



**Environmental
Planning
Commission**

**Agenda Number: 4
Project Number: 1004976
Case #: 13EPC-40090, 13EPC-40091
March 14, 2013**

Staff Report

Agent	Bordenave Designs (A) Larry Read & Associates (B)
Applicant	Calabacillas Group
Requests	Site Development Plan for Subdivision Amendment (A) Site Development Plan for Building Permit (B)
Legal Description	Lots A-1-A, B-1-A, B-1-B & C-1-A, Black Arroyo Dam
Location	On the SW corner of the Golf Course Rd. and Westside Blvd. intersection
Size	An ≈ 4.5 acre portion of the ≈12.5 acre site
Zoning	C-2(SC), no change proposed

Staff Recommendation

DEFERRAL of Case 13EPC-40090 based on the Findings beginning on Page 16, for 30 days to the April 11, 2013 hearing, at the request of the applicant.

DEFERRAL of Case 13EPC-40091 based on the Findings beginning on Page 18, for 30 days to the April 11, 2013 hearing.

Staff Planner
Catalina Lehner, AICP-Senior Planner

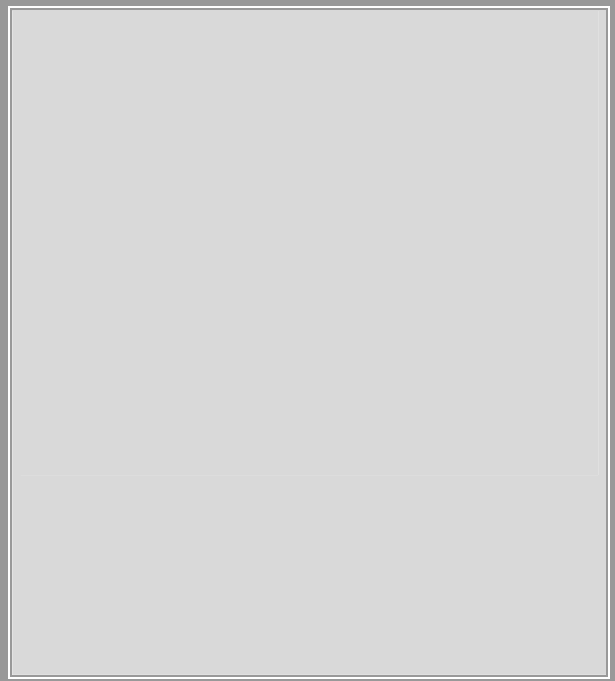
Summary of Analysis

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:

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II & III Plans</i>	<i>Land Use</i>
<i>Site (12.5 ac)</i>	C-2(SC)	Established Urban Westside Strategic Plan	Vacant
<i>North</i>	--	Established Urban Westside Strategic Plan	Westside Blvd., then the City of Rio Rancho
<i>South</i>	R-1	Established Urban Westside Strategic Plan Facility Plan for Arroyos	Drainage, Flood Control
<i>East</i>	C-2(SC)	Established Urban Westside Strategic Plan	Vacant
<i>West</i>	R-1	Established Urban Westside Strategic Plan Facility Plan for Arroyos	Drainage, Flood Control

II. INTRODUCTION

Proposal

The proposal consists of two requests: A) an amendment to the Calabacillas Commercial Park site development plan for subdivision, approximately (≈) 12.5 acres (the larger “subject site”), and B) a site development plan for building permit for an ≈ 4.5 acre site within the larger site (the smaller “subject site”). The Calabacillas Commercial Park contains Lots A-1-A, B-1-A, B-1-B & C-1-A, Black Arroyo Dam. The smaller subject site corresponds to Lot B-1-A and is located at the SW corner of the intersection of Golf Course Rd. and Westside Blvd. Both sites are zoned C-2(SC).

The applicant proposes to reorganize and revise the existing design standards for the Calabacillas Commercial Park. The minimum elements of a site development plan for subdivision (see definition) will be addressed. A replat of Lot B-1-A, into Lots B-1-A-1 and B-1-A-2, is also included in request A. Development of an ≈ 35,000 square foot (sf), two-story office/retail building that will provide medical supplies to hospitals in the area, is proposed on Lot B-1-A (request B). The proposed development must be consistent with the design standards, some of which are proposed for revision. The southernmost portion of Lot B-1-A would be reserved for future development.

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)]. The Calabacillas Commercial Park is a shopping center (SC) site by zoning and definition; 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* and within the boundaries of the *Westside Strategic Plan (WSSP)*. It is in the Golf Course/County Line neighborhood activity center (WSSP, p. 30). The *Facility Plan for Arroyos (FPA)* also applies. The subject site is not in a Metropolitan Redevelopment Area (MRA). No sector plans apply.

The larger, \approx 12.5 acre subject site (which includes the smaller site) is vacant. To the north is Westside Blvd. and the City of Rio Rancho, with some commercial uses and the Cabezon subdivision. To the south are the single-family homes of the Horizon Hills subdivision and the Black Arroyo. To the east is Golf Course Rd., across from which is vacant land (Tracts D & E, Black Arroyo Dam). To the west are the Black Arroyo and the Black Arroyo Dam Detention Basin, owned by the Albuquerque Metropolitan Area Flood Control Authority (AMAFCA).

History

The subject site was annexed in 1985 (Enactment 37-1985) as part of a 10,136 acre annexation of land in the Paradise Hills area of northwest Albuquerque (AX-85-20, Z-85-84). Some of this area, including the subject site (consisting of Tracts A-1, B-1 and C-1), was part of the Paradise Hills Master Plan. The subject site's zoning was established as SU-1 for C-1. Along with Tracts D and E, in 1987 the subject site's zoning was changed to C-2 (Z-87-20). The subject site is a shopping center by definition, which makes its zoning C-2 (SC).

In 1998, the EPC approved minimal design standards for Tracts D and E, which are across Golf Course Road from the subject site (Z-98-19, Z-97-88). Similar design standards are proposed with the current request. In July 2003, the EPC approved amendments to the 1998 design standards (Project #1002556). Tracts D and E remain vacant, though a recent request for dwelling units as a conditional use was withdrawn.

In September 2006, the EPC approved a two-part proposal for a site development plan for subdivision, with design standards, and a site development plan for building permit for storage units on a Tract F-1 (Project #1004976, 06EPC-00424 and 06EPC-00425, see attachment). Tract F-1 is now called Tract B-1-B.

In Fall 2005, the applicant applied for a conditional use to allow storage units in the C-2 zone but did not provide the information the Zoning Hearing Examiner (ZHE) requested. Final approval was not granted. The applicant returned in July 2006 to complete the process. This time the ZHE placed the case on indefinite deferral pending resolution of the access issue at Westside Blvd. However, the access issue was subsequently resolved. As of the writing of the September 2006 Staff report for Project #1004976, the conditional use permit for the storage units had not been finalized and has not been since (Project #1004499/05ZHE-01611, Project #1004500/05ZHE-01612 and Project #1004502/05ZHE-01614). The proposed storage units were not built. The tract and the larger site remain vacant.

Design Standards

The purpose of design standards is to provide a framework for a development to ensure that the development will be consistent internally, be a higher quality than Zoning Code minimum requirements, further applicable policies and contribute to making planning goals a reality. The proposed site development plan for subdivision needs to serve as an overarching guide for development on the larger subject site.

Transportation System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways. Golf Course Rd. is classified as an urban minor arterial. Westside Blvd. is now classified as an urban principal arterial. It used to be (in the 2006-07 timeframe) a minor arterial east of Golf Course Rd. and a local street west of Golf Course Rd.

The Comprehensive Plan designates Golf Course Rd. as an Express Transit Corridor. Express Corridors are designed to quickly and efficiently move vehicles. Westside Blvd. is classified as a limited-access roadway (R-2000-11) in the Appendix D: addendum to the long-range roadway and transit system (the FAABS document). The existing access from Westside Blvd. was obtained in the 2006 timeframe when Project #1004976 was originally in the process.

ABQ Ride Route 96, the Cross-Town Commuter, passes by the subject site along Golf Course Rd. but only stops at the nearby park-and-ride locations. Weekday service is offered. An existing bicycle lane runs along Golf Course Rd.

Public Facilities/Community Services

A few public facilities are within a mile of the subject site. About 0.25 mile away are two developed City parks. A fire station and police substation are located near Cibola Loop, about one mile SE of the subject site.

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

III. ALBUQUERQUE COMPREHENSIVE ZONING CODE

Definitions (§14-16-1-5)

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.

SITE DEVELOPMENT PLAN FOR SUBDIVISION. An accurate plan at a scale of at least 1 inch to 100 feet which covers at least one lot and specifies the site, proposed use, pedestrian and vehicular ingress and egress, any internal circulation requirements and, for each lot, maximum building height,

minimum building setback, and maximum total dwelling units and/or nonresidential uses' maximum floor area ratio.

Zoning

Both the larger and the smaller subject sites are zoned C-2 (SC). The purpose of the C-2 Community Commercial zone (Zoning Code §14-16-2-17) is to “provides suitable sites for offices, for most service and commercial activities, and for certain specified institutional uses.” The proposed use, a retail/service medical supply building, is a permissive use under subsection (A)(13).

The subject site is designated as a shopping center (SC) site. Therefore, the shopping center regulations (Zoning Code §14-16-3-2) apply.

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.”

Goals and policies applicable to the proposal are listed below. The analysis is for the proposal as a whole, though separate findings are included herein for each request.

Land Use Policies-Developing & Established Urban Areas

Policy II.B.5.a: The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

The proposal would facilitate development of new commercial, office and retail uses (such as the proposed retail medical supply building) in the area, which would then result in a more complete range of urban services. This area currently consists of predominantly residential and drainage uses (see land use map). The proposal generally furthers Policy II.B.5.a.

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 non-residential development that would generally respect natural environmental conditions and scenic resources, in terms of architecture, style and colors. However, social and recreational elements such as plaza areas and pedestrian pathways, would not be included to the extent they should be. The proposed medical supply building would not respect natural environmental conditions because it would be located in a flood plain. Overall, the proposal partially furthers Policy II.B.5d-neighborhood /environmental/ resources.

Policy II.B.5e: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

The development is proposed on vacant land that is contiguous to existing urban facilities and services. Neighborhood integrity would generally not be affected because the single-family homes to the south are buffered by the arroyo, drainage basin and a portion of the smaller subject site that would be reserved for Phase 2 development. The proposal furthers Policy II.B.5e.

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.

Future commercial development and the proposed retail medical building would be located across the Black Arroyo and the Detention Basin from the existing single-family to the south, which would generally help minimize adverse effects of noise and lighting. Though the proposed design standards do not adequately address future uses or lighting, that request is proposed for deferral at this time. Therefore, the request generally 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*

Future commercial development and the proposed retail medical building would be located in a larger, area-wide shopping center, zoned C-2. However, it does not have access to mass transit because only a commuter line (no stops) passes by. The proposal partially furthers Policy II.B.5j-new commercial development/location.

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 design standards allow broadly defined southwest architectural styles and do not allow unmodified franchise architecture, which would result in quality in design that is appropriate for the Plan area. The proposed building would be of stone-like materials in colors compatible with the natural landscape, with metal portals. Overall, the building would conform to the design standards as written now. The proposal further Policy II.B.5l-quality design/new development.

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

The design standards do not ensure that unique vistas are used in site design. The proposed site layout and building do not maintain or enhance unique vistas. The quality of the visual environment on site could be improved by relocating the patio and providing a minimum landscape buffer from the right-of-way. The proposal does not further Policy II.B.5m-site design/vistas/visual environment.

D.4. Community Resource Management- Transportation and Transit

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

The design standards as written would ensure adequate pedestrian connectivity (Request A). However, pedestrian opportunities are generally not promoted or as integrated into the development as they should be (Request B). A connection is proposed to Golf Course Rd., but not to Westside Blvd. Bicycle lanes run along both. This is a growing area and Transit usage could increase. There's an opportunity to connect a sidewalk to the patio (or move the patio from this unpleasant condition) and connect the Phase I and Phase II sites. 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 design standards would help facilitate economic development and the request would provide new economic development and some employment opportunities. However, in this case, the development would not be balanced with an important environmental goal of keeping buildings safely out of flood plains. The request partially furthers the Economic Development Goal.

B) West Side Strategic Plan (WSSP)- Rank II

The West Side Strategic Plan (WSSP) was first adopted in 1997. It was amended in 2002 to help promote development of Neighborhood and Community Activity Centers and in 2009 to incorporate the Southwest Albuquerque Strategic Action Plan (SWASAP) (R-08-169, Enactment R-2009-035).

The WSSP identifies 13 communities, each with a unique identity and comprised of smaller neighborhood clusters. The subject site is located in the Seven Bar Ranch community, which consists of the area between: the Calabacillas Arroyo to the south and the County line to the north, the Rio

Grande to the east and approximately Rainbow Blvd. to the west. Policies particular to the Seven Bar Ranch Community mostly address development of the Regional Center near Cottonwood Mall.

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.

WSSP Policy 1.1 requires that higher density and non-residential development occur within Community and Neighborhood Centers. The subject site is located in the Golf Course/County Line Neighborhood Center (p. 141), zoned C-2(SC) and is intended for non-residential development. Residential development exists around it. The proposal generally furthers WSSP Policy 1.1.

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 gatherings. Services such as childcare, dry cleaners, drugstores, and small restaurants, along with a park and/or school should be located central to surrounding neighborhoods (p. 41).

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 all adjacent neighborhoods, parks, and to the larger open space system. Convenient transit services shall be connected with community-wide and regional transit development (p. 41).

The WSSP intends Neighborhood Centers to provide daily goods and services for people within about a 1 mile radius (p. 36). Neighborhood Center uses must be connected for bicycles and pedestrians, which the design standards do not address. The proposed medical/retail building would not quite be the “daily” type of service that caters to neighbors within a mile radius that the WSSP envisions.

The subject site is located in the Golf Course/County Line Neighborhood Center (p. 141). The site plan for subdivision somewhat addresses pedestrians and bicyclists but does not really integrate pedestrian-friendly elements into site design (Policy 1.15). It does not discuss how this SC site will be connected to “all adjacent neighborhoods, parks, and to the larger open space system”. The proposed medical/retail site incorporates elements such as portals and a pathway that are accommodating to pedestrians and bicyclists, but a few more things need to be done to be “very accommodating”. Overall, the proposal partially furthers WSSP Policies 1.15 and 1.16.

Policy 3.4 (Seven Bar Ranch): Several clusters of neighborhoods will develop within the Seven Bar Ranch Community. Each of these shall be served by a Neighborhood Center, so neighborhood commercial, public and quasi-public uses and other uses appropriate for such Centers shall be

encouraged. The lowest density single-family residential development shall not occur within these Centers, but must have safe pedestrian and bicycle access to them (p. 51).

The proposal partially furthers WSSP Policy 3.4, which says that neighborhoods will be served by neighborhood centers with appropriate uses that provide daily goods and services. Staff recognizes that the subject site is zoned C-2(SC). However, the design standards, the proposed building and future proposed buildings can provide safe pedestrian and bicycle access and try to be more a part of the growing community.

Policy 4.6: The following design guidelines (pages 160-171 of the Plan) shall become policies with the approval of this Plan:

- View Preservation; Views East of Coors Boulevard; Views to and from the Monument; *Other Views* (emphasis mine);
- Height; Lighting; Vegetation; Overhead Utilities; Radio, TV, and Cellular Towers; Signs; Fences and Walls; and Additional Design Guideline Issues.

It is recognized that additional Design Guidelines based on these and other applicable policies of the Plan shall be developed as follow-up work, and will be more complete than those included here. These policies were considered too critical to wait for additional planning efforts in the future.

WSSP design guidelines/policies apply to several elements in design standards, particularly views. The existing design standards do not adequately address views and more could be done with the proposed site layout to preserve views. More information is needed regarding lighting, signage and screening elements. The proposal partially furthers WSSP Policy 4.6-design guidelines.

Commercial Development

Policy 4.6.g: Create commercial developments that are or will be accessible by transit. Locate buildings adjacent to street frontages and place parking areas to the rear or sides of properties and/or on adjacent streets. Locate landscaping, walls, or fences so they do not create barriers for pedestrians. Parking shall not take precedence over pedestrian circulation.

Neither the design standards nor the proposed site/building do much to create commercial development that will be accessible by transit. As the area continues to grow, transit usage may increase. The design standards include some pedestrian standards, but do not address pedestrian and bicycle circulation as required. The proposed site layout places parking in front of both building entrances and, by design, takes precedence over pedestrian circulation. The proposal does not further WSSP Policy 4.6.g.

Policy 4.6.h: Limit the maximum number of parking spaces for office and commercial uses to 10% above Zoning Code requirements. Each development shall have an approved pedestrian and bicycle circulation plan that provides safe, attractive, and efficient routes to neighboring properties, adjacent streets, and transit service. The site plan shall show convenient access throughout the site. Regularly spaced pedestrian access through breaks in walls and continuous landscaping shall be provided. Stairways do not promote pedestrian convenience and shall be restricted or eliminated.

The design standards limit maximum parking spaces to 10% above required. The proposed development does not have a pedestrian and bicycle circulation plan, and the design standards still need to address this as part of addressing the definition of a site development plan for subdivision. Convenient access throughout the site is not shown. The proposal does not further WSSP Policy 4.6.h.

C) Westside-McMahon Land Use and Transportation Guide (Enactment 117-1999)*

**included in the West Side Strategic Plan (WSSP)*

In November 1999, the City Council adopted Enactment No. 117-1999 as an amendment to the WSSP. This Enactment incorporated the Westside-McMahon Land Use and Transportation Guide, which was synthesized into policies and a map (Attachment A) and is contained in the Enactment. The concepts identified therein identify an arrangement of mixed land uses and “establish a desirable direction for promoting the opportunity for reduced automobile travel and encourage the use of transit, bicycle and pedestrian modes”.

The subject site falls within the boundaries of Enactment No. 117-1999. Note the following found in Section 4: “The map included as Attachment A, Transportation and Land Use Concept for the Westside-McMahon Corridor, and the performance measures listed below establish the policies that will be used by the EPC and the City Council in their review of development and rezoning proposals for properties located within the Westside-McMahon corridor”. The following policies apply:

Section 3: The land use concepts set forth herein are not intended to imply zoning or supersede existing zoning and/or development plans.

Section 4(A): Such proposals should be generally consistent with density, type and hierarchy of uses as illustrated in Attachment A (which designates the subject site as Low Commercial).

Section 4(A)(2): Low Commercial includes neighborhood scale commercial development *as allowed under the C-1 zone category* of the City of Albuquerque Comprehensive Zoning Code (emphasis mine).

Section 4(A)(3): Medium Commercial includes community scale commercial development *as allowed under the C-2 zone category* of the City of Albuquerque Comprehensive Zoning Code (emphasis mine).

Section 4(C): Connections that provide safe and efficient pedestrian movements to enhance mobility within the corridor and encourage the use of transit, bicycle and pedestrian modes as an alternative to automobile travel should be provided between adjoining uses and between developments and the transportation system.”

The Westside-McMahon Land Use and Transportation Guide (the Guide) designates the subject site “Low Commercial”. The WSSP envisions C-1 neighborhood commercial uses, which are most appropriate for this location in the Golf Course/County Line neighborhood activity center (p. 30). The “Medium Commercial” category, designated appropriate for C-2 uses, is found along NM 528. The proposal conflicts with Sections 4(A)(2) and 4(A)(3) of Enactment 117-1999. However, Section 3 indicates that the Guide does not supersede existing zoning. The subject site is already zoned for C-2 uses.

Attachment A shows a bicycle/pedestrian facility along Westside Blvd. and along Golf Course Rd. (the north and east sides of the subject site). The proposed site plan for subdivision includes neither and does not sufficiently address non-auto travel, and therefore does not comply with Section 4(C) of Enactment 117-1999.

D) Facility Plan for Arroyos (FPA)- Rank II

The Facility Plan for Arroyos (1986) establishes guidelines and procedures for implementing Comprehensive Plan goals in order to create a multi-purpose network of recreational trails and open space along arroyos (FPA, p.11). The Facility Plan for Arroyos (FPA) is a Rank II facility plan that designates some arroyos for further study and development as recreational corridors. The term arroyo is defined as a “small, steep-sided watercourse or gulch with a nearly flat floor” (p.75). The Facility Plan for Arroyos (FPA) contains general policies for all arroyos and seven specific policies for the different classifications of arroyos.

The subject site’s southern boundary abuts the Black Arroyo, which is a part of the Calabacillas Arroyo system. The Calabacillas Arroyo is designated by the FPA as a Major Open Space Link. Major Open Space Link arroyos are slated for development of arroyo corridor plans (p. 33), though so far this has not occurred. The FPA intends that Major Open Space Link arroyos have recreational trails and form continuous east-west linkages across the City.

V. SITE DEVELOPMENT PLAN SET

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

A) Site Development Plan for Subdivision Amendment 30-day Deferral Requested

The proposed amendment to the existing site development plan for subdivision consists of re-organizing and revising the design standards. The existing design standards for the Calabacillas Commercial Park apply to the \approx 12.5 acres that comprise the SW corner of the Golf Course Rd./Westside Blvd. intersection. Approved by the EPC in September 2006, the design standards received final sign-off in March 2007. Several conditions were needed. The resulting site development plan for subdivision, though improved, was still in need of substantial clean-up and clarification to make the standards usable for future development of the Commercial Park.

The applicant is working on re-drawing the site development plan for subdivision, including the design standards, and following standard formatting. For instance, the signature block, map, vicinity map and elements of the definition of a site development plan for subdivision (see definition in Zoning Code §14-16-1-5) are addressed on the first sheet. The design standards follow on the second sheet. A re-organization is essential to remedy the standards’ disjointedness. For instance, architectural standards are found in three separate locations. Landscaping standards are in four. These need to be grouped together by subject, then arranged in the order typical for design standards. Other information, such as that about the formerly-proposed storage units, can be removed.

Since the applicant has requested deferral of this request, additional discussion will not be provided at this time.

B) Site Development Plan for Building Permit

The applicant proposes to develop a two-story, retail/service medical supply building on the \approx 4.5 acre Lot B-1-A, which would become Lot B-1-A-1 through the associated site development plan for subdivision request (A, above). The future Lot B-1-A-2 would be a Phase 2 for future development.

Site Plan Layout / Configuration

The proposed medical supply building would be located approximately in the middle of the \approx 4.5 acre subject site, oriented west-east, with entrances facing the parking lots on the building's northern and eastern sides. Loading facilities are proposed on the southern side, as is a large parking area. Landscaping areas are proposed on the eastern, northern and western sides. A refuse enclosure and oxygen tanks are shown near the loading dock. A standard dumpster detail, with dimensions, materials and colors, is needed.

Public Outdoor Space

Zoning Code §14-16-3-18(C)(3) requires outdoor seating for major facades greater than 100 feet in length, such as the building's northern façade (\approx 235 feet long) and eastern façade (\approx 154 feet long). The seating must be along at least one of the facades and be provided at the rate of 1 seat per 25 linear feet of façade. Each seat shall be a minimum of 24" wide. Public outdoor space is not required because the proposed building is less than 60,000 sf [Ref: 14-16-3-18(C)(4)].

Outdoor space for employees, however, is required because the proposed building would have more than 6 water closets according to IBC standards. The outdoor space must be a minimum 300 square feet, with seating and shade covering at least 25% of the area. A 450 sf patio is proposed at the building's SW corner, near the truck loading area, in between two truck/vehicle entrances, and without any screening, seating or shade.

This is a poor location for an employee patio, from a functional standpoint. Staff suggests either moving the patio area somewhere near the building's NE corner and/or providing a usable outdoor plaza, patio or courtyard. Doing the latter creates an exception from the employee outdoor space requirement because employees, and the public, would be able to use the space. [Ref: 14-16-3-18(D)(3)(a)].

Vehicular Access & Circulation

Vehicular access to the site is from Westside Blvd. only. Though a limited-access roadway, apparently the access was obtained in the 2006 timeframe. No access is shown from Golf Course Rd. A Traffic Impact Study (TIS) was not required.

After entering from Westside Blvd., there are two access locations, both with ingress and egress for use by both vehicles and trucks. Both can proceed around the site in a circular pathway. The drive aisle is the 24 foot minimum on the site's eastern and northern sides, so it's possible that large trucks would have a difficult time maneuvering the site. A truck turning exhibit, indicating turning motions and type of truck, is needed. Truck size (ex. WB 65) has not been specified. The travel path for heavy vehicles needs to be shown (see Transportation comment).

Parking

Required parking is calculated pursuant to Zoning Code §14-16-3-1. For retail and service uses, one space is required for every 200 sf of building area for the first 15,000 sf of a building, then one space for every 250 sf of area for the next 45,000 sf. For office uses, the rate is one space for every 200 sf of net leasable area on the ground floor and one space for every 300 sf on other floors. Parking calculations are as follows:

Office: 10,000 sf ground floor, 5,000 sf second floor $(10,000/200 + 5,000/300) = 67$
Retail/Service: 20,000 sf ground floor $(15,000/200 + 5,000/250) = 95$
Total required spaces = 162

178 spaces (16 more than required) are provided. Of the required parking spaces, 8 must be handicap (HC). 10 HC spaces are provided. In addition to the required spaces, 5 motorcycle (MC) spaces are required. 5 are provided (equivalent to 2.5 regular parking spaces). So, the minimum amount of parking spaces to be shown is 164.5. Most parking spaces are 9 feet wide and 20 feet long, except for the two long rows on the site's northern side, which have spaces 18 feet long. Both dimensions are compliant. Parking bumpers are needed (see Transportation comment).

For bicycle parking, calculated at the rate of 1 space/20 required parking spaces, 8 spaces are required and 10 are provided.

Pedestrian and Bicycle Access and Circulation, Transit Access

Zoning Code §14-16-3-18 contains design standards for commercial retail/services. Subsection (C)(1) pertains to sidewalks. For buildings 10,000-30,000 sf, a ten foot sidewalk is required along the entire length of main facades that contain primary entrances. For buildings greater than 30,000 sf, the width shall increase 1 foot for every 10,000 sf of building. So, for a 35,000 sf building, a 10.5 foot wide sidewalk is required along the two major facades (north and east) that contain primary entrances. The sidewalk on the eastern side is not wide enough.

Subsection (C)(1)(d) states that sidewalk width may vary along a façade provided that the average required width (10.5 feet, see above) is maintained and that the width doesn't go below 8 feet. The sidewalk along the northern façade goes to 7 feet but must be at least 8 feet.

A 5 foot, concrete pedestrian pathway is proposed from Golf Course Rd. It needs to be a minimum of 6 feet wide. A pedestrian connection is needed to Westside Blvd. A convenient location would be from the sidewalk on the western façade, across the parking area and small landscape strip. One parking space would be lots, which is insignificant because the site is overparked by 16 spaces. This pathway also needs to be 6 foot wide, textured concrete [Ref: Zoning Code 14-16-3-1(H)]. , Off-Street Parking Regulations, the crosswalk needs to be clearly demarcated with special paving

Walls/Fences

A 6 foot, CMU security wall is proposed near the building's SW corner and extending along the site's SW boundary, south boundary and part of the eastern boundary. A gate is proposed across the main entrance. Another gate is proposed at the smaller, western entrance, though it's about 40 feet

into the site. Another gate is proposed about 170 feet north of the site's southern boundary, right before the pedestrian pathway. A wall detail is needed.

Landscaping

Scope: Landscaping is proposed mostly along the subject site's western side, though landscape strips are proposed along the northern and eastern sides. No landscaping strip is proposed on the southern side. The future phase is supposed to be seeded, though this is not indicated.

Trees proposed include Honey Locust, Chinese Pistache, Modesto Ash, Arizona Sycamore and the accent tree, Vitex. Shrubs proposed include Russian Sage, Red Yucca, Buffalo Juniper (female), Gro-Low Sumac, Fernbush, Rosewood, 3 leaf Sumac, Apache Plume and Butterfly Bush. Proposed ornamental grasses are Maiden Grass, Regal Mist Grass and Karl Foerster Grass.

Cobble mulch is proposed, but the color needs to be specified. Native grass seed is proposed for Tract B-1-A-2. Staff cannot find the symbol for Russian Sage on the landscape plan. Staff suggests that Russian Sage be added in at the site's far NE corner amidst the sea of low-lying juniper, to add some color to the corner.

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 be met. Note that tree canopy does not count.

The landscaping calculations need to be based on the acreage of the future Tract B-1-A-1 (3.0572 acres) because it is the subject of the site development plan for building permit. The building footprint size needs to be consistent with the main sheet. The landscaping regulations will apply to the future Tract B-1-A-2 when a development request is submitted. The calculations should also be revised based on counting the building size as 30,000 sf.

Standard City notes, such as the landscape maintenance being the responsibility of the property owner, are included but in very brief form. The standard notes need to provide more description. A shrub planting detail is needed, and should be placed with the irrigation detail and the tree planting detail, on a separate landscape detail sheet.

Parking Lot Trees: One parking lot tree is required for every 10 parking spaces. 178/10≈ 18 parking lot trees required. 13 are provided. The Honey Locust around the parking lot perimeter, the small ornamental (Vitex) and one Ash serve as parking lot trees. **5 more trees are needed.** A couple of trees could go in the approx. middle of the southern parking lot area, because there are some parking spaces that are over 100 feet from a tree.

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.

Water Harvesting: For new build sites, landscape areas should be depressed slightly below the parking areas so that runoff water can be captured for supplemental irrigation. Curb cuts in select

places in landscape islands and curbing can facilitate this. The curb cuts need to be show on the landscaping plan and the grading and drainage plan.

Lighting

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

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

Issue: The grading and drainage plan is particularly important in this case. Two flood plains extend approx. north-south across the subject site. The applicant has requested that the City submit a Letter of Map Revision (LOMR) to the Federal Emergency Management Agency (FEMA). The City hydrologist did this around the third week in February. The map revision would remove the flood plain designation(s) from the subject site, meaning that the proposed building would no longer be in a flood plain.

The issue is that FEMA typically takes about 90 days to respond to LOMR requests. They may have comments, which would further extend the timeframes. Meanwhile, the applicant wishes to proceed. However, City staff cannot sign-off on a site development plan that shows a building in a designated flood plain. Not until such designation is removed and/or revised, can final sign-off at the Development Review Board (DRB) occur.

Topography & Narrative: The subject site generally slopes downward, approximately from NE to SW and S, with about a 12 foot and 19 foot elevation drop, respectively. Contour elevations range from ≈5,189 ft. near the NE corner to ≈5,177 near the SSW middle portion of the site, to 5,170 near the site's southern tip. A ponding areas exists at this southern tip, as the site approaches the Black Arroyo. 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. Curb cuts for water harvesting need to be shown, and match those shown on the landscaping plan.

Utility Plan

A new water line and a new sanitary sewer line are proposed to run from the building's southern side, near the loading area, to connect to the existing lines in the access street. There is an existing fire hydrant across from the SW corner of the proposed building. A new fire hydrant is proposed south of the main entrance, near the middle of the subject site's western side.

Architecture

The proposed, 35,000 sf building is two stories, with 30,000 sf on the ground floor and 5,000 sf on the top floor. The building would be 32 feet tall at its highest point (the NE corner), though height varies. The west elevation is 30 feet tall and the south elevation is 26 feet tall. The east and north elevations vary in height. Pursuant to the C-2 zone, which references the O-1 zone, maximum allowed building height is 26 feet but additional height is allowed provided the angle plane test can be met. The applicant has provided an exhibit to demonstrate compliance with the angle planes (see attachment).

The proposed building is finished in medium tan, split-faced CMU with 4 inch, darker accent bands. Entrances, proposed on the north and east sides of the building, and windows would be framed in aluminum. A porch, of bronze-painted aluminum and about 6 feet deep, is proposed around the building's east, north and most of the west side. The south elevation shows two oxygen tanks and a steel fence (labeled as gate) around them; this needs to be shown on the main site plan sheet.

Signage

A monument sign is proposed near the site's NW corner. The monument sign detail shows a casing that's 6 feet tall and 7 feet wide, with 30 sf of sign area. It appears that the scale is incorrect. Color needs to be specified. The sign would be an internally illuminated plastic panel.

Building-mounted signage, with the name and logo of the building user, is also proposed. A dashed line needs to be drawn around it; it's ≈ 112 sf and is proposed on the north and east elevations. Future tenant signage show is 150 sf on the west elevation, 300 sf on the east elevation, and 225 sf on the north elevation. No signage is proposed on the south elevation. Customary details, such as dimensions, colors, materials and illumination (if any) need to be provided on the detail or elevations sheet.

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. Another monument sign is shown for the future tract; however, this should be removed and shown when the tract develops. This sign cannot be for the proposed building, because then it would be an off-premise sign.

*******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

Reviewed- No comments.

Office of Neighborhood Coordination

No NA/HOAs
Westside Coalition of NAs

Long Range Planning

Amend Site Plan for Subdivision

b. item 2, Please clarify “ All site plans for Building Permits require EPC review and comment and DRB approval”. The EPC hears cases and approves or denies them. Is this asking for Planning Staff review before approval by the DRB?

d. Item 8.D, Why would seating only be for waiting patrons and not a place for patrons to eat?
The other proposed amendments seem reasonable.

Site Plan for Building Permit

The site is within the Boundaries of the Westside Strategic Plan and in the Established Urban area of the Comprehensive Plan.

The landscaping plan shows Modesto Ash; Ash trees are high pollen producers and medium plus water users. Could a lower water use, lower pollen tree, be substituted?

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

Amend Site Development Plan for Subdivision:

- All freestanding project sign locations must comply with clear sight distance requirements.
- 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.”
- Transportation has no objections to the proposed amendment requests, however, in an effort to technically clean up the site plan for subdivision, the following comments are provided: 1) Provide a vicinity map. 2) Remove repeated paragraphs “Irrigation Systems” and Landscaping Maintenance.” 3) Address the conflict between amended Note 8.C and text under “Building

Configuration” which addresses restaurants providing outdoor dining. 4) Spelling errors found in note 14, “Sinage” and under Cross Access Easements, “isles”.

**Hydrology Development (City Engineer/Planning Department):
Amend Site Development Plan for Subdivision:**

- Reviewed, no adverse comments.

Transportation Planning (Department of Municipal Development):

- Sidewalk and bike lanes currently exist along the property frontages at Westside Blvd. and Golf Course Rd. Westside Blvd. is a limited access roadway. Access to the site along Westside Blvd. complies with the requirement of driveways to be located no closer than approximately 400 feet from adjacent access points. No further comments regarding on-street bikeways or roadway system facilities.

Traffic Engineering Operations (Department of Municipal Development):

- No comments received.

Street Maintenance (Department of Municipal Development):

- 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 Amendment of Site Development Plan for Subdivision:

1. 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.”

CITY ENGINEER

Transportation Development Services

Site Development Plan for Building Permit:

- Clearly show the heavy/delivery vehicle pathway (tracking and route) to and from Westside Blvd. onto site and circulation through site. The pathway cannot cross into incoming traffic also provide size and classification of delivery vehicle.
- A six-foot wide, ADA accessible, pedestrian pathway is required from public roadway to the building.
- Wheel stops (parking bumpers) will be needed around the parameter of building for parking stalls or provide appropriate curb and gutter.
- Provide/label/detail all dimensions, classifications and proposed infrastructure within the site.
- All easements and access agreements 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

Hydrology Development (City Engineer/Planning Department):

Site Development Plan for Building Permit:

- There is an AO flood zone 1 foot deep on this site. Until the LOMR is approved, the building Finished Floor will have to be 1 foot above the BFE per the Flood Control Ordinance. The one foot above applies to the highest existing grade, which is approximately 5186 ft elev.
- Submit a Conceptual Grading and Drainage Plan to Hydrology for DRB approval.

Transportation Planning (Department of Municipal Development):

- Sidewalk and bike lanes currently exist along the property frontages at Westside Blvd. and Golf Course Rd. Westside Blvd. is a limited access roadway. Access to the site along Westside Blvd. complies with the requirement of driveways to be located no closer than approximately 400 feet from adjacent access points. No further comments regarding on-street bikeways or roadway system facilities.

Traffic Engineering Operations (Department of Municipal Development):

- No comments received.

Street Maintenance (Department of Municipal Development):

- 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:**

1. Clearly show the heavy/delivery vehicle pathway (tracking and route) to and from Westside Blvd. onto site and circulation through site. The pathway cannot cross into incoming traffic also provide size and classification of delivery vehicle.
2. A six-foot wide, ADA accessible, pedestrian pathway is required from public roadway to the building.
3. Wheel stops (parking bumpers) will be needed around the parameter of building for parking stalls or provide appropriate curb and gutter.
4. Provide/label/detail all dimensions, classifications and proposed infrastructure within the site.
5. Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
6. All easements and access agreements must be shown and labeled on Site Plan. Provide recording information.
7. Until the LOMR is approved, the building Finished Floor will have to be 1 foot above the BFE per the Flood Control Ordinance. The one foot above applies to the highest existing grade, which is approximately 5186 ft elev.

8. Submit a Conceptual Grading and Drainage Plan to Hydrology for DRB approval.

WATER UTILITY AUTHORITY
Utility Services

ENVIRONMENTAL HEALTH DEPARTMENT
Air Quality Division

Environmental Services Division

PARKS AND RECREATION
Planning and Design

Open Space Division

POLICE DEPARTMENT/Planning

- A)** This project is in the Northwest Area Command.

No Crime Prevention or CPTED comments concerning the proposed Amended Site Development Plan For Subdivision request at this time.

- B)** This project is in the Northwest Area Command.

- Suggest installing additional pole lights near the two vehicle entrances. Additional lighting in this area will increase the effectiveness of both natural and video surveillance.

- It appears the proposed landscaping and perimeter property lights are in conflict with each other. Recommend removing from the plans any large variety tree plantings adjacent to designated pole lights. If the plans are developed as indicated, the eventual tree canopy will obstruct or diminish the available illumination.

- All other landscaping should be evaluated to ensure proper visibility. Bush variety landscaping should be trimmed and maintained to a level no more than 3' off the ground.

- The entire property (exterior) should be covered with a video surveillance system. Recommend installing cameras to cover all vehicle entry/exit points, loading dock, parking lot, walkways, common and maintenance areas, main building entrance and any other areas deemed vital to the operation. Each image should be monitored and recorded for real-time and historical use.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved as long as it complies with the SWMD Ordinance.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Project # 1004976 13EPC-40090 AMEND SITE DEVELOPMENT PLAN-SUBDIVISION	Adjacent and nearby routes	Route #96, Crosstown commuter, route passes the site on Golf Course
	Adjacent bus stops	None
	Site plan requirements	None.
	Large site TDM suggestions	None.
	Other information	None.
Project # 1004976 13EPC-40091 SITE DEVELOPMENT-BUILDING PERMIT	Adjacent and nearby routes	Route #96, Crosstown commuter, route passes the site on Golf Course
	Adjacent bus stops	None.
	Site plan requirements	None.
	Large site TDM suggestions	None.
	Other information	None.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Project #1004976 13-EPC 40090 AMEND SITE DEVELOPMENT PLAN-SUBDIVISION	Black Arroyo Dam, Lots A-1-A, B-1-A, B-1-B, and C-1-A, is located on Westside Blvd between Golf Course Rd and Black Arroyo Dam. The owner of the above property requests approval of an Amendment to the Site Development Plan for Subdivision for a property zoned C-2. This will have no adverse impacts to the APS district.
Project #1004976 13EPC-40091 SITE	Black Dam Arroyo Dam, Lot B-1-A1, is located on Golf Course on the southside of Westside Blvd. The owner of the above property requests approval of a Site

DEVELOPMENT- BUILDG PRMT	Development Plan for Building Permit to allow for the development of a 35,000 sq ft facility that will provide medical supplies to the two hospitals in the area. 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.