



**Environmental
Planning
Commission**

*Agenda Number: 2
Project Number: 1003859
Case #s: 11EPC-40067/40068 and
04EPC-01845
January 19, 2012*

Staff Report

Agent	Tierra West LLC
Applicants	Silver Leaf Ventures LLC
Requests	<ol style="list-style-type: none"> 1 5-year extension of a Site Development Plan for Subdivision, Tracts 1-9, North Andalucia at La Luz, 04EPC-01845 2 Site Development Plan for Subdivision Amendment (approx. 24 acres) 3 Site Development Plan for Building Permit (approx. 11.5 acres)
Legal Description	Tracts 1-6, North Andalucia at La Luz Tracts 1-3, North Andalucia at La Luz
Location	SE corner of Coors Blvd. NW and Montano Rd.
Size	Approximately 60 acres
Zoning	SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre)

Staff Recommendation

APPROVAL of 04EPC-01845, to extend the life of a Site Development for Subdivision, based on the Findings beginning on p. 50.

DEFERRAL of 11EPC-40068, Site Development Plan for Subdivision Amendment, based on the Findings beginning on p. 51, for 60 days.

DEFERRAL of 11EPC-40067, Site Development Plan for Building Permit, based on the Findings beginning on p. 54, for 60 days.

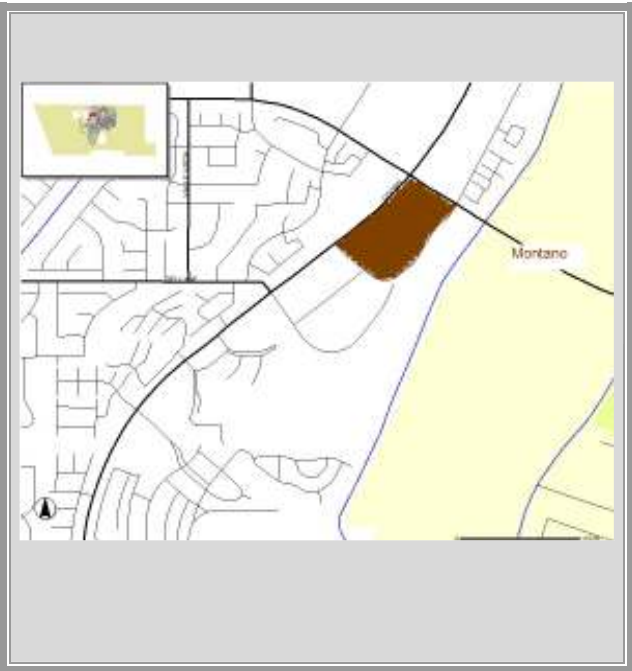
Staff Planners
*Carmen Marrone, Current Planning Manager
Catalina Lehner-AICP, Senior Planner*

Summary of Analysis

The proposal is for an extension of the North Andalucia at La Luz site development plan for subdivision, an amendment to it, and a site development plan for building permit for a Large Retail Facility (LRF). The zoning allows the proposed use.

The subject site is in the Established Urban and Developing Urban areas as designated by the Comprehensive Plan. The West Side Strategic Plan and the Coors Corridor Sector Development Plan apply. Overall, the proposal partially furthers applicable Goals and policies. The proposed LRF is required to comply with the North Andalucia at La Luz design standards and the LRF Regulations.

Two facilitated meetings were held. Neighborhood organizations are mostly opposed and concerned about traffic, environment, school proximity, views, design, crime, safety, and number of stores in the area. Staff recommends a 60 day deferral to address outstanding issues and comments, and to improve compliance with applicable policies, standards and regulations.



I. AREA CHARACTERISTICS

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SU-1 for C-2, O-1 Uses and PRD (20 DU/ac)	i) Established Urban & Developing Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	Vacant
North	C-2, C-2 (SC), SU-1 for C-1 Permissive & Conditional Uses & Full-Service Liquor within 500 feet of a Residential Zone	i) Established Urban & Developing Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	Commercial, shopping center
South	SU-1 for School & Related Facilities, SU-1 for School Recreation & Private Open Space, SU-1 for PRD (10DU/ac), SU-1 PRD	i) Established Urban & Developing Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	Vacant, school recreation facilities, single-family residential
East	SU-1 for Major Public Open Space, SU-1 for Public Utility Facility, SU-1 for C-2, O-1 Uses and PRD (20 DU/ac), SU-1 for School & Related Facilities	i) Developing Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	School, school facilities, ponding area, open space, Bosque east across the Corrales Drain
West	C-2, R-2, R-T, SU-1 PRD (10 DU/ac)	i) Established Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	Commercial Multi-Family Residential Single-Family Residential

II. INTRODUCTION

Proposal

This is a three-part proposal for: 1) a five-year extension of the existing North Andalucia at La Luz site development plan for subdivision, Tracts 1-9 (Project #1003859, 04EPC-01845); 2) an amendment to this site development plan for subdivision, an approximately 60 acre site consisting of Tracts 1 – 6, North Andalucia at La Luz; and 3) a site development plan for building permit for a large retail facility (LRF, or “big box” retail) on the future Tract 2-A, an approximately 11.5 acre site (the “subject proposal”).

The applicant proposes to extend the existing site development plan for subdivision, which contains design standards, and amend it as follows: subdivide Tract 1 into four Tracts, subdivide Tract 2 into three tracts, and create a new Tract 3A to replace the existing Tract 3. The associated, proposed site development plan for building permit would allow development of a large retail facility (LRF) on the future Tract 2-A.

Environmental Planning Commission (EPC) Role

The EPC is the final approval body for the subject proposal, unless the EPC decision is appealed. The North Andalusia at La Luz Design Standards, contained in that site development plan for subdivision, state that subsequent site development plans for building permit must be consistent with the design standards and approved by the EPC. Major amendments are also required to go through the EPC process.

Context

The approximately 60 acre subject site is in the Established Urban Area (the western, approx. half) and the Developing Urban Area (the eastern, approx. half) of the Comprehensive Plan. The entire subject site is within the boundaries of the West Side Strategic Plan (WSSP) and the Coors Corridor Sector Development Plan (CCSDP). A portion of the subject site, mostly north of Mirandela St., is located in a designated Activity Center, the Montañó/Coors Community Activity Center. The subject site is not located in a Metropolitan Redevelopment Area (MRA).

The subject site consists of land at the SE corner of Coors Blvd. and Montañó Rd., from Montañó Rd. south to Mirandela St., and west of Mirandela St. Surrounding the subject site are a variety of uses, including: a shopping center and various commercial uses to the north, single-family residences to the north across Montañó Rd. and further south at the La Luz community, multi-family residences across Coors Blvd. A private school, ponding area and open space are located between Mirandela St. and the Corrales Drain, which is between these uses and the Bosque (the “forrest”) to the east. The Bosque is designated Major Public Open Space (MPOS).

Long Range Roadway System

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

Coors Blvd. is a Principal Arterial with a right-of-way (ROW) of 156 ft. Montañó Rd. is an Urban Minor Arterial with a ROW of 106 ft. Mirandela Rd. and Learning Rd. are local streets.

The Albuquerque Bikeway Map (2011) indicates that Coors Blvd., Montañó Rd. and Mirandela St. are designated bicycle lane. Learning Rd. has a designated bicycle lane and a designated multi-use trail.

Transit: Albuquerque Ride Route #790-Rapid Ride Blue Line (westside to UNM), Route #155-Coors and Route #96-Crosstown commuter, pass the subject site on Coors Blvd. in the north-south direction. Route #157- Montañó/Uptown/Kirtland, runs west-east on Montañó Rd.

The Comprehensive Plan designates Coors Blvd. and Montañó Rd. as Enhanced Transit Corridors.

Public Facilities/Community Services

The subject site is close to several public and community facilities. A Fire Station and a Community Center are approx. 0.7 mile to the northwest. Two parks are near the fire station and a larger park is north of the community center. The Pueblo Montañó trailhead facility northeast of the site provides access to the Bosque. The Northwest Area Command, at 4051 Ellison Avenue NW (across from Cibola High School), provides police coverage.

III. HISTORY

Annexation/Zoning

The subject site was part of the Northwest Mesa Phase III annexation, which occurred in 1985 and consisted of approximately 1000 acres of Westside land (Z-85-138). Zoning was established as SU-1 for C-2 Uses, O-1 Uses and PRD (10 DU/acre).

In August 2003, the site was rezoned to SU-1 for C-2 (23.3 acres max.), O-1 (11.7 acres max.) and PRD (20 du/acre max.). The EPC found the increased residential density was appropriate given the proximity of the site to the Montañño/Coors Activity Center, at the north end of the site (Project #1000965, 03EPC-01102)

Site Development Plan for Subdivision

The subject site was originally part of a much larger site development plan for subdivision known as Andalucia at La Luz, approximately 228 acres extending from Montañño Rd. on the north to Namaste Rd. on the south, and from Coors Blvd. on the west to the Corrales Drain on the east. In February of 2001, the Environmental Planning Commission (EPC) approved a zone map amendment and a site development plan for subdivision, for the entire subdivision (Project #1000965, 00EPC-01743).

In January of 2005, the EPC approved a site development plan for subdivision to subdivide Andalucia at La Luz into two distinct subdivisions separated by Learning Road – Andalucia North and Andalucia South (Project #1003859, 04EPC-01845). Andalucia North was subdivided into 9 tracts. The La Luz Landowners Association appealed the EPC decision. On March 15, the Land Use Hearing Officer recommended that the City Council remand the case to the EPC to make a more complete record and findings. Another facilitated meeting was also recommended. The City Council voted unanimously to accept the LUHO recommendation. At the remand hearing on May 19, 2005, the EPC approved the request based on an improved set of findings (see attachment). The design standards approved in 2003 apply to development in Andalucia North and South.

The site development plan for subdivision received final sign-off by the Development Review Board (DRB) on September 16, 2005. Pursuant to §14-16-3-11(C) of the Zoning Code, if less than one-half of the site has been developed since approval of the site development plan, the site development plan for the undeveloped areas shall terminate automatically unless the property owners request in writing, through the Planning Director, that the EPC extend the plan's life an additional five years. The applicant is requesting a 5-year extension of the site development plan for subdivision for EPC approval (Project #1003859, 04EPC-01845) as part of the overall request.

Site Development Plan for Subdivision Amendments

The North Andalucia at La Luz Site development plan for Subdivision (Project #1003859, 04EPC-01845) has been amended twice since 2005. The September 2007 amendment was to create a round-about at the intersection of Learning and Antequera Roads and to reflect the location of the archaeological sites, as field verified. The June 2008 amendment (Notice of Decision attached) was to remove Tracts 7, 8 and 9 from this site development plan for subdivision and consolidate the three tracts into the Bosque School site development plan for subdivision (Project #1000901, 08EPC-40051).

Site Development Plan s for Building Permit at Andalucia North

In June of 2005, the EPC approved a site development plan for building permit to include 140,000 square feet of commercial development on Tracts 2 and 3 of the subject site. The La Luz Landowners Association appealed the EPC decision; however, an agreement was reached with the Association and they withdrew the appeal prior to City Council action. The site development plan was submitted to the DRB but never received final sign-off. The current request for site development plan for building permit will replace the 2005 EPC approved site development plan for building permit and will update the Traffic Impact Study provided in 2007.

On November 17, 2005, the EPC unanimously approved a site development plan for building permit for multi-family residential development on Tracts 4 and 6, immediately south of the subject site. The La Luz Landowners Association appealed the EPC decision, however, prior to the scheduled hearing on the appeal, the Association withdrew the appeal based on an agreement between the applicant and the Association that resolved the outstanding issues in the case. The site development plan received final sign-off by the DRB in March of this year and the new property owner is planning to begin construction of apartments on Tract 6 in the spring of 2012.

On November 2011, the EPC approved a zone map amendment from SU-1/O-1 to SU-1/O-1 including Bank & Drive-up Service and a site development plan for building permit to allow development of a drive up bank on Tract 5, located at the northeast corner of Coors & Learning Road.

IV. ANALYSIS- ZONING & GOVERNING SITE DEVELOPMENT PLAN FOR SUBDIVISION

ALBUQUERQUE COMPREHENSIVE ZONING CODE

Definitions (§14-16-1-5)

Large Retail Facility (LRF). A single tenant structure with at least 75,000 square feet of net leasable area for the purpose of retailing. A Shopping Center Site with a Main Structure of 75,000 square feet or more is a Large Retail Facility. Refer to §14-16-3-2 for Large Retail Facility Regulations.

Pedestrian Plaza (Outdoor Courtyard). An outdoor public space that contains seating and shade and is typically privately owned and maintained.

Retail Suite Liner. A retail suite connected to and extending from the front or side of a Main Structure for the purpose of screening.

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

The subject site is zoned SU-1 for C-2, O-1 Uses and PRD (20 DU/ac) with the following stipulations, as established by the North Andalucia at La Luz site development plan for subdivision (04EPC-01845): Tracts 1 and 2 are zoned for C-2 uses and Tract 3 is zoned for O-1 uses. Tracts 1 and 2 will contain retail, restaurant and bank uses – uses permissive in the C-2 zone. Tract 3 will contain parking associated with an office use as well as parking and a driveway associated with a commercial use. The Zoning Enforcement Official has determined that the parking associated with the commercial use is allowed on Tract 3 provided it is not *required* off-street parking. Driveways are not considered a use.

The SU-1 special use zone (Zoning Code §14-16-2-22) provides suitable sites for uses that are special, and for which the appropriateness of the use to a specific location depends upon the character of the site design (see attachment). A site development plan is required when requesting SU-1 zoning; the two are inextricably linked [Ref: §14-16-2-22(A)(1)]. Planned Residential Development (PRD), which can be single-family homes, townhouses and/or apartments, is a permissive use in the SU-1 zone [Ref: §14-16-2-22(B)(25)].

The O-1 (Office & Institution) zone, Zoning Code §14-16-2-15, provides “sites suitable for office, service, institutional, and dwelling uses.” A parking lot is a permissive use in the O-1 zone [Ref: §14-16-2-15(A)(12)] provided it is associated with the “office, service, institutional, and dwelling uses” listed therein (see attachment).

The proposed large retail facility (LRF) is a permissive use in the C-2 zone, and falls under the permissive retail uses listed in §14-16-2-17(A)(13), which reads as follows (see attachment):

“(13) Retailing of any consumer product and provision of any customer, personal, or business service, except adult amusement establishments and adult stores, hospitals for human beings and transit facilities, provided it is not listed as a conditional use in this zone, or as a permissive or conditional use listed for the first time in the C-3 zone, and with the following limitation:

(a) Alcoholic drink sales for consumption off premises; except the sale of alcoholic drink within 500 feet of a community residential program or hospital for treatment of substance abusers is prohibited pursuant to § 14-16-3-12(A)(11) ROA 1994:

1. are limited to building area which is not within 500 feet of a residential zone; and
2. shall not include the sale of broken packages or the following packages within 500 feet of a pre-elementary, elementary or secondary school, a religious institution, a residential zone, a designated Metropolitan Redevelopment Area (as defined in the State Metropolitan Redevelopment Code), a city owned park or city owned major public open space:
 - A. distilled spirits, as defined in the New Mexico Liquor Control Act, in any package that contains less than 750 milliliters;
 - B. beer, as defined in the New Mexico Liquor Control Act, in any single container labeled as containing 16 or fewer ounces; and
 - C. fortified wines with a volume of alcohol of more than 13.5 percent.

The proposed LRF falls under the “retailing of any consumer product and provision of any customer” and, like other uses in this category, must comply with the limitation established in (a) regarding alcohol sales.

GOVERNING SITE DEVELOPMENT PLAN FOR SUBDIVISION

Background

The North Andalucia at La Luz Site Development Plan for Subdivision applies to the approximately 60 acre site (Project #1003859, 04EPC-01845 and as subsequently amended- see History section). EPC approval in January 2005 established parameters for the site: land use allocations by tract, general notes and design standards. The current proposal for a site development plan for building permit on the future Tract 2-A is required to comply with the governing site development plan for subdivision.

Site:	Approx. 60 acres, divided into Tracts 1 - 6
Zoning:	SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre)- all tracts

	Acreage	Land Use
Tract 1	10.23	C-2 uses
Tract 2	12.28	C-2 uses
Tract 3	1.38	O-1 uses
Tract 4	7.71	PRD uses-20DU/ac
Tract 5	3.38	O-1 uses
Tract 6	15.86	PRD uses-20DU/ac

⇒ Please see Section VI of this report for an explanation of the proposed, new land use allocations that would amend the existing site development plan for subdivision.

Of the eight General Notes, the following two are most significant with respect to the current proposal (an explanation is in ***bold italics***).

3. The area adjacent to Learning Rd. and the northern boundary of Bosque School, Lot 4A, (a minimum of 300 feet) is restricted to PRD and O-1 uses.

A portion of this 300 foot buffer extends into the SE corner of Tract 2 (future Tract 2-A). Only PRD and O-1 uses are allowed in this area. A large retail facility (LRF) is a commercial use and therefore would not be allowed. However, the submittal shows a future office use on the future Tract 3-A to the south; any parking in the buffer area would be associated with the O-1 use and would be allowed.

5. A cross-access easement will be provided across Tracts 1, 2 and 3.

Cross-access will be provided across the future tracts, including between the future Tract 2-A and 3-A (see above).

The design standards (see Sheets C-2 and C-3), the purpose of which is to provide a framework for understanding the vision and development goals for the property, address pedestrianism, trails, sidewalks, parking, setbacks, landscaping, screening, architecture, lighting, signage, private commons areas and traffic calming.

⇒ Please see Section X of this report for a review of the current proposal against the design standards.

Proposed Extension of Site Development Plan for Subdivision

The current North Andalucia at La Luz Site Development Plan for Subdivision (04-EPC-01845) received final sign-off by the Development Review Board (DRB) on September 16, 2005. Pursuant to §14-16-3-11(C) of the Zoning Code, if less than one-half of the site has been developed since approval of the site development plan, the site development plan for the undeveloped areas shall terminate automatically unless the property owners requests in writing, through the Planning Director, that the EPC extend the plan's life an additional five years.

On November 30, 2011, the applicant submitted a letter to the Planning Director requesting a 5-year extension of the site development plan for subdivision for EPC approval (Project #1003859, 04EPC-01845). Pursuant to §14-16-3-11(C), "the Planning Commission shall grant approval if it deems that the Site Development Plan remains appropriate and the owner intends to fully develop the site according to the plan concept." The applicant has provided the following justification for approval of the extension:

1. As shown by the proposed Site development plan for subdivision (SPS) amendment, the owner intends to fully develop the site according to the original plan concept. The original SPS remains appropriate.
2. A Traffic Impact Study (TIS) for North Andalucia at La Luz was prepared and submitted to the City in 2005 and was finalized and approved in 2007. The mitigation measures identified and required by the original TIS have already been constructed and installed in reliance on build-out under the approved SPS.
3. An updated TIS dated November 22, 2011 was submitted in connection with the current proposal. Off-site mitigation measures to address impacts projected through 2017 will be addressed as Conditions of Approval.

The updated TIS dated November 22, 2011 demonstrates that the owner intends to fully develop the site. The original zoning and design standards associated with the site development plan for subdivision are still appropriate "to help guide for consistency and a quality that is complementary of the subject site area" (EPC Notification of Decision Finding #3, 04EPC-01845).

Staff does note that the design standards call for a "village-type character" which is more appropriate for C-1 zoning. The current C-2 zoning may be too intense to achieve the village scale envisioned by the design standards. However, this request is not about zoning; it is about the SPS. Staff finds that the SPS is generally appropriate.

V. ANALYSIS -CONFORMANCE TO ADOPTED PLANS AND POLICIES

A) ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN (RANK I)

The subject site is located partially in an area that the Albuquerque/Bernalillo County Comprehensive Plan has designated Developing Urban and partially in an area designated Established Urban. The Goal of Developing and Established Urban Areas is "to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and

which offers variety and maximum choice in housing, transportation, work areas and life styles, while creating a visually pleasing built environment.” Applicable policies include:

Land Use Policies-Developing & Established Urban Areas

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

The proposal would result in a new development located in a designated Community Activity Center, a location generally desired for retail uses. Its intensity would be consistent with the existing zoning (the C-2 uses), though it may be somewhat intense for a location so close to the Bosque, where the natural environment, open space and scenic resources are regionally significant. The design is generally compatible with the existing built environment. Most neighborhood representatives and residents oppose the proposal, though there is some support. The request partially furthers Policy II.B.5d-neighborhood values/natural environmental conditions.

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 proposal furthers Policy II.B.5e-programmed facilities/neighborhood integrity. The vacant subject site is contiguous to urban facilities and services that already exist, so their use is not likely to adversely affect neighborhood integrity.

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

- 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.

The proposed commercial development is located in an existing commercially zoned area, is located at an intersection of arterial streets, with access to transit facilities. The proposal would result in a second shopping center at the intersection, which could add to traffic congestion. However, potentially harmful effects of traffic would be addressed through following recommendations in the TIS update and through site access. The proposal furthers Policy II.B.5j.

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

The subject site is adjacent to two arterial streets, Coors Blvd. and Montañó Rd. A Transportation Impact Study (TIS) was updated to reflect the current proposal. Vehicles would access the site from existing entrances on Coors Blvd. and Montañó Rd. Another access from Montañó Rd. is

proposed, but has not been granted as of this writing. Potentially harmful effects of traffic would be addressed through following recommendations in the TIS update.

No established residential neighborhoods are adjacent to the subject site, so cut-through traffic is not likely to be as prevalent as it could be. In addition, the project meets the Location and Access requirements of the Large Retail Facility Regulations in the Zoning Code, which were established to protect established residential neighborhoods. The proposal partially furthers Policy II.B.5k.

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 a variety of architectural styles and materials that are generally compatible with the area. The proposed building incorporates elements of Spanish colonial and contemporary pueblo styles, combined with three colors of cultured stone and stucco colors from medium browns to tans to olive. The colors and finishes are generally appropriate for the Plan area. Some of the elements used can be considered innovative, though the design overall is not. It's important to note that variations in roof lines and building heights are constrained due to the View Regulations of the Coors Corridor Plan. The proposal partially furthers 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 proposed building mostly complies with the view plane regulations of the Coors Corridor Plan except for the middle portion that will have to be lowered by 1.85 feet to maintain the unique vista the view line provides for. The visual environment would change, though the combination of colors and materials would generally make the building compatible with its surroundings. The proposal partially furthers Policy II.B.5m-quality of the visual environment.

Activity Centers

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

The proposed large retail building would expand economic activities but would not strengthen a concentration of moderate and high-density mixed land use. [Table 22 defines moderate Floor Area Ratios (FARs) as 0.3 to 1.0. Proposed is a 0.2 FAR]. The subject site is located in the designated "Montaño/Coors Village Community Activity Center" and within the North Andalusia at La Luz Subdivision. The subdivision was zoned to provide a mix of uses to support the goal for the Activity Center - 23.3 acres for C-2 uses, 11.7 acres for O-1 uses and approximately 23 acres for residential uses. The subject site is mostly zoned for C-2 uses. The C-2 zone allows multi-family development per the R-3 zone provided the development is at least 5 acres in size and is developed as a vertical mixed-use project (housing over commercial or office). The vertical requirement for mixed-use development per the C-2 zone may present conflict with the View Regulations of the Coors Corridor Plan, preventing such a mix to occur on the site. Although the

Activity Center goal is to provide a high concentration of moderate and high-density mixed land uses, the View Regulations of the Coors Corridor Plan and the site development plan for subdivision restrict this type of development on the site. Instead, the site development plan for subdivision recommends a village-type character and provides a horizontal mix of uses on the site.

Since the area is mostly developed, infrastructure service is in place. Urban sprawl would not increase, though the proposed large retail use at this Community Activity Center location could increase auto travel in the area and affect the identity of this Westside location. The proposal partially furthers the Activity Centers Goal.

Community Activity Center (description from Table 22):

Purpose: Provides the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area. The following development guidelines are suggested to achieve the goal for Community Activity Centers:

- Service/Market Area:
 - Up to 3 miles
 - Serves population of 30,000+
- Access:
 - Very accessible by automobile
 - Located on minor & major arterial streets
 - Should provide main hub connecting to regional transit system
 - Community-wide trail network should provide access to center
 - The interior of the center should be very accommodating to the pedestrian, even within the predominantly off-street parking areas
- Land Uses:
 - Core Area: 15-16 acres + adjacent contributing uses
 - Limited floor area per building
 - Examples of typical uses: low-rise office, public & quasi-public uses (e.g. post office, library), entertainment (restaurants, theaters, etc.), hotel/motel, shelter care, medical facilities, education facilities, large religious institutions, medium density residential, middle/high school, senior housing, community or senior center, park-and-ride facility under certain conditions
- Scale:
 - Some larger parcels, but heavily punctuated with fine grain, smaller parcels; very walkable
 - 2-3 story; moderate floor area ratios (.3 to 1.0); connections between buildings and to sidewalks; more than one façade; buildings separate off-street parking from the street
 - Predominantly off-street parking; site circulation plan is important to avoid conflict between pedestrian and auto; parking in lots or structures; pedestrian paths between parking & bldg.; bicycle parking is encouraged
 - Public plaza/open space should be

The Montañó/Coors Community Activity Center would serve the northwest mesa area (WSSP, p. 103), which is greater than 3 miles and contains more than 30,000 people (Service/Market Area).

The subject site is accessible by automobile and located at the intersection of two arterial streets which are designated Enhanced Transit Corridor per the Comprehensive Plan. The site is adjacent to the Pueblo Montañó trailhead facility, which provides access to a community-wide trail network (Access).

The core area of the center is likely larger than the 15-16 acres recommended for Community Activity Centers, however, according to the West Side Strategic Plan “The ideal Community Activity Center should contain between 35 and 60 acres”. The guidelines suggest a limited floor area per building although a maximum floor area is not suggested. The purpose of this limitation is to provide a variety of commercial and entertainment uses. The single-tenant, single story LRF does not meet the intent of this guideline (Land Uses).

The subject site has some larger parcels, but is not heavily punctuated with fine grain, smaller parcels. The guidelines suggest 2-3 story buildings with moderate floor area ratios of .3 to 1.0. The proposed LRF building is single-story and has a floor area ratio (0.2), however, a building of 2-3 stories would not likely meet the View Regulations of the Coors Corridor Plan. There are connections between buildings, though buildings would not separate off-street parking from the main street running through the site. Site circulation would sometimes avoid conflict between pedestrian and auto, though more could be done to improve pedestrian safety. Some plaza space will be provided (Scale).

In sum, the proposal partially furthers the development guidelines for Community Activity Centers except that the large floor area of the proposed LRF likely exceeds the limitations intended in a Community Activity Center “to provide a greater variety of commercial and entertainment uses”.

Policy II.B.7c: Structures whose height, mass or volume would be significantly larger than any others in their surroundings shall be located only in Major Activity Centers to provide for visual variety and functional diversity in the metropolitan area while preserving pleasing vistas and solar access.

The proposed building, at 98,901 square feet (sf), would be larger than other buildings in the Montañó/Coors Community Activity Center area and is therefore appropriate in a Major Activity Center, not in a Community Activity Center. The proposed building would be approximately 29% larger than the second largest single-tenant building in the area (an approximately 70,000 sf grocery store on the north side of Montañó Rd.). However, the grocery store is part of a larger strip of buildings that exceed the building frontage and mass of the proposed LRF. Buildings at the Bosque school are approx. 15 to 20,000 sf at the most; all stand alone and do not appear as one mass. The proposal does not further Policy II.B.7c- structures/location in Centers.

Environmental Protection & Heritage Conservation- Archaeological Resources

Goal: To identify and manage or acquire archaeological and paleontological sites for research, education, economic and/or recreation use.”

Policy II.C.6b: Appropriate treatment of significant sites and remedies for those that cannot be preserved shall be determined.

The North Andalucia site development plan for subdivision identifies the location of archaeological sites, though not for research, education or other uses. The site development plan was amended in 2007 to reflect the locations based on field verification. The Certificate of No Effect obtained for the current proposal indicates that field work has been completed and a final report is in preparation. The archaeological resources Goal and Policy II.C.6b are furthered.

Environmental Protection & Heritage Conservation- Developed Landscape

Goal: To maintain and improve the natural and the developed landscapes' quality.

The proposal would generally improve the developed landscape's quality because the building would have more architectural features than existing buildings, although the development would impact the natural landscape in this area characterized by the Bosque and open space. The proposal partially furthers the Developed Landscape Goal.

Policy II.C.8a: The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.

The proposal generally respects the natural and visual environment, though not particularly the unique feature that is the Bosque. Although the view analysis demonstrates that the ridgeline of the Sandia Mountains will not be penetrated, a portion of the proposed building would exceed the view line by more than one third. Building height, when combined with mass and scale, are not as sensitive to the Bosque environment as they could be. Policy II.C.8a-environment/unique features is not furthered overall.

Policy II.C.8e: In highly scenic areas, development design and materials shall be in harmony with the landscape. Building siting shall minimize alteration of existing vegetation and topography and minimize visibility of structures in scenic vista areas.

The subject site is in a highly scenic area characterized by the Bosque and open space. The proposed building's colors and materials would be in harmony with the landscape. The building is sited at the low end of the site to minimize its visibility and will comply with the Coors Corridor Plan View Regulations through proposed Conditions of Approval; other buildings near the subject site are already visible. Policy II.C.8e-scenic areas/development harmony, is mostly furthered.

Environmental Protection & Heritage Conservation- Community Identity & Urban Design

Goal: To preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods."

The proposed building would generally enhance the built characteristics of the area by incorporating a variety of architectural elements, materials and colors. The natural characteristics

of the immediate area, close to the Bosque and open space that define this sub-area of the Westside, would be impacted by the presence of a relatively large building but the impact is mitigated with landscaping and trees that exceed the minimum required by the City. The proposal partially furthers the Community Identity & Urban Design Goal.

Policy 2.C.9d: Development projects within Community Activity Centers should contribute the following:

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.
3. Building designed and arranged to reflect local architectural traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

The build-out of the site would result in land uses allowed in the site development plan for subdivision. Buildings would generally be designed to reflect local architecture although the scale and mass of the proposed LRF is not consistent with surrounding development. Landscaping, street furniture, colored and textured paving and other improvements to the public realm will reinforce social activity. The proposal partially furthers Policy 2.C.9d- projects within Community Activity Centers.

Community Resource Management-Transportation and Transit

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

The proposed shopping center would be located near the intersection of two roadways with transit and bicycle routes; Coors Blvd. is served by a regular bus route and a rapid ride route while Montañó is served by a regular bus route. The development will provide opportunities for transit usage, though by its nature a LRF is a very auto-oriented use. The Traffic Impact Study indicates that the proposed development will produce less traffic than the previous project approved on the site. The proposal furthers the Transportation and Transit Goal.

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

Policy II.D.4g is partially furthered. Pedestrian connections are mostly provided throughout the site, though pedestrian opportunities are not as safe and pleasant as they could be. Pedestrian scale lighting is needed to improve aesthetics and safety. Raised concrete crossings are needed to link the parking lot and the building entrance and improve safety by designating pedestrian areas and slowing down vehicle traffic.

Community Resource Management-Economic Development

Goal: To “achieve steady and diversified economic development balanced with other important social, cultural and environmental goals.” Applicable policies include:

The illustrative site development plan for subdivision proposes a mix of commercial uses including a LRF, smaller retail stores, restaurants, office and banking. The subject site has been master-planned since 2003 to provide a mix of uses that would serve the surrounding residential community. The proposal would result in economic development although the LRF dominates the retail scene. The proposed LRF is balanced with cultural (archaeological) goals through mitigation and somewhat with environmental goals through the grading and drainage plan, though it could impact the Bosque in ways that are not entirely apparent now. The proposed outdoor spaces would provide some social areas. The proposal partially furthers the Economic Development Goal.

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

New employment opportunities would be provided on the Westside, where more jobs are needed to balance the jobs to housing ratio. However, it is unlikely that the jobs generated would have a wide range of occupational skills and salary levels. The proposal partially furthers Policy II.D.6a- new employment opportunities.

B) WEST SIDE STRATEGIC PLAN (RANK II)

The West Side Strategic Plan (WSSP) was first adopted in 1997 and amended in 2002 to help promote development of Neighborhood and Community Activity Centers. The WSSP identifies 13 communities, each with a unique identity and comprised of smaller neighborhood clusters. The subject site is located in the Taylor Ranch community (WSSP, p. 59-61), which consists of the area within the following boundaries: the Volcanic Escarpment on the west, Paseo del Norte on the north, the river on the east and the vicinity of Western Trail Road on the south. The rural area of Alban Hills is included.

The Community Center for Taylor Ranch, known as the Montañño/Coors Community Center is located generally at the intersection of Coors Blvd. and Montañño Rd. This Center “will contain a mix of retail service and higher-density housing. Because of its location, it will serve residents throughout the northwest area” (WSSP, p. 103).

WSSP 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 proposal would result in non-residential development in the Taylor Ranch community, within a designated Community Center, the Montañó/Coors Community Center. WSSP Policy 1.1 is generally furthered.

WSSP Policy 1.5: Community and Neighborhood 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.

Pedestrian/bicycle access would be provided to the site from the trail and bike lanes along all roads leading into the site. Connectivity to the open space trailhead is provided from Mirandela Road. The off-street parking does not interfere with connectivity to the trails and bikeways, however, parking between buildings interferes with pedestrian access between buildings. WSSP Policy 1.5 is partially furthered.

WSSP Policy 1.12: The ideal community activity center of 35 to 60 acres will have parcels and buildings in scale with pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking should be shared; on-street parking will contribute to the intimate scale typical of well functioning pedestrian areas. Parking shall be located between and behind buildings to permit walking more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating and shade will be provided along pedestrian routes to promote walking and informal gathering.

The shopping center site, Tracts 1-3, is approximately 24 acres and more than ¼ mile from north to south. Due to its size, it is not likely that customers will walk from one end of the site to the other. Instead, the site will likely function as two separate sites with customers walking within Tract 1 and within Tract 2. Tract 2 contains the LRF. At 98,901 sf, the single structure is not considered pedestrian-scale, though pedestrian amenities and building articulation will help to reduce the scale. Though some seating and shade will be provided, the proposed parking areas would not be located between and behind buildings and would not promote walking safely and comfortably between uses. The proposal partially furthers WSSP Policy 1.12 regarding the “ideal” community activity center.

WSSP Policy 1.13: The Community Activity Center shall provide the primary focus for the entire community with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community. Its service area may be approximately three miles (radius) and a population of up to 30,000.

The proposal would result in tracts for future development and development of a large retail facility (LRF) that could serve as a catalyst to attract additional commercial and related uses. Such uses, which are relatively intense compared to single-family development that is desired outside of

activity centers, would then concentrate in the designated community activity center. The uses would be a primary focus for the Taylor Ranch community, though it is likely they would serve a larger area. WSSP Policy 1.13 is generally furthered.

WSSP Policy 1.14: The typical Community Center shall be accessible by a major street or parkway, provide a hub for transit service, and be accessible by pedestrians and bicyclists.

The subject site is accessible by automobile and located at the intersection of two arterial streets which are designated Enhanced Transit Corridor by the Comprehensive Plan. Coors Blvd. is served by a regular bus route and a rapid ride route and Montañó is served by a regular bus route. The development would provide opportunities for transit usage, though by its nature a LRF is a very auto-oriented use. Both Coors Blvd. and Montañó Rd. have bicycle lanes although biking along Coors is not a pleasant experience. The site is adjacent to the Pueblo Montañó trailhead facility which provides access to a community-wide trail network. The proposal further WSSP Policy 1.14.

WSSP Policy 1.18: Community Activity Centers shall contain mixed-use buildings and/or mixed-use developments that combine commercial, residential, and/or civic land uses in one accessible location. Clustered buildings and formation of meaningful plazas and sheltering forms to promote pedestrian-friendly environments are encouraged.

The Montañó/Coors Community Activity Center north of Montañó Rd. contains a shopping center, consisting of several small to mid-sized tenants and residential uses. There is a mix of uses, though the buildings are not mixed-use buildings. South of Montañó Rd., where the subject site is located, is proposed to develop with commercial uses. Future residential uses are planned south of Mirandela Rd. A single, large building is proposed, rather than a cluster of buildings. Plaza space is proposed, though it would not be that meaningful when considering the entirety of the site. The proposal partially further WSSP Policy 1.18.

WSSP Policy 3.12 (Taylor Ranch): The Taylor Ranch Community is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services.

The proposal would facilitate development in Taylor Ranch, a location contiguous to the City and efficient for receiving services. WSSP Policy 3.12 is furthered.

WSSP Policy 3.15 (Taylor Ranch): Allow appropriately designed development throughout the Taylor Ranch Community which will not degrade views to and from the Escarpment through design guidelines and consistent enforcement.

The proposed building design and colors are generally appropriate for the area and mostly complies with the existing design standards, though design improvements would be beneficial and are required pursuant to the Large Retail Facilities (LRF) regulations. The View Analysis demonstrates that part of the building would comply and part would not. The proposal partially further WSSP Policy 3.16.

WSSP Policy 3.18 (Taylor Ranch): Protection and preservation of the Bosque is critical. Development east of Coors Boulevard shall be sensitive to this community asset.

The Coors Corridor Sector Development Plan (CCSDP) provides protection of the Bosque through its design standards, such as the required 100-foot buffer from the Bosque's edge. The subject site is buffered from the Bosque by land owned by Bosque School and the City of Albuquerque. To further protect this environmentally sensitive area, the applicant should provide permeable paving surfaces to limit runoff to the Bosque. The proposal partially furthers WSSP Policy 3.18.

Commercial Development

WSSP 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.”

The proposed building would not be readily accessible by transit nor would the building be located adjacent to street frontage. However, the site is approximately 15-17 feet lower than the grade of Coors Blvd., which complicates pedestrian accessibility. Also, placing buildings adjacent to Coors Blvd., given the grade differential, will likely result in only the tops of the buildings being visible from Coors Blvd. As a result, parking is located closer to Coors, in front of the building, not in the rear. Due to site constraints, WSSP Policy 4.6g is not furthered.

WSSP 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 development plan shall show convenient access throughout the site. Regularly spaced pedestrian access through breaks in walls and continuous landscaping shall be provided...”

The total required parking pursuant to the Zoning Code is 385 spaces. The North Andalucia site development plan for subdivision allows 10% above the required amount, which is 424 spaces. The applicant is proposing 475 spaces, which is 51 spaces more than the allowed amount. The proposed development would have access through the site, though the access isn't always convenient. WSSP Policy 4.6h is not furthered.

WSSP Policy 4.10: It is important to promote and establish land uses and urban patterns whose design support bicycle and pedestrian travel, and public transportation, encourage ridership, enhance public mobility and promote alternatives to single occupant vehicle use.

The proposed large retail facility (LRF) would somewhat support bicycle and pedestrian travel due to proposed connections internal to the site. However, the site is designed with vehicular travel as the primary consideration and pedestrian and bicycle connections secondary. The proposal does not further WSSP Policy 4.10.

WSSP Policy 6.15: Each Regional Center, Employment Center, and Community Center shall form a Transportation Management Association or Organization. The association shall meet regularly to discuss issues related to the transportation network, new developments within the area and the promotion of travel demand management techniques to promote use of alternative transportation within the area.

As part of the Montañó/Coors Community Activity Center, the intention is for development on the subject site to be a part of promoting alternative transportation options. The applicant has not proposed any travel demand management strategies. WSSP Policy 6.15 is generally not furthered.

C) COORS CORRIDOR SECTOR DEVELOPMENT PLAN (RANK III)

The subject site lies within the boundaries of the Coors Corridor Sector Development Plan (CCSDP), a Rank III plan first adopted in 1984 and amended in 1989, 1995 and 2003. The CCSDP provides policy and design standards for development within the Coors Corridor area, which extends northward from Central Avenue to NM 528 (Corrales Road).

The CCSDP divides the Coors Corridor into four segments; the subject site is located in Segment 3 South (Western Trail to approx. La Orilla Rd.) and lies within a view preservation area (see p. 106). The following CCSDP policies and design regulations apply to the proposal:

ISSUE 2-ENVIRONMENTAL CONCERNS & RELATED IMPROVEMENTS

Policy 6- Archaeological Sites (p. 56): Any person planning a development within an identified archaeological site shall obtain clearance and guidance from the State Historic Preservation Office, Santa Fe, New Mexico, before actual development begins.

Guidance from the State Historic Preservation Office (SHPO) has been obtained. A data recovery plan has been prepared. Compliance with the data recovery plan and final project sign-off is under the authority of SHPO, which has not yet given final approval. The proposal furthers CCSDP Policy 6.

ISSUE 3-LAND USE AND INTENSITY OF DEVELOPMENT

Policy 3- Recommended Land Use (p. 67): The CCSDP recommends land uses which are identified on the following maps. The maps specify existing and recommended zoning and recommended land uses. These recommended land uses shall guide development in the Plan area. AND

Policy 6- Sector Development Plans (p. 80): Sector development plans shall be required for the Coors/Montañó intersection area, for the Coors/Paradise Boulevard intersection area, and for such other areas as may be desirable and necessary to achieve coordinated planning of critical areas under multiple ownership.

A sector plan was never prepared for the Coors/Montañó intersection area. Instead, the North Andalusia Site development plan for Subdivision, which includes approximately 60 acres, was approved by the City in 2003. The site development plan for subdivision provide for a mix of commercial, office and residential uses to support development of a Community Activity Center.

Policy 5- Development Intensity (p. 79): Intensity of development shall be compatible with the roadway function, existing zoning or recommended land use, environmental concerns, and design guidelines.

The proposed large retail facility (LRF) would be a relatively intense use for the area, especially since it would stand-alone. The subject site's location off a principal arterial (Coors Blvd.) is compatible with the development intensity. The existing zoning allows the proposed use. However, local roadways (Learning and Mirandela Rds.) would provide access and may not be sufficient for truck traffic. Proximity of open space and the Bosque could lend the subject site to a less intense use. The proposal partially furthers CCSDP Policy 5.

Policy 7- Cluster Design (p. 80): Cluster design for development of residential, commercial, and industrial structures shall be encouraged.

The CCSDP envisions clustering of buildings as a site layout technique. Clustering preserves views, creates open spaces and allows pedestrian opportunities. The proposed LRF building would stand-alone. The way the future tracts are proposed would create several retail pads across the subject site, which would preclude development of clustered building forms. The proposal does not further CCSDP Policy 7.

ISSUE 4-VISUAL IMPRESSIONS AND URBAN DESIGN OVERLAY ZONE

a. General Policies

Policy 4.a.3- New development (p. 86): New development in the Coors Corridor should be designed to be compatible with the natural landscape and the built environment in accordance with the design regulations and guidelines.

The proposal partially furthers CCSDP Policy 4.a.3. The proposed building design incorporates a variety of materials and colors with low reflective values (LRVs) that would generally blend with the surroundings. However, the building would be larger and taller than other buildings in the immediate area (scale) and does not comply with some design regulations (ex. view preservation).

Policy 4.b.3- Front landscaped street yard (p. 90): There should be a landscaped street yard along the entire frontage of properties adjacent to Coors Boulevard.

Design Regulation: Width and landscaping requirements (p. 91)

1. The front landscaped street yard shall be 15 feet wide in Segments 1 and 2, and 35 feet wide in Segments 3 and 4. **OK**
2. A minimum of 50% of this area shall be maintained with live landscaping material which will visually screen and buffer parking development behind the street yard. Buffering is the use of continuous landscaping (other than grass or gravel or flat terrain) along with berms, walls or decorative fences that at least partially and periodically obstruct the view from the street of vehicular use areas, parking lots and parked cars. **OK**

The proposal complies with CCSDP Policy 4.b.3 and design regulations 1 and 2 above. The 35 foot front landscape street yard would contain a variety of trees and shrubs and a pedestrian pathway.

Policy 4.b.4-Site Landscaping (p. 92): Landscape design and improvements should be complementary to the individual site and to the overall appearance of the corridor in accordance with the design regulations and guidelines. **OK**

A. Landscape Design- Design Regulations (p. 92): All site development plans shall be accompanied by landscape plans. These items should be integral elements of the landscape design. Individual landscaping efforts by owners of individual single-family or townhouse residences are exempt from these guidelines. **OK**

All landscape plans should include the following design considerations:

1. Appropriate irrigation is required for all landscaped areas. Generally an automatic underground system is encouraged. Irrigation systems should be designed to avoid overspraying walks, buildings, fences, etc. **OK**
2. All exterior trash and storage utility boxes, electric and gas meters, transformers, etc., shall be screened from view. The designer should coordinate the location of these elements with the appropriate utility company. **OK, also required by applicable design standards.**

Landscape plans shall incorporate elements such as outdoor lighting, signing, trash receptacles, fencing, etc., in addition to identifying landscape plant materials. **OK**

B. Landscape Materials- Design Regulations (p. 93): All landscape plant material shall be selected and planted in accordance with the following regulations:

1. Street trees shall be planted in accordance with existing regulations. **OK**
2. Live plant materials shall be used extensively in all landscaped areas. Gravel, colored rock, bark, and similar materials are generally not acceptable as groundcover. Bark should only be utilized as mulch, not as a permanent form of groundcover. In some cases, "hard" materials such as brick or cobblestone may be considered. **OK**

Policy 4.b.4 and the landscape design and landscape materials design standards are complied with. The proposed landscape plan discusses the irrigation system and incorporates elements such as outdoor lighting and identifies landscape materials. Street trees are proposed and live plant material is used in accordance with the Zoning Code requirement of at least 75% coverage with living, vegetative materials.

Policy 4.b.5- Off-Street Parking (p. 94): Generally, off-street parking facilities should be located to the rear of sites. Street frontages should be devoted to building architecture and landscaping. **NOT OK- the majority of the proposed parking is between the building and the street frontage.**

A. Parking Improvements- Design Regulations (p. 94): Off-street parking areas shall include:

1. No parking area shall intrude upon the 15-foot wide front landscaped street yard in Segments 1 and 2, or the 35-foot wide landscaped setback in Segments 3 and 4. **OK**

2. Paving to City or County standards. **OK, will be ensured at the Development Review Board (DRB)**
3. Barriers around all landscaped areas in order to protect landscaping from vehicles. **OK**
4. Striping and appropriate wheel stops, identification of all handicapped and compact vehicle spaces. **OK**
5. Provision for bicycle parking as required by existing regulations. **OK**

B. Landscaping- Design Regulations (p. 94): Off-street parking areas shall be designed and landscaped to minimize glare, reduce reflection and reduce the visual impact of large numbers of cars. Parking areas shall include the following landscaping elements:

1. Landscaping “in” and “around” the paved area. A minimum of 20% of the parking lot area shall be landscaped. The landscaping shall consist primarily of shade trees and shrubs and shall be distributed throughout the parking lot. Generally, peripheral landscaping should not be less than 5 ft. in width. **OK**
2. One tree shall be planted per every ten parking spaces and shall be distributed such that at least one tree is planted per every 15 linear parking spaces. **OK, the LRF Regulations require 1 tree for every 8 spaces.**
3. Interior landscaping in larger parking areas (2 or more access aisles) which will provide additional screening and break up the parking areas into smaller increments. **OK**

The proposal complies with the design regulations regarding parking improvements and landscaping, though it does not further CCSDP Policy 4.b.5.

Policy 4.b.6-Commercial Sites: Commercial sites, such as shopping centers, should be designed so that a portion of the building or buildings is located near the street perimeter and relates to the streetscape area along Coors Boulevard. (p. 96)

The LRF building is proposed at the rear of the site and not near the street perimeter, with the majority of parking fronting Coors Blvd. However, future development shows other buildings within the subdivision adjacent to Coors. The request further CCSDP Policy 4.b.6.

Policy 4.b.7-Access (p. 96): Separate pedestrian and vehicular access should be provided. Pedestrian access to structures shall not utilize driveways as walkways. Pedestrian connections between uses in commercial developments shall be emphasized.

Separate pedestrian and vehicular access to the site is proposed from the north side of the parking lot and from Mirandela St. Pedestrian connections within the site are provided, though connections to future commercial and/or office uses are generally not emphasized in the site design. The proposal partially furthers CCSDP Policy 4.b.7.

Policy 4.b.9-Site Lighting: Site area lighting, including parking area lighting, should be carefully designed and located so as to minimize glare on any public right-of-way or any adjacent premises. (p. 98)

A. Exterior Lighting- Design Regulations (p. 98):

1. Site lighting shall not have a total off-site luminance greater than 1000 foot lamberts; however, it shall not have an off-site luminance greater than 200 foot lamberts measured from the property line of any private property in a residential zone. **OK- see note on Sheet C-13.**
2. The mounting height of luminaries in vehicular and/or storage areas shall be no higher than 20 feet. **OK- see note on Sheet C-16.**

The proposal complies with CCSDP Policy 4.b.9 and the exterior lighting design regulations.

Policy 4.b.10-Architectural Design (p. 100): Architectural design should contribute to the enhancement of the overall visual environment of the Coors Corridor.

B. Architectural Details, Design Regulations (p. 100):

1. Parapet walls shall be treated as an integral part of the building design. Such walls shall not appear as unrelated visual elements. **OK**
2. Mechanical equipment shall be screened from public view. The design of mechanical equipment screening shall be compatible with, and be an integral element of, the building structure. Location of such equipment within the building or at ground level is preferable to roof-mounting, unless such location would adversely affect the streetscape, pedestrian circulation, or open space. **Part OK, part unclear**

The proposed building architecture would generally contribute to the overall visual environment. The proposed parapet walls are integrated with design elements used throughout the building. Roof-top mechanical equipment would be screened, though it is unclear if/how ground equipment would be screened. The proposal generally furthers CCSDP Policy 4.b.10, complies with design regulation 1 and partially complies with design regulation 2.

d. Signage

Policy 1 (p. 112): Signs should complement the appearance and function of the roadway and the corridor while protecting the unique views beyond the corridor. **OK, the existing design standards also regulate signage appearance.**

Design Regulation (p. 112):

1. Zoning permits, seals of compliance. Same as regulated by Section 40.E [note: this is an outdated reference, should be to Zoning Code 14-16-3-5, General Sign Regulations]. **OK**
2. Regulations applicable to signs in all zones. **OK, the proposed signage does not consist of banners, animation, flashing, portable signage or located on natural features.**
4. Regulations applicable to signs in nonresidential zones:

General Illumination: Same as regulated by Section 40.E. [note: this is an outdated reference, should be to Zoning Code 14-16-3-5, General Sign Regulations]. **OK**

Illuminated Sign or Element: No illuminated sign, or any illuminated element of any sign, may turn on or off, or change its brightness. **NOT OK. Signs that are internally illuminated shine**

light on plastic panels; a note is needed to indicate no turning on or off. Note: the design standards do not allow plastic panel signs.

The proposal generally complies with Signage Policy 1 and the design regulations, although clarification is needed regarding the proposed signs' lighting.

C. VIEW PRESERVATION FOR CORRIDOR SEGMENTS 3 AND 4

⇒ Note: see Section IX of this report for an analysis of the view plane regulations as applied to the current proposal.

Policy 1-View Preservation (p. 103): Unique views within and beyond the Coors Corridor area in Segments 3 and 4 east of Coors Boulevard should be protected and enhanced in accordance with additional design guidelines for this portion of the corridor.

The preservation of unique views is a critical component of the CCSDP. View line B, which intersects the building at the main entry façade, does not comply because the building would exceed the view line by more than 1/3 of building height. To comply with the CCSDP view regulations, the height of the building at the main entry façade must be reduced by 1.85 feet, from 33 feet to 31.15 feet. The proposal does not comply with the view preservation regulations and Policy 1.

D) LARGE RETAIL FACILITIES (LRF) ORDINANCE- ZONING CODE 14-16-3-2(D)

In August 2007, the City Council adopted the LRF Ordinance (O-06-53), commonly referred to as the "Big Box" Ordinance, to address and mitigate the unique problems related to the development of large retail facilities (see attachment). Such issues include traffic congestion, architectural scale, compatibility with adjoining neighborhoods and noise, all of which have adversely impacted neighborhoods near large retail facilities. The LRF regulations are intended to protect the quality of life in surrounding residential areas and support efficient traffic flows.

The LRF regulations address location and access, site division, site design and main structure design. The site design subsection contains requirements for parking, signage, materials, landscaping, pedestrian walkways and plaza, lighting and others. Also included are provisions for neighborhood notification, duties of the Traffic Engineer and traffic studies, several definitions and a provision for a mixed-use component. The LRF regulations were incorporated into the Shopping Center (SC) regulations in the Zoning Code (§14-16-3-2), though several other sections of the Zoning Code and ROA 1994 were also amended (see attachment, p. 1).

A LRF is defined as a single tenant structure, at least 75,000 sf, for the purpose of retailing. The LRF Regulations also apply to building expansions and the change of a non-LRF facility to a LRF facility. The applicant's proposal for an approx. 98,901 sf building is required to comply with the LRF regulations.

⇒ Analysis of the proposed LRF and its degree of compliance with the LRF Regulations is discussed in Section XI of this report.

VI. ANALYSIS- SITE DEVELOPMENT PLAN FOR SUBDIVISION AMENDMENT

Required Information

The existing site development plan for subdivision for North Andalucia at La Luz, Tract 6B and A, which covers approx. 70 acres east of Coors Blvd. and between Montañño Rd. and Learning Rd. NW, received final sign-off in 2005. At that time, compliance with the Zoning Code definition of site development plan for subdivision was established (see §14-16-1-5, repeated below).

“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.”

Information regarding the site, proposed uses, vehicular and pedestrian ingress/egress, internal circulation, height and setbacks and maximum FAR are specified as required. The current submittal does not propose to change the required information or the general notes (see Sheet C-1). Proposed text modifications include a note to explain the proposed amendment and a change date.

Existing & Proposed Site Development Plans for Subdivision

The 2005 action (Project #1003859/04EPC-01845) replatted Tracts 6B and 6A into Tracts 1 – 9 and established design standards. Within the framework of the “SU-1 for C-2 uses, O-1 uses and PRD (20du/ac)” zoning, land uses were designated by individual tract. A maximum of 23.3 acres of C-2 uses and 11.7 acres of O-1 uses was approved (PRD, Planned Residential Development, does not have an acreage maximum).

Land Use Allocations

In 2012, the applicant proposes to subdivide Tract 1 (10.23 acres of C-2 uses) into Tracts 1A, 1B, 1C and 1D, as follows:

Tract	1A	1B	1C	1D		Total
Size	4.78 ac	0.86 ac	2.06 ac	2.02 ac		9.72 ac
Land Use	C-2 uses					

The proposed tracts total 9.72 acres of C-2 uses, which is 0.51 acre less of C-2 uses than the existing Tract 1 as approved in 2005 (- 0.51ac).

The applicant proposes to subdivide Tract 2 (12.28 acres of C-2 uses and O-1 uses) into Tracts 2-A, 2B and 2C and to eliminate the existing Tract 3, which would become Tract 3-A, as follows:

Tract	2-A	2B	2C		3-A	Totals
Size	11.47 ac	0.94 ac	0.84 ac		1.21 ac	14.46
Land Use	10.76 ac, C-2 uses	0.94 ac, C-2 uses	0.84 ac, C-2 uses		0.54 ac, C-2 uses	13.08
	0.71 ac, O-1 uses	-	-		0.67 ac, O-1 uses	1.38

The proposed tracts total 13.08 acres of C-2 uses and 1.38 acres of O-1 uses. The current proposal would not change the 1.38 acre total for O-1 uses. Rather, the 1.38 acres would be re-allocated from Tract 3 (proposed to be eliminated) to the new Tract 2-A (0.71 ac) and Tract 3-A (0.67 ac).

The proposed re-allocation of C-2 uses is more complex because the total acreage of C-2 uses for the Tract 2 area would change, and this would affect the overall total of C-2 uses for the subdivision. 12.28 acres of C-2 uses was approved in 2005. Now 13.08 acres is proposed, which is 0.8 acre more of C-2 uses than the existing Tract 2 (+0.8). Therefore, since the Tract 1 area is proposed to lose 0.51 acre and the Tract 2 area is proposed to gain 0.8 acre, the net increase of C-2 uses is 0.31 acre. The proposed total is 9.72 ac + 13.08 ac = 22.8 acres of C-2 uses, which is less than the 23.3 acre maximum established by the 2005 site development plan for subdivision.

Acreage totals for Tract 4 (7.71 acres of PRD uses) and Tract 6 (15.86 acres of PRD uses) are held constant and do not affect the overall subdivision total of C-2 uses. Tract 5 contains 3.38 acres of O-1 uses. A zone change for Tract 5, to SU-1 for O-1 including Bank & Drive-up Service, was approved on January 5, 2012 (Project #1003859, 11EPC-40076).

Analysis

Although the proposed total of C-2 uses would remain under the allowed total, the proposed subdivision is inconsistent with the vision and development goals established in the design standards for North Andalusia at La Luz (p. 2 and 3 of the site development plan for subdivision).

The proposed Tract 2-A, at approximately 11.5 acres, would be much larger than the other proposed tracts and is being subdivided in order to accommodate a large retail facility (LRF). The primary goal for North Andalusia at La Luz is “to achieve a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village type character.” The land use allocations are intended to allow a mixture of uses and flexibility, as long as the building forms result in a pedestrian accessible development with a village type character that fulfills the primary goal.

Village type character comes from a development that has incorporated small- scale, compact urban form with walkability as a principal component and not as an afterthought. The 98,901 sf proposed LRF does not fulfill this goal because a village type character does not result from a site with one disproportionately large building, dominated by parking in excess of parking allowed, and not functionally connected to future buildings on the site. Therefore, the proposed site development plan for subdivision amendment does not fulfill the design standards’ primary goal either.

VII. TRAFFIC IMPACT STUDY (TIS)

Methodology Overview

Prior to conducting a Traffic Impact Study (TIS), the applicant must attend a scoping meeting with City Transportation Staff to discuss scope and methodology. TIS are required for proposed developments that meet TIS thresholds.

In general, to calculate the projected number of trips generated by a proposed development, land use categories from the latest version of the Institute of Transportation Engineers (ITE) trip generation

manual are used. Then square footages for the proposed land uses are assigned to relevant land use categories (ex. 20,000 sf in the High-Turnover Sit Down Restaurant category). This is often based on a conceptual site development plan. Pass-by trip credits may be applied.

The Highway Capacity Manual (HCM) defines Level of Service (LOS) at intersections based on average delay per vehicle. LOS ranges from A (the least delay) to F (the greatest delay). LOS D, in which many vehicles have to stop, is often considered acceptable.

Intersection capacity analysis for intersections in the vicinity of a proposed development is conducted by running a model such as Synchro 7, in accordance with HCM procedures. Results are compiled for “No Build” (without the proposed development) and “Build” scenarios for an implementation year and a horizon year. The results are then compared to determine the effect of the proposed development on the adjacent roadway system. Recommendations for mitigation of traffic effects are made.

Background

Traffic Impact Studies (TISs) for the Andalucia area were completed in 2003, 2004 and 2005. Most relevant to the current proposal is the “Montaño Shoppes/Andalucia Tract 6” TIS, dated June 1, 2007 and based on a 2005 site development plan (see attachments). At that time, Tract 6 consisted of what is today known as Tracts 1, 2, 3, 4, 5 and 6, which is the subject site of the current proposal. This study also addressed a then-proposed development at the NW corner of the Montaño Rd./Winterhaven intersection.

Land uses modeled in 2007 for the subject site are listed. Analysis year is 2010.

Land Use Category	Square Footage
Supermarket	44,000
Specialty Retail Floor Space	46,000
Drive-In Bank with 4 Drive-thru windows	4,000
General Retail Commercial Businesses	134,000
Drive-In Bank with 5 Drive-thru windows	5,000
High Turn-Over Sit Down Restaurants	38,000
Apartments	500,000

Total new trips: 19,353 (24 hr. gross volume) A 30% credit (reduction) was taken for pass-by trips.
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Traffic Impact Study (TIS) Update

A new TIS was not required for the current proposal (see attachment). The subject site is the same as it was in 2007. However, a TIS update was required. The TIS update, originally dated November 7, 2011, was revised in response to comments from Transportation Staff (dated November 15, 2011) to produce the November 22, 2011 TIS Update. Text in red indicates the changes made in the November 22 version. These documents were posted on the Planning Department web page.

Land uses modeled in 2011 for the subject site are listed. Analysis year is 2015.

Land Use Category	Square Footage
Supermarket	40,000
Free-Standing Discount Store	59,000
Shopping Center	70,240
Drive-In Bank	3,000
High Turn-Over Sit Down Restaurants	24,100
Drive-In Bank	12,370
General Office Building (<51,000 sf)	10,000
Apartment, post-1973	345,000

Total new trips: 14,363 (24 hr. gross volume) A 30% credit (reduction) was taken for pass-by trips.
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A comparison of trip generation tables shows that the current proposal (2011) would generate approximately 5,000 fewer vehicle trips in a 24 hour period than the previous proposal (2007). [2011 trips (14,363) – 2007 trips (19,353)] = - 4,990 trips.

Intersection capacity analysis was conducted for the intersections of Montañó Rd./Coors Blvd., Dellyne Ave. (Learning Rd.)/Coors Blvd., Montañó Rd./Fourth St. (all signalized) and Montañó Rd./Winterhaven Rd., Montañó Rd./Antequera Rd., E-W Street/Coors Blvd. and Mirandela St./Coors Blvd. (unsignalized).

The TIS update concludes that the current proposal will result in minimal increases in intersection delays and minimal adverse impacts to the adjacent transportation system provided these mitigation recommendations are followed: adequate sight distances are provided; driveways constructed with a minimum 25 ft. radius curb return; the four access points are used. Mitigation strategies for specific intersections include lengthening turn lanes [Dellyne Ave. (Learning Rd.)/Coors Blvd. and Montañó Rd./Winterhaven Dr. (Mirandela St.)] and adding pedestrian push buttons and possibly widening medians [Montañó Rd./Coors Blvd., Dellyne Ave. (Learning Rd.)/Coors Blvd.].

Access Study

Montañó Rd. is classified as a Limited Access Roadway at this location by the Mid-Region Council of Governments (MRCOG). A request for access on a limited access roadway must be made to the Transportation Coordinating Committee (TCC), which considers the request and forwards it to the Metropolitan Transportation Board (MTB) for a decision. As of this writing, the City has not decided whether or not to sponsor the request; sponsorship is needed to get the request to MRCOG for consideration.

An Access Study (“Montañó Access”, April 14, 2011) was prepared regarding the proposed right-in, right-out access point on the south side of Montañó Rd., east of Coors Blvd., to determine if it would adversely impact the adjacent roadway system. 2015 is the implementation year and 2030 is the horizon year. Signalized intersection capacity analysis for the Coors Blvd./Montañó Rd. intersection reveals no impact for both years; the intersection would remain at Level of Service (LOS) F in both the am and pm if the proposed access point is implemented. However, unsignalized intersection capacity analysis for the Montañó Rd./Winterhaven Rd. intersection reveals a net positive benefit to this intersection.

VIII. ANALYSIS-SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

The applicant proposes to develop an approx. 98,901 square foot (sf) large retail facility (LRF) on a vacant site near the SE corner of the Coors Blvd./Montaño Rd. intersection. The future Tract 2-A, approximately 11.5 acres, is the subject site for the proposed site development plan for building permit.

Site development plan Layout / Configuration

The proposed LRF building would be located on the eastern portion of the site, oriented so the main entrance would face westward and the rear of the building would back up to Mirandela St. The majority of parking would be between Coors Blvd. and the proposed LRF building. A pharmacy drive-thru is proposed on the northern side of the building. An internal roadway is proposed to run north-south and bisect the site.

Refuse Enclosure: Three trash compactors are proposed near the SE corner of the proposed building. A 6 ft. wall would provide screening. The color and finish of the metal gate and the walls needs to be specified. The Solid Waste Management Division (SWMD) comments that the compactors are required to comply with regulations for compactors and drains.

Walls/Fences

Two types of walls are proposed, a 4 to 5 ft. retaining wall along a portion of the site's NW corner, and an 8 ft. screen wall running approx. 565 feet north-south to screen the rear of the building from Mirandela St. and the nearby school. Both would be split-face brown CMU with brown pilasters and a dark brown decorative pattern. The brown needs to be specified as light or medium. The wall design standards in Zoning Code §14-16-3-19(B) apply. To comply with (B)(2)(a), the note for the wall detail needs to mention that the minimum 2 inch projecting pilasters shall occur at intervals no more than every 20 feet in length. The proposed continuous overhang cap fulfills (B)(2)(b).

Vehicular Access, Circulation & Parking

Access & Circulation: Vehicular access would be from Coors Blvd. via Mirandela St., from Learning Rd. (which is further south) via Antequera St. and from the existing access point near the NW corner of the site. A north-south internal roadway would divide the site into two, separating the main parking lot from the building. Delivery trucks could enter the site from the south at Learning Rd. or Mirandela Rd., and from the north via Mirandela Rd. Since truck traffic is not allowed on Paseo del Norte Blvd., trucks would have to use Alameda Blvd.

Parking: Parking was calculated based on Zoning Code §14-16-3-1, Off-Street Parking Regulations, for a retail use. The rate is one space per: 200 sf for the first 15,000 of building sf, 250 sf for the next 45,000 of building sf, and 300 sf for the remaining building sf. Staff calculates that 385 spaces would be required for the proposed 98,901 sf building. No transit reduction was taken to reduce the minimum requirement.

Staff counts 475 spaces on the site development plan. This figure includes the required handicap spaces; motorcycle spaces are counted in addition to required vehicle parking spaces. The applicant states that 480 spaces are provided, which is incorrect because the 6 required motorcycle spaces were included in the total but should not have been. Also, the vehicle space total for the parking row just south of the proposed building should be 18- not 17. Therefore, 480 – 6= 474, + 1 = 475. The site is overparked. 90

spaces in excess of the Zoning Code regulations are proposed (see Section X of this report, Design Standards).

Handicap and motorcycle parking spaces are calculated based on required parking. For the 385 minimum spaces required, 12 must be handicap spaces and 6 must be motorcycle spaces. The 6 motorcycle spaces are located to be visible from the building's entrance as required [ref: 14-16-3-1(C)]. Bicycle parking was calculated incorrectly and is supposed to be based on 1 space for every 20 required vehicle spaces: $385/20 = 19.25$, so approximately 20 spaces are required. The site development plan states that 25 spaces are provided, although four 5-space bike racks are shown. 20 bicycle spaces are provided. The bike racks are located to the north and south of the main entrance. In this instance, and others in which the requirement is met but the calculations are incorrect, minor revisions are needed.

Pedestrian and Bicycle Access and Circulation, Transit Access

Pedestrian & Bicycle Access & Circulation: The subject site is primarily vehicle oriented. Pedestrian and bicycle access would be mostly from the vehicular access points. Dedicated pedestrian entrances are proposed on the northern side of the subject site (a non-direct, less convenient link from the access street) and on the southern side (a link from Learning Rd./Mirandela St.). A pedestrian access from Coors Blvd. would improve non-vehicular access and allow pedestrians to walk directly to the building's entrance.

Several pedestrian sidewalk types are proposed: 1) an 8 ft. wide and 6 in. raised, textured concrete sidewalk. These are proposed to run north-south and east-west across the parking lot area. 2) a 10 ft. wide and 6 in. raised, textured concrete sidewalk. This is shown, for an unspecified reason, in one location linking the garden center area to the parking lot, and 3) a 6 ft. concrete sidewalk (plain). These typical sidewalks run along the perimeter of the subject site, including the north side of Mirandela St. (Note: The Learning Rd. trail is shown on the south side on the site development plan for subdivision).

Striping, which is insufficient to facilitate connectivity and safety, is proposed for the pedestrian crossings intended to link the building to the parking lot. These crossings need to be raised to slow down vehicles and improve safety in this busy area where vehicle-pedestrian conflict is likely. Note 7, for an "8 ft. wide textured, colored concrete sidewalk", is not used and should be removed.

Transit Access: The only Transit stop that currently serves the subject site is on Montañó Rd., just east of the intersection at Coors Blvd. The stop just north of Learning Rd. would be too far to walk to access the proposed LRF site. The subject site is underserved by Transit, but there are opportunities for improvement that would support walkability which is very important in the design standards and the LRF regulations. The Transit Department is requesting installation of a bus shelter to the exiting stop on Montañó Rd. and that a new stop be provided on Coors Blvd., close to the subject site.

Lighting & Security

Two types of light poles are proposed (see Sheet C-16). Both are 16 feet tall. Parking lot light poles, with 4 shoe box fixtures per pole, are proposed at various locations in the parking lot. Pedestrian light poles, with ornamental fixturing, are proposed at locations along some of the pedestrian pathways that traverse the parking lot. However, the lighting would not be distributed evenly so portions of the pedestrian areas/parking lot would be poorly-lit and more likely to be unsafe. Lighting should not interfere with trees.

For instance, five pedestrian light poles are proposed on the northern side of the west-east internal roadway, but none on the southern side. None are proposed along the 10 ft. walkway that extends westward into the parking lot. Additional pedestrian light poles are needed at these locations; some light poles from the crowded locations could possibly be redistributed. Also, the finish of the parking lot light poles and the finish and color of the pedestrian light poles need to be specified.

Wall-pack lighting, combined with pole type lighting, is needed to provide on-site security. It appears that wall-pack lighting is proposed on three of the four building elevations; the western (main) elevation has wall-mounted "Downlighting fixtures". Wall-pack lighting needs to be labeled to distinguish it from building features (Sheet C-16). A note on the elevations sheet (Sheet C-16) indicates that wall-pack lighting would not be mounted higher than 20 feet.

A security camera is proposed near the building's main entrance (see Sheet C-16, utility plan).

Landscaping Plan

Proposed landscaping includes trees (12 varieties), shrubs/groundcovers (14 varieties), ornamental grasses (5 varieties) and one type of vine (Honeysuckle). For trees, Shumard Oak (34) and Purple Robe Locust (28) have the highest totals. English Lavender (173) and Rosemary (125) are the most abundant in the shrubs/groundcovers category. For ornamental grasses, the most proposed is Feather Reed Grass (152). No turf is proposed. A combination of brown cobble and brown gravel is proposed for top dressing.

Smaller, ornamental trees, Golden Rain Tree and Vitex, are proposed for the plaza area in front of the building entrance (see detail on Sheet C-8). The Golden Rain Trees would be in tree wells and the Vitex in raised planters. The tree wells, at the minimum 36 sf size, are not conducive to tree health. It would be better to run the tree wells together into a strip, and even better to utilize pervious paving around these (and other) tree wells- especially since the subject site is so close to the Bosque.

Several types of plants, including seven Rio Grande Cottonwoods, are proposed in the southern landscape buffer that fronts Mirandela St. Purple Robe Locust would run along Mirandela St., while a couple of Arizona Sycamore would be at the ends with Austrian Pine and Vitex in the middle. Austrian Pine and Vitex are relatively small trees, so screening would be improved by using specimens that can grow larger.

Requirements: Pursuant to Zoning Code §14-16-3-10(G)(3), required landscape areas must be covered with living, vegetative material over at least 75% of the area. Trees do not count toward this requirement. Three locations on the western (Coors Blvd.) landscaping area appear sparse; more plants need to be added near the site's SW corner, to the area approx. 75 north of that, and to the NW corner that is a focal point upon entering the site.

Pursuant to Zoning Code §14-16-3-10(G)(1), trees are required in and around off-street parking areas. Proposed parking lot trees are Purple Robe Locust, Shumard Oak and Modesto Ash. Flowering Pear are proposed along the internal street. For the 475 proposed parking spaces, at the rate of 1 tree per 8 spaces

(LRF regulations), 59 parking lot trees are required. 104 are proposed. Though Staff counts 100 parking lot trees, the requirement is met.

Street Trees: The Street Tree Ordinance requires a street tree plan for lots adjacent to a major street, such as the subject site. Proposed in the northern landscape buffer fronting Coors Blvd. are clusters of trees- Shumard Oak, Chinese Pistache and Modesto Ash. With 590 feet of frontage along Coors Blvd., 20 street are required (spaced at 30 feet on center). 20 are proposed. The applicable design standards, however, require spacing of 25 feet on center. 24 street trees are required, so 4 more must be provided.

Irrigation: The irrigation system would be fully-automated and consist of six 2-gallon per hour (GPH) emitters per tree and two 1-GPH emitter per shrubs and groundcovers. A note states that §6-1-1-10, Irrigation System Standards, would be adhered to strictly. However, it is unclear if the irrigation system would have two or more independent programming schedules (B)(1) and fitted with a rain switch interrupter and soil moisture sensor (B)(4).

Architecture & Design

The proposed 98,901 sf, large retail facility (LRF) building can be considered a contemporary hybrid design that incorporates elements from architectural styles such as Territorial, Spanish Colonial and Contemporary Southwestern. For example, the coping and portals are Territorial elements and the pitched-roof with tiles is a Spanish Colonial element. The concrete columns are a Contemporary Southwestern element.

Proposed building height ranges from a low of approx. 22 feet for the drive-up canopy to a high of 33 feet for the main entry façade and the towers. Accent features include a cornice, band and decorative columns. Different types of decorative windows are shown on the towers.

A variety of materials and colors is proposed. The building would be finished in stucco, smooth-faced CMU (concrete masonry unit), and split-faced CMU. The columns would be finished in stucco and stone veneer. Porcelain is used as a wall element on the main entry façade and as decorative tiles on the north elevation. Porcelain is incorporated as a wall element on the main entry façade and as decorative tiles on the north elevation.

Paint colors for the proposed building include a light tan, light grey-green, a light olive, a light terracotta, a medium terracotta, a golden brown and a medium gold-brown. Three colors of stone veneer are proposed: a dark to medium tan mix, a tan with terracotta mix and a white and light tan mix. The colors would generally blend with the subject site's surroundings.

Signage

Monument signs and building-mounted signs are proposed. The monument signs are two types: a project monument sign, 9 feet tall with 72 sf of sign face area, and a minor monument sign, 7.5 feet tall with 30 feet of sign face area. Two project signs are proposed along Coors Blvd. near the north side and the south side of the site. It is unclear if the proposed LRF retailer name would occupy all of the sign face area, or if these would be multi-tenant signs. The proposed casing is stacked stone veneer with a defined base and coping on top.

The minor-monument sign is proposed near the NE corner of the site, along Mirandela St. (not Montaña Rd. where the design standards specify- see Section X of this report). Both types of monument signs would be internally illuminated, meaning plastic panel signs, which the design standards prohibit.

Building-mounted signage is proposed on the western (front) elevation and the northern elevation. Two “Pharmacy Drive-Thru” signs would be on the north elevation, approximately 75 sf and 40 sf. Proposed for the main (western) elevation are three building-mounted signs: “Outdoor Living”, “Market & Pharmacy”, “Walmart” and the circular logo, at approximately 77.2 sf, 103 sf, 158.5 sf and 50.25 sf, respectively. Type of lettering and illumination need to be specified. Note that the design standards prohibit building-mounted signage that exceeds 6% of the façade area to which it is applied; 4 of the 5 building-mounted signs do not comply (see Section X of this report for details).

Grading & Drainage Plan, Water Re-Use

The subject site slopes downward from west to east, from Coors Blvd. to Mirandela Rd. The elevation near the subject site’s western boundary ranges from approx. 5,003 ft. to approx. 4,996 ft. (north to south). The elevation near the eastern boundary ranges from approx. 4,985 to approx. 4,982 ft., so the north-south slope is greater near Coors Blvd. Water generally flows westward towards Mirandela Rd., where it is collected in drop inlets and conveyed to an existing retention pond adjacent east of the subject site. The proposed storm sewer system would connect to the existing system on Mirandela Rd. The subject site is not in a flood plain, though one is adjacent and the environmentally sensitive Bosque area is nearby.

Water re-use would be accomplished on-site by the use of 1-foot wide curb cuts in some of the parking lot landscape islands. Some islands would have two curb cuts and others would have none; Staff suggests that the curb cuts be more evenly distributed. Also, it is important that the curb cuts be located so that water would flow into, and not around, them. Direction of water flow should be indicated with arrows. A note is needed to specify that landscape beds would be at-grade, otherwise the curb cuts would not achieve water re-use. Pervious paving in certain locations, such as around tree wells, would help filter parking lot run-off water, which is usually contaminated with automotive fluids (see also Section XI of this report).

Utility Plan

A new 8 inch water line is proposed to run under the north-south roadway that would divide the subject site. The proposed water line would connect to Mirandela St. infrastructure near the proposed building’s NE and SE corners. A new sanitary sewer (SAS) line would enter the proposed building on the northern side. Another SAS line is proposed across the future tract adjacent south of the subject site. There are 5 existing fire hydrants along Mirandela Dr. Two new fire hydrants are proposed, one near the SE corner and one near the NW corner of the subject site.

Two easements exist- a 1968 MST&T easement along Coors Blvd. and a public utility easement, which is in various places. Proposed are a 20 ft. water line easement and a 20 ft. SAS easement. A 5 ft. sidewalk easement is also proposed, but Staff cannot locate it.

Outdoor Space

Three plaza areas are proposed, two near the northern side of the subject site and one along the main (western) façade. The northern plaza areas are listed as 1,454 sf and 1,581 sf. Staff calculates approx. 980 sf for the corner area on the western side and approx. 1,048 for the corner area on the eastern side, for a total of 2,028 sf, including landscaping. Plaza areas are also proposed north and south of the main entrance. They are approx. 1,750 sf (listed as 1,720 sf) and 1,300 sf (sf not called out), respectively. The entrance plaza areas have landscaping, benches and shade.

Zoning Code §14-16-3-18(C)(3) requires that outdoor seating be provided for major facades greater than 100 feet long at the rate of 1 seat per 25 linear feet. The main façade is 410 feet long. $410/25 = 16$ required seats. The site development plan states that 24 seats are provided. 6 benches are proposed, but not all are called out and the detail doesn't indicate how many seats per bench (should be 4). Minor clarification is needed.

IX. ANALYSIS—VIEW PRESERVATION REGULATIONS

REGULATIONS

The Coors Corridor Sector Development Plan (CCSDP) view preservation regulations apply to sites located in Segments 3 and 4 of the Coors Corridor, on the eastern side of the roadway (p. 103-110). The subject site is located in Segment 3 South on the eastern side of Coors Blvd., so the view preservation regulations apply.

The CCSDP views preservation regulations read as follows (Policy 4.c.1.b.1, p. 109).

“In no event will the building height be permitted to penetrate above the view of the ridge line of the Sandia Mountains as seen from 4 ft. above the east edge of the roadway.” And

“Also, in no event will more than one-third of the total building height outside of the setback area for multi-story buildings be permitted to penetrate through the view plane.”

PROPOSAL

Sheet C-5, View Plane Exhibit

The proposed building includes various heights that correspond to the elevations' articulation. The highest points of the main (western) elevation are the façade containing the main entrance and the recently-added tower element on the northern side. Both are 33 feet tall.

The applicant's view plane analysis is presented on Sheet C-5. Two view plane diagrams, A and B, are included. The view line for A runs from approx. 80 feet north of the corner of Coors Blvd. and Mirandela St. and intersects with the proposed building at a 30 foot height, between the garden center and the main entrance. The view line for B runs from approx. 300 feet north of the same corner and intersects with the proposed building near the middle of the main entrance façade. The prior version of the site development plan had a view line C, but it didn't intersect with the building so it was deleted. Staff suggests that a new view line C be included due to the addition of the tower element (33 feet high) on the northern side of the building's main (western) façade.

Staff reviewed the view analysis and concludes that both view line A and view line B do not penetrate above the view of the ridge line of the Sandia Mountains and therefore comply with the first part of the regulation.

Regarding the 1/3 of building height penetration of the view plane regulation, Staff concludes that view line A demonstrates compliance but view line B does not, as follows: the eastern edge of the easternmost driving lane of Coors Blvd. has an elevation of 5003 feet. Staff was unable to correlate the applicant's 5003.76 and 5003.5 to the location of the view lines. Using the 5003, four feet above that is 5007 feet; the view plane is established at 5007 feet. The finished floor (FF) of the proposed building is 4986.85 feet.

Note that the building heights used in view line A and view line B are interchanged; that is, *the 30 foot height corresponds to view line A and the 33 foot height corresponds to view line B* (see the site diagram on the right-hand side of Sheet C-5). Knowing this, Staff calculates the following (in feet):

View line A: intersects proposed building between garden center and main entry facade

1. $4986.85 + 30 = 5016.85$, height of the top of the building at this point
2. One-third of building height (30 feet) is 10 feet.
3. The view plane is at 5007 feet. $5007 + 10 = 5017$, the maximum height allowed for compliance.
4. Compare the maximum allowable height to the height at top of building:
5017 is greater than 5016.85 by 0.15 foot, so view line A complies.

View line B: intersects proposed building near the middle of the main entry facade

1. $4986.85 + 33 = 5019.85$, height of the top of the building at this point
2. One-third of building height (33 feet) is 11 feet.
3. The view plane is at 5007 feet. $5007 + 11 = 5018$, the maximum height allowed for compliance.
4. Compare the maximum allowable height to the height at top of the building
5018 (maximum allowable height) is less than 5019.85 (top of building height). The top of the building at this point exceeds the view plane, by more than one-third of building height, by 1.85 feet. View line B does not comply.

The building heights used need to be corrected for the view plane diagrams to be accurate; 30 feet for view line A and 33 feet for view line B. Also, another view line is needed (view line C) to intersect the proposed building at the location of the tower feature. The measurements of shorter building features (ex. the 15.7 in view line A and the 22.3 in view line B) aren't needed and can be removed. The car shown east of the easternmost driving lane can also be removed. The property line should be indicated. Staff recommends that, to comply with the CCSDP view regulations, the height of the building at the main entry facade (view line B) be reduced by 1.85 feet, from 33 feet to 31.15 feet.

Sheet C-6, View Plane Exhibit Model Results

The applicant used a modeling program to demonstrate how the proposed building would appear in its context. The corners of the proposed building and the elevations were established in the field. Four view

lines (called “stations” here) were used. However, only one of the station view lines corresponds to the view lines in the view plane exhibit (see Sheet C-5 and analysis above).

The view line for Station 1958 almost corresponds to the location of view line B, intersecting the proposed building at roughly the middle of the main (western) façade. Additionally, three of the four station view lines extend at the 45 degree angle approx. NE. One, the station 1959 view line, extends approx. SE. It would be more meaningful for the station view lines to correspond to the view lines in the exhibit. A station view line is needed to correspond approx. to view line A and the requested view line C (see analysis above).

Modeling results (the pictures) reveal that the proposed building would not penetrate the view line of the ridge of the Sandia Mountains, though the view plane exhibit (see Sheet C-5) also demonstrates this. Staff suggests showing view line A and view line B on the model results to make them more meaningful. Model results for station 1959 and station 1957 (looking east) do not correspond to the proposed building elevations because: the model should step up twice and not protrude on the right-hand side (station 1959) and a tower element should be shown (station 1957, looking east). The station 1957 (looking south) view line does not intersect the proposed building, so no modeled building should be shown as result.

X. SITE DEVELOPMENT PLAN FOR SUBDIVISION, DESIGN STANDARDS

Design standards create an identity for a development by establishing a framework to guide review of development requests on a given site. Design standards typically address the following topics in addition to those mentioned in the definition of site development plan for subdivision: purpose/goal, parking, streets (sometimes included), pedestrians/bicycles and/or sidewalks/trails, landscaping, walls/screening, architecture, lighting, signage, utilities, process and any other topic of particular relevance to the site (Note: topics may be in a different order).

Current Proposal

Existing design standards for Tracts 1 – 6 are found in the North Andalusia at La Luz Site development plan for Subdivision (Project #1003859, 04EPC-01845). The currently proposed site development plan for subdivision amendment for Tracts 1 – 3 (see Section VI of this report) does not affect the existing design standards.

The proposed site development plan for building permit for Tract 2-A must comply with these design standards (see Sheets C-2 and C-3). Here Staff summarizes the design standards and explains instances when the proposed site development plan for building permit does not comply.

Overall Design Theme & Land Use Concept:

The primary goal is “to achieve a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character.” The design standards are intended to be used to facilitate design of buildings that respect natural conditions, preserve views and leave open space. Site development plan for building permit shall be consistent with the design standards and be approved by the Environmental Planning Commission (EPC).

In an overarching sense, the proposed site development plan does not fulfill the primary goal though it could generally help achieve a mixed-use community when combined with other, future uses for North Andalucia. Though pedestrian accessibility would be provided, a village-type character would not be maintained. Village-type development is typically characterized by a mix of smaller-scale, fine-grained commercial and office uses combined with housing variety and pedestrian scale and orientation of development.

As proposed, the site development plan for building permit is inconsistent with the primary goal of the design standards.

Coors Corridor Plan- View and Height Restrictions:

The design standards echo the view preservation regulations of the Coors Corridor Sector Development Plan (CCSDP).

The proposed building does not comply with the requirement that height not exceed the view plane by more than 1/3 of building height (see Section IX of this report for details). There is also a requirement that walls and berms be built along Coors Blvd.; none are proposed. However, the grade difference from Coors Blvd. provides a natural berm.

Pedestrian and Site Amenities:

Creating a pedestrian-friendly environment is a primary design objective which will be achieved by maintaining a high-quality and consistent style for amenities and creating separate vehicular and pedestrian circulation systems to support the creation of a village-type character. Public art is encouraged.

The proposed amenities, ex. benches and pedestrian-scale lighting, appear to be inconsistent in style. More information is needed on the details (see Sheets C-12 and C-13). Special paving materials are used in places (ex. textured, colored concrete) as required, but not in others; labeling is inconsistent. There are opportunities to incorporate public art at the roundabouts and the plaza areas.

Trails and Sidewalks:

Trails and sidewalk systems are a defining element.

It is unclear if all pedestrian pathways are designed to be handicap accessible as required; the site development plan does not define symbols and labeling is inconsistent. Pedestrian crossings shall be clearly demarcated with special paving treatment where they cross vehicular entrances and drive aisles. Such a crossing is lacking on the northern side of the north-south street, but is required. Also, textured colored concrete is required across drive-aisles; the proposed striping is insufficient and does not comply.

Parking:

The intention is to lessen the impact of parking on the land; careful attention should be paid to parking design. Parking should be broken into smaller areas to lessen its impact.

The total parking provided exceeds the maximum allowed by 51 spaces. Parking is broken up into smaller “blocks” but is not distributed sufficiently to lessen its impact.

Setbacks:

Setbacks are required to create open space and streetscapes. Walkways and screening materials are required within setbacks. Parking is discouraged adjacent to roadways.

The majority of parking for the LRF is proposed adjacent to Coors Blvd., though the grade difference from the roadway to the site creates a natural barrier. Walkways and landscaping are proposed in the 35-foot buffer along Coors Blvd.

Landscape:

Landscape is to be complementary to the Bosque and responsive to environmental conditions and local building policies.

Clarification is needed regarding caliper size of the proposed trees; “B&B” and “box size” are used instead. Also, the landscape areas for the trees at the main entry area are the minimum 36 square feet. Staff suggests that the small concrete patch separating the two landscape areas be removed to enlarge the area slightly, which would benefit tree health on this hot, western side of the building. The use of pervious paving around tree wells would be responsive to environmental conditions.

Screening/Walls and Fences:

Screening is essential to limit the adverse visual impact of parking lots, loading areas and refuse areas.

Trash enclosures are required to be screened with plant materials; such screening is not proposed for the trash compacter enclosure. Specifics regarding color and material are needed to determine if the proposed enclosure is compatible with the proposed building. The grade difference from Coors Blvd. to the site provides natural screening of the adjacent parking.

Architecture:

Architecture should demonstrate a high-quality aesthetic character that responds to climate, views, solar access and aesthetic considerations. Commercial building style will be a hybrid of New Mexico architectural styles. Materials will be natural and colors warm. Roof-mounted and ground-mounted equipment is required to be screened by building elements or landscaping. All building sides will be architecturally articulated.

The proposal does not respond to climate in the following instance: at least 25% of required seating must be shaded because the main elevation faces west [refs: (C)(3), see bullet 1 of architecture design standards].

The proposed commercial building would be a hybrid of New Mexico architectural styles combined with corporate brand style. All building sides would be articulated and colors warm, with low reflective values (LRVs).

Lighting:

The objective is to maximize public safety while not affecting adjacent properties, buildings or roadways with unnecessary glare.

Color and finish of the two proposed light pole types are needed, since lighting must blend with the character of the building and other on-site fixtures. A note is needed on the lighting detail to state that cobra and high-pressure sodium lighting are prohibited. Notes regarding lighting should be moved from Sheet C-4 to Sheet C-13. Bollard lighting would be a beneficial addition to the plaza areas to provide light and aesthetic character.

Signage:

The goal is to provide a high-quality signage program that maintains a consistent style, complements visual character and creates a sense of arrival.

Three project monument signs are allowed at the entries along Coors Blvd. Two are currently proposed, near the northern and southern ends of the subject site. The third project monument sign may be located at the Coors Blvd./Montaño Rd. intersection or the Coors and Learning intersection in the future. If future signs are desired in both locations, one of the currently proposed project monument signs would need to be removed.

One minor monument sign is allowed on Montaño Rd. However, the proposal shows a minor monument sign along Mirandela St., near the subject site's NE corner, which is not allowed. Because the design standards specify the total number of monument signs allowed, and their location and size, additional monument signs are prohibited. By allowing the three project monument signs along Coors Blvd., within the Established Urban Area, the design standards as such are consistent with the Comprehensive Plan. However, allowing the one minor monument sign on Montaño Rd., in the Developing Urban Area, conflicts with the Zoning Code 14-16-3-5, General Sign Regulations. Allowing an additional, unspecified number of monument signs in the Developing Urban Area would create further conflict with the Zoning Code and is not recommended.

Five building-mounted signs are proposed. Four of them exceed 6% of the façade area to which they are applied: the "Pharmacy Drive-Thru" sign on the western elevation (10%); the "Outdoor Living" sign (14.2%), the "Market & Pharmacy" sign (12%), "Walmart" sign and the circular logo (7.67%). These signs do not comply.

Utilities:

The visual impact of equipment and utilities should be minimized to ensure aesthetic quality.

It is unclear if transformers, utility pads and telephone boxes would be screened with walls or vegetation as required. The above-ground back-flow prevention device (see Sheet C-9) is required to be enclosed with materials compatible with building architecture.

Unique Street and Traffic Calming Standards:

These standards are critical to creating an active, pedestrian-oriented urban community. The intent is to provide short street blocks with a smaller number of lots.

All street types shall include a 5-6 foot landscaped parkway. The proposed drive-aisles in the parking lot would have trees on both sides. However, trees would only be along the western (parking lot) side of the main north-south internal street. Handicap ramps shall be provided at each intersection. Near the site's NE corner and NE middle area, handicap ramps are not provided on both sides of the intersection.

Special paving needs to be provided on adjacent pedestrian plaza areas (see the Roundabout detail) and crossings at all sides of the roundabout are needed to separate vehicular and pedestrian movements, as required.

Transportation Demand Management (TDM):

TDM is recommended in the Comprehensive Plan as a strategy to mitigate traffic impacts of a development.

Businesses with more than 50 employees are required to provide designated carpool spaces.

Conclusion of Analysis: Overall, the proposal demonstrates partial compliance with the design standards for North Andalusia at La Luz but is inconsistent with the primary goal of achieving a village character. Instances of non-compliance, as noted above, can be remedied through the application of conditions of approval.

XI. ANALYSIS—LARGE RETAIL FACILITIES (LRF) REGULATIONS

The following evaluates the proposal's compliance with the Large Retail Facility (LRF) Regulations [Zoning Code §14-16-3-2(D)], which manage the location and design of LRFs. Some instances of satisfactory compliance are mentioned as Staff considers relevant; other instances of compliance are not discussed for the sake of brevity. Emphasis is placed on instances of non-compliance since these items are the ones that will need modification.

SUBSECTION (D)(1)- APPLICABILITY.

(a)(1) Provisions shall apply to the following: new construction of a LRF.

These regulations apply because the proposed building, at 98,901 sf, meets the definition of a LRF (Zoning Code §14-16-1-5) and would be new construction [ref: (D)(1)(a)(1)].

SUBSECTION (D)(2)- LOCATION AND ACCESS OF LARGE RETAIL FACILITY.

This Subsection establishes three levels of LRFs, based on square footage.

(b) LRFs containing 90,001 to 124,999 sf of net leasable area are:

1. Permitted in C-2, C-3, M-1, M-2 and IP zones and SU-1 and SU-2 zones for uses consistent with C-2, C-3, M-1, M-2 and IP zones; and
2. Required to be located adjacent to and have primary and full access to a street designated as at least a collector in the Mid-Region Council of Governments' Metropolitan Transportation Plan and having at least four through traffic lanes.

The subject site is zoned SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre). Primary and full access to Coors Blvd., a principal arterial, would be provided at Learning Rd. The proposed LRF is a permissive use and is allowed on the subject site.

SUBSECTION (D)(3)- SITE DIVISION.

- (a) The entire site shall be planned or platted into maximum 360' x 360' blocks except as provided in Items (c) and (d) of this subsection.

The subject site would be divided into four blocks. The largest, where the building is proposed, measures approx. 397 ft. by 610 ft. Item (c) states that one block can be expanded to approx. 790 ft. by 360 ft. if the main structure covers more than 80% of the block. The proposed main structure, however, covers approx. 53% of the block, so block expansion is not allowed in this case.

- (b) Primary and secondary driveways (or platted roadways) that separate the blocks shall be between 60 feet and 85 feet wide and shall include the following:
 1. Two ten-foot travel lanes;
 2. Two parallel or angle parking rows or a combination of such on both sides of the driveway rights of way are permitted but not required;
 3. Two six-foot landscaped buffers with shade trees spaced approximately 30 feet on center;
 4. Two eight-foot pedestrian walkways constructed of material other than asphalt;
 5. Pedestrian scale lighting that provides at least an illumination of 1.2 to 2.5 foot candles or the equivalent foot lamberts; and
 6. Standup curb.

The proposal complies with 1, 2, 4 and 6 and partially compiles with 3 and 5. A second landscape buffer is not proposed on the eastern side of the north-south internal road (3) and pedestrian-scale lighting needs to be more integrated with the site- meaning more evenly distributed. None is provided near the entrance, but should be for safety and aesthetic reasons (6). Bollard lighting could be used in the plaza areas.

SUBSECTION (D)(4)- DEVELOPMENT PHASING AND MIXED-USE COMPONENT. Informational

The LRF regulations address the build-out of a large site over time in order to guide the transition from more vehicle-oriented "big box" type retail development with large surface parking fields to finer-scaled, pedestrian oriented, mixed-use development.

The proposal does not include phasing or a mixed-use component. The mixed-use component is strongly encouraged but not required.

SUBSECTION (D)(5)- SITE DESIGN.

These regulations are intended to create pedestrian connections throughout the site by linking structures. The intent is to create an active pedestrian street life and replace large off-street parking fields, conserve energy and water and meet the intent of the Comprehensive Plan and the Planned Growth Strategy (PGS).

(a) Context: The design of structures shall be sensitive to and complement the aesthetically desirable context of the built environment, e.g., massing, height, materials, articulation, colors, and proportional relationships.

This language is intended as a precursor to the regulations that follow. Though consistent with policies in the CCSDP, this language is not regulatory.

(b) Off-Street Parking Standards.

(b)(2): Parking shall be distributed on the site to minimize visual impact from the adjoining street. Parking shall be placed on at least two sides of a building and shall not dominate the building or street frontage.

The majority of parking is proposed between the building and Coors Blvd. and dominates the building, though it would be adequately screened. The Landscape Plan indicates that parking will be broken up with raised walkways and trees to minimize visual impact. The proposal partially complies with (b)(2).

(b)(4): Every third double row of parking shall have a minimum 10' wide continuous walkway dividing that row. The walkway shall be either patterned or color material other than asphalt and may be at-grade. The walkway shall be shaded by means of trees, a trellis or similar structure, or a combination thereof.

Six double-rows of parking are proposed, so two 10 foot walkways are required. One 10 foot walkway is proposed and is partially shaded; more trees or other shading is needed. The two parallel walkways, however, are 8 feet wide and need to be widened to 10 feet. The proposal does not comply with (b)(4).

(d) Signage. (Note: (d)(5) is not applicable)

1. Signage shall comply with the Shopping Center Regulations for signage, §14-16-3-2(B).

One monument sign is allowed for every 300 feet of street frontage, so two signs are allowed for the approx. 710 foot long subject site. Two monument signs are proposed. The proposal complies.

2. All signage shall be designed to be consistent with and complement the materials, color and architectural style of the building(s).

The proposed building-mounted signage is the white, franchise signage typically used. It isn't consistent with architectural style, but it would complement the materials and colors, which are a variety of tan, gold and browns. The proposal partially complies.

3. All free-standing signs shall be monument style. *Complies.*
4. The maximum height of any monument sign shall be 15 feet. *Complies.*
6. Building-mounted signs shall consist of individual channel letters. Illuminated plastic panel signs are prohibited.

The monument signs are proposed to be internally illuminated, which means that plastic panels through which illumination will show, would be used. The proposal does not comply.

- (e) Drive-up windows must be located on or adjacent to the side or rear walls of service or retail structures and the window shall not face a public right of way. *Complies.*

(g) Truck Bays.

2. Truck bays not adjacent to residential lots must be screened with a masonry wall extending vertically eight feet above the finish floor level and horizontally 100 feet from the face of the dock to screen the truck. Screen walls shall be designed to blend with the architecture of the building.

The proposed wall along a portion of the eastern side of the site complies in terms of height and length, though incorporating additional materials (such as stone) or features would help it blend better with building architecture. The proposal partially complies.

(h) Landscaping.

3. Shade trees along Pedestrian Walkways shall be spaced approximately 25 feet on center.

The proposed shade trees along the west-east, NW landscape buffer are spaced approx. 50 feet on center. Along the southern side landscape buffer, the proposed trees are spaced approx. 60 feet on center. The proposal does not comply. Additional trees are needed to create the required spacing.

(i) Pedestrian Walkways.

Internal pedestrian walkways shall be planned and organized to accommodate the inter-related movement of vehicles, bicycles, and pedestrians safely and conveniently, both within the proposed development and to and from the street, transit stops, and the surrounding areas. Pedestrian walkways shall contribute to the attractiveness of the development and shall be a minimum of eight feet in width and constructed of materials other than asphalt. Pedestrian walkways along internal driveways or streets internal to the site shall also be lined with shade trees and pedestrian scale lighting. Pedestrian crosswalks shall be constructed of patterned concrete or a material other than asphalt and may be at grade.

Pathways internal to the site would function better if they are all connected; in some places they do not connect but are required to. A pedestrian access from Coors Blvd. is needed to ensure safety

and convenience to and from the street. The drive-aisle crossing at the building's SW corner is shown as 6 ft. and is required to be at least 8 ft. wide. Pedestrian crosswalks are required to be constructed of patterned concrete; the perhaps most important crosswalks leading from the parking lot to the building entrances are striped asphalt. The proposal does not comply.

(j) A Pedestrian Plaza(s):

1. Large retail facility sites that include a main structure less than 125,000 square feet in size shall provide public space pursuant to § 14-16-3-18(C)(4) of the Zoning Code. **Complies.**

(k) Lighting.

1. Ornamental poles and luminaries, a maximum of 16' in height, shall be used as Pedestrian Scale Lighting.

Ornamental poles are proposed, but they are not used in as many places as they should be to provide pedestrian-scale lighting. A detail for the wall pack luminaries is needed. The proposal partially complies.

(l) Outdoor Storage.

Outdoor storage as part of a mixed use development or within a C-1 or C-2 zoned site is not allowed. Outdoor uses such as retail display shall not interfere with pedestrian movement. Where the zoning permits and where outdoor storage is proposed, it shall be screened with the same materials as the building.

A note needs to be added to Sheet C-4 to indicate that outdoor retail display will not interfere with pedestrian movement.

(n) Storm Water Facilities and Structures.

1. Impervious surfaces shall be limited by installing permeable paving surfaces, such as bricks and concrete lattice or such devices that are approved by the City Hydrologist, where possible.

A pervious material could readily be used to enlarge the areas that proposed trees would have to gather water from, without affecting the sidewalk in the plaza areas or the asphalt in the parking lot. This would make the landscape easier to maintain and keep the site attractive, and would be beneficial in this environmentally sensitive area.

SUBSECTION (D)(6)- MAIN STRUCTURE DESIGN.

(a) Setback.

1. Main Structures shall be screened from the adjacent street by means of smaller buildings, Retail Suite Liners, or 20' wide landscape buffers with a double row of trees.

The proposed building is not screened from the adjacent street by means of smaller buildings or retail suite liners. A landscape buffer is proposed along Coors Blvd. and along the western side of

the north-south internal road, but there is no “20 ft. wide landscape buffers with a double row of trees. The proposal does not comply.

(b) Articulation.

1. Facades that contain a primary customer entrance and facades adjacent to a public street or plaza or an internal driveway shall contain retail suite liners, display windows, or a recessed patio at a minimum depth of 20 feet, or a combination of all three, along 50% of the length of the façade. Where patios are provided, at least one of the recessed walls shall contain a window for ease of surveillance and the patio shall contain shading and seating. Where retail suite liners are provided, they shall be accessible to the public from the outside.

The main (western) façade is 436 ft. long. The above-mentioned elements are required along at least 218 ft. The proposed patios near the main entrance and near the building’s NW corner are recessed the minimum 20 ft. and measure 145 ft. and 75 ft., respectively, for a total of 220 ft. However, the NW recessed area is mostly uncovered, so it would not function effectively as a patio. Retail suite liners and display windows are not proposed. The request does not comply.

2. Every 30,000 gross square feet of structure shall be designed to appear as a minimum of one distinct building mass with different expressions. The varied building masses shall have a change in visible roof plane or parapet height. Massing and articulation are required to be developed so that no more than 100’ of a wall may occur without an offset vertically of at least 24”.

Three distinct building masses are required on the main (western) façade for the proposed 98,901 sf building. The three masses (starting north and going south) measure approx. 150 ft., 202 ft. and 84 ft. and have different architectural expressions. All vertical offsets measure at least 2 feet (one is 3 feet). The proposal complies.

4. Facades adjacent to a public right-of-way or internal driveway and facades that contain a primary customer entrance shall contain features that provide shade along at least 40% of the length of the façade for the benefit of pedestrians.

The main (western) façade is 436 ft. long. 40% is 174 feet. Features that provide shade, such as canopies and trellises, are provided and measure 59 feet, 42 feet, 34 feet and 39 feet, for a total of 174 feet. The proposal complies.

(c) Materials.

2. Design of the external walls and the principal entrance must include 3 of the below listed options:
 - a. Multiple finishes (i.e. stone and stucco);
 - b. Projecting cornices and brackets;
 - c. Projecting and exposed lintels;
 - d. Pitched roof forms;
 - e. Planters or wing-walls that incorporate landscaped areas and can be used for sitting;
 - f. Slate or tile work and molding integrated into the building;
 - g. Transoms;
 - h. Trellises;

- i. Wall accenting (shading, engraved patterns, etc.);
- j. Any other treatment that meets the approval of the EPC.

The proposed principal entrance contains multiple finishes (a), projecting cornices (c), a pitched roof form (the tower) (d), planters that can be used for sitting (e) and tile work integrated into the building (f), so the requirement is met. The proposed wall, however, needs to incorporate one more of the options listed. Staff suggests that stone be added so that multiple finishes (a) is achieved (same suggestion was made regarding design standards compliance- see Section X of this report). The request partially complies.

SUBSECTION (D)(7)- MIXED-USE COMPONENT. (not applicable)

SUBSECTION (D)(8)- MAINTENANCE AGREEMENT FOR VACANT OR ABANDONED SITE.

To maintain a quality built environment, LRFs shall be maintained during periods of abandonment or vacancies at the same standard as when occupied. The owner of a site shall sign a maintenance agreement with the City that the site will be maintained when vacant to certain standards.

The applicant has stated that a maintenance agreement for another site will be used as a template. However, a maintenance agreement particular to the subject site has not been provided because it is still in process. At this stage, the proposal does not comply. The maintenance agreement would have to be required as a condition of approval.

Conclusion of Analysis: Since the prior version of the site development plan, compliance has improved though details are not discussed herein. Regarding non-compliance, some instances such as lighting, wall design and pedestrian walkways, can be remedied through applying conditions of approval. Other instances of non-compliance, such as those relating to site layout, can also be addressed through conditions- although some redesigning of the site would be necessary. Overall, the proposal partially complies with the Large Retail Facilities (LRF) Regulations.

XII. COMMENTS

CONCERNS OF REVIEWING AGENCIES/PRE-HEARING DISCUSSION

City Departments and other agencies reviewed this application from 10/31/'11 to 11/10/'11. The Mid-Region Council of Government (MRCOG) provided transportation planning information regarding access limitation, roadway designations, and applicable MRCOG and CCSDP policies. The Police Department provided information about all Calls for Service (CFS) in the City by location. The type of calls, however, is not broken down. Comments regarding lighting/landscape conflict and site security were also included.

Transportation comments from the Planning Department request additional information, such as dimensioning radii, truck turning templates and cross-access easements. The Traffic Impact Study (TIS) has been submitted and reviewed. The Department of Municipal Development (DMD) expressed concern about limited access roadways and review of the TIS. Hydrology Staff note that a drainage report is required. The Transit Department requests a bus shelter on Coors. Zoning Enforcement noted that a view

analysis was needed. Long Range Planning mentioned applicable plans and regulations. PNM also commented.

Parks and Open Space staff's comments regarding the trail along the east side of Learning Rd. differ. Parks states that the developer is responsible for construction of the trail while Open Space asks the question regarding responsibility. The current site development plan for subdivision does not specifically assign responsibility, however, typically the responsibility for public improvements adjacent to a site is the responsibility of the adjacent property owner. Since the trail is proposed adjacent to land owned by the City and by Bosque School, they would be responsible for construction of the trail.

The applicant attended the pre-hearing discussion meeting on November 16, 2011. Agency comments begin on p. 59.

NEIGHBORHOOD CONCERNS & MEETINGS

The affected neighborhood organizations are the La Luz Del Sol Neighborhood Association (NA), the La Luz Landowners Association, the Taylor Ranch NA, the Rio Oeste Homeowners Association (HOA), the Andalucia HOA, the Northwest Alliance of Neighbors and the Westside Coalition of NAs.

Pre-Application Facilitated Meeting

Efforts to plan a facilitated meeting prior to application submittal began in late June 2011. First scheduled for July then August, the pre-facilitated meeting was postponed and held on September 28, 2011 at Cibola High School (PA-11-074, see attachment). A brief (approx. ½ hr.) open house was held prior; conceptual drawings and images were made available. The pre-facilitated meeting followed. Over 450 community members, from a variety of neighborhood organizations and Bosque school, attended. Many filled out comment forms and indicated reasons for their opposition. The most common concerns were traffic, including access points and trucks; the Traffic Impact Study (TIS); pedestrian and bicycle safety; proximity to the Bosque School; environmental concerns/proximity to the Bosque open space area; view preservation; number of this retailer's stores in the area; and community safety and crime.

In September 2011, the La Luz Landowners Association submitted a letter. They are opposed on several grounds: traffic congestion is already at a critical level, the proposal is contrary to sector plan goals to protect the Bosque environment; increased crime in the area; and the area-wide draw of a large retail facility (LRF) which would negate the goals of smaller-scale, village like development.

Comment Forms

Comment forms were provided at the pre-application facilitated meeting held on September 28, 2011. Several people filled out the forms, mostly indicating opposition to the proposal. The forms are alphabetized by last name. Forms with no name are at the back. Due to the high number of forms submitted, the forms have been scanned into an electronic .pdf file and posted to the City Planning Department website.

Facilitated Meeting

The Office of Neighborhood Coordination (ONC) recommended facilitation after the application was submitted. The second facilitated meeting was held on November 21, 2011. The facilitated meeting report is intended to supplement the pre-application facilitated meeting report to minimize redundancy

(see attachment). Concerns were similar to those expressed at the first facilitated meeting, and include the Traffic Impact Study (TIS), trucks, architecture, environment/sustainability, store operations. Approximately 320 people attended. No one spoke in favor of the proposal.

Scheduling

The application was submitted on October 26, 2011. At that time, two required and needed items were not included: the Traffic Impact Study (TIS) update and view plane analysis required pursuant to the Coors Corridor Sector Development Plan (CCSDP). The Planning Department, in a letter dated November 10, 2011, suggested that the applicant request a deferral until January 5, 2012 to allow time to review these materials and to provide meaningful comments (see attachment). The applicant agreed and the hearing was rescheduled.

The Taylor Ranch NA, in a November 9, 2011 letter, requested a deferral to allow additional review time (see attachment). Bosque school submitted a letter, via its attorney, dated November 9, 2011 (see attachment) stating that the application did not contain the required Traffic Impact Study (TIS) and view plan information. The letter requests a deferral of the originally scheduled hearing date of December 8, 2011.

At the Westside Coalition Meeting held on December 7, 2011, the public requested that the Mayor urge the applicant to postpone the meeting to January 19, 2012 to allow for the holiday season to finish. On December 8, 2012, the Mayor sent a letter to the applicant requesting the deferral (see attachment). On the same day, ONC staff mailed the notice of public hearing to the list of affected neighborhood and/or homeowner associations and coalitions to announce the January 5 public hearing.

The applicant agreed to the deferral, but was concerned that the 5:00 pm start time would make the hearing run too late. A compromise was made to begin the January 19, 2012 hearing at 3:00 pm.

Public Comments and Letters

Several comments and letters from the public were received, via e-mail and/or hard-copy. The great majority indicate opposition to the proposal. Many letters express multiple concerns. The concerns most often expressed include traffic at the Coors/Montañón intersection and in the area; the number of this retailer's stores in the area/market saturation; objection to this particular retailer; safety and crime; environmental impacts; view preservation; proximity to the Bosque school and scale of the proposed development. Other concerns include truck deliveries, impact on local businesses, decreased property values, sales of alcohol and firearms, 24 hour operations and balloons.

Staff has categorized the comments by subject of primary concern, as follows: Crime/Security, Economy/Business, Environment/Bosque, Multiple Concerns (3 or more in the same letter), Number of Stores, Other and Letters of Support. Due to the high number of comments submitted, the comments have been scanned into an electronic .pdf file and posted on the City Planning Department website.

Petitions

The Taylor Ranch Neighborhood Association (TRNA) formulated its ideas for a petition at its July 28, 2011 board meeting and submitted its first petition, which states opposition to the proposal due to project

scale, traffic, proximity to the Bosque and conflict with the CCSDP. The TRNA submitted a follow-up petition based on the same ideas, dated January 9, 2012, and containing 725 signatures.

A petition was received from Las Casitas del Rio 1 and 2. The January 5, 2012 letter supersedes the January 3 letter. 1,162 signatures were gathered between November 1, 2010 and January 1, 2012, from people who live by and/or benefit from using Rio Grande Valley State Park. Those who signed indicated their favorite Bosque activity and zip code of residence. 1,030 were from Albuquerque and 132 from nearby jurisdictions. The people understand that the SE corner will be developed commercially and are not against development. Rather, they want smart development, appropriate for a location near a school and state park that reflects the vision, goals and objectives of applicable plans- which they believe the current proposal does not. All petitions received were scanned into electronic .pdf files and posted on the City Planning Department website.

Some Specific Letters of Concern

The La Luz Landowners Association (LLNA) has expressed concern regarding how City staff deal with the view preservation regulations in the Coors Corridor Sector Development Plan (CCSDP), stating that it is important that Staff understand the regulations and that the City adopt clear guidelines. The CCSDP view preservation requirements, which were adopted with the Plan, are explained beginning on p. 103. Section IX of this report demonstrates that Staff has a clear understanding of these regulations and how to apply them. Staff has identified instances where correction is needed.

A January 9, 2012 letter from a citizen raises the following concern: there is no “primary and full access to a street designated as at least a collector” as required in the Large Retail Facility (LRF) regulations. Staff believes that the signalized intersection at Learning Rd. provides primary and full access to this shopping center (SC) site and to Coors Blvd. which, as a principal arterial, has a greater capacity than a collector. The letter states that Montañó Rd. has a corridor score and rank that is among the most congested in the system, according to the Congestion Management Process Committee of the Mid-Region Council of Governments (MRCOG). Furthermore, the Study of Montañó Road Corridor (Wilson & Co., 2005) concludes that the Coors Blvd. intersection requires improvements and that delays will continue.

Attorneys representing the applicant and the Bosque School submitted cover letters and exhibit packages. Many of these letters and exhibits were received the week of the deadline for the Staff report and address a number of significant issues. Staff has not had adequate time to consider and evaluate all information submitted.

XIII. CONCLUSION

The subject proposal is for a five-year extension of the existing North Andalucia at La Luz site development plan for subdivision, Tracts 1-9 (Project #1003859, 04EPC-01845); an amendment to the North Andalucia at La Luz site development plan for subdivision; and a site development plan for building permit for a large retail facility (LRF).

The applicant proposes to amend the existing site development plan for subdivision to subdivide Tracts 1 and 2 into four tracts and three tracts, respectively, and to create a new Tract 3-A. The associated,

proposed site development plan for building permit would allow development of a large retail facility on the future Tract 2-A.

The Comprehensive Plan, the West Side Strategic Plan (WSSP) and the Coors Corridor Sector Development Plan (CCSDP) apply. The subject site is on the east side of Coors Blvd., so the CCSDP view preservation regulations apply. Also applicable are the design standards in the North Andalusia at La Luz site development plan for subdivision and the Large Retail Facilities (LRF) regulations. Staff finds that, overall, the request partially furthers applicable Goals and policies and partially complies with applicable regulations. In many instances, modifications are needed to create compliance.

The La Luz Del Sol Neighborhood Association (NA), the La Luz Landowners Association, the Taylor Ranch NA, the Rio Oeste Homeowners Association (HOA), the Andalusia HOA, the Northwest Alliance of Neighbors and the Westside Coalition of NAs were notified as required. Two facilitated meetings were held. Numerous letters of public comment were received, the great majority indicating opposition to the proposal due primarily to concerns about traffic, environment, school proximity, views, crime and safety, and number of such retail stores in the area.

Staff recommends a 60 day deferral to allow time to address instances of non-compliance with the applicable design standards and regulations; doing so would also improve compliance with applicable Goals and policies. Several significant issues remain; some were brought to Staff's attention in recently received correspondence. Citizen concerns are numerous and are not addressed to the extent that they should be; for instance, truck circulation, outdoor storage and environmental impacts to the Bosque. Additionally, the City is undecided about the proposed access from Montañó Rd. Conflicts with the primary goal of the site development plan for subdivision design standards to create a village character emerge due to site layout and excessive parking. Also, the proposal does not comply with the Coors Corridor Sector Development Plan (CCSDP) regulations regarding view preservation.

FINDINGS -04EPC-01845, Five-Year Site Development Plan for Subdivision Extension

1. As one part of a three-part proposal, this request is for an extension of the North Andalucia at La Luz Site Development Plan for Subdivision (Project #1003859, 04EPC-01845), for five years. The site is currently zoned SU-1 for C-2, O-1 and PRD (20 dwelling units/acre).
2. Requests for an amendment of the North Andalucia at La Luz Site Development Plan for Subdivision (11EPC-40068) and for a Site Development Plan for Building Permit (11EPC-40067) for a large retail facility (LRF) on the future Tract 2-A accompany this request.
3. The current North Andalucia at La Luz site development plan for subdivision received final sign-off by the DRB on September 16, 2005. Pursuant to §14-16-3-11(C) of the Zoning Code, if less than one-half of the site has been developed since approval of the site development plan, the site development plan for the undeveloped areas shall terminate automatically unless the property owners requests in writing, through the Planning Director, that the EPC extend the plan's life an additional five years.
4. On November 30, 2011, the applicant submitted a letter to the Planning Director requesting a 5-year extension of the site development plan for subdivision for EPC approval.
5. The City of Albuquerque Zoning Code, the Montañó Shoppes/Andalucia Tract 6 Traffic Impact Study (TIS) and the Andalucia Tract 6 TIS Updates are incorporated herein by reference and made part of the record for all purposes.
6. The applicant has justified the request for a 5-year extension of the site development plan for subdivision. The updated TIS dated November 22, 2011 demonstrates that the owner intends to fully develop the site. The original zoning and design standards associated with the site development plan for subdivision are still appropriate "to help guide for consistency and a quality that is complementary of the subject site area" (EPC Notification of Decision Finding #3, 04EPC-01845).
7. The subject request was advertised in the local newspaper. No comments have been received.

RECOMMENDATION - 04EPC-01845, January 19, 2012, Five Year Site Development Plan for Subdivision Extension

APPROVAL of a five-year extension of 04EPC-01845, a Site Development Plan for Subdivision Extension for Tracts 1-6, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 Uses and PRD (Planned Residential Development) (20 dwelling units/acre), located at the southeast corner of Coors Boulevard and Montañó Road, based on the preceding Findings.

FINDINGS - 11EPC-40068, January 19, 2012, Site Development Plan for Subdivision Amendment

1. As one part of a three-part proposal, the request is for an amendment to the North Andalucia at La Luz Site Development Plan for Subdivision (Project #1003859, 04EPC-01845), an approximately 60 acre site consisting of Tracts 1 – 6, North Andalucia at La Luz, located at the southeast corner of Coors Boulevard NW and Montañó Road, zoned SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre) (the “subject site”).
2. The applicant proposes to amend the above-referenced site development plan for subdivision to subdivide Tract 1 into four new Tracts and Tract 2 into three new tracts, and to create a new Tract 3-A to replace the existing Tract 3. The request does not propose to change the information required pursuant to the definition of site development plan for subdivision or the general notes. A note to explain the proposed amendment and a change date would be added.
3. A request for an extension of the North Andalucia at La Luz Site Development Plan for Subdivision Tracts 1 - 9 (04EPC-01845) and a request for a Site Development Plan for Building Permit (11EPC-40067) for a large retail facility (LRF) on the future Tract 2-A accompany this request.
4. The Albuquerque/Bernalillo County Comprehensive Plan, the West Side Strategic Plan (WSSP), the Coors Corridor Sector Development Plan (CCSDP), and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. The subject site is located in the Established Urban and Developing Urban Area of the Comprehensive Plan, and within the boundaries of the West Side Strategic Plan (WSSP) and the Coors Corridor Sector Development Plan (CCSDP). The subject site is located in a designated Activity Center, the Montañó/Coors Community Activity Center. Coors Boulevard and Montañó Road are Enhanced Transit Corridors.
6. The design standards in the North Andalucia at La Luz site development plan for subdivision (04EPC-01845) and the Large Retail Facility (LRF) Regulations (Zoning Code 14-16-3-2) apply. Consideration of the site development plan amendment by the Environmental Planning Commission (EPC) is required.
7. The proposal *partially furthers* the development guidelines for Community Activity Centers as described in Table 22 of the Comprehensive Plan because:

- A. The subject site is accessible by automobile and is located at the intersection of two arterial streets, which have transit service. In addition, the site is accessible via a community-wide trail network (Access).
 - B. The subject site is not heavily punctuated with fine grain, smaller parcels. Tract 2-A will contain approximately 11.5 acres in order to accommodate a Large Retail Facility (Scale).
8. The proposal *partially furthers* the following, applicable Comprehensive Plan policies:
- A. Policy II.B.5e – new growth. The subject site is contiguous to existing urban facilities and services. Through the Traffic Impact Study, the applicant will provide improvements to address impacts projected through 2017.
 - B. Policy II.B.5j- new commercial development location. The proposed commercial development would be located in an existing, commercially zoned area at an intersection of arterial streets with transit facilities. A second shopping center at this intersection would result. Existing transportation problems would be exacerbated, though the TIS recommends mitigation strategies.
 - C. Policy II.B.5k.- land adjacent to arterial streets. The site development plan for subdivision proposes an additional access from Montaña Road. This access requires approval from MRCOG. It is unknown how this access will affect traffic flow at this already busy intersection.
9. The proposal *furthers* the Community Identity & Urban Design Goal, II.C. The applicant does not propose to amend the design standards established by the site development plan for subdivision, which are intended to achieve a “vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character.”
10. It is unknown at this time whether the request will be consistent with the Transportation and Transit Goal of the Comprehensive Plan. A second access from Montaña Road could affect roadway mobility and alternative modes of travel such as transit.
11. The Economic Development Goal and Policy II.D.6a- new employment opportunities, are *partially furthered*. The economic development by one entity would not be diversified, though some balance with cultural and environmental goals could be achieved (Goal). New employment opportunities would generally help balance the jobs to housing ratio on the Westside, but a wide range of occupational skills and salary levels would not be provided (Policy II.D.6a).
12. The North Andaluia at La Luz site development plan for subdivision (04EPC-01845) established land uses by tract and allows a maximum of 23.3 acres of C-2 uses and 11.7 acres of O-1 uses. The proposed tracts total 13.08 acres of C-2 uses and 1.38 acres of O-1 uses. The overall subdivision total

of O-1 uses would not change. The proposed, overall subdivision total of 22.8 acres of C-2 uses would reflect a net increase of 0.31 acre, which is less than the 23.3 acre maximum of C-2 uses allowed.

13. A new Tract 3-A is proposed to replace Tract 3. Tract 3 comprised the portion of the 300 foot buffer that extended northwest across Learning Road and was allocated 1.38 acres of O-1 uses (04EPC-01845). Tract 3-A is proposed to be allocated 0.54 acre of C-2 uses and 0.67 acre of O-1 uses. However, the buffer would still comprise approximately half of Tract 3-A and only O-1 and PRD (Planned Residential Development) uses are allowed in the buffer.
14. An update to the North Andalucia at La Luz Traffic Impact Study (TIS) was required. The update, which was reviewed by the City Transportation Staff, indicates that the proposal would generate fewer vehicle trip ends per day than the previously-approved TIS for Andalucia North (2007). The study and study update require several mitigation measures to minimize the impact of the proposal on the transportation system.
15. The applicant notified the La Luz Del Sol Neighborhood Association (NA), the La Luz Landowners Association, the Taylor Ranch NA, the Rio Oeste Homeowners Association (HOA), the Andalucia HOA, the Northwest Alliance of Neighbors and the Westside Coalition of NAs, as required. Information regarding the proposal was made available online at the Planning Department webpage.
16. Several comments and letters from the public were received, mostly indicating opposition though some indicate general support. Concerns include traffic, number of this retailer's stores, environmental impacts, safety and crime, view preservation, proximity to the Bosque school and scale of the proposed development. Other concerns are truck deliveries, impact on local businesses, sales of alcohol and firearms, and 24 hour operations. Many letters and exhibits address a number of significant issues and were received the week of the Staff report deadline. Staff has not had adequate time to consider and evaluate most of the information submitted.
17. Staff recommends a 60 day deferral to allow time to address instances of non-compliance with the applicable design standards and regulations; doing so would also improve compliance with applicable Goals and policies. Several significant issues remain; some were brought to Staff's attention in recently received correspondence. Citizen concerns are numerous and are not addressed to the extent that they should be; for instance, truck circulation, outdoor storage and environmental impacts to the Bosque. Additionally, the City is undecided about the proposed access from Montañño Rd. Conflicts with the primary goal of the site development plan for subdivision design standards to create a village character emerge due to site layout and excessive parking. Also, the proposal does not comply with the Coors Corridor Sector Development Plan (CCSDP) regulations regarding view preservation.

RECOMMENDATION - 11EPC-40068, January 19, 2012, Site Development Plan for Subdivision Amendment

DEFERRAL of 11EPC-40068, a Site Development Plan for Subdivision Amendment for Tracts 1-6, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 Uses and PRD (Planned Residential Development) (20 dwelling units/acre), located at the southeast corner of Coors Boulevard and Montaña Road, for 60 days based on the preceding Findings.

FINDINGS -11EPC-40067, January 19, 2012-Site Development Plan for Building Permit

1. As one part of a three-part proposal, the request is for a Site Development Plan for Building Permit for Tract 2-A, North Andalucia at La Luz, an approximately 11.5 acre site located at the southeast corner of Coors Boulevard NW and Montaña Road, zoned SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre) (the “subject site”).
2. The applicant proposes to develop a 98,901 square foot retail use with the associated parking lots, landscaping and outdoor areas. The proposed use meets the definition of a Large Retail Facility (LRF) (Zoning Code 14-16-1-5) and therefore is subject to the Large Retail Facility Regulations (Zoning Code 14-16-3-2).
3. A request for an extension of the North Andalucia at La Luz Site Development Plan for Subdivision Tracts 1 - 9 (04EPC-01845) and a request for a Site Development Plan for Subdivision amendment (11EPC-40068) to create Tract 2-A and other tracts, accompany this request.
4. The Albuquerque/Bernalillo County Comprehensive Plan, the West Side Strategic Plan (WSSP), the Coors Corridor Sector Development Plan (CCSDP), and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. The subject site is located in the Established Urban and Developing Urban Area of the Comprehensive Plan, and within the boundaries of the West Side Strategic Plan (WSSP) and the Coors Corridor Sector Development Plan (CCSDP). The subject site is located in a designated Activity Center, the Montaña/Coors Community Activity Center. Coors Boulevard and Montaña Road are Enhanced Transit Corridors.
6. The design standards in the North Andalucia at La Luz site development plan for subdivision (04EPC-01845) and the Large Retail Facility (LRF) Regulations (Zoning Code 14-16-3-2) apply.

Consideration of the site development plan amendment by the Environmental Planning Commission (EPC) is required.

7. The proposal *partially furthers* the development guidelines for Community Activity Centers as described in Table 22 of the Comprehensive Plan because:
 - A. The subject site is accessible by automobile and is located at the intersection of two arterial streets, which have transit service. In addition, the site is accessible via a community-wide trail network (Access).
 - B. The subject site is not heavily punctuated with fine grain, smaller parcels. Tract 2-A will contain approximately 11.5 acres in order to accommodate a Large Retail Facility (Scale).
 - C. The core area is larger than the 15-16 acres envisioned. The building floor area is not limited. Large Retail Facilities (LRFs) are not listed as a typical use (Land Uses).

8. The proposal *does not further* the Activity Center Goal or Policy II.B.7c:
 - A. Goal: The concentration of moderate and high-density mixed land uses envisioned in activity centers would not be strengthened. The regional draw of the proposed large retail use could increase auto travel in the area and could affect the identity of this Westside location.
 - B. Policy II.B.7c- structures/location in Centers. The proposed LRF would be much larger than other buildings in the Community Activity Center and is therefore more appropriate in a Major Activity Center. The building would be approximately 29% larger than the second largest single-tenant building in the area.

9. The proposal *partially furthers* the following, applicable Comprehensive Plan policies:
 - A. Policy II.B.5d-neighborhood values/natural environmental conditions. The design is generally compatible with the built environment. However, the large retail facility (LRF) would be relatively intense for this location so close to the Bosque, where the natural environment, open space and scenic resources are regionally significant. Most oppose the proposal, though some support it.
 - B. Policy II.B.5j- new commercial development location. The proposed commercial development would be located in an existing, commercially zoned area at an intersection of arterial streets with transit facilities. A second shopping center at this intersection would result. Existing transportation problems would be exacerbated, though the TIS recommends mitigation strategies.
 - C. Policy II.B.5k.- land adjacent to arterial streets. The subject site is adjacent to Coors Blvd. and Montañó Rd. A Transportation Impact Study (TIS) update was conducted. Potentially harmful

traffic effects would be addressed through recommendations in the TIS update, although the livability of established neighborhoods in the area could be affected.

- D. Policy II.B.5l-quality design/new development. The design, colors and finishes would be generally compatible with the area. Various architectural elements, three colors of cultured stone and seven stucco colors are incorporated. The use of some elements can be considered innovative, though overall the design is not.
- E. Policy II.B.5m-quality of the visual environment. The proposed building would have to be lowered by 1.85 feet to maintain the unique vista as required in the Coors Corridor Sector Development Plan. The visual environment would change, though the colors and materials would make the building generally compatible with its surroundings.
10. The proposal *partially furthers* the Developed Landscape Goal and Policy II.C.8e. The developed landscape's quality would generally improved; the proposed colors and materials would be in harmony with the landscape. However, the natural landscape in this scenic area characterized by the Bosque and open space would be impacted (Policy II.C.8e).
11. The proposal *partially furthers* the Community Identity & Urban Design Goal and Policy 2.C.9d-projects in Community Activity Centers. The area's built characteristics would generally be enhanced. Natural characteristics that define this Westside sub-area, such as the Bosque and open space, would be impacted (Goal). Buildings would generally to reflect local architecture and some public realm improvements would be made, but linkages between future uses may not support transit.
12. The Transportation and Transit Goal and Policy II.D.4g-safe and pleasant pedestrian opportunities, are *partially furthered*. Two transit routes are nearby, though a large retail facility (LRF) is an auto-oriented use. Parking, provided in excess, dominates the site layout (Goal). Pedestrian opportunities would be more pleasant with improved aesthetics and safety. Raised concrete crossings are needed to improve connectivity and improve safety (Policy II.D.4g).
13. The Economic Development Goal and Policy II.D.6a- new employment opportunities, are *partially furthered*. The economic development by one entity would not be diversified, though some balance with cultural and environmental goals could be achieved (Goal). New employment opportunities would generally help balance the jobs to housing ratio on the Westside, but a wide range of occupational skills and salary levels would not be provided (Policy II.D.6a).
14. Conditions of approval are needed to create compliance with the design standards in the North Andalucia at La Luz site development plan for subdivision (04EPC-01845), the Large Retail Facility (LRF) Regulations and the view plane regulations of the Coors Corridor Sector Development Plan

(CCSDP). The numerous inconsistencies on the site development plan can also be clarified through conditions.

15. An update to the North Andalucia at La Luz Traffic Impact Study (TIS) was required. The update, which was reviewed by the City Transportation Staff, indicates that the proposal would generate fewer vehicle trip ends per day than the previously-approved TIS for Andalucia North. The study requires several mitigation measures to minimize the impact of the proposal on the transportation system.
16. The applicant notified the La Luz Del Sol Neighborhood Association (NA), the La Luz Landowners Association, the Taylor Ranch NA, the Rio Oeste Homeowners Association (HOA), the Andalucia HOA, the Northwest Alliance of Neighbors and the Westside Coalition of NAs, as required. The Information regarding the proposal was made available online at the Planning Department webpage.
17. Two facilitated meetings were held, one on September 28, 2011 and another on November 21, 2011. Over 450 community members, from a variety of neighborhood organizations and the Bosque school, attended. A variety of concerns were expressed
18. Several comments and letters from the public were received, mostly indicating opposition though some indicate general support. Concerns include traffic, number of this retailer's stores, environmental impacts, safety and crime, view preservation, proximity to the Bosque school and scale of the proposed development. Other concerns are truck deliveries, impact on local businesses, sales of alcohol and firearms, and 24 hour operations. Many letters and exhibits address a number of significant issues and were received the week of the Staff report deadline. Staff has not had adequate time to consider and evaluate most of the information submitted.
19. Staff recommends a 60 day deferral to allow time to address instances of non-compliance with the applicable design standards and regulations; doing so would also improve compliance with applicable Goals and policies. Several significant issues remain; some were brought to Staff's attention in recently received correspondence. Citizen concerns are numerous and are not addressed to the extent that they should be; for instance, truck circulation, outdoor storage and environmental impacts to the Bosque. Additionally, the City is undecided about the proposed access from Montañó Rd. Conflicts with the primary goal of the site development plan for subdivision design standards to create a village character emerge due to site layout and excessive parking. Also, the proposal does not comply with the Coors Corridor Sector Development Plan (CCSDP) regulations regarding view preservation.

RECOMMENDATION - 11EPC-40067, January 19, 2012

DEFERRAL of 11EPC-40067, a Site Development Plan for Building Permit for Tract 2-A, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 Uses and PRD (Planned Residential Development) (20 dwelling units/acre), located at the SW corner of Coors Boulevard and Montaño Road, for 60 days based on the preceding Findings.

Carmen Marrone, Manager
Current Planning Section

Catalina Lehner, AICP
Senior Planner

CITY OF ALBUQUERQUE AGENCY COMMENTS

Note: Most agency comments are based on the originally submitted version of the site development plan set. Many comments have been addressed. Updated comments are indicated as such.

PLANNING DEPARTMENT

Zoning Enforcement

Applicant needs to provide a graphic representation / rendition to demonstrate how the proposed development complies with the View Plane and View Area regulations of the Coors Corridor Sector Development Plan - pg 102.

Office of Neighborhood Coordination

Affected Neighborhood and/or Homeowner Associations and Coalitions:

La Luz Del Sol NA (R)	10/31/11 – Recommending Facilitation – siw
La Luz Landowners Assoc. (R)	10/31/11 – Assigned to Diane Grover - sdb
Taylor Ranch NA (R)	
Rio Oeste HOA	
Andalucia HOA	
Northwest Alliance of Neighbors	
Westside Coalition of NAs	

Long Range Planning

West half of site is Established Urban, east half is Developing Urban. Westside Strategic Plan, Coors Corridor Plan, Facility Plan for Open Space, Large Retail Facility (LRF) Ordinance.

Development on this site must comply with and further the goals, policies, and regulations of the Coors Corridor Plan, Large Retail Facility Ordinance, Westside Strategic Plan and the EPC approved Site development plan for Subdivision, unless amended.

The Coors Corridor Plan contains specific design, height, setback, and view preservation requirements. It is important that the applicant demonstrate compliance with the height and view preservation requirements.

Metropolitan Redevelopment Agency

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

CITY ENGINEER

Transportation Development Services (City Engineer/Planning Department):* ***UPDATED**

Coors Blvd/Montaña Road [23.89 acres] TIS - Y **#1003859**

Amended Site Development Plan for Subdivision:

- 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).
- All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development is required.
- If the proposed access off Montaña between Mirandela and Coors is permitted, a separate agreement between the appropriate governmental agencies and the developer is required to address the future overpass at Montaña and Coors.
- All proposed improvements shown on the Site development plan for Subdivision must be noted as illustrative only or removed.
- Concurrent Plating Action required at Development Review Board (DRB).
- Show all pedestrian and vehicular access/connectivity (ingress and egress).
- All easements need to be shown and labeled on plans.

Site Development Plan for Building Permit:

- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development is required.
- The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
- If the proposed access off Montaña between Mirandela and Coors is permitted, a separate agreement between the appropriate governmental agencies and the developer is required to address the future overpass at Montaña and Coors.
- Provide/identify turning template information of delivery vehicle routes for ingress, egress and circulation and include classification and size of the delivery vehicle for the proposed On-Site improvements and the public roadway system.
- Provide/label/detail all dimensions, classifications and proposed infrastructure for Site.
- Signage and pavement markings will need to be provided for one way traffic.
- A cross access easement with adjacent property owners is required.
- Sidewalk Easement will be required for meandering 6-foot sidewalk on Mirandela Street and Coors Blvd.
- Concurrent Plat Action required at Development Review Board (DRB) for proposed lines.

-
- All easements need to be shown and labeled on Site development plan .
 - 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).
 - All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
 - Site development plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- A Drainage Report is required for DRB approval.

Transportation Planning (Department of Municipal Development):

- Montañño is one of only four river crossings between I-40 and Alameda. It is a limited access facility, as defined by the Mid Region Council of Governments, and the current access policy prohibits access between Coors Boulevard and Rio Grande Boulevard. The proposed site development plan shows a new right-in / right-out access between Coors and Mirandela, which is currently not permitted under the current access policy and will require approval by the Mid Region Council of Governments Transportation Coordination Committee.
- There is an existing bus stop in close proximity to the proposed access request. It is not clear from the information in the application what the impacts to traffic would be.
- Traffic studies to support this access request have not been received by the Engineering Division; it is recommended that this application be deferred until the traffic studies have been reviewed.

Information:

The Engineering Division is in the process of updating the transportation component of the Coors Corridor Study. Two public meetings are planned to present the transportation alternatives currently being considered. These meetings are scheduled for December 6th and December 8th and it is therefore recommended that this application be deferred.

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 and Subdivision (Amended) shall include:

Recommend 30-day deferral to allow Transportation Planning (Department of Municipal Development) additional time for review of Traffic Impact Study (TIS).

However, if the case is heard at EPC, the following are conditions of approval:

- A. 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).
- B. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
- C. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development is required.
- D. Montañó is one of only four river crossings between I-40 and Alameda. It is a limited access facility, as defined by the Mid Region Council of Governments, and the current access policy prohibits access between Coors Boulevard and Rio Grande Boulevard. The proposed site development plan shows a new right-in / right-out access between Coors and Mirandela, which is currently not permitted under the current access policy and will require approval by the Mid Region Council of Governments Transportation Coordination Committee.
- E. If the proposed access off Montañó between Mirandela and Coors is permitted, a separate agreement between the appropriate governmental agencies and the developer is required to address the future overpass at Montañó and Coors.
- F. There is an existing bus stop in close proximity to the proposed access request. It is not clear from the information in the application what the impacts to traffic would be.
- G. All proposed improvements shown on the Site development plan for Subdivision must be noted as illustrative only or removed.
- H. Sidewalk Easement will be required for meandering 6-foot sidewalk on Mirandela Street and Coors Blvd.
- I. Provide/identify turning template information of delivery vehicle routes for ingress, egress and circulation and include classification and size of the delivery vehicle for the proposed On-Site improvements and the public roadway system.
- J. Signage and pavement markings will need to be provided for one way traffic.
- K. Provide/label/detail all dimensions and proposed infrastructure for Site.
- L. A cross access easement with adjacent property owners is required.
- M. Show all pedestrian and vehicular access/connectivity (ingress and egress).
- N. Concurrent Platting Action required at Development Review Board (DRB).
- O. A Drainage Report is required for DRB approval.
- P. All easements need to be shown and labeled on Site development plan .
- Q. Site development plan shall comply and be designed per DPM Standards.

WATER UTILITY AUTHORITY

Utility Services

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

Developer to build and maintain extension of 10' wide trail within 20' landscape buffer along Learning Drive trail to Montaña.

8' screen wall should be continued along Mirandela to Montaña to provide screening of retail and restaurant facilities from the City Open Space Trailhead area. Preferred materials would be coyote fencing if possible.

Access to retail and restaurant portion of the development should be located in conjunction with access to City Open Space Trailhead so as to avoid vehicle conflicts.

8' trail within the Coors 35' landscape buffer should be identified as sidewalk of a minimum 6' width. Interior pedestrian areas should be identified and constructed as sidewalks.

Open Space Division

After review, Open Space Division (OSD) has the following comments:

1. It is unclear from the submittal whether the developer will be responsible for building and completing the 10' wide trail (within 20' landscape buffer area) along the East side of LEARNING ROAD, as called out in the 2005 DRB signed-off Site development plan for Subdivision (which was included in the submittal-packet). Please clarify.

(The west-side of the Pueblo Montaña trailhead facility has several curb/gutter/ sidewalk-stone segments in place, but currently without a contiguous link to Montaña Road. When completed, these will provide an ADA-accessible route from the Pueblo Montaña parking-lot up to Montaña Road and thence across the Montaña Bridge and to the 17-mile 'Paseo del Bosque' trail.)

2. MAINTENANCE RESPONSIBILITY for the above *completed to Montaña Road* trail needs to be clarified.
3. SECURED PERIMETER: Engineered barriers required to retain litter from the WalMart store – especially plastic bags – and keep it from blowing into the neighboring *Bosque*, wildlife habitat, and public property (Tract 6-A, OSD “Pueblo Montaña” trailhead facility). *(This comment is based on a similar experience that immediately followed development of the WalMart at the SE-corner of Rio*

Bravo and Coors Blvd, and due East of the OSD ‘Hubble Oxbow’ farm. At that time, both electronic and print media turned considerable focus on the severe problem of blowing ‘WalMart’ plastic-bags fouling the Hubble Oxbow agricultural fields and wildlife habitat.)

4. For litter-control, and for the visual relief of users of the public Pueblo Montañño trailhead, EXTEND the “8 FT. SCREEN WALL” that is shown along the eastern side of the proposed WalMart footprint (and ends at “MINOR MONUMENT SIGN”) at least to the Mirandela Street entry/exit to Montañño Road.

5. FUTURE DEVELOPMENT of LOT 12 (NE-corner of this site) needs to include VISUAL RELIEF between the public-property (Pueblo Montañño) and the future commercial development. Preferred ‘buffer’ materials include, but are not limited to: ‘coyote’-fencing and/or irrigated landscaping.

POLICE DEPARTMENT/Planning

This project is in the NW Area Command. The attachment (see below) is a spreadsheet with the top 20 locations in the City for all Calls for Service (CFS) from the time-frame noted. CFS are calls to the dispatch center requesting Police assistance.

Many of the top 20 list street intersections. One of these intersections is the area of interest at Coors/Montañño. This intersection is currently number six in the City on the CFS report. More detailed Crime Analysis information is available from the APD Crime Analysis Unit.

Top 20 Repeat Calls for Service (CFS) for All Call Types January 1 to October 31, 2011	
Count	Address
1155	SAN MATEO BL NE / MONTGOMERY BL NE
1005	6600 MENAUL BL NE
737	CENTRAL AV W / COORS BL SW
674	MONTGOMERY BL NE / WYOMING BL NE
659	SAN MATEO BL NE / CENTRAL AV E
641	COORS BL NW / MONTAÑÑO RD NW
559	PASEO DEL NORTE NW / COORS BL NW
554	ATRISCO DR NW / CENTRAL AV W
548	LOUISIANA BL NE / CENTRAL AV E
533	MONTGOMERY BL NE / EUBANK BL NE
524	2200 SUNPORT BL SE
494	MONTGOMERY BL NE / CARLISLE BL NE
488	2701 CARLISLE BL NE
483	JUAN TABO BL NE / LOMAS BL NE
473	RIO GRANDE BL NW / CENTRAL AV W
467	CENTRAL AV E / JUAN TABO BL SE
467	TRAMWAY BL NE / CENTRAL AV E
447	CENTRAL AV E / WYOMING BL SE
442	400 ROMA AV NW
438	4TH ST NW / CENTRAL AV W

1. It appears that project lighting and landscaping are in conflict with each other. Recommend eliminate large tree variety plantings from proposed light pole placement.
2. Recommend installing video surveillance cameras to cover the exterior of the property. Coverage should include all driveways, walkways, parking lots rear loading/maintenance areas and building walk-ups. Each camera should be monitored and recorded for real-time and historical use.
3. Suggest full-time security personnel be present during business hours of operation.

SOLID WASTE MANAGEMENT DIVISION

Refuse Division

Approved. Must comply with SWMD ordinances for compactor and drains.

FIRE DEPARTMENT/Planning

No Comments.

TRANSIT DEPARTMENT – UPDATED (see below)

Project # 1003859 11EPC-40067 SITE DEVELOPMENT – BLDG. PRMT.	Adjacent and nearby routes	Route#157, Louisiana & Montañó route passé the site on Montañó. Route #155, Coors route, Route #96, Cross-town commuter, Route #790, Rapid Ride Blue Line, pass the site on Coors.
	Adjacent bus stops	Bus stop on Montañó serves Route #157 in the east bound direction.
11EPC-40068 AMEND SITE DEVELOPMENT PLAN – SUBDIVISION	Site development plan requirements	Applicant to provide 5’ wide x 20’ long easement for placement of bus shelter at the location of existing bus stop on Montañó. Transit requests that the applicant install a Type C bus shelter as per the COA Design standard COA 2355, and associated bench and trash can at the proposed bus stop. Applicant to consult the Transit department for the location of the proposed easement.
	Large site TDM suggestions	N/A
	Other information	None.

Received January 6, 2012:

1. The administrative and design requirements of the original Site development plan for Subdivision, dated June 22, 2005, shall have full force and effect in the Amended Site development plan for Subdivision.
2. The applicant shall grant an 8 foot by 20 foot (8’x20’) easement behind the proposed sidewalk on Coors Boulevard, centered approximately 90 feet (90’) north of the north property line of Proposed Lot 2.

3. The applicant shall install a shelter pad and Type C shelter within the shelter easement on Coors.
4. The applicant shall construct an ADA-compliant path from the shelter or sidewalk to the southern-most 17' pedestrian path in the parking lot.
5. The applicant shall grant a 10 foot by 40 foot (10'x40') shelter easement behind the current sidewalk on Montañó, centered on the proposed property line between Lots 11 and 12. Construction needs in the easement on Montañó will be determined when that frontage is developed.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Project #1003859 11EPC-40067 SITE DEVELOPMENT- BUILDG PRMT 11EPC-40068 AMEND SITE DEVELOPMENT PLAN-SUBDVN	North Andalućia at La Luz , Lots 1 thru 3, is located on Coors Blvd NW between Montañó Rd NW and Mirandela St NW. The owner of the above property requests approval of a Site Development Plan for Building Permit and an Amendment to the Site Development Plan for Subdivision to allow for the development of a Wal-Mart. This will have no adverse impacts to the APS district.
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MID-REGION COUNCIL OF GOVERNMENTS

The following staff comments relate to transportation systems planning within the Albuquerque Metropolitan Planning Area (AMPA). Principal guidance comes from the 2035 Metropolitan Transportation Plan and the maps therein; Transportation Improvement Program (TIP) for 2010-2015; the Intelligent Transportation Systems (ITS) Regional Architecture; and the Roadway Access Policies of the Transportation Coordinating Committee (TCC) of the Metropolitan Transportation Board (MTB).

For informational purposes, Coors Blvd has been classified as a high capacity limited access principal arterial. Right-in/right-out and driveway accesses are described in the Coors Corridor Plan. Additional restrictions may be imposed as per the adopted Coors Corridor Plan.

For informational purposes, Montañó Rd has also been identified as a limited access principal arterial. No access shall be permitted between Coors Blvd and just east of Rio Grande Blvd.

MPO ID # 616.0 "Coors Corridor Study" is a City of Albuquerque-DMD project to identify transportation management strategies to implement in upcoming years and update the Coors Corridor

Plan between Bridge Blvd and NM 528 (Alameda Blvd). The project has been included in the 2035 MTP and the 2012-2017 Transportation Improvement Program (TIP). Coordination with the City of Albuquerque-DMD is recommended to ensure development is consistent with this project (848-1575)

MPO ID # 616.1 “Coors Corridor Traffic Flow Improvements for Commuter Routes” is a City of Albuquerque-DMD project to construct improvements to existing signals and roadways to improve commuter travel between Bridge Blvd and NM 528 (Alameda Blvd). The project has been included in the 2035 MTP. Coordination with the City of Albuquerque-DMD is recommended to ensure development is consistent with this project (848-1575).

MPO ID # 616.2 “Coors Corridor Improvements Stage 1” and MPO ID #616.3 “Coors Corridor Improvements Stage 2” are City of Albuquerque-DMD projects to implement improvements consistent with the Coors Corridor Plan update between Bridge Blvd and NM 528 (Alameda Blvd). Both projects have been included in the 2035 MTP and Project 616.2 has been included in the 2012-2017 TIP. Coordination with the City of Albuquerque-DMD is recommended to ensure development is consistent with this project (848-1575).

Coors Corridor Plan Policies:

POLICY 1- PRINCIPAL ARTERIAL

Coors Boulevard is presently designated as a Limited Access Principal Arterial on MRCOG’s Long-Range Roadway System Map.

POLICY 2- RIGHT-OF-WAY

The Metropolitan Transportation Board (MTB) has adopted a policy stating that Coors Boulevard (from Interstate 40 to Corrales Road) be a high-capacity, limited access principal arterial, having a 156-foot-wide right-of-way.

POLICY 3- CONTROL OF ACCESS AND DRIVEWAYS

1. Vehicular access to Coors Boulevard shall be limited to protect its primary function as a major traffic carrier.
2. Driveways shall not be permitted within 400 feet on the approach to a major signalized intersection and within 150 feet on the departure side.
3. Driveways shall be spaced no less than approximately 300 feet apart.
4. In a typical quarter mile segment no more than three driveways shall be permitted per side of the corridor.

POLICY 4- MEDIANS

Median openings will be permitted only at the major one-half mile signalized intersections. The medians shall be built to a 28 foot width to provide an area for dual left turns at major intersections.

POLICY 5- INTERSECTIONS

1. Distance between major signalized intersections on Coors Blvd shall be as far apart as possible and practical to encourage continuous traffic flow.

2. There shall be a minimum distance of approximately one-half mile intervals for signalized intersections.
3. Limited access locations for right-turn-off and right-turn-on traffic shall be placed with careful consideration for proximity to full intersections and to provide reasonable access to property within the corridor.
4. Limited access locations shall be a minimum distance of approximately one-quarter mile from full intersections or other limited access locations.
5. An exclusive right-turn lane shall be provided at all major one-half mile signalized intersections and one-quarter mile right-turn only intersections.

All requests to modify access on Limited Access Roadways will be considered by the Roadway Access Committee (RAC) and the Transportation Coordination Committee (TCC), which is the technical advisory committee for the Metropolitan Transportation Board (MTB). For more details on Roadway Access Modification Policies please contact the Mid Region Council of Governments at 247-1753.

MRMPO recommends deferral of this project until the proposed right-in right-out access point on Montaña is resolved through the RAC and MTB. Lastly, see attachments (Coors Blvd and Montaña Rd congestion profiles) for more info.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

1. As a condition, 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. As a condition, it is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service and options for the location of electric service connection regarding this project. Any existing or proposed public utility easements are to be indicated on the site development plan utility sheet. PNM's standard for public utility easements is 10 feet in width to ensure adequate, safe clearances.