



**Environmental
Planning
Commission**

**Agenda Number: 4
Project Number: 1001275
Case #: 08EPC 40004
February 21, 2008**

Staff Report

Agent	Tierra West LLC
Applicant	Mays & Company
Request	Site Development Plan for Building Permit
Legal Description	Lot 5, Lowes Subdivision
Location	Coors Boulevard NW, between Old Airport Ave. and Alameda Blvd. NW
Size	Approximately 0.86 acres
Existing Zoning	SU-1 for C-2 Uses/IP Permissive Uses/R-3 Permissive Uses
Proposed Zoning	Same

Staff Recommendation

APPROVAL of 08EPC 40004, based on the findings beginning on page 13, and subject to the conditions of approval beginning on page 16.

Staff Planner

Anna DiMambro, AICP - Planner

Summary of Analysis

This is a request for a site development plan for building permit for Lot 5, Lowes Subdivision, an approximately 0.86-acre site located on Coors Boulevard NW between Old Airport Avenue NW and Alameda Boulevard NW. The site is currently zoned SU-1 for C-2 Uses/IP Permissive Uses/R-3 Permissive Uses. No zone change is proposed. The applicant proposes to construct a Firestone vehicle service facility. This use is permissive under the existing zoning.

This proposal furthers applicable policies of the Comprehensive Plan, the West Side Strategic Plan, the Coors Corridor Plan, and the Seven Bar Ranch Sector Development Plan. The proposal is in compliance with most applicable regulations. Overall, the proposed site development plan for building permit is adequate. Staff recommendation is for approval with conditions.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 1/7/08 to 1/18/08. Agency comments were used in the preparation of this report and begin on page 19.

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-2 Uses/IP Perm. Uses/R-3 Perm. Uses	Established Urban; West Side Strategic Plan, 7 Bar Ranch Sector Plan, Coors Corridor Plan	Vacant
North	SU-2 for C-2 Uses	Established Urban; West Side Strategic Plan, 7 Bar Ranch Sector Plan, Coors Corridor Plan	Commercial
South	SU-1 for C-2 Uses/IP Perm. Uses/R-3 Perm. Uses	Established Urban; West Side Strategic Plan, 7 Bar Ranch Sector Plan, Coors Corridor Plan	Vacant
East	SU-1 for C-1 and Restaurant with Full-Service Liquor	Developing Urban; West Side Strategic Plan, 7 Bar Ranch Sector Plan, Coors Corridor Plan	Commercial
West	SU-1 for C-2 Uses/IP Perm. Uses/R-3 Perm. Uses	Established Urban; West Side Strategic Plan, 7 Bar Ranch Sector Plan, Coors Corridor Plan	Commercial

Background

This is a request for a site development plan for building permit for Lot 5, Lowes Subdivision, an approximately 0.86-acre site located on Coors Boulevard NW between Old Airport Avenue NW and Alameda Boulevard NW. The site is currently zoned SU-1 for C-2 Uses/IP Permissive Uses/R-3 Permissive Uses. No zone change is proposed. The applicant proposes to construct a Firestone vehicle service facility. This use is permissive under the existing zoning.

History

In 2001, a site development plan for subdivision was approved by the EPC for the approximately 37-acre Lowe’s Subdivision (Project 1001275/01EPC-00742). The current request is for Lot 5 of this subdivision. Since the 2001 subdivision action, which also contained design guidelines, several of the other created lots have developed with various retail uses.

Context

The subject site, which is currently vacant, is located within the Established Urban Area as designated by the Comprehensive Plan. It is also located within the boundaries of the West Side Strategic Plan, the 7 Bar Ranch Sector Development Plan, and the Coors Corridor Plan. Vacant land and commercial uses, including a Lowes store, surround the site. Alameda Boulevard is a designated Express Corridor, and the subject site is located within the Cottonwood Major

Activity Center as designated by the Comprehensive Plan and the Seven Bar Regional Center as designated by the West Side Strategic Plan.

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 Coors Boulevard NW and Alameda Boulevard NW as Principal Arterial roadways, with a right-of-way of 124' (Established & Developing Urban) or 156' (elsewhere).

Bike lanes are proposed for both Coors and Alameda.

ABQ Ride Route 98 exists on Alameda Boulevard.

Alameda Boulevard is a designated Express Corridor per the Comprehensive Plan.

Public Facilities/Community Services

The subject site is located within one mile of a police station, a fire station, Cibola High School, an undeveloped city park, two developed city parks, and several bus lines.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The subject site is zoned SU-1 for C-2 Uses/IP Permissive Uses/R-3 Permissive Uses. The proposed use, a Firestone tire center, falls into the category of vehicle service and is a permissive use in the C-2 zone. Because the site is zoned SU-1, the applicant is required to submit a site development plan for EPC review. This request fulfills that requirement. The EPC has discretion over parking in an SU-1 zone.

Albuquerque / Bernalillo County Comprehensive Plan

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

The subject site is located in the area designated Established Urban by the *Comprehensive Plan* with a Goal to “create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.”

Applicable policies include:

Developing and Established Urban Areas

Policy a: The Developing 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.

The proposed development will contribute to a full range of urban land uses, thereby furthering this policy.

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

This request furthers this policy because the surrounding neighborhood is entirely commercial. The proposed use respects the existing commercial neighborhood's values. The proposed height for the building respects scenic resources, and because the surrounding land is almost entirely developed, natural environmental conditions are ideal for this type of development.

Policy e: 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.

This development is proposed for a vacant site that is contiguous to existing urban facilities and services. The distance between the subject site and the nearest residential neighborhood is such that its integrity can be ensured. This request furthers this policy.

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

The request will provide a service use to complement residential areas, but is far enough away from the nearest residential area that no adverse effects of noise, lighting, pollution, and traffic on residential environments should occur. This request furthers this policy.

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

- In small neighborhood-oriented center provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- In larger area-wide shopping center located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result.
- In free-standing retailing and contiguous storefronts along streets in older neighborhoods.

The subject site is currently commercially zoned and is located in a larger area-wide shopping center. This request furthers this policy.

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

While the proposed design cannot be said to be innovative, it is appropriate to the Plan area, which is dominated by corporate architecture. This request partially furthers this policy.

Activity Centers

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

The proposed use for the subject site is auto-oriented and low-density. However, the previously approved site development plan for subdivision that governs the subject site and surrounding properties does not lend itself to the type of activity encouraged by this goal. Staff finds that this goal would have been better served at the site development plan for subdivision stage and is therefore not relevant to this request.

Community Identity

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

The applicant has stated that this request furthers this goal, but does not provide any support for that statement. Staff does not find that the proposed architecture contributes to the identity of this Albuquerque sub-area as a distinct community. This request is in conflict with this goal.

Transportation and Transit

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

The applicant states that this request furthers this goal, but does not provide any support for that statement. The proposed use is a vehicle service center, which does not lend itself to bicycling, walking, and use of transit. However, the applicant will be providing a bike lane on Coors Boulevard. This request partially furthers this goal.

Economic Development

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

The proposed use will add to diversified economic development and is balanced does not interfere with achievement of social, cultural, or environmental goals. This request furthers this goal.

Water Conservation/Green Principles

The applicant has not proposed any specific water conservation methods or green principles. However, the proposed plant palette does not contain any high water use plants.

West Side Strategic Plan (Rank 2)

The West Side Strategic Plan (WSSP) was first adopted in 1997 and recently amended in 2002 to help promote development of Neighborhood and Community Activity Centers. The WSSP identifies 13 communities, each with a unique identity and comprised of smaller neighborhood clusters. The subject site is located in the Seven Bar Ranch community, which consists of the area within the following boundaries: the County Line to the north, the Calabacillas Arroyo to the south, the river to the east and an area slightly west of the Rainbow Corridor to the west.

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

This request furthers this goal by providing a service that can be used by West Side residents.

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.

The proposed use will contribute to a complete mix of land uses on the West Side and will provide employment opportunities. This request furthers this policy.

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

This request furthers this objective by promoting job opportunities and business growth in an area of the West Side that is zoned for such uses.

Policy 3.1: The Cottonwood Mall area shall be designated as the West Side's Regional Center. The boundaries of the Regional center are shown on page 32. Development appropriate to a regional Center, including the largest commercial and highest density development of anywhere on the West Side will occur in this location.

This proposal is not for high density development. This request is in conflict with this policy.

Policy 3.3: Development of the Regional Center shall be inclusive of mixed-uses and multi-modal transportation systems. Connections to transit systems and bicycle/pedestrian linkages must be provided with all new development.

The applicant will be providing a bicycle lane along Coors and has provided a linkage from the subject site to the bike lane. This request furthers this policy.

Policy 4.6: The following design guideline sections shall become policies with the approval of this Plan: View Preservation; Views East of Coors Boulevard; View to and from the Monument; Other Views; Height; Lighting; Vegetation; Overhead Utilities; Radio, TV and Cellular Towers;

Signs; Fences and Walls; and additional design guideline 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.

This submittal complies with all applicable design guidelines of the WSSP.

Coors Corridor Plan (Rank 3)

The Coors Corridor Plan was first adopted in 1984 and revised in 1989. It is currently undergoing another revision. It provides design guidelines for the development of Coors Boulevard and adjacent properties from Central Avenue north to State Road 528 (Alameda Boulevard). The plan also puts emphasis on Coors Boulevard as a transit and pedestrian corridor. The subject property is in Segment 4 of the Coors Corridor Plan, which extends from the Calabacillas Arroyo on the south to State Road 528 on the north. This plan contains Design Regulations, which are analyzed in the "Analysis of Site Development Plan for Building Permit" section below. There are also policies applicable to this request, including:

Issue 3: Land Use and Intensity of Development

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

This proposal is compatible with the roadway function of Coors Boulevard, with the existing zoning, with environmental concerns, and with most applicable design guidelines. This request furthers this policy.

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

The applicant states that this request furthers this policy, but does not provide any support for that analysis. Staff finds that this policy would have been more relevant at the site development plan for subdivision stage.

Issue 4: Visual Impressions and Urban Design Overlay Zone

A. General Policies

Policy 1: Appropriate and pleasing visual impressions within the corridor should be established and preserved (p. 84).

This proposal will establish appropriate visual impressions within the Coors corridor through its architecture and minimal signage. This request furthers this policy.

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

This proposal is designed to be compatible with the built environment. It complies with most applicable design regulations and guidelines. Conditions of approval are recommended to bring the proposal into compliance with all applicable regulations and guidelines. This request furthers this policy.

B. Site Planning and Architecture

Policy 1: Natural amenities should be incorporated into the site design (p. 88).

*The applicant states that this request further*s this policy, but does not provide any support for that analysis. Staff finds that this policy is not relevant to the request, as the subject site offers few, if any, natural amenities.

Policy 2: Buildings should be located and designed to provide a pleasing and functional relationship to the roadway, the site, and to adjacent or related buildings and structures (p. 90).

The subject site has two street frontages – one on Coors Boulevard and another on an internal site drive. The building’s entrance is located adjacent to Coors, although the building itself is pulled back toward the internal drive. Parking is located between the building’s entrance and Coors Boulevard. There is no parking between the building and the internal drive. Because the building is located so far from Coors and because the rear of the building fronts the internal drive, the proposal cannot be said to have a pleasing or functional relationship to the roadway. The site development plan for subdivision and the proposed use limit the relationship this proposal can have to adjacent buildings. This request partially furthers this policy.

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

The applicant has provided a 35’ wide landscape buffer along Coors Boulevard. This request furthers this policy.

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

Landscape design is complementary and is in accordance with most design regulations and guidelines. This request furthers this policy.

Policy 5: Generally, off-street parking facilities should be located to the rear of sites. Street frontages should be devoted to building architecture and landscaping (p. 94).

The subject site has two street frontages – one on Coors Boulevard and another on an internal site drive. The building’s entrance is located adjacent to Coors, although the building itself is pulled back toward the internal drive. Parking is located between the building’s entrance and Coors Boulevard. There is no parking between the building and the internal drive. This request partially furthers this policy.

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

The subject site has two street frontages – one on Coors Boulevard and another on an internal site drive. The building’s entrance is located adjacent to Coors, although the building itself is pulled back toward the internal drive. Although one row of parking is located between the building’s entrance and Coors Boulevard, the site development plan for subdivision associated with this site calls for buildings to be pulled toward the internal drive. This request partially furthers this policy.

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

The submittal shows a sidewalk adjacent to but separate from the driveway. Pedestrian connections to surrounding commercial developments are also provided. This request furthers this policy.

Policy 8: Where appropriate and feasible, provision should be made for bikeway and horse trail facilities as part of the site plan design. Facilities shall be coordinated with the Bikeways Master Plan (p. 97).

A bike trail will be provided as a condition of approval for this site plan. This request furthers this policy.

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

Light fixtures will be full-cutoff types at a maximum of 20’ high. This request furthers this policy.

Policy 10: Architectural design should contribute to the enhancement of the overall visual environment of the Coors Corridor (p. 99).

The applicant is proposing appropriate architectural design. This request furthers this policy.

D. Signage

Policy 1: Signs should complement the appearance and function of the roadway and the corridor while protecting the unique views beyond the corridor (p. 112).

The proposed signage is minimal and is in compliance with all applicable regulations. This request furthers this policy.

7 Bar Ranch Sector Development Plan (Rank 3)

The Seven-Bar Ranch Sector Development Plan was first adopted in 1985, and revised in 1990 and 1994. The Plan area encompasses 1,070 acres of land which are accessed by Coors Blvd. to the south, McMahan Blvd. to the west, State Road 528 and Corrales Rd. to the north, and

Alameda Rd. and the Rio Grande to the east. The SBRSDP contains Design Guidelines in Appendix 6 of the plan. This submittal complies with all applicable Design Guidelines.

Goals relevant to the proposal include:

Goal 2: The provision of strategically placed parks, open spaces and landscaped roadway “buffers” to create a unified visual image as well as a highly landscaped “streetscape” image. Major usable park facilities are placed with regard to their proximate residential areas.

The applicant is providing a 35’ wide landscape buffer adjacent to Coors Boulevard. This request furthers this goal.

Goal 3: The placement, alignment and separation of vehicular circulation systems, biking/pedestrian trail systems, and open space/park systems to allow for encouragement of non-vehicular travel, while at the same time providing for adequate vehicular arteries which will efficiently carry anticipated traffic loads generated within the Plan area in accordance with guidelines set forth by the Long Range Major Street Plan of the Comprehensive Plan.

The applicant will provide a bike lane adjacent to the subject site on Coors Boulevard. Separate sidewalk systems are also provided. This request furthers this goal.

ANALYSIS OF SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

Site Plan Layout / Configuration

This proposal is compatible in use and design with surrounding development. The proposal consists of one single-story building that will be used as a Firestone tire store with 10 service bays. The front of the building is oriented east toward Coors Boulevard, although the building itself is pulled back toward the northwest corner of the site. Parking is located south and east of the building. The dumpster is located on the west edge of the site and is accessed from the common access drive. While this dumpster arrangement is not ideal from a planning standpoint, this is Solid Waste Management’s preferred location for it. The applicant is proposing a dumpster enclosure of CMU block with stucco finish to match the building. The detail drawing indicates that gate material and color will be per the architect. This information should be provided on the site plan.

The building reaches a maximum height of 25’ with a sloping roof. The setbacks provided are in compliance with the underlying C-2 zone, which references the O-1 zone setbacks.

Walls/Fences

No walls or fences are proposed. There is an existing 6’ high CMU wall along the north edge of the subject site.

Vehicular Access, Circulation and Parking

Vehicular access to the subject site is from the common access drive, which was established as part of the previously approved site development plan for subdivision. Lot 5 (the subject site)

and Lot 6 will share a common driveway. Parking for the subject site is located in three rows. One row abuts the building entrance adjacent to Coors Boulevard. The second row is at the south end of the site, and the third and smallest row is adjacent to the common access drive. The applicant has based the parking requirement on two separate calculations: the retail calculation (1 space per 200 square feet) for the majority of the building, and the warehousing calculation (1 space per 2000 square feet) for the portions of the building that will be used for storage. Based upon this calculation, 32 spaces are required. The applicant has taken credit for the 10 service bays. This is acceptable. Using two different calculations for the parking requirement of a single building is not conventional practice for computing required parking; however, because this is an SU-1 zone, the EPC has discretion over parking. Using a standard calculation, 41 spaces are required. The applicant is providing 25 spaces (plus the 10 service bays). In the applicant's calculation of parking provided, motorcycle parking is included. This has not traditionally been the Planning Department's interpretation of the motorcycle parking requirement. It is generally understood to be in addition to the required number of parking spaces. This must be revised on the site plan. Three motorcycle parking spaces and two handicap accessible spaces are provided. These parking spaces meet all Zoning Code requirements.

Pedestrian and Bicycle Access and Circulation, Transit Access

The applicant will be extended the Coors Boulevard bicycle lane adjacent to the site. The nearest transit route is located on Alameda and is accessible via the existing sidewalk network. There is currently a sidewalk located along Coors. A sidewalk will be provided along the Common Access drive adjacent to the subject site. Sidewalk connections internal to the site are provided to connect it to surrounding properties. Pedestrian walkways across drive aisles will be scored concrete. The governing site development plan for subdivision requires a minimum 15' wide walkway adjacent to the entry façade. Based upon the scale of the building, 15' may be excessive. The applicant has provided an 8' wide sidewalk, which staff finds may be adequate if the applicant widens the sidewalk to 10' to allow for the vehicle overhang. The widened sidewalk can be accommodated through the shortening of the parking spaces to 16'.

Lighting and Security

The applicant is proposing two pole-mounted light fixtures, a maximum of 20' feet high. One is located on the south side of the property, and another is located near the patio space. Two streetlights currently existing along the common access drive. One will be relocated, although the plan does not indicate to where. This information should be provided. The applicant is also proposing building-mounted lighting. These will be black fixtures located approximately 10' off the ground. These are proposed for each façade. The applicant should provide a note stating that all lighting will be in compliance with Zoning Code §14-16-3-9. The Coors Corridor Plan contains a design guideline encouraging the use of bollard-type lighting in pedestrian area (p. 98). The applicant should supplement the 20' high light pole located near the patio with bollard-style lighting as encouraged by the Coors Corridor Plan.

Landscaping

The selected plant palette does not contain any high water use plants. All proposed landscaping is located around the perimeter of the site. The landscape plan meets all Zoning Code requirements. However, additional landscaping should be provided to screen the transformer at the northwest corner of the site and also around the trash enclosure per Design Regulations of the Coors Corridor Plan (p. 92). The Coors Corridor Plan also requires a minimum of 20% of the parking lot area to be landscaped (p. 94). This requirement has not been met, as all landscaping is located around the perimeter of the site. In addition, the Coors Corridor plan encourages a landscaped foreground for buildings. Staff recommends that planters be included in front of the building.

Public Outdoor Space

The applicant has provided a patio space of 100 square feet with benches. This patio is located in the landscape buffer between the parking lot and Coors Boulevard. No patio space is required; however, staff recommends relocating the patio to a more user-friendly location, for example the northeast corner of the building near the bike rack.

Grading, Drainage, Utility Plans

The applicant has submitted grading, drainage, and utility plans. These have been reviewed by the appropriate agencies. No significant grading exists or is proposed for the subject site.

Architecture

The proposed building is a single-story building of approximately 8100 square feet. It has a pitched roof that reaches a maximum height of 25', and is mainly painted split-faced CMU in two different colors. Glazing is located on the east façade, where the main entrance is, and on the south façade for the service bay doors. The proposed architecture meets the requirements of Zoning Code §14-16-3-18. Although not required by any design regulations, the applicant should provide additional articulation on the west elevation because it is adjacent to the common access drive and will be highly visible.

Signage

The applicant is proposing building-mounted signage as well as one monument sign. The monument sign is located adjacent to Coors Boulevard at the north end of the site. The monument sign will reach a maximum height of 9' and a sign face area of 60 square feet, which is in accord with the requirements of the Coors Corridor Plan. However, the governing site development plan for subdivision limits the number of free-standing signs for the entire development to 5. Staff counted more than 5 signs throughout the development while on a site visit. The applicant will not be allowed to place the proposed monument sign. However, the applicant has not proposed building-mounted signage for the east façade. Staff has recommended a condition of approval prohibiting the proposed monument sign but instead allowing the applicant to place building-mounted signage on the east façade in compliance with applicable regulations.

Building-mounted signage is proposed for the north, south, and west facades of the proposed building. The applicant has not indicated the square footage of the building-mounted signage, but it appears to be compliant with Zoning Code regulations. Staff has recommended a condition of approval requiring the applicant to provide illumination, square footage, dimensions, materials, and color information for all proposed signage. All signage must comply with the Zoning Code, the Coors Corridor Plan, and the site plan for subdivision.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

The Solid Waste Management Department commented that the site plan was disapproved. The applicant has since met with Solid Waste and has revised the site plan according to suggestions. No other adverse comments were received.

NEIGHBORHOOD/PUBLIC CONCERNS

There are no Neighborhood Associations that are affected by this request. Staff has received no comments, positive or negative, from the public.

CONCLUSIONS

This is a request for a site development plan for building permit for Lot 5, Lowes Subdivision, an approximately 0.86-acre site located on Coors Boulevard NW between Old Airport Avenue NW and Alameda Boulevard NW. The site is currently zoned SU-1 for C-2 Uses/IP Permissive Uses/R-3 Permissive Uses. No zone change is proposed. The applicant proposes to construct a Firestone vehicle service facility. This use is permissive under the existing zoning.

This proposal furthers applicable policies of the Comprehensive Plan, the West Side Strategic Plan, the Coors Corridor Plan, and the Seven Bar Ranch Sector Development Plan. The proposal is in compliance with most applicable regulations. Overall, the proposed site development plan for building permit is adequate. Staff recommendation is for approval with conditions.

FINDINGS - 08EPC 40004, February 21, 2008 – Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit for Lot 5, Lowes Subdivision, and approximately 0.86-acre site located on Coors Boulevard NW between Old Airport Avenue NW and Alameda Boulevard NW. The site is currently zoned SU-1 for C-2 Uses/IP Permissive Uses/R-3 Permissive Uses. No zone change is proposed. The applicant proposes to construct a Firestone vehicle service facility. This use is permissive under the existing zoning.
2. The subject site is currently vacant and is located within the boundaries of the Established Urban Area, the West Side Strategic Plan, the 7 Bar Ranch Sector Development Plan, and the Coors Corridor Plan. The subject site is also a part of the Cottonwood Major Activity Center as designated by the Comprehensive Plan and the Seven Bar Regional Center as designated by the West Side Strategic Plan. There is also a governing site development plan for subdivision with design guidelines.
3. This request furthers the following goals and policies of the Comprehensive Plan:
 - a. The proposed development will contribute to a full range of urban land uses (II.B.5.a).
 - b. The surrounding neighborhood is entirely commercial. The proposed use respects the existing commercial neighborhood's values. The proposed height for the building respects scenic resources, and because the surrounding land is almost entirely developed, natural environmental conditions are ideal for this type of development (II.B.5.d).
 - c. This development is proposed for a vacant site that is contiguous to existing urban facilities and services. The distance between the subject site and the nearest residential neighborhood is such that its integrity can be ensured (II.B.5.e).
 - d. The subject site is located to complement residential areas, but is far enough away from the nearest residential area that no adverse effects of noise, lighting, pollution, and traffic on residential environments should occur (II.B.5.i).
 - e. The subject site is currently commercially zoned and is located in a larger area-wide shopping center (II.B.5.j).
 - f. The proposed use will add to diversified economic development and is balanced does not interfere with achievement of social, cultural, or environmental goals (Economic Development goal).
4. This request partially furthers the following goals and policies of the Comprehensive Plan:

- a. While the proposed design cannot be said to be innovative, it is appropriate to the Plan area, which is dominated by corporate architecture (II.B.5.1).
 - b. The proposed use is a vehicle service center, which does not lend itself to bicycling, walking, and use of transit. However, the applicant will be providing a bike lane on Coors Boulevard (Transportation and Transit goal).
5. This request is in conflict with the Community Identity goal of the Comprehensive Plan because staff does not find that the proposed architecture contributes to the identity of this Albuquerque sub-area as a distinct community.
6. This request furthers the following West Side Strategic Plan goals, objectives, and policies:
- a. The applicant is proposing a service that can be used by West Side residents (Goal 12).
 - b. The proposed use will contribute to a complete mix of land uses on the West Side and will provide employment opportunities (Objective 1).
 - c. Approval of this request will promote job opportunities and business growth in an area of the West Side that is zoned for such uses (Objective 8).
 - d. The applicant will be providing a bicycle lane along Coors and has provided a linkage from the subject site to the bike lane (Policy 3.3).
 - e. This submittal complies with all applicable design guidelines (Policy 4.6).
7. This request is in conflict with the following West Side Strategic Plan policies:
- a. The applicant has not submitted a transit feasibility plan (Policy 1.2).
 - b. This proposal is not for high density development (Policy 3.1).
8. This request furthers the following policies of the Coors Corridor Plan:
- a. This proposal is compatible with the roadway function of Coors Boulevard, with the existing zoning, with environmental concerns, and with most applicable design guidelines (Issue 3, Policy 5).
 - b. This proposal will establish appropriate visual impressions within the Coors corridor (Issue 4A, Policy 1).

- c. This proposal is designed to be compatible with the natural landscape and the built environment. It complies with most applicable design regulations and guidelines (Issue 4A, Policy 3).
 - d. The applicant has provided a 35' wide landscape buffer along Coors Boulevard (Issue 4B, Policy 3).
 - e. Landscape design is complementary and is in accordance with most design regulations and guidelines (Issue 4B, Policy 4).
 - f. The submittal shows a sidewalk adjacent to but separate from the driveway. Pedestrian connections to surrounding commercial developments are also provided (Issue 4B, Policy 7).
 - g. A bike trail will be provided as a condition of approval for this site plan (Issue 4B, Policy 8).
 - h. Light fixtures will be full-cutoff types at a maximum of 20' high (Issue 4B, Policy 9).
 - i. The applicant is proposing appropriate architectural design (Issue 4B, Policy 10).
 - j. The proposed signage is minimal and is in compliance with all applicable regulations (Issue 4D, Policy 1).
9. This request partially furthers the following policies of the Coors Corridor Plan:
- a. Because the building is located so far from Coors and because the rear of the building fronts the internal drive, the proposal cannot be said to have a pleasing or functional relationship to the roadway or to other structures. However, the design guidelines of the governing site development plan for subdivision call for buildings to be pulled toward the internal roadway, and the subdivision also limits the relationship that this proposal can have to adjacent buildings (Issue 4B, Policies 2 and 6).
 - b. The subject site has two street frontages – one on Coors Boulevard and another on an internal site drive. The building's entrance is located adjacent to Coors, although the building itself is pulled back toward the internal drive. Parking is located between the building's entrance and Coors Boulevard. There is no parking between the building and the internal drive (Issue 4B, Policy 5).
10. This request furthers the following goals of the Seven Bar Ranch Sector Development Plan:
- a. The applicant is providing a 35' wide landscape buffer adjacent to Coors Boulevard (Goal 2).

- b. The applicant will provide a bike lane adjacent to the subject site on Coors Boulevard. Separate sidewalk systems are also provided (Goal 3).
11. Conditions of approval are required to bring the submittal into full compliance with all applicable policies and regulations.
12. There is no known neighborhood or other opposition to this request.

RECOMMENDATION – 08EPC 40004, February 21, 2008

APPROVAL of 08EPC 40004, a site development plan for building permit, for Lot 5, Lowes Subdivision, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40004, February 21, 2008 – 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. Dumpster enclosure gate material and color shall be specified on the detail drawing.
4. Motorcycle parking shall not be included in parking counts.
5. The applicant shall ensure 8' clear for the sidewalk adjacent to the major façade.
6. The site plan shall indicate where the relocated streetlight will be placed.

7. Lighting:

- a. The applicant shall provide a note stating that all lighting will be in compliance with Zoning Code §14-16-3-9.
- b. The pole-mounted light fixture adjacent to the patio area shall be supplemented with a series of bollard-style lights.

8. Landscaping:

- a. Adequate landscaping shall be provided to screen both the transformer and the dumpster enclosure.
- b. A minimum of 20% of the parking lot area shall be landscaped.
- c. Landscaping shall be incorporated into the major façade sidewalk area.

9. The patio shall be relocated to a more pleasant location, for example at the northeast corner of the building near the bike rack.

10. Additional articulation shall be provided on the west elevation.

11. Signage:

- a. Plans shall indicate square footage, dimensions, materials, colors, and illumination for all proposed signage. All signage shall comply with the Zoning Code and the Coors Corridor Plan.
- b. No free-standing signage shall be allowed. The applicant may, however provide building-mounted signage on the east elevation in compliance with all applicable regulations.

12. City Engineer conditions:

- 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. Provide cross access agreements for both the common access drive between this site and Lowe's and for the common access drive to this site and the adjacent lot.
 - d. Site plan shall comply and be designed per DPM Standards.
 - e. Construction of the on-street bicycle lane along Coors Boulevard adjacent to the subject property as designated on Long Range Bikeways System map.
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***Anna DiMambro, AICP
Planner***

cc: Mays & Company, 5949 Sherry Lane, Suite 1570, Dallas, TX 75225
Tierra West LLC, 5571 Midway Park Pl. NE, Albuquerque, NM 87109

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Reviewed: A note should be added specifying that the proposed development shall comply with the General Building and Site Design Regulations for non-residential uses, per section 14-19-3-18 of the Comprehensive City Zoning Code.

Office of Neighborhood Coordination

No Neighborhood Association(s)

Advanced Planning

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).
- Provide cross access agreements for both the common access drive between this site and Lowe's and for the common access drive to this site and the adjacent lot.
- Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- The Hydrology Section has no adverse comments on site plan.

Transportation Planning (Department of Municipal Development):

Findings

- Coors Boulevard is proposed to contain on-street bicycle lanes as designated on the Long Range Bikeway System map.

Conditions

- Construction of the on-street bicycle lane along Coors Boulevard adjacent to the subject property as designated on Long Range Bikeways System map.

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 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. Provide cross access agreements for both the common access drive between this site and Lowe's and for the common access drive to this site and the adjacent lot.
- d. Site plan shall comply and be designed per DPM Standards.
- e. Construction of the on-street bicycle lane along Coors Boulevard adjacent to the subject property as designated on Long Range Bikeways System map.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

City Forester

PARKS AND RECREATION

Planning and Design

Reviewed, no objection. Request does not affect our facilities.

Open Space Division

Open Space has no adverse comments

POLICE DEPARTMENT/Planning

Other: No action required.

**Name, location and service area of nearest Police Station? *Shawn McWethy Substation
6404 Los Volcanos Rd NW, Albuquerque, NM 87121***

Plans for expansion or new facilities in area? *Yes, New substation north of I-40.*

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Disapproved, unable to access or service suggested enclosure location, and will need required recycle area. Call for details, 761-8142.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Lowes Subdivision, Lot 5, is located on Coors Blvd NW between Old Airport NW and Alameda Blvd NW/NM 528. The owner of the above property requests approval for a Site Development Plan and Building Permit for a Lowes Home Improvement Store. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MPO ID # 616.0 is a City of Albuquerque project to study the Coors Corridor. The termini are NM 528 on the north and Bridge Bd to the south. This study is scheduled to be funded in 2010. Coordination with DMD is recommended to insure that site development information is provided to the study team as appropriate.

For information purposes, Coors Bd is a limited-access principal arterial. Any additional access to the facility would require the concurrence of both the NMDOT as owner of the facility and the TCC.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

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.