



**Environmental
Planning
Commission**

Staff Report

Agenda Number: 4
Project Number: 1007204
Case numbers: 08EPC 40034/40035/40039
May 15, 2008

Agent	Darren Sowell Architects, LLC
Applicant	Armstrong Development Properties
Requests	Sector Development Plan Map Amendment Site Development Plan for Subdivision Site Development Plan for Building Permit
Legal Description	Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners
Location	SW Corner of Central and Unser SW between Bridge Street and 86 th Street
Size	Approximately 50 acres
Existing Zoning	Tracts 1A, 1B, 2A, 2B, 3A, 3B, and 6 V.E. Barrett Subdivision are zoned SU-1/C-2 (10 acres), O-1, and PRD 20 du/acre (7 acres); Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners and Tract 4B, V.E. Barrett Subd. are zoned C-2
Proposed Zoning	C-2 for Tracts 1A, 1B, 2A, 2B, 3A, 3B, and 6 V.E. Barrett Subdivision, approx. 36 acres

Staff Recommendation

That a recommendation of APPROVAL of EPC08-40039 be forwarded to the City Council, based on the findings beginning on page 34.

APPROVAL of 08EPC-40034, based on the findings beginning on page 37, and subject to the conditions of approval beginning on page 38.

APPROVAL of EPC08-40035, based on the findings beginning on page 42, and subject to the conditions of approval beginning on page 45.

Staff Contact

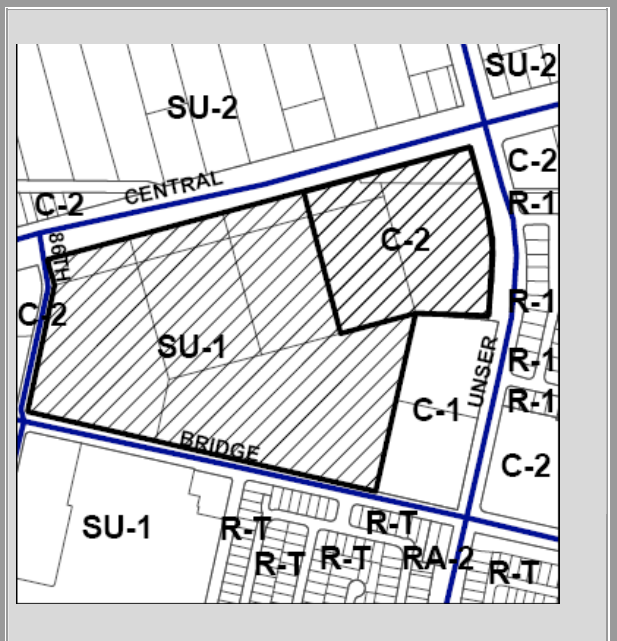
Anna DiMambro-AICP, Planner

Summary of Analysis

This is a three part request for a map amendment of the West Route 66 Sector Development Plan, a site development plan for subdivision with design standards, and a site development plan for building permit for approx. 50 acres located at the SW corner of Central Avenue and Unser Boulevard SW.

The applicant is proposing to subdivide the existing 11 tracts into 14 and to develop a large shopping center to include two large retail facilities, a health club, and several smaller retail shops.

The applicant has adequately justified the zone change request per the requirements of R-270-1980 based upon changed conditions and the proposed zoning being more advantageous to the community. All three requests further the preponderance of applicable policies. Staff recommends approval of all three requests with conditions. In the case of the zone map amendment, the EPC is a recommending body to the City Council due to the size of the parcel.



City Departments and other interested agencies reviewed this application from 04/07/08 to 04/18/08. Agency comments were used in the preparation of this report and begin on page 52.

AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II & III Plans</i>	<i>Land Use</i>
<i>Site</i>	C-2 and SU-1 for C-2 (10 acres) / O-1/ PRD 20 DU/A (7 acres)	Established Urban, West Side Strategic Plan, and West Route 66 Sector Development Plan	Vacant Undeveloped Land
<i>North</i>	SU-2 for IP	Established Urban, West Side Strategic Plan, and West Route 66 Sector Development Plan	Commercial
<i>South</i>	R-T and SU-1 for PRD 20 DU/A	Established Urban, Westside Strategic Plan, and West Route 66 Sector Development Plan	Single-family homes and apartments
<i>East</i>	C-2	Established Urban, West Side Strategic Plan, and West Route 66 Sector Development Plan	Gas Station, Family Dollar, and Vacant Land
<i>West</i>	R-1	Established Urban and West Side Strategic Plan	Vacant Undeveloped Land

BACKGROUND

This is a 3-part request for (1) a map amendment to the West Route 66 Sector Development Plan, (2) a site development plan for subdivision with design standards, and (3) a site development plan for building permit, for Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners, located on the SW corner of Central Avenue and Unser Boulevard, within the West Route 66 Sector Development Plan, the West Side Strategic Plan and Established Urban Area designated by the Comprehensive Plan. The subject site contains approximately 50 acres and is vacant. Single-family and apartment uses are located to the south of the subject site. A gas station and a retail store are located to the west of the subject site. To the east is a vacant lot, and to the north are commercial uses.

The subject site is zoned SU-1 for C-2 (maximum 10 acres) / O-1 & Planned Residential Development (PRD) 20 Dwelling units per acre (DU/A) (minimum 7 acres). The SU-1 portion of the site is approximately 36 acres and the C-2 portion is approximately 14 acres. The existing zoning, which was established by the West Route 66 Plan restricts the commercial uses to 10 acres in the SU-1 zoned portion and requires at least 7 acres of the SU-1 zoned portion to be Planned Residential Development (see definition in zoning section). As a result, based on the current zoning, only 24 acres of the total 50-acre site is permitted to be commercial. Therefore, the applicant is proposing to rezone the SU-1 portion of the subject site to SU-2/ C-2, which would permit commercial on the entire 50-acre site.

The applicant is proposing to subdivide the site into 14 tracts. The site plan for building permit request includes nine buildings ranging in size from greater than 125,000 square feet to 4,800 square feet. In addition to the nine proposed buildings in the site development for building permit, there are eight tracts located along the northern boundary of the site that are intended to be developed in the future. The design of these eight tracts (future pad sites) would be regulated by the proposed design standards in the site development plan for subdivision.

HISTORY

The subject site's history includes several zone changes beginning in the 1960s. The first occurred in March 1960 (Z-883) and changed the zoning from M-1 to C-2 for a small portion of the site adjacent to Central Avenue. The majority of the subject site was zoned A-1 at the time and continued as such until 1966, when a zone change was approved from A-1 to SU-1 for Planned Tourist Commercial Development for Tracts 1B, 2B, 3B, 4B, and 5 and from A-1 to SU-1 for Planned Mobile Home Development for Tracts 6 and 7, all in the V.E. Barrett Subdivision (Z-1636).

In June 1976, the Unser Boulevard Regional Complex Master Plan was presented to the EPC for approval (S-76-9(MP)). Staff was unable to find an official notice of decision for this case, but did find an action sheet. This action sheet does not indicate approval or denial of the master plan, but rather states, "Be it resolved that the Environmental Planning Commission supports the planning efforts thus far and in particular the efforts to consolidate the land involved and further, encourages the applicant to proceed with more detailed plans for the proposed complex and to work with the Planning Department and other departments and agencies in the development of such plans." Based upon this language, staff concludes that this master plan was never officially approved.

In 1988, the West Route 66 Sector Development Plan was adopted. It was with the adoption of this plan that the site's current zoning was established.

In 2003, DRB approved a site plan for subdivision (03DRB-01692) for the C-2 portion of the subject site. The site plan for subdivision subdivided Tracts 4A1, 4B, 5B1, and 5B2 into five reconfigured tracts with a primary driveway through the site plan for subdivision. The approval of this 2008 request will supersede the DRB approval of 03DRB-01692.

CONTEXT

The subject site is currently vacant. Single-family and apartment uses are located to the south of the subject site. A gas station and a retail store are located to the west of the subject site. To the east is a vacant lot, and to the north across Central Avenue are commercial uses.

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 Central Avenue and Unser Boulevard as a Principal Arterial, with a right-of-way of 124' (Established & Developing Urban) or 156' (elsewhere).

The Long Range Roadway System designates 86th Street as a Collector street, with a right-of-way of 68'.

Long Range Bicycle Plan shows a bike trail on Unser Boulevard and a proposed bike lane on Central Avenue and Unser Boulevard.

Four ABQ Routes serve the site (1) Route 766; (2) Route 66; (3) Route 54; and (4) Route 162. Route 66 and Route 766 begin and terminate at Central Avenue and Unser Boulevard.

Central Avenue and Unser Boulevard are both designated as enhanced transit corridors in the Comprehensive Plan Corridor Designation Plan.

A Traffic Impact Study was required for this site and was completed on March 31, 2008. The TIS was based upon a single-phase development consisting of a shopping center, fast food restaurants, high turnover sit-down restaurants, a gasoline/service station, a drive-in bank, and a drugstore. The anticipated implementation year reflected in the TIS is 2013. Utilizing projected traffic volumes resulting from the development of this site into a commercial facility the TIS report concludes that development of the subject site will have no significant adverse impact on the adjacent transportation system, provided that the recommendations of the TIS are followed. These recommendations are included in the appendices of this staff report.

PUBLIC FACILITIES/COMMUNITY SERVICES

The subject site is located within one mile of two developed parks, a community center and library, one fire station, and an elementary school and middle school.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

ALBUQUERQUE COMPREHENSIVE ZONING CODE

This proposal includes a map amendment to the West Route 66 Sector Development Plan. Currently, the site contains two zoning designations: (1) the northeast portion of the site (14 acres), Tracts 4A1, 4B, 5B1, and 5B2 is zoned C-2 and (2) 36 acres of the site is zoned SU-1 for C-2 (10 acres), O-1, and PRD 20 du/ac (7 acres). The request for a sector plan map amendment pertains to the 36-acre portion of the site. The applicant is requesting for the entire approximately 50-acre site to be zoned C-2. The table below compares the existing and proposed zoning.

Table 1: Comparison of the Existing and Proposed Zoning

	Current Zoning: Area Proposed to be Rezoned	Proposed Zoning of Entire Site
Zoning	SU-1/C-2 (10 acres), O-1, and PRD 20 du/acre (7 acres)	C-2
Allowed Uses	Limits Commercial (max. 10 acres)	Allows 100% Commercial
	Allows Office	Allows Office
	Requires Residential (min. 7 acres)	Allows Multi-family Residential

Process	Requires site plan review	Requires site plan review
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The table reveals that the proposed zoning would be more flexible to market conditions, yet allow for the same uses as the existing zoning. The following section describes each zone and provides examples of development in each zone. In addition to the regulations of the site’s underlying zoning and other general regulations, the proposal needs to comply with the new Large Retail Facilities (Big Box) regulations, which are now part of the Zoning Code.

SU-1 ZONE - §14-16-2-22

The intent of the SU-1 Special Use Zone is to provide 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. SU-1 zoning requires review by the Environmental Planning Commission (EPC). Additionally, “development within the SU-1 zone may only occur in conformance with an approved site development plan” (See Zoning Code §14-16-2-22-A1).

C-2 ZONE- §14-16-2-17

C-2 is the Community Commercial Zone, which “provides suitable sites for offices, most commercial service and commercial activities, and for certain specified institutional uses”. Examples of permissive uses are: antenna up to 65 feet in height; clinic; copy, blueprinting; day care center; office; park and ride temporary facility; retailing of any consumer product and provision of any customer, personal, or business service, except adult amusement establishments; vehicle sales, rental, service, and storage; banking and pawn shops; dry cleaning and laundry; flowers and plant sales; gasoline sales; drive-in restaurant; restaurant with outdoor seating; secondhand store; and hospital for animals.

O-1 ZONE -§14-16-2-15

O-1 is the Office and Institution Zone, which “provides sites suitable for office, service, institutional, and dwelling uses”. Examples of permissive uses are: antenna up to 65 feet in height, beauty shop, barber shop, church, club with no license to sell liquor, institutions including library, museum, medical supplies and services, and office.

PLANNED RESIDENTIAL DEVELOPMENT- §14-16-2-22 (B) (25)

The PRD allows uses including single-family houses, townhouses, apartments, associated accessory structures and home occupations as regulated in the R-1 zone. Residence/ work spaces are allowed as approved by the Planning Commission. PRD development uses need to be compatible with adjacent properties, including public open spaces, public trails and existing neighborhoods and communities.

LARGE RETAIL FACILITY REGULATIONS (BIG BOX ORDINANCE)

The applicant is proposing two retail buildings, each greater than 75,000 sf, which are subject to the “Big Box” regulations, described in §14-16-3-2 of the Zoning Code. The “Big Box” ordinance was developed by the City to mitigate the unique problems related to big box development including traffic congestion, architectural scale, compatibility with adjoining neighborhoods, and noise than has adversely impacted neighborhoods near big box stores. The comprehensive big box regulations

protect the quality of life within surrounding residential areas and support efficient traffic flows. The analysis of the Big Box Ordinance will be included in the site plan subdivision and building permit section below.

Proposed Zoning: C-2

The applicant is requesting C-2 zoning for the entire site. The zone change would affect the following Tracts: 1A, 1B, 2A, 2B, 3A, 3B, and 6. Tracts 4A1, 4B, 5B1, and 5B2 are currently zoned C-2 and are not proposed to be rezoned. This change will eliminate the restriction on commercial uses and will also remove the requirement for residential uses. However, the C-2 zone allows some residential uses and therefore this proposed zone change would not entirely preclude residential uses from locating on the site.

It is important to note that the removal of the SU-1 designation from this site will not eliminate the requirement for EPC site plan approval. Due to the site's size, it is subject to Shopping Center regulations, which require EPC approval. Also, the size of the proposed retail shops makes the request subject to the Large Retail Facilities regulations, thereby again ensuring EPC site plan review.

1. ANALYSIS- CONFORMANCE TO ADOPTED PLANS AND POLICIES

A. ALBUQUERQUE / BERNALILLO COUNTY COMPREHENSIVE PLAN (RANK 1)

ESTABLISHED URBAN AREA

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

The three-part request partially furthers the Goal of the Established Urban Area. The concept of creating a shopping center to offer more retail options to west side residents is supported by City policies; however, the overall layout and design of the shopping center with its back towards the adjacent residential neighborhoods does little to promote an integrated community. The site layout is not conducive to walkability and places more of an emphasis on the personal vehicle.

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

The applicant states that the existing requirement for high density residential uses (20 du/a) on this site is contrary to this policy, which states a desired density of up of 5 dwelling units per acre. Staff does not agree with this analysis. The desired density of 5 dwelling units per acre is

for the entire Developing and Established Urban Area, which currently has an overall gross density of approximately 2.5 dwelling units per acre. The existing zoning, per this policy, is more appropriate for the site because 20 dwelling units per acre on this site will bring the Developing and Established Urban Areas closer to the desired 5 dwelling units per acre. However, because this area of Albuquerque is lacking in commercial services, the proposed uses are appropriate. This request furthers this policy.

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

The subject site is an appropriate location for the proposed commercial uses and intensity, as the applicant has stated. The applicant cites neighborhood support for the proposal, which is indicated in the facilitated meeting report, and the TIS indicates sufficient roadway carrying capacity for this project. However, several design issues exist. The proposal shows the entire length of Bridge Boulevard dedicated to building rears, including loading and staging areas. Bridge Boulevard is the subject site's only street frontage with adjacent residential neighborhoods. The adjacent single-family homes have their backs to Bridge with a CMU wall separating them from the subject site. The question is whether this is a sufficient reason for the proposed development to also show its back to Bridge, since the subject site is located in a Community Activity Center. The apartment complex on the south side of Bridge is not walled (although it is surrounded by a wrought iron fence) and has a fairly attractive entrance from Bridge. The proposed site layout could be improved to better respect existing neighborhood conditions, although the proposed uses are appropriate. This request partially furthers this policy.

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

The requests would enable development of a vacant infill site that is contiguous to existing infrastructure, as the applicant has stated. The proposed development would require several changes to the existing circulation system including the addition of new signals and widening Bridge Boulevard. However, the proposed design of the site does not ensure the integrity of the existing neighborhood because the entire length of Bridge Boulevard, which is adjacent to residential neighborhoods, is devoted to building rears and loading docks. This applicant has cited this policy as justification for the zone change, although staff finds it to be applicable only to the site plan requests. This request partially furthers this policy.

Policy II.B.5h: Higher density housing is most appropriate in the following situations:

- In designated Activity Centers.
- In areas with excellent access to the major street network.

The applicant is not proposing housing in this Activity Center and has not cited this policy, although staff finds it to be applicable. The existing zoning requires at least 7 acres of Planned Residential Development (PRD). While the proposed zoning would permit multi-family residential, the proposed zoning requires none and none is being proposed at this time. The

applicant was asked to address this policy in a memo dated April 15, 2008. Unfortunately, this policy was not addressed in the response memo dated April 27, 2008 or the zone change justification. This request partially furthers this policy, as residential development is appropriate and encouraged, but not required.

Policy II.B.5i: 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 employment and services uses in the retail center would complement the surrounding residential areas, as the applicant has stated. Currently, there are few retail options on the west side. However, the design of the site may create adverse effects of noise, lighting, pollution, and traffic on the adjacent residential environment. The loading docks are located adjacent to the residential neighborhood, and delivery trucks parking in the loading docks and driving along Bridge Boulevard may negatively impact nearby residents. The applicant has provided a note on the site plan in accordance with the large retail facility regulations prohibiting truck operations between the hours of 10pm and 6:30am when truck docks are located within 300' of a residential structure. Staff has calculated the distance between the proposed truck docks and existing residential structures and has found that several of the truck docks are slightly outside the 300' limit. Truck hours would not be limited for these docks, and residents could experience negative impacts from sound. The note should be altered to make the operation time limitations applicable to all truck docks and loading areas. This request partially furthers this policy.

Policy II.B.5j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

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

The Sector Plan Map amendment would remove the Planned Residential Development requirement of at least 7 acres and the C-2 restriction of a maximum of 10 acres. This request would increase the amount of commercial from a total of 24 acres (the existing 14 acres and the maximum 10 acres) to 50 acres. This site is not entirely commercially zoned at this time. This request partially furthers this policy.

Policy II.B.5k: 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.

Unser Boulevard and Central Avenue are both Principal Arterial Streets. The plan does not include information about the types of development along these arterials. The applicant is proposing design standards that would regulate the use and design of these future pad sites.

However, the site development plan for subdivision does not restrict the number of drive-thrus on the site. Restriction on the number of drive-thrus is crucial to maintain the integrity of the Activity Center and to protect the established residential neighborhoods from the traffic that will be drawn to and through the site thereby increasing vehicle/pedestrian conflicts. The applicant states that this development will buffer adjacent residential areas from the noise on Central Avenue. While this may be true, the proposed location of the truck loading docks will create additional noise. This request both partially furthers and conflicts with this policy.

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

The applicant has cited this policy as part of the zone change justification. This policy pertains to design and is not applicable to the zone change request. It is, however, applicable to the site plan requests. The proposed site development plan is not innovative and does not strictly comply with all large retail facility regulations. The design of the site is typical of a traditional suburban shopping center with a row of shops at the rear of the site, a sea of parking, and several pad sites. This request conflicts with this policy.

ACTIVITY CENTERS: The subject site is designated a Community Activity Center

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

The applicant is proposing 100% commercial, and while the proposed zoning does not completely eliminate the possibility of mixed land uses, the existing zoning requires mixed land use, thereby more closely meeting the intent of this goal. The proposed site design does not reduce auto travel needs, but rather contributes to the need to drive a vehicle. Pedestrian access within and to the site is not entirely convenient or pleasant. This request is in conflict with this goal.

Policy II.B.7a: Activity centers are designated by the Centers and Corridors map where appropriate to help shape the built environment in a sustainable development pattern, create mixed-use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services. Each Activity Center will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation. The following table specified policy objectives for each type (See table 22 after page II-33). “The purpose of a Community Activity Center is to “provide the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area.” The desired scale of a Community Activity Center includes the following elements: a) Some larger parcels, but heavily punctuated with fine grain, smaller parcels, very walkable; b) 2-3 story, building separate off-street parking form the street; c) site circulation plan is important to avoid conflict between pedestrian and auto, parking in lots or structures; and d) Public plaza/open space should be provided.”

The applicant states that the proposed zone change will provide for a shopping center that will be easily accessed by nearby residents. While staff agrees that the location is convenient for residents, the site design will not encourage multi-modal transportation. Also, the policy calls for mixed use. No mixture of uses is proposed for this site, and while sidewalks and pedestrian crossings are provided within the site, the proposed site design does not encourage walking. The proposed site plan consists mostly of larger parcels and is entirely one-story buildings. Many vehicle/pedestrian conflicts exist, although public open space is provided. This request only partially furthers this policy because the location is convenient for commercial services, but mixed uses are not proposed and the site design does not encourage walking.

Policy II.B.7f: The most intense uses in Activity Centers shall be located away from nearby low-density residential development and shall be buffered from those residential uses by a transition area of less intensive development.

The applicant has cited this policy as justification for the proposed zone change and states that the removal of the residential uses from this Activity Center is appropriate per this policy. Staff does not agree with this analysis and does not find a logical connection between the policy and the justification for the zone change. With regard to the site plans, this proposal shows the most intense uses located adjacent to the low-density residential development across Bridge. A buffer is provided, consisting of a trucking area and a landscape buffer, as the applicant has stated. However, this policy calls for the buffer to be of less intensive *development*. This request conflicts with this policy.

Policy II.B.7i: Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

The applicant states that multi-unit housing is not appropriate or desired at this location. Staff does not agree with this analysis. The current zoning more closely meets the intent of this policy, as it requires a minimum of 7 acres of residential uses. The applicant is proposing to eliminate the requirement for residential uses on the site, and although the proposed zoning does not entirely eliminate the possibility of future residential uses, no housing is proposed, and the current site layout is not conducive to the addition of residential uses at a later date. This request partially furthers this policy, as residential development is appropriate and encouraged, but not required.

COMMUNITY IDENTITY AND URBAN DESIGN

Policy II.C.9d: Development projects within Community Activity Centers should contribute the following:

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.

3. Buildings designed and arranged to reflect local architectural traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.

4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

1. The proposed commercial uses may somewhat encourage walking from one shop to another adjacent shop, although the overall site design does not encourage walking.

2. Pedestrian linkages are provided between uses within the site and to surrounding neighborhood.

3. Buildings are not designed to support public transit and pedestrian activity, although the architecture is appropriate.

4. Landscaping, street furniture, and textured paving are proposed.

This request partially furthers this policy.

Policy II.C.9e: Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community and that connect the community's Activity Centers shall be designed and developed to reinforce the community's unique identity; streetscape improvements to these roadways shall be designed to:

- minimize water use
- screen parking areas
- create useful and attractive signage and building facades
- facilitate walking safety and convenience

Adequate parking screening is provided, and no high water use plants are proposed for the landscape strips. Proposed signage, however, appears to be excessive, and building facades are mostly separated from the roadway corridor by parking areas. Sidewalks are proposed adjacent to the surrounding roadway corridors that will facilitate safe and convenient walking around the perimeter of the site. This request partially furthers this policy.

TRANSPORTATION AND TRANSIT: Central and Unser are both designated Enhanced Transit Corridors

Goal: The goal is 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.

While the proposal may contribute to the efficient placement of services and sufficient roadway capacity will be ensured through required improvements at the applicant's cost, the proposal does not encourage walking, bicycling, or the use of transit. The applicant is proposing to provide transit shelters, but these could be incorporated into the site plan in a more meaningful way. This request partially furthers this goal.

Policy II.D.4a: The following Table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation (see Table 11 on pages II-82 through II-83). The desired development form for Enhanced Transit Corridors includes the following elements: 1) Provide building entrance from the street; 2) Minimum building setback only to provide landscaping or pedestrian activity areas; 3) Parking separated from the street by the building or to the side of the building; 4) 10%-20% parking reduction and shared parking encouraged; 5) Floor area ratio of 0.5-1.5; 6) Housing density target of 7-30 du/acre; and 7) a modal hierarchy of transit & autos, then pedestrians, then bikes.

The proposal does not show a majority of building entrances from the street and shows the majority of building set back from the street at distances far greater than what this policy calls for, with parking areas separating the buildings from the street. The applicant has used a 15% parking reduction based upon transit access as allowed by the Zoning Code and the design standards project a floor area ratio of 1.0 at build-out. The referenced table states that the desired modal hierarchy places transit and auto travel at the top, with pedestrians and bicycles at the bottom. The conflict with this approach is that nearly every transit rider (outside of park-and-ride facilities) begins and ends his/her trip as a pedestrian. Therefore, staff finds that pedestrian access to the site from the transit stops and within the site is paramount in order to ensure convenient access to transit. For the average transit rider, a long trip through a parking lot with shopping bags to get to a bus stop is inconvenient, and for many transit riders is physically impossible. This policy calls for building entrances to be on the street for the convenience of transit riders and to make the use of transit more appealing to vehicle drivers. The proposed site plan both partially furthers and conflicts with this policy.

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

Sidewalks and pedestrian crossings are provided on the site plan. However, the proposed site design does not encourage parking once and walking from shop to shop or walking to the site itself. The proposed sidewalk between buildings 7C and 7C2, leads pedestrians past an 8' wall and through a loading area. Many of the pedestrian walkways within the site are through large parking areas. This does not contribute to safe or pleasant non-motorized travel conditions. The applicant's statement that extensive pedestrian and bicycle paths have been incorporated into the project is correct, but the layout of the buildings could be improved to reduce pedestrian/vehicle conflicts and walking distances. Staff finds that this request partially furthers this policy.

Policy II.D.4p: Efficient, safe access and transfer capability shall be provided between all modes of transportation.

The applicant states that 4 transit routes service this site. This is correct, although a bus stop on 86th Street has not been shown on the site plan. Safe access to transit and transfer capability is provided for in this site plan, although the site plan fails to meaningfully integrate transit into the development. Access to transit is not efficient, and therefore this request only partially furthers this policy.

ECONOMIC DEVELOPMENT

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

The addition of commercial services on the West Side furthers this goal.

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

The applicant states that the proposed zoning will accommodate a wide range of occupational skills and salary levels because retail establishments will have salaried managers as well as part-time, minimum-wage employees. Staff agrees with this analysis. This request furthers this policy.

Policy II.D.6b: Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.

As the applicant states, this shopping center may attract both local and outside businesses. This request furthers this policy.

Policy II.D.6g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

Staff agrees with the applicant's analysis that this shopping center will create jobs and reduce the need to travel. This request furthers this policy.

B. WESTSIDE STRATEGIC PLAN (RANK II)

The *West Side Strategic Plan (WSSP)* was first adopted in 1997 and recently amended in 2002. 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.2 in the WSSP. 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 thirteen communities in established areas of the West Side that are partially developed and describes how community concepts can be applied. The subject site falls within the ***Bridge/Westgate Community*** as described on pages 70-72 of the WSSP. A Community is comprised of a Neighborhood Center(s) and Community Center(s), and the Plan outlines uses that should occur within the centers, as well as uses that should occur in areas adjacent to the centers. The WSSP emphasizes throughout its text the concept of commercial development in cluster

configurations in contrast to the traditionally evolved strip commercial development. The subject site is located within the *Central/ Unser Community Activity Center*, as identified in the WSSP (see attached map).

Applicable West Side Strategic Plan goals, objectives, and policies include:

Goal 10: The Plan should create a framework to build a community where its citizens can live, work, shop, play, and learn together while protecting the unique quality of life and natural and cultural resources for West Side residents.

The applicant states that the proposed zone change is justified because it will allow West Side residents the opportunity to shop and play in the area where they live. Staff agrees that this request furthers this goal.

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

The applicant correctly states that land uses on the West Side are unbalanced with a need for commercial uses. Staff agrees with this analysis, but notes that the employment opportunities provided by this development will be low-wage service jobs. This request furthers this objective.

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

This zone change request will promote job opportunities and business growth in an appropriate area, as the applicant states. This request furthers this objective.

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. The plan shall state proposed densities and demonstrate how the proposed development meets “transit friendly” design guidelines found in the design guidelines herein. The plan shall include information on access through larger commercial and residential developments for shuttle and full-size buses, with planned linkages between on-site uses; and access to existing and planned transit facilities such as park-and-ride lots, bike-and-ride programs, bus routes, pedestrian trails and pedestrian linkages. The plan shall include the proposed development’s role in area Transportation Management Associations and/or other incentive programs to promote alternative transportation, such as employee commute passes, carpool/vanpool programs, etc (p. 38).

This information has not been provided.

Policy 1.3: Strip commercial developments shall not be approved on the West Side. Commercial development shall occur in concentrated clustered areas rather than new strip developments. Zone changes to commercial, industrial, or office uses for areas outside the centers are strongly discouraged, in order to reinforce the Neighborhood and Community Centers. Changes of commercial and office zoning outside the centers to residential use is encouraged.... This policy is

meant to impact the design and layout of commercial areas and their connections to adjacent development and to encourage clustering of commercial and office uses in activity centers. It is not intended to rezone allowed commercial uses (p. 38).

The applicant has cited this policy as justification for the proposed zone change and states that the policy is furthered because residential development is no longer encouraged on the West Side. On the contrary, staff finds that this policy is meant only to encourage commercial development within Activity Centers and does not pertain to residential zoning at all. Therefore, this policy is not applicable to the zone change request. The applicant also states that this proposal is not a strip development. Although some of the smaller shops are clustered in some areas of the site plan, many of the proposed structures have the appearance of a strip mall. The intent of this policy is to avoid linear arrangements of buildings facing parking lots. This request both partially furthers and conflicts with this policy.

Policy 1.5: Community and Neighborhood Centers shall be required to provide pedestrian/bicycle access to key activity areas. Parking lots shall be carefully designed to facilitate trail access and pedestrian access between buildings (p. 39).

As the applicant states, pedestrian and bicycle access is provided to key activity areas. However, the parking lots are not carefully designed to facilitate this access. Rather, the parking lots are designed primarily to facilitate automobile circulation and to allow visibility to the retail shops from Central Avenue. This request partially furthers this policy.

Policy 1.6: Large areas dedicated to employment uses shall be preserved on the West Side at Seven Bar Ranch, Atrisco Business Park, and Double Eagle II Airport. Additional employment center development is also encouraged. The City of Albuquerque and Bernalillo County economic development programs shall actively encourage employers to locate in these employment centers.

The applicant states that the proposed zone change is justified because the Metropolitan Redevelopment Agency is trying to expand the Metropolitan Redevelopment Area to include the subject site. Staff finds that this is a weak argument because the intention of this policy is to create jobs through office and industrial development – not retail. This policy is neither furthered nor in conflict with this request.

Policy 1.11: The City shall develop incentives encouraging the private sector to develop activity centers in line with the policies of this plan. Incentives for compliance could be regulatory (e.g. waiver of some impact study requirement on the proposed development) or provision of a special public facility or service (e.g. enhanced pedestrian crossings, transit stops, or increased bus frequency within the affected center) by the city (p. 40).

The applicant has cited this policy, although staff does not find it to be applicable.

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

sidewalks rather than parking lots. Seating and shade will be provided along pedestrian routes to promote walking and informal gathering (p. 41).

The applicant states that the proposal shows buildings of different scales and that the smaller building clusters encourage pedestrian access. Staff agrees with this analysis regarding the smaller building clusters, but also notes that the three main building structures are too large to be considered pedestrian scale and that parking is located solely in front of the larger buildings. No on-street parking is proposed. This request partially furthers this policy.

Policy 1.13: The Community Activity Center shall provide the primary focus for the entire community with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community. Its service area may be approximately three miles (radius) and a population of up to 30,000 (p. 41).

The applicant is proposing a variety of commercial uses, but is not proposing civic land uses or office employment. As the applicant states, this site will be a primary focus for the community. As such, the site design review process is especially important. This request partially furthers this policy.

Policy 1.14: The typical Community Center shall be accessible by a major street or parkway, provide a hub for transit service, and be accessible by pedestrians and bicyclists (p. 41).

The applicant correctly states that this site is accessible by several major streets and is also served by 4 bus routes. It is accessible by pedestrians and bicyclists, although this access may not be ideal. This request furtheres this policy.

Policies specific to the Bridge/Westgate Community:

Policy 3.40: Urban style services are appropriate in this community. This area shall receive a high priority for public infrastructure spending (p. 71).

The applicant is proposing urban style services. This request furtheres this policy.

Policy 3.41: ...Encourage employment growth in this Community.

The proposed zoning will encourage employment growth, as the applicant states. This request furtheres this policy.

Policy 3.42: Support the location of mixed-use higher density development within this Community in the Activity Centers internal to the Community (p. 71).

The applicant is not proposing mixed use in this Activity Center. This request is in conflict with this policy.

Policy 3.45: Support enhancements (both physical and social) for Bridge Boulevard and Central Avenue (p. 71).

While the applicant is proposing aesthetically pleasing landscaping for Bridge and Central and is also proposing commercial services that will contribute to the social enhancement of Bridge and Central, the entire length of Bridge adjacent to the subject site is dedicated to building rears with large loading dock areas. Staff finds that the site contains opportunities to further

enhance Bridge Boulevard that the applicant has not utilized. This request partially furthers this policy.

The Central/Unser Community Center (p. 92)

Potential uses listed for the Central/Unser Community Center are retail, business and personal services, and higher density housing. 2 strategies are recommended to support the development of this center:

1. Infrastructure in the area should be completed to accommodate commercial and higher density residential development.
2. Encourage the development of non-retail uses, including office and higher density housing adjacent to the center. Land that is zoned for offices and higher density housing should not be rezoned, and development of commercially zoned land surrounding the Community Center as uses other than retail should be encouraged.

This proposal to rezone the subject site to remove the requirement for higher density housing is in conflict to this development strategy for this Activity Center.

Design Guidelines

Policy 4.6: The following Design Guidelines section shall become policies with the adoption of this Plan (p. 164-175).

Compliance with the Design Guidelines is analyzed below in the Site Development Plan section of this staff report.

C. WEST ROUTE 66 SECTOR DEVELOPMENT PLAN (RANK III)

The West Route 66 Sector Development Plan was adopted on November 24, 1987. The Plan area generally encompasses 1,765 acres and stretches 6.63 miles along Central Ave from the Rio Grande west to its intersection with Interstate 40 (what is commonly known as the top of “nine-mile hill.” The north and south boundaries of the plan area vary.

The plan area has been divided into three segments. Segment One includes the plan area from the Rio Grande River west to North Coors Boulevard; Segment Two extends from North Coors Boulevard west to the City limits, prior to October 19, 1987 (at approximately 106th Street; and Segment Three begins from that point and extends west to Central Avenue’s intersection with Interstate 40. The subject site is located within Segment Two.

The purpose of the plan is to enhance the negative community image of West Central and instill community confidence in this area as a developable segment of the City. The plan specifies infrastructure requirements to complete development of the plan area. The plan also specifies land use, zoning, and design standards for future development.

There are no specific policies in this plan; however the plan did establish the site’s current zoning (p. 68) and also includes a design overlay zone (p. 82). Compliance with the design overlay zone is analyzed in the site plan for subdivision and building permit sections below.

2. 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.

The applicant submitted a justification for the zone change as part of the original application later submitted additional information at staff's request.

- A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.

The proposed C-2 zoning allows extensive review by city departments, agencies and residents, which minimizes any adverse effects of future development on public facilities, services and roadways and ensures that the design contributes positively to the neighborhood. Also, the applicant states that there is significant neighborhood support for this proposal. This is indicated in the facilitated meeting report.

- B. Stability of land use and zoning is desirable; therefore the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not on the city to show why the change should not be made.

The Planning Department considers that the applicant has provided an acceptable justification for the change and has demonstrated that the requested zoning will not destabilize land use and zoning in the area because it is consistent with the zoning of many surrounding properties. The applicant also states that the requested zoning will eliminate undesirable high-density residential uses on the site. Staff counters that although residents of this area find high-density residential uses to be undesirable, they are considered a good use within an Activity Center by Comprehensive Plan policies. Staff also adds that the proposed zoning will not, in fact, eliminate high-density residential uses, as they are a permissive use in the C-2 zone. This zone change only eliminates the requirement for residential uses on the site.

- C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments thereto, including privately developed area plans which have been adopted by the city.

The applicant cited a preponderance of applicable goals and policies of the Comprehensive Plan and the West Side Strategic Plan that are furthered by this request. The Planning Department agrees with the applicant's analysis overall.

- D. The applicant must demonstrate that the existing zoning is inappropriate because:

1. There was an error when the existing zone map pattern was created; or

2. Changed neighborhood or community conditions justify the change; or
3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

The applicant justified the change based on changed conditions and on the proposed use category being more advantageous to the community.

2. *Some changed neighborhood conditions cited by the applicant include the extensive residential development that has occurred in the area since the subject site's zoning was assigned, a few zone changes in the surrounding area, and the failure of a planned 80-acre shopping center to develop in the Atrisco Business Park. Staff does not find that the changes cited by the applicant form a convincing argument for the requested change. Staff also finds that the applicant's population estimates for the Bridge/Westgate Community are anecdotal, as no evidence has been provided to substantiate this argument.*

However, the applicant's argument regarding the 80-acre shopping center site that never materialized is convincing. The West Route 66 Sector Development Plan contains a justification for each assigned zoning category. On page 68 of the WR66SDP, it is stated that the 80-acre Regional Shopping Center, which was approved as part of the Atrisco Business Park Master Plan, was a factor in limiting the amount of commercial development that could take place on this property. This regional mall was never developed in this area and was instead developed as what we now know as Cottonwood Mall much further north of this site. Staff is convinced that 100% commercial zoning on the subject site is appropriate to fill the gap in commercial zoning that was left when the regional mall was developed further north.

3. *The applicant has also justified this request based upon the proposed zoning being more advantageous to the community. While staff does not agree with all of the applicant's policy analyses, the Planning Department finds that overall the applicant has cited a preponderance of policies that are furthered by this request. These policies are analyzed above.*
- E. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood, or the community.

The overall subject site, which is approximately 50 acres, currently contains 24 acres of C-2 zoning. This request will expand the C-2 zoning to the entire 50-acre site. So, while the same uses are currently permitted on the subject site, this request will allow them to expand over the entire site. As the applicant states, C-2 zoning is an appropriate zoning category for a Community Activity Center and that most of the allowable uses are innocuous. Staff also notes that due to the site's size, site plan review by the EPC is required. Staff finds that none of the permissive uses will be harmful.

- F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:

1. Denied due to lack of capital funds; or
2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

The applicant will be required to fund any associated infrastructure improvements.

- G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

Economic considerations are not the determining factor for the request.

- H. Location on a collector or major street is not in itself sufficient justification for apartment, office, or commercial zoning.

While the location of the site is certainly a factor in this analysis, it is not the only justification for this change.

- I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a “spot zone.”

This does not constitute a spot zone.

- J. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called “strip zoning.”

This does not constitute a strip zone.

3. ANALYSIS OF SITE DEVELOPMENT PLAN FOR SUBDIVISION WITH DESIGN STANDARDS

The site development plan for subdivision proposes to subdivide the existing approximately 50 acres site into 14 tracts of varying sizes (see sheet C-003). The site development plan for subdivision contains all required information. The submittal also includes design standards. The proposed design standards are generally acceptable, but require additional detail and clarification in some areas. Spelling errors also exist. These items must be corrected prior to final DRB sign-off. The applicant must also add a note stating that all development must comply with Zoning Code and West Route 66 Sector Development Plan Design Overlay Zone regulations and that where conflicts exist, the most restrictive shall apply.

INTRODUCTION

The applicant is proposing delegation of future site plans for building permit to the DRB. Because the site is adjacent to neighborhoods and located at a critical intersection Staff finds that delegation to the DRB is not appropriate. Staff recommends EPC review of all future site plans for building permit to ensure that the site is developed cohesively and appropriately.

OVERALL DESIGN THEME

The overall theme of the proposal is to encourage multi-modal transportation opportunities. The proposal does not include enough information regarding the theme to guide future development. Delegation of future phases to the DRB is not appropriate.

PERMITTED USES

The applicant states that the development will be a commercial center complying with all plans and zones. The proposed zoning is C-2, which will allow permissive and conditional C-2 uses. Conditional uses will require a Conditional Use Permit. This should be clearly stated in this section.

DESIGN STANDARDS

A. INTRODUCTION

This section is acceptable.

B. STREETScape

The applicant states that the streetscape will encourage users to park once and walk to more than one destination. The originally submitted version of the design standards stated that the streetscape would also encourage nearby residents to walk to rather than drive to Unser Crossing. This statement has been removed from the latest version and should be reinstated. The site plan for building permit should reflect this. The remainder of this section is acceptable.

C. PARKING

Staff has several suggestions regarding this section:

- The standards state that no on-street parking shall be permitted. However, both the big box ordinance and policies for Activity Centers encourage parking on internal street networks. This should be removed for the future development of the site.
- The statement regarding compliance with the big box ordinance should be removed from the second bullet point, as the pertinent big box ordinance regulations are a part of the Zoning Code.
- A standard shall be added stating that parking shall be placed on at least two sides of a building and shall not dominate the building or street frontage in accordance with big box regulations and the West Side Strategic Plan. This parking arrangement must be reflected on the site plan for building permit.
- The statement regarding employee parking shall be removed. This is just a basic Zoning Code requirement.
- A note shall be added stating that trees shall be provided in the parking areas per the requirements of the West Route 66 Sector Development Plan Design Overlay Zone.

D. BICYCLE FACILITIES

The proposed standards for bicycle facilities are appropriate and comply with applicable city policies and regulations.

E. SITE LANDSCAPE

This section appears to be satisfactory, with some minor suggested changes:

- The applicant shall state when the hardscape palette will be selected and by whom
- The first bullet point shall not state a specific zoning code section, as landscaping requirements are interspersed throughout the Code. Landscape plans shall also comply with the West Route 66 Sector Development Plan Design Overlay Zone.

F. SITE PLANNING

This section is generally adequate, although the site plan for building permit does not reflect all elements of this section.

G. COMMONS AREA

The applicant has included design standards for a commons area, although no commons area is included on the site plan for building permit. Design standards for the proposed plaza areas are included in the Site Planning section of the design standards.

H. SETBACKS

This section is generally adequate.

I. ARCHITECTURE

a. Development Densities

This is acceptable.

b. Building Heights

This is acceptable.

c. Building Entrances

These requirements are merely reiterations of Zoning Code requirements and are generally acceptable despite the fact that they do not go over and above any existing city-wide requirements. Many of these items are not implemented on the site plan for building permit.

d. Service/ Loading Areas

The wall height required for screening of service/loading areas should be changed to 8' to correspond with large retail facilities regulations.

e. Context

This section is acceptable.

f. Building Articulation/ Design

This section does not address building rears. Design requirements need to be incorporated to make the rears of the buildings attractive, as the entire length of Bridge is devoted to building rears, and many of the Phase 2 buildings may have rears adjacent to Central or Unser.

g. Equipment

This section is acceptable.

h. Portable Buildings

No permanent portable buildings will be allowed. No mention is made of temporary portable buildings. These should also be prohibited.

i. Materials and Colors

This section is acceptable.

j. Sustainability

This section should contain information regarding access to transit and safe and convenient pedestrian connections in order to encourage multi-modal transportation. Otherwise, this section is acceptable.

k. Plan Arrangement Opportunities

This section is acceptable.

J. LIGHTING

Standards for pole mounted and accent lighting are provided. Various height maximums are proposed for pole-mounted lighting (20'-small parking areas, 30'-street lighting and main parking, and 16'-pedestrian areas). Staff believes that a 30' height maximum is excessive and that street lights and main parking area lights should be limited to 20' in accordance with Zoning Code regulations for large retail facilities.

K. SCREENING/ BUFFERING

In this section the applicant is proposing screening of mechanical equipment, loading areas, refuse enclosures, and parking areas. Proposed screening is acceptable.

L. SIGNAGE

The applicant has proposed a signage master plan, which has been analyzed as part of the Site Development Plan for Building Permit section of this staff report.

M. TRANSIT FACILITIES

The applicant has not addressed all of the bus routes that serve the site (66, 766, 54, & 162), this information should be included. The applicant states that a bus route credit will be taken for parking calculations and that existing bus stops will be incorporated into the site design. Staff finds this to be appropriate. However, the bus stops have not been meaningfully incorporated into the site plan.

N. DRIVE-UP SERVICE WINDOWS

The applicant is not proposing any limit to the number of drive-up service windows. In addition, the proposed design standards make exceptions to the position of drive thrus, which are not allowed by the Zoning Code. Staff finds that only a limited number of drive-up service windows or gas stations are appropriate for a community activity center. Especially with the overall design theme emphasizing pedestrian and bicycle connectivity and promoting the use of the City's transit system. Drive-thru windows and gas stations should be severely limited.

O. WIRE TELECOMMUNICATIONS FACILITIES

Wireless telecommunication facilities (WTFs) are permissive under the C-2 zone (§14-16-2-17). However, the applicant is proposing to exclude Wireless Telecommunication towers from the development. Any allowance for WTFs should require architectural integration because the site is located adjacent to residential development.

4. ANALYSIS OF SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

SITE PLAN LAYOUT / CONFIGURATION

The proposed layout of the shopping center partially complies with regulations and policies in the Comprehensive Plan, the Westside Strategic Plan, the West Route 66 Sector Development Plan, and the Big Box Ordinance. The applicant is proposing to construct 13 buildings on this site in Phase 1, with an additional eight future pad sites adjacent to Central Avenue and Unser Boulevard. One

building is designated as a home improvement store, 11 buildings are designated as retail, and one building is designated as a health club.

The main structures of the buildings and retail liners are similar to a strip mall defined in the Westside Strategic Plan (page 295) as, a long narrow development style usually found along major thoroughfares with a series of commercial establishments. The WSSP states that strip malls are buildings oriented solely forward with no connection to adjacent land uses or neighborhoods.

The overall layout of the buildings does not fully comply with the regulations in the big box ordinance. The objective of the Large Retail Facility regulations is to address the build-out of a large retail site over time in order to guide the transition from more vehicle-oriented “big box” type retail development with large surface parking fields to finer-scaled, pedestrian oriented, mixed use development, replacing surface parking with some parking structures producing a village center that is integrated into the surrounding neighborhoods. The transition reflects actual trends in development and creates a better, more marketable, and higher use development. The big box ordinance states that the entire site shall be planned or platted into maximum 360’ x 360’ blocks except:

- One block can be expanded to approximately 790’ x 360’ if the main structure (including the retail liners) covers more than 80% of the gross square footage of a block.
- The block sizes achieve the intent of this section, which is to create block sizes that are “walkable and support land use changes over time”.
- Approval is granted by the EPC
- The narrow side of the block abuts the adjacent street that provides the primary access; and
- The center of the long side has a major entrance, including Forecourt (a court forming an entrance plaza for a single building or group of buildings).

Staff analyzed the size of each proposed block and determined that six of the nine proposed blocks are greater than 360’ x 360’. This analysis did not include Phase 2. The big box ordinance allows for *one* block to be greater than 360’ x 360’, if the main structure covers more than 80% of the block. The home improvement store meets this requirement and therefore is the one block which is permitted to be greater than 360’ x 360’ (the home improvement block size is 600’ x 420’). Primary and secondary driveways (or platted roadways) separate blocks. Retail buildings 7A, 7B, 7C, 7C2, 7D, and 7E are considered one block with a block size of 920’ x 420’. Structures on this block do not occupy more than 80% of the block. In addition, the parking lot blocks serving the home improvement store and Retail building 7E are 600’ x 360’ (on the east side) and 300’ (on the west side) and 470’ x 330’ respectfully. The block containing Retail buildings 1 and 2 is oddly shaped and can be considered compliant. Although the majority of the proposed blocks do not comply with the big box ordinance, the EPC has the discretion to approve the block sizes provided the aforementioned exceptions are met. Whether or not these exceptions are met is open to interpretation. For example, the largest block at 920’ x 420’ has its narrow side abutting 86th Street. The question is whether 86th street should be considered the adjacent street with primary access (based upon a block-level analysis) or whether Central should be considered the adjacent street with primary access to the entire site (based upon a site-level analysis.) The EPC will have to use its discretion to decide whether or not these block sizes are acceptable.

Overall the strip mall layout with several buildings on the periphery of the parking lot is partially pedestrian-friendly. The parking is placed at the front of main structures. As required by the big box ordinance there are walkways on every third double row of the parking lot with a minimum of 10' wide continuous walkway. However, the proposed walkways in several instances do not align with building entrances. The back of the shopping center will face residents across Bridge Boulevard. There are four pedestrian connections between the residential neighborhoods to the south and the shopping center. Two pedestrian connections are along the outer boundaries of the shopping center adjacent to 86th Street and Unser, one pedestrian connection is through the loading area between buildings 7C and 7C2, and one pedestrian connection is located between the home improvement store and building 7E. There are no existing crosswalks on Bridge Boulevard. The proposed site layout with the building rears abutting Bridge does not encourage drivers to slow down, which would be more conducive for pedestrians to safely cross the street. Building fronts immediately adjacent to roadways tend to notice drivers of the need to slow down.

The site includes thirteen dumpsters and two trash compactors. There is one recycling bin on the site behind the home improvement store. The Solid Waste Management division has disapproved of this site plan. Changes will need to be made in order to garner the support of this division. Namely, the number of refuse containers and recycling areas needs to be increased. Also, the detail drawings show only a single refuse enclosure. Detail drawings must be provided for the double enclosures as well.

The number of cart corrals is insufficient throughout the site, but especially near the home improvement store and on the west side of the site plan. The lack of cart corrals may result in parking problems.

WALLS/FENCES

A 6' high screen wall has been proposed along the backs of the buildings against Bridge Boulevard. The big box ordinance requires two screen walls, a 6' foot solid masonry wall along the property line and an 8' wall 100' from the face of the dock to screen the dock and truck facilities. Staff finds that in this case the requirement for two walls is excessive. Instead, staff recommends that the proposed 6' high screen wall be made 8' high to protect the neighborhood from adverse effects caused by trucks and loading activities. The applicant has provided no information about the walls including materials and colors. The big box ordinance requires that the screened walls be designed to blend with the architecture of the building. Staff has required that information about the walls be included as a condition of approval.

VEHICULAR ACCESS, CIRCULATION AND PARKING

There are eight vehicular access points on the site. There are three access points along Central Avenue, one along 86th Street, one on Unser, and three along Bridge Boulevard including the loading dock area entrance. The primary access point is on Central Avenue. The circulation system within the site is made up of primary and secondary driveways. The primary driveway (the principal vehicular entrance from a public right of way into or out of a premises) is located in the middle of the site with a roundabout in the center. The secondary driveways, vehicular entrances used to supplement a primary driveway, are located throughout the site. For example, the drive aisle between the commercial strip and the parking lot is considered a secondary driveway. The primary and secondary driveways are used to break up the blocks for walkability and support land use

changes over time. As stated above, Staff finds that the block sizes are larger than required in the big box ordinance and it is the EPC’s discretion to approve the block sizes.

Based on comments from the Transportation Division, Staff recommends that the driveway terminating between buildings 7C and 7C2 be extended into the loading dock area. Currently, the applicant is proposing a walkway in the loading dock area connecting Bridge to the shopping center. Pedestrians would be walking through the loading dock area, which would be surrounded with 8’ high walls. Placing a sidewalk in this area could create significant safety issues that need to be addressed with adequate lighting and passive surveillance opportunities from nearby shops. Originally, staff had asked the applicant to provide a pedestrian walkway between the residential development and the shopping center with the intention of creating a “grand entrance” from Bridge. The applicant chose only to place the sidewalk through the loading dock area, without shop fronts facing the pedestrian area. If the EPC approves the Transportation Division’s condition that the driveway terminating between buildings 7C and 7C2 be extended into the loading dock area, then there could be more “eyes on the street” thereby improving safety.

The applicant’s building square footages do not match the square footage used to calculate the parking. In the parking calculations, building 7C1 has 3,600 square feet; however, on the site development plan the building has 4,800 square feet. The applicant is taking a 15% parking reduction because of the site’s proximity to transit and because the owner will be providing transit rider shelters of a type and location acceptable to the City.

Overall, parking calculations reveal that the site is over-parked with the transit discount (270 spaces) (see chart below). However, if the transit discount is not considered, the site is over-parked by 52 spaces. Staff finds that the parking calculation chart on the site development plan does not reflect the true number of parking spaces provided on the site development plan and recommends as a condition of approval that an additional column be added to the parking calculation chart totaling the required parking for each group buildings to easily compare the required parking calculations to the proposed calculations.

Table 2: Parking Calculation Chart

Building	Required Parking	Actual Parking	Difference
Retail Buildings 1 & 2	56	66	+ 10 Spaces
Retail Building 3	28	50	+ 22 Spaces
Retail Building 4 and 5	50	69	+19 Spaces
Health Club Building 6	227	354	+127 Spaces
Retail Building 7A, 7B, & 7C	271	255	-16 Spaces
Retail 7C2, 7D, & 7E	418	470	+52 Spaces
Home Improvement Building 8	402	458	+56 Spaces

Total Buildings	1,452 (1,670 Spaces without Transit Discount)	1,722	+ 270 Spaces (+52 Spaces without Transit Discount)
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The motorcycle parking on the site does not comply with the Zoning Code. The Zoning Code states that motorcycle spaces shall be located in an area that is visible from the entrance of the building on the site. The motorcycle parking on the site development plan is not located in an area that is visible from the entrance. In several cases, the motorcycle parking is located in the fifth parking space in an aisle. In addition, there is no motorcycle parking near building 2. Motorcycle parking spaces should be conveniently located nearer to building entrances to encourage their use. The applicant must also provide a detail drawing of the motorcycle parking sign.

The parking calculations state that there are 61 disabled parking spaces provided and 59 required. Staff finds that this is accurate. Staff recommends that the row of disabled parking spaces south of Retail 1 be located closer to the entrance of Retail 1 or Retail 7B. The current location is not convenient for access to Retail 1, and access to Retail 7A from these spaces would require users to cross a main drive aisle that has direct access to 86th Street. In addition, some of the disabled spaces adjacent to Retail Building 5 should be located near Retail Building 4.

Overall, parking does not comply with large retail facilities regulations, which require parking on at least two sides of the building, and West Side Strategic Plan policies that encourage parking to be placed behind buildings. The applicant has made an attempt to place a few parking spaces behind and on the sides of the main structures. However, staff does not find that these attempts fully meet the intent of this requirement.

Also, staff would like to note the excessive size of the loading dock area. This amount of asphalt will result in an increase in the heat island effect and water runoff and does not contribute positively to sustainable development practices.

PEDESTRIAN AND BICYCLE ACCESS AND CIRCULATION, TRANSIT ACCESS

The big box ordinance states that pedestrian walkways shall be planned and organized to accommodate the inter-related movement of vehicles, bicycles, and pedestrians safely and conveniently both within the proposed development and to and from the street, transit stops, and the surrounding areas. Staff notes that the site development plan includes a pedestrian network, although no sidewalk is shown on the west side of Building 8. The pedestrian walkways comply with the big box ordinance and are colored, textured, concrete sidewalks. Many of these sidewalks are through large parking areas and do not encourage pedestrian travel. The encouragement of pedestrian travel requires three elements: 1) a destination; 2) visual stimulation; and 3) shade. While there are destinations within the site and a few of the sidewalks are shaded, parking areas cannot be considered sufficient visual stimulation.

The backs of the proposed buildings face the residential development along Bridge Boulevard. As stated in the Site Layout Section, there are four proposed connections between the residential neighborhood and the site.

Four ABQ Ride buses serve the site, with a stop on each adjacent roadway, thereby creating significant opportunities for the layout of the site to relate to the transit stops. However, the bus

stops have not been meaningfully incorporated into the site design. For example, the bus stop on Central north of Future Pad Site #1 has no direct connection to the site and, although conceptual, the site plan shows parking between the bus stop and the building. Staff notes that the bus stops on 86th Street and on Bridge are not included in the site development plan and need to be added as a condition of approval.

LIGHTING AND SECURITY

The applicant is proposing several types of lighting on the subject site. The types of lighting include, 30' pole mounted lighting, 16' decorative pole mounted lighting, and wall mounted lighting. The 30' pole mounted lighting does not comply with the big box regulations. The big box ordinance states that the maximum height of a light pole shall be 20' measured from the finished grade to the top of the pole. According to the big box ordinance, the pedestrian walkway lighting shall not exceed 16'. A variance from the ZHE is necessary for the 30' light poles.

Placing the walkway between Retail Buildings 7C and 7C2 creates a security and safety issue. Views of the walkway would be significantly reduced by the 8' wall required by the big box ordinance. Shop fronts, or at the very least windows are needed to face this pedestrian access and circulation area.

LANDSCAPING

Adequate landscaping is provided throughout the subject site. The applicant is proposing a surplus of shade trees within the site. All of the proposed trees and shrubs comply with the Forester's list. One condition that staff is recommending is that the applicant must place parking lot tree planters such that not more than 15 side-by-side parking spaces shall be allowed between planters. This is a requirement of the WR66SDP DOZ. The intent is to minimize glare, reduce reflection, and reduce the visual impact of large numbers of cars in off-street parking areas. Because of this intent, staff finds that it would be appropriate to count motorcycle parking spaces and cart storage spaces as parking spaces.

PUBLIC OUTDOOR SPACE

The subject site includes six plazas ranging in size from approximately 1,500 square feet to approximately 8,000 square feet. The site includes two main structures, the home improvement building 8 and Retail Buildings 7A-7E (a collection of smaller buildings linked by common walls shall be considered one building). The public space calculations on the site plan do not group buildings 7A-7E together. Instead, each building is addressed individually resulting in erroneous data. Staff finds that the total square footage of buildings 7A-7E is 175,542 SF and requires 3,511 SF of public outdoor space. The applicant is proposing a 7,903 SF plaza located between buildings 7C and 7C2. Staff notes that the proposed public outdoor space exceeds the required; however as a condition of approval Staff recommends that the calculations be fixed.

The big box ordinance requires that main structures 125,000 square feet or greater, provide pedestrian plazas in the amount of 400 square feet for every 20,000 square feet of building space. In addition, a minimum of 50% of the required public space shall be provided in the form of aggregate space that encourages its use and that serves as the focal point for the development. The applicant is not proposing any public space near the home improvement building; therefore not complying with the big box regulations.

GRADING, DRAINAGE, UTILITY PLANS

Drainage, grading and utility plans have been provided by the applicant and have been reviewed by the appropriate agencies. A drainage detention pond is located on the east side of the site north of the home improvement building. Staff notes that on the grading and utility plan the legend gives the symbol for retaining wall. However, after Staff review no retaining wall could be located. A detail drawing of the detention pond has not been included. It is unclear whether the pond's depth will require defensive fencing, which is discouraged by the big box ordinance, which states, "ponds, retention, and detention areas shall be shallow to prevent the need for defensive/security fencing yet have the capacity to manage storm waters in a 100 year event."

Also, large amounts of impervious surfaces are shown on the site plan. The applicant states that some water harvesting techniques have been incorporated into the site plan. However, the large retail facilities regulations and the proposed design standards state "impervious surfaces shall be limited by installing permeable paving surfaces such as bricks and concrete lattice or such devices that are approved by the city Hydrologist." Staff does not see any evidence that these techniques have been employed.

ARCHITECTURE

The proposed architectural style is contemporary/territorial. Most building heights vary between 20' and 36' high. The highest point of the Lowe's building 49' high, while the majority of the building is approximately 25' high. The majority of the facades are various shades of stucco with some stone veneer accents. The applicant has provided color elevations for all facades, including bird's eye views. The elevations do not state color names, but merely state that colors are similar to what is shown. Staff does not find this acceptable, as the color drawing will fade over time rendering them unenforceable. Metal awnings are provided at various intervals. Because many sheets are labeled as "Retail Building 7A Elevations" and because many of the individual façade elevations are unlabeled, it is impossible for staff to perform a thorough analysis. In addition, cardinal directions are not used for each elevation. Rather, elevations are labeled as "front," and "rear," etc. The Lowe's elevations also contain a disclaimer stating that what is shown is "a representation of the design intent" and that variations in color and material may occur. This is not acceptable.

As far as staff can tell with the incomplete information, the front and sides of each building appear to meet applicable requirements. However, the rears of the buildings, which face public streets and residential areas, are considered major facades as defined by the Zoning Code and are required to comply with the Pedestrian Features and Design Standards requirements of Zoning Code Section 14-16-3-18 as well as the articulation requirements of the big box ordinance. Overall, the design of the building rears is not acceptable. For example, colors and materials of service doors are not indicated. Because these doors will be facing public right-of-way and residential areas, the aesthetic qualities of these doors should be improved. Also, several design features are incorporated into side elevations to improve their look and feel, but are not incorporated into the rear elevations, for example the steel painted trellises. Rear elevations need to receive treatment similar to the side elevations.

The Lowe's building does not contain any outdoor seating or plaza space as required by the Zoning Code.

SIGNAGE

Applicable Regulations

Signage on this site must comply with several layers of regulations. These include: The C-2 zone, General Sign regulations of the Zoning Code, the big box ordinance, and the West Route 66 Sector Plan Design Overlay Zone. Applicable sign regulations are as follows:

C-2 Zone:

- All regulations of the C-2 zone are less restrictive than those of the West Route 66 Sector Development Plan Design Overlay Zone. The Design Overlay Zone trumps the C-2 regulations.

General Sign Regulations:

- See Section 14-16-3-5 of the Zoning Code. This section contains regulations pertaining to lighting, location, and other topics.
- One permanent identification sign setting forth the name of a community, development, center, or other like project shall be permitted if set back in accordance with the requirements of the zone in which the sign is placed....Such sign shall not exceed 20 square feet in area. Additional signs meeting the above definitions may be approved by the Planning Director if he finds the project is large and needs additional signs for reasonable identification.

This size restriction on permanent identification signs is more restrictive than that of the WR66 Design Overlay Zone, and this regulation should apply to the subject site.

Shopping Center Regulations:

- This section contains regulations regarding sign number and size. All Shopping Center signage regulations are less restrictive than those of the West Route 66 Sector Development Plan Design Overlay Zone. The Design Overlay Zone trumps the Shopping Center regulations.

Large Retail Facilities Regulations:

- Signage shall comply with shopping center regulations
- Maximum height of any monument sign shall be 15'
- Building-mounted signs that face residential zoning shall not be illuminated
- Building-mounted signs shall consist of individual channel letters. Illuminated plastic panel signs are prohibited
- All freestanding signs shall be monument style.
- All signage shall be designed to be consistent with and complement the materials, color, and architectural style of the buildings.

West Route 66 Sector Development Plan Design Overlay Zone:

- One freestanding sign per premise frontage is permitted with a maximum sign face area of 100 square feet. According to the City's Code Enforcement Signage Expert, this means that each pad site will be allowed one sign per street front and that this sign must be on the pad site advertised so that it is not an off-premise sign. For the two Main Structures, four signs are allowed – one on each street frontage.
- Directory signs, with a maximum size of 24 square feet, are allowed and do not count as an advertising sign referred to above.
- The height of free-standing signs shall not exceed 26'
- General illumination is permitted by backlighting for all signs or by ground-mounted spot lighting if the sign is 8' or less in height
- Unless more restrictive provisions are specified in this Signage Section, the following provisions of the Zoning Code apply: Section 40.E; as to retail areas, the on-premise building-mounted sign regulations of the C-2 zone; as to other non-residential areas, the on-premise building-mounted sign regulations of the IP zone.
- Some signs and sign elements are specifically prohibited, including off-premise signs, portable signs, and roof-mounted signs. For a complete list see pages 85 and 86 of the WR66 Plan.

Based upon these regulations, staff concludes that the West Route 66 Sector Plan is the most restrictive in all areas except sign height and permanent identification signs. Because the WR66 plan states that its regulations apply unless the Zoning Code is more restrictive, staff finds that the applicant must comply with the all regulations of the Design Overlay Zone, with the exception of sign height, which the big box ordinance limits to 15' and permanent identification signs, which the Zoning Code limits to 20 square feet. Because the applicant is requesting a straight C-2 zone, the EPC does not have discretion to approve signage over and above what is allowed by the Design Overlay Zone.

Proposed Signage

The applicant has provided a signage master plan with this submittal. This master plan contains sign standards, a map showing freestanding sign locations, and sign elevations. Building-mounted signage is shown on the building elevations sheets. The sign elevations do not indicate color, materials, or total square footage of sign area. This information must be provided.

Seven types of monument signs are proposed in thirteen locations. These signs range in height from 8'6" to 20' and in size from approximately 20 square feet to 141 square feet.

One of the proposed signs can be defined as a permanent identification sign (Sign Type A) and do not count as advertising signs, if the applicant limits them to 20 square feet. The EPC has discretion to approve these signs if they comply with the size requirement.

Sheet S-103 contains a chart with parking calculations. This is not pertinent to signage and should be removed from this sheet. Also, the signage map on the same sheet must be updated to correspond to the site plan.

Compliance with applicable regulations

The proposed signs are excessive when compared to the applicable regulations. The applicant has proposed signage in a total of thirteen locations – 1 of which can be counted as a permanent identification sign. The EPC has discretion to approve this type of signage. In order to comply with WR66SDP DOZ regulations as explained by Code Enforcement, Sign Type C will need to be removed from all proposed locations. Other sign locations are acceptable, but their sizes must be brought into compliance.

The applicant has stated a desire to pursue the signage as shown through a ZHE variance. Staff finds that the proposed signage is far in excess of what is allowed and recommends that the applicant comply with applicable regulations. The applicant will need to apply for variances through the ZHE if they wish to pursue these excessive signs, and if the EPC finds them to be appropriate, conditions of approval will need to be approved requiring the ZHE variances.

Staff proposes that Sign Type A be used along Bridge Boulevard in order to create a gateway for the neighboring residents. Signage (both monument and building-mounted) must not be illuminated where it faces a residential area.

Proposed Signage Standards

The applicant has proposed signage standards. Most are in agreement with other applicable regulations. However, the standard proposed for calculation of building-mounted sign size is confusing, and according to the City's Code Enforcement Signage Expert, is unenforceable. In addition, staff is recommending some changes to the standards:

- Add to the list of prohibited signs: banner signs and off-premise signs
- The statement "signs will not be permitted to be installed or placed along the perimeter of the property" shall be removed
- A note shall be added stating that all signage shall comply with regulations of the Zoning Code and the West Route 66 Sector Development Plan Design Overlay Zone
- A note shall be added stating that lettering of building-mounted signs shall not exceed 18" in height or width and 3" in relief per the requirements of the large retail facilities regulations.

MAINTENANCE AGREEMENT

The big box ordinance requires that the Maintenance Agreement for vacant or abandoned Large Retail Facility sites to maintain a quality built environment. According to the big box ordinance, facilities shall be maintained during periods of abandonment or vacancy at the same standard as when occupied. The owner of the site shall sign a maintenance agreement with the City that the site will be maintained when vacant. The applicant has not provided any details about the maintenance

agreement for this site. Staff recommends as a condition of approval that a note be added to the site development plan for building permit referencing and requiring the maintenance agreement.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

Several adverse comments have been received, primarily from the Advanced Planning Division, the Transportation Department, and the City Forester. The above agencies are concerned with delegating the future pad sites to DRB. The Advanced Planning Division wants the EPC review future phases to ensure that the site is architecturally integrated and that the circulation for the site works well. In addition, the Transportation Department states that the TIS includes six drive-thru windows. Therefore, the applicant should provide the entire site plan for the purpose of reviewing site circulation or delegation should not be given to the DRB. The City Forester would like to see the whole site developed together with a more holistic landscape approach.

The Advanced Planning Division is also concerned with the design of site especially related to the backs of the buildings facing Bridge Boulevard. According the Advanced Planning Division, placing the buildings along Bridge Boulevard does not further several Comprehensive Plan policies regarding the interface between residential and non-residential development.

NEIGHBORHOOD/PUBLIC CONCERNS

The Avalon Neighborhood Association, the Los Volcanes Neighborhood Association, the Skyview West Neighborhood Association, the Stinson Tower Neighborhood Association, the Sunrise Home Owners Association, the Westgate Neighborhood Association, and the Westside Merchants Associations were notified of this request. A facilitated meeting was held on March 7, 2008 at the Alamosa Community Center from 6pm to 8pm. In addition to the list of notified neighborhood associations, HOA, and merchant associations, the Encanto Village HOA and the Vista Sandia HOA also attended the facilitated meeting. A total of 63 people attended the meeting including the development team and City Staff. Overall the meeting participants were in favor of the project. The participants had some concerns about traffic, safety, and noise mitigation.

MEETINGS WITH THE APPLICANT AND STAFF

The applicant met with Staff for three PRTs before submitting the proposal to the EPC. In addition, Staff and the applicant met several times during the last month to discuss issues with the site development plan for building permit with regards to repositioning the buildings on the plan to better comply with the big box ordinance and other applicable policies and regulations.

CONCLUSION

This is a 3-part request for (1) a map amendment to the West Route 66 Sector Development Plan, (2) a site development plan for subdivision with design standards, and (3) a site development plan for building permit for Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners, located on the SW corner of Central Avenue and Unser Boulevard, within the boundaries of the West Route 66 Sector Development Plan, the West Side Strategic Plan and Established Urban Area designated by the Comprehensive Plan. The site is

approximately 50 acres and is currently vacant. The applicant is proposing to amend the zoning established by the West Route 66 Sector Development Plan for 36 acres of the 50-acre site. The affected portion of the site is currently zoned SU-1 for C-2 (maximum 10 acres) / O-1 & Planned Residential Development (PRD) 20 Dwelling units per acre (DU/A) (minimum 7 acres) and the applicant is proposing to zone the entire site C-2.

The site development plan for subdivision would divide the site into 14 lots and includes design standards. The site development plan for building includes nine buildings ranging in size from greater than 125,000 square feet to 4,800 square feet. In addition to the nine proposed buildings in the site development for building permit, there are eight tracts located along the northern and eastern boundaries of the site, which are intended to be developed in the future. The design of these eight tracts (future pad sites) would be regulated by the proposed design standards in the site development plan for subdivision.

The applicant has adequately justified the zone change request per the requirements of R-270-1980. With regards to the site development plan for building permit and site development plan for subdivision, Staff finds that there are some issues, which are addressed through conditions of approval.

FINDINGS – 08EPC 40039, May 15, 2008 – Sector Development Plan Map Amendment

1. This is a request for a map amendment to the West Route 66 Sector Development Plan for Tracts 1A, 1B, 2A, 2B, 3A, 3B, and 6 V.E. Barrett Subdivision, an approximately 36 acre portion of a larger approximately 50 acre site located at the southwest corner of Central and Unser SW. The site is currently zoned SU-1/C-2 (10 acres), O-1, and PRD 20du/acre (7 acres) and is currently vacant. The applicant is proposing C-2 zoning for the entire site. Due to the acreage of the proposed zone change, this request will need to be approved by the City Council. The EPC is a recommending body in this case.
2. The applicant has submitted concurrent requests for a site development plan for subdivision and a site development plan for building permit for the larger 50-acre site. Retail uses are proposed for the entire site, including a health club.
3. The subject site is located within the Established Urban Area as designated by the Comprehensive Plan and is also within the boundaries of the West side Strategic Plan and the West Route 66 Sector Development Plan. The site is a designated Community Activity Center, and Central and Unser are both Enhanced Transit Corridors in this area.
4. This request furthers the following Comprehensive Plan goals and policies:
 - a. This request will contribute to a full range of urban land uses (II.B.5a).
 - b. The subject site is an appropriate location for the proposed intensity (II.B.5d).
 - c. The proposed zoning will enable development of a vacant infill site that is contiguous to existing infrastructure. Site plan review due to the site's size will ensure the integrity of existing neighborhoods (II.B.5e).
 - d. Employment and services uses on this site will complement the surrounding residential areas. Site plan review will ensure minimization of adverse effects of noise, lighting, pollution, and traffic on residential environments (II.B.5i).
 - e. The proposed zoning will contribute to the efficient placement of services (Transportation and Transit goal).
 - f. The proposed zoning will add to the economic diversity of the West Side (Economic Development goal).
 - g. The proposed zoning will accommodate a wide range of occupational skills and salary levels (II.D.6a).

- h. The proposed zoning will enable development of a shopping center that may attract both local and outside businesses (II.D.6b).
 - i. The proposed zoning will enable development of a shopping center that will create jobs and reduce the need to travel (II.D.6g).
5. This request partially furthers the following Comprehensive Plan policies:
 - a. The applicant is requesting to eliminate the requirement for higher density housing in this designated Activity Center. While residential development is appropriate and encouraged, it is not required (II.B.5h and II.B.7i).
 - b. The subject site is currently only partially commercially zoned (II.B.5j).
 - c. The proposed location for this shopping center will be convenient for nearby residents, but mixed use is not being proposed (II.B.7a).
6. This request furthers the following goals, objectives, and policies of the West Side Strategic Plan:
 - a. The proposed zoning will allow West Side residents the opportunity to shop and play in the area where they live (Goal 10).
 - b. Land uses on the West Side are currently unbalanced with a need for commercial uses (Objective 1).
 - c. This zone change will promote job opportunities and business growth in an appropriate area (Objective 8).
 - d. The proposed zoning will allow for urban style services (Policy 3.40).
 - e. The proposed zoning will encourage employment growth (Policy 3.41).
7. The applicant has adequately justified this request based upon R-270-1980:
 - a. The proposed C-2 zoning allows extensive review by city departments, agencies and residents, which minimizes any adverse effects of future development on public facilities, services and roadways and ensures that the design contributes positively to the neighborhood. This is consistent with the health, safety, morals, and general welfare of the city (A).
 - b. The Planning Department considers that the applicant has provided an acceptable justification for the change and has demonstrated that the requested zoning will not

- destabilize land use and zoning in the area because it is consistent with the zoning of many surrounding properties (B).
- c. The applicant cited a preponderance of applicable goals and policies of the Comprehensive Plan and the West Side Strategic Plan that are furthered by this request (C).
 - d. The applicant has justified the change based on changed conditions and on the proposed use category being more advantageous to the community
 - i. An 80-acre Regional Shopping Center, which was approved as part of the Atrisco Business Park Master Plan, was a factor in limiting the amount of commercial development that could take place on the subject site. This regional mall was never developed in this area. 100% commercial zoning on the subject site is appropriate to fill the gap in commercial zoning that was left when the regional mall was developed further north (2).
 - ii. Overall, the applicant has cited a preponderance of policies that are furthered by this request (3).
 - e. C-2 zoning is an appropriate zoning category for a Community Activity Center and that most of the allowable uses are innocuous (E).
 - f. The applicant will be required to fund any associated infrastructure improvements (F).
 - g. Economic considerations are not the determining factor for the request (G).
 - h. While the location of the site is certainly a factor in this analysis, it is not the only justification for the proposed change (H).
 - i. This request will not constitute a spot zone or a strip zone (I and J).
8. There is no known neighborhood or other opposition to this request.

RECOMMENDATION – 08EPC 40039, May 15, 2008

That a recommendation of APPROVAL of 08EPC 40039, a request for a map amendment to the West Route 66 Sector Development Plan from “SU-1/C-2 (10 acres), O-1, and PRD 20 du/acre (7 acres)” to C-2, for Tracts 1A, 1B, 2A, 2B, 3A, 3B, and 6 V.E. Barrett Subdivision, be forwarded to the City Council based on the preceding Findings.

FINDINGS – 08EPC 40034, May 15, 2008 – Site Development Plan for Subdivision

1. This is a request for a site development plan for subdivision with design standards for Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners an approximately 50-acre vacant site located at the southwest corner of Central and Unser SW. The site is currently zoned C-2 and SU-1/C-2 (10 acres), O-1, and PRD 20du/acre (7 acres).
2. The applicant is proposing to re-plat the existing 11 tracts into 14 tracts and proposes design standards.
3. The applicant has a submitted concurrent request for a map amendment to the West Route 66 Sector Development Plan for an approximately 36- acre portion of the site so that the entire site will be zoned C-2. The applicant has also submitted a concurrent request for a site development plan for building permit. Retails uses are proposed for the entire site, including a health club.
4. The subject site is located within the Established Urban Area as designated by the Comprehensive Plan and is also within the boundaries of the West side Strategic Plan and the West Route 66 Sector Development Plan. The site is a designated Community Activity Center, and Central and Unser are both Enhanced Transit Corridors in this area.
5. This request partially furthers the following Comprehensive Plan goals and policies:
 - a. The applicant is proposing design standards that would regulate the use and design of these future pad sites. However, the site development plan for subdivision does not restrict the number of drive-thrus on the site. Restriction on the number of drive-thrus is crucial to maintain the integrity of the Activity Center and to protect the established residential neighborhoods from the traffic that will be drawn to and through the site thereby increasing vehicle/pedestrian conflicts (II.B.5k).
 - b. While staff agrees that the location is convenient for residents, the proposed site plan consists mostly of larger parcels (II.B.7a).
6. This request furthers the following West Side Strategic Plan policy:
 - a. This site is accessible by several major streets and is also served by 4 bus routes (Policy 1.14).
7. Delegation of future phases of development to the DRB is not appropriate in this case because of the importance of the properties adjacent to Central and Unser.

8. There is no known neighborhood or other opposition to this request.

RECOMMENDATION - 08EPC 40034, May 15, 2008

APPROVAL of 08EPC 40034, a site development plan for subdivision, for Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL 08EPC 40034, May 15, 2008 – 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. Design Standards
 - a. Future phases of development shall not be delegated to the DRB. EPC review will be required.
 - b. The applicant shall provide a note stating that all development on the site must comply with Zoning Code and West Route 66 Sector Development Plan Design Overlay Zone regulations and that where conflicts exist, the most restrictive shall apply.
 - c. All references to the SU-2 zone shall be removed from the Design Standards.
 - d. A clear statement shall be added to the Permitted Uses section stating that any C-2 conditions uses proposed for the site will require a Conditional Use Permit.
 - e. Streetscape: The applicant shall insert the statement that streetscape will also encourage nearby residents to walk rather than drive to Unser Crossing.
 - f. Parking:

- i. The statement prohibiting on-street parking shall be removed.
 - ii. The statement regarding compliance with the big box ordinance shall be removed from the second bullet point.
 - iii. A standard shall be added stating that parking shall be placed on at least two sides of a building and shall not dominate the building or street frontage.
 - iv. The statement regarding employee parking shall be removed.
 - v. A note shall be added stating that trees shall be provided in the parking areas per the requirements of the West Route 66 Sector Development Plan Design Overlay Zone.
- g. Site Landscape:
- i. The applicant shall state when the hardscape palette will be selected and by whom.
 - ii. The first bullet point shall not state specific zoning code section and shall additionally state that landscape plans shall also comply with the West Route 66 Sector Development Plan Design Overlay Zone.
- h. Commons Area: This section shall be removed.
- i. Service/Loading Areas: The wall height required for screening of service/loading shall be changed to 8'
- j. Building Articulation/Design: Design requirements shall be added to make the rears of buildings attractive to the same standard as the sides of buildings.
- k. Portable Buildings: Temporary portable buildings shall also be prohibited.
- l. Sustainability: The applicant shall add information regarding access to transit and safe and convenient pedestrian connections in order to encourage multi-modal transportation.
- m. Lighting: Maximum lighting height shall be 20'.
4. Signage Master Plan:
- i. The parking calculation chart shall be removed from the Signage Master Plan.
 - ii. The signage map shall be updated to correspond to the approved site plan for building permit.

- iii. The proposed calculation of building-mounted sign size shall be re-written and an explanatory drawing shall be provided.
 - iv. Banner signs and off-premise signs shall be added to the list of prohibited signs.
 - v. The statement “signs will not be permitted to be installed or placed along the perimeter of the property” shall be removed.
 - vi. A note shall be added stating that all signage shall comply with regulations of the Zoning Code and the West Route 66 Sector Development Plan Design Overlay Zone
 - vii. A note shall be added stating that lettering of building-mounted signs shall not exceed 18” in height or width and 3” in relief per the requirements of the large retail facilities regulations.
 - viii. A note shall be added stating that signage adjacent to or facing residential areas shall not be illuminated.
 - ix. Sign Type C shall be removed from the plans.
 - b. Transit:
 - i. The applicant shall include information regarding all of the bus routes that serve the subject site.
 - ii. A statement encouraging participation in Transportation Demand Management programs shall be added.
 - c. Drive-Up Service Windows: The total number of permitted drive-up service windows shall be limited to 1. No gas stations shall be permitted.
 - d. Wireless Telecommunications Facilities: Any allowance for wireless telecommunications facilities shall require architectural integration.
5. The site development plan for subdivision shall be made to match the approved site development plan for building permit.
6. Final approval of the corresponding map amendment to the West Route 66 Sector Development Plan (08EPC 40039) by the City Council is required prior to final sign-off of the site development plan for subdivision at the DRB.

7. City Engineer Conditions:

- a. 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. Comment continued on next page. 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).
- b. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- c. Extend the north/south drive aisle from Central Avenue at site drive "A" to Bridge Boulevard (would bisect the area between retail shops 7C and 7C2), provide an east/west connection from this extension to the delivery/service areas of these same retail buildings and provide additional parking adjacent to this extension (from east/west connection to retail buildings).
- d. Provide adequate site distance at service drives along Bridge Boulevard adjacent to 6' screen wall.
- e. According to the TIS, there are six uses with drive-thru windows. Therefore, the applicant should provide the entire site plan for the purpose of reviewing site circulation.
- f. Site drives to be designed and located per the recommendations in the TIS.
- g. Provide truck route and turning information on site plan. Service drives and loading areas to be designed accordingly.
- h. Provide cross access to Tracts 7 and 8 (designated as not a part on site plan), to site drive aisles that provide connections with Unser and Bridge Boulevards. Provide applicable cross access agreements.
- i. A concurrent platting action will be required at DRB.
- j. Site plan shall comply and be designed per DPM Standards.
- k. Dedication of right-of-way from the centerline of Unser Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
- l. Dedication of right-of-way from the centerline of Central Avenue a Principal arterial as designated on the Long Range Roadway System map.

- m. Dedication of right-of-way from the centerline of Bridge Boulevard a Collector Street as designated on the Long Range Roadway System map.
 - n. Dedication of right-of-way from the centerline of 86th Street a Collector Street as designated on the Long Range Roadway System map.
 - o. Dedication of an additional 6 feet of right-of-way along Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street as required by the City Engineer to provide for on-street bicycle lanes.
 - p. Construction of the bicycle lanes along Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street adjacent to the subject property, as designated on Long Range Bikeways System map.
-

FINDINGS - 08EPC 40035, May 15, 2008 – Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit for portions of Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners an overall approximately 50-acre vacant site located at the southwest corner of Central and Unser SW. The site is currently zoned C-2 and SU-1/C-2 (10 acres), O-1, and PRD 20du/acre (7 acres).
2. The applicant has a submitted concurrent request for a map amendment to the West Route 66 Sector Development Plan for an approximately 36- acre portion of the site so that the entire site will be zoned C-2. The applicant has also submitted a concurrent request for a site development plan for subdivision with design standards. Retails uses are proposed for the entire site, including a health club.
3. The subject site is located within the Established Urban Area as designated by the Comprehensive Plan and is also within the boundaries of the West side Strategic Plan and the West Route 66 Sector Development Plan. The site is a designated Community Activity Center, and Central and Unser are both Enhanced Transit Corridors in this area.
4. This request partially furthers the following Comprehensive Plan goals and policies:
 - a. The concept of creating a shopping center to offer more retail options to west side residents is supported; however, the overall layout and design of the shopping center with its back towards the adjacent residential neighborhoods does little to promote an integrated community. The site layout is not conducive to walkability and places more of an emphasis on the personal vehicle (Goal for Developing and Established Urban Areas).

- b. The proposed site layout could be improved to better respect existing neighborhood conditions, although the proposed uses are appropriate (II.B.5d).
- c. This request would enable development of a vacant infill site that is contiguous to existing infrastructure. However, the proposed design of the site does not ensure the integrity of the existing neighborhood because the entire length of Bridge Boulevard, which is adjacent to residential neighborhoods, is devoted to building rears and loading docks (II.B.5e).
- d. The employment and services uses in the retail center would complement the surrounding residential areas. Currently, there are few retail options on the west side. However, the design of the site may create adverse effects of noise, lighting, pollution, and traffic on the adjacent residential environment (II.B.5i).
- e. This development will buffer adjacent residential areas from the noise on Central Avenue, but the proposed location of the truck loading docks will create additional noise (II.B.5k).
- f. The site's location is convenient for commercial services, but mixed uses are not proposed, and the site design does not encourage walking (II.B.7a).
- g. The proposed commercial uses may somewhat encourage walking from one shop to another adjacent shop, although the overall site design does not encourage walking. Pedestrian linkages are provided between uses within the site and to surrounding neighborhood. Buildings are not designed to support public transit and pedestrian activity, although the architecture is appropriate. Landscaping, street furniture, and textured paving are proposed (II.C.9d).
- h. While the proposal may contribute to the efficient placement of services and sufficient roadway capacity will be ensured through required improvements at the applicant's cost, the proposal does not encourage walking, bicycling, or the use of transit. The applicant is proposing to provide transit shelters, but these could be incorporated into the site plan in a more meaningful way (Transportation and Transit Goal).
- i. Adequate parking screening is provided, and no high water use plants are proposed for the landscape strips. Proposed signage, however, is excessive, and building facades are mostly separated from the roadway corridor by parking areas. Sidewalks are proposed adjacent to the surrounding roadway corridors that will facilitate safe and convenient walking around the perimeter of the site (II.C.9e).
- j. The proposal does not show a majority of building entrances from the street and shows the majority of buildings set back from the street at distances far greater than what this policy calls for, with parking areas separating the buildings from the street. The applicant has used a 15% parking reduction based upon transit access as allowed by the Zoning Code and the design standards project a floor area ratio of 1.0 at build-out. This policy

calls for building entrances to be on the street for the convenience of transit riders and to make the use of transit more appealing to vehicle drivers (II.D.4a).

- k. Pedestrian and bicycle paths have been incorporated into the project, but the layout of the buildings could be improved to reduce pedestrian/vehicle conflicts and walking distances (II.D.4g).
 - l. Four transit routes service this site, and safe access to transit and transfer capability is provided for in this site plan, although the site plan fails to meaningfully integrate transit into the development (II.D.4p).
5. This request furthers the following West Side Strategic Plan goals and policies:
- a. This site is accessible by several major streets and is also served by 4 bus routes. It is accessible by pedestrians and bicyclists, although this access may not be ideal (Policy 1.14).
6. This request partially furthers the following West Side Strategic Plan goals and policies:
- a. Although some of the smaller shops are clustered in some areas of the site plan, many of the proposed structures have the appearance of a strip mall (Policy 1.3).
 - b. Pedestrian and bicycle access is provided to key activity areas. However, the parking lots are not carefully designed to facilitate this access (Policy 1.5).
 - c. The proposal shows buildings of different scales, and the smaller building clusters encourage pedestrian access. However, the three main building structures are too large to be considered pedestrian scale, and parking is located solely in front of the larger buildings. No on-street parking is proposed (Policy 1.12).
 - d. While the applicant is proposing aesthetically pleasing landscaping for Bridge and Central and is also proposing commercial services that will contribute to the social enhancement of Bridge and Central, the entire length of Bridge adjacent to the subject site is dedicated to building rears with large loading dock areas (Policy 3.45).
7. There is no known neighborhood or other opposition to this request.

RECOMMENDATION - 08EPC 40035, May 15, 2008

APPROVAL of 08EPC 40035, a site development plan for building permit, for Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40035, May 15, 2008 – Site Development Plan for Building Permit

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. Parking:
 - a. The motorcycle spaces shall be located in an area that is visible from the entrance of the building on the site.
 - b. A detail drawing of the proposed motorcycle signage shall be provided.
 - c. Add a column to the parking calculations chart totaling the number of required parking spaces for each building group to match the groupings in the “Parking Provided” column.
 - d. Adjust building square footages in the parking calculation chart to match those shown on the site plan.
 - e. The row of disabled parking spaces south of Retail 1 shall be located closer to the entrance of Retail 1 or Retail 7B.
 - f. Some of the disabled parking spaces adjacent to Retail 5 shall be located near Retail 4.
 - g. Parking shall be located on at least 2 sides of each building.

4. Site Plan:

- a. Note 1 shall be revised to remove the statement “if a truck bay is located within 300 feet of a residential structure.”
- b. Note 4 shall be revised to delete the sentence regarding delegation to DRB and shall instead state that future site plans shall be reviewed by the EPC.
- c. Block sizes shall comply with applicable large retail facility regulations.
- d. Pedestrian walkways through the parking lots shall align with building entrances.
- e. Additional cart storage areas shall be provided throughout the site, and parking calculations shall be revised accordingly.
- f. Pervious paving shall be used in plaza areas, along building facades, and along pedestrian walkways.

5. Transit:

- a. All adjacent bus stops (including those on opposite sides of the street) shall be shown on the site plan.
- b. Direct connections shall be provided to each adjacent bus stop.
- c. A transit feasibility plan shall be provided as per West Side Strategic Plan Policy 1.2.
- d. A new stop on Central Avenue just east of the westernmost driveway will provide access to the site via the #54 and the #66. A new stop on Unser north of the Unser driveway will provide access via the #54. These shall be shown on the site plan and incorporated into the site design.
- e. The applicant shall install bus shelters and associated trash cans and benches at both stops, as reflected in the Site Plan for Subdivision’s section M (Transit Facilities), and as approved by the transit department.
- f. If posted speed limits adjacent to the site on Central will remain over 45 mph, then the applicant install a bus bay for the new stop on Central Avenue, as approved by the transit department.
- g. The Site Plan for Building Permit shall include strong pedestrian connections to Bridge Blvd.

6. Pole-mounted lighting shall be limited to a maximum height of 20’.

7. Landscaping:

- a. Parking lot tree planters shall be placed such that not more than 15 side-by-side parking spaces shall be allowed between planters. For the purpose of calculating parking spaces, cart storage spaces and motorcycle spaces shall be included.
- b. The locations of trees, lighting, and signage shall be coordinated to prevent future conflict.
- c. Move street trees along Bridge and along 86th behind sidewalk per street tree ordinance. Move sidewalk farther away from street creating planting area 6' wide or greater providing sufficient rooting area and place trees there for greater pedestrian safety, walkability, and environmental benefits. Same for sidewalk placement along Central and Unser.
- d. A street tree plan shall be provided for the entire lengths of Central and Unser.
- e. Street trees along Central shall be species that will reach a height of 25 feet or less at maturity. (PNM comment).

8. Walls and Fences:

- a. The proposed 6' high screen wall adjacent to Bridge Boulevard shall be made 8' high.
- b. Detail drawings of the proposed screen wall shall be provided, including information regarding materials and colors that match the building architecture.

9. Plaza areas:

- a. The square footage of each plaza space shall be indicated on the site plan.
- b. Plaza calculations shall be revised to reflect regulations of the large retail facilities regulations (a collection of smaller buildings linked by common walls shall be considered one building). Plaza space for each building shall be located adjacent to or near the associated building.
- c. A minimum of 50% of the required public space shall be provided in the form of aggregate space.

10. Grading, Drainage, and Utility Plan

- a. The detention pond shall be shallow to prevent the need for defensive security fencing yet have the capacity to manage storm waters in a 100 year event.

- b. The retaining wall symbol shall be removed from the legend or shall be shown on the grading, drainage, and utility plan.
- c. A detail drawing for the detention pond shall be provided.

11. Architecture:

- a. Elevations shall state color names, shall correctly label each building, and shall use cardinal directions to label each façade.
- b. The statement on the Lowe's elevations regarding the "representation of design intent" shall be removed.
- c. Colors and materials of service doors shall be indicated. High quality materials and treatments shall be used to enhance the aesthetic qualities of these doors.
- d. Similar treatments shall be used on rear elevations as are used on side elevations to meet the intent of Zoning Code §14-16-3-18.
- e. Outdoor seating and plaza space shall be provided as required by large retail facility regulations (§14-16-3-2) and Zoning Code §14-16-3-18.

12. Signage:

- a. All signage shall comply with the Signage Master Plan as approved by the EPC as part of the associated site development plan for subdivision (08EPC 40034).
- b. Sign Type C shall be removed from all proposed locations and from the plans in general.
- c. Sign Type A shall be used at one entrance from Bridge Boulevard.
- d. Signage adjacent to or facing residential areas shall not be illuminated.
- e. Freestanding signage shall not exceed 15' in height.

13. Maintenance Agreement:

- a. The applicant shall sign a maintenance agreement with the City that is deemed appropriate by the Planning Director. (§14-16-3-2)
- b. The applicant shall add a note on the site development plan for building permit referencing the maintenance agreement.

14. Solid Waste:

- a. The site plan shall comply and be designed in accordance with Solid Waste Management requirements.
- b. Detail drawings shall be provided of the proposed double refuse enclosure.

15. Final approval of the corresponding map amendment to the West Route 66 Sector Development Plan (08EPC 40039) by the City Council is required prior to final sign-off of the site development plan for building permit at the DRB.

16. The applicant must request a Water/Sewer Availability statement. The Utility Plan shall be approved by the Water Utility Authority prior to DRB sign-off.

17. PNM conditions: Access to the development along Central Avenue (driveways, curb cuts) needs to avoid the existing PNM structures. If any of the PNM structures are required to be located due to this project, the developer must pay for the cost of relocation. Any changes or realignment of the existing overhead or underground distribution lines will be at the customer's expense.

18. City Engineer Conditions:

- a. 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. Comment continued on next page. 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).
- b. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- c. Extend the north/south drive aisle from Central Avenue at site drive "A" to Bridge Boulevard (would bisect the area between retail shops 7C and 7C2), provide an east/west connection from this extension to the delivery/service areas of these same retail buildings and provide additional parking adjacent to this extension (from east/west connection to retail buildings).
- d. Provide adequate site distance at service drives along Bridge Boulevard adjacent to 6' screen wall.

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- e. According to the TIS, there are six uses with drive-thru windows. Therefore, the applicant should provide the entire site plan for the purpose of reviewing site circulation.
 - f. Site drives to be designed and located per the recommendations in the TIS.
 - g. Provide truck route and turning information on site plan. Service drives and loading areas to be designed accordingly.
 - h. Provide cross access to Tracts 7 and 8 (designated as not a part on site plan), to site drive aisles that provide connections with Unser and Bridge Boulevards. Provide applicable cross access agreements.
 - i. A concurrent platting action will be required at DRB.
 - j. Site plan shall comply and be designed per DPM Standards.
 - k. Dedication of right-of-way from the centerline of Unser Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
 - l. Dedication of right-of-way from the centerline of Central Avenue a Principal arterial as designated on the Long Range Roadway System map.
 - m. Dedication of right-of-way from the centerline of Bridge Boulevard a Collector Street as designated on the Long Range Roadway System map.
 - n. Dedication of right-of-way from the centerline of 86th Street a Collector Street as designated on the Long Range Roadway System map.
 - o. Dedication of an additional 6 feet of right-of-way along Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street as required by the City Engineer to provide for on-street bicycle lanes.
 - p. Construction of the bicycle lanes along Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street adjacent to the subject property, as designated on Long Range Bikeways System map.

cc: Darren Sowell Architects, 4700 Lincoln Rd. NE, Suite 111, Albuquerque, NM 87109
Armstrong Development Properties, 1500 N. Priest Drive, Suite 150E, Tempe, AZ 85281
Miguel Maestas, Avalon NA, 9400 Harbor Rd. NW, Albuquerque, NM 87121

Kelly Chappelle, Avalon NA, 9135 Santa Catalina Ave. NW, Albuquerque, NM 87121
M Max Garcia, Los Volcanes NA, 6619 Honeylocust Ave. NW, Albuquerque, NM 87121
Benny Sandoval, Los Volcanes NA, 6516 Honeylocust Ave. NW, Albuquerque, NM 87121
Tony Chavez, Skyview West NA, 305 Claire Ln. SW, Albuquerque, NM 87121
Beatrice Purcella, Skyview West NA, 201 Claire Ln. SW, Albuquerque, NM 87121
Norman Mason, Stinson, Tower NA, 7427 Via Tranquilo SW, Albuquerque, NM 87121
Victor Wyant, Stinson Tower NA, 612 Cottontail SW, Albuquerque, NM 87121
Andres Anaya, Sunrise HOA, 209 Galataneau NW, Albuquerque, NM 87121
Darlene Norris, Sunrise HOA, 319 Galataneau NW, Albuquerque, NM 87121
Matthew Archuleta, Westgate Heights NA, 1628 Summerfield SW, Albuquerque, NM 87121
Libby McIntosh, Westgate Heights NA, 1316 Ladrones Ct. SW, Albuquerque, NM 87121
Van Barber, Westside Merchants Assoc., 5201 Central NW, Albuquerque, NM 87105
Miguel Maestas, Westside Merchants Assoc., 6013 Sunset Gardens SW, Albuquerque, NM 87121

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Reviewed: Provide Motorcycle sign detail.

Office of Neighborhood Coordination

Avalon NA (R), Los Volcanes NA (R), Skyview West NA (R), Stinson Tower NA (R), Sunrise HOA (R), Westgate Heights NA (R), Westside Merchants Assoc. (R)

A pre-application public meeting was held with the affected Neighborhoods per the “Big Box” regulations.

Advanced Planning

The landscape plan shows Blue Spruce, as a high water species, staff would recommend replacing it with a lower water use evergreen.

Without knowing what is planned for the lots fronting Central the lots along Unser it is difficult to make comprehensive comments. Because the edges of the property are not part of this site plan for building permit, the property should return to EPC for the development of the edge tracts. The EPC review will ensure that the site is architecturally integrated and that the circulation for the site works well.

Also, the south edge of the site faces an existing residential area. The design of this edge should be revised so that the entire length of Bridge Street is not devoted to building backs. This will further Comprehensive Plan policies regarding the interface between residential and non-residential development.

CITY ENGINEER

Transportation Development (City Engineer/Planning Department):

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
- The 150' ± pedestrian connection from Bridge Boulevard through the delivery/service areas of retail shops 7A – 7E, poses potential conflicts between trucks (delivery, service and solid waste) and pedestrians. Pedestrian traffic through this area, would not meet any type of driver expectation. However, this could be mitigated by: extending the north/south drive aisle from

Central Avenue at site drive "A" to Bridge Boulevard (would bisect the area between retail shops 7C and 7C2), providing an east/west connection from this extension to the delivery/service areas of these same retail buildings and providing additional parking adjacent to this extension (from east/west connection to retail buildings).

- Provide adequate site distance at service drives along Bridge Boulevard adjacent to 6' screen wall.
- According to the TIS, there are six uses with drive-thru windows. Therefore, the applicant should provide the entire site plan for the purpose of reviewing site circulation.
- Site drives to be designed and located per the recommendations in the TIS.
- Provide truck route and turning information on site plan. Service drives and loading areas to be designed accordingly.
- Provide cross access to Tracts 7 and 8 (designated as not a part on site plan), to site drive aisles that provide connections with Unser and Bridge Boulevards. Provide applicable cross access agreements.
- A concurrent platting action will be required at DRB.
- Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- A conceptual drainage plan is required prior to DRB signoff. Concurrent platting action required at DRB.

Comments continued on next page:

Transportation Planning (Department of Municipal Development):

Findings

- Unser Boulevard is a limited access, principal arterial as designated on Long Range Roadway System map.
- Unser Boulevard is proposed to contain on-street bicycle lanes as designated on the Long Range Bikeway System map.
- Central Avenue is a Principal Arterial as designated on Long Range Roadway System map.
- Central Avenue is proposed to contain on-street bicycle lanes as designated on the Long Range Bikeway System map.
- Bridge Boulevard is a Collector Street as designated on Long Range Roadway System map.
- Bridge Boulevard is proposed to contain on-street bicycle lanes as designated on the Long Range Bikeway System map.
- 86th Street is a Collector Street as designated on Long Range Roadway System map.
- 86th Street is proposed to contain on-street bicycle lanes as designated on the Long Range Bikeway System map.
- The City Engineer may require up to six (6) additional feet of right-of-way on Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street to accommodate the designated bicycle lane.

Conditions

- Dedication of right-of-way from the centerline of Unser Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.

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- Dedication of right-of-way from the centerline of Central Avenue a Principal arterial as designated on the Long Range Roadway System map.
 - Dedication of right-of-way from the centerline of Bridge Boulevard a Collector Street as designated on the Long Range Roadway System map.
 - Dedication of right-of-way from the centerline of 86th Street a Collector Street as designated on the Long Range Roadway System map.
 - Dedication of an additional 6 feet of right-of-way along Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street as required by the City Engineer to provide for on-street bicycle lanes.
 - Construction of the bicycle lanes along Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street adjacent to the subject property, as designated on Long Range Bikeways System map.

Traffic Engineering Operations (Department of Municipal Development):

- No comments received.

Street Maintenance (Department of Municipal Development):

- No comments received.

New Mexico Department of Transportation (NMDOT):

- No comments received.

Conditions of approval on next page:

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:

Conditions of approval for the proposed Site Development Plan for Subdivision and Site Development Plan for Building Permit shall include:

- q. 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. Comment continued on next page. 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).
- r. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- s. Extend the north/south drive aisle from Central Avenue at site drive "A" to Bridge Boulevard (would bisect the area between retail shops 7C and 7C2), provide an east/west connection from this extension to the delivery/service areas of these same retail buildings and provide additional parking adjacent to this extension (from east/west connection to retail buildings).

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- t. Provide adequate site distance at service drives along Bridge Boulevard adjacent to 6' screen wall.
 - u. According to the TIS, there are six uses with drive-thru windows. Therefore, the applicant should provide the entire site plan for the purpose of reviewing site circulation.
 - v. Site drives to be designed and located per the recommendations in the TIS.
 - w. Provide truck route and turning information on site plan. Service drives and loading areas to be designed accordingly.
 - x. Provide cross access to Tracts 7 and 8 (designated as not a part on site plan), to site drive aisles that provide connections with Unser and Bridge Boulevards. Provide applicable cross access agreements.
 - y. A concurrent platting action will be required at DRB.
 - z. Site plan shall comply and be designed per DPM Standards.
- aa. Dedication of right-of-way from the centerline of Unser Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
 - bb. Dedication of right-of-way from the centerline of Central Avenue a Principal arterial as designated on the Long Range Roadway System map.
 - cc. Dedication of right-of-way from the centerline of Bridge Boulevard a Collector Street as designated on the Long Range Roadway System map.
 - dd. Dedication of right-of-way from the centerline of 86th Street a Collector Street as designated on the Long Range Roadway System map.
 - ee. Dedication of an additional 6 feet of right-of-way along Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street as required by the City Engineer to provide for on-street bicycle lanes.
 - ff. Construction of the bicycle lanes along Unser Boulevard, Central Avenue, Bridge Boulevard and 86th Street adjacent to the subject property, as designated on Long Range Bikeways System map.

WATER UTILITY AUTHORITY

The applicant must request a Water/Sewer Availability Statement. The Utility Plan will need to be approved by this office prior to sign off at DRB.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

No comments received

PARKS AND RECREATION

Planning and Design

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

Open Space Division

Open Space has no adverse comments

City Forester

- Water questions

- Why curbed parking lot islands? They should be swaled, use parking bumps or appropriately placed curb cuts and used to collect rainwater. Can be used as supplemental water or part of storm water system by providing multiple small detention ponds
- Will 1 bubbler or 2 emitters per tree or shrub supply sufficient water over future root system? Any planting well should be able to receive water thru irrigation or water harvesting over entire soil surface area.
- Sheet G-101 Design Standards under Parking Standards and Sustainability says water harvesting methods are required and lists pervious, bio-swales, curb cuts, and other innovative technologies as options but I see none mentioned or details.
- Please correct expected heights of Honey Locust and Chinese Pistache trees
- Specify green ash cultivar - Possibilities include 'patmore' or maybe 'summit'
- Do not use Blue Spruce. Alternates include bristlecone, pinon, limber, southwestern white pines
- What do they mean landscape gravel is responsibility of owner? Will it not be placed until after project completion? Or are they just referring to type and color?
- Are trees and lighting or signage plan coordinated to prevent future conflict?
- Why no street trees along Central? Or Unser? They are developing whole site with sidewalks and entrance/exits so site is still being developed? I would like to understand this more if it is acceptable
- Move street trees along Bridge and along 86th behind sidewalk per street tree ordinance. Move sidewalk farther away from street creating planting area 6' wide or greater providing sufficient rooting area and place trees there for greater pedestrian safety, walkability, and environmental benefits. Same for sidewalk placement along Central and Unser.

POLICE DEPARTMENT/Planning

Westside Area Command

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Disapproved, requires double enclosures for 7A, 7B, 7D, and building 6, with required recycle areas. Also, roll off compactor for 7E, call for details, 761-8142.

FIRE DEPARTMENT/Planning

No comments received

TRANSIT DEPARTMENT

Adjacent and nearby routes:

The #66 Central passes the site on Central Ave. This route also normally passes the site on Bridge and Unser as part of its western turn-around, but it currently is detoured to use 86th instead of Unser to return to Central Ave. Transit is considering making this new routing permanent, particularly in light of this development.

In addition, the #54 Bridge-Westgate passes the site eastbound on Central on its way to the Southwest Mesa Park & Ride across Central from this site and passes again southbound on Unser. The #766 has its terminal stop at the Park & Ride, as does the #162 Ventana Ranch commuter.

Adjacent bus stops:

The #66 currently has a stop on 86th adjacent to the site due to its detour. Transit is considering making this stop a permanent stop. The #66 has several other stops in the vicinity, all on the opposite sides of the streets from this site.

The #54 currently has a stop just west of the site between 86th and 90th.

Site plan requirements:

- a. Transit anticipates that this development will create a significant transit trip generator. Therefore, Transit will add two new bus stops to improve transit access to the site.
- b. A new stop on Central Avenue just east of the westernmost driveway will provide access to the site via the #54 and the #66. A new stop on Unser north of the Unser driveway will provide access via the #54.
- c. Transit requests that the applicant install bus shelters and associated trash cans and benches at both stops, as reflected in the Site Plan for Subdivision's section M (Transit Facilities).
- d. Section M states that seating and shade will use the same materials and design as provided elsewhere in the site. Transit does not object to this standard but will only assume maintenance responsibility for shelters and associated furniture if they meet the City's standard specifications and are painted in Transit's standard colors.
- e. If posted speed limits adjacent to the site on Central will remain over 45 mph, Transit requests that the applicant install a bus bay for the new stop on Central Avenue.
- f. Transit is not requesting a shelter for the stop currently on 86th St since this stop may be abandoned in the future if the #66 is extended in the future to a turn-around farther west.
- g. Since both Central Ave and Unser Blvd are Enhanced Transit Corridors, the Site Plan for Subdivision should include language incorporating the policies in the Comprehensive Plan for buildings adjacent to Enhanced Transit Corridors, including siting buildings close to the street with parking to the side or rear and providing entrances facing the street.
- h. The Site Plan for Building Permit should include pedestrian connections to Bridge Blvd. The submitted plan does not show these connections completed. Most current residential uses in the area are south of the site, but the current site plan shows weak pedestrian connections to this area.

Large site TDM suggestions:

Especially in light of the amount of transit service available in the area, employers' participation in Transit's TDM program may provide significant TDM benefits, as well as benefiting employees of the establishments in the shopping center.

Other information:

The Comprehensive Plan identifies both Central Ave and Unser Blvd as Enhanced Transit Corridors adjacent to the site.

Transit is planning a permanent transit center and park & ride in coordination with the Metropolitan Redevelopment Agency at the current park & ride across Central Ave from the site. Because of this planned facility, Transit is concerned about the pedestrian accessibility and environment particularly in the areas closest to the park & ride, currently shown as Phase 2 in the Site Plan for Building Permit.

COMMENTS FROM OTHER AGENCIES

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

MID-REGION COUNCIL OF GOVERNMENTS

No comments received

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM's existing double-circuit transmission line and distribution line are located within an easement along the south side of Central Avenue at the proposed Unser Crossing project site which should be recognized and accommodated in the site plan. It is not clear if other utilities to serve this development are proposed to be located within PNM's easement. Access to the development along Central Avenue (driveways, curb cuts) needs to avoid the existing PNM structures. If any of the PNM structures are required to be located due to this project, the developer must pay for the cost of relocation. The project's landscape plan indicates street trees to be planted within PNM's easement along Central Avenue that could grow as tall as 80 feet which would interfere with the conductor. The landscape plan should be revised to specify trees that will reach a height of 25 feet or less at maturity or eliminate street trees altogether along Central Avenue. Any changes or realignment of the existing overhead or underground distribution lines will be at the customer's expense.