



**Environmental
Planning
Commission**

**Agenda Number: 5
Project Number: 1005280
Case #s: 13EPC-40124 & 40125
August 8, 2013**

Staff Report

Agent	Consensus Planning, Inc.
Applicant	JMD-McMahon, LLC
Requests	Site Dev. Plan for Subdivision Amendment Site Dev. Plan for Building Permit
Legal Description	Lots 6 and 7, McMahon Marketplace
Location	5700 McMahon Blvd. NW, between Unser Blvd. and Fineland Dr.
Size	Approximately 1.55 acres
Existing Zoning	EPC approved SU-1 for C-1 Uses

Staff Recommendation

APPROVAL of Case 13EPC-40125 based on the Findings beginning on Page 11, and subject to the Conditions of Approval beginning on Page 12.

APPROVAL of Case 13EPC-40124 based on the Findings beginning on Page 13, and subject to the Conditions of Approval beginning on Page 14.

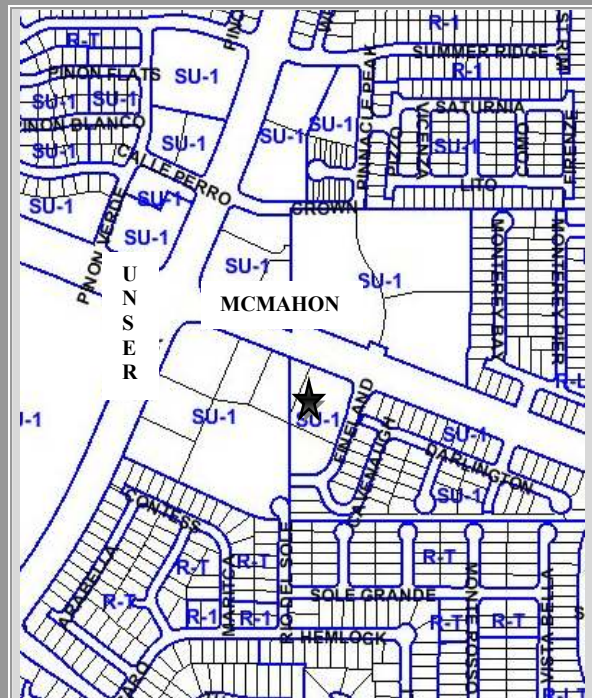
**Staff Planner
Chris Glore, Planner**

Summary of Analysis

This dual request is for Lots 6 and 7, McMahon Marketplace, located at 5700 McMahon Blvd. NW, between Unser Blvd. and Fineland Dr. The subject site is within the boundaries of the West Side Strategic Plan Plan and is zoned SU1 for C1 Uses. The applicant proposes to shift the boundary between Lot 6 and 7, and develop Lot 7 with a new restaurant with drive-through service.

Adjacent residents, the Tuscany Neighborhood Association and the Westside Coalition of Neighborhood Association were notified. Some opposition to the requested addition of a second vehicular access to Fineland Dr. remains.

The requests are consistent or partially consistent with applicable policies of the Comprehensive Plan and the West Side Strategic Plan. Some changes to the site development plan have been identified in the recommended conditions of approval.



5700 McMahon Blvd. NW, between Unser Blvd. and Fineland Dr.

City Departments and other interested agencies reviewed this application from 7/1/2013 to 7/15/2013. Agency comments used in the preparation of this report begin on Page 17.

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	SU-1 for C-1 Uses	Established Urban Area; West Side Sector Plan	Vacant
North	SU-1 for C-1 Uses	Established Urban Area; West Side Sector Plan	Vacant
South	SU-1 for C-1 Uses RT	Established Urban Area; West Side Sector Plan	Vacant Residential
East	SU-1	Established Urban Area; West Side Sector Plan	Single-Family Residential
West	SU-1 for C-1 Uses	Established Urban Area; West Side Sector Plan	Commercial & Vacant

II. INTRODUCTION

Proposal

This two-part request is for a Site Development Plan for Subdivision (SPS) Amendment and Site Development Plan for Building Permit (SPBP) for Lots 6 and 7, McMahon Marketplace (the “subject site”). The subject site contains approximately 1.55-acres of land and is located at 5700 McMahon Blvd. NW, between Unser Blvd. and Fineland Dr. The subject site is within the 12.136-acre McMahon Marketplace subdivision and within the boundaries of the Rank II Westside Strategic Plan.

The site is currently zoned SU-1 for C-1 Uses. The site consists of two lots; Lot 7 is generally square with an irregular rear lot boundary and Lot 6 is triangular. The lots are both vacant. A Site Development Plan for Subdivision with building size (footprint) and uses, height limits, landscaping, signage and parking requirements was approved in April 2007 for the McMahon Marketplace development.

The McMahon Marketplace SPS provided for three drive-up uses along Unser Blvd., a bank, a pharmacy, and a restaurant. Through an administrative action, the bank location along Under Blvd. was changed to allow retail use without a drive-through component. The restaurant with drive-through and the pharmacy with drive through were built, and the bank with drive-up location was moved to Lot 7. The proposed SPS Amendment would modify Condition of Approval No. 4.A for the McMahon Marketplace SPS that limits the SPS development to one restaurant with drive-through, and change the use of Lot 7 from a bank with drive-up to a fast-food restaurant with drive-through, subject to the SPS design regulations.

The SPS Land Use Concept text specifies the McMahon Marketplace as “a pedestrian oriented neighborhood center with a mix of viable retail, office and restaurant users within walking distance to adjacent neighborhoods” and that “a select few drive up users are a key component of the center.” Drive up uses constitute 22% of the total building area. The revised first paragraph, last

sentence of the SPS Land Use Concept is proposed to read: “Drive-through uses shall be limited to a total of three, with two available for restaurant use within the current site plan for building permit and subdivision.”

The proposed SPS Amendment will also shift a shared lot line between Lot 6 and Lot 7 to enlarge Lot 6 and correspondingly shrink Lot 7. The proposed SPS Amendment will also add a vehicular access point to Lot 7 from Fineland Dr. and revise the development footprint on Lot 7.

The proposed SPBP provides the development details of a McDonald’s restaurant with drive-through proposed on Lot 7. Development within the SU-1 zone may only occur in conformance with an approved Site Development Plan. The requested SPS Amendment and SPBP meet the requirements of the Special Use zone.

EPC Role

The EPC is the approval body for site development plans that are required by the SU-1 Special Use Zone, §14-16-2-22. The EPC will be the final decision-making body for the proposals unless the EPC decision is appealed [Ref: §14-16-2-22(A)(1)].

History

On April 12, 2007, the EPC approved a Zone map amendment from ‘SU-1 for C-1 uses including grocery store with package liquor sales incidental to that use, restaurant with full-service liquor for on-premise consumption’ to ‘SU-1 for C-1 uses including package liquor sales incidental to a pharmacy use occupying not less than 14,000 sf’ for Lot 3, adjacent to the corner of the Unser Dr. McMahan Blvd. intersection, where a pharmacy was subsequently built.

A Site Development Plan for McMahan Marketplace was also approved by the EPC on April 12, 2007, setting standards for land use, site planning (layout), pedestrian circulation, motor vehicle circulation and parking, landscaping, building architecture guidelines, building setbacks, exterior lighting, screening, and building signage. The SPS was approved by the DRP in 2009.

In February 2012, the applicant received approval of an Administrative Approval request to replace a designated drive-up bank on Lot 5 with a building containing retail tenant spaces (12AA-10002). This change eliminated one of two designated, permissible drive-up banks within the SPS.

Context

The subject site is located in the far northwest of Albuquerque, in an area where most of the land has been assembled and replatted into residential subdivisions, including the Pueblo Bonito Subdivision adjacent to and south of the subject site. Large vacant tracts of land surround the intersection of Unser Blvd. and McMahan Blvd. and are planned for commercial uses to serve the single-family residential communities already built.

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 McMahan Blvd. and Unser Blvd. both as Principal Urban Arterials. The Roadway Network Expansion Projects map shows lanes will be added to Unser Blvd. at the McMahan Blvd. intersection and to McMahan Blvd. west of the intersection. Unser Blvd. and McMahan Blvd. in the site vicinity are also designated Limit Access Arterials.

Comprehensive Plan Corridor Designation. McMahon Blvd. is an Enhanced Transit Corridor, which is “designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby.”

Trails/Bikeways. McMahon Blvd. has an existing bicycle lane in the vicinity of the subject site. Nearby is Unser Blvd., which is a designated bicycle boulevard under the Comprehensive Plan.

Transit. ABQ Ride Route 155 passes by the subject site along McMahon Blvd. to and from Unser Blvd. The service route operates between the Northwest Transit Center and the Unser Blvd. and Southern Ave. intersection only during peak hours on weekdays.

Public Facilities/Community Services

The area is moderately well served with public facilities and services. There are four developed parks and two undeveloped parks within a one-mile radius. A fire station is located just over one mile distant. For more specific information, see the attached Public Facilities Map.

III. ANALYSIS

This is a request for SPS and SPBP for Lots 6 and 7, McMahon Marketplace (the ‘subject site’). The subject site contains approximately 1.55-acres of land and is located at 5700 McMahon Blvd. NW between Unser Blvd. and Fineland Dr.

§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 accompanying SPS and SPBP for conformance with applicable goals and policies of the Comprehensive Plan and the Westside Strategic Plan.

Applicable Ordinances, Plans and Policies

Albuquerque / Bernalillo County Comprehensive Plan

The Comprehensive Plan, the Rank I planning document for the City, contains goals and policies that provide a framework for development and service provision. The Plan’s goals and policies serve as a means to evaluate development proposals such as this.

The subject site is located in the area designated Established Urban by the Comprehensive Plan. The Established Urban Area includes most of the developed City, places well established with urban development. The Established Urban Area is subject to policies of Comprehensive Plan Section II.B.5.

Analysis of Policy Consistency

Note: Comprehensive Plan Policy text is in regular font; *staff’s analysis is in italics.*

The Section II.B.5 Goal 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 proposed amendment to the SPS would add one additional drive-through restaurant, but would eliminate one drive-up bank, within the commercial center. Overall, the amount of drive-through/drive-up use allowed by the SPS, at 22% of the total building area, would be unaltered

by the requested amendment. Staff finds that the SPS Amendment and SPBP requests neither further nor hinder Goal II.B.5.

Policy II.B.5.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, recreational concern.

Staff finds that the requests partially further this policy.

Neighborhood values are respected with the SPS Amendment and SPBP proposal to increase restaurant use within the development located in close proximity to existing residential neighborhoods. The intensity of the proposed restaurant with drive-through will be greater than a bank with drive-up, because of the longer hours and greater number of customers per hour visiting the restaurant, and thus higher traffic volume at the site. The design standards established by the SPS – for architectural articulation, wall and roof materials, landscaping, and signage – will be unchanged by the SPS Amendment and thereby provide neighbors with the same level of assurance as to the aesthetic qualities of the commercial development.

The requests respect environmental conditions by requiring on-site pond(s) to address the stormwater detention requirement of 0.5 to 1.0 cfs/acre, consistent with City Hydrology's requirements, as recommended with the condition of approval from the City Engineer.

The proposed development of Lot 7 with the restaurant and drive-through will add direct ingress from Fineland Dr. to serve only the restaurant with drive-through, which is inconsistent with the vehicle access concept of the approved McMahon Marketplace SPS whereby all vehicular access was to utilize internal circulation from Fineland Dr. via one east-west drive bisecting the development. Neighborhood values concerning increased traffic on local roads are not furthered by the new vehicular ingress from Fineland Dr. The proposed additional access for the restaurant with drive-through use is a concern to the City Engineer. Staff finds the requests partially further Policy II.B.5.d.

Policy II.B.5.k: 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 operation.

The SPS Amendment and SPBP requests will result in adequate off-street parking and are not likely to adversely impact traffic volumes on McMahon Blvd. or Unser Blvd. However, the SPS Amendment and SPBP proposal for direct ingress from Fineland Dr. for the restaurant with drive-through rather than utilizing the internal circulation network is a concern in regard to impact on traffic flow at the intersection of McMahon Blvd. and Fineland Dr. Staff finds the requests partially further Policy II.B.5.k.

Policy II.B.5.m: Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

Development at this site will improve the visual quality of the property, which is currently a vacant lot. The SPS regulates building architecture, lighting, landscaping and signage at the subject site as part of the larger commercial development. The SPBP elevations demonstrate architectural style consistent with the architectural design theme of the SPS, and compatible with surrounding development. The elevations contain varied building volumes and are all

carefully articulated, which will improve the quality of the visual environment. Staff finds the requests further Policy II.B.5.m.

Rank II Plans

The West Side Strategic Plan was first adopted in 1997. The Plan encompasses properties generally bounded by Sandoval County on the north, the Rio Puerco Escarpment on the west, the Atrisco Grant line on the south, and the Rio Grande River/Coors Blvd. on the east. The purpose of the Plan was to “provide a framework of strategic policies within which to manage future growth and development on Albuquerque’s west side.” The Strategic Plan designated several Community Activity Centers and numerous Neighborhood Activity Centers.

The West Side Strategic Plan identifies centers of activity on the regional, community and neighborhood scales. The McMahon Blvd./Unser Blvd. intersection area is an identified Neighborhood Activity Center.

Analysis of Policy Consistency

Note: West Side Strategic Plan Policy text is in regular font; *staff’s analysis is in italics.*

Policy 1.1: Thirteen distinct Communities, as shown on the Community Plan Map and described individually in this Plan, shall constitute the existing and future urban form of the West Side. Communities shall develop with areas of higher density (in Community and Neighborhood Centers), surrounded by areas of lower density. Bernalillo County and the City of Albuquerque Planning Commissions shall require that high density and non-residential development occur within Community and Neighborhood Centers. Low density residential development (typical 3-5 du/acre subdivisions, or large lot rural subdivisions) shall not be approved within the Centers.

The McMahon Marketplace commercial site is within a designated Neighborhood Activity Center. The proposed SPBP will increase the overall commercial intensity within the Neighborhood Center. Staff finds the requests further Policy 1.1.

Policy 1.3. Strip commercial developments shall not be approved on the West Side. Commercial development shall occur in concentrated clustered areas rather than new strip developments. Zone changes to commercial, industrial, or office uses for areas outside the centers are strongly discouraged, in order to reinforce the Community and Neighborhood Centers. Changes of commercial and office zoning outside the centers to residential use is encouraged except where schools are at or over design capacity.

The McMahon Marketplace commercial center site, including the proposed restaurant with drive-through development, do not represent strip commercial development and are cluster commercial development. Staff finds the requests further Policy 1.3.

Policy 1.5: Community and activity centers shall be required to provide pedestrian/bicycle access to key activity areas. Parking lots shall be carefully designed to facilitate trail access and pedestrian access between buildings.

The McMahon Marketplace SPS shows a pedestrian circulation system consisting of sidewalk/decorative hardscape areas abutting all buildings and crosswalks between these spaces, connecting to a pedestrian gathering area at the approximate center of the commercial center. There is also a sidewalk and trail system for circulation planned around the perimeter

of the commercial center, connecting to the adjacent residential neighborhood to the south. Pedestrian connectivity will be lessened by changing the building footprint and the connection between Lot 7 and Lot 8 to the south, because of the intervening drive-through lane. Staff finds the requests partially further Policy 1.5.

Policy 1.9: In the Established Urban and Developing Urban areas mapped by the Albuquerque/Bernalillo County Comprehensive Plan, future neighborhood and community centers may be designated and developed at appropriate locations, determined as follows:

Access/Connections – Neighborhood Centers should be less automobile oriented, located on minor arterials and/or collector streets, and connected to public transit service as well as informal pedestrian and bicycle ways. Both community and neighborhood centers shall be very accommodating to the pedestrian even within predominantly off-street parking areas.

Scale. Neighborhood centers should have small blocks, but with small clusters of shared parking and on-street parking. Both community and neighborhood centers shall have outdoor areas that encourage gathering.

The proposed restaurant on Lot 7 has a smaller building footprint than did the restaurant building on Lot 7 prior to these requests. Five parking spaces have been added for a 35% smaller building, and Lot 7 is over-parked compared to the Zoning Code requirement for restaurants. Adding the parking proposed for Lots 5, 6 and 7 compared to the required parking for development on Lot 5 and Lot 7, the parking provided is on balance with the parking required by the Zoning Code.

A landscape planter has been added along the western edge of Lot 7, separating the parking areas for Lot 7 with Lot 6 and Lot 5, and making shared use of parking more difficult. The western boundary planter could be removed to encourage shared parking within the McMahon Marketplace.

Staff finds the requests partially furthers Policy 1.9.

Policy 1.15 Neighborhood Centers of 15 to 35 acres shall contain generally small parcels and buildings; on-street parking is permitted, with smaller off-street parking areas shared among businesses and institutions. The neighborhood center shall have a built scale very accommodating to pedestrians and bicyclists, including outdoor seating for informal gathering. Services such as childcare, dry cleaners, drug stores and small restaurants along with a park and/or school should be located central to surrounding neighborhoods.

The requests will not change the type of use proposed on Lot 7, but the restaurant building will be smaller (by approximately 35%) and will add a drive-through. The requests will provide a fast-food restaurant for the surrounding neighborhoods. Staff finds the requests further Policy 1.15.

Policy 1.16: Neighborhood Centers shall be located on local collector and sometimes arterial streets. While their primary access may be by auto, pedestrian and bicycle connections shall be provided to the adjacent neighborhoods, parks and to the larger open space system. Convenient transit services shall be connected with community-wide and regional transit development.

The proposed SPSD Amendment and SPBP will not affect pedestrian and bicycle connections with adjacent neighborhoods, parks or open space and therefore staff finds that the requests neither further nor hinder Policy 1.16.

IV. ANALYSIS – SITE DEVELOPMENT PLAN FOR SUBDIVISION AMENDMENT

The applicant has provided justification for the requested changes, expressing the opinion that since the administrative approval to the SPS in 2012, the three drive-through uses are no longer concentrated along Unser Blvd. and that the current request for a drive-through on Lot 7 creates a better balance over the McMahan Marketplace site. In addition, the applicant asserts that locating a drive-through at the proposed location reduces potential conflicts by keeping automobiles accessing the drive-through out of the main parking areas.

The site is currently zoned SU-1 for C-1 Uses. The site is governed by a site development plan for subdivision which contains design standards. The site data and design standards provided in the Site Development Plan for Subdivision Amendment should be consistent with the existing approved Site Development Plan for Subdivision and with the proposed development (Site Development Plan for Building Permit) since they will guide decision making for future site plan amendments or development.

Use. The use of Lot 7 as a fast-foot restaurant with drive-through service will generate higher traffic volumes, and have longer hours of business, than would the bank planned for Lot 7 under the approved SPS. Higher activity levels will also create higher noise levels and nighttime lighting.

Lot Size: The proposed sizes of Lot 6 and Lot 7 will change, with Lot 6 becoming slightly larger to 1.232 acres and Lot 7 becoming slightly smaller to 0.317 acre. There are no other lot size changes proposed within the SPSD. Lot 6 will remain in use as parking, available to serve uses on Lot 5 and Lot 7.

Setbacks: The minimum building setback is 10 feet from Unser Blvd., McMahan Blvd., and Finland Dr. The building setback requirement will be unchanged with the requested SPSD Amendment.

Vehicular and Pedestrian Access:

Vehicular access to each lot within the subdivision is via a system of internal roadways, connecting to adjacent arterial roads via the full movement intersection at Finland Dr. and McMahan Blvd. and a partial movement intersection of the east-west internal roadway with Unser Blvd. at the southwestern corner of the commercial property. The applicant is requesting an ingress-only movement connection into Lot 7 from Finland Dr., approximately 70 feet from the Finland Dr. intersection with McMahan Blvd.

Transportation does not support the access request on Finland Dr. at this time. The major concern is with the proposed driveway location; activity in and out of a fast-food restaurant will create traffic conflicts on Finland Dr. and adversely impact McMahan Blvd.

Design Standards

The building setback requirement, maximum building height, lighting regulations, screening requirements, general architectural character, landscape concepts or required minimums and signage standards will be unchanged with the requested SPS Amendment.

V. ANALYSIS – SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

Site Plan Layout / Configuration

Use. The use of Lot 7 as a fast-foot restaurant with drive-through service will generate higher traffic volumes, and have longer hours of business, than would the bank planned for Lot 7 under the approved SPS. Higher activity levels will also create higher noise levels and more nighttime lighting.

Lot Size. The SPS Amendment proposes to replat Lot 6 to be 0.317 acre and Lot 7 1.232 acre.

Open Space/FAR. The site development proposes a building footprint of 4,715 sq. ft., for an FAR of 0.878 and which covers 8.8% of the lot area. Lot 7 will also have a usable outdoor patio space of 617 sq. ft. with tables and chairs in addition to landscaping areas. The location of the patio will be convenient to restaurant patrons but is not conducive to use by others.

Vehicular and Pedestrian Access, Circulation and Parking

Vehicular access into the subject site will be via a one- way ingress drive from Fineland Dr. approximately 70 feet south of McMahan Blvd. The second ingress/egress will be a 24-foot-wide east-west circulator for internal circulation throughout the McMahan Marketplace development. The proximity of the proposed Fineland Dr. access closest to McMahan Blvd. is a concern to staff, and a condition is recommended requiring justification for this second access:

The re-configuration of the SPS with the proposed Amendment interrupts the system of continuous connected pedestrian pathways throughout the McMahan Marketplace. Lot 7 will have pedestrian connection north-south, interrupted by the restaurant building.

Parking for each site is governed by the parking required and parking provided for each lot within the Marketplace. Additionally, the official Notice of Decision for the rezoning and SPSD for the McMahan Marketplace stipulates parking shall not exceed the requirements of the Zoning Code (see Appendix). The 41 spaces of parking to be provided on Lot 7, for the restaurant with drive-through, exceeds the Zoning Code minimum requirement of 30 spaces by 25%, based on one space per four seats. Adding the required parking for Lot 5, at 38 spaces based on 1 space per 200 square feet, comes to a total of 78 spaces of required parking for Lots 5 and 7. Lot 6 will not contain any use generating a parking requirement. Parking provided on Lots 5, 6 and 7 totals 83 spaces, and additional parking spaces will be provided at the northern edge of Lot 8 and Lot 9, potentially providing shared parking access between all five lots. On balance, parking required and parking provided appear to be balanced.

Lighting and Security

There are six exterior pole-mounted lighting fixtures indicated on the site plan. Any accent lighting or porch lights must be consistent with the Site Plan for Subdivision's "Building-Mounted and Landscape Lighting" Design Regulations and the Zoning Code Area Lighting Regulations.

Landscaping

The standards under the Landscape Concept contained within the Site Development Plan for Subdivision require landscaping buffers for sidewalks, screening parking lots, and to screen adjacent neighborhoods. Each commercial project site (building site) must provide a minimum of 15% of area to landscape materials. Each landscape area must be a minimum of 36 square feet and a minimum width of 6 feet.

Street trees are to be provided along roadways at an average spacing of 25 linear feet. The SPBP shows five Chitalpa trees along the McMahan Blvd. frontage, and along Fineland Dr. one Chitalpa, three Desert Willows and three Common Hackberry trees. Elsewhere on the site will be three more Common Hackberry and three Chinese Pistach trees. Staff recommends a condition of approval that the SPBP specify the trees planted in the buffer areas along McMahan Blvd. and Fineland Dr. be a minimum of 2-inch caliper at the time of installation.

Conceptual Utility Plan

The conceptual utility plan shows connections for water, sewer, and natural gas. Existing water and sewer lines, and an existing fire hydrant, are shown adjacent to the south of the pad within the internal private drive. The site plan indicates that there are existing utility easements along three sides, the McMahan Blvd. frontage, the Fineland Dr. frontage, and the east-west access roadway. There are no permanent improvements, beyond landscaping, proposed within any of the utility easements.

Architecture

The building elevations, on SPBP Sheet A.5.1, demonstrate façade detailing and massing with articulation and variation in surface treatment, providing four-sided architecture. The building massing shown provides a regularity of texture changes between masonry elements and inset glazing or wall panels. The articulation breaks up the facades and provides visual interest from the adjacent streets and the interior circulation and parking areas. The architecture of the proposed restaurant building is consistent with the Site Development Plan for Subdivision Architectural Guidelines for the larger commercial center.

Signage

The proposed signage consists of monument and wall signage. One monument sign, 9 feet tall by 12 feet wide, with a CMU base and an internally-illuminated cabinet area of 60 square feet will be located in the northeast corner of the site within the front landscape area, near the intersection of McMahan Blvd. and Fineland Dr. Three wall signs are indicated, one each on the north, east and west elevations. Each wall sign will have maximum 24-inch high individual channel letters, within total sign area of approximately two feet height by 16.5 feet width totaling 33 square feet. The individual channel letters will be internally illuminated. All four elevations are indicated to have a single internally-illuminated corporate logo, each approximately 4 feet tall by 4 feet wide.

VI. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

All of these requirements have been discussed herein and some addressed as recommended conditions of approval. The most significant comments come from the City Engineer and are discussed in the SPBP analysis.

Neighborhood/Public

Representatives from the Tuscany Neighborhood Association and the Westside Coalition of Neighborhood Association, and property-owners within 100-feet of the subject site were notified. A facilitated meeting was requested by the applicant and adjacent residents.

The facilitated meeting was held on July 18, 2013 (see attachment). Neighbors had two primary areas of concern. One was the traffic entrance/exit proposed to be added to Fineland Dr. and that only 3 cars could stack between the Lot 7 entrance/exit to Fineland Dr. and the Fineland Dr. and McMahon Blvd. intersection. The second area of concern was walk-ability and the path along Fineland Dr. at the cul-de-sac running to Unser Blvd. along the south property line of McMahon Marketplace at Lots 1 and 9. The neighbors expressed a preference that a path be provided as soon as possible.

Other concerns were raised regarding the current condition of land that is unstable, sandy terrain and the hazard posed by existing conditions.

VII. CONCLUSION

This two-part request is for a Site Development Plan for Subdivision Amendment and Site Development Plan for Building Permit for approximately 1.55-acres of land located at 5700 McMahon Blvd. NW, between Unser Blvd. and Fineland Dr. The subject site is within the boundaries of the McMahon Marketplace and is currently zoned SU-1 for C-1 Uses. Approval of the current requests would meet the conditions of approval tied to the SPSD for McMahon Marketplace.

The requests generally further the applicable policies of the Albuquerque / Bernalillo County Comprehensive Plan and the West Side Strategic Plan, with the exception of those policies that call for pedestrian connectivity and neighborhood values concerning increased traffic on local roads. The requests further Comprehensive Plan Policy II.B.5d-Neighborhood values, and partially further West Side Strategic Plan Policy 1.9 and 1.15 regarding neighborhood centers, with the exception of full pedestrian connectivity and shared parking access. At a facilitated meeting held on July 20, 2013, neighbors expressed concern over the proposed traffic entrance/exit to be added to Fineland Dr. near McMahon Blvd.

Staff recommends approval, subject to conditions.

FINDINGS – 13EPC-40125 – August 8, 2013 – Site Development Plan for Subdivision Amendment

1. This is a request for an Amendment to a Site Development Plan for Subdivision for Lots 6 and 7, McMahan Marketplace, containing approximately 1.55-acres of land located at 5700 McMahan Blvd. NW, between Unser Blvd. and Fineland Dr.
2. The subject site is in the Established Urban Areas of the Comprehensive Plan and within the area of the Westside Strategic Plan. The proposal must comply with the Zoning Regulations and General Regulations of the Zoning Code.
3. The Albuquerque/Bernalillo County Comprehensive Plan, Westside Strategic Plan, and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
4. The character of the surrounding area generally consists of single-family detached residences, and some commercial pad site development surrounded by vacant land.
5. The Site Development Plan for Subdivision Amendment request partially furthers the following **Comprehensive Plan** policies:
 - Policy II.B.5.d: New development respects neighborhood values, environmental conditions, scenic resources, and other resources. Neighborhood values are respected with increased commercial activity in close proximity and by site development that maintains aesthetic qualities required for the commercial center. Neighborhood values concerning increased traffic on local roads are not furthered by the new vehicular ingress from Fineland Dr.
 - Policy II.B.5.k: Land and transportation planned to minimize harmful effects of traffic; livability and safety of residential neighborhoods. Project traffic will not adversely impact traffic on McMahan Blvd. or Unser Blvd. However, the direct ingress from Fineland Dr. is a concern in regard to impact on traffic flow at the intersection of McMahan Blvd. and Fineland Dr.
6. The Site Development Plan for Subdivision request furthers the following Rank II **Westside Strategic Plan** policies:
 - Policy 1.1: Development in Community and Neighborhood Centers. The SPS Amendment will increase the commercial intensity within the Neighborhood Center.
 - Policy 1.3. Commercial development to occur in concentrated clustered areas. The SPS Amendment represents clustered commercial development.
7. The Site Development Plan for Subdivision Amendment request partially furthers the following Rank II Westside Strategic Plan policies:
 - Policy 1.5: Provide pedestrian/bicycle access to key activity areas. The approved SPS has a pedestrian circulation system connecting each development site to a pedestrian gathering area, while the proposed SPS Amendment will reduce the pedestrian connectivity of Lot 7 with the rest of the commercial center. The SPS Amendment removes part of the sidewalk connection within Lot 7, between Lot 7 and the closest sidewalk. Pedestrian connectivity

will be lessened by changing the building footprint and the connection between Lot 7 and Lot 8 to the south, because of the intervening drive-through lane.

Policy 1.9: Future neighborhood and community centers to be very accommodating to the pedestrian, and Neighborhood centers should have small clusters of shared parking. The proposed restaurant use on Lot 7 provides more parking than required by the Zoning Code; however the total of provided parking spaces over Lots 5, 6, and 7 will meet the Zoning Code requirements. The SPS Amendment will add a narrow landscape buffer along the west side of the lot that will close off access to shared parking with Lots 5 and 6.

RECOMMENDATION – 13EPC-40125 – August 8, 2013 – Site Development Plan for Subdivision Amendment

APPROVAL of 13EPC-40125, a request for Site Development Plan for Subdivision Amendment, Lots 6 and 7, McMahan Marketplace, located at 5700 McMahan Blvd. NW, between Unser Blvd. and Fineland Dr., based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL – 13EPC-40125 – August 8, 2013 – Site Development Plan for Subdivision Amendment

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.
3. Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
4. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan.
5. Provide a cross access agreement between lot 7 and lot 6.
6. Transportation does not support the access request on Fineland Dr. at this time. Please provide a queuing analysis and projected impact on the intersection to justify this access request.
7. If the request for the single ingress access on Fineland Dr. is granted, the configuration of the proposed curb return must be re-designed to further discourage on-site vehicles from attempting to exit through this new access.
8. Widen proposed 24 foot access road to 30 feet to maintain a consistent drive aisle width through out the development – between the entrance/exit on Unser to the entrance/exit on Fineland Drive.

9. The value of acreage has changed on lots 6 and lots 7. A replat of the lots must be a concurrent DRB action.
10. Signage: The proposed monument sign shall comply with EPC conditions set forth in the NOD 4/26/07. The smaller type monument sign (type A) shall be used on lots located nearest to single-family homes.
11. Parking shall not exceed the amount required in the Zoning Code per EPC conditions in NOD 4/24/07.
12. Please remove the pavement marking "Drive Thru" on the 30 foot access road.
13. Please provide proper striping and signing at the Fineland Dr. entrance per the DPM Ch 23, Sec. 6.10 Curb Cuts and Drivepads
14. Design Standards provided in the SDPSD are to guide future development, however the location of buildings, parking lots, dumpsters, and other infrastructure provided on the SDPSD shall be marked "For Illustrative purposes only".
15. Show all drainage easements on S.D.P.S.

FINDINGS – 13EPC-40124 – August 8, 2013 – Site Development Plan for Building Permit

1. This is a request for an Amendment to a Site Development Plan for Subdivision and a Site Development Plan for Building Permit for Lots 6 and 7, McMahan Marketplace, containing approximately 1.55-acres of land located at 5700 McMahan Blvd. NW, between Unser Blvd. and Fineland Dr.
2. The subject site is in the Established Urban Areas of the Comprehensive Plan and within the area of the Westside Strategic Plan. The proposal must comply with the Zoning Regulations and General Regulations of the Zoning Code.
3. The Albuquerque/Bernalillo County Comprehensive Plan, Westside Strategic Plan, and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
4. The character of the surrounding area generally consists of single-family detached residences, and some commercial pad site development surrounded by vacant land.
5. The Site Development Plan for Building Permit requests further the following Comprehensive Plan policy:

Policy II.B.5.m: Urban and site design which improves the quality of the visual environment shall be encouraged. Development at this site will improve the visual quality of the property, following all SPSD regulations regarding building architecture, lighting, landscaping and signage.
6. The Site Development Plan for Building Permit request furthers the following Rank II Westside Strategic Plan policies:

Policy 1.1: Development in Community and Neighborhood Centers. The SPBP will increase the commercial intensity within the Neighborhood Center.

Policy 1.3. Commercial development to occur in concentrated clustered areas. The SPBP represents clustered commercial development.

7. The Site Development Plan for Building Permit request partially furthers the following Rank II Westside Strategic Plan policies:

Policy 1.5: Provide pedestrian/bicycle access to key activity areas. The approved SPSD has a pedestrian circulation system connecting each development site to a pedestrian gathering area, while the proposed SPS Amendment will reduce the pedestrian connectivity of Lot 7 with the rest of the commercial center. The SPBP will not have a continuous sidewalk connection within Lot 7, between Lot 7 and the closest sidewalk. Pedestrian connectivity will be lessened by changing the building footprint and the connection between Lot 7 and Lot 8 to the south, because of the intervening drive-through lane.

Policy 1.9: Future neighborhood and community centers to be very accommodating to the pedestrian, and Neighborhood centers should have small clusters of shared parking. The proposed restaurant use on Lot 7 provides more parking than required by the Zoning Code; however the total of provided parking spaces over Lots 5, 6, and 7 will meet the Zoning Code requirements. The SPBP will construct a narrow landscape buffer along the west side of the lot that will close off access to shared parking with Lots 5 and 6.

RECOMMENDATION – 13EPC-40124 – August 8, 2013 – Site Development Plan for Building Permit

APPROVAL of 13EPC-40124, a request for Site Development Plan for Building Permit, Lots 6 and 7, McMahon Marketplace, located at 5700 McMahon Blvd. NW, between Unser Blvd. and Fineland Dr., based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL –13EPC-40124 – August 8, 2013 – Site Development Plan for Building Permit

1. This is a request for a Site Development Plan for Building Permit for Lots 6 and 7, McMahon Marketplace, located at 5700 McMahon Blvd. NW, between Unser Blvd. and Fineland Dr. and containing approximately 1.55 acres.
2. There is an accompanying Site Development Plan for Subdivision Amendment (13EPC-40125).
3. 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.
4. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
5. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan.

6. Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
7. Provide a cross access agreement between lot 7 and lot 6.
8. Transportation does not support the access request on Fineland Dr. at this time. Please provide a queuing analysis and projected impact on the intersection to justify this access request.
9. If the request for the single ingress access on Fineland Dr. is granted, the configuration of the proposed curb return must be re-designed to further discourage on-site vehicles from attempting to exit through this new access.
10. Widen proposed 24 foot access road to 30 feet to maintain a consistent drive aisle width through out the development – between the entrance/exit on Unser to the entrance/exit on Fineland Drive.
11. The value of acreage has changed on lots 6 and lots 7. A replat of the lots must be a concurrent DRB action.
12. Signage: The proposed monument sign shall comply with EPC conditions set forth in the NOD 4/26/07. The smaller type monument sign (type A) shall be used on lots located nearest to single-family homes. Please revise the Keyed notes #16 & #17 and associated details on sheets A1.3 & A5.1 to reflect only the sign type A, (max. 40 sf, 6 ft ht.) used in this building permit request.
13. Vehicular Signage: Provide posted “Do Not Enter” signs in addition to pavement markings at all points of egress of one-way only drive aisles.
14. Parking shall not exceed the amount required in the Zoning Code per EPC conditions in NOD 4/24/07.
15. Label and dimension all proposed infrastructure.
16. Please identify all line types and symbol used within the SPBP.
17. Please provide documentation allowing the encroachment of proposed infrastructure onto Lot 6
18. Please remove the pavement marking “Drive Thru” on the 30 foot access road.
19. Please provide proper striping and signing at the Fineland Dr. entrance per the DPM Ch 23, Sec. 6.10 Curb Cuts and Drivepads.
20. Please provide parking calculations required by zoning and proposed parking on the SPBP.
21. Please provide a vicinity map on the SPBP.
22. Show the entire pipe to the terminus of the pond outfall pipe on the Conceptual Grading and Drainage Plan for DRB approval (refer to Keyed Note 2).
23. Provide drainage easement information for proposed pipe (Keyed Note 2 on Conc. G&D Plan) for DRB approval.
24. Provide information on the Master Drainage Plan referenced so Hydrology can verify the drainage scheme. The entire site may have to drain to the pond.5. The Developer is

responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).

***Chris Glore
Planner***

Notice of Decision cc list:

Tom Skopayko
10523 Taurus Ct. NW
Albuquerque NM 87114

Hiram Cruz
10515 Taurus Ct. NW
Albuquerque NM 87114

Harry Hendrickson
10592 Rio del Sol Ct. NW
Albuquerque NM 87114

Candelaria Patterson
7608 Elderwood NW
Albuquerque NM 87120

Janelle Johnson
P.O. Box 6270
Albuquerque NM 87197

Attachments

1. Additional Staff information:
 - a. Photographs
2. Application:
 - a. Cover Page
 - b. TIS form
 - c. Authorization letter
 - d. Justification letters
3. Neighborhood info/input
 - a. ONC letter
 - b. Applicant letter & certified mail receipts
 - c. Facilitated Meeting Report
 - d. Neighborhood comments/letter
4. Site Plan reductions

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

- Reviewed, no comments

Office of Neighborhood Coordination

Tuscany NA (R); Westside Coalition of NA's

Skies West NA – as of 7/8/13 – the Skies West NA is no longer an “official” NA on the COA'S ONC's NA List – but will be invited to the Facilitated Meeting since they were notified of this EPC Project - siw

7/1/13 – Recommended for Facilitation – sdb

7/1/13 – Assigned to Diane Grover – sdb

7/9/13 – Facilitated Meeting scheduled for Thursday, July 18, 2013 @ 6:30 pm at the Northwest Area Command Michael King & Richard Smith Memorial Substation, 10401 Cibola Loop NW

Long Range Planning

- If the intent of the this center is to have a pedestrian friendly character, can the McDonalds have a frontage on Fineland so that residents from the surrounding area can easily walk there without having to cross a parking lot?

Metropolitan Redevelopment

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

CITY ENGINEER

Hydrology Development:

- Please provide the following information for DRB approval:
- Show the entire pipe to the terminus of the Keyed Note 2 pond outfall pipe on the Conceptual Grading and Drainage Plan.
- Is an easement required for the above mentioned pipe?
- Provide information on the Master Drainage Plan referenced so Hydrology can verify the drainage scheme. The entire site may have to drain to the pond.

Transportation Development:

Site Development – Building Permit

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructures constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg 2441).

-
- Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
 - Provide a cross access agreement between lot 7 and lot 6.
 - Transportation does not support the access request on Fineland Dr. at this time. The major concern is with the proposed driveway location: direct access near the intersection of McMahan Blvd and Fineland Dr. to service a fast-food drive-thru will create traffic conflicts on Fineland Dr. and adversely impact McMahan Blvd., especially at peak hours. The intersection of McMahan Blvd and Fineland is slated to be signalized. Please provide a queuing analysis and projected impact on the intersection to justify this access request.
 - The request to open access on to Fineland Dr, falls outside of the approved SDPSD layout. The planned vehicle movement is intended to flow along the designated east-west 30 foot access road with three shared access points: mid-block McMahan, Unser and Fineland. The proposed development disregards the subdivisions overall vision of pedestrian friendly connectivity and reduced vehicular traffic. The proposed site layout effectively isolates Lot 7 from the rest of the development by creating a private vehicular access point, landscape/parking barrier that cuts off shared parking for surrounding businesses and deletion of an outdoor gathering space of at least 300 sf required for each parcel. In addition, the site layout encroaches into the mandatory 30 foot shared access road through the subdivision.
 - If the request for the single ingress access on Fineland Dr. is granted, the configuration of the proposed curb return must be re-designed to further discourage on-site vehicles from attempting to exit through this new access.
 - Widen proposed 24 foot access road to 30 feet to maintain a consistent drive aisle width through out the development – between the entrance/exit on Unser to the entrance/exit on Fineland Drive. The portion of the drive aisle referenced runs east-west and is located adjacent to the north-south lot line between lot 7 & lot 8. This access road requires a consistent width of 30 feet to provide service to emergency and delivery vehicles throughout the subdivision.
 - The proposed fast-food drive-thru lane encroaches into the designated 30 foot access road. Please revise layout to maintain the integrity of this access road.
 - According to the Legal Description table provided on sheet A1-0 of the Amendment to Site Plan for Subdivision, the value of acreage has changed on lots 6 and lots 7. A replat of the lots must be a concurrent DRB action.
 - Signage: The proposed monument sign shall comply with EPC conditions set forth in the NOD 4/26/07. The smaller type monument sign (type A) shall be used on lots located nearest to single-family homes. Please revise the Keyed notes #16 & #17 and associated details on sheets A1.3 & A5.1 to reflect only the sign type A, (max. 40 sf, 6 ft ht.) used in this building permit request.
 - Clear Sight Distance must be maintained per DPM criteria. .
 - Vehicular Signage: Provide posted “Do Not Enter” signs in addition to pavement markings at all points of egress of one-way only drive aisles.
 - Parking shall not exceed the amount required in the Zoning Code per EPC conditions in NOD 4/24/07. The SDPSD proposes to provide 41 parking spaces and zoning requires 30 spaces. The proposed site is currently over parked.
 - Please identify all line types and symbol used within the SPBP. (1) There is a symbol located at each point of entrance into this site, is it an illuminated drive-thru sign? Please identify. (2) The line type assumed to be curbing needs to be labeled and dimensioned. Please correct drafting

error where this line type crosses over sidewalk, NE quadrant of lot. (3) Label posted ADA & motorcycle parking signs and correct drafting errors.

- Label and dimension all proposed infrastructure including drive aisles, pedestrian crossings and landscape/hardscape.
- The proposed landscape/hardscape parking buffer crosses the site's property line and encroaches into Lot 6. Please provide documentation allowing this encroachment from owner of Lot 6
- Please remove the pavement marking "Drive Thru" on the 30 foot access road; this is not within the property limits.
- Please provide proper striping and signing at the Fineland Dr. entrance per the DPM Ch 23, Sec. 6.10 Curb Cuts and Drivepads.
- Please provide parking calculations required by zoning and proposed parking on the SPBP.
- Please provide a vicinity map on the SPBP. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructures constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg 2441).

Amend Site Development Plan - Subdivision

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan.
- Design Standards provided in the SDPSD are to guide future development, however the location of buildings, parking lots, dumpsters, and other infrastructure provided on the SDPSD shall be marked "For Illustrative purposes only".
- According to the Legal Description table provided on sheet A1-0 of the Amendment to Site Plan for Subdivision, the value of acreage has changed on lots 6 and lots 7. A replat of the lots must be a concurrent DRB action.
- Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
- Parking shall not exceed the amount required in the Zoning Code per EPC conditions in NOD 4/24/07. The SDPSD proposes to provide 41 parking spaces and zoning requires 30 spaces. The proposed site is currently over parked.
- Signage: The proposed monument sign shall comply with EPC conditions set forth in the NOD 4/26/07. The smaller type monument sign (type A) shall be used on lots located nearest to single-family homes.
- Provide a cross access agreement between lot 7 and lot 6.
- Transportation does not support the access request on Fineland Dr. at this time. The major concern is with the proposed driveway location: direct access near the intersection of McMahan Blvd and Fineland Dr. to service a fast-food drive-thru will create traffic conflicts on Fineland Dr. and adversely impact McMahan Blvd., especially at peak hours. The intersection of McMahan Blvd and Fineland is slated to be signalized. Please provide a queuing analysis and projected impact on the intersection to justify this access request.

- The request to open access on to Finland Dr, falls outside of the approved SDPSD layout. The planned vehicle movement is intended to flow along the designated east-west 30 foot access road with three shared access points: mid-block McMahon, Unser and Finland. The proposed development disregards the subdivisions overall vision of pedestrian friendly connectivity and reduced vehicular traffic. The proposed site layout effectively isolates Lot 7 from the rest of the development by creating a private vehicular access point, landscape/parking barrier that cuts off shared parking for surrounding businesses and deletion of an outdoor gathering space of at least 300 sf required for each parcel. In addition, the site layout encroaches into the mandatory 30 foot shared access road through the subdivision.
- If the request for the single ingress access on Finland Dr. is granted, the configuration of the proposed curb return must be re-designed to further discourage on-site vehicles from attempting to exit through this new access.
- Widen proposed 24 foot access road to 30 feet to maintain a consistent drive aisle width throughout the development – between the entrance/exit on Unser to the entrance/exit on Finland Drive. The portion of the drive aisle referenced runs east-west and is located adjacent to the north-south lot line between lot 7 & lot 8. This access road requires a consistent width of 30 feet to provide service to emergency and delivery vehicles throughout the subdivision.
- The proposed fast-food drive-thru lane encroaches into the designated 30 foot access road. Please revise layout to maintain the integrity of this access road..

RECOMMENDED CONDITIONS FROM CITY ENGINEER:

Conditions of approval for the proposed Site Development – Building Permit shall include:

1. This is a request for a Site Development Plan for Building Permit for Lots 6 and 7, McMahon Marketplace, located at 5700 McMahon Blvd. NW, between Unser Blvd. and Finland Dr. and containing approximately 1.55 acres.
2. There is an accompanying Site Development Plan for Subdivision Amendment (13EPC-40125).
3. 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.
4. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
5. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan.
6. Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
7. Provide a cross access agreement between lot 7 and lot 6.
8. Transportation does not support the access request on Finland Dr. at this time. Please provide a queuing analysis and projected impact on the intersection to justify this access request.
9. If the request for the single ingress access on Finland Dr. is granted, the configuration of the proposed curb return must be re-designed to further discourage on-site vehicles from attempting to exit through this new access.

10. Widen proposed 24 foot access road to 30 feet to maintain a consistent drive aisle width through out the development – between the entrance/exit on Unser to the entrance/exit on Finland Drive.
11. The value of acreage has changed on lots 6 and lots 7. A replat of the lots must be a concurrent DRB action.
12. Signage: The proposed monument sign shall comply with EPC conditions set forth in the NOD 4/26/07. The smaller type monument sign (type A) shall be used on lots located nearest to single-family homes. Please revise the Keyed notes #16 & #17 and associated details on sheets A1.3 & A5.1 to reflect only the sign type A, (max. 40 sf, 6 ft ht.) used in this building permit request.
13. Vehicular Signage: Provide posted “Do Not Enter” signs in addition to pavement markings at all points of egress of one-way only drive aisles.
14. Parking shall not exceed the amount required in the Zoning Code per EPC conditions in NOD 4/24/07.
15. Label and dimension all proposed infrastructure.
16. Please identify all line types and symbol used within the SPBP.
17. Please provide documentation allowing the encroachment of proposed infrastructure onto Lot 6
18. Please remove the pavement marking “Drive Thru” on the 30 foot access road.
19. Please provide proper striping and signing at the Finland Dr. entrance per the DPM Ch 23, Sec. 6.10 Curb Cuts and Drivepads.
20. Please provide parking calculations required by zoning and proposed parking on the SPBP.
21. Please provide a vicinity map on the SPBP.
22. Show the entire pipe to the terminus of the pond outfall pipe on the Conceptual Grading and Drainage Plan for DRB approval (refer to Keyed Note 2).
23. Provide drainage easement information for proposed pipe (Keyed Note 2 on Conc. G&D Plan) for DRB approval..”
24. Provide information on the Master Drainage Plan referenced so Hydrology can verify the drainage scheme. The entire site may have to drain to the pond.5.The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB)..

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

1. Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
2. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan.
3. Provide a cross access agreement between lot 7 and lot 6.
4. Transportation does not support the access request on Finland Dr. at this time. Please provide a queuing analysis and projected impact on the intersection to justify this access request.
5. If the request for the single ingress access on Finland Dr. is granted, the configuration of the proposed curb return must be re-designed to further discourage on-site vehicles from attempting to exit through this new access.
6. Widen proposed 24 foot access road to 30 feet to maintain a consistent drive aisle width through out the development – between the entrance/exit on Unser to the entrance/exit on Finland Drive.
7. The value of acreage has changed on lots 6 and lots 7. A replat of the lots must be a concurrent DRB action.

8. Signage: The proposed monument sign shall comply with EPC conditions set forth in the NOD 4/26/07. The smaller type monument sign (type A) shall be used on lots located nearest to single-family homes.
9. Parking shall not exceed the amount required in the Zoning Code per EPC conditions in NOD 4/24/07.
10. Please remove the pavement marking "Drive Thru" on the 30 foot access road.
11. Please provide proper striping and signing at the Finland Dr. entrance per the DPM Ch 23, Sec. 6.10 Curb Cuts and Drivepads
12. Design Standards provided in the SDPSD are to guide future development, however the location of buildings, parking lots, dumpsters, and other infrastructure provided on the SDPSD shall be marked "For Illustrative purposes only".
13. Show all drainage easements on S.D.P.S..

DEPARTMENT OF MUNICIPAL DEVELOPMENT

Transportation Planning:

- 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.

WATER UTILITY AUTHORITY

Utility Services – No comments received.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division – No comments received.

Environmental Services Division – No comments received.

PARKS AND RECREATION

Planning and Design

- No comments.

Open Space Division – No comments received.

POLICE DEPARTMENT/Planning

This project is in the Northwest Area Command.

- No Crime Prevention or CPTED comments concerning the proposed Site Plan for Subdivision Amendment request at this time.
- Site Plan for Building Permit:
 - Recommend proposed landscaping and external lighting not be in conflict with each other, especially large variety trees. Once trees begin to mature they will reduce the effectiveness of available lighting. Areas of focus would be parking lot islands.
 - Suggest installing video surveillance cameras on the exterior of the property. Camera coverage should include all vehicular and pedestrian access points, parking lots, walkways,

common areas, drive-up facilities and building entrances. Each camera should be monitored and recorded for real-time and historical use.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division - No comments received.

FIRE DEPARTMENT/Planning - No comments received.

TRANSIT DEPARTMENT

13 PC-40124 SITE DEVELOPMENT – BLDG PERMT. 13EPC-40125 AMEND SITE DEVELOPMENT PLAN - SUBDVN LOTS 7, MCMAHON MARKETPALCE zoned for SU-1 FOR USES LOCATED ON MCMAHON BLVD BETWEEN UNSER AND FINELAND DR. (approx. 1.3 acres)	Adjacent and nearby routes	None.
	Adjacent bus stops	None.
	Site plan requirements	None.
	Large site TDM suggestions	None.
	Other information	None.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY – No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

- Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS - No comments received.

MID-REGION COUNCIL OF GOVERNMENTS – No comments received.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT – No comments received.

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.