



**Environmental  
Planning  
Commission**

**Agenda Number: 3  
Project Number: 1006721  
Case #s: 07EPC 40038/40039/40044  
September 20, 2007**

**Staff Report**

<b>Agent</b>	RMKM Architecture
<b>Applicant</b>	City of Albuquerque Police Department
<b>Requests</b>	<b>Sector Development Plan Map Amendment</b> <b>Site Development Plan for Subdivision</b> <b>Site Development Plan for Building Permit</b>
<b>Legal Description</b>	Lot B9E2, Seven Bar Ranch
<b>Location</b>	Cibola Loop Road between Black Arroyo and Coors Blvd. Bypass
<b>Size</b>	Approximately 3.4 acres
<b>Existing Zoning</b>	SU-1 for R-2 Uses
<b>Proposed Zoning</b>	SU-1 for Police Substation

**Staff Recommendation**

**APPROVAL of 07EPC 40044, based on the findings on pages 12-13, and subject to the condition of approval on page 14.**

**APPROVAL of 07EPC 40038, based on the findings on pages 14-15, and subject to the conditions of approval on pages 15-16.**

**APPROVAL of 07EPC 40039, based on the findings on pages 16-17, and subject to the conditions of approval on pages 17-20.**

**Staff Planner**  
**Anna DiMambro, Planner**

**Summary of Analysis**

This is a three-part request for a sector development plan map amendment, a site development plan for subdivision, and a site development plan for building permit. The applicant proposes to change the subject site's current SU-1 for R-2 Uses zoning to SU-1 for Police Substation zoning to allow for a police substation and has submitted the corresponding site development plans.

The zone change is adequately justified per the requirements of R-270-1980, and a preponderance of adopted City goals and policies will be furthered by the zone change. The site development plan for subdivision and the site development plan for building permit comply with most applicable regulations. There is no known neighborhood opposition to this request. Staff recommendation for all three requests is for approval with conditions.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 8/6/2007 to 8/17/2007. Agency comments were used in the preparation of this report and begin on page 21.

**AREA CHARACTERISTICS AND ZONING HISTORY**

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

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II &amp; III Plans</i>	<i>Land Use</i>
<i>Site</i>	SU-2 for R-2 Uses	Established Urban; West Side Strategic Plan, Seven-Bar Ranch Sector Development Plan	Vacant
<i>North</i>	SU-2 for R-2 Uses	Same	Vacant
<i>South</i>	R-1	Same	Public Facility (high school)
<i>East</i>	SU-1 for Town Center	Same	Public Facility (fire station)
<i>West</i>	SU-2 for R-2 Uses	Same	Vacant

**Background, History and Context**

This is a three-part request for a sector development plan map amendment, a site development plan for subdivision, and a site development plan for building permit. The sector development plan map amendment is an amendment to Exhibit 3 (“Land Use” map) of the Seven-Bar Ranch Sector Development Plan. The applicant proposes to change the subject site’s current SU-1 for R-2 Uses zoning to SU-1 for Police Substation zoning to allow for a police substation. The site development plan for subdivision involves a land swap with the subject site giving up a western portion of the site and acquiring additional land to the north. The site development plan for building permit shows a two-phase project. The first phase consists of a small temporary building to be removed upon completion of phase II, which is a permanent structure. The applicant estimates that Phase II will be completed in early 2009.

In 1999, a site development plan for subdivision was approved for the Town Center site directly to the east of the subject site. This site development plan for subdivision proposed a joint fire/police station; however, only the fire station was constructed as part of the Town Center development. It is unclear to staff why the joint fire/police station was not developed. The fire station development was heard and approved by the Environmental Planning Commission in May 2003 as project number 1000593 (03EPC 00497). The applicant intends to use complementary architecture for the proposed police station. Cibola High School is to the south of the subject site, and vacant land is to the north and the west.

**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 Bypass as a Limited-Access Principal arterial, with a right-of-way of 156'.

The Long Range Roadway System designates Golf Course Road as a Minor Arterial, with a right-of-way of 86'.

The Long Range Roadway System designates Ellison Drive as a Principal Arterial, with a right-of-way of 124' (Established & Developing Urban) or 156' (elsewhere).

The Long Range Roadway System designates North Seven Bar Drive and Seven Bar Loop Road as a Collector street, with a right-of-way of 68'.

### ***Public Facilities/Community Services***

The subject site is located within one mile of several developed and undeveloped city parks, an elementary school, a high school, and a police station. Bus routes operate on Ellison, Coors Bypass, and Coors Boulevard.

Ellison is an Enhanced Transit Corridor. A bike lane is located on Ellison. The subject site is located in the Seven Bar Regional Center as designated by the West Side Strategic Plan.

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

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

### **Albuquerque Comprehensive Zoning Code**

***Existing Zoning: The subject site is currently zoned SU-1 for R-2. The R-2 zone “provides suitable sites for houses, townhouses and medium density apartments and uses incidental thereto in the Established and Central Urban Areas.” The Seven Bar Ranch Sector Development Plan (SBRSDP), written in the mid-1980s, intended the subject site, and other R-2 tracts, for development as condominiums and low-rise apartments.***

***Proposed Zoning: The applicant proposes SU-1 for Police Substation zoning. The SU-1 zone (see Zoning Code §14-16-2-22) provides suitable sites for uses that are special, and for which the appropriateness of the use to a specific location depends upon the character of the site design.***

### **Albuquerque / Bernalillo County Comprehensive Plan**

The subject site is located in the area designated Established Urban by the *Comprehensive Plan* with a Goal to “create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan areas 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 Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

***A police substation is part of the range of urban land uses intended by this policy. This request furthers 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 respects and enhances neighborhood values by creating a police presence in the area. Natural environmental conditions and carrying capacities are respected by the use of sustainable design. The social and cultural environment will be enhanced by way of improved public safety. This request furthers this policy.***

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.

***The subject site is contiguous to existing urban facilities. Site plan review will ensure the integrity of existing neighborhoods. 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.

***The proposed police station shows quality and innovation in design. The design, which complements the adjacent fire station, is appropriate to the Plan area. This request furthers this policy.***

*Noise*

Policy a: Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented.

***The applicant states that officers are generally dispatched from out in the field, rather than from the substation. Sirens are not expected to affect nearby neighborhoods. This request furthers this policy.***

*Transportation and Transit*

Policy c: In order to add to transit ridership and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.

***This request partially furthers this policy. The requested zone change removes a multi-family residential designation from a property located on an Enhanced Transit Corridor. However, police station employees will be able to make use of transit, and citizens needing access to the substation will be able to take advantage of the transit service offered on Ellison.***

*Public Safety*

Policy d: Emergency and routine crime prevention efforts shall be continued and improved.

***This request furthers this policy. Location of a police substation in this area will continue and improve emergency and routine crime preventions efforts on the West Side.***

Policy e: Police protection, law enforcement, and optimum use of the criminal justice system shall continue to be emphasized as priority activities of City and County government.

***Placement of a police substation on the subject site furthers this policy.***

**Water Conservation/Green Principles**

***The applicant states, "The police substation will strive to achieve a Silver rating through the United States Green Building Council's Leadership in Energy & Environmental Design (LEED). Sustainable design features include: Reduction of Heat Island Effects, Light Pollution Reduction, Water Efficient Landscaping, Water Use Reduction, Water Harvesting, On-Site Renewable Energy (solar photovoltaics), Storage and Collection of Recyclables, Construction Waste Management, Recycled Content, Regional Materials, Interior Air Quality Performance, Increased Ventilation, Low-Emitting Materials, Controllability of Lighting and Thermal Comfort Systems, Optimized Energy Performance, and Daylighting." Several of these items are visible on the site plan.***

**West Side Strategic Plan (Rank 2)**

The West Side Strategic Plan (WSSP) was first adopted in 1997 and amended in 2002 and 2005. 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.

Policy 1.2: A transit feasibility and access plan shall be provided with each development plan located within the Regional Center, Employment Centers, Community Centers, and developments elsewhere adjacent to designated transit corridors.... (p. 38)

***The applicant states that this policy is not applicable to this request. However, staff finds that the subject site's location within the Regional Center subjects the proposal to the requirement for providing a transit feasibility and access plan. Most of the required information, as outlined in the WSSP, has already been included in the submitted site plans. A bus stop is located on the south side of the subject site along with a bike lane and a multi-purpose trail. Staff recommends a condition of approval requiring the applicant to state the proposed development's role in incentive programs to promote alternative transportation, such as employee commute passes, carpool/vanpool programs, etc. This request furthers this policy.***

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.

***The applicant states that this policy is not applicable to this request. Staff, however, finds that the subject site's location within the Regional Center subjects the request to this policy. This request furthers this policy because a police substation is an appropriate use within a Regional Center.***

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 states that the proposed project provides linkages to transit and bicycle/pedestrian systems. Staff concurs. This request furthers this policy.***

Policy 8.1: Bernalillo County and the City of Albuquerque shall work together to jointly plan, acquire, and build public service facilities which are co-located for maximum efficiencies of the agencies and the public.

***While this policy relates to public facilities location planning, this proposal shows the outcome of such planning for co-location. The subject site is located adjacent to Fire Station 21. This request furthers this policy.***

Policy 8.2: City or County facilities, along with private facilities, shall be located within or adjacent to the Regional Center, Employment Centers, Community Centers, or in Neighborhood Centers. Facilities proposed outside of these locations must demonstrate to elected officials and the public that a compelling public need is best served by the alternate location.

***This request proposes to locate a City facility within a Regional Center. This request furthers this policy.***

Policy 8.10: The City Police Department shall consider the co-location and shared site potential for future facilities. Locating police stations near community centers and high schools is seen as being particularly attractive. Seek out locations for new substations near other facilities in or adjacent to the Regional Center, Community Centers, Neighborhood Centers, or Employment Centers established in this Plan.

***This request proposes to locate a police substation adjacent to a high school and a fire station within the Regional Center. This request furthers this policy.***

### **Westside-McMahon Land Use & Transportation Guide**

***The Westside-McMahon Land Use & Transportation Guide establishes a policy for key decisions on land use and transportation for the Westside-McMahon corridor. It was adopted***

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*in 1999 and inserted in the back of the West Side Strategic Plan. Attachment A, a map, recommends high-density residential use for the subject site, which is consistent with its current zoning. This request would appear to be in conflict with the Westside-McMahon Land Use & Transportation Guide. Staff finds that this is a justified conflict, however, because public facilities are normally allowed in any zone, and police substations are generally welcome neighbors in high-density residential areas. The subject site is only a small portion of the larger site recommended for high-density residential by the Westside-McMahon Land Use & Transportation Guide. Also, the applicant has demonstrated that the request furthers a preponderance of applicable Comprehensive Plan, West Side Strategic Plan, and Seven-Bar Ranch Sector Development Plan goals and policies.*

### **Seven-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, McMahon 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 establishes zoning for the subject site (SU-1 for R-2 uses) and also contains Design Guidelines. Goals and policies relevant to the proposal include:

Goal 1: The location of major commercial, institutional and employment centers in immediate proximity to a wide diversity of housing densities and types. This should help minimize automobile travel, encourage a heterogeneous community appealing to a broad spectrum of desires, and hence should lead to a relatively self-sufficient “community within a community.” *This request proposes to locate an institutional and employment center in close proximity to a wide diversity of housing densities and types. This request furthers this goal.*

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 proposal places sufficient landscaping around the subject site’s perimeter to further the intent of 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 submittal shows encouragement of non-vehicular travel by providing adequate bicycle parking and by its location near an existing bike lane, a multi-purpose trail, and a transit stop. This request furthers this policy.*

**Resolution 270-1980 (Policies for Zone Map Change Applications)**

This Resolution outlines policies and requirements for deciding zone map change applications pursuant to the Comprehensive City Zoning Code. There are several tests that must be met and the applicant must provide sound justification for the change. The burden is on the applicant to show why a change should be made, not on the City to show why the change should not be made.

The applicant must demonstrate that the existing zoning is inappropriate because of one of three findings: there was an error when the existing zone map pattern was created; or changed neighborhood or community conditions justify the change; or a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan.

- A. The applicant states that the proposed zoning will contribute to the health, safety, and general welfare of the neighborhood by creating a police presence in the neighborhood that will increase public safety by decreasing response time and deterring unlawful activity. Staff concurs with this analysis.*
- B. The applicant has provided a sound justification for this zone change.*
- C. The applicant has cited a preponderance of Comprehensive Plan, West Side Strategic Plan, and Seven-Bar Ranch Sector Development Plan goals and policies that are furthered by this request.*
- D. The applicant states that the proposed zoning is more advantageous to the community as articulated in the Comprehensive Plan, the West Side Strategic Plan, and the Seven-Bar Ranch Sector Development Plan and has cited numerous goals and policies that are furthered by the request. Staff agrees with this analysis.*
- E. The only allowable use in the proposed SU-1 for Police Substation zoning is a police substation. This use will not be harmful to adjacent properties, the neighborhood, or the community.*
- F. This zone change will require programmed capital expenses by the City, as it is a City facility.*
- G. The cost of land and other economic considerations pertaining to the applicant are not a factor in this analysis.*
- H. Not applicable.*
- I. This request constitutes a justified spot zone, as it will clearly facilitate adopted City goals and policies.*
- J. This request will not create a strip zone.*



## ***ANALYSIS OF SITE DEVELOPMENT PLAN FOR SUBDIVISION***

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

The purpose of the proposed site development plan for subdivision (which is integrated into the site Architectural Site Plan sheets) is to shift lot lines, extending the lot further north and eliminating the western portion of the current lot. The proposed lot contains the same acreage as the current lot, but is more rectangular than square. This shift allows for the second access point on Cibola Loop and also allows site design that will better relate to the adjacent Fire Station, which is oriented along Cibola Loop.

## ***ANALYSIS OF SITE DEVELOPMENT PLAN FOR BUILDING PERMIT***

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

Surrounding development includes Cibola High School and Fire Station 21. The proposed police substation permanent building has been designed to complement the adjacent fire station and fits nicely with its surroundings.

The Phase I temporary building faces Ellison to the south and has its small parking lot on the east side of the building. The permanent building faces Cibola Loop and the fire station with small parking lots on the northeast and southeast of the building and a larger parking area to the rear, on the west side. No dumpster is proposed for Phase I, while the Phase II dumpster is located within the secured police parking area and will not be visible from the public areas of the site.

The Phase I temporary building reaches a maximum height of 13'4". The permanent Phase II building reaches a maximum height of 24'. Setbacks and open space are in accordance with applicable regulations. The applicant estimates that Phase II will be completed in early 2009.

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

A temporary 6' high chain link fence is proposed to surround the Phase I building and will be removed for Phase II. An 8' concrete and masonry wall is proposed to surround the police parking area in Phase II. City regulations and policies do not require this wall to be constructed; the applicant is proposing to construct this wall for security purposes. This wall is required to meet Zoning Code design regulations for wall façade and layout on the south and east facades because they face public right-of-way. These regulations are found in Zoning Code section 14-16-3-19(B)(2)(a). The proposal meets regulations for wall façade, which requires the applicant to choose one of a variety of options. Among these options is "a variety of living shrubs, trees, and/or vines covering or overhanging at least 1/3 of the length of a wall..." The applicant has complied with this requirement. However, the proposal does not comply with wall design regulations, which require the applicant to choose one of several options to break up the massing of the wall. Staff has included compliance with wall design regulations as a condition of approval.

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

Three vehicular access points are proposed, one on Ellison and two on Cibola Loop. The northerly access point is proposed to be for police and service vehicles only, while the southerly access point on Cibola Loop is intended for public access. The Ellison access point is intended for emergency response and will be secured by a motorized gate. All access points will be constructed during Phase I.

The southerly access point on Cibola Loop leads to a small parking lot that will be used during both phases. During Phase II it will serve only for public parking. 18 parking spaces are required for Phase I based on office parking calculations. The south parking lot contains a total of 19 spaces, including 2 handicap accessible spaces and one motorcycle space. Because the proposed motorcycle space is the size of a vehicle parking space, staff recommends that it be divided to allow parking for two motorcycles.

Phase II will include the construction of a large parking lot to the west and north of the proposed permanent building. This parking lot is secured by motorized gates located at the north vehicular entrance and at the Ellison entrance, and the parking is proposed to be limited to police parking only. Based on 20,000 square feet of office space in the Phase II building, 100 parking spaces are required. The applicant has provided 171 spaces including the Phase I spaces. In addition, 3 spaces are provided for specialty vehicles under a covered parking area north of the proposed building. For Phase II, 4 handicap accessible spaces and 3 motorcycle spaces are required. The applicant provides 2 handicap spaces in the south parking lot and two in the police parking area. Room for 2 motorcycle parking spaces is provided in the south parking area, and 14 spaces are provided north of the proposed building in a covered parking area. Parking space numbers and sizes meet the requirements of the Zoning Code for non-SU-1 zoned land. However, the handicap space access aisle is numbered as a parking space. This should be corrected on the plans and calculations should be modified accordingly.

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

A 10' wide asphalt multi-purpose trail exists on Ellison Dr., and the applicant proposes to construct a 6' wide concrete sidewalk along Cibola Loop. Bicycle racks are located at the east side of the Phase I building and the south side of the Phase II building. Adequate pedestrian circulation is provided from the public parking area to each of the proposed buildings. However, no pedestrian paths are proposed through the police parking area. Staff recommends that pedestrian textured colored concrete pathways be provided linking the police parking to the Phase II building.

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

For Phase I, both bollard-type lighting and pole-mounted lighting is proposed. Pole-mounted lighting is proposed to be a maximum of 15' high. Detail drawings of these lighting types are not provided, however a detail drawing of the Phase II pole-mounted lighting is included on the Phase II site plan. The applicant should provide detail drawings of Phase I lighting, ensuring that lighting has a full-cutoff type fixture. Building-mounted light fixtures are proposed for all sides of the temporary building.

Phase II lighting also consists of bollard lighting and pole-mounted lighting. The detail drawing for the pole-mounted lighting shows a full-cutoff fixture at 18' high. General Notes state that lighting fixtures are not to exceed 15' high. The detail drawing must be revised to match the General Notes limiting the height to 15'.

### ***Landscaping***

The Phase I landscaping plan provided by the applicant is adequate and meets all requirements of the Zoning Code. However, the Santa Fe Brown crusher fines noted in the legend should be indicated in the plan. The Phase II landscape plan, however, lacks the required 10' landscape buffer between the subject site and abutting residential zones. It is possible to provide the landscape buffer while still meeting parking requirements. Again, Santa Fe brown crusher fines should be indicated on the plan. Upon removal of the Phase I temporary building, the area it occupied will be landscaped.

### ***Public Outdoor Space***

Public outdoor space is provided in Phase II in the form of an open-air courtyard in the center of the building. The courtyard is proposed to be 576 square feet with 25% shading. The applicant has not indicated what amenities such as benches and tables will be provided. This information should be added as a note on the site plan.

### ***Grading, Drainage, Utility Plans***

The applicant has provided a grading, drainage, and utility plan. The subject site slopes gently to the south.

### ***Architecture***

Phase I is a temporary rectangular metal building of 3584 square feet. The architectural elevations do not indicate what color will be used, except that chosen colors will be compatible with Fire Station 21. This temporary building will be in place until approximately early 2009. Phase II is the permanent structure (20,000 square feet), which is a single-story flat-roofed structure with metal awnings. The architecture is intended to complement that of Fire Station 21 across the street. The elevations indicate that colors will also complement Fire Station 21, but specific colors are not listed. This information will need to be provided for both phases prior to final sign-off.

### ***Signage***

Only building-mounted signage is proposed for this development. Phase I signage consists of a 100 square foot building-mounted sign on the south elevation. The sign includes the APD logo as well as 12" lettering and is downlit by a building-mounted light fixture. The applicant has not indicated what materials and colors the signage will include. This information must be provided prior to final plan sign-off.

Phase II signage consists of a 48 square foot APD shield on the south elevation and 12" and 18" lettering on the east elevation reading "Albuquerque Police Department 6<sup>th</sup> Area Command." Building signage will be illuminated by downlighting.

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**CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION**

Advance Planning comments that a text amendment to the Seven-Bar Ranch Sector Development Plan may be needed. Staff has researched this issue and finds that a map amendment will suffice in this case. Text amendments are required when the applicable sector plan does not contain the proposed zoning. The Seven-Bar Ranch Sector Development Plan does contain SU-1 zoning. The City Forester has made a long list of comments. Some of these are addressed in staff's recommended conditions of approval.

**NEIGHBORHOOD/PUBLIC CONCERNS**

The Cibola Loop, Saragossa, Paradise Heights, Seven Bar North, Cottonwood Heights, and Paradise Hills neighborhoods were notified of this request. A facilitated meeting was held on August 22, 2007 and was attended by residents from the Paradise Heights and Cibola Loop neighborhoods. While all six affected neighborhood associations were invited to the facilitated meeting, four neighborhoods were not represented but were included in the distribution of the facilitated meeting report. Neighbors were generally supportive of this request. Concerns were expressed regarding traffic flow on Cibola Loop near the high school at the beginning and end of the school day and at the proposed north entrance to the subject site. The applicant agreed to research these issues to see if the road could be striped to avoid backups and to report back to the neighborhoods.

**CONCLUSIONS**

This is a three-part request for a sector development plan map amendment, a site development plan for subdivision, and a site development plan for building permit. The applicant proposes to change the subject site's current SU-1 for R-2 Uses zoning to SU-1 for Police Substation zoning to allow for a police substation. The site development plan for subdivision involves a land swap with the subject site giving up a western portion of the site and acquiring additional land to the north. The site development plan for building permit shows a two-phase project. The first phase consists of a small temporary building to be removed upon completion of phase II, which is a permanent structure.

The applicant has adequately justified the zone change request per the requirements of R-270-1980 and has demonstrated that a preponderance of adopted City goals and policies will be furthered by the zone change. The site development plan for subdivision and the site development plan for building permit comply with most applicable regulations. Staff has recommended conditions of approval that will bring the submittal into full compliance. Staff recommendation for all three requests is for approval with conditions.

***FINDINGS – 07EPC 40044, September 20, 2007 – Sector Development Plan Map Amendment***

1. This is a request for a Sector Development Plan Map Amendment to the Seven Bar Ranch Sector Development Plan for Lot B9E2, Seven Bar Ranch from SU-1 for R-2 Uses to SU-1 for Police Substation.
2. The subject site is located at the northwest corner of Ellison Drive and Cibola Loop Road in the area designated Established Urban by the Comprehensive Plan and within the boundaries of the West Side Strategic Plan and the Seven Bar Ranch Sector Development Plan.
3. This request furthers the following Comprehensive Plan policies:
  - a. The proposed zoning will contribute to a full range of urban land uses (Policy II.B.5.a).
  - b. Location of a police substation on the subject site will continue and improve emergency and routine crime prevention efforts on the West Side (Policy II.D.9.d and II.D.9.e)
4. This request partially furthers Comprehensive Plan policy II.D.4.c because the requested zoning removes a multi-family residential zone from a property located on an Enhanced Transit Corridor. However, police station employees and citizens needing access to the substation will be able to take advantage of available transit service.
5. This request furthers the following West Side Strategic Plan policies:
  - a. A police substation is an appropriate use within the Regional Center (Policy 3.1).
  - b. The subject site is located adjacent to Fire Station 21 and Cibola High School (Policies 8.1 and 8.10).
  - c. The subject site is located within the Regional Center (Policy 8.2).
6. This request is in justified conflict with the Westside-McMahon Land Use and Transportation Guide's land use recommendation for the subject site. High-density residential use is recommended for the site; however, a police substation is an appropriate addition to a high-density residential area. Also, the request furthers a preponderance of Comprehensive Plan, West Side Strategic Plan, and Seven Bar Ranch Sector Development Plan goals and policies.
7. This request furthers Goal 1 of the Seven Bar Ranch Sector Development Plan by proposing to locate an institutional and employment use in close proximity to a wide diversity of housing densities and types (Goal 1).

8. The applicant has adequately justified this request per R-270-1980:
  - a. The proposed zoning will contribute to the health, safety, and general welfare of the neighborhood by creating a police presence in the neighborhood. This will increase public safety by decreasing response time and deterring unlawful activity (A).
  - b. The applicant has provided a sound justification for this zone change (B).
  - c. The applicant has cited a preponderance of Comprehensive Plan, West Side Strategic Plan, and Seven Bar Ranch Sector Development Plan goals and policies that are furthered by this request (C).
  - d. The proposed zoning is more advantageous to the community as articulated in the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Development Plan. The applicant has cited numerous goals and policies that are furthered by this request (D).
  - e. The only allowable use in the proposed SU-1 for Police Substation zone is a police substation. This use will not be harmful to adjacent properties, the neighborhood, or the community (E).
  - f. This zone change will require programmed capital expenses by the City because a police substation is a City facility (F).
  - g. The cost of land and other economic considerations pertaining to the applicant are not a factor in this analysis (G).
  - h. The applicant has not requested apartment, office, or commercial zoning (H).
  - i. This request constitutes a justified spot zone, as it will clearly facilitate adopted City goals and policies (I).
  - j. This request will not create a strip zone (J).
  
9. There is no known neighborhood or other opposition to this request.

***RECOMMENDATION - 07EPC 40044, September 20, 2007***

**APPROVAL of 07EPC 40044, a request for a sector development plan map amendment to the Seven-Bar Ranch Sector Development Plan from SU-1 for R-2 Uses to SU-1 for Police Substation, for Lot B9E2, Seven Bar Ranch, based on the preceding Findings and subject to the following Condition of Approval.**

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***CONDITION OF APPROVAL - 07EPC 40044, September 20, 2007 – Sector Development Plan Map Amendment***

1. The applicant shall obtain EPC approval for the concurrently submitted site development plan for subdivision and site development plan for building permit within 6 months.
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***FINDINGS - 07EPC 40038, September 20, 2007 – Site Development Plan for Subdivision***

1. This is a request for approval of a site development plan for subdivision for Lot B9E2, Seven Bar Ranch. The applicant proposes to shift the lot lines to extend the property further to the north. This request runs concurrently with a request for a sector development plan map amendment to the Seven Bar Ranch Sector Development Plan from SU-1 for R-2 Uses to SU-1 for Police Substation and a site development plan for building permit for a police substation on the subject site.
2. The subject site is located at the northwest corner of Ellison Drive and Cibola Loop Road in the area designated Established Urban by the Comprehensive Plan and within the boundaries of the West Side Strategic Plan and the Seven Bar Ranch Sector Development Plan.
3. This request furthers the following Comprehensive Plan policies:
  - a. This request respects and enhances neighborhood values by creating a police presence in the area. Natural environmental conditions and carrying capacities are respected by the use of sustainable design. The social and cultural environment will be enhanced by way of improved public safety (Policy II.B.5.d).
  - b. The subject site is contiguous to existing urban facilities. The integrity of existing neighborhoods can be ensured (Policy II.B.5.e).
  - c. Noise considerations have been integrated into the planning process to prevent future noise/land use conflicts (Policy II.C.4.a)
4. This request furthers the following West Side Strategic Plan policies:
  - a. The applicant has not submitted a transit feasibility and access plan, however most of the required information has been included in the site plans. A bus stop is located on the south side of the subject site along with a bike lane and a multi-purpose trail (Policy 1.2).
  - b. The proposed development provides linkages to transit and bicycle/pedestrian systems (Policy 3.3).

5. This request furthers Goal 3 of the Seven Bar Ranch Sector Development Plan by encouraging non-vehicular travel through provision of adequate bicycle parking and through its located near an existing bike lane, a multi-purpose trail, and a transit stop.
6. There is no known neighborhood or other opposition to this request.

***RECOMMENDATION - 07EPC 40038, September 20, 2007***

**APPROVAL of 07EPC 40038, a site development plan for subdivision, for Lot B9E2, Seven Bar Ranch, based on the preceding Findings and subject to the following Conditions of Approval.**

***CONDITIONS OF APPROVAL - 07EPC 40038, September 20, 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. City Engineer conditions:
  - a. If applicable, 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. Proposed north site drive, accessing secured police parking (phase II), to be constructed such that it is offset 50' minimum or the centerlines are within 15' of each other with the site drive to the east (DPM requirement) unless otherwise approved by the Traffic Engineer.
  - d. Site plan shall comply and be designed per DPM Standards.
  - e. Platting must be a concurrent DRB action.
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***FINDINGS - 07EPC 40039, September 20, 2007 – Site Development Plan for Building Permit***

1. This is a request for approval of a site development plan for building permit for Lot B9E2, Seven Bar Ranch. The applicant proposes to construct a police substation. This request runs concurrently with a request for a sector development plan map amendment to the Seven Bar Ranch Sector Development Plan from SU-1 for R-2 Uses to SU-1 for Police Substation and a site development plan for subdivision for the subject site.
2. The subject site is located at the northwest corner of Ellison Drive and Cibola Loop Road in the area designated Established Urban by the Comprehensive Plan and within the boundaries of the West Side Strategic Plan and the Seven Bar Ranch Sector Development Plan.
3. This request furthers the following Comprehensive Plan policies:
  - a. This request respects and enhances neighborhood values by creating a police presence in the area. Natural environmental conditions and carrying capacities are respected by the use of sustainable design. The social and cultural environment will be enhanced by way of improved public safety (Policy II.B.5.d).
  - b. The subject site is contiguous to existing urban facilities. The integrity of existing neighborhoods can be ensured (Policy II.B.5.e).
  - c. The proposed police station shows quality and innovation in design. The design, which complements the adjacent fire station, is appropriate to the Plan area (Policy II.B.5.l).
  - d. Noise considerations have been integrated into the planning process to prevent future noise/land use conflicts (Policy II.C.4.a)

4. This request furthers the following West Side Strategic Plan policies:
  - a. The applicant has not submitted a transit feasibility and access plan, however most of the required information has been included in the site plans. A bus stop is located on the south side of the subject site along with a bike lane and a multi-purpose trail (Policy 1.2).
  - b. The proposed development provides linkages to transit and bicycle/pedestrian systems (Policy 3.3).
  
5. This request furthers the following Seven Bar Ranch Sector Development Plan policies:
  - a. The applicant proposes sufficient landscaping along Ellison Drive and Cibola Loop to create a landscaped roadway buffer and a highly landscaped streetscape image (Goal 2).
  - b. The submittal shows encouragement of non-vehicular travel by providing adequate bicycle parking and by its location near an existing bike lane, a multi-purpose trail, and a transit stop (Goal 3).
  
6. There is no known neighborhood or other opposition to this request.

***RECOMMENDATION - 07EPC 40039, September 20, 2007***

**APPROVAL of 07EPC 40039, a site development plan for building permit, for Lot B9E2, Seven Bar Ranch, based on the preceding Findings and subject to the following Conditions of Approval.**

***CONDITIONS OF APPROVAL - 07EPC 40039, September 20, 2007 – Site Development Plan for Building Permit***

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

3. The applicant shall state the proposed development's role in incentive programs to promote alternative transportation, such as employee commute passes, carpool/vanpool programs, etc.
4. The 8' high concrete masonry wall must comply with Zoning Code design regulations (14-16-3-19(B)(2)(a)) for wall layout on the south and east facades. A detail drawing of the retaining portion of the wall shall be provided.
5. The applicant shall indicate materials to be used in refuse enclosure gates.
6. Parking:
  - a. The motorcycle parking space in the south parking lot shall be striped to allow parking for two motorcycles. Parking calculations shall be revised accordingly.
  - b. The applicant shall renumber the secured police parking area so that the handicap access aisle is not a numbered parking space. Parking calculations shall be revised accordingly.
  - c. Textured, colored concrete pedestrian pathways shall be provided in the police parking area linking the parking the parking area to the Phase II building.
  - d. Phase II parking calculations shall be revised to reflect 16 standard parking stalls in the public parking area. Police parking calculations shall show requirements for disabled and motorcycle parking.
7. Lighting:
  - a. The applicant shall provide a detail drawing of Phase I pole-mounted lighting.
  - b. The applicant shall provide a detail drawing of bollard lighting.
  - c. The Phase II lighting detail drawing shall be revised to show fixtures not exceeding 15' high.
8. Landscaping:
  - a. The required 10' wide landscape buffer shall be provided between the subject site and abutting residential zones.
  - b. Indicate location of Santa Fe Brown crusher fines on the landscape plan.
  - c. Curb cuts or vegetated swale design shall be incorporated to allow for water harvesting.

- d. Add note to tree planting diagram stating: Prior to backfilling tree, all wire, rope, and synthetic materials shall be removed from the tree and the planting pit. All burlap shall be cut away except from bottom of root ball.
9. The applicant shall provide a note describing amenities, to include tables and chairs, that will be provided in the open-air courtyard.
10. Elevations:
    - a. Specific colors shall be listed on elevation notes for both phases. References to Fire Station 21 shall not suffice to meet this requirement.
    - b. The applicant shall indicate Phase I signage materials and colors.
    - c. Window and door dimensions shall be shown on elevations.
11. The applicant must comply with all Solid Waste Management Department ordinances and requirements and shall provide a recycling area.
12. City Engineer conditions:
    - a. If applicable, 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. Proposed north site drive, accessing secured police parking (phase II), to be constructed such that it is offset 50' minimum or the centerlines are within 15' of each other with the site drive to the east (DPM requirement) unless otherwise approved by the Traffic Engineer.
    - d. Site plan shall comply and be designed per DPM Standards.
    - e. Platting must be a concurrent DRB action.

13. Spelling:

- a. Elevation sheets: "Paint wight color" shall be changed to "Paint white color."
  - b. Architectural site plans: "New ashpalt paving" shall be changed to "New asphalt paving."
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***Anna DiMambro  
Planner***

cc: RMKM Architecture, 400 Gold SE, Studio 1100, Albuquerque, NM 87102  
City of Albuquerque, Police Dept., 400 Roma Ave. NW, Albuquerque, NM 87103  
Scott Salvas, Cibola Loop, 10756 Galaxia Park Dr. NW, Albuquerque, NM 87114  
Jacque Abeyta, Cibola Loop, 10519 Blanco Dr. NW, Albuquerque, NM 87114  
Dean Fackrell, Saragosa, 10513 Vista del Sol Dr. NW, Albuquerque, NM 87114  
Ron Espinosa, Saragosa, 4308 Alba Pl. NW, Albuquerque, NM 87114

***Attachments***

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## ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

### ***PLANNING DEPARTMENT***

#### ***Zoning Code Services***

#### ***Office of Neighborhood Coordination***

Cibola Loop NA ®, Saragossa NA ®, Paradise Heights NA ®, Cottonwood Heights NA ®,  
Paradise Hills Civic Assoc. ®

Courtesy notify only –Seven Bar North HOA

8/6/07 Recommended for facilitation-siw

8/9/07 Assigned to Kathleen Oweegon

#### ***Advanced Planning***

The subject site is within the Seven-Bar Ranch Sector Development Plan and appears that the land use map identifies a park for the subject site. An amendment to the sector plan appears to be required. The Seven-Bar Ranch contains design standards that apply to the subject site.

#### ***Landscape***

- A 10-foot wide landscape buffer with appropriate trees is required along those areas that abut a residential zone.

#### ***Parking***

- Parking space dimensions have not been provided.
- Adequate parking calculations are needed to determine if sufficient parking is provided.
- No information regarding motorcycle parking has been demonstrated.

### ***PUBLIC WORKS DEPARTMENT***

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

- If applicable, 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).
- Proposed north site drive, accessing secured police parking (phase II), to be constructed such that it is offset 50' minimum or the centerlines are within 15' of each other with the site drive to the east (DPM requirement) unless otherwise approved by the Traffic Engineer.

- Site plan shall comply and be designed per DPM Standards.

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

- An approved grading and drainage plan is required for site plan sign-off by the City Engineer.
- The Hydrology Section has no objection to the zone map amendment request.
- **Condition:** Platting must be a concurrent DRB action.
- **Note:** Infrastructure will be a requirement of DRB signoff.

**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. If applicable, 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. Proposed north site drive, accessing secured police parking (phase II), to be constructed such that it is offset 50' minimum or the centerlines are within 15' of each other with the site drive to the east (DPM requirement) unless otherwise approved by the Traffic Engineer.
- d. Site plan shall comply and be designed per DPM Standards.
- e. Platting must be a concurrent DRB action.

## ***ENVIRONMENTAL HEALTH DEPARTMENT***

### ***Air Quality Division***

### ***Environmental Services Division***

#### ***City Forester***

- Green roof and pervious surfaces for other green building and LEED Points?
- Water harvesting cisterns, grading, and an underground tank
  - Water from where? And how does it get into storage?
  - Above ground alternatives to tanks are available
  - Drainage concept page indicates that after temp. building is removed site will be regraded. Consider replanting and influence on remaining site and plants needing protection from future work and path of excess water being directed
- Irrigation coverage around root zone of plants
  - Trees need increasing coverage over time and soil berms can be enlarged, more or high volume emitters can be installed, or drip tape over entire tree wells and 6x6 at planting and 12x12 after time.
  - Shrubs and flowers have similar needs adjusted for plant size and desert adaptation.
- Soil prep such as 33% or less organic matter and other soil amendments but primarily compaction remediation in all rooting volume.
  - Tree islands should be performed on all soil volume in island.
  - Planting areas not in parking lot need uncompacted soils to minimum depth of 1.5 feet everywhere but tree and shrub planting hole depth and width will be deeper.
- Planting detail or notes needs to indicate removing rope, tags, and burlap from tree after placing in planting hole
- Tree wells in front of main building have insufficient rooting volume. Make them larger thru pervious paving, structural soil, or enlarged landscaped area.
  - Curb cuts or vegetated swale style site design to allow for water harvesting



- Soil berms twice planting hole diameter is acceptable in open areas but all tree islands should be considered as one large watering area.
  - Soil berms may be useful at tree establishment phase but volume should be increased as growth increases and berms removed or enlarged. Placement of berms should account for storm water flow
- Some areas are indicated as Santa Ana cobble but many areas are left blank... what will be there?
- Why not more shade trees in secured parking lot?
- What about site lighting in coordination with trees?
- Why no landscaping or trees along western border?
- Are street trees required along Ellison?
- Can bike trail be moved internal to landscaped area along Ellison to keep people safe from traffic? Right now landscaping is over utility easement and asphalt bike trail would be easier to replace if necessary
  - Same safety issue with sidewalk along Cibola Loop
- What will be planted under all trees to meet 75% live cover?
- Pines at NE entrance/exit need to be kept back from road or planted larger and ensure no low limbs obstruct sightlines thru coordination with nursery and installer

## ***PARKS AND RECREATION***

### ***Planning and Design***

### ***Open Space Division***

Open Space has no adverse comments

## ***POLICE DEPARTMENT/Planning***

## ***SOLID WASTE MANAGEMENT DEPARTMENT***

### ***Refuse Division***

Approved on condition, will comply with all SWMD ordinances and requirements, and also have 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***

The request for a zone change from SU-1 for R-2 uses to SU-1 for a police station, Tract B-9E-2-A, **Seven Bar Ranch**, located on Cibola Loop Rd NW between Black Arroyo and Coors Blvd Bypass, will have no adverse impacts on the APS district.

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

#### ***MIDDLE RIO GRANDE CONSERVANCY DISTRICT***

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

There is an overhead electric line along Ellison and Underground electric line along Cibola. Gas is in place for service.