



**Environmental
Planning
Commission**

Agenda Number: XX
Project Number: 1000650
Case #: 07EPC 40083
December 20, 2007

Staff Report

Agent	George Rainhart Arch. & Assoc.
Applicant	NM Educators Federal Credit Union
Request	Site Development Plan for Building Permit
Legal Description	Tract 2-A Plat of Tracts 1-A, 2-A & 3-A, Lands of Lamonica & Wenk
Location	Southeast corner of South Coors Blvd. and Lamonica Rd. SW
Size	Approximately 1.55 acres
Existing Zoning	SU-1 for C-1 permissive uses and restaurant w/ full service liquor
Proposed Zoning	Same

Staff Recommendation

APPROVAL of 07EPC 40083, based on the findings on page 17, and subject to the conditions of approval on page 20.

Staff Planner

Carol Toffaleti, Planner

Summary of Analysis

This is a request for a site development plan for building permit for Tract 2-A Plat of Tracts 1-A, 2-A & 3-A, Lands of Lamonica & Wenk, an approximately 1.55 acre site located at the southeast corner of South Coors Boulevard and Lamonica Road SW. The applicant proposes to construct a 4,200 square foot bank with drive-thru lanes.

The proposal furthers a preponderance of applicable policies and complies with most applicable regulations. No adverse agency comments have been received, and there is no known neighborhood or other opposition. Staff recommendation is for approval with conditions.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 11/5/2007 to 11/28/2007. Agency comments were used in the preparation of this report and begin on page 24.

AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SU-1 for C-1 permissive uses and restaurant w/ full service liquor	Semi-Urban Area; West Side Strategic Plan (Rank II) & Southwest Area Plan (Rank II).	agricultural field
North	SU-1 C-1 permissive uses, package liquor associated w/ a grocery store, restaurant w/ full service liquor, a drive-up restaurant and a pharmacy drive-through	Semi-Urban Area; West Side Strategic Plan (Rank II) & Southwest Area Plan (Rank II).	Wal-Mart
South	A-1 (County)	Semi-Urban Area; Southwest Area Plan (Rank II).	agricultural field
East	A-1 (County)	Semi-Urban Area; Southwest Area Plan (Rank II).	agricultural field
West	A-1 (County)	Rural Area; West Side Strategic Plan (Rank II).	City of Albuquerque Open Space (Hubbell Oxbow)

Background, History and Context

This is a request for a site development plan for building permit for Tract 2-A Plat of Tracts 1-A, 2-A & 3-A, Lands of Lamonica & Wenk, an approximately 1.55 acre site located at the southeast corner of South Coors Boulevard and Lamonica Road SW. A 4,200 square foot bank with drive-through lanes is proposed.

The applicant, NM Educators Federal Credit Union (NMEFCU), has 10 full-service offices within the City of Albuquerque. The South Valley branch is a walk-in only office in the Albertson's supermarket at 1625 Rio Bravo Blvd. but wishes to relocate its South Valley operation to the subject site where it can also provide a drive-through service, which its members have been requesting.

The subject site is in the Semi-Urban Area of the Comprehensive Plan, in an Activity Center of the West Side Strategic Plan and within the Southwest Area Plan area.

The site was included in a 29.56 acre property annexed by the City in 1988 and zoned SU-1 for C-1 Permissive Uses & Restaurant with Full Service Liquor (Z-88-39/AX-88-7, 1/12/88). The property is connected to other areas within the City limits via the annexations of Coors Boulevard and Flora

Vista Avenue roadways. It comprises an island of incorporated land surrounded by unincorporated County lands.

In 1999, the Environmental Planning Commission (EPC) approved a zone map amendment to add package liquor sales associated with a grocery store and drive thru restaurant and pharmacy as permissive uses for the approximately 21 acre site north of Lamonica Rd. (Z-99-78, 1/18/2000). This action was limited to Lot 1-A and did not change the zoning of the subject site, Lot 2-A. An associated site development plan for building permit for a shopping center was also approved, but did not receive final sign-off at the DRB.

In 2003, the EPC approved a site development plan for subdivision and site development plan for building permit for this same 21-acre parcel (#1000650, 03EPC-01109 & -01110, 9/18/2003). The site plan proposed a 205,000 square-foot Super Wal-Mart on one of the tracts and a restaurant on the second tract. The EPC's decision was appealed, but upheld by the City Council. The Wal-Mart was subsequently built and has been operating since 2005. The second tract remains vacant.

A request for Special Use Permits for commercial uses and a planned development area on the 79-acre site to the south and east, Tract 3A2, was recently denied by the County Planning Commission (CSU-70022, 11/7/2007). The decision was appealed by the applicant on November 27, 2007. Prospects for future development in this area are therefore uncertain. The subject site is undeveloped and, visually, appears to be part of the alfalfa field on Tract 3A2. Further east on Lamonica Rd. is a single-family home.

The area located west of the subject site across Coors Blvd. is the Hubbell Oxbow, which is part of the City of Albuquerque Major Public Open Space (MPOS) Network. The Hubbell Oxbow was purchased by the City in 1999 and is managed by its Open Space Division. The Hubbell Oxbow site is maintained with agricultural uses in order to provide crops for wildlife habitat, particularly birds.

A Traffic Impact Study was submitted by the applicant and has been reviewed by the City Engineer, as reflected in the latter's comments and recommended conditions of approval.

Long Range Roadway System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies roadway projects in the 2030 Metropolitan Transportation Plan (2030 MTP, June 30, 2007). A privately funded project is identified for Sen. Dennis Chavez Blvd. northwest of the site.

The Current Roadway Functional Classification System in the 2030 MTP designates South Coors Blvd. as a Principal Arterial, with a right-of-way of 156'.

Lamonica Rd. is a local street.

Long Range Transit System

The Long Range Transit System in the 2030 MTP designates Coors Blvd. as a potential High Capacity Transit Corridor. Rio Bravo/Sen. Dennis Chavez Blvd., north of WalMart and approximately 1000' from the site, is also designated as a potential High Capacity Transit Corridor.

Long Range Bikeway System

The Long Range Bikeway System in the 2030 MTP designates pedestrian/bike improvements on Sen. Dennis Chavez Blvd. northwest of the site.

The Current Bikeway Functional Classification System in the 2030 MTP designates: an existing bike route on Sen. Dennis Chavez Blvd.; proposed bike lanes on Coors Blvd. and on Sen. Dennis Chavez/Rio Bravo Blvd.; and proposed bike trails on the west side of Isleta Drain and along Sen. Dennis Chavez/Rio Bravo Blvd..

Public Facilities/Community Services

ABQ Ride: Route 155 – Coors Blvd. Line operates 6 days a week between Cottonwood Mall and Valley Gardens (on Sunday it only operates as far south as Alamosa Community Center, which is not within walking distance of the site); Route 222 – Rio Bravo – Sunport operates weekdays between the Airport and Coors/Rio Bravo. A bus stop with a shelter and bus pull-out is located on Coors Blvd. in front of the WalMart and is in close proximity to the site.

Fire Station 3 on Barcelona Rd and the South Valley Sheriff Command Center on Coors Blvd. are in proximity to the site.

APS Navajo Elementary School is approximately 2/3 mile north of the site, on the east side of Coors Blvd.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

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

Albuquerque Comprehensive Zoning Code

Drive-in banking facilities are a permissive C-1 use if the vehicle movement plan is approved by the Traffic Engineer (Section 14-16-2-16 (A)(9)(b)).

Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in the area designated Semi-Urban by the *Comprehensive Plan* with a Goal to “maintain the character and identity of the Semi-Urban areas, which have environmental, social, or cultural conditions limiting urban land uses.” Applicable policies include:

Policy II.B.4.a: Development within the Semi-Urban area shown by a Plan map shall be consistent with development limitations imposed by topography, soil conditions, groundwater quality, agricultural potential, flood potential, scenic qualities, recreation potential and existing development; overall gross density shall be up to 3 dwelling units per acre.

The subject site poses no topographical, soil, or groundwater quality limitations. While the site could potentially have agricultural or recreational potential, it is not zoned for such activity. Flood potential is reduced through the use of on-site ponding areas. Scenic qualities are protected through the design review required by the SU-1 zone. No dwelling units are proposed. This request furthers this policy.

Policy b: Development in Semi-Urban areas shall include trail corridors, where appropriate, and shall be compatible with economic policies and historical and socio-cultural values, and shall maintain and integrate existing and new buildings and spaces of local significance into the community.

The subject site's location is not appropriate for a trail corridor, and the proposed development is compatible with economic policies. The proposed architecture reflects historical and socio-cultural values. The proposal will integrate a new building into the community. This request furthers this policy.

Policy c: The following policies shall govern industrial and commercial development in Semi-Urban areas:

- Neighborhood-scale rather than regional-scale commercial centers are appropriate.
- Strip commercial development is discouraged in favor of clustered commercial development.

...

This request furthers this policy by proposing a neighborhood-scale credit union. Because it is a free-standing building, it does not constitute a strip commercial development.

Activity Centers (Section II.B.7)

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

Policy a: Existing and proposed Activity Centers are designated by the Comprehensive Plan map (Figure 20)* where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services. Table 10 specifies policy objectives for each type of Activity Center. Policy objectives specific to this request are:

Table 10: Policy a: Types of Activity Centers

Community Activity Center description:

Purpose: Provides the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area.

- Service/Market Area:
 - Up to 3 miles
 - Serves population of 30,000+

- Access:
 - Very accessible by automobile
 - Located on minor & major arterial streets
 - Should provide main hub connecting to regional transit system
 - Community-wide trail network should provide access to center
 - The interior of the center should be very accommodating to the pedestrian, even within the predominantly off-street parking areas

- Land Uses:
 - Core Area: 15-16 acres + adjacent contributing uses
 - Limited floor area per building
 - Examples of typical uses: low-rise office, public & quasi-public uses (e.g. post office, library), entertainment (restaurants, theaters, etc.), hotel/motel, shelter care, medical facilities, education facilities, large religious institutions, medium density residential, middle/high school, senior housing, community or senior center, park-and-ride facility under certain conditions

- Scale:
 - Some larger parcels, but heavily punctuated with fine grain, smaller parcels; very walkable
 - 2-3 story; moderate floor area ratios (.3 to 1.0); connections between buildings and to sidewalks; more than one façade; buildings separate off-street parking from the street
 - Predominantly off-street parking; site circulation plan is important to avoid conflict between pedestrian and auto; parking in lots or structures; pedestrian paths between parking & bldg.; bicycle parking is encouraged
 - Public plaza/open space should be provided

The site is within the Coors/Rio Bravo Community Activity Center. The site meets the criteria for vehicular and transit access for this type of center, but not for pedestrian access as it is not

connected to a community-wide trail network nor to the other sites within the activity center. However, the City's Transportation Development Division has not required a trail connection. The proposal fits the land use and scale characteristics because the development is on a smaller parcel that complements the large WalMart store to the north. The service use will be in a low-rise building with off-street parking and pedestrian connections between sidewalks, parking areas and the building. This request partially furthers this policy.

Developed Landscape (Section II.C.8)

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

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

The proposed building, at a maximum height of 26', will not interfere with the visual environment. This request furthers this policy.

Policy II.C.8.d: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

The applicant is proposing landscaping within the public right-of-way. This request furthers this policy.

Transportation and Transit (Section II.D.4)

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

Policy II.D.4.a: 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.

The subject site is in a designated Express Corridor (Coors Blvd.). The objectives for Development Form in an express corridor include:

- Building Access from Street: Flexible.
- Building Setback: Based on Zoning Ordinance.
- Parking Location: Flexible.
- Parking Reductions: 10% allowed if transit stop available; shared parking allowed.
- Employment Density Targets for New Development: Flexible.
- Modal Hierarchy: Autos, transit, bikes, pedestrians.

This proposal conforms to most of these development form objectives. However, the excessive parking that is proposed is in conflict with the policy's intent to reduce parking areas. This request partially furthers this policy.

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

Pedestrian opportunities are integrated into the proposed development. However, primary consideration has been given to vehicular circulation in this case. This request partially furthers this policy.

Policy II.D.4.h: A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

The applicant has allowed sufficient space adjacent to the Lamonica Road right-of-way to allow for the addition of a bicycle lane that would connect the proposed Coors Boulevard bicycle lane with the proposed Isleta Drain bicycle trail. However, the City's Transportation Development division has indicated that this bicycle lane will not be required on Lamonica. This request furthers this policy.

Economic Development (Section II.D.6)

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

Policy g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

This request will add to the concentration of employment in this Activity Center thereby helping to balance the job/housing ratio and reducing the need to travel. This request furthers this policy.

Water Conservation/Green Principles

Water Management (Section II.D.2)

Goal: Efficient water management and use.

Policy II.D.2.a: Measures shall be adopted to discourage wasteful water use, such as extensive landscape water runoff to uncultivated areas.

The proposal shows runoff to landscaped ponding areas. This request furthers this policy.

Policy II.D.2.b: Maximum absorption of precipitation shall be encouraged through retention of natural arroyos and other means of runoff conservation within the context of overall water resource management.

This proposal furthers this policy by retaining water on-site in three ponding areas.

Energy Management (Section II.D.3)

Goal: To maintain an adequate, economical supply of energy through energy management techniques and use of alternate and renewable energy sources.

Policy II.D.3.a: Use of energy management techniques shall be encouraged.

Policy II.D.3.b: Efficient and economic use of alternative and renewable energy sources such as solar, wind, solid and liquid waste and geothermal supplies shall be encouraged.

Policy II.D.3.c: Land use planning that will maximize potential for efficient use of alternative and renewable energy sources shall be undertaken.

The proposal includes excessive impervious parking area, which is somewhat counterbalanced by double the landscaped area required, including shade trees. The architecture includes a non-reflective roof, fairly wide eaves over the front entrance and awnings above windows on the northwest and southeast facades. The proposal therefore partially mitigates the “heat island effect” that will be caused by replacing an agricultural field with this urban development. This request partially furthers this policy.

West Side Strategic Plan (WSSP) (Rank II)

The West Side Strategic Plan (WSSP) was adopted in 1997 and has been amended several times, most recently in December 2005. The WSSP area is bounded by the Sandoval County line on the north, the Rio Puerco Escarpment on the west, a line south of Gun Club Road (the Atrisco Grant line) on the south, and the Rio Grande on the east for areas north of Central, and Coors Boulevard on the east for areas south of Central. It encompasses over 96,000 acres of land, or approximately 150 square miles. Specific boundaries are shown on the Plan Boundary map on p. 5.

The WSSP identifies thirteen communities in established areas of the West Side that are partially developed and describes how community concepts can be applied. A Community is comprised of a Neighborhood Center(s) and Community Center(s). The WSSP emphasizes throughout its text the concept of commercial development in cluster configurations in contrast to the traditionally evolved strip commercial development.

The recent amendments to the WSSP include several changes to policies, activity center boundaries and locations, and clarifications of conflicting and unclear policies. The adopting resolution for the amendments (R-01-278, Enactment No. 35-2002) has a section that reads:

“Section 3. The West Side Strategic Plan is a Rank 2 Plan and its provisions shall be mandatory except where they conflict with existing zoning.”

Although the site is not within the original plan boundaries, it is within the Coors/Rio Bravo Community Activity Center serving the Gun Club Community identified in the plan. Approximately 20 acres of the center have already been developed. If this 1.55 acre project is approved and developed, approximately 10 acres of the designated center would remain to be developed.

The WSSP identifies locating employment uses on the West Side as critical to achieving the Plan's goals including: reducing vehicle trip distances, decreasing commuter demand across the Rio Grande, decreasing the need for additional lanes of river crossing, decreasing construction and maintenance costs, and establishing healthy activity centers.

Applicable general goals, objectives, and policies include:

Goal 12: The Plan should provide for long-term sustainable development on the West Side.

Objective 1: Provide for a complete mix of land uses on the West Side, including opportunities for large-scale employment, in order to minimize the needs for cross-metro trips. Employment opportunities are encouraged on the West Side.

While not a large-scale employer, the proposed credit union will offer a larger facility than in its current location and additional employment on the West Side. The proposed use will add to the mix of land uses on the West Side. This request furthers this objective.

Objective 8: Promote job opportunities and business growth in appropriate areas of the West Side.

Approval of this request will promote additional job opportunities and business growth on a West Side site zoned for such a use. This request furthers this objective.

Community Concept

Policy 1.1: Thirteen distinct communities, as shown on the community plan and described individually in this plan, shall constitute the existing and future urban form of the West Side. Communities shall develop with areas of higher density (in community and neighborhood centers), surrounded by areas of lower density.

The subject site is located in an activity center. No residential development is proposed, but the intensity of the proposed use is conducive to the siting of higher density residential uses. This request furthers this policy.

Policy 1.5: Community and Neighborhood Centers shall be required to provide pedestrian/bicycle access to key activity areas. Parking lots shall be carefully designed to facilitate trail access and pedestrian access between buildings.

The proposed site design does not anticipate safe and convenient pedestrian access to any development that may be approved for the site to the south of the subject site. This request is in conflict with this policy.

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

The subject site is a relatively small parcel with a building that is in scale with pedestrians. However, the applicant does not propose to enter an agreement with the WalMart across Lamonica to share their parking, which would encourage parking once, nor is the proposed off-street parking on the site located behind the building. Shade is provided along sidewalks and walkways. This request partially furthers this policy.

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

The proposed credit union use will increase the variety of commercial uses available in this Activity Center. This request furthers this policy.

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

The subject site is accessible by Coors Boulevard for vehicles, transit-users and pedestrians. This request partially furthers this policy.

Specific West Side communities

The subject site is in the 31.5 acre Coors/Rio Bravo Community Activity Center that was added to the West Side Strategic Plan area in 2003 (p. 110). The Gun Club Community that it serves is actually located on the west side of Coors Blvd. (p. 72). This community is a transition zone between the rural South Valley and the more urbanized area to the north in Bridge/Westgate. The community is partly in the City and partly in the County. It is 4,085 acres in size and could accommodate 4,300 housing units, and a full build-out population of approximately 12,700. It includes the Hubbell Oxbow land west of the subject site, which “has been acquired as Major Public Open Space by the City to preserve agricultural land and to provide open space near the Community Center.” (policy 3.53). With the extension of Rio Bravo to Paseo del Volcan for the formation of the Southwest loop of the metropolitan area, increased density is foreseen for the Coors/Rio Bravo Community Activity Center.

Development Process/Visual Quality

Policy 4.6: The following design guideline sections shall become policies with the approval of this Plan: View Preservation; ... Other Views; Height; Lighting; .. Overhead Utilities; Radio, TV, and Cellular Towers; Signs; Fences and Walls/Transit Access; and Additional Design Guidelines Issues. It is recognized that additional Design Guidelines based on these and other applicable policies of the Plan shall be developed as follow-up work, and will be more complete than those included here. These policies were considered too critical to wait for additional planning efforts in the future. (pp. 160-171)

Applicable design guidelines include:

Lighting: A relatively 'dark sky' is a desirable part of the West Side lifestyle...Vehicular and pedestrian safety must be the primary concern at all times. Careful design to prevent unnecessary 'light pollution' is the desired effect. Pedestrian scale lighting in residential and commercial areas (including parking lots) is strongly encouraged in preference to large 'cobra head' street lights. (p. 170)

On-premise signs: New on-premise sign standards...will address design, size and placement in order to minimize confusion and distraction for the public and maximize safety and information, at the same time providing readable and attractive signs which do not dominate the roadway...(p. 173)

Fences and Walls/Transit Access: ...fences and walls are to be constructed of wood, stone, adobe, wrought iron, or masonry products and colored to match the surroundings. (p. 173)

Commercial development

- Locate commercial developments for transit accessibility with buildings directly adjacent to street frontages and parking at the rear or sides of the property. Landscaping, walls, or fences shall be located so they will not create barriers for pedestrians. Parking shall not take precedence over pedestrian circulation.
- Office and commercial zoning restrictions should limit parking requirements to a maximum number of spaces within the development. Each development shall have an approved pedestrian and bicycle circulation plan that demonstrates efficient circulation patterns to the neighboring properties, adjacent arterials and transit service. ... (p. 175)

With regard to lighting, 20' lightpoles are proposed which are not pedestrian scale. The on-premise signs, one monument sign at the corner of Coors and Lamonica and two building-mounted signs, are modest in number and size. In terms of visibility, this may be acceptable given that the credit union serves members only. The material of wall complies with the guidelines. The site layout has not been designed to make pedestrian connections to transit and to the rest of the activity center north of Lamonica, which conflicts with guidelines for commercial development. This request mostly conflicts with this policy.

Policy 4.10: It is important to promote and establish land uses and urban patterns whose design support bicycle and pedestrian travel, and public transportation, encourage ridership, enhance public mobility and promote alternatives to single occupant vehicle use. (p. 176)

This proposal shows site design that could support bicycle and pedestrian travel as well as public transportation. Bringing the building closer to both Coors and Lamonica would strengthen this proposal's pedestrian aspects. The unique shape of the site, however, somewhat limits site layout choices. This request partially furthers this policy.

Transportation

Policy 6.23: Require trail access to the regional trail network, through the Community Centers, Employment Centers, Neighborhood Centers, and parks and open space identified in the Plan. ...

Policy 6.25: All new developments shall include internal bicycle/pedestrian trails and bikeways which link to the adopted Trails and Bikeways Facility Plan primary trails network when feasible and subject to development impact fee requirements. All subdivisions, sector plans, planned communities, and other development plans must demonstrate connectivity of trails and bikeways to adjacent developments and destinations.

The applicant has allowed sufficient space adjacent to the Lamonica Road right-of-way to allow for the addition of a bicycle lane that would connect the proposed Coors Boulevard bicycle lane with the proposed Isleta Drain bicycle trail. However, the City's Transportation Development division has indicated that this bicycle lane will not be required on Lamonica. This request furthers these Transportation policies.

Southwest Area Plan (Rank II)

The *Southwest Area Plan* was first adopted in 1988. The Plan generally encompasses properties between Central Avenue and Interstate 40 on the north, the Rio Puerco on the west, the Isleta Pueblo Boundary on the south and Interstate 25 south of Woodward Road and the Rio Grande north of Woodward Road on the east; specific boundaries are shown on page 3 in the Plan.

The *Southwest Area Plan* was amended in June 2002 (R-01-375) in relation to policies and background information and to give guidance on jurisdiction boundaries. The *Southwest Area Plan* is a rank 2 plan and had overlapping boundaries with the *West Side Strategic Plan*, which is also a rank 2 plan. The amendment of the *Southwest Area Plan* that occurred on June 10, 2002 contained the specific language, "With regard to the area where the boundaries of the *Southwest Area Plan* and the *West Side Strategic Plan* overlap south of Central Avenue and west of Coors Boulevard as depicted on Exhibit A attached hereto, the policies contained in the *Southwest Area Plan* shall apply to the properties situated in the unincorporated area of the County, and the policies contained in the *West Side Strategic Plan* shall apply to the areas situated within the municipal boundaries, as they are amended from time to time."

The subject site is not situated on the west side of Coors Blvd. However, it is situated in the community activity center designated in the *West Side Strategic Plan*.

Built environment policies

Policy 19: All development and subdivisions shall be required to limit the level of water runoff generated from new construction or paving in order to reduce velocity and volume of runoff, and to ensure the viability and capacity of down stream facilities.

The proposed development incorporates three ponding areas that will limit the level of water runoff. This request furthers this policy.

Policy 30: Standards for outdoor lighting shall be implemented to ensure that their use does not interfere with the night sky environment and unnecessarily illuminate adjacent properties.

The applicant is proposing full cut-off lighting that furthers this policy.

Policy 31: Provide pedestrian connections through mixed-use areas and activity centers, and separation between parking and pedestrian circulation for public safety and general welfare of the area residents.

This request is in conflict with this policy. Parking and pedestrian circulation are not separated from each other.

Policy 32: Enhance the visual character and quality of the streetscape and overall development by integrating the design and materials of required perimeter walls.

No perimeter walls are proposed. A 3' high parking screening wall, however, is proposed and is integrated into the overall development through its color. This request furthers this policy.

Policy 33: Promote safe vehicular parking with attention to functional and aesthetic concerns. Oversized parking lots or facilities should be discouraged.

This request is in conflict with this policy. The proposed parking spaces are excessive, and the disabled spaces are located across a major access aisle from the building.

ANALYSIS OF SITE DEVELOPMENT PLAN FOR SUBDIVISION/BUILDING PERMIT

Site Plan Layout / Configuration

The applicant is proposing to construct a credit union building and its associated parking. The site plan indicates a building square footage of 4,200 in some places and 4,000 in others. The applicant has stated that the correct square footage is 4200. This must be corrected so that square footage shown is consistent throughout the site plan sheets.

The proposed development is compatible with surrounding development in its use and design. Although the architecture and landscaping for this proposal are different from those of surrounding developments, they are still compatible.

The building's main entrance faces northwest and is located at a corner of the building. The building itself is set back significantly from Coors Boulevard. Parking is located in two modules – one is to the west of the building and the other is to the building's north. The dumpster is located at the south edge of the site facing the drive-thru access aisle and is proposed to be screened by a 7' high CMU wall with stucco colored to match the building.

The proposed credit union building reaches a maximum height of 26'. The proposed floor area ratio is very low at approximately .06, partly due to the parcel's odd shape. Two open space areas are provided. One area is a plaza-type space at the building's main entrance. The other open space area is reserved for employees. This area is located at the south side of the building and is surrounded by a 6' high screen wall. The building setbacks are much larger than required.

Walls/Fences

3' high tan split faced CMU parking screen walls are proposed along Lamonica and Coors as required by the Zoning Code. Because they are less than 4' high, these walls are not required to meet the provisions of §14-16-3-19 of the Zoning Code, which contains design standards for walls

and fences. A 6' high screen wall of the same material is proposed to surround the outdoor employee break area. This wall is also not required to meet the provisions of §14-16-3-19 because it does not face a public right-of-way, public park, public open space, or public trail. No other walls or fences are proposed.

Vehicular Access, Circulation and Parking

Vehicular access to the subject site is via two proposed drive aisles from Lamonica Rd. One drive aisle is on the west side of the proposed building, and the second is east of the proposed drive-thru lanes with an addition turn required to enter or exit the development. Both drives extend to the property line, because the applicant agreed to provide cross-access to a commercial development proposed on the 79-acre site to the south known as "Las Estancias". The eastern site drive would function as one of two possible access points on Lamonica to the proposed development and the western drive would provide a secondary access to one pad in the development (see attached circulation plan). However, the request regarding the 79-acre site was recently denied by the County Planning Commission and is currently in the appeal process.

Zoning regulations do not require in this instance that the drive-through windows be screened, but there is a 10' landscaped bed with a tree and low groundcover between them and the east site drive. The City Engineer is requiring that the west site drive be restricted to a right-in/right-out only and that the drive south of the building be widened from 20' to 24' (see Condition 13).

Two parking areas are proposed – the larger one to the west of the west vehicular drive, and another smaller module north of the proposed building. The areas to the east and south of the building are dedicated to drive-through traffic. Disabled accessible spaces are located in the western parking module. Motorcycle spaces are located north of the building. Bicycle spaces are located near the building entrance.

To calculate parking requirements for a bank, the retail and service use calculation in the Zoning Code is used. This requirement is 1 space per 200 square feet net leasable area for the first 15,000 square feet. Using this calculation, staff finds that 21 parking spaces are required to include 1 disabled accessible space. In addition, 1 motorcycle space and 2 bicycle parking spaces must be provided. The applicant is proposing a total of 35 parking spaces, to include 4 disabled accessible spaces. Also, 4 motorcycle spaces and 5 bicycle spaces are proposed. The applicant has explained that the proposed parking will accommodate 13 employees in addition to members who wish to use the walk-in services. Staff finds that the proposed number of parking spaces, at 66% more than the required spaces, is excessive. The Zoning Code does not require additional parking spaces for employees.

Staff recommends several changes to the proposed parking. The number of parking spaces must be reduced to a maximum of 24 spaces. This is the minimum required number of spaces (21) plus 10%. Also, the disabled accessible spaces should be moved from the western module to the area north of the building so that disabled individuals will not be required to cross a major site access drive aisle, that leads to the drive-through lanes. Sufficient space exists directly north of the building to accommodate all of the proposed disabled spaces. Because motorcycle parking spaces are required

to be only 4' wide, the easternmost motorcycle space could be divided into two spaces, and the western motorcycle space converted to a disabled space.

Pedestrian and Bicycle Access and Circulation, Transit Access

A bike lane is proposed for Coors Boulevard, and a bike trail is proposed adjacent to the Isleta Drain. The applicant has explained that the site development plan has left sufficient width along the south side of Lamonica Rd. to accommodate a future bike lane, if the City wishes to connect a future trail along Isleta Drain with a future lane along Coors Blvd. However, the City's Transportation Development division has responded that a bike lane is not required on Lamonica Rd. as part of this development.

Pedestrian access to the site is via the existing sidewalk network on Coors Boulevard north of Lamonica. There is currently no sidewalk on Coors south of the site. The applicant is proposing a new sidewalk along the south side of Lamonica. The site development plan indicates a striped crosswalk on Lamonica Rd. which does not currently exist. Staff recommends that the development provide a new crosswalk that connects with existing and proposed sidewalks on Lamonica and on the WalMart site, to enable pedestrians to move between north and south areas of the activity center.

Internal pedestrian connections are proposed to be 8' wide integrally colored, raised, and textured concrete. Adequate pedestrian drive aisle crossings are proposed, although the sidewalk leading to the outdoor employee break area appears to end in a drive aisle without adequate room for pedestrians to walk from between the southwest and southeast building facades. This sidewalk area must be increased to a minimum of 6' clear around the southernmost corner of the building.

Lighting and Security

Adequate lighting is provided throughout the site in the form of 20' high light poles with shoebox-type cutoff fixtures. Although the proposed height is not in conflict with any Zoning Code regulations, staff recommends that light poles be limited to 16' high to conform to policies encouraging pedestrian-scale lighting. Also, staff has recommended a condition of approval requiring the applicant to provide a note stating that lighting will be in conformance with Zoning Code §14-16-3-9 regulations for Area Lighting.

Landscaping

The applicant has met all minimum requirements of Zoning Code §14-16-3-10 pertaining to landscaping. The proposed plant palette consists of low and medium water use plants. No turf is proposed. Staff recommends that additional shade trees be placed along the south edge of the site and also in the northeast corner of the site to provide shade on the sidewalk. Although Kentucky Coffee Tree should do well on this valley site, it is not an appropriate tree to overhang impervious surfaces such as parking areas and drive aisles as it sheds seed pods, stems and leaves. Staff recommends switching it with the Chitalpa and Chinese Pistache where appropriate. The calculations also need to be corrected to reflect the correct square footage of the building across all plan sheets.

Public Outdoor Space

Two outdoor spaces are proposed – one for employees and one for clients. Both spaces are of ample size. The 550 square foot employee break area is on the south side of the building and will be surrounded by a 6' high CMU screen wall. At the main entrance is a plaza area with a bench for clients. The applicant should indicate on the site plan what amenities will be provided in the employee break area. Adequate shading (25%) must be provided either via trees or shade structures.

Grading, Drainage, Utility Plans

Grading, drainage, and utility plans have been submitted and reviewed by the appropriate agencies. The subject site is relatively flat, and no retaining walls are proposed. Surface runoff will be retained on-site in three landscaped ponding areas – two near the northeast corner of the site and the other on the south edge of the site.

Architecture

The proposed architecture can be described as contemporary southwest. A tower is located at the main entrance (the northwest corner of the building) with a sloped metal roof that is meant to be evocative of rural architecture. Drive-up service windows are located on the northeast side of the building, and the employee break area is on the southeastern side. The elevations do not clearly illustrate the angle of the tower, the position of the door(s) at the main entrance and the extent and supports for the awnings above other windows. Staff recommends a condition for clarification.

The proposal meets most requirements of Zoning Code §14-16-3-18 for General Building and Site Design Regulations for Non-Residential Uses. This section sets forth requirements for building massing, pedestrian features, sidewalks, and public outdoor space. It is not clear to staff whether the proposed outdoor employee break area is 25% shaded, as required. Staff has recommended a condition of approval to ensure that this requirement is met.

Signage

One free-standing sign is proposed near the northwest corner of the subject site. This is an internally illuminated 75 square foot monument sign with a maximum height of 12'. Two building-mounted signs are also proposed – one on the northwestern elevation and one on the southwestern elevation. Notes have been provided on the elevations to ensure that building-mounted signage does not exceed 6% of the building façade area. These signs will also be internally illuminated. The applicant has not indicated materials or colors for the building-mounted signage or the monument sign. This information must be provided.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

No significant adverse comments have been received.

NEIGHBORHOOD/PUBLIC CONCERNS

Because the subject site is surrounded by unincorporated County land on three sides, no recognized neighborhood associations were affected. Staff did provide courtesy notification to two recognized County neighborhood coalitions. Staff has not received any neighborhood comments, positive or negative, pertaining to this request. There is no known opposition.

CONCLUSIONS

This is a request for a site development plan for building permit for Tract 2-A Plat of Tracts 1-A, 2-A & 3-A, Lands of Lamonica & Wenk, an approximately 1.55 acre site located at the southeast corner of South Coors Boulevard and Lamonica Road SW. The applicant proposes to construct a 4,200 square foot bank with drive-thru lanes.

The proposal furthers a preponderance of applicable policies and complies with most applicable regulations. No adverse agency comments have been received, and there is no known neighborhood or other opposition. Staff recommendation is for approval with conditions.

FINDINGS – 07EPC 40083, December 20, 2007 – Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit for Tract 2-A Plat of Tracts 1-A, 2-A & 3-A, Lands of Lamonica & Wenk, an approximately 1.55 acre site located at the southeast corner of South Coors Boulevard and Lamonica Road SW. The applicant proposes to construct a 4,200 square foot bank with drive-thru lanes.
2. The subject site is zoned SU-1 for C-1 permissive uses and restaurant w/ full service liquor. The proposed credit union with drive-through lanes is a permissive use under the current zoning.
3. The subject site is located within the Coors/Rio Bravo Community Activity Center.
4. This proposal furthers the following Comprehensive Plan Policies:
 - a. The subject site poses no topographical, soil, or groundwater quality limitations. While the site could potentially have agricultural or recreational potential, it is not zoned for such activity. Flood potential is reduced through the use of on-site ponding areas. Scenic qualities are protected through the design review required by the SU-1 zone. No dwelling units are proposed (Policy II.B.4.a).
 - b. The subject site's location is not appropriate for a trail corridor, and the proposed development is compatible with economic policies. The proposed architecture reflects historical and socio-cultural values. The proposal will integrate a new building into the community (Policy II.B.4.b).
 - c. This proposal is for a neighborhood-scale credit union. Because it is a free-standing building, it does not constitute a strip commercial development (Policy II.B.4.c).
 - d. The proposed building, at a maximum height of 26', will not interfere with the visual environment (Policy II.C.8.a).
 - e. The applicant is proposing landscaping within the public right-of-way (Policy II.C.8.d).
 - f. The applicant has allowed sufficient space adjacent to the Lamonica Road right-of-way to allow for the addition of a bicycle lane that would connect the proposed Coors Boulevard bike land with the proposed Isleta Drain bike trail. However, the City's Transportation

- Development division has indicated that this bicycle lane will not be required on Lamonica as part of the development (Policy II.D.4.h).
- g. This request will add to the concentration of employment in an Activity Center thereby helping to balance the jobs/housing ratio and reducing the need to travel (Policy II.D.6.g).
 - h. The proposal shows runoff to landscaped ponding areas that will retain water on-site (Policies II.D.2a and II.D.2b).
5. This request partially furthers the following Comprehensive Plan policies:
- a. This proposal conforms to most development form objectives for Express Corridors. However, the excessive parking that is proposed is in conflict with the policy's intent to reduce parking areas (Policy II.D.4.a).
 - b. Pedestrian opportunities are integrated into the proposed development. However, primary consideration has been given to vehicular circulation (Policy II.D.4.g).
 - c. The proposed development partially mitigates the "heat island effect" it creates, by providing shade through landscaping and building features (Policy II.D.3.a).
6. This request furthers the following West Side Strategic Plan objectives and policies:
- a. While not a large-scale employer, the proposed credit union will offer some employment on the West Side. The proposed use will add to the mix of land uses on the West Side (Objective 1).
 - b. Approval of this request will promote job opportunities and business growth on a West Side site zoned for such a use (Objective 8).
 - c. The subject site is located in a Community Activity Center. No residential development is proposed, but the intensity of the proposed use is conducive to the siting of higher density residential uses (Policy 1.1).

- d. The proposed credit union use will increase the variety of commercial uses available in this Activity Center (Policy 1.13).
 - e. The applicant has allowed sufficient space adjacent to the Lamonica Road right-of-way to allow for the addition of a bicycle lane that would connect the proposed Coors Boulevard bike land with the proposed Isleta Drain bike trail. However, the City's Transportation Development division has indicated that this bicycle lane will not be required on Lamonica as part of this development (Policies 6.23 and 6.25).
7. This request partially furthers the following West Side Strategic Plan policies:
- a. The subject site is accessible by Coors Boulevard for vehicles, transit-users and pedestrians, but not bicyclists as no bike lane or trail exists on Coors or the Isleta Drain (Policy 1.14).
 - b. This proposal shows site design that could support bicycle and pedestrian travel as well as public transportation. Bringing the building closer to both Coors and Lamonica would strengthen the proposal's pedestrian aspects. The unique shape of the site, however, somewhat limits site layout choices (Policy 4.10).
8. This request conflicts with the following West Side Strategic Plan policies:
- a. The proposed site design does not anticipate safe and convenient pedestrian access to any development that may be approved for the site to the south of the subject site (Policy 1.5).
9. This request furthers the following Southwest Area Plan policies:
- a. The proposed development incorporates three ponding areas that will limit the level of water runoff (Policy 19).
 - b. The applicant is proposing full cutoff lighting (Policy 30).
 - c. No perimeter walls are proposed. A 3' high parking screen wall, however, is proposed and is integrated into the overall development through its color (Policy 32).

10. This request is in conflict with the following Southwest Area Plan policies:
 - a. Parking and pedestrian circulation are not separated from each other (Policy 31).
 - b. The proposed parking spaces are excessive in number, and the disabled spaces are located across a major vehicular drive aisle from the building (Policy 33).
11. This proposal complies with most applicable Zoning Code regulations. Conditions of approval are required to bring this proposal fully into compliance with all applicable regulations.
12. There is no known neighborhood or other opposition to this request.

RECOMMENDATION – 07EPC 40083, December 20, 2007

APPROVAL of 07EPC 40083, a request for a site development plan for building permit, for Tract 2-A, Plat of Tracts 1-A, 2-A, & 3-A, Lands of Lamonica & Wenk, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 07EPC 40083, December 20, 2007 – Site Development Plan for Building Permit

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. The applicant shall demonstrate how the Energy Management Goal, Section II.D.3 of the Comprehensive Plan, is furthered.

4. The vehicle movement plan for the drive-in banking facilities shall be approved by the City Traffic Engineer (Section 14-16-2-16 (A)(9)(b)) prior to DRB submittal.

5. Corrections:
 - a. Proposed building square footage must be revised to reflect 4,200 square feet on all site plan sheets.
 - b. The zoning designation shown on Sheet A1.2 must be corrected.
 - c. The spelling of “undisturbed” must be corrected on Sheet L1 under the tree planting detail construction notes.
 - d. On Sheet L1 under Street Tree Requirements, provide the street name “Coors Boulevard.”
 - e. The spelling of “wainscot” and “panel” shall be corrected on all relevant building elevations.
 - f. The spelling of “parapet” shall be corrected on the northeastern elevation.
 - g. On Sheet A.4.0 - Elevations, Keyed notes F and H through K shall be deleted or used to label relevant features on the site development plan.

6. Parking:
 - a. The number of parking spaces shall not exceed 24 (required plus 10%). Motorcycle parking shall be in addition to this number.
 - b. Disabled accessible parking spaces shall be relocated so that users are not required to cross a site access drive to reach the building.
 - c. Motorcycle spaces shall be 4’ wide and 8’ long.

7. The sidewalk area at the southernmost corner of the building shall be increased to a minimum of 6’ wide.

8. Lighting:
 - a. Light poles shall be limited to a maximum of 16’ high.

- b. A note shall be added to the lighting detail stating that lighting will be in conformance with regulations of Zoning Code §14-16-3-9.

9. Landscaping:

- a. Additional shade trees shall be placed along the south edge of the site and in the northeast corner of the site.
- b. Plantings shall be added to plaza at front entrance to provide shade.
- c. Notched curbs shall be added to allow some runoff into landscaped areas, not just flow into retention ponds.

10. Public outdoor space:

- a. Amenities to be provided in the public outdoor spaces and employee break area shall be indicated on the site development plan.
- b. A minimum of 25% shading must be provided in the employee break area per Section 14-16-3-18 (D)(3)).

11. The angle of the tower and main entrance and the extent and supports of awnings shall be clearly illustrated on the Elevations sheet.

12. Materials and colors must be shown for all proposed signage as well as trusses and rainspouts.

13. Recommended conditions from City Engineer, Municipal Development, Water Authority, and NMDOT:

- 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. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
 - d. Lamonica site drive (west drive) to be restricted to right turn in, right turn out only.
 - e. Provide 24' for the dual one-way drive adjacent to bank on south side.
 - f. Site plan shall comply and be designed per DPM Standards.
-
-

***Carol Toffaleti
Planner***

cc: New Mexico Educators Federal Credit Union, 4100 Pan American Fwy, NW, Albuquerque, NM 87198
George Rainhart Arch. & Assoc., 2825 San Pedro NE, Ste 2B, Albuquerque, NM 87110

Attachments

Certification of zoning (Z-99-78, 1/18/200), pertaining to Lot 1A

Traffic Impact Study, dated 10/29/2007

Circulation plan for proposed "Las Estancias" development, dated 11.28.07

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

- No comments received.

Office of Neighborhood Coordination

No Neighborhood Association(s)

Advanced Planning

No comment.

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.
- 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.
- Lamonica site drive to be restricted to right turn in, right turn out only.
- Consideration should be given to not allowing direct access from Tract 3A2 through the site to Lamonica.
- Provide 24' for the dual one-way drive adjacent to bank on south side.
- Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- No comments received.

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 Site Development Plan for Building Permit shall include:

- 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. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- d. Lamonica site drive to be restricted to right turn in, right turn out only.
- e. Provide 24' for the dual one-way drive adjacent to bank on south side.
- f. Site plan shall comply and be designed per DPM Standards.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

- No comments received.

Environmental Services Division

- No comments received.

City Forester

- No comments received.

PARKS AND RECREATION

Planning and Design

- No comments received.

Open Space Division

Open Space has no adverse comments

POLICE DEPARTMENT/Planning

Shawn McWethy Substation

No other comments

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

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

FIRE DEPARTMENT/Planning

- No comments received.

TRANSIT DEPARTMENT

- No comments received.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

- No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Lands of Lamonica, Lot 2A is located on Coors Blvd SW and Lamonica SW. The owner of the above property requests approval for a site development plan and building permit for a New Mexico Educators Federal Credit Union. This will have no adverse impacts on the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

- No comments received.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

- No comments received.

PUBLIC SERVICE COMPANY OF NEW MEXICO

No comment based on the information provided to date. It is the applicant's obligation to determine if utility easements cross the property and to abide by any conditions or terms of those easements.