodated by the developer. In conjunction with the development of the Master Plan the City has documented the resources on the site with official historic and cultural property inventory forms and prepared a nomination to the historic registers. The property will be registered as an historic district. Once listed on the historic registers the City will enter into a Memorandum of Understanding with the SHPO to define the roles and responsibilities and parameters of development of the site. The request furthers the Policy II.C.5.b.

Section II.C.9 Community Identity and Urban Design: The goal is “to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.”

This is a very distinct site within the City with important social, cultural and historical features. The plan requires the retention and rehabilitation of 11 historic buildings and 4 historic structures located on this site. The site will be enhanced with new infill buildings and landscape features. The public will be offered considerable access throughout the site. The redevelopment will support adjacent neighborhoods by investing and increasing social and economic activity in the vicinity. This request furthers Goal II.C.9.

Section II.C.9 Policy b: In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon

(3) Local history, specifically architectural styles and traditions and current and historic significance to Albuquerque.

This is a very distinct site within the City with important social, cultural and historical features. The plan requires the retention and rehabilitation of 11 historic buildings and 4 historic structures located on this site. The foundation of the Master Plan is based on the history, architecture and historic significance of the property. With the recommended amendments, the request furthers Policy II.C.9.b.

COMMUNITY RESOURCE MANAGEMENT

Section II.D.6 Policy a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

The Rail Yards site was purchased by the City of Albuquerque for a number of reasons, economic development being one. The Master Plan discusses a mixture of different uses for the site, with the northern portion of the site primarily dedicated to job generating uses such as office, light manufacturing, research and development and other compatible businesses. In addition to these job generating uses, retail and cultural uses are also proposed for the site, providing further opportunity for new and varied jobs requiring a range of different skill sets. The Rail Yards site is located a 1/2 mile from the Downtown core and Alvarado Transportation Center, if a strong connection is developed through transit (bus or rail) and the physical environment (improvements to pedestrian and bicycle infrastructure), the potential for the Rail yards to support Downtown and Downtown to support the Rail Yards is strong. This request furthers Policy II.D.6.a.

Section II.D.6 Policy b: Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.

At this stage in the planning process it is not known who the future tenants will be, however in the MDP Section 5, Goals and Policies, Guiding Principle 1 and its accompanying Goals and Policies address Job Generation, Economic Development and Economic Viability. Of particular note are Goal 1.1 calls for the site to become a major employment center again, and Goal 1.2 calls for the site to support a mix of employment opportunities. In addition, Policy 1.1.2 calls for local businesses to be supported. The Rail Yards are also seen as a potential catalyst for the wider area, with increased activity on the site potentially generating further economic activity in the wider area. The request furthers Policy II.D.6.b.

Barelas Sector Development Plan (Rank #3)

The Barelas Sector Development Plan was first adopted in 1976, and revised in 1993 and then in 2008. The Plan generally encompasses properties between Coal (northern boundary), the rail road tracks (eastern boundary), Bridge Street (southern boundary) and the Riverside Drain (western boundary); specific boundaries are shown on Figure 1, (page 4) in the Plan. The major goals of the Barelas SDP include:

- To create land uses and zoning in Barelas that are compatible with its function as a residential urban neighborhood, respect its historic significance, and help foster a sense of community.
- To spur economic development in Barelas in a way that will have broad benefits for the community.

Further, the plan states on page 3 “Stabilization, preservation, development, and revitalization are the primary goals of this Sector Plan.”

Relevant goals/policies include the following:

LUZ1 The City shall take steps to maintain and preserve the historic quality of Barelás.

The Master Plan fulfills historic resources goals by requiring the preservation and re-use of the multiple historic buildings on the site. The preservation of other ancillary buildings will also be accommodated by the developer. In conjunction with the development of the Master Plan the City has documented the resources on the site with a official historic and cultural property inventory forms and prepared a nomination to the historic registers. The property will be registered as an historic district. Once listed on the historic registers the City will enter into a Memorandum of Understanding with the SHPO to define mutual roles and responsibilities and parameters for development of the site. The request furthers Policy LUZ.1 of the Barelás Sector Plan.

LUZ3 The City shall encourage new development that blends aesthetically with existing structures.

The Master Development Plan provides Goals and Policies by which development decisions and City approvals will be evaluated. Guiding Principle #5 and its accompanying goals and polices address Architecture and Historic Rehabilitation. The design standards outlined in the plan are intended to create a unified visual language for new development and guide new development that complements the existing structures. Throughout the planning process concerns about certain contemporary architectural features were expressed by various stakeholders. With the recommended amendments that clarify that certain “conceptual” or “illustrative” architectural features are subject to future consideration and approval in accordance with the MDP Goals and Policies , the request furthers LUZ3 of the Barelás Sector Development Plan.

LUZ7 The City shall optimize the use of Metropolitan Redevelopment resources to improve both Barelás and South Barelás.

The Rail Yards site was purchased through a number of different funding sources, however, the site is currently managed by Metropolitan Redevelopment Division of the Planning Department. In addition, the Rail Yards are located within the Barelás Metropolitan Redevelopment Area. Redevelopment of the Rail Yards has the potential to have a significant impact on the wider community, both in terms of encouraging economic development, stimulating infill on existing vacant properties and improved infrastructure within the wider area. This request furthers Policy LUZ7 in the Barelás Sector Development Plan.

Action 1.2.2.c Apply for City Landmark designation of the entire Locomotive Shops Complex, located at 1400 2nd Street SW, and prepare specific development guidelines conducive to appropriate preservation, redevelopment, and reuse of the complex.

To date, this action has not been taken. Per the Landmarks and Urban Conservation Ordinance §14-12, landmark designation may be initiated by a property owner or the Mayor. The Mayor has not elected to pursue this action to date. Documentation of the resources and registration on the

State Register of Cultural Properties and the National Register of Historic Properties is appropriate prior to local designation as a City Landmark. These steps are in progress and designation as a City Landmark remains an option for the future. Within the complex, the Fire Station building was designated a City Landmark in 1987.

Action 4.6.1.e Rail Yards gateway. Create a public interaction/ gateway area into the Rail Yards that celebrates the property's historical connection to Barelvas and Albuquerque.

The Site Plan for Subdivision and the Master Plan document provide for the main public and pedestrian entry to be located on 2nd St. near the center of the site between the monumental historic buildings. These are envisioned to be public promenades. A pedestrian crossing of the active rail tracks is to be located at the end of this corridor. This public commons area will allow for a pedestrian connection between the Barelvas and South Broadway neighborhoods.

A memorial to the workers who died at the site was requested by the public during the review of the Master Plan by the Rail Yards Advisory Board. This was addressed in Amendment #4 (Attachment 7) with a new Policy 5.2.3 calling for the human history of the site to be honored through the creation of an onsite memorial at the entrance to each neighborhood. This request furthers Action 4.6.1.e in the Barelvas Sector Development Plan.

E1 The City shall ensure that future redevelopment of the Rail Yards occurs in a manner that benefits the Barelvas community as a whole.

The Master Plan, by its nature, focuses only on the Rail Yards site, however the Master Plan also acknowledges that the site is located within two historic neighborhoods and that both will be impacted by the increased activity on the site. Section 5, the Goals and Policies provide guidance for future development on the site, to ensure that future development benefits the wider community. The proposed new housing, cultural uses, job generation and wider economic impact that the redevelopment of the Rail Yards could have on the community could positively impact Barelvas, South Broadway and the wider area. There will be an impact to the neighborhood from increased traffic. The Traffic Impact Study assesses the level of the potential traffic impact and proposes a number of potential solutions to keep traffic moving along 2nd St. and through the neighborhood on the major cross streets. Further analysis will need to occur to assess how best to minimize the potential traffic impact with infrastructure improvements. One potential benefit of increased traffic is that there are more people at any given time moving through the neighborhood and providing "eyes on the street" that can assist with crime prevention. This request partially furthers Policy E1 of the Barelvas Sector Development Plan.

Actions/ Regulations 5.2.1.a Rail Yards redevelopment. Any redevelopment proposal shall engage Barelvas and other neighboring communities, especially the South Broadway neighborhood, to get their input. Initial discussion reveals that Barelvas residents favor a mixed use shopping district that might include light retail, garden apartments and lofts, with a

preference for owner-occupied rather than rental residences. Entertainment is also an acceptable use in the community's view, provided that this does not entail more bars that do not also provide food service. Redevelopment may not encroach upon adjacent neighborhoods in terms of traffic generated and off-street parking. Developers must make a best faith effort to hire residents of the Pocket of Poverty, particularly from the adjacent Barelás and South Broadway neighborhoods.

The Rail Yards Advisory Board is composed of elected officials, representatives of the Mayor's office and the Urban Land Institute and representatives from the Barelás and South Broadway neighborhood associations. The representatives have been in constant communication with their respective memberships as the planning process has proceeded. As such, the neighborhoods have had considerable input into the draft plan.

The Master Plan for the Rail Yards discusses a mixture of uses for the site, but is more focused on employment uses such as office and light manufacturing that the uses contemplated above Master Plan Section 5, Goals and Policies, Policy 1.2.1 calls for support for educational or workforce training. The Master Plan includes an area for cultural uses, though housing and retail do not constitute a large part of the site. Uses of the site are programmed in accordance with economic viability.

Redevelopment of the site will undoubtedly have a traffic impact on the neighborhood which is unavoidable in this infill location. Section 5, Goals and Policies, includes Policy 1.2.2 which encourages first source hiring. The request partially furthers Action 5.2.1 of the Barelás Sector Development Plan.

Landmarks and Urban Conservation Ordinance §14-12

City Landmark- Fire Station

The Fire Station was landmarked on May 18th 1987 (O-1119) and on August 1st 1990 development guidelines for the Fire Station were adopted. The development guidelines identify the following significant features: the sandstone masonry exterior, the tower, parapet and tile roof accents and the windows and window trim. The guidelines require that certain exterior architectural details on the facades be preserved. Any additions are required to be compatible in scale, massing and exterior material. Alterations to or demolition of (demolition is not proposed) will require a Certificate of Appropriateness from the Landmarks and Urban Conservation Commission.

MASTER DEVELOPMENT PLAN/SITE DEVELOPMENT PLAN FOR SUBDIVISION

Request

The applicant requests a recommendation to the City Council for the adoption of a Master Development plan for the City-owned Rail Yards site.

The Site Plan meets the requirements for a Site Development Plan for Subdivision as described above. A Master Development Plan contains information that supports the Site Plan for Subdivision with additional narrative information contained in a Master Plan document.

Section 14-16-3-11 of the Zoning Code states, "...Site Development Plans are expected to meet the requirements of adopted city policies and procedures." As such, staff has reviewed the attached site development plan for conformance with applicable goals and policies in the Comprehensive Plan and the Barelás Sector Development Plan).

Site Plan

It should be noted that the site plan for subdivision has been revised since it was distributed for agency comments. Hence, several of the agency comments have already been addressed in the site plan provided with this report.

Site Plan Layout / Configuration

The plan proposes a subdivision of the 27-acre site into 10 separate parcels. Parcels 3, 5, 8 and 7 contain the major historic buildings existing on the site. Parcels 4 and 6 are long, narrow, parcels that are primarily dedicated to public commons areas adjacent to the historic buildings. Parcel 6 contains a historic structure, the Transfer Table, and parcel 4 also contains an historic element, the Bridge Crane. Parcels 1 and 10 are proposed to accommodate parking for the entire site, initially as surface parking and phasing to underground parking structures with new development above.

The property is bounded on the east by the active Burlington Northern and Santa Fe Railroad tracks, therefore, new development of retail and housing is located along the west side of the property oriented towards 2nd Street on parcels 2 and 9.

Building heights and setbacks are per the Barelás Sector Development Plan. Placing the housing and retail along 2nd St. is consistent with the BSDP and compatible with existing smaller scale development along the west side of 2nd St. There is no lot size or usable open space requirement for the SU/2-HLS zone.

Public Outdoor Space

As discussed above, the entirety of parcels 4 and 6 are dedicated to public commons area. Other public open spaces provided on the site plan include a "Machine Shop Plaza" (keyed note 8) adjacent to and south of the historic Machine Shop, a "Quadrangle" (keyed note 7) located to the

north of the historic Boiler Shop and between the historic Flue Shop and Tank Shop, and the “Firehouse Plaza” located adjacent to and south of the historic Fire House building adjacent to 2nd St.

These proposed public outdoor spaces will provide the community numerous opportunities to view and experience the historic resources and new development from different perspectives throughout the site. The plan is consistent with the BSDP which requires a public gathering area to be designed into commercial uses on the site.

The Master Plan document also contains conceptual designs for new infill development, including a concept for subterranean parking structures. These conceptual buildings are labeled “Paseos”, and are located on both the north and south ends of the site. They are described as one level of underground parking with low, one-story buildings with walkable roofs above. If, and when, such structures were developed, they would provide considerable additional public open space.

Vehicular Access, Circulation and Parking

The Master Plan contains Goals and Policies for the redevelopment. Policy 3.2.2 states “A limited amount of on-site parking will be provided, and over-parking of the site will be discouraged. At full project build-out, visible surface parking will not be allowed except for limited loading facilities and to meet accessibility requirements. Subterranean parking will be encouraged to accommodate full project build-out parking requirements. Interim surface parking is acceptable prior to full project build-out, provided it is designed to meet Architectural standards contained in the Master Plan.”

Hence, parking for the site is addressed in two phases: initial development phases will be accommodated by surface parking and later phases are to include the construction of underground parking structures. Parking areas are located on both the southern and northern portions of the site on Parcels 1 and 10 respectively.

There is to be no internal vehicular circulation on this site. Vehicular access will be limited to ingress and egress to the designated parking areas except for limited service facilities and as required to meet accessibility requirements. One entry is provided on this site plan to the north parking area in line with Hazeldine Ave. which will accommodate both the initial surface parking and in the future to a parking structure. Two access points are provided to the south parking area, which will require temporary removal of the platform structure attached to the historic building “Storehouse”.

A Traffic Impact Study was prepared as required. The Traffic Impact Study submitted for the project recommends two access points to the north parking area, specifically at Hazeldine and Atlantic Ave. The study also recommends the construction of roundabouts in two locations. As conceived, the development cannot accommodate an access point at Atlantic Ave. across

Parcel 9 which contains the historic City Landmark A.T. & S.F. Firehouse and future retail and/or housing. Adequate ingress and egress from the north parking area and the possibility of the integration of roundabouts warrant further analysis by City Transportation and discussion with the developer. The Barelás Neighborhood is not aware of the TIS conclusions and recommended roundabouts and they should be notified and included in those discussions. The TIS recommendations can be resolved prior to DRB approval of the site plan for subdivision or as determined appropriate by City Transportation. A condition of approval is recommended to address this issue.

Pedestrian and Bicycle Access and Circulation, Transit Access

Designated pedestrian entries into the site are located most northerly from 1st St. and along 2nd St. with primary entrances at the public commons areas at the center of the site. Pedestrian access from the South Broadway neighborhood to the east of the site across the active rail line is to be located both from Commercial St. at the eastern end of Parcel 6, the mid-point and main pedestrian way through the site as well as at the southerly portion of the site in line with Cromwell Ave. The site plan provides both primary (20 foot width) and secondary (10 foot width) pedestrian paths throughout the site. Secure bicycle storage will be provided with location to be determined.

There are no adjacent bus routes or bus stops, though the Rail Yards site is approximately half a mile from the Alvarado Transportation Center, the main hub for all ABQ Ride bus routes, as well as the station for Amtrak trains, Greyhound Buses and the Rail Runner trains. The Goals and Policies included in the Master Plan, specifically 3.2.1.1 and 3.2.1.2 state that improved public transportation options to the site, including transit facilities, will be accommodated. Connection to the Alvarado Transportation Center and the Central Business District is encouraged. A future rail line stop at the site will be accommodated should one be provided in the future.

Pedestrian access and circulation through the site both for the tenants of the buildings and the public is generous and will provide many opportunities to experience different aspects of the Rail Yard environment. Should the City provide bus service to the site or the rail lines provide a new stop, the site plan notes (key note #10) a "Transit Plaza" at the center of the site at the west end of Parcel 6 . A location for a future rail stop is identified at the eastern end of Parcel 6 (key note #16).

Walls/Fences

The Site Plan notes (key note #5) that perimeter features will be used to restrict access where appropriate.

Physical boundaries are appropriate and perhaps necessary for safety and security reasons along the northerly, easterly and southerly property lines that abut the private property of the Burlington Northern and Santa Fe Railway Company property and the active rail tracks. This can be addressed more specifically in future submittals of a site plan for building permit.

Lighting and Security

Section 8.10 of the Master Plan document provides standards for lighting. Shielded source light fixtures shall be used to prevent fugitive light, glare or reflection on adjacent properties. The standards encourage that lighting be integrated with the buildings and concealed to the degree possible. Building facades may be up lit with low level lighting. Controlled directional lighting should be used for public spaces and walkways.

Section 8.12 of the Master Plan discusses security issues. The 27-acres site will be accessible at all times due to the extensive 2nd St. frontage that is intended to remain open. A full time, 24 hour security presence will be required. Some limited hours of “operation” may be required to control access when unlimited access may be undesirable.

Landscaping

The site is to be landscaped with drought tolerant and indigenous plants with trees placed for beauty and shade. Landscaping along the 2nd St. frontage is per the Comprehensive Zoning Code and the Street Tree Ordinance.

Landscaping is to be provided around the perimeters of the site.

Grading, Drainage, Utility Plans

Grading, drainage and utility plans are provided in Section 9 of the Master Plan document. The drainage plan calls for the placement of cisterns to store water. The grading and drainage plan was prepared with the assumption of earthen berms at locations on the perimeter of the site (they were originally shown on the site plan and have since been removed.) The features, described as “acoustic mounds” in the Master Plan document are considered to be one possible landscape concept rather than an approved part of the overall plan (see Advisory Board amendment #7).

Section 10.0 on page 170 of the MP document states that a Master Grading and Drainage Plan is to be developed and approved by City Hydrology along with a master and utility plan to be approved by ABCWUA within 6 months of the Council approval of a Master Plan. The grading and drainage plan on Figures 18 a&b, 19 a&b and 20 a&b in Section 9 are conceptual and final grading, drainage and utility plans will be approved per Section 10.0. Staff has included a condition to clarify this issue.

A proposed dry utility plan is indicated as pending.

Architecture

Section 8.3 of the Master Plan contains architectural standards. They address both the historic buildings on the site and new infill development. The developer has submitted a slightly revised version of these standards and that revision is attached to this report as *Attachment 8*.

Historic Buildings and Structures

Section 8.2 discusses preservation and adaptive re-use and references the information provided in Sections 5 (goals and policies) and 6 (master plan). One should refer to *Tableau 1* on pages 52

& 53 that illustrates which historic resources (resources include both buildings and structures) are intended to be retained and which resources may be removed in order to better accommodate a logical redevelopment plan. Of the existing 21 resources on the site, 6 are proposed to be removed. Of those 6, 3 are considered to “contribute” to the historic significance of the district; these are secondary buildings that were constructed to support the operations of the locomotive shops.

City staff and the State Historic Preservation office (SHPO) staff participated in several lengthy meetings with Samitaur Constructs to discuss historic preservation concerns. Among the topics discussed were the City’s compliance responsibilities under State and Federal preservation laws, the registration of the property as an historic district, and the Federal Rehabilitation Tax credit program. These various laws and considerations are interrelated and can be viewed as complex if one is not familiar with the subject matter. The city planning staff and the SHPO agree that the limited demolition as proposed is reasonable and would not affect the site’s eligibility for registration as an historic district.

Planning staff would like to note that an earlier draft of the Master Plan suggested considerably more buildings for removal than is currently being proposed. As a result of the dialogue, Samitaur Constructs was responsive to the concerns raised and the issue of which buildings could reasonably be preserved and which could justifiably be removed was cooperatively and readily resolved.

The Design Performance Standards contained in Section 8.2 note that the Secretary of the Interior’s Standards for Rehabilitation will be the criteria for future treatment of the historic buildings themselves.

The agreement understanding reached in the preliminary discussions with the SHPO is that the entire site will be nominated to the State Register of Cultural Properties and the National Register of Historic Places (the nomination is pending). The intention is to have the property’s listing on the State and National Registers serve as the “benchmark” against which development proposals will be measured, that is, alterations and new development shall not impact the historic district to the extent that it is no longer eligible for those registers. Considerable discussion was had in these meetings regarding the impact on an historic district of new conceptual physical features such as the north and south “paseos”, the “scoop” canopy between the Machine Shop and the Boiler Shop and the earthen berms called “acoustic mounds” that are illustrated in the Master Plan. It was the opinion of the SHPO that such features would very likely impact the opportunity for the use of Federal Rehabilitation tax credits in the financing structure for redevelopment of the historic buildings. The developer does not anticipate the use of that Federal tax credit program. In these advisory discussions, the SHPO has indicated that the proposed “conceptual features” as illustrated would not preclude the eligibility of the property as an historic district.

The parties discussed the process for developing and implementing a “Memorandum of Understanding” upon historic registration of the property. A MOU is a legal agreement between the City and the SHPO that would establish mutually agreed upon parameters for the redevelopment. Samitaur Constructs would be a consulting party in that agreement.

New infill development

The plan goals and polices require that new infill development complement existing buildings. The Goals also encourage a 21st century architectural sensibility and innovative architectural design. The design performance standards emphasize architectural excellence and energy efficiency.

As noted above, a revised version of the Design Performance Standards, Section 8.3, has been provided as Attachment 8. Staff finds no substantive difference between the two versions; the revisions were intended to add clarity to the standards as originally written.

The plan Section 8.3 recommends that new infill development be simple in massing with flat roofs, similar to the existing historic buildings. New buildings should not have a “definable” architectural style that might compete with the historic buildings, nor should they attempt to imitate the historic resources. Current and leading technology is encouraged.

Materials used in new development should be steel, concrete, stone, masonry and/or glass. New buildings should be designed so that the construction methodology is easily understood — composite wall assemblies should be avoided. The use of high performance all glass facades is recommended for new infill buildings when the provision of natural daylight is critical and where a building is juxtaposed against an historic building. The goal of infill building is to defer to the historic buildings and be clearly identified as a modern addition to the site.

New development along 1st and 2nd Streets shall be oriented towards the street with door and window opening directly onto the street frontage.

Site paving where storm water infiltration is appropriate per a drainage plan shall be permeable. Paving where located on top of a subterranean garage shall be similar in character to the permeable paving used on the site. Special purpose areas may be designed with special paving unique to the particular space. Existing rail tracks should be retained and incorporated into the site where possible and in compliance with ADA requirements.

Signage

A revised version of Section 8.9 *Signage* has been provided and is attached (*Attachment 8*). The revision was prepared in response to planning staff’s concern about the clarity of the original version. The BSDP generally states that this zone, the SU/2HLS, permits uses permitted in the C-2, R-3 and IP zones. Those zones have different signage requirements (signs are considered a use) and staff advised that the issue of which zone’s standards would apply be reconciled. Please refer to the revised signage standards for this analysis.

Signs on the site are intended to be very limited and should be consistent throughout the site. The C-2 zoning category is cited for all sign standards other than as further restricted by Section 8.9. Internally illuminated signs are prohibited except for retail uses and those would be restricted to twenty square feet in size. Free standing signs are only permitted at select locations. Building mounted signs are limited to 2 per buildings and limited to 1 percent of the façade area to a maximum of 100 square feet.

The Master Plan may impose restrictions and standards that are more prohibitive than those of the Comprehensive Zoning Code. It is clear that the intention is to keep signage in this development to a minimum. Some of the historic buildings have very large facades, hence a very low percentage is warranted.

Development Approval Process

Section 10.4 on page 170 of the Master Plan document discusses the development approval process. The section is titled “*Site Development Plan Approval Process*”. Staff recommends that this section be re-labeled “*Development Approval Process*” to avoid misunderstandings. A condition is recommended to address this.

The subject site plan for subdivision will be subject to DRB sign off when all associated conditions are met. Specific projects on the property will require a Site Plan for Building Permit with approval delegated to the DRB. The DRB review shall include the review of a historic preservation planner and a metropolitan redevelopment planner. A public hearing process is required with neighborhood notification. Projects must demonstrate consistency with the MDP goals and policies and design standards.

A pre-application design review meeting with the Urban Design and Development Division is strongly recommended to ensure a smooth development process.

As written, paragraph one on page 171 refers to a “streamlined administrative approval”. Staff recommends that the word “administrative” be struck as a public hearing with the DRB is technically not what is considered “administrative”. A condition is provided to address this.

Staff also recommends that a pre-application design review meeting with the Urban Design and Development Department be required prior to DRB submittal to ensure a smooth development process. A condition is provided to address this.

Deviations and Amendments to the Master Plan

Per Section 10.5 on page 171 of the Master Plan document, an amendment to the MDP is defined as any text change to the Goals and Policies or Design Performance Standards. Any such amendments shall require EPC approval. An amendment to the Goals and Policies shall require review and recommendation by the Rail Yards Advisory Board prior to EPC submittal.

A deviation to the MDP is defined as any departure from a measurable standard. Deviations may be approved by the Planning Director to the extent that such a deviation is consistent with the Comprehensive Zoning Code.

Staff recommends that the language in Section 10.5 paragraph 2 be revised for clarification. Staff recommends amending the second sentence to read “Deviations shall require the review and approval of the Planning Director and be in accordance with the Comprehensive Zoning Code and shall meet the intent of the MDP. A condition is recommended to address this concern.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Rail Yards Advisory Board

The Draft Master Plan was submitted to the Rail Yards Advisory Board for their review and recommendation on September 26th 2013. The RYAB continued the review and discussion to the October 29th 2013 RYAB meeting. At this meeting the RYAB unanimously voted to send the draft master plan to the EPC with a recommendation of approval with 7 amendments (*Attachment 7*). The RYAB then met on November 21st 2013 to consider and adopt the specific language of the amendments.

The amendments address location of housing on the site, permit parking, amended language related to the WHEELS Museum, language to address the creation of a memorial onsite, language requiring a financial plan, addressing rail maintenance and related rail facilities and finally an amendment that would require a revision or editing of the plan to clarify which aspects of the Master Development Plan are to be considered compulsory and which elements are advisory (or conceptual).

Staff recommends that the amendments recommended by the RYAB be adopted by the EPC in their entirety.

Reviewing Agencies

Please see the Agency Section below for the full set of comments from the reviewing agencies. Reviewing agencies reviewed the Master Plan document and the Site Plan for Subdivision. Staff received comments from PNM which included revised language for the Master Plan. Their proposed language is included as a recommended condition of approval.

Staff also received comments from Parks. Parks questioned how the site will be maintained and whose responsibility that maintenance will be. At this point the site is owned by the City of Albuquerque, but as parcels are bought or leased and developed over time maintenance should be consistent across parcels. Section 7.8 discusses maintenance responsibility; however it refers to the "Owner" for responsibility. This section should be expanded to address the possibilities of multiple owners at the site to ensure consistent maintenance.

Parks also discussed potential design challenges with the "Acoustic Mounds". These were also raised as an issue by Hydrology. The mounds have been removed from the Site Development Plan and remain conceptual only in nature.

The Traffic Impact Study makes a series of recommendations to address the potential impact of traffic on the site. Transportation Development suggests that the recommendations of the study be further studied.

Neighborhood/Public

Staff has received a number of emails through the online contact form on the City website for the Rail Yards. These e mails appear to have been stimulated by a social network posting and do not seem

particularly germane to this application. A number of the emails received discuss a desire for a public market to be located in the Blacksmith Shop or a similar building. The current use of the Blacksmith Shop as a special event space is intended as an interim use. The Master Plan proposes the final use for the Blacksmith Shop as office uses. While the Master Plan does not specifically prohibit the eventual use of the space as a market, it does not provide policy guidance for the use of the Blacksmith Shop as a market.

The Barelás Neighborhood Association, the Broadway Central Corridors Partnership, the Citizens Information Committee of Martineztown, the Downtown Neighborhoods Association, the Huning Highland Historic District Association, the Martineztown Work Group, the Raynolds Addition Neighborhood Association, the Santa Barbara Martineztown Association, the South Broadway Neighborhood Association and the Downtown Action Team were notified of this application.

No facilitated meeting was held. As noted in previous sections of this report, a number of well attended public meetings were held in the planning process and the Barelás and South Broadway Neighborhood Association, those most directly impacted by the re-development, were and continue to be participants on the Rail Yards Advisory Board and they supported the Master Plan with the recommended amendments. A letter from the Raynolds Addition Neighborhood Association was received expressing full support for the Master Plan.

There is no known opposition to a recommendation of approval.

V. CONCLUSION

This request is for a recommendation to the City Council on a proposed Master Development Plan for a 27-acre City owned property popularly known as the “Rail Yards”. The property contains vacant historic buildings and redevelopment of the property is a high priority for the City. The project has been led by the City Council and Council Services staff. The project has been overseen by a special advisory review board consisting of elected officials and neighborhood and community representatives along with a representative from the Mayor’s office.

The plan that is being considered here was prepared by Samitaur Constructs, the selected Master Developer for the property, with advice and input by City Council Services, the Planning Department and members of the community. The Master Plan, with the noted amendments, has been recommended for approval by the Rail Yards Advisory Board.

The guiding principles for the development of the Master Plan are job generation and economic development, housing, historic preservation, enhancement of arts and cultural opportunities and economic viability. Redevelopment is to be sensitive to the neighboring communities. These themes are articulated further in the Rail Yards Phase Two and Phase Three Master Plan agreement attached to this report. These multiple goals can be complimentary; they can also have the potential to become competing interests. It is a complex endeavor to accommodate all of the goals and interests of the various stakeholders while striving for an economically viable development project. The Master Plan as proposed fulfills most, if not all, of the guiding principles that were established in the Master Plan Agreement.

The Master Plan furthers historic preservation and community identity and urban design goals by requiring the preservation and re-use of the multiple historic buildings on the site. Several of these buildings are monumental in scale and rehabilitation will be challenging and undoubtedly expensive. The preservation of other ancillary buildings will also be accommodated by the developer. The project is not intended or conceived as a Certified Tax Act project, that is, it will not be designed to comply with the standards imposed by the National Park Service when rehabilitation tax credits are included in a financial proforma, however; the Master Plan celebrates and respects the historic significance of the property in multiple ways. The property will be nominated and maintained as an historic district in its entirety.

The Master Plan furthers economic development goals by targeting the large buildings for business and professional uses or light manufacturing in an area in need of jobs and employment opportunities. This is intended to be accomplished in the initial phases of the project, stimulating the economic viability of future phases. New infill development would include retail and other business and professional uses. Project goals include revitalizing the site to become a major employment center as it once was.

The Master Plan introduces vibrant concepts for the redevelopment of this vacant and somewhat bleak industrial site. The proposed underground parking supports an overall intention to have the site oriented towards pedestrians and to keep the site free, in the long term, from the visual intrusion of automobile parking lots. The project has the potential to “re-unite” the Barelmas and South Broadway neighborhoods with pedestrian at grade crossings of the rail tracks and public pedestrian access through the development from east to west. The developer has paid particular attention to retaining visual sight lines of the major historic buildings by keeping new infill development low. A generous amount of public common area is provided and pedestrian circulation throughout the site is not only accommodated but welcomed.

A large portion of the site is dedicated for uses that would be considered “cultural” in nature. Such uses are noted as museum, performing arts, and rail related activities that would be centered on a new building at the southern end of the site in the exact location of the historic roundhouse (now demolished). The new “roundhouse” building is not to be a literal reconstruction of the historic building; the new building is proposed to occupy the same footprint and the same geometric volume as the historic roundhouse but it will be a contemporary building. This is one “conceptual” feature for which a footprint is included on the site plan and staff finds that appropriate. This one element is an outstanding contribution to the overall understanding and interpretation of the historic property and should be encouraged. In a sense, it can be considered a centerpiece of the overall re-development concept. The actual design and use of the new building have many exciting opportunities that will require time to be refined.

The Master Plan document itself contains illustrations and discussion of several design or architectural features that are described as “illustrative” or conceptual in nature. Some of these features, while exciting and indicative of an innovative approach to an historic site, have also proven to be problematic from some perspectives. The RYAB has addressed these features in its recommended amendments to the plan, specifically recommending that they be clearly labeled and distinguished as conceptual rather

than approved elements of the plan. Planning staff agrees that this is a reasonable approach to accommodate the developers design concepts. The conceptual features will be useful to the developer to illustrate an overall vision for the project when marketing the property to potential tenants and financing authorities.

Development decisions and City approval of new infill development will be based on an evaluation of any specific development's conformance with the Plan's Goals and Policies. Those goals and policies require that new infill development complement existing buildings. The Goals also encourage a 21st century architectural sensibility and innovative architectural design. The design performance standards emphasize architectural excellence and energy efficiency.

Given these guidelines, contemporary architectural expression for new infill is not precluded from consideration. The role of modern architectural design in a traditional or historic urban environment is not a "new" discussion, debate about this issue has taken place for many decades and is ongoing. There are outstanding examples throughout this country and abroad where contemporary architecture has been introduced in an historic setting or in association with important historic buildings.

As long as the subject features can be clearly understood to be subject to review and approval as individual parcels are designed for development, there will be the opportunity to allow these concepts to be refined and revisited as the phased development occurs. Staff recommends that editing of the Master Plan document to accomplish RYAB Amendment #7 occur after the EPC review and while the document is under consideration by the City Council. Planning staff can work with Council staff and the developer to arrive at a mutually agreeable edit of the document. There must be enough flexibility in the plan to allow the specific design of future new development to unfold as is found to be feasible, economically viable, and acceptable to the community.

The accompanying Site Plan for Subdivision meets the requirements as provided in the Comprehensive Zoning Code. Staff finds the site plan to be well organized and the uses appropriately located on the site.

Finally, the development is phased to accomplish the rehabilitation and re-use of the major historic buildings and the opening of public areas through the site as the initial endeavor. When this initial phase is realized, it will, in and of itself, will be an outstandingly positive contribution to the City and the adjacent neighborhoods.

FINDINGS – Case # 13EPC-40152, December 12, 2013 Master Development Plan/ Site Development Plan for Subdivision

1. This is a request for a Master Development Plan and Site Development Plan for Subdivision for Tract A of the Plat of Tract A of AT&SF Railway Co. Machine Shop located on 2nd Street SW between Cromwell Avenue and Hazeldine Avenue and containing approximately 27.3 acres.
2. The Rail Yards are zoned SU2-HLS (Historic Locomotive Shops) per the Barelvas Sector Development Plan. The SU2-HLS zone Section A allows for a wide range of permissive uses, including multifamily residential (R-3), community commercial uses such as retail, restaurants, services (C-2), and light industrial (I-P) each with some limited exceptions. The Barelvas SDP SU-2/HLS zone Section K provides specifically for a Master Development Plan review by the EPC and approval by the City Council prior to the issuance of a building permit for the site (with very limited exceptions).
3. This is a request for review and recommendation to the City Council for a Master Development Plan for the Albuquerque Rail Yards property. The Master Development Plan (MDP), as submitted contains a site development plan for subdivision with an accompanying Master Development Plan document. The MDP is the document that will guide redevelopment of the City-owned Albuquerque Rail Yards site. The Albuquerque Rail Yards are located within the Barelvas neighborhood and adjacent to the South Broadway neighborhood.
4. The City of Albuquerque purchased the Rail Yards in 2007 (R-07-202, R-07-274, R-07-332) through a mixture of state and local funding. The Rail Yards Advisory Board (RYAB) was established in March 2008 pursuant to City Council Resolution (F/SR-08-47). The responsibilities of the RYAB included the creation of a Request for Proposals (RFP) for a master developer for the site, and the selection of a master developer. An RFP, for a Master Developer was issued in 2010 and in June 2012 Samitaur Constructs was selected as the Master Developer. Per the subsequent Master Plan Agreement, the Master Developer was charged with creating a Master Plan for the project area in cooperation with the City and the community.
5. The Rail Yards property is located within the Central Urban Area of Albuquerque Bernalillo County Comprehensive Plan (2003) and the Barelvas Sector Development Plan (2008).
6. The Fire Station building on the site was designated a City Landmark on May 18th 1987 (O-1119) and on August 1st 1990 development guidelines for the Fire Station were adopted.

7. The Albuquerque/Bernalillo County Comprehensive Plan, the Barelás Sector Development Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.

8. The request furthers a preponderance of relevant goals and policies in the Albuquerque Bernalillo County Comprehensive Plan (2003) as it could lead to the redevelopment of a historically significant site that is located close to the downtown core, in the Barelás neighborhood. Redevelopment of the Rail Yards could provide a catalytic opportunity to spur economic development and provide jobs for the Barelás neighborhood and the wider downtown community. Section 5 of Master Development Plan provides Goals and Policies by which development decisions and City approvals will be evaluated, this sections addresses economic development, housing, community connections, land use, architecture and historic rehabilitation and art and culture. (Albuquerque Bernalillo Comprehensive Plan Goals and Policies II.B.6; II.B.6.a, b; II.B.5; II.B.5.d,i,o; II.C.5; II.C.5.b; II.C.9; II.C.9.b; II.D.6.a, b).

9. The request furthers a preponderance of relevant policies and actions in the Barelás Sector Development Plan (2008). Rehabilitation of the site furthers policies addressing historic preservation, economic development and job creation for the Barelás community. Section 5 of Master Development Plan provides Goals and Policies by which development decisions and City approvals will be evaluated, this section addresses economic development, housing, community connections, land use, architecture and historic rehabilitation and art and culture. (Barelás Sector Development Plan LUZ1, LUZ3, LUZ7, Action 1.2.2.c, Action 4.6.1.e, E1, Action 5.2.1.a).

10. Section 10.4 of the Master Plan requests delegation of Site Development Plan for Building Permit to the Development Review Board with its review to include historic preservation planner and a Metropolitan Redevelopment planner.

11. The Draft Master Plan was submitted to the Rail Yards Advisory Board for their review and recommendation. The RYAB unanimously voted to send the draft master plan to the EPC with a recommendation of approval with 7 amendments. The amendments address location of housing on the site, permit parking, amended language related to the WHEELS Museum, language to address the creation of a memorial onsite, language requiring a financial plan, addressing rail maintenance and related rail facilities and finally an amendment that would editing to clarify which aspects of the Master Development Plan are to be considered compulsory and which elements which are advisory.

12. The Barelás Neighborhood Association, the Broadway Central Corridors Partnership, the Citizens Information Committee of Martineztown, the Downtown Neighborhoods Association, the Huning Highland Historic District Association, the Martineztown Work

Group, the Reynolds Addition Neighborhood Association, the Santa Barbara Martineztown Association, the South Broadway Neighborhood Association and the Downtown Action Team were notified of this application. No facilitated meeting was held, though a number of well attended public meetings were held during the planning process and the Barelás and South Broadway Neighborhood Association, those most directly impacted by the re-development, were and continue to be participants on the Rail Yards Advisory Board. There is no known opposition to a recommendation of approval.

13. Staff has received a number of emails through the online contact form on the City website for the Rail Yards. A number of the emails received discuss a desire for a public market to be located in the Blacksmith Shop or a similar building. The current use of the Blacksmith Shop as a special event space is intended as an interim use. The Master Plan proposes the final use for the Blacksmith Shop as office uses. While the Master Plan does not specifically prohibit the eventual use of the space as a market, it does not provide policy guidance for the use of the Blacksmith Shop as a market.

RECOMMENDATION - Case #13EPC-40152, December 12, 2013

A recommendation of APPROVAL of 13EPC-40152 to the City Council, a Master Development Plan and Site Development Plan for Subdivision, for Tract A Plat of Tract A of AT&ST Railways Co Machine Shop, based on the preceding Findings and subject to the following Conditions of Approval.

***RECOMMENDED CONDITIONS OF APPROVAL – CASE# 13EPC-40152, December 12, 2013
Master Development Plan/ Site Development Plan for Subdivision***

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.

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3. The amendments recommended by the Rail Yards Advisory Board shall be recommended by the Environmental Planning Commission to be adopted by the City Council in their entirety.
 4. Keynote #12 on site plan shall delete the words “optional glass canopy”. Such canopy feature may be approved with future site plan for building permit, but is not an approved feature of this site plan.
 5. Keynote #3 on the site plan shall delete the words “optional location for rebuilt smokestack.” Such smokestack feature may be approved with future site plan for building permit, but is not an approved feature of this site plan.
 6. The recommendations of the Traffic Impact Study for an additional access point at the north parking area shall be resolved prior to DRB approval of the site plan for subdivision. The recommendations in the TIS will require further discussion and coordination between the City and the developer.
 7. Final grading and drainage plans shall be prepared and approved by the appropriate authorities per Section 10.0 of the MDP document and per the Development Process Manual.
 8. On page 170 Section 10.4 shall be re-titled “Development Approval Process”.
 9. On page 171 Section 10.4 paragraph two, delete the word “administrative” from “streamlined administrative approval”.
 10. On page 171 Section 10.4 paragraph two, change the word “recommended” in the last sentence to “required”. Sentence to read “A pre-application review meeting and/or design review meeting with the Urban Design and Development Department is required to ensure a smooth development process.”
 11. On page 171 Section 105 paragraph two, revise the second sentence to read “Deviations shall require review and approval by the Planning Director and be in accordance with the Comprehensive Zoning Code and shall meet the intent of the MDP.”
 12. Sections 8.2, 8.3 8.4 and 8.9 as revised and included as Attachment 8 shall replace existing text in the document.
 13. Section 7.8 on page 104 shall be further considered and potentially revised to ensure for consistent maintenance across the site in the case of multiple ownership.
 14. Revise Section 9.0, Infrastructure, 9.1.4, Dry Utilities, 4th bullet as follows. Deleted language is shown with strike-through text and additional language is shown underlined:
PNM Availability: An existing ~~sub-station~~ substation is located at the northern end of the project across 2nd Street SW that has been estimated to provide 1.5 ~~meg-watts~~

megawatts. The assumption for the development is that the electricity demand will exceed 8 ~~meg-watts~~ megawatts; requiring the existing ~~sub-station~~ substation to be expanded, along with the construction of primary distribution lines to the proposed development. The project may also require a new 115kV transmission line to be extended to connect to the expanded substation. Additional analysis through PNM will be required to develop a final conceptual plan for this development.

15. The subdivision of the site shall comply with the purpose, intent, and regulations of the Subdivision Ordinance (14-14-1-3).

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:

Conditions of approval for the proposed: Site Development - Subdivision shall include:

16. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as required by the Development Review Board (DRB). The details of which will be identified in the development agreement between the City and the Master Developer.
17. Prior to DRB approval, additional information/clarification must be provided regarding existing, proposed, and future conditions.
18. Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the *Development Process Manual* and current ADA criteria.
19. The Master Developer will comply with the Recommendations itemized in the approved Railyard Re-development Traffic Impact Study that are attributable to the development. The details of which will be identified in the development agreement between the City and the Master Developer.
20. Remove the acoustic mounds from the Site Plan for Subdivision.
21. Replace the drawn locations of the cisterns and modify the Keyed Note to attain the desired effect.

Maryellen Hennessy
Senior Planner

Petra Morris
Planner

Notice of Decision cc list:

Samitaur Constructs, 3528 Hayden Avenue, Culver City CA 90232
JW Madison, madison@swcp.com
Bruce Davis, 150 Stover SW 87102
John Mulhouse, 1112 Roma Ave. NE 87106
Raynolds Addition Neighborhood Assoc. c/o Christopher Frechette
Thomas C. Bird, tcb@keleher-law.com

Attachments

1. Resolution R-07-202
2. Resolution R-07-274
3. Resolution R-07-332
4. Resolution F/SR-08-47
5. Request For Proposal: Albuquerque Rail Yards RFP2011-003-JR
6. Rail Yards Phase II and III Master Plan Agreement
7. Rail Yard Advisory Board Amendments, 21 November 2013
8. Revised design performance and signage standards

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

The proposed Master Development plan for the Rail Yards should be consistent with the SU-2 / HLS zone of the Barelás Sector Development Plan.

Office of Neighborhood Coordination

Downtown NA List consisting of the following: Barelás NA (R), Broadway Central Corridors Partnership, Inc. (R), Citizen's Information Committee of Martineztown (R), Downtown NA (R), Huning Highland Historic District Assoc. (R), Martineztown Work Group, Raynold Addition NA (R), Santa Barbara-Martineztown Assoc. (R), South Broadway NA (R), Downtown Action Team

Long Range Planning

Long Range staff are the staff planners for this case.

Metropolitan Redevelopment Agency

None received

CITY ENGINEER

Transportation Development

- Vicinity map (K-14-Z) needs to be included on site plan for clarity.
- Keyed Note 23: Proposed at-grade crossing. Clarify crossings intent; is it a vehicular crossing connected to the proposed underground parking garage? Will pedestrians cross?
- The draft Railyard Re-development Traffic Impact Study (10/1/13) lists the following recommendations to the transportation infrastructure:
 1. New development should be implemented utilizing at least four driveways for access, suggesting an additional entrance at Atlantic Ave/2nd St.
 2. All proposed driveways should be constructed w/ minimum 30 ft. radius curb returns to accommodate delivery trucks.
 3. Signalize proposed driveway at Hazeldine Ave / 2nd St. and provide single lane roundabouts at the three additional proposed entrances.
 4. Provide a single lane roundabout at Santa Fe Ave /2nd St.
 5. Modify left turn signalized movement and turn lanes at Lead Ave/ 2nd St and Bridge Blvd. /2nd St.

Hydrology Development

- The rail yards are in a location that requires ponding. The location of the proposed acoustic mounds would be excellent locations for water harvesting. It is difficult to harvest water on a

mound. The mounds may also drain nuisance flows onto the sidewalk which is prohibited by the drainage ordinance. Screening could be accomplished with vegetation.

- The proposed cisterns will benefit the site to mitigate the amount of runoff produced and for reuse to water plants. It does not seem appropriate to show locations of the cisterns without also showing how the water gets into them. In addition, since a cistern is shown on Parcel 4 (it also appears to be Parcel 1) does that mean that Hydrology is to require a cistern be built with the development of Parcel 4? This level of detail can be provided on the Site Plan for Building Permit.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

- Per the Long Range Bikeway System map, 2nd St. is identified as having proposed bicycle lanes along the frontage of this property.

Traffic Engineering Operations

- No comments received.

WATER UTILITY AUTHORITY

Utility Services

Site specific Availability Statements will be required prior to commitment of utility service to the development. Public water and sanitary sewer easements will be required for any extension of ABCWUA infrastructure into the site.

ENVIRONMENTAL HEALTH DEPARTMENT

None received

PARKS AND RECREATION

Planning and Design

The updated Site Development Plan for Subdivision submittal provides much clearer information. The only comment we have at this time on the Site Development Plan is that the “Bicycle Path” should be called a “Bicycle Lane” as it appears to be an on-street facility, not a separate path or trail for pedestrians and bicycles.

Re: Master Development Plan

This document introduces many outstanding concepts for the development of this “diamond in the rough” site. The retention of key features and the vision to maximize the potential of the site’s significant structures, incorporating design concepts that enhance the pedestrian and bicycle realm and creates a place for the community is exciting. The proposed underground parking furthers the desire to have this site be pedestrian and bicycle friendly while reducing the visual intrusion of automobiles at the street level.

Concerns include the phasing, the individual parcels coordinating development, the question of who owns the property or parts of the property at any stage in the development and how the mundane operations and maintenance issues that will arise from a yet unknown development schedule will be addressed. Although the City may technically own the property or parts of the property at different times, the idea of the features that tie the overall site together – the buildings, the walkways, the seating areas, the public market spaces, the landscaping and irrigation to sustain the landscaping all must be coordinated between the property owners. It will be important that the maintenance of the landscaping in the Rail Yards can be performed by one entity or various maintenance entities at any given time during development.

The concept of acoustic mounds is interesting but seems out of place in this environment. In reviewing the meeting notes and comments received, there did not seem to be concerns about noise, perhaps as this is and always has been a place that coexists with the noise of the city, the noise of the trains and, in the past, the noise of the machine shops. An urban park-like environment could be created onsite and perhaps be more in keeping with the “sense of place” of being in the Rio Grande Valley if, for example, the landscaping and water harvesting functions were to work with the idea of moving water, through the river, through the acequias, through arroyos...all of which are natural linear structures; swales rather than mounds. The proposed mounds slopes raise concerns about successful irrigation practices and bioswales and green roofs may or may not be successful in this very dry environment. The proposed mounds also appear to block sight lines into the site which can create security issues as well as limit neighborhood visual access into the site.

Open Space Division

None received

City Forester

None received

POLICE DEPARTMENT/Planning

This project is in the Valley Area Command. No Crime Prevention or CPTED comments concerning the Recommendation from the EPC to the City Council on a MDP at this time.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved as long as it complies with SWMD Ordinance.

FIRE DEPARTMENT/Planning

None received

TRANSIT DEPARTMENT

Project # 1009884 13 PC-40152 SITE DEVELOPMENT – SUBDIVISION. TRACT A, THE PLAT OF TRACT A OF A.T. & S.F. RAILWAY CO. MACHINE SHOP, ZONED SU-2/HLS LOCATED ON 2 ND ST BETWEEN CROMWELL AND HAZELDINE (APPROX 27.3 ACRES)(K-14)	Adjacent and nearby routes	None.
	Adjacent bus stops	None.
	Site plan requirements	Comments will be sent later.
	Large site TDM suggestions	None.
	Other information	None.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

None received

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

The City of Albuquerque requests approval of a Site Development Plan for Subdivision for the adoption of the Albuquerque Rail Yards Master Development Plan. The Plan area is located on 2nd St SW between Cromwell Av SW and Hazeldine Av SW. The plan is intended to provide the necessary guidance for the long-term re-development of the site. Also, the plan is a proposed preliminary site development plan for subdivision of the site to facilitate a phased re-development. This re-development will include Workforce Housing, a museum, will establish a focal point for social and commercial activities, restore connectivity between the site and adjoining neighborhoods, catalyze further neighborhood redevelopment in collaboration with the neighboring areas, preserve and reuse the sites historical architectural assets, and will stimulation further re-development of Albuquerque’s Downtown. APS does not oppose proposal.

Schools within the plan area include Eugene Field Elementary, Delores Gonzales Elementary, Washington Middle School, and Albuquerque High School. Currently, all three schools have excess capacity.

Loc No	School	2012-13 40th Day	2012-13 Capacity	Space Available
261	Eugene Field ES	367	395	28
244	Delores Gonzales ES	415	510	95
465	Washington MS	463	640	177
590	Albuquerque HS	1712	1900	188

MID-REGION COUNCIL OF GOVERNMENTS

The Mid-Region Metropolitan Planning Organization (MRMPO) has no adverse comments.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

None received.

NEW MEXICO DEPARTMENT OF TRANSPORTATION

The NMDOT has no objections to the Development Plan.

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM Initial Comments:

1. This project will impact electric substation capacity needs for the surrounding area. It will be necessary to contact PNM’s New Service Delivery Department early in the process to coordinate electric service regarding the project to avoid potential delays in meeting in-service target dates.
2. Adequate clearance for electric utilities must be provided for operation and maintenance purposes. Any relocation, changes or realignment regarding existing electric utilities will be the developer’s expense. In some cases, relocation or changes to existing facilities may not be feasible due to physical limitations, land use or safety clearance constraints. PNM will review all technical needs, issues and safety clearances for its electric power systems.
3. It is the applicant’s obligation to determine if existing utility easements cross the property and to abide by any conditions or terms of those easements.
4. Revise Section 9.0, Infrastructure, 9.1.4, Dry Utilities, 4th bullet as follows. Deleted language is shown with strike-through text and additional language is shown underlined:

PNM Availability: An existing ~~sub-station~~ substation is located at the northern end of the project across 2nd Street SW that has been estimated to provide 1.5 ~~meg-watts~~ megawatts. The assumption for the development is that the electricity demand will exceed 8 ~~meg-watts~~ megawatts; requiring the existing ~~sub-station~~ substation to be expanded, along with the construction of primary distribution lines to the proposed development. The project may also require a new 115kV transmission line to be extended to connect to the expanded substation. Additional analysis through PNM will be required to develop a final conceptual plan for this development.

5. There is an existing overhead electric distribution line located along the west side of the subject property. Any existing or proposed public utility easements and electric distribution facilities should be indicated on the site plan utility sheet prior to DRB review. PNM's standard for electric distribution easements is 10 feet in width to ensure adequate, safe clearances. It will be necessary for the applicant to contact PNM's New Service Delivery and to examine proposed tree species, tree placement and height at maturity, in order to ensure sufficient safety clearances and to avoid interference with the existing electric distribution facilities.