



**Environmental
Planning
Commission**

**Agenda Number: 4
Project Number: 1008124
Case #: 12EPC-40078, 12EPC-40079
February 14, 2013**

Staff Report

Agent	Zane Ross- Galloway & Co., Inc.
Applicant	Murphy Oil USA
Requests	Site Development Plan for Subdivision Amendment Site Development Plan for Building Permit
Legal Description	Blocks A-1-A1, B-1-A, C and D; Tracts E-1-A, F-1-A, F-1-B-1 and F-1- B-2, American Square
Location	On the western side of Carlisle Blvd. NE, between Phoenix Ave. NE and Claremont Ave. NE
Size	An ≈ 1.2 acre portion of the ≈ 55 acre American Square shopping center site
Zoning	C-2, no change proposed

Staff Recommendation

**DEFERRAL of Case 12EPC-40078 based on
the Findings beginning on Page 16, for 30 days
to the March 14, 2013 hearing.**

**DEFERRAL of Case 12EPC-40079 based on
the Findings beginning on Page 18, for 30 days
to the March 14, 2013 hearing.**

**Staff Planner
Catalina Lehner, AICP-Senior Planner**

Summary of Analysis

Staff recommends deferral of this two-part proposal. The revised site development plan set (version 2) was not received by the final deadline. Staff needs time for re-review and to update information as needed. The revisions appear to mostly consist of meeting Zoning Code regulations and bringing the submittal in-line with local requirements, as opposed to major changes to site layout.

The applicant proposes a fueling station and convenience store. A conditional use permit is required for alcohol sales within 500 feet of a residential zone. The Zoning Hearing Examiner (ZHE) will hear this request on February 19th.

The Comprehensive Plan applies. No sector plan or design standards apply in the area. Several conditions of approval would be needed for clarification and to ensure compliance with local regulations.

A facilitated meeting was held. There is neighborhood opposition, mostly due to traffic issues and alcohol sales.

I. AREA CHARACTERISTICS

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	C-2	Established Urban	Parking lot associated with a furniture store
North	C-2	Established Urban	Retail (mattress store, fast-food)
South	C-2	Established Urban	Phoenix Avenue, parking lot of retail furniture store, furniture store
East	C-1, R-1, C-2	Established Urban	Carlisle Boulevard, commercial (small shops, fast-food restaurant), single-family homes
West	C-2	Established Urban	Parking lot of a large retail facility (LRF), a LRF

II. INTRODUCTION

Proposal

The proposal is for an amendment to the American Square site development plan for subdivision (the larger “subject site”) and a site development plan for building permit for an approximately 1.2 acre site within the larger site (the smaller “subject site”). The American Square shopping center consists of Blocks A-1-A1, B-1-A, C and D; Tracts E-1-A, F-1-A, F-1-B-1 and F-1-B-2, American Square. The smaller subject site corresponds to an approximately 1.2 acre portion of Block A-1-A1. Both subject sites are zoned C-2.

The applicant proposes to develop a fueling station, with ten pumps and a 1,200 square foot (sf) convenience store, on an approximately 1.2 acre portion of the parking lot of a retail furniture store. The smaller subject site is adjacent west of Carlisle Blvd. and adjacent north of Phoenix Ave. Due to its location within 500 feet of a residential zone (R-1), the applicant must pursue a conditional use permit to allow alcohol sales [ref: §14-16-2-17(B)(18)]. The hearing before the Zoning Hearing Examiner (ZHE) was scheduled for January 15, 2013 (Project #1008124/12ZHE-80377), but was deferred to February 19, 2013- after the EPC hearing.

Environmental Planning Commission (EPC) Role

The EPC is the final decision-making body for the proposal unless the EPC decision is appealed [Ref: §14-16-2-22(A)(1)]. American Square is a shopping center (SC) site by definition, and SC sites are the purview of the EPC.

If the EPC decision is appealed, the proposal will be heard by the Land Use Hearing Officer (LUHO) at another public hearing. The LUHO will make a recommendation to the City Council and the

Council will decide. The Council can accept or reject, in whole or in part, the LUHO's recommendation.

Context

The subject site is in the Established Urban Area of the Comprehensive Plan. It's also within the boundaries of the *Trails & Bikeways Facility Plan* and the *Facility Plan: Electric System Transmission & Generation (2010- 2020)*, though they aren't relevant to the proposal. The subject site is in designated Activity Center- the American Square Community Activity Center. No sector plans apply. No design or other sector plan regulations apply to this area of the City.

The subject site is not in a Metropolitan Redevelopment Area (MRA). However, based on the amount of neighborhood and business concern regarding crime, security and general decline of the area over time, the possibility of establishing a MRA in this area might be worth investigating.

The smaller subject site is part of an existing shopping center and is surrounded by development that includes parking lot areas and commercial buildings. To the north is an entrance to the shopping center and parking lot area. To the south is Phoenix Avenue, then a parking lot and an existing furniture store. To the west is parking lot area associated with an existing large retail facility (LRF). Immediately to the east is Carlisle Blvd. Across the street is a strip of C-1 commercial that abuts single-family homes of the Bel-Air neighborhood.

History

The area near Carlisle and Menaul Blvds. is part of a larger area that was annexed into the City in the 1950s. The earliest available record (Z-409) indicates that the City Planning Commission (CPC) denied a zone change from C-1 to C-2 along both sides of Carlisle, between Menaul Blvd. and Claremont Ave., in February 1957.

Another early record (Z-1091) was a proposal for various zone changes in the area bounded by Menaul Blvd. and Comanche Rd., and Claremont Ave. and Carlisle Blvd. (see attachment). The area was zoned R-1 and R-2 and the changes were to M-1, R-3 and O-1. In August 1961, the CPC denied the M-1 portion of the proposal and deferred it in order to consider developing the area holistically. In October 1961, the CPC approved zone changes and a plan for the Duke City Industrial Area, which was mostly zoned C-3 except for a C-1 strip along Carlisle Blvd. and the Duke City Drive-In between Claremont and Phoenix Aves. adjacent to the C-1 strip.

The Duke City Industrial Area did not develop as planned. In 1986, the EPC approved a two-part proposal for a zone change and a site development plan for the northwest corner of Carlisle and Menaul Blvds. which became known as American Square (Z-86-12). The zone change, from various descriptors to C-2, was finalized by issuance of a certification of zoning (CZ) in October 1988 (see attachment). The original site development plan, finalized in July 1986, showed a variety of commercial buildings (small shops and anchors), an office complex, a six story hotel a large major tenant building and restaurants. A restaurant was envisioned between Claremont and Phoenix Aves., abutting Carlisle Blvd. (see attachment), where the smaller subject site is currently proposed.

Over the years, there have been several administrative amendments (AAs) to the American Square site development plan. A few are mentioned here. In 1988, an AA was approved to adjust the site development plan in response to the widening of Carlisle Blvd. and another to reflect improvements to the Carlisle/Menaul intersection. In 1990, there was an AA for a site near the SW corner of Claremont Ave. and Carlisle Blvd., for an automobile sales office and lot. In 1993, there was an AA to adjust the building footprint and parking lot of the existing LRF.

Transportation System

Classifications & Routes

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways. Carlisle Blvd. is designated as an Urban Minor Arterial. Menaul Blvd. is an Urban Principal Arterial. Claremont Ave. and Phoenix Ave. are local streets. The Comprehensive Plan designates Menaul Blvd. as an Enhanced Transit Corridor. Express Corridors are designed to quickly and efficiently move vehicles.

The existing bicycle route along Claremont Avenue runs east-west all the way from Tramway Blvd. to the North Diversion Channel and connects these two significant bicycle facilities.

ABQ Ride Route 5, Montgomery-Carlisle, runs along Carlisle Blvd. Route 8, Menaul, runs along Menaul Blvd. Both offer weekday service into the evening, and on Saturdays and Sundays.

Carlisle Boulevard Corridor Study

The Carlisle Boulevard Corridor Study, completed in late June 2008 for the Department of Municipal Development (DMD), addresses Carlisle Blvd. from I-40 to Montgomery Blvd. and divides the corridor into four segments. The smaller subject site is in Segment 1 (I-40 to Claremont Ave.) The Goal of the study is to evaluate existing conditions, develop alternatives for improvement, evaluate the alternatives and provide recommendations.

A Citizen Task Force (CTF) provided input; public meetings were held. Areas of major concern are the intersections at Claremont, Candelaria and Comanche, accidents in the area, and the reduction in lanes from 3 to 2 just north of Candelaria. The study also addresses signal timing, sidewalks and lighting along the corridor. Existing conditions are as of 2007. The horizon year (build and no build scenarios) is 2030.

The CTF and the consultant decided to recommend alternative D, which includes the continuation of the third lane north of Candelaria (note: some neighbors did not support this idea). A barrier wall, median improvements, lighting, ADA ramp improvements, signal interconnect and median cuts are included.

Public Facilities/Community Services

A few public facilities are within a mile of the subject site. About 0.75 mile away are two elementary schools. The Bel-Air/Miramontes Park is across Carlisle Blvd. from the subject site. Two fire stations are about 1 mile from the subject site.

⇒ Also refer to the Public Facilities Map (see attachment).

III. ALBUQUERQUE COMPREHENSIVE ZONING CODE

Definitions (§14-16-1-5)

PETROLEUM PRODUCTS RETAIL FACILITY (FUELING PLAZA). A facility for outdoor sales of gasoline, petroleum or liquefied gas.

SHOPPING CENTER SITE. A premises containing five or more acres; zoned P, C-1, C-2, C-3, M-1, M-2, or a combination thereof; or a Large Retail Facility; but excluding premises used and proposed to be used only for manufacturing, assembling, treating, repairing, rebuilding, wholesaling, and warehousing. Shopping Center Sites are subject to the Shopping Center Regulations of the Zoning Code, 14-16-3-2.

Zoning

The subject site, both the larger shopping center and the smaller site, are zoned C-2 Community Commercial Zone (Zoning Code §14-16-2-17). The purpose of the C-2 zone is to provide “suitable sites for offices, for most service and commercial activities, and for certain specified institutional uses.”

A fueling plaza is a permissive use in the C-2 zone. Pursuant to (A)(13), the C-2 zone allows retailing of any produce and provision of any customer, personal or business service, with some exceptions that do not apply here. Certain imitations on alcohol sales, previously stipulated in (A)(13), no longer apply due to a court case that the City lost a few years ago; the City cannot regulate what is already regulated at the State level. Therefore, the C-2 zone cannot guarantee that liquor miniatures, beer singles and fortified wine, etc. would not be sold. The State liquor license is the mechanism to specify such limitations.

However, retail sales of alcoholic drink with 500 feet of a residential zone is listed as a conditional use in the C-2 zone [Ref: (B)(18)]. A residential zone, R-1, is approximately 300 feet west of the location of the proposed convenience store. Therefore, in order to sell alcoholic drink for off-premise consumption, the applicant must obtain a conditional use permit.

A conditional use is a type of special exception (see Zoning Code §14-16-4-2). A public hearing before the Zoning Hearing Examiner (ZHE) is required. The ZHE hearing for this proposal, originally scheduled for January 15, 2013, was deferred to February 19, 2013 and will be after the EPC hearing. The ZHE will consider whether or not to grant the conditional use permit that would allow the alcohol sales. Therefore, this is the more appropriate process through which concerns related to alcohol sales can be expressed.

Another necessary step is the liquor board hearing at the State level. This is a separate process required to obtain a liquor license. Within this process, it may be possible to specify as part of the liquor license that small packages, single containers and certain fortified wines not be sold. Though it's unclear how such stipulations would be enforced, the City would not be involved.

IV. ANALYSIS- APPLICABLE PLANS, POLICIES & REGULATIONS

A) Albuquerque / Bernalillo County Comprehensive Plan (Rank I)

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

Zoning Code §14-16-3-11 states that “Site Development Plans are expected to meet the requirements of adopted city policies and procedures.” As such, Staff has reviewed the proposed site development plan for conformance with applicable goals and policies of the Comprehensive Plan.

The subject site is located in an area that the Albuquerque/Bernalillo County Comprehensive Plan has designated as Established Urban. The goal of the Developing and Established Urban Areas 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.” Applicable policies include:

Land Use Policies-Developing & Established Urban Areas

Policy II.B.5d: 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, recreational concern.

The proposal would result in development of a new fueling station and convenience store in an existing shopping center. Though the location and intensity would be generally appropriate for a commercial area, there is strong neighborhood concern about traffic/roadway capacity and alcohol sales, which could result in adverse impacts to businesses and the nearby park (a social and recreational resource). The colors and materials of the proposed design would be consistent with existing development because there’s a lot of variation in the area. Natural environmental conditions and scenic resources do not apply in this case. Overall, the request partially furthers Policy II.B.5d-neighborhood /environmental/ resources.

Policy II.B.5i: 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.

The proposed service use would be located across Carlisle Blvd. from the existing residential area to the east, which would generally help minimize adverse effects of noise and lighting. However, increased traffic from the new use may impact the area and could affect the nearby residential environment. The proposal partially furthers Policy II.B.5i-employment/service use location.

Policy II.B.5j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling. *NA*

- In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result. *Applies*
- In freestanding retailing and contiguous storefronts along streets in older neighborhoods. *NA*

The proposed fueling station and convenience store would be located in a larger, area-wide shopping center, American Square, which is zoned C-2. It has access to mass transit and is generally where new commercial development should be located. The proposal generally furthers Policy II.B.5j- new commercial development/location.

Policy II.B.5k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operations.

The subject site is adjacent to Carlisle Blvd., an Urban Minor Arterial. There is continued concern regarding traffic volume, operations and safety on this segment of the Carlisle Corridor, which is currently under construction. Evidently, efforts are being made to address traffic issues in the area. However, a Transportation Impact Study (TIS) was not required and there's no data particular to the proposal regarding impact to the roadway system. It's unknown the extent to which the proposed use would generate new traffic, or if it would take advantage of the area's already high traffic flows, though neighbors believe that additional vehicle and truck traffic could adversely affect them. The proposal partially furthers Policy II.B.5k-land adjacent to arterial streets.

Policy II.B.5l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the plan area.

The proposed building design is not considered innovative; it is franchise architecture typical of the brand. However, this area of town contains many examples of standardized architecture and no design standards apply, so the proposed design is generally appropriate. The proposal partially furthers Policy II.B.5l-quality design/new development.

B.7. Activity Centers

Goal: To expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

The subject site is in designated Activity Center- the American Square Community Activity Center. The proposal generally would not strengthen concentrations of moderate and high-density land use because development with a very low floor area ratio (FAR) of 0.025 (1200 sf building/48,082 sf site) would result. This would not be moderate or high density land use; it would be low density. Development in the proposed location could generally reduce urban sprawl and auto travel needs because the area is already developed and centrally located. However, the use, by its nature, would promote auto travel and would not result in a site that is "very accommodating to the pedestrian"

and with moderate FARs (0.3 to 1.0). In sum, the proposal generally does not further the Activity Centers Goal.

C.1. Environmental Protection and Heritage Conservation- Air Quality

Policy II.C.1e: Hydrocarbon emissions from gasoline handling processes shall be minimized.

The proposed fueling station would be required to obtain a permit and comply with Federal and local air quality regulations (see also B of this Section), the purpose of which is to minimize emissions from gasoline handling and dispensing activities. Though the proposal would generally further this policy, compliance with applicable air quality regulations would be ensured through another process.

D.4. Community Resource Management- Transportation and Transit

Goal: To develop corridors, both streets and adjacent land uses that provide a balanced circulation system, efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

The proposed development in the Carlisle Blvd. corridor would result in an adjacent, service use that is efficiently placed for vehicular access and use, though alternatives to automobile travel would not be encouraged to the extent that they could be. More pathways, connections to existing pathways and non-vehicular access points would help balance the circulation system and support non-vehicular transportation modes in this transit corridor. The proposal partially furthers Transportation and Transit Goal II.D.4.

Policy II.D.4g: Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

Though a connection would be provided, pedestrian opportunities are generally not promoted or as integrated into the development as they could be. There's an opportunity to connect to existing pathways on the site's western side, but the proposed site layout precludes it. A connection to Carlisle Blvd. would help, especially since this is a busy transit corridor. The proposal partially furthers Policy II.D.4g- pedestrian opportunities /development /safe and pleasant conditions.

D.6. Community Resource Management- Economic Development

Goal: To achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

In a general sense, the proposal would provide new economic development and some employment opportunities. However, the range of skills and salary levels is probably limited and the development would not be diversified. The proposal partially furthers the Economic Development Goal.

B) Air Quality Regulations

In January 2008, the US Environmental Protection Agency (EPA) published a final rule to regulate Gasoline Dispensing Facilities (GDFs). It is one of the rules that comprise the National Emission Standards for Hazardous Air Pollutants (NESHAPs). The rule applies to GDFs that are area sources (smaller than major sources) of air pollutants.

The proposed fueling station would be subject to this Federal rule and also to local air quality regulations, the Albuquerque/Bernalillo County Air Quality Control Board (AQCB) regulations which are housed at the State level. Gas stations, like other small area sources such as dry cleaners and back-up generators, must obtain an air quality permit. Volatile Organic Compounds (VOCs) are regulated and Oxygenated Fuels are required during the winter pollution season. For more information, please refer to the City's Environmental Health Department Website, and go to Air Quality Division: <http://www.cabq.gov/airquality/> For regulations, the link is: <http://www.cabq.gov/airquality/air-quality-control-board/regulations-and-ordinances>

V. SITE DEVELOPMENT PLAN SET

The proposal consists of two parts, A and B, below:

A) Site Development Plan for Subdivision Amendment

The smaller, approx. 1.2 acre subject site is a portion of the larger, approx. 55 acre site development plan for subdivision for the American Square Shopping Center (Z-86-12). The applicant proposes to amend this site development plan for subdivision to create the smaller tract, which would be bounded by Phoenix Ave. to the south, Carlisle Blvd. to the east, and drive-aisles to the north and west. The replatting action would occur at the Development Review Board (DRB), after the conclusion of the EPC process.

Since the request is for an amendment to the existing American Square site development plan for subdivision, an exhibit is sufficient to show the new, proposed lot lines. The elements of the definition of site development plan for subdivision (Zoning Code §14-16-1-5) are required to be addressed for new site development plans for subdivision.

B) Site Development Plan for Building Permit

The applicant proposes to develop a fueling station, with ten pumps and a 1,200 square foot (sf) convenience store, on an approx. 1.2 acre portion of the parking lot (the "subject site.") of a retail furniture store.

Note: Most of the following analysis was updated based on the intermediate Version 2 of the site development plan, received the afternoon of February 5th (after the deadline). The final Version 2, received the morning of February 7th, appears to be substantially similar. However, review is not complete as of this writing.

Site Plan Layout / Configuration

The proposed convenience store building would be located in the approximate middle of the subject site. The canopy is oriented north-south, with the long side facing Carlisle Blvd. Landscaping areas are proposed on the eastern, southern and western sides. A drive-aisle is proposed on the site's northern side. A row of parking would front Carlisle Blvd. The refuse enclosure is proposed near the site's northeastern corner. Bollards are now called out and the gate is now the same height as the wall. See comments from Solid Waste, Refuse Management Division.

Associated, other items are proposed near the subject site's SW corner. These include a Redbox unit, an ice storage box and a propane exchange box. The ATM has been moved inside the building. It's unclear where the air vacuum unit was relocated to. Staff suggested that some items be moved, since the close proximity of so many services could cause conflict between vehicles, and possibly pedestrians, as multiple customers try to use the services. For instance, the Redbox unit would be safer and easier to use if it were close to the building. There's plenty of room for the air vacuum unit near the site's SE corner.

Public Outdoor Space

Public outdoor space and outdoor seating are not required. The proposed building is less than 60,000 sf and no façade exceeds 100 feet [Ref: 14-16-3-18(C)(4) and (C)(3)]. (D)(3), outdoor space for employees, is also not required.

Vehicular Access & Circulation

Vehicular access is from two, existing locations: between Phoenix and Claremont Aves. and from Phoenix Ave. No new access points are proposed. Vehicles would enter either location, and turn either south or north to reach the site's two entry points, which are from a north-south drive aisle along the site's western side.

Trucks would enter the site in the same manner, and would stop to refill the underground storage tanks on the site's western side. Truck size (ex. WB 65) has not been specified. The travel path for heavy vehicles needs to be shown (see Transportation comment).

A Traffic Impact Study (TIS) was not required because the proposed project does not meet the applicable threshold, which is 16 pumps.

The Carlisle Blvd. Corridor Study (see also p. 3 of this report) recommends that the Planning Department have the developer address traffic operations at the Carlisle Blvd./Claremont Ave. intersection (p. 71). Though comments from Traffic Engineering Operations (part of the Department of Municipal Development-DMD) were not provided, transportation issues will be addressed through the Development Review Process (DRB). Comments from Transportation Staff will be incorporated into a revised site development plan, which the DRB will review.

Parking

Required parking is calculated pursuant to Zoning Code §14-16-3-1. For retail uses, one space is required for every 200 sf of building area for the first 15,000 sf of a building. In this case, 1200 sf/200= 6 required parking spaces, one of which must be handicap. One motorcycle space (equal to ½ of a parking space) is required in addition. 6.5 parking spaces need to be shown.

Nine regular parking spaces, one handicap space, and one motorcycle space are proposed along the site's eastern side, facing Carlisle Blvd. The regular spaces are 9 feet wide and 18 feet long, which are compliant dimensions. 6 spaces are required and 10 are provided.

Bicycle parking is required at the rate of 1 space/20 parking spaces, with a minimum of 2 bicycle spaces per premise. A two-space bike rack is proposed near the proposed pedestrian connection to Carlisle Blvd. Bicycle parking needs to be included by the parking calculations.

Pedestrian and Bicycle Access and Circulation, Transit Access

Carlisle/Montgomery Blvd. is a well-utilized transit route (Route #5) and Menaul Blvd., an enhanced transit corridor, is nearby. Therefore, pedestrian connections are particularly important in this area. A transit shelter is nearby, just north of Claremont Ave.

A 6 foot, striped crosswalk is proposed from the HC space to the southern store entrance. Pursuant to Zoning Code 14-16-3-1(H), Off-Street Parking Regulations, the crosswalk needs to be clearly demarcated with special paving or pavement marking or a permanent nature. The intent of Subsection (H) is to "accommodate the inter-related movement of vehicles, bicycles and pedestrians, safely and conveniently, both within the proposed development and to and from the street and the surrounding areas, and to contribute to the attractiveness of the development."

Staff suggests scored concrete to match the existing pathways in the shopping center (see attached photo, Figure 5). Also, the pathway dead-ends at the edge of the canopy and should be extended to at least reach the store entrance.

A pedestrian connection is now proposed from Carlisle Blvd. to the proposed development. It is a 6 foot sidewalk crossing the landscape buffer, then turning into a pathway of jointed concrete as it traverses the parking lot. This pathway needs to be at least 6 feet wide. Also, as above, it dead ends at the edge of the canopy and should be extended to at least reach the store entrance. A pedestrian entrance from Phoenix Ave., near the Redbox, ice storage, etc. is also now proposed.

Walls/Fences

No walls, fences or retaining walls are proposed.

Landscaping* **Analysis Not Updated from v. 1*

Scope: Landscaping is proposed along the subject site's western, southern and eastern sides. Street trees are required along Carlisle Blvd. and Phoenix Ave. pursuant to the Street Tree Ordinance (Some existing street trees will remain, and others are proposed for replacement.

Existing parking lot trees, 11 total, would be removed. One parking lot is required for every 10 spaces, so 1 is required. Staff suggests keeping the tree at the site's NW corner, since it's in the proposed landscape area, to count as the required parking lot tree. A couple of Purple Leaf Plum is proposed as ornamental trees. All trees are medium water use. Blue Juniper, a low-water use evergreen, is also proposed. Staff suggests replacement with a less allergenic species.

Shrubs proposed include Rio Bravo Rainsage, Winter Green Barberry and Waterer Spirea. Proposed ornamental grasses are Threadgrass and Indian Rice Grass. A desert accent, such as the Claret Cup

cactus used across the street would add color. Cobble mulch is proposed, but the color needs to be specified.

Requirements: Zoning Code §14-16-3-10, Landscaping Regulations Applicable to Apartment and Non-Residential Development, applies. The minimum requirement for 75% coverage with living, vegetative materials appears to not be met in places, such as the southwestern landscape buffer. A few more plants are needed there. Note that tree canopy does not count.

The landscaping calculations need to be revised based on counting the building size as 1,200 sf. The canopy is not a building and should not be included. The requirement for 15% coverage of the net lot area would still be met. However, with the revisions, the coverage would not be 21%. It would be approx. 18.5%. The landscape beds need to be dimensioned.

Standard City notes, such as the landscape maintenance being the responsibility of the property owner, are not included but should be. It is standard practice for landscaping details (planting, irrigation, etc.) to be on a separate detail sheet. This is needed here to make the landscaping plan easier to read.

It is difficult to distinguish existing and proposed. For example, a site visit reveals that a hedge exists along Menaul Blvd. It looks proposed, and the cross-hatching makes the landscaping plan hard to read. Grey gravel already exists, though rock cobble and cedar bark mulch are proposed to be added to, apparently, a portion of these areas.

Street Trees: Street trees are required pursuant to the Street Tree Ordinance (§ 6-6-2-1). Some existing street trees are proposed to remain, and others are proposed to be removed and replaced. It's hard to distinguish existing and proposed.

After a site visit, Staff finds that large, established, healthy trees exist on three sites of the site and do not need to be replaced. Same for the tree near the site's NW corner. The existing Sycamore Maple along Menaul Blvd. are healthy, mature and consistent with other trees in the shopping center. There's no compelling reason to replace them with 2 inch caliper trees that would take many years to reach a similar size. Afghan Pine is not suitable for a street tree, though it could be used elsewhere on site. Street trees need to be canopy forming.

The Purple Robe Locust on the site's southern side function more as parking lot trees but should remain. A couple of street trees should be added closer to the sidewalk. It's unclear why no landscaping is proposed in the large area closer to Phoenix Ave. (see photo attachment). This area needs to be brought into compliance for the 75% coverage and street tree requirements.

There are some inconsistencies between the legend and what's shown/not shown on the landscaping plan. Three tree types need to be added to the legend: existing trees in the SE corner, trees proposed along Phoenix Ave., and the existing trees along Carlisle Blvd.

Water Harvesting: For new build sites, landscape areas should be at grade with the parking areas so that runoff water can be used for supplemental irrigation. In this case, the landscaping areas already

exist. Staff recommends they be disturbed as little as possible (see also Street Trees, above), except as needed to comply with landscaping requirements.

Lighting

Two single-fixtured light poles and two double-fixtured light poles exist on the eastern and southern sides of the subject site, respectively (see Utility Plan). Two single-fixtured light poles are proposed on the site's western side. A four-fixtured light pole exists near the western and northern boundaries of the site.

Zoning Code §14-16-3-9, Area Lighting Regulations, states that the maximum light pole height for sites less than 5 acres is 20 feet. A standard light pole detail, indicating height from grade, color and finish, is needed to demonstrate compliance.

Zoning Code §14-16-3-18(D)(6), non-residential design standards, is specific to gas fueling canopies. Regarding lighting, under-canopy lighting is required to be recessed and canopy fascia shall not be internally illuminated. A total of 28, square light panels are proposed under the canopy. They would be recessed, but it's unclear if they'd be internal to the canopy fascia.

The photometric plan shows lighting location and intensity on the site (pole lighting and underneath the canopy) and about 50 feet from the site's borders, as (probably) measured in footcandles (fc). The measurements are greatest where the light is shining, and decline with increased distance from the light source. LED pole lights and canopy lights are proposed. Details for these fixture types are included. One wall-pack light is proposed on the western elevation.

Security

Police Department Staff suggest the use of video surveillance cameras to view the entire interior and exterior, and that the cameras should be recorded and monitored for historical and real-time use. This would help improve security, especially given the proposed ATM and other associated uses (ice, propane, etc.) and because the area is prone to crime. The cameras would also help for passive surveillance, since the clerks would face west and there are no functional windows on the eastern elevation.

Grading & Drainage Plan

The subject site slopes downward, approximately from southeast to northwest, with about a 7 foot elevation change. Contour elevations range from $\approx 5,150$ ft. near the eastern side to $\approx 5,143.5$ near the NW corner. No ponding areas are indicated. Existing and proposed grading contours are shown at one-foot intervals.

A drainage narrative, which is a description of existing site topography and any proposed grading, is required. Ponding, water flow direction and storm water collection also need to be addressed. A map showing the subject site's flood zones is typically included. The grading notes provided are a start, but they aren't sufficient in terms of the standard information needed for this local process.

Utility Plan

A new water line is proposed from the building's western side, to connect to the existing water line along Phoenix Ave. A new sanitary sewer line is proposed near the building's SE corner. It will connect to the existing sanitary sewer line at Carlisle Blvd. There is an existing fire hydrant on the south side of Phoenix Ave., near Carlisle Blvd.

Architecture

The proposed, 1,200 sf building is one of the applicant's prototype architectural designs. It would be approx. 14 feet tall and situated underneath the canopy. The top of the canopy would be 18.75 feet from the ground and mounted on brown, painted poles; the canopy itself is 3.75 feet tall. The building would consist of lighter and darker, variegated CMU blocks, with a red band on top and a wider, silver band on top of that (see attachment). An approx. 8 inch gap would be between the building top and the canopy bottom.

Entrances, proposed on the north and south sides of the building, would be framed in red with doors finished in aluminum. No windows are proposed, though windows could be helpful for passive surveillance. A blank elevation (eastern elevation) would face Carlisle Blvd.; decorative windows at a minimum would improve the façade. The elevations need to include a scale and additional dimensions.

Zoning Code §14-16-3-18(D) contains design standards for all non-residential uses. (D)(6) is specific to gas fueling canopies, and states that such canopies and fascia shall be similar in color and texture to the major building on a site. Under-canopy lighting is required to be recessed and canopy fascia shall not be internally illuminated. The canopy would be a combination of silver and red and would be similar to the building.

Signage

A monument sign is proposed near the site's SE corner. The monument sign detail, which should be on a detail sheet, needs to be to scale and indicate all colors and materials. The sign face needs to be dimensioned and the illumination indicated. Similar sign details are needed for the building-mounted and other signs proposed (see below). There's plenty of room on the elevations sheet to provide the customary details for building-mounted signs: dimensions, colors, materials and illumination (if any).

Zoning Code §14-16-3-2(B)(4), Shopping Center regulations, state that one on-premise free-standing sign is allowed for every 300 feet of street frontage on arterial and collector streets. Carlisle Blvd. is an Urban Minor Arterial. Phoenix Ave. is a local street, so such signage is not allowed along it. The proposed site development plan for subdivision doesn't show the amount of street frontage along Carlisle Blvd. for the SC site. There's about 244 feet between the north and south property lines, which is not enough to allow a free-standing sign. However, because this is a SC site, the frontage between Claremont Ave. and Menaul Blvd. (approx. 1,258 feet) is used so the proposed sign is allowed.

Signage is proposed on the canopy. The west and east canopy elevations would have the brand signage and the fuel price signage. The north and south canopy elevations would have just the fuel price signage. Two signs, mounted on canopy poles, are proposed near the building's north and south sides, for a total of four. The color rendering does not match; it doesn't show the signs on poles but

does show a welcome sign above the entrance on one of the elevations, though the welcome sign is probably proposed for both the north and south elevations.

The mounted signs are not dimensioned on the elevations, though they should be. A table of signage types and dimensions was recently added.

VI. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

City Departments and other agencies reviewed this application from 12/3/'12 to 12/14/'12. Zoning Staff provided comments regarding compliance with Zoning Code General Regulations, including Parking (§14-16-3-1), General Building and Site Design (§14-16-3-18), Area Lighting (§14-16-3-9) and Landscaping (§14-16-3-10). Transportation Staff note that more labeling is needed on the site development plan and that compliance with the City's Development Process Manual (DPM) and ADA requirements needs to be ensured. Hydrology Staff requests that runoff does not enter from surrounding grades and that an oil/water separator be used to filter under-canopy runoff.

Albuquerque Police Department (APD) Planning recommends the use of surveillance cameras and that lighting and landscape don't conflict. The Public Service Company of New Mexico (PNM) commented regarding screening of utility facilities.

Neighborhood/Public

The affected neighborhood organizations, as cited by the Office of Neighborhood Coordination (ONC) are the Bel Air Neighborhood Association (BANA) and the District 7 Coalition of Neighborhoods (the latter because this proposal is before the EPC). Both were notified as required (see attachments). The McKinley Neighborhood Association (McKNA) is an interested party. Its boundaries are generally east of Carlisle Blvd. and north of Candelaria Rd. The BANA is also generally east of Carlisle Blvd., but is south of Candelaria Rd. Property owners within 100 feet of the larger subject site were also notified, as required.

A facilitated meeting was held as recommended. It took place on Monday, December 17, 2012 (see attachment). There is neighborhood concern about several issues, mainly alcohol sales and traffic. Some neighbors are opposed to the development. Others are not opposed to development itself, but oppose the proposal because they believe it would adversely affect quality of life in the neighborhood.

The area is already considered a higher crime area where alcohol sales are readily available. Adding more alcohol sales could worsen crime, attract more transients and keep them in the area's big-box parking lots and nearby at Miramontes Park. Traffic volume and difficult intersections are another problem that the project is believed to worsen. Carlisle Blvd. is under construction and supposed to be improved. Though this is an existing issue, most neighbors believe that the proposal would exacerbate traffic volume and circulation problems in the area and adversely affect the residential environment. Several letters in the record express these concerns.

Clarification

Staff would like to clarify the following: In the facilitated meeting report, neighbors indicated that Zoning Code restrictions address their concerns regarding certain alcohol sales. However, the C-2 zone [Ref: 14-16-2-17(A)(13)(a)] cannot guarantee that liquor miniatures, beer singles and fortified wine, etc. would not be sold. A few years ago, a decision in a lawsuit found that the City cannot regulate what the State already regulates. Therefore, the provision in (A)(13)(a) is not enforceable by the City. The State liquor license is the mechanism to specify stipulations regarding liquor sales for the proposed project.

VII. CONCLUSION

The proposal is for a site development plan for subdivision amendment and a site development plan for building permit for an approximately 1.2 acre site within the larger site known as the American Square shopping center, zoned C-2.

The applicant proposes to develop a fueling station and a 1,200 square foot (sf) convenience store with a canopy. Due to its location within 500 feet of a residential zone (R-1), a conditional use permit is required to allow the proposed alcohol sales. The hearing before the Zoning Hearing Examiner (ZHE) is scheduled for February 19, 2013 (Project #1008124/12ZHE-80377). A separate hearing before the State licensing board is also required.

The subject site is in the Established Urban Area. Overall the proposal generally furthers applicable Comprehensive Plan goals and policies. No sector plan applies.

The proposal conflicts with Activity Center policies because the use has a very low FAR (0.025), would promote auto travel and would not result in a site that is “very accommodating to the pedestrian” and with moderate FARs (0.3 to 1.0). However, in this case, the American Square Activity Center is already built-out (no vacant land exists) and no design standards apply to the site.

Neighborhoods involved are the Bel Air Neighborhood Association (BANA), the District 7 Coalition of Neighborhoods and the McKinley Neighborhood Association (McKNA). A facilitated meeting was held. There is concern about several issues, mainly alcohol sales and traffic in an area that is already negatively affected by crime, transients and traffic problems.

At this time, Staff recommends deferral to allow time for a re-review of the proposed site development plan set. Conditions of approval would be needed for clarification, to ensure compliance with local regulations and to bring the submittal in line with local standards.

FINDINGS – 12EPC-40078 – February 14, 2013 – Site Development Plan for Subdivision Amendment

1. The request is for an amendment to the American Square site development plan for subdivision (Z-86-12), an approximately 57 acre site consisting of Blocks A-1-A1, B-1-A, C and D; and Tracts E-1-A, F-1-A, F-1-B-1 and F-1-B-2 American Square, located at the northwest corner of Carlisle and Menaul Boulevards, zoned C-2.
2. The applicant proposes to amend the above-referenced site development plan for subdivision to create an approximately 1.2 acre site from a portion of Block A-1-A1. No changes are proposed to the information required pursuant to the definition of site development plan for subdivision. No design standards apply.
3. The request is accompanied by a request for a site development plan for building permit for the approximately 1.2 acre portion of Block A-1-A1 (12EPC-40079). The applicant proposes to develop a fueling station and convenience store.
4. Staff recommends deferral of this request. Overall, the site development plan set is not ready for full consideration. The revised set (version 2) was not received by the final deadline of February 4, 2013 at 9 am. Though the lack of building elevations, signage details, and issues with the landscaping plan and the grading and drainage plan, pertain to the associated site development plan for building permit, the requests are mutually dependent and should be considered together.
5. The Albuquerque/Bernalillo County Comprehensive Plan, the City of Albuquerque Zoning Code and the Carlisle Boulevard Corridor Study- Final Report are incorporated herein by reference and made part of the record for all purposes.
6. The subject site is located in the Established Urban Area of the Comprehensive Plan. No Sector Development Plans apply. The subject site is located in a designated Activity Center, the American Square Community Activity Center. Menaul Boulevard is an Enhanced Transit Corridor.
7. The request generally furthers the following, applicable policies:
 - A. Policy II.B.5j- new commercial development/location: The proposed fueling station and convenience store would be located in a larger, area-wide shopping center, generally where new commercial development should be located, that is zoned C-2 and has access to mass transit.

- B. Policy II.C.1e- emissions/gas handling: The proposed fueling station would be required to comply with Federal and local air quality regulations, the purpose of which is to minimize emissions from gasoline handling and dispensing activities.
8. The request partially furthers the following, applicable Goal and policies.
- A. Economic Development Goal: The proposal would provide new economic development and some employment opportunities. However, the range of skills and salary levels is probably limited and the development would not be diversified.
- B. Policy II.B.5d-neighborhood /environmental/ resources: The proposed fueling station and convenience store, located in an existing shopping center, would be generally appropriate for a commercial area. The proposed design would be generally consistent with existing development; there's a lot of variation in the area. However, there is strong neighborhood concern about traffic/roadway capacity and alcohol sales, which could result in adverse impacts to businesses and the nearby park.
- C. Policy II.B.5i-employment/service use location: The proposed service use would be located across Carlisle Blvd. from the existing residential area to the east, which would generally help minimize adverse effects of noise and lighting. However, increased traffic may impact the residential environment.
- D. Policy II.B.5k- land adjacent to arterial streets: The subject site is adjacent to Carlisle Blvd., an Urban Minor Arterial. Neighbors are concerned about traffic volume, operations and safety. It's unknown the extent to which the proposed use would generate new traffic, or if it would take advantage of the area's already high traffic flows. Neighbors believe that additional vehicle and truck traffic could adversely affect them. A Transportation Impact Study (TIS) was not required.
- E. Policy II.B.5l-quality design/new development: The proposed building design is not innovative; it is franchise architecture typical of the brand. However, many examples of franchise architecture are found in the area and no design standards apply, so the proposed design is generally appropriate.
9. The request partially furthers the Transportation and Transit Goal and Policy II.D.4g- pedestrian opportunities /development /safe and pleasant conditions. The resulting service use would be efficiently placed for vehicular access, though alternatives to automobile travel would not be encouraged to the extent they could be. More connections (Goal) and better integration of pedestrian opportunities, such as connections to existing pathways (Policy II.D.4g), would help balance the circulation system in this busy transit corridor.

10. The proposal conflicts with Activity Center policies because the use has a very low FAR (0.025), would promote auto travel and would not result in a site that is “very accommodating to the pedestrian” and with moderate FARs (0.3 to 1.0). However, in this case, the American Square Activity Center is already built-out and has no design standards.
11. The neighborhood organizations required to be notified are the Bel Air Neighborhood Association (BANA) and the District 7 Coalition of Neighborhoods. The McKinley Neighborhood Association (McKNA) is an interested party. A facilitated meeting was held on December 17, 2012. There is neighborhood opposition, based mainly on alcohol sales and traffic. Some neighbors are opposed to the development outright; others are opposed because they believe it would adversely affect quality of life in the neighborhood.
12. Staff recommends deferral of this request because the revised site development plan set was not received by the final deadline of February 4, 2013 at 9 am. Staff needs time to conduct a thorough re-review and update written information as needed. Major changes to site layout and design are not expected. Rather, the revisions would mostly consist of meeting Zoning Code regulations and bringing the submittal in-line with local requirements.
13. Minor conditions of approval would be needed to provide clarification and ensure compliance with applicable regulations.

RECOMMENDATION – 12EPC-40078 – February 14, 2013 – Site Development Plan for Subdivision Amendment

DEFERRAL of 12EPC-40078, a request for Site Development Plan for Subdivision Amendment for Blocks A-1-A1, B-1-A, C and D; Tracts E-1-A, F-1-A, F-1-B-1 and F-1-B-2, American Square, approximately 55 acres, for 30 days, based on the preceding findings.

FINDINGS – 12EPC-40079 – February 14, 2013 – Site Development Plan for Building Permit

1. The request is for a site development plan for building permit for an approximately 1.2 acre portion of Block A-1-A1 (the “subject site”) of the approximately 57-acre American Square shopping center, located at the northwest corner of Carlisle and Menaul Boulevards, zoned C-2.
2. Staff recommends deferral of this request. Overall, the site development plan set is not ready for full consideration. The revised set (version 2) was not received by the final deadline of February 4, 2013 at 9 am. No building elevations or signage details were provided. Items on the December

18, 2012 project memo have not been addressed. The landscaping plan and grading and drainage plan need to be consistent with local standards.

3. The applicant proposes to develop a fueling station, with ten pumps and a 1,200 square foot (sf) convenience store, on an approximately 1.2 acre portion of the parking lot of a retail furniture store. The subject site is adjacent west of Carlisle Boulevard and adjacent north of Phoenix Avenue.
4. Due to its location within 500 feet of a residential zone (R-1), a conditional use permit to allow alcohol sales is required [ref: §14-16-2-17(B)(18)]. The hearing before the Zoning Hearing Examiner (ZHE) was scheduled for January 15, 2013 (Project #1008124/12ZHE-80377), but was deferred to February 19, 2013 and will occur after the EPC hearing.
5. The request is accompanied by a request for an amendment to the American Square Shopping Center site development plan for subdivision (12EPC-40079). The applicant proposes to create an approximately 1.2 acre tract on Block A-1-A1.
6. The Albuquerque/Bernalillo County Comprehensive Plan, the City of Albuquerque Zoning Code and the Carlisle Boulevard Corridor Study are incorporated herein by reference and made part of the record for all purposes.
7. The subject site is located in the Established Urban Area of the Comprehensive Plan. No Sector Development Plans apply. The subject site is located in a designated Activity Center, the American Square Community Activity Center. Menaul Boulevard is an Enhanced Transit Corridor.
8. The request generally furthers the following, applicable policies:
 - A. Policy II.B.5j- new commercial development/location: The proposed fueling station and convenience store would be located in a larger, area-wide shopping center, generally where new commercial development should be located, that is zoned C-2 and has access to mass transit.
 - B. Policy II.C.1e- emissions/gas handling: The proposed fueling station would be required to comply with Federal and local air quality regulations, the purpose of which is to minimize emissions from gasoline handling and dispensing activities.

9. The request partially furthers the following, applicable Goal and policies.
 - A. Economic Development Goal: The proposal would provide new economic development and some employment opportunities. However, the range of skills and salary levels is probably limited and the development would not be diversified.
 - B. Policy II.B.5d-neighborhood /environmental/ resources: The proposed fueling station and convenience store, located in an existing shopping center, would be generally appropriate for a commercial area. The proposed design would be generally consistent with existing development; there's a lot of variation in the area. However, there is strong neighborhood concern about traffic/roadway capacity and alcohol sales, which could result in adverse impacts to businesses and the nearby park.
 - C. Policy II.B.5i-employment/service use location: The proposed service use would be located across Carlisle Blvd. from the existing residential area to the east, which would generally help minimize adverse effects of noise and lighting. However, increased traffic may impact the residential environment.
 - D. Policy II.B.5k- land adjacent to arterial streets: The subject site is adjacent to Carlisle Blvd., an Urban Minor Arterial. Neighbors are concerned about traffic volume, operations and safety. It's unknown the extent to which the proposed use would generate new traffic, or if it would take advantage of the area's already high traffic flows. Neighbors believe that additional vehicle and truck traffic could adversely affect them. A Transportation Impact Study (TIS) was not required.
 - E. Policy II.B.5l-quality design/new development: The proposed building design is not innovative; it is franchise architecture typical of the brand. However, many examples of franchise architecture are found in the area and no design standards apply, so the proposed design is generally appropriate.
10. The request partially furthers the Transportation and Transit Goal and Policy II.D.4g- pedestrian opportunities /development /safe and pleasant conditions. The resulting service use would be efficiently placed for vehicular access, though alternatives to automobile travel would not be encouraged to the extent they could be. More connections (Goal) and better integration of pedestrian opportunities, such as connections to existing pathways (Policy II.D.4g), would help balance the circulation system in this busy transit corridor.
11. The proposal conflicts with Activity Center policies because the use has a very low FAR (0.025), would promote auto travel and would not result in a site that is "very accommodating to the pedestrian" and with moderate FARs (0.3 to 1.0). However, in this case, the American Square Activity Center is already built-out and has no design standards.

-
12. A Traffic Impact Study (TIS) was not required because the proposed gas station does not meet the applicable threshold of sixteen pumps.

 13. The neighborhood organizations required to be notified are the Bel Air Neighborhood Association (BANA) and the District 7 Coalition of Neighborhoods. The McKinley Neighborhood Association (McKNA) is an interested party. A facilitated meeting was held on December 17, 2012. There is neighborhood opposition, based mainly on alcohol sales and traffic. Some neighbors are opposed to the development outright; others are opposed because they believe it would adversely affect quality of life in the neighborhood.

 14. Staff recommends deferral of this request because the revised site development plan set was not received by the final deadline of February 4, 2013 at 9 am. Staff needs time to conduct a thorough re-review and update written information as needed. Major changes to site layout and design are not expected. Rather, the revision would mostly consist of meeting Zoning Code regulations, particularly landscaping, and bringing the submittal in-line with local requirements.

 15. Several conditions of approval would be needed to provide clarification, ensure compliance with applicable regulations, improve the extent to which certain policies are furthered and bring the submittal in line with local standards.

RECOMMENDATION – 12EPC-40079 – February 14, 2013 – Site Development Plan for Building Permit

DEFERRAL of 12EPC-40079, a request for Site Development Plan for Building Permit for an approximately 1.2 acre portion of American Square, an approximately 55 acre site consisting of Blocks A-1-A1, B-1-A, C and D; Tracts E-1-A, F-1-A, F-1-B-1 and F-1-B-2, American Square, for 30 days based on the preceding findings.

***Catalina Lehner, AICP
Senior Planner***

Notice of Decision cc list:

Zane Ross, Galloway & Co., Inc., 5300 DTC Parkway, Suite 100, Greenwood Village, CO 80111
Barb Johnson, 2700 Hermosa NE, Albuquerque, NM 87110
Bill Hoch, 813 Calle del Corte NE, Albuquerque, NM 87110
Lynne Martin, 1531 Espejo NE, Albuquerque, NM 87110

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

- Provide 1 -4'x8' Motorcycle parking space w/ 12"x18" sign visible from the entrance of the building and mounted @ a min. 48" AFG.
- Provide a 6ft wide pedestrian connection to the public sidewalk.
- Provide a bicycle rack with a minimum of 2 spaces.
- A note should be added that the development shall comply with the General Building and Site Design Regulations section 14-16-3-18
- Provide overall height of parking lot light poles to comply with section 14-16-3-9 Area Lighting Regulations.
- Are any of the 3 existing street trees scheduled to be removed going to be replaced? If not, please demonstrate how project will comply with the Street Tree ordinance.

Office of Neighborhood Coordination

Bel Air Neighborhood Association (NA)
District 7 Coalition of Neighborhoods

Long Range Planning

Metropolitan Redevelopment

The subject property is not within a Redevelopment Area, and therefore Metropolitan Redevelopment Section staff have no comments on this application.

CITY ENGINEER

Transportation Development Services

Site Development Plan for Building Permit:

- Clearly show the heavy vehicle pathway for this site. The pathway cannot cross into incoming traffic.
- A separate Site Plan for Building Permit must be provided.
- Portions of the existing access easement are encumbered by sidewalk, curb & gutter, and landscaping. Provide clarification.
- A six-foot wide, ADA accessible, pedestrian pathway is required from Carlisle to the building.
- A six-foot wide, ADA accessible, pedestrian pathway is required from the ADA parking to the building.
- Provide/label/detail all dimensions, classifications and proposed infrastructure within the site.
- All easements must be shown and labeled on Site Plan. Provide recording information.

- Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.

Site Development Plan for Subdivision:

- Provide the previously approved site development plan for subdivision for comparison.
- A replat will be required.
- A separate Site Development Plan for Subdivision and Site Development Plan for Building Permit shall be provided.
- Portions of the existing access easement are encumbered by sidewalk, curb & gutter, and landscaping.
- All easements need to be shown and labeled on Site Plan. Provide recording information.
- Demonstrate that the signs and landscaping do not interfere with the sight distance of the entrances. Please add the following note to the Landscaping Plan: "Landscaping and signing will not interfere with clear sight requirements. Therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in this area."

Hydrology

Site Development Plan for Building Permit:

- Applicant shall separate sheets applicable to Site Plan for Subdivision and others that are applicable to Site Plan for Building Permit and to be labeled as such.
- The applicant shall provide a conceptual grading and drainage plan that is labeled Conceptual Grading and Drainage Plan. Grades shall be proposed under the canopy/around the pumps such that runoff does not enter from surrounding grades and runoff from under the canopy shall drain into drop inlets then through an oil/water separator before leaving the site or entering the SAS.

Site Development Plan for Subdivision:

- Applicant shall separate sheets applicable to Site Plan for Subdivision and others that are applicable to Site Plan for Building Permit and to be labeled as such.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

- Reviewed, and no comments regarding on-street bikeways or roadway system facilities.

Traffic Engineering Operations

- No comments received.

Street Maintenance

- No comments received.

New Mexico Department of Transportation (NMDOT)

- No comments received.

**RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT
and NMDOT:**

Conditions of approval for the proposed Site Development Plan for Building Permit and Site Development Plan for Subdivision shall include:

Site Development Plan for Building Permit

1. Clearly show the heavy vehicle pathway for this site. The pathway cannot cross into incoming traffic.
2. A separate Site Plan for Building Permit must be provided.
3. Portions of the existing access easement are encumbered by sidewalk, curb & gutter, and landscaping. Provide clarification.
4. A six-foot wide, ADA accessible, pedestrian pathway is required from Carlisle to the building.
5. A six-foot wide, ADA accessible, pedestrian pathway is required from the ADA parking to the building.
6. Provide/label/detail all dimensions, classifications and proposed infrastructure within the site.
7. All easements must be shown and labeled on Site Plan. Provide recording information.
8. Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
9. Demonstrate that the signs and landscaping do not interfere with the sight distance of the entrances. Please add the following note to the Landscaping Plan: "Landscaping and signing will not interfere with clear sight requirements. Therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in this area."
10. Applicant shall separate sheets applicable to Site Plan for Subdivision and others that are applicable to Site Plan for Building Permit and to be labeled as such.
11. The applicant shall provide a conceptual grading and drainage plan that is labeled Conceptual Grading and Drainage Plan. Grades shall be proposed under the canopy/around the pumps such that runoff does not enter from surrounding grades and runoff from under the canopy shall drain into drop inlets then through an oil/water separator before leaving the site or entering the SAS.

Site Development Plan for Subdivision

1. Provide the previously approved site development plan for subdivision for comparison.
2. A replat will be required.
3. A separate Site Development Plan for Subdivision and Site Development Plan for Building Permit shall be provided.
4. Portions of the existing access easement are encumbered by sidewalk, curb & gutter, and landscaping.
5. All easements need to be shown and labeled on Site Plan. Provide recording information.

6. Applicant shall separate sheets applicable to Site Plan for Subdivision and others that are applicable to Site Plan for Building Permit and to be labeled as such.

WATER UTILITY AUTHORITY

Utility Services

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

Open Space Division

No adverse comments.

POLICE DEPARTMENT/Planning

No specific Crime Prevention or CPTED comments concerning the proposed Site Development Plan for Subdivision or Site Development Plan for Building Permit requests at this time.

- Proposed lighting and new/old landscaping should not be in conflict
- Video surveillance cameras should view the entire interior and exterior
- Cameras should be recorded and monitored for historical and real-time use

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved. They need 4 bollards inside enclosure, not 2, and must comply with the SWMD's specifications and ordinance.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Project # 1009517 12EPC-40078 SITE DEVELOPMENT- SUBDIVISION 12EPC-40079 SITE	Adjacent and nearby routes	None
	Adjacent bus stops	None
	Site plan requirements	None.
	Large site TDM suggestions	None.

<i>DEVELOPMENT- BUILDING PERMIT</i>	Other information	None.
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COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Block A-1-A1, is located on Phoenix Ave NE between Menaul Blvd NE and Claremont Ave NE. The owner of the above property requests approval of a Site Development Plan for Subdivision and a Site Development Plan for Building Permit to allow for a Murphy Express gas station and convenience kiosk. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

1. 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.
2. Screening should be designed to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance and repair purposes. Please refer to the PNM Electric Service Guide at www.pnm.com for specifications.
3. On Sheet 1 of 1, please correct the information under "Utility Company Contacts" as follows:

PNM – Electric Service
Mike Moyer
4201 Edith Boulevard NE
Albuquerque, NM 87107
Phone: (505) 241-3697
Fax: (505) 241-3415