



**Environmental
Planning
Commission**

Staff Report

*Agenda Number: 4
Project Number: 1007099
Case #: 13EPC-40144
November 14, 2013*

Agent	Consensus Planning
Applicant	US NM Federal Credit Union
Request	Site Dev. Plan for Building Permit
Legal Description	A-1A & A-1B, Block 16 & 17, Zuni Addition
Location	Menaul Blvd NE, between Mesilla St. and Pennsylvania St.
Size	Approximately 2.37 acres
Existing Zoning	SU-1 for C-2 Permissive Uses including full service liquor only in conjunction with a restaurant, excluding the sale of alcohol for off-site consumption, and excluding off-premise signs
Proposed Zoning	No Change

Staff Recommendation
APPROVAL of Case #13EPC-40144 based on the Findings beginning on Page 15, and subject to the Conditions of Approval beginning on Page 17.

Staff Planner
Carrie Barkhurst

Summary of Analysis

The applicant proposes to construct a new, free-standing bank with drive-up service (8,000 SF + 2,000 SF future expansion). The requested use is permissive under the current zoning.

The subject site is within the Established Urban Area of the Comprehensive Plan and is not located within any Sector or Area Plans. Staff finds that the site design is consistent with a preponderance of applicable goals and policies. The site plan is generally consistent with the Design Standards established in the site development plan for subdivision (SPS), the Zoning Code, and the DPM. The main inconsistency with applicable policies and regulations is the requirement for a 6-foot tall perimeter wall along Prospect Ave, as indicated on the SPS. It was added to address neighborhood concerns about potential alcohol sales and other adverse impacts of commercial uses on the nearby residences. Providing a pedestrian-only connection and a shorter wall would improve consistency with transportation and transit policies regarding connectivity.

There is no known neighborhood opposition to the request and staff recommends approval, subject to conditions.



City Departments and other interested agencies reviewed this application from 9/30/2013 to 10/11/2013. Agency comments used in the preparation of this report begin on Page 20.

I. INTRODUCTION

Surrounding zoning, plan designations, and land uses

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II & III Plans</i>	<i>Land Use</i>
<i>Site</i>	SU-1 for C-2 Permissive Uses with Limitations	Established Urban Area	Vacant
<i>North</i>	C-2	Established Urban Area	Retail Services
<i>South</i>	R-1	Established Urban Area	Single Family Residential
<i>East</i>	C-2	Established Urban Area	Commercial (Gas station)
<i>West</i>	SU-1 for C-2 Permissive Uses with Limitations	Established Urban Area; Uptown Sector Development Plan & Major Activity Center	Vacant; Commercial

Proposal

This request is for a site development plan for building permit for Lots A-1A & A-1B, Block 16 & 17, Zuni Addition. The subject site is zoned *SU-1 for C-2 Permissive Uses, including full service liquor only in conjunction with a restaurant, excluding sale of alcohol for off-site consumption, and excluding off-premise signs*. The proposed zoning will allow the applicant to develop a credit union bank with drive up service.

EPC Role

The EPC is the approval body for site development plans that are required by the SU-1 Special Use Zone, §14-16-2-22. The request is a quasi-judicial matter.

Context

The subject site is in the Established Urban Area of the Comprehensive Plan. The subject site is currently vacant, undeveloped land south of Menaul Blvd., formerly the site of a plant nursery. The site is one block east of the Uptown Major Activity Center and approximately ½ mile west of the Hoffmantown Community Activity Center.

The site faces Menaul Boulevard, a broad commercial corridor running east-west through the City. Most of the surrounding area was developed in the 50s and 60s and is characterized by strip commercial development with off-street parking at the front of the buildings and signage close to the street. Commercial and office development in the area consists of small, low buildings occupied by local businesses or small franchises. Behind the strip development are residential properties, which are predominantly single family homes with few connections to the abutting commercial uses.

North of the site and across Menaul is a lumber yard that occupies the block between San Pablo and Charleston, and a strip mall between Charleston and Dallas. South of the site is a residential subdivision. The side or rear yards of five single-family homes abut the subject site directly, while six homes face the site across Prospect Avenue. Other commercial properties are located east and west of the site, including a restaurant abutting the site to the east and a restaurant across Mesilla to the west of the site. Uptown, an existing Major Activity Center designated in the Comprehensive Plan, is to the west.

History/Background

The site was first zoned C-2 in 1959 when the City's first zoning map was adopted. The site was a retail nursery (Rowland's Nursery) for approximately 45 years, until the company ceased operations in early 2006.

In May 2008, the EPC approved a zone map amendment and site development plan for building permit for the subject site, from *C-2 and SU-1 Nursery to SU-1 for C-2 Permissive Uses, including full service liquor only in conjunction with a restaurant, excluding the sale of alcohol for off-site consumption and excluding off-premise signs* (08EPC 40021/40022). The site plan for building permit was for a retail center comprising of one drive-thru restaurant and three retail buildings with multiple tenants. The site was replatted from 23 lots to a single parcel (Tract A) and the section of Prospect Avenue that bisected the site was vacated and replaced with public access and utility easements. The proposed retail center was never built.

In April 2012, the EPC approved a different site development plan for subdivision for the subject site with design guidelines that are applicable to this development request (12EPC-40005). There is an existing road, Prospect Ave. NE that crosses through the site from Menaul and connecting to Pennsylvania St. The site development plan for subdivision, approved by the EPC in April 2012, vacates the portion of the road that connects to Menaul. At the time, there was strong neighborhood opposition to both vehicular and pedestrian access from Menaul. The approved site development plan for subdivision also realigns access to the site with Charleston St, a local street north of Menaul.

Transportation System

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

The Long Range Roadway System designates Menaul as an existing Principal Urban Arterial. The Long Range Roadway System designates Pennsylvania as an existing Minor Urban Arterial.

Menaul Boulevard is a fairly busy street. Traffic counts on Menaul, between Louisiana and Pennsylvania are 32,100 (average weekday traffic flows per MRCOG Traffic Flow Map 2010). Traffic counts have actually gone down since the current 2008 site plan was approved. Traffic counts on Menaul, between Louisiana and Pennsylvania were 41,700 (average weekday traffic flows per MRCOG Traffic Flow Map 2006) when the site plan was approved in 2008. Turn lanes and breaks in the median allow access between Menaul and the various side streets and commercial sites.

Comprehensive Plan Corridor Designation. Menaul Blvd. is designated by the Comprehensive Plan as an Enhanced Transit Corridor. Enhanced Transit Corridors are roadways “designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby.”

Trails/Bikeways. Pennsylvania St. has an existing bicycle lane. One block south of the subject site is a bicycle route along Cutler St. and Apache St. that connects the Hoffmantown Community Activity Center and the Uptown Major Activity Center. Two blocks north of the subject site is a bicycle route on Claremont that connects the North Diversion Channel Trail to the Tramway Blvd. Trail.

Transit. ABQ Ride local service Route 8 has an eastbound stop adjacent to the subject site. A westbound stop is located on the north side of Menaul Blvd. The Transit Department has stated that the existing bus stop be relocated 280 feet to the east and that a bus shelter be provided.

Public Facilities/Community Services

There are two parks located approximately one block south of the subject site. For more specific information, see the Public Facilities Map (attached).

II. ANALYSIS - APPLICABLE ORDINANCES, PLANS AND POLICIES

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

A) Albuquerque Comprehensive Zoning Code

The existing zoning is *SU-1 for C-2 Permissive Uses including full service liquor only in conjunction with a restaurant, excluding the sale of alcohol for off-site consumption, and excluding off-premise signs.* The SU-1 zone 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. Development of an SU-1 zone may “only occur in conformance with an approved site development plan” that is subject to EPC review. The applicant has provided a site development plan for subdivision to satisfy this requirement.

The C-2 zone provides suitable sites for offices, for most service and commercial activities, and for certain specified institutional uses. In the C-2 zone, the uses are expanded from C-1 to emphasize the community rather than the neighborhood. The requested use, bank, is permissive in the current zoning. The request also includes a drive-up service facility and outdoor storage of repossessed vehicles. All of these uses are permissive in the C-2 zone (§14-16-2-17(A)(13)).

The Design Standards of the 2012 site development plan for subdivision apply to the site. The General Regulations of the Zoning Code also apply (landscaping, walls and fences, parking, etc.). Because the site is less than 5 acres, the Shopping Center Regulations do not apply.

B) Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in the area designated Established Urban by the Comprehensive Plan with a Goal 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, which creating a visually pleasing environment.” Applicable policies include:

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

Established Urban Area

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

The request provides a site development plan for a property that has been vacant for several years. Vacant sites tend to attract weeds, litter, loitering, and crime. Eliminating blight and preventing deterioration of property values in the area will help to improve the neighborhood.

The request respects existing neighborhood values by complying with the approved Design Standards, which were written to protect the neighborhood. The site has been designed to minimize possible negative effects through high-quality architectural design and landscaping, as well as appropriate lighting, pedestrian circulation, traffic circulation, and signage.

The applicant has provided a 6-foot high wall along the entire southern portion of the site that is adjacent to Prospect Avenue in order to provide additional separation between the retail and residential areas. In this way, the request is consistent with neighborhood values. However, providing a tall wall along a street edge could negatively impact property values. The request is partially consistent with Policy II.B.5d.

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

The site is generally oriented to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments. The request is consistent with Policy II.B.5i.

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

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- 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.
- In free-standing retailing and contiguous storefronts along streets in older neighborhoods.

The request will provide commercial development in an area that is already zoned for commercial uses. The request will provide pedestrian access throughout the site and to Menaul Boulevard. There is the potential to improve neighborhood pedestrian and bicycle access to the proposed bank and adjacent commercial uses if a pedestrian walkway connected this site to Prospect Ave. The request is generally consistent with Policy II.B.5j.

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

The request has been designed to minimize the harmful effects of traffic. However, the lack of pedestrian connections between the neighborhood and adjacent neighborhood-scale services and transit opportunities does not improve the livability of established residential neighborhoods by effective transportation and planning operation.

The realignment of Prospect Avenue will allow it to line up with Charleston Street and has been configured in such a way as to provide improved vehicular access to the site. The 6' perimeter wall along Prospect Avenue will minimize the view of traffic and parking on the site from the neighborhood to the south. The request is partially consistent with Policy II.B.5k.

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

The request would allow for redevelopment and rehabilitation of an older neighborhood in the Established Urban Area. The subject site has been vacant since 2006. The request will redevelop a vacant property according to the approved Design Standards, which will help protect the neighborhood. The request is consistent with Policy II.B.5o.

Transportation and Transit

The Goal is 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/Para transit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

Policy II.D.4a: Table 11 presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation (pages II-82 & 83).

Menaul Blvd., adjacent to the subject site, is a designated Enhanced Transit Corridor under the Centers and Corridors component of the Comprehensive Plan. This type of roadway is designed to improve transit opportunities for residents and businesses and to intensify development of jobs and housing to promote transit use, while ensuring good vehicular movement and also accommodating pedestrians and cyclists. The requirement in the site development plan for subdivision for a continuous perimeter wall along the south side of this

site precludes opportunities for convenient neighborhood access to nearby services and multi-modal transportation opportunities. The request is partially consistent with Policy II.D.4a.

Street design standards for Enhanced Transit Corridors include the following:

- Maximize pedestrian connections to transit stops and between adjacent developments
- 6-8 foot sidewalks

The site development plan partially meets the above standards for pedestrian circulation. Pedestrian connections will be provided to the existing transit stop on Menaul Blvd. in order to facilitate multi-modal transportation. Pedestrian walkways within the site will be a minimum of 6 feet in width. However, pedestrian connections between adjacent developments have not been provided.

Transit service standards include:

- Weather-protected bus stops

Relocation of the existing bus stop and a bus shelter are part of the proposal.

Development Form Standards for Enhanced Transit Corridors include:

- Provide an entrance from the street
- Minimum setback to provide for landscaping or pedestrian activity areas
- Parking to be separated from the street by the building or located at the side of the building
- Floor area ratio of 0.5 to 1.5
- Modal Hierarchy: Transit & Autos, Pedestrians, Bikes

The building access and entries are visible from the street. The building setbacks include ample landscaping and pedestrian walkways, and are per the O-1 zone. The site does provide parking between the building and the street, which is inconsistent with the policy objective that parking is to be separated from the street by the building or located at the side of the building. Although parking is provided in front of the building, the parking does not dominate the street frontage. The floor area ratio is 0.1, which does not meet the development form standard of 0.5 to 1.5.

The modal hierarchy of transit and auto first, pedestrians second, and bikes third is achieved by the proposed site plan and design standards. Transit is accessible with minimum 6-foot wide pedestrian walkways that connect to the transit stop on Menaul. Good vehicular access is ensured at the site, as automobiles may enter the site at two different access points. There is not an existing bicycle route, lane or trail along Menaul; however, there is an existing bicycle lane on Pennsylvania Street, east of the subject site, and a bicycle route on Espanola/Apache south of the subject site.

With the exception of parking placement and FAR, the request meets ideal policy objectives for street design, transit service, and development form as shown in Table 11, Policy a. Corridor Policies in an Enhanced Transit Corridor. The request partially furthers Policy II.D.4a.

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

Interior sidewalks are 6-8 feet wide and connect with one another and to the proposed building, as well as with public sidewalks along Menaul Blvd. The site development plan for subdivision did not indicate any pedestrian connections between this development and the neighborhood to the south, hence, none have been provided in the request. This partially conflicts with the policy regarding pedestrian opportunities. The request is partially consistent with Policy II.D.4g.

Policy II.D.4p: Efficient, safe access and transfer capability shall be provided between all modes.

The request will provide efficient, safe access and transfer capability between all modes. Proposed site sidewalks provide connections to the proposed building and to the public sidewalk along Menaul. The site plan includes an easement for a bus shelter in front of the subject site and will provide a new bus shelter. The request is consistent with Policy II.D.4p.

C) Conclusion of Policy Analysis

This request is generally consistent with applicable Established Urban Land Use policies. It provides a new commercial use in a commercially zoned site. The site is generally oriented to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments. The site development plan complies with the Design Standards adopted for the site in the site development plan for subdivision. These Design Standards were written to respect neighborhood values and protect the adjacent neighborhood from potential adverse impacts of an adjacent commercial use.

The request is generally consistent with applicable Transportation and Transit goals and policies. It improves pedestrian access along Menaul Blvd. and within the subject site. The site provides bicycle parking spaces, although the site is not directly adjacent to any bicycle facilities. The site improves pedestrian connections between transit stops and adjacent commercial development.

There are some inconsistencies between the proposed site layout and applicable transit-supportive policies. The development form of the site is not entirely consistent with the policies regarding parking orientation (between the building and the street) and site floor to area along transit corridors (0.5 – 1.5 FAR). Improved consistency would be achieved if the building setback from Menaul Blvd. were reduced – perhaps through a one-way travel lane and/or angled pull-in parking. The total amount of parking provided is approximately double the minimum parking requirement (38 parking spaces over-parked). Low-intensity land uses do not support transit use as strongly as higher density/intensity land uses and development forms.

Finally, the approved Site Development Plan for Subdivision (12EPC-40005) requires a solid wall between the residential and commercial uses, and does not specifically mention pedestrian access between the subject site and the adjacent residential neighborhoods. At the time, adjacent neighbors were strongly opposed to both vehicular and pedestrian connections, and believed that a 6-foot tall wall was needed to adequately protect the adjacent residential uses from future commercial development. There was the fear that more intense uses (in terms of hours of operation, noise, etc.) and the possibility of uses with alcohol sales would adversely impact the residences. It is unclear at this time if there is continued opposition to pedestrian-only access with the site developed as a bank.

There is the opportunity to reconsider the pedestrian access opportunities when the second portion of this site determines the land use and applies for site development plan for building permit. Staff strongly recommends re-evaluation of pedestrian access opportunities when the second portion of the site (at the corner of Menaul and Mesilla) comes back for approval.

III. SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

This request is for a site development plan for building permit for Lots A-1A & A-1B, Block 16 & 17, Zuni Addition. The subject site is zoned *SU-1 for C-2 Permissive Uses, including full service liquor only in conjunction with a restaurant, excluding sale of alcohol for off-site consumption and excluding off-premise signs*. The proposed zoning will allow the applicant to develop a credit union bank with drive-up service.

A site development plan for building permit is defined in the Zoning Code as follows: “In addition to information required for Subdivision [proposed use, ingress/egress, circulation, height, setback, and FAR requirements], exact structure locations, structure (including sign) elevations and dimensions, parking facilities, loading facilities, any energy conservation features of the plan (e.g., appropriate landscaping, building heights and siting for solar access, provision for non-auto transportation, or energy conservational building construction), and proposed schedule for development.” (§14-16-1-5)

Site Plan Layout / Configuration

The proposed use is a one-story credit union bank with drive-up facilities. The proposed site layout is generally compatible with adjacent development. It proposes a large front setback that is landscaped. Other nearby developments have either only landscaping, or minimal landscaping with a row of parking. This site has both a single row of parking as well as a wide landscaped area. The building is set back approximately 80-feet from Menaul, which is slightly larger than other building setbacks in the area.

There are building entrances visible on both the north and the west facades. The proposed building height is 21’-6”, with an architectural arch element that is 26’. The building sits near the center of the site, with large setbacks on all sides. The minimum building setback is 75 feet from the eastern property line. There is an 80-foot setback from Menaul, minimum 85-foot setback from the adjacent residentially zoned property to the south, and 115-foot setback from the internal property line.

According to the site plan for subdivision, the intent of the site design is “to facilitate high quality development that furthers the City’s objectives for an Enhanced Transit Corridor.”

The site development plan for subdivision limits the FAR at 0.75. This request proposes a maximum FAR of 0.1, including the future 2,000 SF building expansion. This building footprint is substantially lower than the recommended 0.5 – 1.5 FAR along Enhanced Transit Corridors. However, the site design is constrained by the unusual parcel size and its proximity to existing residential development.

Vehicular Access, Circulation and Parking

Ingress and egress: Vehicular access to the site is provided from two driveways on Menaul Boulevard. A full movement intersection will be created to realign with Charleston Street. A second Menaul access point will be right-in, right-out turn movement only.

Internal Circulation: Two-way drive aisles are provided throughout the site, with the exception of the drive-through area. The drive-through facility is located on the east side of the site, with a queuing lane that wraps behind the building. It has 4 drive-through lanes and a bypass lane that are all northbound lanes. The parking is divided into smaller sub-areas that are distributed on the north, west, and south sides of the building.

Parking: The parking requirement for a bank is one space per 200 SF building area. At final build-out, the site would need 50 parking spaces. However, because the site is on a transit corridor, and the developer is providing a bus shelter, the required parking shall be reduced by 15%. This results in a parking requirement of 43 parking spaces. The site provides 81 parking spaces, 3 handicap parking spaces, 2 motorcycle parking spaces, and 3 bicycle parking spaces. Fifteen spaces are designated as “Repo Parking,” for vehicles repossessed by the bank. Subtracting these spaces for vehicle storage, the site is 50% over-parked (23 spaces).

Pedestrian and Bicycle Access and Circulation, Transit Access

Ingress and egress: The existing public sidewalk along Menaul Boulevard will be replaced with a new 6-foot sidewalk within the property in order to facilitate the placement of 6 feet of landscaping between the back of the curb and the new sidewalk. This change will improve pedestrian comfort for travelers along Menaul Blvd. A single pedestrian access route is provided from Menaul at the center of the site to the main building entrance area.

There is an existing 4-foot sidewalk along Prospect Ave. NE, although no connections to the subject site are proposed, in order to be consistent with the requirements of the approved site development plan for subdivision. As mentioned in the policy analysis section, above, this wall conflicts with transportation and transit goals and policies. The tall wall along a local street edge is also an unusual condition that may negatively impact the quality and aesthetics of the adjacent neighborhood. It also inhibits local access to the goods and services provided along Menaul. By not providing a pedestrian access point, the design also conflicts with the zoning code, which requires: “Pedestrian walkways shall be provided from all street sidewalks to the principal customer entrance(s) of the nearest building(s) on a site” §14-16-3-1(H)(2). The lack of pedestrian access also conflicts with the findings for the Site Development Plan for Subdivision (12EPC-40005), Finding 7.c: “The request will provide commercial development in an area that

is already zoned for commercial uses. The request will provide pedestrian access throughout the site and to Menaul Boulevard and Mesilla Street.” and Finding 7.g: “Future interior sidewalks will be 6 feet wide and will connect with one another and to future buildings, and with public sidewalks along Menaul Blvd. and Mesilla Street.”

Internal Circulation: A 6-foot sidewalk connection is provided between the public sidewalk and proposed building. Sidewalks are provided all around the building pad to serve the parking sub-areas. A pedestrian route was provided to one island of parking that is near the main site driveway. Pedestrian walkways are lined with adjacent shade trees spaced approximately 25 feet on center along the walkway, in accordance with §14-16-3-1(H)(1).

A pedestrian route should provide direct pedestrian access across to the western portion of the site, as required by the Design Standards and §14-16-3-1(H)(3). However, the applicant has explained that the adjacent site will be developed with a bank with a drive-through area that abuts the main site driveway. A pedestrian route at this location would not work, and therefore the public sidewalk provides the most direct access between the two sites.

Public Outdoor Space

Public outdoor space is not required for this use, because the building is less than 60,000 SF, §14-16-3-18(C)(4). A 336 SF outdoor employee patio is provided on the south side of the building. Two benches and a picnic table are provided.

Outdoor seating is required for major façades that are over 100-feet in length (north façade) which equates to 1 seat for every 25’ of façade, §14-16-3-18(C)(3). A bench has been provided near the main building entrance, along the northern building façade.

Walls/Fences

There is an approximately 545-foot long perimeter fence provided along the south side of the property. It is provided, where required by the Zoning Code, adjacent to the back and side yards of abutting residential property. It is also provided along the entire abutting boundary line between the subject site and Prospect Ave. public right-of-way. A 6-foot tall block wall currently exists around the perimeter of the residential property to the south.

The proposed perimeter wall is 6-feet tall and constructed with split-face, tan CMU blocks. The top will have a colored concrete cap. The refuse enclosure wall is also 6-feet tall, but it is proposed to be finished with tan stucco and bronze metal coping that is to match the building colors. The refuse enclosure is compatible with the building, rather than the perimeter wall.

The General Wall Regulations have layout, façade, and material requirements. The wall meets the façade requirement of subsection (a)(2) with a continuous overhang cap and variety of vegetation, and the material requirements of subsection (a)(3) by specifying split face CMU blocks as the wall material. The perimeter wall does not meet the layout requirement to break up the massing of the perimeter wall by indentations, curvilinear alignments, vertical pilasters, decorative features such as columns, or terracing of walls, §14-16-3-19(C)(2)(a)(1). This deficiency can be addressed as a condition of approval. The EPC should give guidance on which of the listed layout treatments should be applied.

Lighting and Security

The site provides 16 – 20’ tall parking lot lights. They are designed to be full-cut off fixtures that are compliant with the Night Sky Ordinance and with the General Lighting Regulations. The fixtures will be colored bronze, which coordinates with the building architectural finishes. No building-mounted lighting is proposed.

Landscaping

The site proposes 32,904 SF of landscaping on-site and 2,753 SF of off-site landscaping. At 36% of the net lot area, the landscaping areas provided are over and beyond the required 15% net lot area. The planting density is approximately 25% coverage overall with live, vegetative material, which is slightly deficient regarding the required live, vegetative ground-coverage. 10,081 SF of ground-cover is provided, and 10,180 SF is required. This deficiency can be remedied through 5 additional shrubs with a 5’ groundcover spread, such as Black Night Butterfly Bush or Mugo Pine, as a condition of approval. Gravel mulch and cobble are proposed as ground cover.

There is a 47-foot front landscaped buffer along Menaul Blvd. This is planted with the required quantity of street trees, as well as shrubs and a ponding area. The 6-foot wide public sidewalk will be relocated 6-feet from the existing curb, to allow for a landscaped buffer between the street and the sidewalk. This is consistent with the SPS Design Standards.

Additional landscaped areas are provided within the parking lot, around the building pad, and along the property boundary. They provide the combined function of water harvesting/ponding, buffering adjacent residential uses, and providing shade through the parking lot trees. The required 10-foot landscape buffer area and 6-foot opaque wall are provided adjacent to the residential lots. Landscaping is provided on both sides of the perimeter wall, to be watered and maintained by the applicant.

Grading, Drainage, Utility Plans

Grading, drainage, utility plans are included in the submittal packet on Sheets 3 and 4. The site relies on surface drainage to direct on-site drainage to an existing storm drain in the public right of way. Curb-cuts and gravel infiltration ponds are provided in the landscaped areas. Water harvesting is provided in the parking lot landscaped areas, although these do not have curb-cut inlets to accommodate parking lot surface flows. The utility plan indicates that the site has private utility lines connecting to existing service in the public right-of-way.

Architecture

The proposed building design is a pueblo-influenced design with earth-tone stucco and stacked stone veneer. The building is proposed to be 8,000 SF in the first phase and 10,000 SF at final build-out. The structure has a variegated roofline that is generally between 19 and 21.5-feet tall, including equipment screening walls. A decorative arch is included in the building design, and it reaches a maximum height of 26 feet tall. The building height is consistent with O-1 regulations.

There are two main entrances to the building, on the north and west sides of the building. The south (employee) entrance is covered by a portico. The building has a variety of fenestration, building materials, and other architectural detailing. The building architecture is consistent with the General Building Regulations of the Zoning Code and the SPS Design Guidelines.

Signage

The proposed signage is shown on the building elevations, Sheet 5 and the monument sign and other free-standing sign details are on Sheet 6. There is one building mounted sign facing Menaul (North Elevation). The building-mounted sign is proposed to be “halo-illuminated single faced display.” The sign face area for the building-mounted sign is approximately 94 SF, which is primarily an aluminum face with the words and eagle image cut out.

One free-standing monument sign is proposed on Menaul. It has approximately 34.5 SF of sign face area. It is to be constructed of the same materials and color as the building-mounted sign. Two other sign types, “non-illuminated double faced directional” and “non-illuminated single faced drive through panels,” are shown on Sheet 6. It is unclear how many of these sign types are proposed and their locations.

The signs are consistent with the General Sign Regulations of the Zoning Code and the SPS Design Guidelines.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

City Departments and other interested agencies reviewed this application from 9/30/2013 to 10/11/2013. Comments were received from the following agencies: Zoning Enforcement, Office of Neighborhood Coordination, Transportation Development, Hydrology, Solid Waste, DMD Transportation Planning, Water Utility Authority, Transit Department, and APS. All comments have been addressed by the Site Development Plan or as Conditions of Approval. Agency comments begin on page 20.

Neighborhood/Public

Property owners within 100-feet of the site and the following affected Neighborhood and/or Homeowner Associations were notified of this request: ABQ-Park N.A., Alvarado Park N.A., Classic Uptown N.A., Inez N.A., Jerry Cline Park N.A., Mark Twain N.A., Quigley Park N.A., Snow Heights N.A., Uptown Progress Team, Inc., Winrock South N.A., and the District 7 Coalition of N.A.'s.

A facilitated meeting was held in April 2012 related to the site development plan for subdivision. At that time, concerns were expressed regarding the range of uses allowed with the site's zoning, separation between the retail and residential areas, cut-through traffic and parking on Prospect Ave. In response to these concerns, the applicant agreed to vacate the northern terminus of Prospect Ave. and to provide a 6 foot high wall along the entire southern portion of the site that is adjacent to Prospect Ave. in order to provide additional separation between the retail and residential areas.

A facilitated meeting for this request (site development plan for building permit) was neither recommended by the City, nor requested by any of the affected parties. There is no known support or opposition to this request.

V. CONCLUSION

This request is for a site development plan for building permit for Lots A-1A & A-1B, Block 16 & 17, Zuni Addition. The subject site is zoned *SU-1 for C-2 Permissive Uses, including full service liquor only in conjunction with a restaurant, excluding sale of alcohol for off-site consumption, and excluding off-premise signs*. The proposed zoning will allow the applicant to develop a credit union bank with drive-up service.

This request is generally consistent with applicable Established Urban Land Use policies. It provides a new commercial use in a commercially zoned site. The site is generally oriented to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments. The site development plan complies with the Design Standards adopted for the site in the site development plan for subdivision. These Design Standards were written to respect neighborhood values and protect the adjacent neighborhood from potential adverse impacts of an adjacent commercial use.

The request is generally consistent with applicable Transportation and Transit goals and policies. It improves pedestrian access along Menaul Blvd. and within the subject site. The site provides bicycle parking spaces, although the site is not directly adjacent to any bicycle facilities. The site improves pedestrian connections between transit stops and adjacent commercial development.

There are some inconsistencies between the proposed site layout and applicable transit-supportive policies. The development form of the site is not entirely consistent with the policies regarding parking orientation (between the building and the street) and site floor to area along transit corridors (0.5 – 1.5 FAR). Improved consistency would be achieved if the building setback from Menaul Blvd. were reduced – perhaps through a one-way travel lane and/or angled pull-in parking. The total amount of parking is at least 44% above the minimum parking requirement (36 parking spaces over-parked), which contributes to the low FAR of 0.1. Lower-intensity land uses do not support transit use as strongly as higher density/intensity land uses and development forms.

Finally, the requirement in the approved Site Development Plan for Subdivision (12EPC-40005) did not provide for pedestrian access between the subject site and the adjacent residential neighborhoods. At the time, adjacent neighbors were strongly opposed to both vehicular and pedestrian connections, and believed that a 6-foot tall wall was needed to adequately protect the adjacent residential uses from future commercial development. There was the fear that more intense uses (in terms of hours of operation, noise, etc.) and the possibility of uses with alcohol sales would adversely impact the residences. It is unclear at this time if there is continued opposition to pedestrian-only access with the site developed as a bank. There is the opportunity to reconsider the pedestrian access opportunities when the second portion of this site determines the land use and applies for site development plan for building permit. Staff strongly recommends re-evaluation of pedestrian access opportunities when the second portion of the site (at the corner of Menaul and Mesilla) comes back for approval.

The plan is generally consistent with the Zoning Code and the Design Regulations in the Site Development Plan for Subdivision. All instances of inconsistencies are addressed in the findings and conditions of approval.

Property owners within 100-feet of the site and the following affected Neighborhood and/or Homeowner Associations were notified of this request: ABQ-Park N.A., Alvarado Park N.A., Classic Uptown N.A., Inez N.A., Jerry Cline Park N.A., Mark Twain N.A., Quigley Park N.A., Snow Heights N.A., Uptown Progress Team, Inc., Winrock South N.A., and the District 7 Coalition of N.A.'s. A facilitated meeting for this was neither recommended by the City, nor requested by any of the affected parties. There is no known support or opposition to this request. Staff recommends approval, subject to conditions.

FINDINGS – 13EPC-40144 – November 14, 2013 – Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit for Tract A-1A and A-1B, Blocks 16 & 17, Zuni Addition, a site of approximately 2.37 acres and located on the south side of Menaul Boulevard, between Mesilla Street and Pennsylvania Street.
2. The subject site is zoned *SU-1 for C-2 Permissive Uses, including full service liquor only in conjunction with a restaurant, excluding sale of alcohol for off-site consumption and excluding off-premise signs*. The request is for a credit union bank, which is a permissive use under the current zoning.
3. The site is located in the Established Urban Area of the Comprehensive Plan and is not located within any Sector or Area Plans. A site development plan for subdivision, with Design Standards, applies to the subject site.
4. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. The request is consistent with the following applicable policies of the Comprehensive Plan:
 - a. Policy II.B.5d – The request provides a development plan for a property that has been vacant for several years. Vacant sites tend to attract weeds, litter, loitering, and crime. Eliminating blight and preventing deterioration of property values in the area will help to improve the neighborhood character. The request respects existing neighborhood values by complying with the approved Design Standards, which were written to protect the neighborhood. The site has been designed to minimize possible negative effects through high-quality architectural design and landscaping, as well as appropriate lighting, pedestrian circulation, traffic circulation, and signage.
 - b. Policy II.B.5i – The site is generally oriented to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.
 - c. Policy II.B.5k – The request has been designed to minimize the harmful effects of traffic. The realignment of Prospect Avenue will allow it to line up with Charleston Street and has been configured in such a way as to provide improved vehicular access to the site. The 6' perimeter wall along Prospect Avenue will minimize the view of traffic and parking on the site from the neighborhood to the south.
 - d. Policy II.B.5o – The request would allow for redevelopment and rehabilitation of an older neighborhood in the Established Urban Area. The subject site has been vacant since 2006. The request will redevelop a vacant property according to the approved Design Standards, which will help protect the neighborhood.

- e. Policy II.D.4a – The request mostly meets policy objectives for street design, transit service, and development form as shown in Table 11, Policy a. Corridor Policies in an Enhanced Transit Corridor. The request meets policy objectives with the exception of building placement and site floor to area ratio. The request will maximize pedestrian connections to transit stops with pedestrian walkways that are a minimum of 6 feet in width, provide a weather protected bus-stop, provide building access from the street, place parking on at least two sides of the building, and follow the modal hierarchy of transit and autos, pedestrians, and bikes.
 - f. Policy II.D.4g – Interior sidewalks are 6-8 feet wide and connect with one another and to the proposed building, as well as with public sidewalks along Menaul Blvd.
 - g. Policy II.D.4p – The request will provide efficient, safe access and transfer capability between all modes. Proposed site sidewalks provide connections to the proposed building and to the public sidewalk along Menaul. The site plan includes an easement for a bus shelter in front of the subject site and will provide a new bus shelter.
6. The request is partially inconsistent with several applicable policies of the Comprehensive Plan related to non-vehicular circulation/access and transit policies. The conflict is minor and relates to two main elements of the site development plan:
- a. The site development plan for subdivision did not indicate any pedestrian connections between this development and the neighborhood to the south, hence, none have been provided in the request. The lack of pedestrian and bicycle access from the subject site to the adjacent neighborhood to the south inhibits non-vehicular transportation access to goods and services along Menaul from the neighborhood (pedestrian opportunities – Policies II.B.5j and II.D.4g). The lack of pedestrian connections between the neighborhood and adjacent neighborhood-scale services and transit opportunities does not improve the livability of established residential neighborhoods through effective transportation and planning operation (Policy II.B.5k). Finally, providing a tall wall along a local street edge could negatively impact the quality and aesthetics of the adjacent neighborhood and property values, which could be inconsistent with neighborhood values (Policy II.B.5d).
 - b. The request meets transportation/transit policy objectives with the exception of parking placement and site building density. Parking is provided in front of the building, and the site provides approximately double the amount of parking required for this use, and locates some parking between the building and the street. The proposed building floor to area ratio (FAR) is 0.1, which is lower than the recommended range of 0.5 to 1.5 FAR for Enhanced Transit Corridors. More dense use of land along transit corridors could contribute to increased transit ridership (Policy II.D.4a).
7. The perimeter wall along the southern boundary of the site does not provide pedestrian access to the adjacent public right-of-way. This design conflicts with the zoning code and Site Development Plan for Subdivision Notice of Decision, which require: “Pedestrian

walkways shall be provided from all street sidewalks to the principal customer entrance(s) of the nearest building(s) on a site” §14-16-3-1(H)(2). However, it is consistent with the approved Site Development Plan for Subdivision for this site, and the public testimony provided at the Site Development Plan for Subdivision EPC hearing.

8. There is the opportunity to reconsider pedestrian access opportunities when the second portion of this site determines the land use and applies for site development plan for building permit. Staff strongly recommends re-evaluation of pedestrian access opportunities when the western portion of the site comes back to the EPC for approval to improve consistency with Transit Corridor Policies and Zoning Code §14-16-3-1(H)(2). This possibility should be mentioned in the neighborhood notification letter for the future Site Development Plan for Building Permit for the western portion of this site.
9. 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.
10. Property owners within 100-feet of the site and the following affected Neighborhood and/or Homeowner Associations were notified of this request: ABQ-Park N.A., Alvarado Park N.A., Classic Uptown N.A., Inez N.A., Jerry Cline Park N.A., Mark Twain N.A., Quigley Park N.A., Snow Heights N.A., Uptown Progress Team, Inc., Winrock South N.A., and the District 7 Coalition of N.A.’s. There is no known support or opposition to this request.

RECOMMENDATION – 13EPC-40144 – November 14, 2013 – Site Development Plan for Building Permit

APPROVAL of 13EPC-40144, a request for Site Development Plan for Building Permit, for A-1A & A-1B, Block 16 & 17, Zuni Addition, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL – 13EPC-40144 – November 14, 2013 – Site Development Plan for Building Permit

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the

EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.

2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
 3. The Site Development Plan shall comply with the General Regulations of the Zoning Code and all other applicable design regulations, except as specifically approved and noted by the EPC.
 4. Walls/Fences:
 - a. The perimeter wall does not meet the layout requirement to break up the massing of the perimeter wall by indentations, curvilinear alignments, vertical pilasters, decorative features such as columns, or terracing of walls, §14-16-3-19(C)(2)(a)(1).
 5. Landscaping:
 - a. The net lot area calculations shall be revised to remove the credit for vehicle overhang area.
 - b. 10,180 SF of ground-cover is required, and 10,081 SF is provided. This deficiency shall be remedied through provision of 5-6 additional shrubs.
 6. Conditions of Approval from the City Engineer:
 - a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as required by the Development Review Board (DRB).
 - b. Prior to DRB approval, additional information/clarification must be provided regarding existing, proposed, and future conditions.
 - c. All requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
 - d. Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the Development Process Manual and current ADA criteria.
 - e. The throat depth of the site does not meet minimum criteria. A variance must be requested at DRB.
 - f. The Transit Department requires the installation of a Type C bus shelter.
-

***Carrie Barkhurst
Planner***

Notice of Decision cc list:

Susan Baca, ABQ-Park N.A., 7465 Sky Court Cir., Albuquerque, NM 87110
Alex Morgan, ABQ-Park N.A., 7414 Leah Dr. NE, Albuquerque, NM 87110
Emily White, Alvarado Park N.A., 5709 Aspen NE, Albuquerque, NM 87110
Billy Cohn, Alvarado Park N.A., PO Box 35704, Albuquerque, NM 87176
Stephen Verchinski, Classic Uptown N.A., 2700 Espanola NE, Albuquerque, NM 87110
Evelyn B. Feltner, Inez N.A., 2014 Utah St. NE, Albuquerque, NM 87110
Donna Yetter, Inez N.A., 2111 Hoffman Dr. NE, Albuquerque, NM 87110
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Noreen Bladergroen, Mark Twain N.A., 1201 California NE, Albuquerque, NM 87110
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Maureen Maher, Quigley Park N.A., 2935 Cardenas Dr. NE, Albuquerque, NM 87110
Laura Heitman, Snow Heights N.A., 8011 Princess Jeanne NE, Albuquerque, NM 87110
Shirley Marquez, Snow Heights N.A., 7605 Hannett NE, Albuquerque, NM 87110
William Steadman, Uptown Progress Team, Inc., 2424 Louisiana Blvd., NE, Ste. 300,
Albuquerque, NM 87110
Kim Corcoran, Uptown Progress Team, Inc., P.O. Box 93488, Albuquerque, NM 87199
Richard Peterson, Winrock South N.A., 7110 Constitution Ave. NE, Abq, NM 87110
Virginia Kinney, Winrock South N.A., 7110 Constitution Ave. NE, Abq, NM 87110
Bill Hoch, District 7 Coalition of N.A.'s, 813 Calle Del Corte NE, Abq, NM 87110
Lynne Martin, District 7 Coalition of N.A.'s, 1531 Espejo NE, Albuquerque, NM 87112

Attachments

1. Additional Staff Information
 - a. Photographs
 - b. Notice of Decision – 4/16/2012
 - c. TIS form
 - d. Request letter
2. Application
 - a. Cover Page
 - b. Authorization letter
 - c. Neighborhood info/input
 - d. Request letter
3. Neighborhood info/input
 - a. ONC letter
 - b. Applicant letter & certified mail receipts
 - c. Neighborhood comments/letters
4. Site Plan reductions

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Reviewed- The proposed development is in compliance with the approved Site Development plan for Subdivision.

Office of Neighborhood Coordination

Uptown NA List consisting of the following: ABQ-Park NA (R), Alvarado Park NA (R), Classic Uptown NA, Inez NA (R), Jerry Cline Park NA (R), Mark Twain NA (R), Quigley Park NA (R), Snow Heights NA (R), Uptown Progress Team, Inc., Winrock South NA (R)

District 7 Coalition of NA's

Long Range Planning - No comments received.

CITY ENGINEER

Transportation Development

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as required by the Development Review Board (DRB).
- Prior to DRB approval, additional information/clarification must be provided regarding existing, proposed, and future conditions.
- All requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
- Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the Development Process Manual and current ADA criteria.
- The throat depth of the site does not meet minimum criteria. A variance must be requested at DRB.
- The Transit Department requires the installation of a Type C bus shelter.

Hydrology Development

Hydrology recommends the applicant's engineer contact Hydrology concerning Basin 3, since currently there is only a temporary drainage solution for Prospect Ave.

RECOMMENDED CONDITIONS FROM THE CITY ENGINEER:

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

2. Prior to DRB approval, additional information/clarification must be provided regarding existing, proposed, and future conditions.
3. All requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
4. Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the Development Process Manual and current ADA criteria.
5. The throat depth of the site does not meet minimum criteria. A variance must be requested at DRB.
6. The Transit Department requires the installation of a Type C bus shelter.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

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

Traffic Engineering Operations - No comments received.

Street Maintenance - No comments received.

WATER UTILITY AUTHORITY

Utility Development

A site specific availability statement should be requested after the final site layout is complete.

ENVIRONMENTAL HEALTH DEPARTMENT

Environmental Services Division - No comments received.

PARKS AND RECREATION

Planning and Design

No Comments

Open Space Division - No comments received.

POLICE DEPARTMENT/Planning - No comments received.

SOLID WASTE MANAGEMENT DEPARTMENT – Refuse Division

Approved as long as it complies with SWMD Ordinance.

FIRE DEPARTMENT/Planning - No comments received.

TRANSIT DEPARTMENT

Project # 1007099 13 PC-40144 SITE DEVELOPMENT – BUILDING PERMIT. LOTS A-1-A & A-1B, BLOCK(S) 16 & 17, ZUNI ADDITION, ZONED SU-1 FOR C-2 PERMISSIVE USES LOCATED ON MENAUL BETWEEN MESSILLA AND PENNSYLVANIA. APPROX. 2.37 ACRES. (H-19)	Adjacent and nearby routes	Route #8, Menaul route passes the site in the Eastbound direction.
	Adjacent bus stops	There is an existing bus stop adjacent to the property
	Site plan requirements	Transit previously requested the applicant to install a Type C bus shelter as per the COA Design standard COA 2355, and associated bench and trash can at the existing bus stop located adjacent to the property on Menaul
	Large site TDM suggestions	None.
	Other information	None.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY - No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Zuni Addition, Lots A-1A and A-1B, Block 16 and 17, is located on Menaul between Mesilla and Pennsylvania. The owner of the above property requests a Site Development Plan for Building Permit to allow for the development of a banking facility with a drive in. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS - No comments received.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT - No comments received.

PUBLIC SERVICE COMPANY OF NEW MEXICO - No comments received.