



**Environmental  
Planning  
Commission**

*Agenda Number: 4  
Project Number: 1007099  
Case #: 12EPC 40005  
April 12, 2012*

**Staff Report**

|                          |   |
|--------------------------|---|
| <b>Agent</b>             | Consensus Planning  |
| <b>Applicant</b>         | Sandia Foundation   |
| <b>Request(s)</b>        | <b>Site Development Plan for Subdivision</b>  |
| <b>Legal Description</b> | Tract A, Blocks 16 & 17, Zuni Addition  |
| <b>Location</b>          | Menaul Boulevard NE, between Mesilla Street NE and Pennsylvania Street NE   |
| <b>Size</b>              | Approximately 4 acres   |
| <b>Existing Zoning</b>   | 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 |
| <b>Proposed Zoning</b>   | No Change   |

**Staff Recommendation**  
*APPROVAL of 12EPC 40005 based on the Findings beginning on Page 14, and subject to the Conditions of Approval beginning on Page 16.*

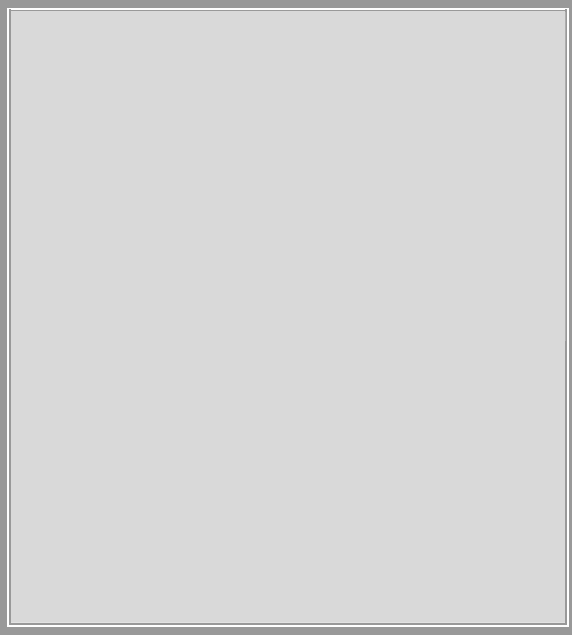
**Staff Planner**

**Randall Falkner, Planner**

**Summary of Analysis**

This is a request for a site development plan for subdivision for Tract A, Blocks 16 & 17, Zuni Addition, a site of approximately 4 acres located on the south side of Menaul Boulevard, between Mesilla Street and Pennsylvania Street. The proposed site development plan for subdivision would void and replace the existing approved site development plan for building permit, creating a plan that would provide more flexibility and the ability to attract a variety of users. Future site development plans for building permit would be required to return to the Environmental Planning Commission (EPC) for review and approval. The applicant has provided a site development plan for subdivision with design standards. The EPC is hearing the case because development in an SU-1 zone may only occur in conformance with an approved site development plan.

A Facilitated Meeting was held on March 22, 2012. A letter of concern has been received from one neighbor. The applicant has attempted to address these concerns. Staff finds that the request furthers applicable Comprehensive Plan Goals and Policies. Staff is recommending approval with conditions.



City Departments and other interested agencies reviewed this application from 2/27/2012 to 3/9/2012  
Agency comments used in the preparation of this report begin on Page 19.

**I. AREA CHARACTERISTICS AND ZONING HISTORY**

**Surrounding zoning, plan designations, and land uses:**

|              | <b>Zoning</b>   | <b>Comprehensive Plan Area;<br/>Applicable Rank II &amp; III Plans</b> | <b>Land Use</b>                       |
|--------------|---|--|---------------------------------------|
| <b>Site</b>  | 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 | Established Urban Area   | Vacant                                |
| <b>North</b> | C-2, SU-3 MU-UPT/Buffer   | Established Urban Area, Uptown Sector Plan (nw of site)                | Commercial, Office                    |
| <b>South</b> | R-1, P  | Established Urban Area   | Single-Family Residential, Commercial |
| <b>East</b>  | C-2   | Established Urban Area   | Commercial                            |
| <b>West</b>  | SU-3 MU-UPT/Buffer  | Uptown Sector Plan   | Commercial, Transportation Facility   |

**II. INTRODUCTION**

**Proposal**

This is a request for a site development plan for subdivision for Tract A, Blocks 16 & 17, Zuni Addition, a site of approximately 4 acres located on the south side of Menaul Boulevard, between Mesilla Street and Pennsylvania Street. The proposed site development plan for subdivision would void and replace the existing approved site development plan for building permit, creating a plan that would provide more flexibility and the ability to attract a variety of users. Future site development plans for building permit would be required to return to the Environmental Planning Commission (EPC) for review and approval.

The EPC is hearing the case because development in an SU-1 zone may only occur in conformance with an approved site development plan. The applicant has provided a site development plan for subdivision with design standards. The proposed site development plan for subdivision shows a full movement intersection created with the realignment of Prospect Avenue NE (a private road with a public access easement) to line up with Charleston Street NE. The alignment of Prospect Avenue has been configured in such a way as to provide traffic calming through the site while still permitting neighborhood access.

The site is located in the Established Urban Area of the Comprehensive Plan, and is not located within any Sector or Area Plans. 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.

### ***Context***

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 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.

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. To the east and west of the site are other commercial properties, including a restaurant abutting the site to the east and a restaurant across Mesilla to the west. Uptown, an existing Major Activity Center designated in the Comprehensive Plan, is to the west.

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.

### ***History***

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 site development plan for building permit (08EPC 40021) and an amendment to a zone map amendment (08EPC 40022) at 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. 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, however, was never built. The zone change to SU-1 for C-2 Permissive Uses with exclusions as described above did occur, and the subject site received a certificate of zoning in October 2009.

### ***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 Boulevard as an Urban Principal Arterial, with a right-of-way of 124'. The actual ROW in this area is 100'.

The Long Range Roadway System designates Pennsylvania Street south of Menaul as an Urban Minor Arterial, and north of Menaul as an Urban Collector, both with a right-of-way of 68'.

Prospect Avenue and Mesilla Street are local streets, as are San Pablo Street, Charleston Street, and Dallas Street on the north side of Menaul.

Menaul Boulevard is designated as an Enhanced Transit Corridor.

There is an existing bicycle lane on Pennsylvania Street, which is east of the subject site. Bus route #8 (Menaul) passes in front of the site along Menaul Boulevard. There is an existing bus stop in front of the site. 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***

The Coronado Mall Community Police Substation, Cutler Park and Zuni Tennis Courts are within 0.5 mile of the site. Inez and Zuni Elementary, Sandia High School, the Wyoming Library and five other city parks are between 0.5 and 1 mile of the site. See attached Public Facilities Map for details.

## ***III. ANALYSIS***

### ***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. Vehicle sales are first allowed in the C-2 zone, as well as higher impact uses such as liquor sales, hotels and motels, larger signs and billboards, outdoor activities, and drive-in restaurants that are not allowed in C-1.

***Definitions (Section 14-16-1-5, Zoning Code)***

**Site Development Plan for Subdivision.** 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 dwelling units and or/nonresidential uses' maximum floor area ratio.

**Site Development Plan for Building Permit.** In addition to information required for Subdivision, 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.

***SITE DEVELOPMENT PLAN FOR SUBDIVISION***

The applicant is requesting a site development plan for subdivision for Tract A, Blocks 16 & 17, Zuni Addition, a site of approximately 4 acres located on the south side of Menaul Boulevard, between Mesilla Street and Pennsylvania Street. The proposed site development plan for subdivision would void and replace the existing approved site development plan for building permit, creating a plan that would provide more flexibility and the ability to attract a variety of users.

The applicant has provided a site development plan for subdivision with design standards. The proposed site development plan for subdivision shows a full movement intersection created with the realignment of Prospect Avenue NE (a private road with a public access easement) to line up with Charleston Street NE. The alignment of Prospect Avenue has been configured in such a way as to provide traffic calming through the site while still permitting neighborhood access.

A site development plan for subdivision is defined in the Zoning Code as follows: "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" (Section 14-16-1-5).

The applicant has met the requirements of the site development plan for subdivision as follows:

- **Proposed Use:** Per 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.
- **Pedestrian and Vehicular ingress and egress:** Vehicular access to the site will be from access points along Menaul Boulevard and Mesilla Street. A full movement intersection will be created with the realignment of Prospect Avenue (a private road with a public access easement) to line up with Charleston Street. A second Menaul access point will be right-in, right-out turn movement only, east of Prospect Avenue. 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 landscaping between the back of the curb and the new sidewalk. There is an existing 4 foot sidewalk along Mesilla Street.
- Internal Circulation: Sidewalks will be provided throughout the site between all buildings and parking areas; 6 foot sidewalk connections will be made between the public sidewalk and future buildings. Conceptual locations for the access points have been identified on the site plan for subdivision and will be indicated on future site plans for building permit.
  - Maximum Building Height: As regulated per the O-1 zone. SU-1 regulations state “the same regulations apply as in the R-2 zone unless modified by the Planning Commission.” Height regulations in the O-1 and R-2 zones are the same. The applicant should note that “notwithstanding any angle planes that structures shall not exceed 26’ in height within 85’ of a lot zoned specifically for houses.” There is an R-1 zone to the south that abuts the subject site that would restrict the height of buildings to 26’ within an 85’ perimeter.
  - Maximum Building Setback: As regulated per the O-1 zone.
  - Maximum FAR: 0.75

## ***APPLICABLE ORDINANCES, PLANS AND POLICIES***

### ***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.” §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 subdivision for conformance with applicable goals and policies of the Comprehensive Plan. 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.

***Staff’s Response: The request will respect existing neighborhood values by providing Design Standards that protect the neighborhood. Design Standards help to minimize negative effects through standards for proper architectural design, landscaping, lighting, pedestrian circulation, traffic circulation, and signage. The request also provides a site development plan for a site that has been vacant for several years. Vacant sites tend to attract weeds, litter,***

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*loitering and crime. Eliminating blight and preventing deterioration of property values in the area will help to improve neighborhood values. The applicant has agreed to provide 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. The request furthers 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.

*Staff's Response: The request will be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments. Design Standards have been provided to minimize any adverse effects. The request furthers 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.

*Staff's Response: 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. There are no existing bicycle routes, lanes, or trails along Menaul Boulevard. There is an existing bicycle lane on Pennsylvania Street, which is east of the subject site. Menaul Boulevard is designated as an Enhanced Transit Corridor and is served by bus route #8 (Menaul) which passes in front of the site. There is an existing bus stop in front of the subject site. The Transit Department is requesting that the existing bus stop be relocated 280 feet to the east and that a bus shelter be provided. The request furthers 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.

*Staff's Response: The request has been designed to minimize the harmful effects of traffic, and the livability and safety of established residential neighborhoods are protected 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 traffic calming through the site while still permitting neighborhood access. The realignment also moves Prospect Avenue to the east, which places the road a little further away from the neighborhood to the south. The access proposed off Mesilla Street is 50' from Menaul*

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***Boulevard, which meets the spacing criteria of the DPM (50'). A 6' perimeter wall along Prospect Avenue will help to minimize the view of traffic and parking on the site from the neighborhood to the south. The request furthers Policy II.B.5k.***

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

***Staff's Response: 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 with Design Standards to help protect the neighborhood. Future site development plans for building permit will return to the EPC for review and approval. The request furthers 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/paratransit 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.***

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 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.***

Transit service standards include:

- Weather-protected bus stops



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***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
- Model Hierarchy: Transit & Autos, Pedestrians, Bikes

***The design standards state that building access and entries shall be visible from the street. Setbacks are provided for landscaping and pedestrian walkways, and are per the O-1 zone. Design standards state that parking shall be placed on at least two sides of a building, while the policy objective for an Enhanced Corridor states that parking is to be separated from the street by the building or located at the side of the building. Placement of buildings on the site is not really addressed by the site development plan for subdivision. As a result, the design standards should state that parking shall not dominate the street frontage. The minimum floor area ratio is 0.75, which meets the development form standard of 0.5 to 1.5. The model hierarchy of transit and auto first, pedestrians second, and bikes third is achieved by the proposed site plan for subdivision with 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 three different access points (two on Menaul and one on Mesilla). There is not an existing bicycle route, lane or trail along Menaul or Mesilla; however, there is an existing bicycle lane on Pennsylvania Street, which is east of the subject site. With the exception of building placement, 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 mostly 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.

***Staff's Response: 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. The request furthers Policy II.D.4g.***

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

***Staff's Response: The request will provide efficient, safe access and transfer capability between all modes. Future sidewalks will provide interior and exterior connections to buildings and the public sidewalks along Menaul and Mesilla. The transit department has proposed that the existing bus stop along Menaul and in front of the subject site be moved 280***

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*feet to the east (still in front of the subject site) and be made a bus shelter. The request furthers Policy II.D.4p.*

#### Economic Development

The goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy II.D.6b: Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.

***Staff's Response: The request will provide development of future businesses at the subject site. It is unknown at this time whether the businesses will be local or outside firms. The request furthers Policy II.D.6b.***

#### ***Site Plan Layout / Configuration***

The subject site is approximately 4 acres in size. The applicant has provided a site development plan for subdivision with design standards. The proposed site development plan for subdivision shows a full movement intersection created with the realignment of Prospect Avenue NE (a private road with a public access easement) to line up with Charleston Street NE. The alignment of Prospect Avenue has been configured in such a way as to provide traffic calming through the site while still permitting neighborhood access. The orientation of future buildings, parking, or dumpsters is unknown at this time, since this information was not provided on the site development plan for subdivision. However, this information will be provided on future site development plans for building permit, which are required by the design standards to return to the EPC. Placement of buildings on the site is not really addressed by the site development plan for subdivision. As a result, the design standards need to state that parking shall not dominate the street frontage.

Building height and setbacks shall be per the O-1 zone (same as the R-2 zone) in the Zoning Code. It should be noted that language for height in the O-1 and R-2 zones state that "notwithstanding any angle planes that structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses." There is an R-1 zone to the south that abuts the subject site that would restrict the height of buildings to 26' within an 85' perimeter.

#### ***Vehicular Access, Circulation and Parking***

Parking spaces are not shown on the site plan for subdivision, but there are design standards that control parking on the site and require that parking adheres to Off-street parking regulations in Section 14-16-3-1 of the Zoning Code. The design standards state that parking areas shall be visually segmented into smaller subareas separated by landscaping and/or pedestrian walkways and that parking shall be placed on at least two sides of a building. There should be additional direction in the parking section of the Design Standards to indicate that parking shall not

dominate the street frontage. Design Standards, 1.Site Design, Parking, 3<sup>rd</sup> bullet, shall include the following as the last sentence, “Parking shall not dominate the street frontage.”

The design standards state that parking located adjacent to Menaul and Mesilla shall be screened by buildings or a combination of landscaping, walls and earthen berming to a minimum height of 2.5 feet. There needs to be a maximum height as well. Design Standards, 1.Site Design, General, 10<sup>th</sup> bullet, shall include the following at the end of the first sentence “and a maximum of 42 inches.”

### ***Pedestrian and Bicycle Access and Circulation, Transit Access***

Public sidewalks along Menaul Boulevard and Mesilla Street are shown on the site development plan for subdivision. Interior sidewalks are not shown, but design standards state that pedestrian walkways will be a minimum of 6 feet in width, unobstructed, and clearly demarcated by use of techniques such as special paving, grade separation, or pavement marking of a permanent nature. Pedestrian connections to transit stops will be provided in order to facilitate multi-modal transportation. Pedestrian crosswalks will be a minimum of 6 feet in width and constructed of colored textured paving.

The design standards could be more clear about connecting buildings to sidewalks. Design Standards, 1.Site Design, Circulation, 2<sup>nd</sup> bullet, the following shall be added as the last sentence, “All buildings shall be connected by sidewalk.”

### ***Walls/Fences***

The applicant has agreed to provide a 6 foot high wall along the entire southern portion of the site and along Prospect Avenue in order to provide additional separation between the retail and residential areas. The 6 foot high perimeter walls on the southeast and southwest sides of the property contain 10 foot minimum landscape buffers; however, the 6 foot high perimeter wall along the property line facing Prospect Avenue should contain a minimum 5 foot wide landscape buffer. Design Standards, 1. Site Design, General, 11<sup>th</sup> bullet, the following shall be added as the last sentence, “A minimum 5 foot wide landscape buffer shall be provided between the wall and the public sidewalk. The landscape buffer shall contain trees spaced at least 30 feet on center.”

### ***Lighting and Security***

The design standards state that placement of fixtures and standards shall conform to City Comprehensive Zoning Code Section 14-16-3-9. Lighting will be designed to prevent spillage onto adjoining properties. Specific lighting details are not shown on the site development plan for subdivision; however, future site development plans for building permit are required to return to the EPC.

### ***Landscaping***

Design standards state that landscaping regulations in Section 14-1-6-3-10 of the Zoning Code, as well as city requirements in the Water Conservation Landscaping and Water Waste Ordinance, the Pollen Ordinance, and the Street Tree Ordinance shall be followed. The design standards also state that landscape buffers shall be provided where there is adjacent residential

development. The landscape buffer shall be comprised primarily of trees, 10 foot minimum height at the time of planting, and shall be capable of reaching a mature height of at least 25 feet. A minimum of 40% of the trees in the landscape buffer shall be evergreen. Spacing of all trees shall be equal to 75% of the mature canopy diameter of the trees. Future trees species will be identified on site development plans for building permit, which will come back to EPC for review and approval.

The 2<sup>nd</sup> bullet of the landscape design standards should be revised. Design Standards, 5. Landscape, 2<sup>nd</sup> bullet, first sentence, replace the words “where there is adjacent” with the words “that abut”. Design Standards 5. Landscape, 2<sup>nd</sup> bullet, second sentence, add the words “a minimum of 10 feet in width and shall be” in between the words “be” and “comprised”.

### ***Architecture***

The design standards state that a specific architectural design shall not be dictated; however, the design shall demonstrate a high quality aesthetic character throughout the property. Building facades shall vary in height, depth, and articulation to create a pedestrian-scaled environment, be articulated with a variety of architectural elements, colors and materials, have all accessory buildings and enclosures, whether attached or detached from the main building, treated with similar compatible design and materials as the main structure or structures, and be treated with a consistent level of detail at all sides of all buildings and structures. Windows are required along the fronts of all buildings to allow pedestrians to see inside the windows.

Colors will be natural tones, such as sands, creams, tans, etc., except where used as an accent color. The use of contrasting colors between roofs and walls shall be used to further differentiate the planes of building masses. Materials prohibited as the main architectural feature include the following: exposed, untreated precision block or wood walls within public view, highly reflective surfaces, and metal paneling.

### ***Signage***

The design standards state that all freestanding signs shall be monument signs only and that location, number and illumination of signs shall be per the City Comprehensive Zoning Code Section 14-16-2-17(A)(9), and that monument sign height shall not exceed 9 feet in height and shall have a maximum sign area of 50 square feet. Zoning Code Section 14-16-2-17(A)(9) refers to off-premise signs, while Section 14-16-2-17(A)(10) refers to on-premise signs. Planning staff also believes that no signage should be allowed along Prospect Avenue across from residential development. Planning staff recommends that the 2<sup>nd</sup> bullet, under the Signage Design Standards be revised to read “Location, number and illumination of signs shall be per the C-2 Zone, Section 14-16-2-17(A)(10) of the Comprehensive City Zoning Code. Monument sign height shall not exceed 9 feet in height and shall have a maximum sign area of 50 square feet, except no signage shall be allowed along Prospect Avenue, across from residential development.”

The C-2 regulations allow one free standing sign for each street frontage of each premises which has at least 100 feet of street frontage, or one per 300 feet of total street frontage (e.g., up to two signs allowed if 630 feet of frontage), whichever is more permissive. The street frontage of the

site is 910 feet (including both Menaul and Mesilla). As a result, the C-2 signage regulations allow up to 3 free standing signs. C-2 signage regulations have no limit on the number of wall signs.

The design standards also state that building-mounted signs shall not exceed 6 percent of the façade area and building-mounted signs that face residential development shall not be illuminated. Planning staff recommends that 3<sup>rd</sup> bullet, 2<sup>nd</sup> sentence for the signage design standards be revised to read that “Building mounted signs shall not face residential development.”

Freestanding monument signs shall be designed to be in compliance with Section 14-16-3-5 General Sign Regulations of the City Zoning Code, be designed to be consistent with and complement the materials, color, and architectural style of the building or site location, identify only the name and business of the occupant or of those offering the premises for sale or lease; and have a minimum contrast of 70% between the background and the text. Freestanding signs shall not intrude upon any architectural features, including windows, columns, moldings or any decorative features; and include illuminated plastic panels or backlit plastic/vinyl signs, except logo designs are permitted.

#### ***IV. AGENCY & NEIGHBORHOOD CONCERNS***

##### ***Reviewing Agencies/Pre-Hearing Discussion***

City Departments and other interested agencies reviewed this application from 2/27/2012 to 3/9/2012. Comments were received from the following agencies: Zoning Enforcement, Long Range Planning, Office of Neighborhood Coordination, Transportation Development, Transit Department and Public Service Company of New Mexico. Agency comments begin on page 19.

##### ***Neighborhood/Public***

The affected Neighborhood and/or Homeowner Associations and Coalitions include the following: 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 on March 22, 2012 at 6:30 p.m. at the Inez Elementary School. Neighborhood concerns, as described by the facilitator, included the following: options for rerouting Prospect Avenue, additional separation between the retail and residential areas, alcohol sales and drinking and driving through the neighborhood or using the street as overflow parking, and the process regarding the property in 2008. The rerouting of Prospect Avenue would provide a traffic calming option that would slow down traffic, as opposed to the way the existing public roadway easement (Prospect) allows a straight shot to Menaul Boulevard. Moving the road to the east would also put the road a little further away from the residential neighborhoods to the south. The applicant has agreed to provide 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. Residents also had concerns that the site (which is zoned SU-1 for C-2

permissive uses, including a full service liquor license only in conjunction with a restaurant, excluding sale of alcohol for off-site consumption and excluding off-premise signs) would at some point become a bar. Planning staff checked with Zoning Enforcement, and was told that while the existing zoning does allow a full-service liquor license, it is only in conjunction with a restaurant, and that a bar would require a zone change. The concern about overflow parking and increased traffic prompted some neighbors at the facilitated meeting to request no-parking signs on Prospect Avenue as well as Mesilla Street. No-parking signs would have to be approved by the City's Traffic Operations Department.

A letter was received by a neighbor to the south of the property that was concerned about the lack of a 6 foot wall separating the retail from the residential area and not having a cul-de-sac at the end of Prospect. The applicant is not planning on installing a cul-de-sac at the end of Prospect, but has agreed to provide a 6 foot high wall along the entire southern portion of the site that is adjacent to Prospect Avenue. No other correspondence was received concerning the project.

#### ***V. CONCLUSION***

This is a request for a site development plan for subdivision for Tract A, Blocks 16 & 17, Zuni Addition, a site of approximately 4 acres located on the south side of Menaul Boulevard, between Mesilla Street and Pennsylvania Street. The proposed site development plan for subdivision would void and replace the existing approved site development plan for building permit, creating a plan that would provide more flexibility and the ability to attract a variety of users. Future site development plans for building permit would be required to return to the Environmental Planning Commission (EPC) for review and approval. The EPC is hearing the case because development of an SU-1 zone may only occur in conformance with an approved site development plan. The applicant has provided a site development plan for subdivision with design standards.

A Facilitated Meeting was held on March 22, 2012. A letter of concern has been received from one neighbor. The applicant has attempted to address these concerns. Staff finds that the request furthers applicable Comprehensive Plan Goals and Policies. Staff is recommending approval with conditions.

***FINDINGS – 12EPC 40005, April 12, 2012, Site Development Plan for Subdivision***

1. This is a request for a site development plan for subdivision for Tract A, Blocks 16 & 17, Zuni Addition, a site of approximately 4 acres located on the south side of Menaul Boulevard, between Mesilla Street and Pennsylvania Street.
2. The proposed site development plan for subdivision would void and replace the existing approved site development plan for building permit, creating a plan that would provide more flexibility and the ability to attract a variety of users.
3. 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.
4. The EPC is hearing the case because development in an SU-1 zone may only occur in conformance with an approved site development plan. The applicant has provided a site development plan for subdivision with design standards.
5. The site is located in the Established Urban Area of the Comprehensive Plan, and is not located within any Sector or Area Plans.
6. 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.
7. The request furthers applicable policies of the Comprehensive Plan, including the following:
  - a. Policy II.B.5d – The request will respect existing neighborhood values by providing Design Standards that protect the neighborhood. Design Standards help to minimize negative effects through standards for proper architectural design, landscaping, lighting, pedestrian circulation, traffic circulation, and signage. The applicant has agreed to provide 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. The request also provides a site development plan for a site that has been vacant for several years.
  - b. Policy II.B.5i – The request will be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments. Design Standards have been provided to minimize any adverse effects.

- c. Policy II.B.5j – 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.
  - d. Policy II.B.5k – The request has been designed to minimize the harmful effects of traffic, and the livability and safety of established residential neighborhoods are protected 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 traffic calming through the site while still permitting neighborhood access.
  - e. 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 with Design Standards to help protect the neighborhood. Future site development plans for building permit will return to the EPC for review and approval.
  - f. 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. 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, provide a maximum F.A.R. of 0.75, and follow the modal hierarchy of transit and autos, pedestrians, and bikes.
  - g. Policy II.D.4g – 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.
  - h. Policy II.D.4p – The request will facilitate efficient, safe access and transfer capability between all modes. Future sidewalks will provide interior and exterior connections to buildings and the public sidewalks along Menaul and Mesilla.
  - i. Policy II.D.6b – The request will facilitate development of future businesses at the subject site.
8. A Facilitated Meeting was held on March 22, 2012 at 6:30 p.m. at the Inez Elementary School. Neighborhood concerns, as described by the facilitator, included the following: options for rerouting Prospect Avenue, additional separation between the retail and residential areas, alcohol sales and drinking and driving through the neighborhood or using the street as overflow parking, and the process regarding the property in 2008. The applicant has agreed to provide 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. The applicant will not be pursuing an alternate route for Prospect Avenue.



9. A letter was received by a neighbor to the south of the property that was concerned about the lack of a 6 foot wall separating the retail from the residential area and not having a cul-de-sac at the end of Prospect. The applicant is not planning on installing a cul-de-sac at the end of Prospect, but has agreed to provide a 6 foot high wall along the entire southern portion of the site that is adjacent to Prospect Avenue. No other correspondence was received concerning the project.

***RECOMMENDATION - 12EPC 40005, April 12, 2012, Site Development Plan for Subdivision***

**APPROVAL of 12EPC 40005, a request for a site development plan for subdivision, for Tract A, Blocks 16 & 17, Zuni Addition, based on the preceding Findings (and subject to the following Conditions of Approval.)**

***CONDITIONS OF APPROVAL - 12EPC 40005, April 12, 2012, Site Development Plan for Subdivision***

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. Design Standards, 1.Site Design, General, 10<sup>th</sup> bullet, shall include the following at the end of the first sentence “and a maximum of 42 inches.”
4. Design Standards, 1. Site Design, General, 11<sup>th</sup> bullet, the following shall be added as the last sentence, “A minimum 5 foot wide landscape buffer shall be provided between the wall and the public sidewalk. The landscape buffer shall contain trees spaced at least 30 feet on center.”
5. Design Standards, 1.Site Design, Circulation, 2<sup>nd</sup> bullet, the following shall be added as the last sentence, “All buildings shall be connected by sidewalk.”

6. Design Standards, 1.Site Design, Parking, 3<sup>rd</sup> bullet, shall include the following as the last sentence, “Parking shall not dominate the street frontage.”
7. Design Standards, 5. Landscape, 2<sup>nd</sup> bullet, first sentence, replace the words “where there is adjacent” with the words “that abut”. Design Standards 5. Landscape, 2<sup>nd</sup> bullet, second sentence, add the words “a minimum of 10 feet in width and shall be” in between the words “be” and “comprised”.
8. Design Standards, 6.Signage, 2<sup>nd</sup> bullet, be revised to read “Location, number and illumination of signs shall be per the C-2 Zone, Section 14-16-2-17(A)(10) of the Comprehensive City Zoning Code. Monument sign height shall not exceed 9 feet in height and shall have a maximum sign area of 50 square feet, except no signage shall be allowed along Prospect Avenue, across from residential development.”
9. Design Standards, 6.Signage, 3<sup>rd</sup> bullet, second sentence shall be revised to read “Building mounted signs shall not face residential development.”
10. Condition from Transit Department: The existing bus stop is to be relocated 280 east and Transit to require an 5’ wide x 20’ long easement for shelter, if needed, from the applicant. The proposed easement will be between the property and the sidewalk. 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.
11. Conditions from City Engineer, Municipal Development, and NMDOT:
  - a. Concurrent Platting Action required at Development Review Board (DRB).
  - b. A queuing analysis for the storage lengths will be determined at Site Development Plan for Building Permit for Manual’s proposed left turn lanes.
  - c. All proposed geometric improvements shown on the Site Plan for Subdivision must be noted as illustrative only or removed.
  - d. The proposed geometry for the Public Access Easement and driveways doesn’t appear to comply with the current DPM standards.
  - e. 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).
  - f. All easements need to be shown and labeled on Site Plan.
12. Conditions from Public Service Company of New Mexico

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- a. 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.
  - b. It is necessary for the applicant to contact PNM's New Service Delivery Department regarding electric service to this site and whether any modifications to the existing electric service to the site are necessary.
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***Randall Falkner  
Planner***

***Notice of Decision cc list:***

Sandra Jamison, ABQ-Park N.A., 7615 Leah Dr. NE, Albuquerque, NM 87110  
Alex Morgan, ABQ-Park N.A., 7414 Leah Dr. NE, Albuquerque, NM 87110  
Natasha Carty, Alvarado Park N.A., 5907 Princess Jeanne NE, Albuquerque, NM 87110  
Jane Cohn, Alvarado Park N.A., 1931 Palomas NE, Albuquerque, NM 87110  
Stephen Verchinski, Classic Uptown N.A., 2700 Espanola NE, Albuquerque, NM 87110  
Cara Gregory, Classic Uptown N.A., 2812 Alcazar St. 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  
Julie Jones, Jerry Cline Park N.A., 7625 Winter Ave., Albuquerque, NM 87110  
Ron Goldsmith, Jerry Cline Park N.A., 1216 Alcazar St. NE, Albuquerque, NM 87110  
Barbara Lohbeck, Mark Twain N.A., 1402 California NE, Albuquerque, NM 87111  
Charlotte Rode, Mark Twain N.A., 1409 California NE, Albuquerque, NM 87110  
Winnie Schmidt, Quigley Park N.A., 2916 Cuervo Dr. NE, Albuquerque, NM 87110  
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, Albuquerque, NM 87110-7122  
Virginia Kinney, Winrock South N.A., 7110 Constitution Ave. NE, Albuquerque, NM 87110-7122  
Bill Hoch, District 7 Coalition of N.A.'s, 813 Calle Del Corte NE, Albuquerque, NM 87110  
Lynne Martin, District 7 Coalition of N.A.'s, 1531 Espejo NE, Albuquerque, NM 87112

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## CITY OF ALBUQUERQUE AGENCY COMMENTS

### PLANNING DEPARTMENT

#### Zoning Enforcement

The submitted plan complies with the requirements of a Site Development Plan for Subdivision. The proposed site and building Design Regulations comply with the Comprehensive city Zoning Code and are enforceable.

#### Office of Neighborhood Coordination

*Uptown NA List consisting of the following: ABQ-Park NA (R), Alvarado Park NA (R), Classic Uptown NA (R), 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*

2/27/12 – Recommended for Facilitation – siw

2/28/12 – Assigned to Jessie Lawrence – sdb

3/8/12 – A Facilitated Meeting has been scheduled for Thursday, March 22, 2012 at 6:30 p.m. at the Inez Elementary School – Cafeteria, 1700 Pennsylvania St. NE - siw

#### Long Range Planning

The SU-1 zone already gives community members and surrounding property owners an opportunity to comment on future development at this site.

The design standards are fairly comprehensive and will help to insure quality development on the site.

### Transportation Development (City Engineer/Planning Department):

#### Site Development Plan for Subdivision:

- Concurrent Platting Action required at Development Review Board (DRB).
- A queuing analysis for the storage lengths will be determined at Site Development Plan for Building Permit for Manual's proposed left turn lanes.
- All proposed geometric improvements shown on the Site Plan for Subdivision must be noted as illustrative only or removed.
- The proposed geometry for the Public Access Easement and Menaul Blvd driveways doesn't appear to comply with the current DPM standards.
- 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 easements need to be shown and labeled on Site Plan.

### Hydrology Development (City Engineer/Planning Department):

#### Site Development Plan for Building Permit:

- Hydrology has no objection.

### Transportation Planning (Department of Municipal Development):

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

**Traffic Engineering Operations (Department of Municipal Development):**

- No comments received.

**Street Maintenance (Department of Municipal Development):**

- No comments received.

**New Mexico Department of Transportation (NMDOT):**

- No comments received.

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

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

1. Concurrent Platting Action required at Development Review Board (DRB).
2. A queuing analysis for the storage lengths will be determined at Site Development Plan for Building Permit for Manual's proposed left turn lanes.
3. All proposed geometric improvements shown on the Site Plan for Subdivision must be noted as illustrative only or removed.
4. The proposed geometry for the Public Access Easement and driveways doesn't appear to comply with the current DPM standards.
5. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
6. All easements need to be shown and labeled on Site Plan.

***WATER UTILITY AUTHORITY***

***Utility Services***

***ENVIRONMENTAL HEALTH DEPARTMENT***

***Air Quality Division***

***Environmental Services Division***

***PARKS AND RECREATION***

***Planning and Design***

***Open Space Division***

**City Forester**

***POLICE DEPARTMENT/Planning***

***SOLID WASTE MANAGEMENT DEPARTMENT  
Refuse Division***

***FIRE DEPARTMENT/Planning***

***TRANSIT DEPARTMENT***

|                            |  |
|----------------------------|--|
| Adjacent and nearby routes | Route #8, Menaul route, passes the site on Menaul Blvd.  |
| Adjacent bus stops         | Existing bus stop on Menaul, 20' west from the Southwest corner of Menaul and Prospect intersection, serving the above-mentioned route in eastbound direction.   |
| Site plan requirements     | The existing bus stop is to be relocated 280 east and Transit to require an 5' wide x 20' long easement for shelter, if needed, from the applicant. The proposed easement will be between the property and the sidewalk. 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 | None.  |
| Other information          | None.  |

***COMMENTS FROM OTHER AGENCIES***

***BERNALILLO COUNTY***

***ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY***

Reviewed, no comment.

***ALBUQUERQUE PUBLIC SCHOOLS***

This development will have no adverse impacts to the APS district.

***MID-REGION COUNCIL OF GOVERNMENTS***

***MIDDLE RIO GRANDE CONSERVANCY DISTRICT***

***PUBLIC SERVICE COMPANY OF NEW MEXICO***

1. It is the applicant's obligation to determine if existing utility easements cross the property and to abide by any conditions or terms of those easements.
2. It is necessary for the applicant to contact PNM's New Service Delivery Department regarding electric service to this site and whether any modifications to the existing electric service to the site are necessary.