



**Environmental
Planning
Commission**

**Agenda Number: 4
Project Number: 1002717
Case #'s: 07EPC 40061/40062
November 15, 2007**

Staff Report

Agent	Tierra West LLC
Applicant	West Bluff Center LLC
Request(s)	Site Development Plan for Subdivision Site Development Plan for Building Permit
Legal Description	Tracts 303, 304, 305, 306, Unit 8, Town of Atrisco Grant
Location	Atrisco Road NW between Miami Rd NW and I-40
Size	Approximately 5.4 acres
Existing Zoning	SU-1 for O-1, Warehousing and Wholesaling
Proposed Zoning	No change

Staff Recommendation

APPROVAL of 07EPC 40061, based on the findings on page 16, and subject to the conditions of approval on page 17.

APPROVAL of 07EPC 40062, based on the findings on page 19, and subject to the conditions of approval on page 21.

Staff Planner

Carol Toffaleti, Planner

Summary of Analysis

This is a dual request for a site development for subdivision and for building permit for a site of approximately 5.4 acres located at the northeast corner of the Coors Blvd./I-40 interchange. Vehicular access is from Atrisco Rd. The applicant proposes 5 tracts and 5 office/warehouse flex buildings totaling 58,600 sf.. Parking provision is based on a ratio of approximately 87% office/13% warehouse uses.

The site is in the Established Urban area of the Comprehensive Plan, and within the West Side Strategic Plan and the Coors Corridor Plan areas.

Residents are concerned that the proposal will exacerbate traffic problems in the area, but no adverse comments have been received.

The proposal furthers a preponderance of City policies, but staff recommends conditions to bring the site development plans into greater compliance with City regulations.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 10/08/2007 to 10/24/2007. Agency comments were used in the preparation of this report and begin on page 25.

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 O-1 and Warehouses	Established Urban; West Side Strategic Plan (II); Coors Corridor Plan (III)	vacant
North	SU-1 for C-2 uses	Established Urban; West Side Strategic Plan (II); Coors Corridor Plan (III)	West Bluff shopping center, including WalMart and Home Depot
South	(I-40); R-T, R-1	Established Urban; West Side Strategic Plan (II); <i>west portion:</i> Coors Corridor Plan (III)	I-40; residential
East	SU-1 for IP uses	Established Urban: West Side Strategic Plan (II); Coors Corridor Plan (III)	charter school; vacant
West	(I-40, Coors Blvd.); SU-1 Office	Developing Urban; West Side Strategic Plan (II); Coors Corridor Plan (III)/Atrisco sector development plan (III)	I-40, Coors Blvd; vacant

Background, History and Context

This is a dual request for a site development plan for subdivision and a site development plan for building permit for a site of approximately 5.4 acres located on Atrisco Rd. NW, between Miami Rd. NW and I-40, zoned SU-1 for O-1, Warehouse & Wholesaling. The applicant proposes to subdivide the land into 5 tracts and build 5 office/warehouse flex buildings with a total square footage of 58,600 sf.

The subject site is in the Established Urban area of the Comprehensive Plan and within the West Side Strategic Plan and the Coors Corridor Sector Development Plan (SDP) areas.

The subject site has a long history. At one time, it was part of a larger, approximately 62-acre zone change and site development plan proposal that included the area to the north (Z-99-16, Z-99-20 & Z-99-38). After a number of approvals and appeals, the site plan request was reduced to a smaller, approximately 35-acre site development plan that did not include the subject site. In early 2006, a site development plan for residential use was reviewed by the Planning Department but was withdrawn by the applicant prior to the EPC hearing. In 2006, the EPC approved a sector plan map amendment to the Coors Corridor SDP from SU-1 for O-1 and PRD, to SU-1 for O-1 and Warehousing and Wholesaling, including sales and display rooms or buildings for wholesalers, distributors, warehouses, or manufacturers (#1002717, 06EPC-01585, 12/21/2006). Condition #2 in the notice of decision (see

application) required EPC approval of a site development plan for subdivision in accordance with zoning regulations. The deadline was 6 months from approval of the map amendment, but the applicant obtained a 6-month extension to December 22, 2007 (see attached letter from the City, dated 11/7/07).

To the north of the site is the West Bluff Shopping Center (Z-99-38), which includes a Wal-Mart Super Center, The Home Depot, and several smaller retailers. The subject site was not included in the West Bluff Development and has remained vacant for many years. I-40 runs south of the site. To the east, across Atrisco are a charter school and vacant land. To the west, are a strip of land dedicated to NMDOT (see attached), two I-40 off-ramps and the Coors Blvd. overpass.

Long Range Roadway System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG) in the 2030 MTP (6/30/07), does not identify any roadway capacity projects in the area. designates

The Current Functional Roadway Classification in the MTP identifies Coors Blvd. as a Limited-Access Principal arterial, with a right-of-way of 156'. The classification of Quail Rd. and Corona are also relevant, as the supplemental analysis of the Traffic Impact Study (see attached, dated 10/3/07) is based on traffic being routed from those streets to the site. They are both local streets, as are Atrisco Rd. and Miami Rd. immediately adjacent to the site.

Long Range Bikeway System

Atrisco is an existing bike route. A pedestrian/bicycle bridge across I-40 links the segments of Atrisco Rd. north and south of the freeway. An existing 10' trail runs on the east side of Atrisco, follows Miami along the north boundary of the site and continues northward along the Coors frontage road.

I-40, including the ramps onto Coors Blvd., is a proposed primary bike trail. The City is developing a trail along I-40 that will curve around the southern and west edges of the site and join an existing trail along Coors Blvd. The trail will lie well below the site, however, and will not provide direct access to the development.

Public Facilities/Community Services

Public Facilities: Fire Station, West Mesa Community Center

APS: Susie Rayos Marmon elementary school, Adams middle school

ABQ Ride: #96 Crosstown Commuter, between Cottonwood Mall Park & Ride and Kirtland AFB; #155 Coors Blvd. Line – 7 days a week, between Cottonwood Mall Park & Ride and Valley Gardens; #790 Blue Line Rapid Ride - 7 days a week, between Montano Plaza and UNM. The routes use bus stops on Coors Blvd. north of Ouray Rd. The northbound stop is approximately ¼ mile from the site; the southbound stop is approximately 1/3 mile away.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

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

Albuquerque Comprehensive Zoning Code

The EPC approved a sector plan map amendment to the Coors Corridor sector development plan from SU-1 for O-1 and PRD, to SU-1 for O-1 and Warehousing and Wholesaling, including sales and display rooms or buildings for wholesalers, distributors, warehouses, or manufacturers (#1002717, 06EPC-01585, 12/21/2006). The proposed office/warehouse uses comply with the zoning. Because of the SU-1 zoning, the EPC has discretion to approve site development plans that deviate from the underlying zoning for the proposed uses. In this case, the underlying zones are O-1 (office) and IP (industrial park) for the warehouse use. The request does not include wholesaling.

Zoning Code Enforcement has advised staff that the EPC does not have discretion over elements of a development that are subject to regulations in the Coors Corridor plan because it is a Design Overlay Zone.

Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in the area designated *Established Urban* by the Comprehensive Plan (Section II.B.5) 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:

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

The request partially furthers this policy as the design of the proposed flex development respects neighborhood values and scenic resources. A supplemental TIS was completed which concluded that the proposed development would have no significant adverse effect on the adjacent transportation system. However, some residents have expressed concern that the trips generated by the development will exacerbate existing traffic problems in the area, particularly on Redlands Ave., three blocks north of the site.

Policy II.B.5.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.

The proposal furthers this policy because the vacant site is contiguous to urban facilities and services.

Policy II.B.5.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 office and warehouse uses are away from residential areas, but will generate traffic that may adversely affect the residential environments to the northeast.

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

Although the site is near Coors Blvd, it does not have direct access to this limited access principal arterial. The supplemental analysis to the TIS concluded that the development would have no significant adverse impact on the adjacent transportation system. This is disputed by members of the NAs, who attended the facilitated meeting on 11/1/07 (see attached), and have general concerns about cut-through traffic on residential streets in the area.

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

Policy II.B.5.m: Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

Despite its location at the interchange of I-40 and Coors Blvd, the site is not readily visible from these two busy roadway systems, because of grade differences, multiple lanes and screen walls. However, the westerly edge is visible from the northbound freeway off-ramps. The proposed landscaping and architecture will improve the visual environment of the vacant site and help screen the service area at the rear of the WalMart from passing motorists' view.

Other applicable policies are:

Developed Landscape (Section II.C.8)

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

Policy II.C.8d: 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 landscape plan proposes trees and shrubs along ROWs and in buffer strips and includes some native species. It will improve the visual environment of this vacant, urban lot.

Economic Development (Section II.C.6)

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

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

The development accommodates new employment uses on the West Side, which helps redress the job-housing imbalance in that area.

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.o: Peak hour demands on the circulation system should be decreased.

The site has good pedestrian and cycle access for future employees and customers and, since the site is adjacent to the West Bluff Shopping Center, future employees can easily walk there for lunch and shopping. The new employment uses on the West Side should reduce peak hour demands on the metropolitan circulation system, but will increase traffic locally.

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.

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.

The landscape plan calls for a mixture of low and medium water use plants, but the site development plan does not include any other water conservation measures, such as directing some stormwater runoff from parking lots and roofs to landscaped 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.

The proposal contains some passive solar measures: entrances to offices are shaded from the south and west by entry canopies; the TPO membrane roof reduces solar gain; and shade trees mitigate the heat island effect of the development.

Staff considers that the proposal furthers a preponderance of Comprehensive Plan goals and policies.

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.”

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.

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

The proposal furthers this goal and these objectives by accommodating businesses and employment on the West Side.

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 the Ladera Community. The Ladera Community is bounded by the Rio Grande on the east, Western Trails on the north, Unser Boulevard and the Petroglyph National Monument on the west and I-40 on the south. The Ladera Community encompasses 2,926 acres and was 40% vacant at the time the WSSP Plan was written, although that percentage has risen decreased dramatically since 1997. Major existing streets are Coors

Boulevard and Atrisco. Ladera and Ouray provide east/west access through the community. Substantial existing commercial and public services exist along Coors Boulevard extending from Interstate 40 to St. Joseph's Drive. This is recognized as pre-existing in the Plan and is building out as a major corridor of services, higher density residential, and employment generators.

The subject site is not within the designated Ladera Activity Center on the west side of Coors Blvd., but is part of the pre-existing commercial corridor along Coors Blvd. between I-40 and St Joseph's Drive. The site was rezoned within the last year and the proposed office and warehouse uses are acceptable in this area.

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

Lightpoles are proposed with a maximum height of 25', and of 16' within 100' of a residential zone. However, there is currently no residential zone near the site. Staff does not consider 25' to be "pedestrian scale" and recommends a condition to improve compliance with the WSSP lighting guidelines.

Vegetation – The entire planning area is characterized by a dry upland mesa environment, with the exception of the Bosque edge adjacent to the river. Landscaping can be utilized to aid in the preservation of the area's aesthetics as well as to preserve the biologic integrity of the mesa environment...Landscaping will be required for all non-residential construction, but will be designed on xeriscape principles...(p. 171)

The landscape plan calls for a mixture of low and medium water use plants, including some plants native to the upland mesa environment.

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)
Thirty one building-mounted signs are proposed, which seems excessive. The Coors Corridor Plan has more specific policies concerning signage that apply to the proposal (see below).

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)

Stucco finish masonry walls are proposed in a color to match the buildings.

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)

The site development plan includes pedestrian walkways between buildings and from public sidewalks to building entrances, but not all are sufficiently wide. Condition 9 of approval for the SDP for building permit is recommended to bring them into compliance.

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)

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 site is conveniently located relative to north-south pedestrian and bike trails and within reasonable distance of a bus stop served by three transit routes.

Overall, the proposal furthers a preponderance of goals, policies and guidelines of the West Side Strategic Plan.

Coors Corridor Sector Development Plan (Rank III)

The subject site lies within the boundaries of the Coors Corridor Sector Development Plan (CCSDP), a Rank III plan adopted in 1984 and amended in 1989, 1995 and 2003. It contains policies, regulations and guidelines for the development of Coors Boulevard and adjacent properties from Central Avenue north to State Road 528 (Alameda Boulevard), with the overarching goal to “promote visual harmony between new and existing buildings and between the built environment and the natural scene” (p. 82). *Design policies* express the intent of the City and County. *Design regulations* are to control specified critical design aspects of the area. They apply to new construction or alteration of buildings or sites. *Design guidelines* are suggestions to supplement the

design regulations. The plan also puts emphasis on Coors Boulevard as a transit and pedestrian corridor.

The subject property is in Segment 2 of the Coors Corridor Plan, which extends from I-40 south to north to Western trail. All areas of design are applicable to this site, except view preservation.

The plan is currently being updated. The new plan will emphasize improved building relationships to maintain views and pedestrian elements. An improved Design Overlay Zone will maintain views more effectively, especially in the northern corridor Segments 3 and 4. The EPC began reviewing the revised draft of the plan at the hearing on May 10, 2007 and will continue its review at subsequent hearing(s). It is scheduled to be heard at the November 8, 2007 EPC Study Session. However, the existing plan is being applied to this proposal.

Code Enforcement has informed staff that the EPC does not have discretion to approve elements of a development that deviate from design regulations of the Coors Corridor plan, which established a Design Overlay Zone.

Applicable policies and design standards are:

Issue 4 – Visual Impressions and Urban Design Overlay Zone (p. 82)

- a. General policies - Apply to the entire length of the corridor.
Policy 4.a.1: Views Within the Corridor: Appropriate and pleasing visual impressions within the corridor should be established and preserved.

The proposed landscaping and architecture will improve the visual environment of the vacant site and help screen the service area at the rear of the WalMart from the view of motorists heading north from I-40 into the Coors corridor.

Policy 4.a.3- New Development: 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.

The following design regulations and guidelines are applicable to the project:

- b. Site planning and architecture
Policy 4.b.2 - Building setback, height and bulk: 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.

A. Setback, Design Regulation 1. ...There shall be a minimum front yard setback of 15 ft from the right-of-way [of Coors Blvd.] in Segments 1 & 2.

The proposed minimum building setback is only 10' along the west boundary of the site, which conflicts with this policy but may be appropriate given the site's separation from Coors Blvd.

Policy 4.b.3: Front Landscaped Street Yard: There should be a landscaped street yard along the entire frontage of properties adjacent to Coors Boulevard.

Design Regulations:

1. The front landscaped street yard shall be 15' wide in Segments 1 and 2...
2. A minimum of 50% of this area shall be maintained with live landscaping material which will visually screen and buffer parking development behind the street yard. Buffering is the use of continuous landscaping (other than grass or gravel or flat terrain) along with berms, walls or decorative fences that least partially and periodically obstruct the view from the street of vehicular use areas, parking lots and parked cars.

The 6' width of the landscape buffer on the west boundary of the site does not comply with these regulations, per the comment from Code Enforcement.

Policy 4.b.4 - Site landscaping: Landscape design and improvements should be complementary to the individual site and to the overall appearance of the corridor...

A. Landscape Design

Design Regulation 2.: All exterior trash and storage utility boxes, electric and gas meters, transformers, etc. shall be screened from view.

Design Guidelines:

6. The design of fencing, trash enclosures, and similar accessory site elements should be compatible with the architecture of the main buildings, and should use compatible materials.

(p. 92)

The site development plan needs to indicate the design (elevations) of refuse and recycling enclosures.

Policy 4.b.7 - Access: 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 site development plan complies with this policy.

Policy 4.b.9 - Site lighting: 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.

Exterior Lighting, Design Regulation 2: The mounting height of luminaries in vehicular and/or storage areas shall be no higher than 20 feet.

The proposed 25' height of lightpoles throughout the site conflicts with this regulation.

Policy 4.b.10 - Architectural Design: Architectural design should contribute to the enhancement of the overall visual environment of the Coors Corridor.

B. Architectural Details, Design Regulations:

1. Mechanical equipment shall be screened from public view. The design of mechanical equipment screening shall be compatible with, and be an integral element of, the building structure. Location of such equipment within the building or at ground level is preferable to roof-mounting, unless such location would adversely affect the streetscape, pedestrian circulation or open space.

The building elevations include metal screens that extend 6' above the parapet, which serve in part to screen roof-top units. Staff considers that, although they are not integral to the building structures, they do fit into the overall architectural design as they match both the entrance canopies and the panels above each office entrance that serve as backdrops for signage.

d. Signage

Policy 4.d.1 – Signs should complement the appearance and function of the roadway and the corridor while protecting the unique views beyond the corridor.

Design Regulations: The General Sign Regulations...of the Comprehensive City Zoning Code are extended to apply to all signage in the Coors Corridor Area, as follows:

6. General Sign Regulations

MAXIMUM NUMBER OF ITEMS PER PREMISE FRONTAGE: An item of information means any of the following: a word; an abbreviation; a number; a symbol; a geometric shape. All letters and symbols over 3" in height are counted as items of information.

- A total of ten items allowed per premise frontage may be displayed on a combination of ground signs, wall signs, and projecting signs. Directional signs are not counted.
- Each premises on Coors Blvd. is permitted to display signs containing up to a total of ten items of information along any one street frontage. An additional ten items of information may be displayed on any other street which provides access to the same premise.

LIGHTING OF SIGNS: Signs which are directly spotlighted or internally illuminated may be used provided that:

- there is no glare on the street or upon adjacent property; and
- the light does not distract motorists.

(p. 112 – 115)

The site is currently one premises, but the request is to subdivide it into 5 tracts with a building on each tract for potential resale. It seems reasonable to limit the maximum number of items on the basis of these 5 tracts. Each tract and building has access to Miami and Atrisco Dr. and would be allowed 10 items of information for each street frontage. Fourteen building-mounted signs and two monument signs are proposed. In addition, seventeen signs are proposed for tenant spaces. Although the proposed signage is indicated in terms of sign face area rather than number of items, there is no doubt that it exceeds what is allowed in the Coors Corridor Plan.

Several elements of the site development plans conflict with design regulations in the CCP and staff recommends conditions to bring them into compliance.

ANALYSIS OF SITE DEVELOPMENT PLANS FOR SUBDIVISION AND BUILDING PERMIT

The applicant submitted a supplementary letter (see attached) and revisions to the site development plans, with the exception of the landscape plan.

Site Plan Layout / Configuration

The site plan layout is functional and compatible with existing development to the north and east. Two of the five building are aligned with Coors Blvd. and the three remaining are at right angles to Atrisco Dr. The northernmost (Building A) facing Miami Rd. forms the gateway to the

development. Most of the parking abuts the buildings, but there is an additional row along the north and south boundaries of the site.

The proposed building height is 25'6", with multi-purpose screens rising an additional 6' above part of the parapet on all buildings but "C". Each building also has one corner tower that is 36' high. The height and setbacks comply with regulations of the O-1 zone.

The site data tables on the site development plans indicate a minimum floor area ratio (FAR) of 0.15 and a maximum FAR of 0.35. Actual FARs for the tracts fall around the middle of that range.

Each tract has a refuse enclosure. The Solid Waste Management Department requires the addition of a recycle area on each tract and that the angle of enclosures for Tracts A & E be adjusted. The site development plan does not indicate the design of the enclosures. Staff recommends that they match the material, color and design of the screen wall (see below). The duplicate detail on sheet 7 will be eliminated, per the applicant's supplementary letter.

Two outdoor patios are proposed, each of approximately 400 sf with planters. Given the total size of the development (58,600 sf) and the potential number of tenants (22), staff recommends an additional patio near Building A. The patio would be a minimum of 300 sf, with seating and shade per Section 14-16-3-18 (D)(3) of the Zoning Code.

Conditions are recommended to correct these deficiencies.

Walls/Fences

A 6' high CMU wall is proposed on the Coors Corridor boundary and along Atrisco Dr. to partially screen the service drives between buildings A & C and south of building E. The elevation detail on sheet 11 indicates a combination of split face and stucco finish blocks in a color to match the buildings. Staff recommends that the wall on the Coors Blvd. side comply with Design Regulations in Section 14-16-3-19 (B) of the Zoning Code and be setback at least 4' from the property line to accommodate landscaping on both sides of the wall, to improve the visual impression of the site from the Coors Corridor. The west wall is indicated on the SDP for Building Permit but is missing from the SDP for Subdivision.

Vehicular Access, Circulation and Parking

Three full access drives are proposed on Atrisco Dr. NW and one full-access drive off Miami Dr. The route to the site is from the north only, either from Coors Blvd, Quail Road and south on Corona Dr., or from the northbound Coors frontage road, Ouray Rd and Corona Dr.. However, residents who attended the facilitated meeting say that a significant number of motorists use Redlands Dr., a residential street, to avoid congestion on Quail Rd.

A Traffic Impact Study for the WalMart in the West Bluff Center was completed in November 2001. The updated trip generation study completed for this project was based on 100% office use, i.e. the most intensive use of the site, and looked at the intersections of Quail Rd and Coors Blvd. and Quail Rd. and Corona Dr.. The study concluded that the proposed development would have no significant adverse effect on the adjacent transportation system. Nevertheless, residents who attended the facilitated meeting expressed concern about existing traffic on local streets and the increase generated by this project. The agent, who is the same agent as for the West Bluff shopping center,

stated his intention to discuss possible mitigation measures in the general area with the City's Transportation Operations.

The City Traffic Engineer requires that internal drive aisles be reduced to 24' to discourage parallel parking and driving at high speeds. Some end parking spaces at vehicular entrances on Atrisco will need to be eliminated to accommodate an adequate width along the full length of the access drive.

The site development plan sets a specific proportion of office and warehouse uses for each tract, ranging from 10 to 18% warehouse uses. Parking is provided on that basis and meets zoning requirements. However, because the development is a speculative flex development, the exact proportions are not known at this time. One facade of each building is designed to accommodate roll-up doors in addition to pedestrian entrances. The applicant states that cars and some delivery trucks will be traveling to and from the development during normal business hours. There are no loading docks and therefore no semis will be accessing the development. Given the "flex" nature of the proposal, staff recommends conditions to ensure that the provision of off-street parking remains at a sufficient level and that circulation within the site remains safe in the long term. Note 9 should be eliminated as the term "shared" parking cannot apply to tracts with the same land uses per the Zoning Code (Section 14-16-4-1 (E)(6)(b)). Adding common parking to Note 1 would be more appropriate. A condition is also recommended to ensure that the dimensions of all parking spaces meet zoning requirements.

Pedestrian and Bicycle Access and Circulation, Transit Access

The site has good pedestrian and cycle access to the trail network and the site development plan provides good internal pedestrian connections. However not all the walkways between buildings and from public sidewalks to building entrance are sufficiently wide. Condition 9 is recommended to bring them into compliance.

Lighting and Security

The lighting indicated on the site development plan for building permit consists of 25' high lightpoles only. No building-mounted lighting is shown. The height of the lightpoles should be reduced to a maximum of 20' to comply with the Coors Corridor Plan. A note should be added to ensure that all lighting complies with design regulations in the Coors Corridor Plan. The duplicate detail on Sheet 7 should be deleted, per the applicant's supplementary letter.

Landscaping

The landscape plan is generally acceptable, but several conditions are recommended to improve compliance with City regulations and correct omissions. The landscaped buffers and beds will need adjusting as a result of other revisions to the site development plan. The location and species of trees should be amended to: reduce the proportion of high allergen species (ash); ensure that shade trees are distributed evenly in parking areas; and eliminate trees immediately next to building walls.

Grading, Drainage, Utility Plans

The site is fairly level. It will be graded so that the majority of runoff from the site will drain into an existing stormdrain in Atrisco Drive and the remainder flows into two existing rundowns along the southern boundary of the site. An existing embankment dedicated to NMDOT between the west

boundary of the site and the I-40 off-ramp will remain. The bank slopes approximately 15' down from the site. There is an even greater difference in elevation between the site and I-40, of approximately 20' to 30'. The applicant stated at the facilitated meeting that the proposed stormdrains should eliminate current drainage problems over the side of I-40, which have concerned area residents.

Architecture

The proposed architecture is functional and spare, but is enlivened by the interplay of different materials and accent colors and the use of entrance canopies on the facades. The design of the towers above parapet height could be more varied. The building elevations must use common colors.

Signage

The proposed signage is shown in the following table:

Orientation	Building-mounted (tower)	Building-mounted (parapet screen)	Building-mounted (tenant)	Monument	Totals
Coors Blvd.	0	2	0	0	2
I-40	3	0	9	0	12
Miami Rd.	2	2	3	1	8
Atrisco Rd.	5	0	5	1	11
Totals	10	4	17	2	33

The number and design of the monument signs (8'4" x 8'4", maximum 75 sf sign face area) complies with SC regulations, but the total number of signs conflicts with the intent of the Coors Corridor Plan. Without illustrative text to determine the number of items, it is impossible to evaluate the proposed amount of signage against the regulations in the plan more specifically. However, reducing the number of signs will alleviate the discrepancy.

The location and height of the signage can be evaluated against general sign regulations and those of the underlying zone (O-1). The location of the monument sign on Atrisco conflicts with Section 14-16-3-5 (B)(2)(b) general sign regulations, because it is too close to the ROW. The proposed height of the tower- and screen mounted signs conflict with Section 14-16-2-15 (A)(16) O-1 zone, because they exceed 26'.

Conditions are recommended to improve compliance. This does not preclude the applicant from seeking a variance through an application to the ZHE.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

Comments begin on page 25. Significant comments were received from Zoning Code Services, Advanced Planning, Transportation Development and the Solid Waste Management Department. They concern landscaping, signage, circulation, parking and refuse/recycling enclosures. These have either

been addressed in the applicant's revisions and supplementary information, or in recommended conditions of approval.

NEIGHBORHOOD/PUBLIC CONCERNS

Affected neighborhood associations and property-owners within 100' of the site were notified of the proposal. The six affected neighborhood associations (NA) are: S.R. Marmon NA, Los Volcanes NA, Vista Magnifica Assn., West Bluff NA, Westside Merchants Assn. and West Mesa NA. A facilitated meeting was held on Nov. 1, 2007 (see report attached). The attendees' primary concern is that the project will exacerbate traffic congestion and speeding in the area.

The City Engineer has informed staff that a neighborhood cut-through study is not warranted for this project, because it does not fall under the Large Retail Facility regulations also known as the "Big Box" ordinance (Bill No. O-06-53, 8/28/07). However, concerned residents can request a study from the City's Transportation Operations. The applicant has initiated contact with the City (see email attached) to discuss mitigation measures pursuant to the facilitated meeting.

CONCLUSIONS

Overall, the proposal for a flex office/warehouse development at the northeast corner of the Coors Blvd./I-40 interchange complies with a preponderance of City goals, policies and regulations.

There are neighborhood concerns about traffic impact, but these are not specifically related to the proposed development.

Staff recommends approval with a number of conditions to bring the site development plan for subdivision and site development plan for building permit into greater compliance with City regulations, in particular those in the Coors Corridor plan.

FINDINGS - 07EPC 40061, November 15, 2007, Site Development Plan for Subdivision

1. The request is for a site development plan for subdivision for a site of approximately 5.4 acres located on Atrisco Rd. NW, between Miami Rd. NW and I-40, zoned SU-1 for O-1, Warehouse & Wholesaling. The applicant proposes to subdivide the land into 5 tracts and build 5 office/warehouse flex buildings with a total square footage of 58,600 sf.
2. The request is accompanied by a site development plan for building permit (07EPC-40062).
3. The request satisfies Condition #2 of approval for the rezoning of the subject site (#1002717, 06EPC-01585, 12/21/2006).
4. Per the City's Zoning Code Enforcement, the EPC does not have discretion to approve a site development plan for a site zoned SU-1 that conflicts with applicable regulations in the Coors Corridor plan, because the plan established a Design Overlay Zone. This has implications for the proposal with regard to landscaped buffers, the design of refuse enclosures, area lighting and signage.
5. A Certificate of No Effect pursuant to F/S O-07-72, the Albuquerque Archaeological Ordinance, has been submitted by email.
6. An update of the previous Traffic Impact Study (September 2001) for the site has been submitted and reviewed by Transportation Staff, which concludes that the proposed development would have no significant adverse effect on the adjacent transportation system.
7. The subject site is in the Established Urban area of the Comprehensive Plan (CP) and within the West Side Strategic Plan (WSSP) and the Coors Corridor Plan (CCP) areas.
8. The request furthers the following goals and policies of the Comprehensive Plan, West Side Strategic Plan and Coors Corridor Plan:
 - a. The Goal for the Established Urban area, CP Policies II.B.5.1, II.B.5.m., CCP Policies 4.a.1, and 4.b.10, because the proposed site, architecture and landscape design will create a visually pleasing environment.
 - b. CP Policy II.B.5.e, because the proposed development is on vacant land contiguous to existing urban facilities and services.

- c. The Transportation and Transit Goal in the CP, WSSP Policies 4.6 (Commercial Development guidelines), 4.10, 6.25, and CCP 4.b.7, because the proposal represents an efficient placement of employment uses, has convenient access to the pedestrian and bike trail network, is within walking distance of three transit routes and includes good internal pedestrian connections.
 - d. The Economic Development Goal and CP Policy II.C.6.a, and Goal 12, Objectives 1 and 8, Policy 1.1 in the WSSP, because the proposal accommodates new employment and business opportunities on a site zoned for that purpose, that help redress the job-housing imbalance on the West Side.
 - e. The Energy Management Goal and CP II.D.3.a, because the architecture includes passive solar measures that provide shade, reduce solar gain and thereby mitigate the heat island effect of the development.
 - f. The Developed Landscape Goal and CP Policy II.C.8d, and WSSP Policy 4.6 (Vegetation), because the landscape plan includes some native species and will improve the aesthetic quality of the urban landscape.
9. Property-owners within 100' of the site and the affected Neighborhood Associations, S.R. Marmon NA, Los Volcanes NA, Vista Magnifica Assn., West Bluff NA, Westside Merchants Assn. and West Mesa NA, were notified of the request. A facilitated meeting was held on Nov. 1, 2007. Attendees' primary concerns were about traffic congestion and speeding in the area. No objections to the site development plan have been received.

RECOMMENDATION - 07EPC 40061, November 15, 2007

APPROVAL of 07EPC 40061, a Site Development Plan for Subdivision, for all or a portion of Tracts 303, 304, 305, 306, Unit 8, Town of Atrisco Grant, zoned SU-1 for O-1, Warehousing and Wholesaling, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 07EPC 40061, November 15, 2007, Site Development Plan for Subdivision

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

hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.

2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.

3. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT, WATER AUTHORITY and NMDOT:

Conditions of approval for the proposed Site Development Plan for Subdivision and 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. Internal drive aisles to be 24' wide.
 - e. Delete end parking spaces at site drives, adjacent to Atrisco, that are within the skew of the site drives, to provide for a full 25' throat length.
 - f. Site plan shall comply and be designed per DPM Standards.
 - g. Platting must be a concurrent DRB action.
4. The landscaped buffer along the west boundary of the site shall be increased to 15' to comply with the Coors Corridor Plan.
 5. A note shall be added stating that a change to the balance of office/warehouse uses, and to the corresponding off-street parking provision, indicated on the site development plan will require an administrative amendment or EPC approval, at the Planning Director's discretion.
 6. In Note 3, insert "/or" after "below parapet height and", to reflect the use of screens extending above parapet height on the building elevations.

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7. Note 9 shall be eliminated and, in Note 1, “parking” shall be inserted after “pedestrian, “.
 8. The site development plan for subdivision shall be consistent with the accompanying site development plan for building permit.

FINDINGS - 07EPC 40062, November 15, 2007, Site Development Plan for Building Permit

1. The request is for a site development plan for building permit for a site of approximately 5.4 acres located on Atrisco Rd. NW, between Miami Rd. NW and I-40, zoned SU-1 for O-1, Warehouse & Wholesaling. The applicant proposes to subdivide the land into 5 tracts and build 5 office/warehouse flex buildings with a total square footage of 58,600 sf.
2. The request is accompanied by a site development plan for subdivision (07EPC-40061).
3. The request satisfies Condition #2 of approval for the rezoning of the subject site (#1002717, 06EPC-01585, 12/21/2006).
4. Per the City’s Zoning Code Enforcement Services, the EPC does not have discretion to approve or amend a site development plan for a site zoned SU-1 that conflicts with applicable regulations in the Coors Corridor plan, because the plan established a Design Overlay Zone. This has implications for the proposal with regard to landscaped buffers, the design of refuse enclosures, area lighting and signage.
5. A Certificate of No Effect pursuant to F/S O-07-72, the Albuquerque Archaeological Ordinance, has been submitted by email.
6. An update of the previous Traffic Impact Study (September 2001) for the site has been submitted and reviewed by Transportation Staff, which concludes that the proposed development would have no significant adverse effect on the adjacent transportation system.
7. The subject site is in the Established Urban area of the Comprehensive Plan (CP) and within the West Side Strategic Plan (WSSP) and the Coors Corridor Plan (CCP) areas.
8. The request furthers the following goals and policies of the Comprehensive Plan, West Side Strategic Plan and Coors Corridor Plan:

- a. The Goal for the Established Urban area, CP Policies II.B.5.1, II.B.5.m., CCP Policies 4.a.1, and 4.b.10, because the proposed site, architecture and landscape design will create a visually pleasing environment.
 - b. CP Policy II.B.5.e, because the proposed development is on vacant land contiguous to existing urban facilities and services.
 - c. The Transportation and Transit Goal in the CP, WSSP Policies 4.6 (Commercial Development guidelines), 4.10, 6.25, and CCP 4.b.7, because the proposal represents an efficient placement of employment uses, has convenient access to the pedestrian and bike trail network, is within walking distance of three transit routes and includes good internal pedestrian connections.
 - d. The Economic Development Goal and CP Policy II.C.6.a, and Goal 12, Objectives 1 and 8, Policy 1.1 in the WSSP, because the proposal accommodates new employment and business opportunities on a site zoned for that purpose, that help redress the job-housing imbalance on the West Side.
 - e. The Energy Management Goal and CP II.D.3.a, because the architecture includes passive solar measures that provide shade, reduce solar gain and thereby mitigate the heat island effect of the development.
 - f. The Developed Landscape Goal and CP Policy II.C.8d, and WSSP Policy 4.6 (Vegetation), because the landscape plan includes some native species and will improve the aesthetic quality of the urban landscape.
9. Property-owners within 100' of the site and the affected Neighborhood Associations, S.R. Marmon NA, Los Volcanes NA, Vista Magnifica Assn., West Bluff NA, Westside Merchants Assn. and West Mesa NA, were notified of the request. A facilitated meeting was held on Nov. 1, 2007. Attendees' primary concerns were about traffic congestion and speeding in the area. No objections to the site development plan have been received.

RECOMMENDATION - 07EPC 40062, November 15, 2007

APPROVAL of 07EPC 40062, a Site Development Plan for Building Permit, for all or a portion of Tracts 303, 304, 305, 306, Unit 8, Town of Atrisco Grant, zoned SU-1 for O-1, Warehousing and Wholesaling based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 07EPC 40062, November 15, 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 incorporate appropriate measures to support the Water Management Goal, Section II.D.2 of the Comprehensive Plan, such as directing some stormwater runoff from parking lots and roofs to landscaped areas.
4. Approval of any future amendment of the site development plan for building permit shall be by the EPC or handled administratively, at the Planning Director's discretion, per Section 14-16-2-22 (A)(6) of the Zoning Code. Off-street parking provision for the uses implemented on the site shall continue to satisfy requirements of Section 14-16-3-1 of the Zoning Code.
5. The site development plan shall indicate the maximum and minimum car parking spaces that will be provided on each tract, based on the maximum and minimum proportions of warehouse use on each tract.
6. A 15' landscaped buffer shall be provided on the west boundary of the site to comply with the Coors Corridor Plan.
7. In Note 1, "parking" shall be inserted after "pedestrian, " to allow for common parking across all tracts.
8. In Note 3, insert "/or" after "below parapet height and", to reflect the use of screens extending above parapet height on the building elevations.
9. Pedestrian connections shall comply with Section 14-16-3-1 (H) of the Zoning Code.

10. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT, WATER AUTHORITY and NMDOT:

Conditions of approval for the proposed Site Development Plan for Subdivision and 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. Internal drive aisles to be 24' wide.
 - e. Delete end parking spaces at site drives, adjacent to Atrisco, that are within the skew of the site drives, to provide for a full 25' throat length.
 - f. Site plan shall comply and be designed per DPM Standards.
 - g. Platting must be a concurrent DRB action.
11. A recycle area shall be added to each tract and the refuse enclosures on tracts A & E shall be re-angled to comply with the City's Solid Waste Management Department requirements.
12. The bicycle racks shall be located so that, when in use, they maintain a 6' clear pedestrian path to building entrances and public sidewalks.
13. The design of screen walls shall be compatible with the building architecture and comply with Section 14-16-3-19 (B) of the Zoning Code. The wall on the west boundary of the site shall be setback at least 4' from the property line to accommodate landscaping on both sides of the wall.
14. The lightpole and refuse enclosure details on Sheet 7 shall be deleted.
15. The total height of lightpoles shall be reduced to 20' to comply with Policy 4.b.9 and corresponding design regulations in the Coors Corridor Plan.

16. The dimensions of all parking spaces shall meet requirements of the Zoning Code (Sections 14-16-1-5 and 14-16-3-1 (F)).
 17. An additional patio area shall be located near Building A pursuant to Section 14-16-3-18 (D)(3) of the Zoning Code.
 18. Building elevations shall indicate the common colors of materials.
 19. The total number of signs shall not exceed 4 per tract OR the total number of items shall not exceed 40 per tract, with items defined per Policy 4.d.1 of the Coors Corridor plan. In other respects, signage shall comply with Sections 14-16-3-5 (B) General Sign Regulations and 14-16-2-15 (A)(16) O-1 zone of the Zoning Code.
 20. The following changes shall be made to the Landscape Plan:
 - a. The landscape design shall reflect revisions to the site development plan.
 - b. Planting beds shall be 36 square feet minimum per Section 14-16-3-10 of the Zoning Code.
 - c. Complete irrigation specifications shall be provided, including five 1 gph. emitters per tree or equal and separate irrigation zones for trees and shrubs.
 - d. Provide description of backfill material.
 - e. The location and species of trees shall be amended to: reduce the proportion of high allergen species (ash); ensure that shade trees are distributed evenly in parking areas; and eliminate trees immediately adjacent to building walls.
-

***Carol Toffaleti
Planner***

cc: West Bluff Center LLC, 6211 San Mateo Blvd. NE, Suite 130, Albuquerque, NM 87109
Tierra West LLC, 5571 Midway Park Pl. NE, Albuquerque, NM 87109
Deaun Lewis, SR Marmon NA, 6400 Sunny Day Ct. NW, Albuquerque, NM 87120
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Bennie Matlock, West Mesa NA, 837 Loma Hermosa NW, Albuquerque, NM 87105
Michael DeHoney, Vista Magnifica Assoc., 1525 Calle del Vista NW, Albuquerque, NM 87105
Dolores Garcia, Vista Magnifica Assoc., 1663 Corte del Sol NW, Albuquerque, NM 87105

Attachments

Notice of Decision, #1002717, 06EPC-01585, 12/21/2006 (in applicant's packet)
Letter from COA to applicant, dated 11/7/07
Survey for Tracts 303 - 306, 2/21/06
Supplemental TIS, 10/3/07
Certificate of No Effect (per Archeological Ordinance), dated 10/29/07
Supplemental information from applicant, dated 10/31/07
Facilitated meeting report, dated 11/3/07
Emails from agent, dated 11/3/07, 11/5/07
Emails from NA contact, dated 11/5/07

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Reviewed: The vicinity map on both the site development plan for subdivision and site development plan for building permit needs to be corrected to reflect the actual zoning of the property.

- Landscape
 - 15' landscape buffer is required along the street side of Coors Boulevard per the Coors Corridor Plan.
- Signage
 - A note should be added indicating that the site development plan shall comply with the Coors Corridor Plan regulations pertaining to signage.

Office of Neighborhood Coordination

S.R. Marmon NA (R), Vista Magnificia NA (R), Los Volcanos NA (R), Westside Merchants Assoc. (R), West Bluff NA (R), West Mesa NA (R)

10/10/07 – Recommended for Facilitation - siw

Advanced Planning

The applicant should indicate all light poles to be a maximum of 16 feet above grade, typical, for note #5 on sheet 1, Site Development Plan. This will be consistent with the plan call outs.

The bicycle racks shown on the Site Plan will impede pedestrian movement at the walkways when bicycles are loaded.

Landscape Plan Comments:

The applicant should ensure that 36 square feet minimum is provided in planting areas per 14-16-3-10 of the Zoning Code.

Also, the applicant should provide complete irrigation specifications on plans with 5-1gph. emitters per tree or equal. Provide separate irrigation zones for trees and provide enlarged tree, shrub, and irrigation details for readability.

Provide description of backfill material specified on detail.

Provide additional planting areas with trees within the large expansive parking areas. This will shade autos and pedestrians and break up the parking areas of 32 contiguous spaces. The New Mexico Olive

will not provide shade for pedestrians at the south and west side of buildings. Additional or substituted shade trees within planting areas in the parking areas will provide the required shade.

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) update 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.
- Internal drive aisles to be 24' wide.
- Delete end parking spaces at site drives, adjacent to Atrisco, that are within the skew of the site drives, to provide for a full 25' throat length.
- Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- **Condition:** Platting must be a concurrent DRB action.

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 Subdivision and 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. Internal drive aisles to be 24' wide.
- e. Delete end parking spaces at site drives, adjacent to Atrisco, that are within the skew of the site drives, to provide for a full 25' throat length.
- f. Site plan shall comply and be designed per DPM Standards.
- g. Platting must be a concurrent DRB action.

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

- **No comments received.**

POLICE DEPARTMENT/Planning

- **No comments received.**

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Disapproved, requires recycle areas for all enclosures, and reangle of enclosures by tracts A & E. Call for details, 761-8142.

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

Town of Atrisco Land Grant, Tracts 303, 304, 305, and 306, is located on Atrisco Rd NW between Miami Rd NW and I-40. The owner of the above property request approval for a site development plan and building permit for offices. This will have no adverse impacts on the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

Several projects along the I-40 right-of-way are planned in the 2030 MTP:

- MPO ID # 57 is a City of Albuquerque project to construct a bikeway trail and bridge over the Rio Grande. The termini are Coors Bd to the west and the East bank of the Rio Grande to the east.
- MPO ID # 400.0 is a NMDOT project to reconstruct the Coors I-40 interchange. Work on this project has been completed.
- MPO ID # 414 is a NMDOT to reconstruct I-40 and add an additional climbing lane. This project was funded in 2006.

Coordination with NMDOT and DMD is recommended to insure project conformity with these planned projects.

For information purposes, Coors Bd is classified a limited-access principal arterial.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

- **No comments received.**

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM has gas transmission, gas distribution, and electric overhead facilities along the East and North sides of this development. There are overhead distribution lines running along the north end of the property and along the east side of the property.