



**Environmental
Planning
Commission**

**Agenda Number: 3
Project Number: 1000572
Case #'s: 07EPC 40064
November 15, 2007**

Staff Report

Agent	MW Development, LLC
Applicant	Consensus Planning
Request(s)	Amendment to the Site Development Plan for Subdivision
Legal Description	Tract B, the Presidio
Location	Copper Ave NE between Eubank Blvd NE and Morris St NE
Size	Approximately 19 acres
Existing Zoning	SU-1 for IP
Proposed Zoning	No change

Staff Recommendation

APPROVAL of 07EPC 40064, based on the findings on page 11, and subject to the conditions of approval on page 12.

Staff Planner

Randall Falkner, Planner

Summary of Analysis

This is a request to amend an approved Site Plan for Subdivision for a 18.99 acre property located south of I-40, west of Morris Street NE, north of the proposed Presidio residential development and Chico Road, and east of Copper Avenue and the Towne Park Plaza Shopping Center. The proposed development is a commercial infill project with two restaurant pad sites and a hotel site. Redevelopment of an existing building (the old Siemen's factory) into commercial/office space has already been approved. This amendment proposes to rearrange the land uses on the site by moving one of the restaurant pad sites from the northeast corner to the northwest corner, and moving the hotel site from the northwest corner to the northeast corner.

Staff finds that the request to amend the approved site plan for subdivision generally meets Zoning Code requirements for such a plan and also further applicable plans and policies in the Albuquerque/Bernalillo County Comprehensive Plan. There is no known neighborhood or other opposition to the request and staff recommends approval with conditions.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 10/8/2007 to 10/24/2007. Agency comments were used in the preparation of this report and begin on page 15.

AREA CHARACTERISTICS AND ZONING HISTORY

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 IP	Established Urban	Manufacturing (currently vacant)
<i>North</i>	NA	Established Urban	Interstate Highway 40
<i>South</i>	SU-1 for PRD	Established Urban	Vacant, The Presidio, a planned Condominium and Townhouse Community
<i>East</i>	R-2, R-T	Established Urban	Morris Street, apartments and duplexes
<i>West</i>	SU-1 for C-1 Permissive Uses	Established Urban	Commercial (Towne Park Plaza Shopping Center)

Background, History and Context

This is a request to amend an approved Site Plan for Subdivision for a 18.99 acre property located south of I-40, west of Morris Street NE, north of the proposed Presidio residential development and Chico Road, and east of Copper Avenue and the Towne Park Plaza Shopping Center (which contains a Wal-Mart Super Center, Karl Malone Toyota, and Sam’s Club). The property is zoned SU-1 for IP and is Lot B, The Presidio Subdivision. The proposed development is a commercial infill project with two restaurant pad sites and a hotel site. Redevelopment of an existing building (the old Siemen’s factory) into commercial/office space has already been approved. This amendment proposes to rearrange the land uses on the site by moving one of the restaurant pad sites from the northeast corner to the northwest corner, and moving the hotel site from the northwest corner to the northeast corner. The second restaurant pad will remain adjacent to the hotel site on the northeast corner.

The subject site is part of a 180 acre tract that was zoned SU-1for IP in 1970 (Z-69-109). A site plan for building permit was approved in 1970 for the GTE Lenkurt manufacturing plant. This case facilitated the development of the Siemen’s factory, approximately 198,000 square feet in size. Though the approximately 42 acre subject site has remained vacant, the rest of the tract has been developed into the Towne Park Subdivision (Z-81-89), the Towne Park Shopping Center (Z-90-21) and a Home Base Store (Z-93-101) that subsequently became a car dealership (Karl Malone Toyota).

In October 1998, the EPC approved a site development plan for subdivision that created eight lots on the subject site (Z-98-114). This plan, which preserved the office/manufacturing building,

included a 20-screen movie theater and six other pads for a hotel/restaurant, office and restaurants. At the same hearing, the EPC approved a site development plan for building permit for the movie theater. The DRB subsequently approved the site development plan for subdivision/IP master plan in January 1999 (DRB-99-17). In January 2001, an administrative amendment for remodeling the existing office/manufacturing building on Lot 1 was approved (AA-99-15). The DRB approved extensions of the subdivision improvement agreement (SIA) in 2000 and 2004.

On January 19, 2006, the EPC approved a zone map amendment request (from SU-1 IP to SU-1 PRD) and site development plan for The Presidio, a 256 unit town home/condominium project. On November 16, 2006, the EPC approved an amendment to the site development plan to facilitate a land trade, improve access to the rear of the old Siemen's building, and provide a landscape buffer along the southern boundary of the industrial park.

An administrative amendment was approved for the Siemen's building of the site on March 2, 2007. The amendment was to facilitate the remodeling of the existing building, new building facades, a new partial second floor, and new truck docks. In addition, the site was replatted into one large lot, The Presidio, Tract B; however, the northeast and northwest corners remained vacant. The purpose of the current request is to subdivide the northern portion of Tract B into 5 tracts and to provide design standards for tracts B-1, B-2, and B-3 in order to delegate future site plans for building permits to the DRB.

Long Range Roadway System

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

The Long Range Roadway System designates Eubank Boulevard NE as a Principal arterial, with a right-of-way of 156'.

The Long Range Roadway System designates Copper Avenue as a Collector street, with a right-of-way of 68'. However, Copper Avenue east of Eubank runs into a private roadway north of the existing site.

Both Morris Street and Chico Road are unclassified local streets.

Public Facilities/Community Services

Transit: ABQ Ride Route #2, Eubank, passes the subject site about 0.35 miles to the west. This all-day route operates seven days a week. Route #66, Central, is also an all-day route that operates from early morning until night, seven days a week, with slightly fewer hours on Sunday.

Police: The Southeast Area Command Substation, at 800 Louisiana Blvd. SE, provides police coverage.

Fire: Fire Station #12, just northwest of Central Avenue and Juan Tabo Blvd., provides fire coverage.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

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

Albuquerque Comprehensive Zoning Code

The 19 acre subject site is zoned SU-1 for IP, which allows permissive and conditional uses of the IP zone. The IP zone provides for a wide range of industrial and commercial uses. 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. The SU-1 designation requires that the EPC review a site development plan.

Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in an area that the Albuquerque/Bernalillo County Comprehensive Plan has designated as Established Urban. The Comprehensive Plan goal of Developing and Established Urban Areas is “to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas and life styles, while creating a visually pleasing built environment.” Applicable policies include:

Land Use Policies-

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

Switching the locations of the restaurant and hotel sites will contribute to creating a full range of urban land uses in the area. The site is surrounded by medium and higher residential development to the south and east and by high-intensity commercial development to the west. The proposal furthers Policy II.B.5a-full range of urban land uses.

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

Neighborhood values will be respected by relocating the restaurant and hotel to more appropriate locations on the subject site. The restaurant will be closer to the Towne Park Plaza Shopping Center, and its many employees. This will provide the option for employees and neighborhood residents to walk to a nearby restaurant, instead of driving. This area is already congested with the many vehicles traveling in and out every day. This proposal furthers Policy II.B.5d.

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

The subject site is in an area that has been mostly all developed. Existing urban facilities and services can accommodate new growth for both the hotel and restaurant locations, and can use these services without disrupting the integrity of existing neighborhoods. The project is also a good example of urban infill. The Presidio residential community to the south is currently under development. The new buildings will provide a buffer between I-40 and the Presidio residential development. The proposal furthers Policy II.B.5e-programmed facilities/neighborhood integrity.

Policy II.B.5l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the plan area.

The design standards do not subscribe to any particular architectural style. Building materials include brick, stone, and stucco. Building colors will be earth tones, shades of yellow, ochres, browns, dull reds, and grey greens. Roofs will be copper or copper colored metal roofing, clay or concrete tile, and single membrane for flat roof areas. Buildings in Copper Pointe should blend in sufficiently with the neighboring Towne Parke and Presidio residential development, yet be different enough to offer some variety. Policy II.B.5l is furthered because the applicant has provided a set of design standards that are intended to enhance the aesthetics of the development and aid in reinforcing the street edge and pedestrian environment.

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

The applicant cites Policy II.B.5o and states that the proposed zone change “would facilitate redevelopment of a site in an older established neighborhood, one that is located within the 1960 City boundary”. The proposal is for re-use of the subject site but the development is entirely new. Redevelopment is distinct from entirely new development because it reuses or reconstructs buildings and neighborhoods. The proposed development will not be reusing or reconstructing any buildings, as the buildings will be brand new. The intent of Policy II.B.5o is to facilitate redevelopment and rehabilitation of older neighborhoods mostly in the Central Urban Area, though it is also listed under the Developing and Established Urban chapter. Policy II.B.5o does not apply to the proposal.

Economic Development Policies-

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

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

The new restaurant and hotel will increase employment and diversify economic development in the area. The subject site is adjacent to residential areas, which will help balance the job to housing ratio in the area. This proposal furthers the Economic Development Goal and Policy.

ANALYSIS OF SITE DEVELOPMENT PLAN FOR SUBDIVISION/BUILDING PERMIT

Site Plan Layout / Configuration

The subject site consists of Commercial Pad Site Tracts B-1, B-2, B-3, and B-5, which total 19 acres. Tract B-4 includes the existing private roadway that serves as the main access road for the commercial tracts. Tract B-5 is the old Siemen's building which is currently under construction. Tract B-1 is currently the hotel pad site, which is proposed for the restaurant pad site. Tract B-2 is currently the other restaurant pad site, and Tract B-3 is currently a restaurant pad site, which is proposed for the hotel pad site. Tract B-1 is separated from Tracts B-2 and B-3 by the parking lot that serves the Siemen's building. The 2007 Site Plan for Administrative Amendment indicates that the buildings on Tracts B-2 and B-3 will be connected to Tract B-1 via a tree-lined sidewalk on the south side of the private roadway and a jogging path on the north side of the same roadway. The current proposal should include the same features as the 2007 Administrative Amendment in order to provide a cohesive development. The entrance to the building currently under construction (Tract B-5) faces north towards I-40. The Design Standards indicate that buildings in the commercial areas of Copper Pointe will be oriented to face the extension of Copper Avenue (private roadway to the north adjacent to I-40).

To the west of the subject site are commercial buildings including Wal-Mart, Pet's Smart, Sam's Club and Karl Malone Toyota. The Wal-Mart, Pet's Smart, and Sam's Club are all oriented towards Eubank Boulevard and face west, with the back of their buildings facing east towards the subject site. The majority of the parking for these big commercial developments are found between the buildings and Eubank Boulevard. However, there is a small strip of parking found directly behind the Wal-Mart that abuts Tracts B-1 and B-5 of the subject site.

The maximum building height for Tract B-1 is 1-story, 22 feet, while Tracts B-2 and B-3 shall be in accordance with the provisions of the IP Zone. The IP Zone has the following height restrictions: structure height and width shall fall within 45 degree angle planes drawn from the horizontal at the mean grade along each boundary of the premises, but a structure shall not exceed a height of 120 feet. Residents along Morris Street will be affected by the building heights of Tracts B-2 and B-3. Tract B-3, which is designated for the hotel site, would have the most impact on residential properties to the east. The restriction on building height in the IP zone will make it difficult for the building to be very high, because Tract B-3 is only 71,212 square feet. Design Standards state that the Floor Area Ratio (FAR) will be .60 for Tract B-3, and .30 for Tracts B-1, B-2, B-4, and B-5. The FAR for the proposed hotel site (Tract B-3) is .60 because it will be a development with higher density.

Minimum setbacks per the IP Zone are: front-yard setback not less than 20 feet, side-yard setback not less than 10 feet, and rear-yard setback of not less than 10 feet. The proposed height and setbacks comply with IP zoning regulations (Section 14-16-2-19) in the City Zoning Code.

The Design Standards state that all refuse containers shall be fully screened from public view by an enclosure, and materials used for the enclosure shall be compatible with the building materials and architecture. No refuse enclosures shall face the extension of Copper Avenue or I-40. Service/loading areas shall be screened from public view by walls, trellises, or landscaping, and service areas adjacent to residential zones shall be screened.

Walls/Fences

The design standards state that all walls shall comply with the Wall Regulations in the Comprehensive City Zoning Code. Design standards specify that site walls be constructed of materials which match the predominant material of the building to which they are adjacent, that no site walls exceed 6 feet (except for screen walls that hide equipment and operations in shipping and receiving areas), that site walls be constructed of cast stone, brick, masonry finished with stucco, or combination thereof, with the exposed materials being the same as those used on the existing building. There are also design standards for perimeter walls and screening.

Vehicular Access, Circulation and Parking

Vehicular access is provided through Copper Avenue east of Eubank, which connects the site with the Towne Park Plaza shopping center. After Copper Avenue ends, the vehicle can access a private roadway which is Tract B-4, and directly south of I-40. The private roadway allows access to Tract B-1 (the proposed future restaurant site) on the northwest side of the site and to Tracts B-2 and B-3 on the far east side of the site. When construction is completed on Tract B-5, there will be four different access points to get to the old Siemen's Building and the parking lot.

Parking shall be provided per Zone Code 14-16-3-1, Off-Street Parking Regulations. Design Standards state that to lessen the visual impact of the parking area, parking facilities shall be broken up into a series of smaller areas, handicapped parking spaces shall be provided adjacent to building entries, the total maximum amount of parking provided shall meet parking requirements in the City Zoning Code plus 10 percent, parking for all Copper Pointe tenants will be shared, a cross access agreement shall be part of the platting process, and structures and on-site circulation should be located to minimize pedestrian/vehicle conflicts. Pedestrian connections to buildings and segmentation of parking areas by pedestrian walkways are also addressed in the Design Standards.

Pedestrian and Bicycle Access and Circulation, Transit Access

There is pedestrian and bicycle access to the subject site from Copper Avenue. Bicycle/Pedestrian overpasses at Eubank Boulevard NE and Morris Street NE facilitate crossing

I-40. Users of the Eubank overpass can access the subject site at the Copper Avenue entrance. Users of the Morris overpass can use the dedicated bicycle and pedestrian gate near the emergency entrance.

A bicycle route runs along Morris Street NE past the subject site and across the overpass. A multi-use trail runs just north of the subject site and south of I-40. This multi-use trail connects Tramway Boulevard to Moon Street. There is a bicycle route along the portion of Chico Road NE between Eubank Boulevard NE and Morris Street NE. The March 2007 Administrative Amendment shows a future jogging path on the far north side of the existing private roadway (Tract B-4, which along with Tract B-5 were previously approved administratively), just south of I-40. This jogging path should link with the multi-use trail that runs between Eubank Boulevard NE and Morris Street NE. There should be access points connecting the jogging path and the multi-use trail.

Design Standards state that secure bicycle racks shall be located near building entrances. The minimum number of bicycle racks shall be determined by the number of parking spaces provided, consistent with the City Zoning Code (14-6-3-1). Pedestrian crossings will be a minimum of 6', and will be clearly demarcated with colored textured paving where they cross vehicular entrances and drive aisles.

The subject site is well-served by transit. ABQ Ride Route #2, Eubank, is approximately 0.35 miles to the west. This is an all-day route that operates seven days a week with fewer hours on Saturday and Sunday. The subject site is also fairly close to Central Avenue, which has the most frequent transit service in the City. Route #66, Central, is an all-day route that operates from early morning until night, seven days a week, with slightly fewer hours on Sunday.

The Design Standards also require that future employers with more than 80 employees set up a Transportation Demand Management (TDM) program. The purpose is to provide employees with alternatives to the single-occupancy vehicle as a means to commute from home. The TDM section highlights six different elements that would be part of a TDM program at Copper Pointe.

Lighting and Security

All lighting shall comply with Section 14-6-3-9 of the Comprehensive City Zoning Code. The maximum mounting height of luminaries for pedestrian scale shall be 16 feet in height. The lighting in the Design Standards conforms to the Zoning Code, except for the Zoning Code requires that the maximum height of a light pole shall be 16 feet within 100 feet of a residential zone, while the Design Standards states that the maximum height of a light pole shall be 16 feet within 70 feet of a residential zone. The more restrictive of the two standards, within 100 feet of a residential neighborhood shall apply. Both Tracts B-2 and B-3 are adjacent to single and multi-family housing to the east on Morris Street

While the specific location of lighting fixtures and a lighting legend is provided in the administrative amendment (approved in March 2007), this amendment specifically refers to the old Siemen's building on Tract B-5. There was no specific location of lighting fixtures or a

lighting legend on the site plan for Tracts B-1, B-2, or B-3. All of the information referring to lighting for these tracts is found in the accompanying Design Standards.

Landscaping

The Landscape section of the Design Standards generally complies with the City's Water Conservation Ordinance and Pollen Ordinance by emphasizing plants that do not use excessive amounts of water or that emit too much pollen. The exception was one shrub (Spartan Juniper) that has a high allergy potential. The plant palette in the Design Standards also complies for the most part with Landscape Plan that accompanied the 2007 Administrative Amendment. Almost all of the trees, shrubs/groundcovers, and ornamental grasses were the same. The only differences between the two were the following: the Chitalpa tree, Heavenly Bamboo, Yaupon Holly, Crape Myrtle, Blue Grama Grass, and Buffalo Grass were not shown on the 2007 Administrative Amendment. The only plants that were on the Administrative Amendment, but not on the Design Standards were the Modesto Ash, Deodar Cedar, Boston Ivy, Trumpet Vine, and Wisteria.

The 2007 Administrative Amendment shows a variety of trees and shrubs buffering I-40 and along both sides of a future jogging trail. Tracts B-1, B-2, and B-3 should also have a variety of trees and shrubs buffering I-40, and along both sides of the future jogging trail. Design Standards should specify that street trees shall be provided along the existing private roadway.

Zoning Code Section 14-16-3-10-G-3 states that all landscape areas 36 square feet or greater shall be covered with live vegetative material over at least 75% of the required landscape area. The site plan does not note the requirement. The site plan should note that coverage is calculated from the mature spread of the plants. Tree canopies do not count. This requirement is noted on the Landscape Plan that accompanies the 2007 Administrative Amendment.

The minimum acceptable sizes of plants at the time of planting in the Design Standards comply with Section 14-6-3-10, Landscaping Regulations, in the City Zoning Code. The minimum plant size at time of installation are 2 inch calipers for trees, 1 gallon shrubs and groundcovers, and turf grasses to provide complete general ground coverage within one growing season after planting. The Design Standards state that the maintenance of the irrigation system and the landscape shall be the responsibility of the property owner.

Public Outdoor Space

Common areas in the Design Standards indicate that open courtyard designs shall be employed in order to form transitions between parking areas and building facades on the commercial parcels. Building access and entries must be easily accessible from the surrounding buildings and should be visible from the street through open passages. Freestanding restaurants should provide outdoor patios and shall be shaded by trees and/or a shade structure that is architecturally integrated with building architecture.

Grading, Drainage, Utility Plans

The Design Standards state four different ways to minimize the visual impact of utilities through screening and the use of compatible architectural materials. The Design Standards cover electric distribution lines, transformers, utility pads, telephone boxes, above-ground backflow prevention devices, pre-fabricated fiberglass enclosures, and cellular antennas.

A grading and drainage plan will be required as part of the SPBP to be approved by the DRB. The drainage is relatively flat and does not present a problem for this request.

Architecture

All of the exterior materials and colors employed in the future construction of buildings and improvements on Copper Pointe commercial pads shall be complementary to those used in the redevelopment of the Siemen's building. Brick, stone and stucco will be the building materials used. Brick will be the primary building material for a minimum of 40% of the exterior, stone shall not comprise more than 20% of the exterior, and stucco can be used as an accent feature and shall not comprise more than 40% of the exterior construction. Prohibitive materials include exposed, untreated precision block or wood walls, highly reflective surfaces, chain link fence or barbed wire, metal paneling, and materials with high maintenance requirements. Design Standards should specify the materials with high maintenance requirements, such as wood and canvas. Building colors will be earth tones, shades of yellow, ochres, browns, dull reds, and grey greens. Roof materials that are permissive include copper or copper colored metal roofing, clay or concrete tile, and single membrane for flat roof areas. Roof colors will be yellow ochres, browns, earth tones, and dull reds. Very light and very dark colors should be avoided.

Appropriate column forms are square stucco, round stucco, painted/exposed steel, masonry, and round classical with smooth shafts in Doric or simple contemporary order. Column forms that are not allowed are Corinthian, Ionic, Tuscan, and Egyptian.

Signage

Signage for Copper Pointe will be consistent with Section 14-16-3-5 (C) of the Comprehensive City Zoning Code. In the case where there is a conflict between the Design Standards for Copper Pointe and City regulations, the more restrictive shall apply. A gateway sign at the private roadway easement and monument signs at the two main entrances to the Siemen's site were approved in the March 2007 Administrative Amendment. The Design Standards specify permitted and prohibited material types.

In section VI of the revised Design Standards the applicant skipped number three and left out the following: "The developer shall provide project entry signs to create a sense of arrival and to contribute to the unique identity of the project. These signs shall be on private property and shall be maintained by the property owner." The applicant should re-number section VI signage. In section VI.2 (Signage and Graphics) of the Design Standards, it states that "All signage for individual commercial sites shall be coordinated in order to have the same appearance (height,

color, material, text height and style, etc.).” However, the proposed signs in Copper Pointe are nearly double the height of the Siemen’s signs. All signage of the proposed new buildings (Tracts B-1, B-2, and B-3) should be consistent with the signage of the Siemen’s building (Tract B-5).

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

City Departments and other interested agencies reviewed this application from 10/8/2007 to 10/24/2007. Agency comments begin on page 13. Comments from Albuquerque Public Schools do not apply since the development is not residential and therefore will not increase overcrowding in any of the schools in the area. PNM commented that gas service will have to be extended from off-site to get to this project and that any changes or realignment of the existing UG or OH distribution lines will be at the customer’s expense.

NEIGHBORHOOD/PUBLIC CONCERNS

The Neighborhood Association that would be affected by this request is Princess Jeanne. No facilitated meeting was requested and no comments have been received.

CONCLUSIONS

This is a request to amend an approved Site Plan for Subdivision for a 18.99 acre property located south of I-40, west of Morris Street NE, north of the proposed Presidio residential development and Chico Road, and east of Copper Avenue and the Towne Park Plaza Shopping Center. The proposed development is a commercial infill project with two restaurant pad sites and a hotel site. Redevelopment of an existing building (the old Siemen’s factory) into commercial/office space has already been approved. This amendment proposes to rearrange the land uses on the site by moving one of the restaurant pad sites from the northeast corner to the northwest corner, and moving the hotel site from the northwest corner to the northeast corner.

Staff finds that the request to amend the approved site plan for subdivision generally meets Zoning Code requirements for such a plan and also further applicable plans and policies in the Albuquerque/Bernalillo County Comprehensive Plan. There is no known neighborhood or other opposition to the request and staff recommends approval with conditions.

FINDINGS – 07EPC 40064, 11/15/07

1. This is a request to amend an approved Site Plan for Subdivision for Tract B, the Presidio, a 18.99 acre property located south of I-40, west of Morris Street NE, north of the proposed Presidio residential development and Chico Road, and east of Copper Avenue and the Towne Park Plaza Shopping Center.
2. This is a 3-part request: **1)** to rearrange the land uses on the site by moving one of the restaurant pad sites from the northeast corner to the northwest corner, and moving the hotel site from the northwest corner to the northeast corner; **2)** to subdivide the northern portion of Tract B into five tracts; and **3)** to provide design standards for tracts B-1, B-2, and B-3 in order to delegate future site plans for building permits to the DRB. Tracts B-1 and B-2 will contain restaurant uses, Tract B-3 will contain a hotel, Tract B-4 is an existing private roadway, and Tract B-5 contains an existing building that was formerly used for manufacturing.
3. An Administrative Amendment of the site development plan was approved in March of 2007 to redevelop the existing building on Tract B-5 into commercial/office space. The subject request does not involve Tract B-5.
4. The subject site does not lie within the boundaries of any area or sector plans.
5. Pursuant to Zoning Code Section 14-16-1-5, Definitions, the minimal elements of a site development plan for subdivision are: the site, proposed use, pedestrian and vehicular ingress and egress, any internal circulation requirements, maximum height, minimum setback, and nonresidential uses' maximum floor area ration (FAR). The request includes all of the essential elements of a site development plan for subdivision, including design standards.
6. The following Comprehensive Plan policies for Developing and Established Urban Areas support the proposal:
 - Policy II.B.5a – full range of urban land uses
 - Policy II.B.5d – neighborhood values/natural environmental conditions
 - Policy II.B.5e – programmed facilities/integrity of neighborhoods
 - Policy II.B.5l – design innovation/area appropriateness
7. The Comprehensive Plan Policy II.B.5o (redevelopment and rehabilitation of older neighborhoods) for Developing and Established Urban Areas does not support the proposal. The proposal is for re-use of the subject site, but the development is entirely new. Redevelopment is

distinct from entirely new development because it reuses or reconstructs buildings and neighborhoods. The proposed development will not be reusing or reconstructing any buildings, as the buildings will be brand new. The intent of Policy II.B.5o is to facilitate redevelopment and rehabilitation of older neighborhoods mostly in the Central Urban Area, though is also listed under the Developing and Established Urban chapter.

8. The Comprehensive Plan Policy II.D.6a for Economic Development supports the proposal. The new restaurants and hotel will help to increase employment and diversify economic development in the area.
9. The Princess Jeanne Neighborhood Association was notified of this request. No facilitated meeting was requested and no comments have been received.

RECOMMENDATION - 07EPC 40064, November 15, 2007

APPROVAL of 07EPC 40064, an amendment to the Site Development Plan for Subdivision, for all or a portion of Lot B, The Presidio, zoned SU-1 for IP, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL – 07EPC 40064, November 15, 2007

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. Add a third General Note on the Site Plan for Subdivision to read “Site Development Plans for Building Permit for Tracts B-1, B-2, and B-3 shall be delegated to the DRB and shall comply with the attached design standards.”

4. Amend Design Standard I.E.2 to insert “such as wood, canvas, etc.” after material with high maintenance requirements.

5. Pedestrian/Bicycle Access and Circulation:
 - a. The future jogging path shall link with the multi-use trail that runs between Eubank Boulevard and Morris Street. There should be access points connecting the jogging path and the multi-use trail. A future jogging path is shown on the March 2007 Administrative Amendment on the far north side of the existing private roadway (Tract B-4), just south of I-40.
 - b. Amend Design Standard III.B to include General Note 32 from the 1999 Site Plan for Subdivision which reads “Connection to the existing bike trail along the north property line in the Interstate 40 ROW will be via 10’ wide asphalt paths at the northeast corner by the pedestrian bridge and at the northwest corner just inside the west property line.”

6. Landscaping:
 - a. Tracts B-1, B-2, and B-3 shall have a variety of trees and shrubs to buffer I-40, and along both sides of the future jogging trail.
 - b. Amend Design Standard II.1 to insert “along the existing private roadway” between “provided” and “at”.
 - c. Zoning Code Section 14-16-3-10-G-3 states that all landscape areas 36 square feet or greater shall be covered with live vegetative material over at least 75% of the required landscape area. The site plan does not note the requirement. The site plan should note that coverage is calculated from the mature spread of the plants. Tree canopies do not count. This requirement is noted on the Landscape Plan that accompanies the 2007 Administrative Amendment.
 - d. The Landscape section of the Design Standards should not include the Spartan Juniper under Shrubs/Groundcover, because it has a high allergy potential.

7. Amend Design Standard IV.4 to replace “70 feet” with “100 feet”. This complies with Section 14-16-3-9 of the City Zoning Code and is the more restrictive of the two lighting standards.

8. Signage on Tracts B-1, B-2, and B-3 shall be consistent with the 2007 Administrative Amendment, which limits signs to 8 feet. This is being consistent with Design Standard VI.2 which reads “All signage for individual commercial sites shall be coordinated in order to have the same appearance (height, size, color, material, text height and style, etc.).”

9. Conditions of approval from the City Engineer, Municipal Development, Water Authority, and NMDOT for the proposed Site Development Plan are:
 - a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
 - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
 - c. A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff for previous EPC submittals. However, a trip generation comparison for the current EPC submittal is required.
 - d. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
 - e. Provide cross access agreement between subdivided properties.
Site plan shall comply and be designed per DPM Standards.
-
-

***Randall Falkner
Planner***

cc: MW Development LLC, P.O. Box 27560, Albuquerque, NM 87125
Consensus Planning, Inc., 302 8th St. NW, Albuquerque, NM 87102
Andrew Baughman, Princess Jeanne NA, 11112 Constitution Ave. NE, Albuquerque, NM 87112
Kathleen Jardine, Princess Jeanne NA, 1075 Betts NE, Albuquerque, NM 87112

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Reviewed: A note should be provided on the submittal indicating that only restaurants for on-premise consumption are allowed on the subject site.

- Setbacks:
Note on Sheet 1 should indicate that setbacks are per the I-P zone instead of the O-1 zone. The setbacks specified within the design guidelines are consistent with the I-P zone and not the O-1 zone.
- Architecture:
 - Add a note indicating that the buildings shall comply with Section 14-16-3-18, General Building & Site for Non-Residential Regulations.
 - Remove language under E.2., Materials prohibited, which reads, “materials with high maintenance requirements”
- Parking:
 - Add language, Parking shall comply with section 14-16-3-1, of the Comprehensive City Zoning Code
- Signage and Graphics
 - Add language, signage shall comply with Section 14-16-3-5, of the Comprehensive City Zoning Code.

Office of Neighborhood Coordination

Princess Jeanne NA (R)

Advanced Planning

It does not appear as though the applicant provided a signed copy of the original site plan approval.

The sign posting requirement box is not checked off on the sheet showing required elements for a submittal.

PUBLIC WORKS DEPARTMENT

Transportation Development (City Engineer/Planning Department):

- All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional

right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).

- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff for previous EPC submittals. However, a trip generation comparison for the current EPC submittal is required.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
- Provide cross access agreement between subdivided properties.
- Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- The Hydrology Section has no adverse comments regarding the Site Development Plan – Subdivision request.

Transportation Planning (Department of Municipal Development):

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

Traffic Engineering Operations (Department of Municipal Development):

- No comments received.

Street Maintenance (Department of Municipal Development):

- No comments received.

Utility Development (Water Authority):

- No comments received.

Water Resources, Water Utilities and Wastewater Utilities (Water Authority):

- No comments received.

New Mexico Department of Transportation (NMDOT):

- No comments received.

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT,

WATER AUTHORITY and NMDOT:

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

- f. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
- g. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- h. A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff for previous EPC submittals. However, a trip generation comparison for the current EPC submittal is required.
- i. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- j. Provide cross access agreement between subdivided properties.
- k. Site plan shall comply and be designed per DPM Standards.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

City Forester

PARKS AND RECREATION

Planning and Design

Open Space Division

POLICE DEPARTMENT/Planning

No crime prevention or CPTED comments at this time.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved on condition, will comply with all SWMD ordinances and requirements, and have required recycle area next to compactor.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

The Presidio, Lot B, is located on Copper Ave NE between Eubank Blvd NE and Morris St NE. The owner of the above property requests an amendment to the site plan for a subdivision that will consist of 256 dwelling units (townhouses and condominiums). The development will impact Tomasita Elementary School, Kennedy Middle School, and Manzano High School. All three schools are nearing capacity.

Loc No	School	2007-08 Projections	2006-07 Capacity	Space Available
363	Tomasita	423	516	93
427	Kennedy	478	650	172
530	Manzano	2,103	2,150	47

To address overcrowding at schools, APS will explore various alternatives. A combination or all of the following options may be utilized to relieve overcrowded schools.

- Provide new capacity (long term solution)
 - Construct new schools or additions
 - Add portables
 - Use of non-classroom spaces for temporary classrooms
 - Lease facilities
 - Use other public facilities
- Improve facility efficiency (short term solution)
 - Schedule Changes
 - Double sessions

- Other
 - Multi-track year-round
 - Float teachers (flex schedule)
- Shift students to Schools with Capacity (short term solution)
 - Boundary Adjustments / Busing
 - Grade reconfiguration
- Combination of above strategies

All planned additions to existing educational facilities are contingent upon taxpayer approval.

On April 2, 2007, Centex Homes entered into a **Pre-Development Facilities Fee Agreement** with the Albuquerque Public Schools to pay a facility fee for each residential unit that will be constructed in the subdivision. These fees will help with the construction and maintenance of new and existing schools within the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MPO staff have no comment on this project.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM has electric overhead facilities to serve this area along the Northern boundary of the project. Gas service will have to be extended from off-site to get to this project. There is an UG distribution line located on the west edge and an OH distribution line along the north edge of the property. Any changes or realignment of the existing UG or OH distribution lines will be at the customer's expense.