



**Environmental
Planning
Commission**

**Agenda Number: 6
Project Number: 1007267
Case #'s: 08EPC 40050/40054
June 19, 2008**

Staff Report

Agent	Myers, Oliver, & Price
Applicant	Elderly Housing Development and Operation Corporation
Request(s)	Site Development Plan for Building Permit Zone Map Amendment
Legal Description	Lots 1, 2, 17 and 18
Location	Central Ave, SE between Texas St. and Tennessee St.
Size	Approximately 1.34 acres
Existing Zoning	C-2
Proposed Zoning	SU-1 for Senior Housing for elderly multi-family housing as regulated by the R-3 zone

Staff Recommendation

APPROVAL of 08EPC-40054, ZMA, based on the findings on page 20, and subject to the conditions of approval on page 22.

APPROVAL of 08EPC-40050, SPBP, based on the findings on page 23, and subject to the conditions of approval on page 25.

Staff Planner
Randall Falkner, Planner

Summary of Analysis

This two-part proposal is a request for a zone map amendment and a site development plan for building permit for Lots 1, 2, 17, and 18, Block 3 on Central Avenue SE, between Texas Street and Tennessee Street. The zone map amendment proposed to change the zoning from C-2 to SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone. The development is intended to build a 4-story 40-unit senior housing apartment building. Staff finds that the applicant has justified the zone map amendment and the site plan for building permit, based on applicable plans and policies in the Comprehensive Plan, the Trumbull Sector Development Plan, and the Near Heights Metropolitan Redevelopment Area Plan. There is no known opposition to the request and staff recommends approval with conditions.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 5/5/2008 to 5/21/2008. Agency comments were used in the preparation of this report and begin on page 28.

AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	C-2	Established Urban Trumbull Neighborhood Sector Development Plan Near Heights Metropolitan Redevelopment Area Plan	Office
North	C-2	same	Office
South	C-1	same	Vacant
East	C-2	same	Office
West	C-2, C-1	same	Commercial

Background

This two-part proposal is a request for a zone map amendment and a site development plan for building permit for Lots 1, 2, 17, and 18, Block 3 on Central Avenue SE, between Texas Street and Tennessee Street. The zone map amendment proposed to change the zoning from C-2 to SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone. The development is intended to build a 4-story 40-unit senior housing apartment building.

History

The site is located on the lot of the former Route 66 Inn. The Route 66 Inn was built in 1946 to attract those traveling on Route 66. The “Mother Road” as Route 66 was called, was completed in 1938 during the Great Depression, and immediately drew in many travelers that were headed west to California. Route 66 was eventually replaced with Interstate 40, and many of the motels which at one time benefited from their location on Route 66 closed or became run down and obsolete. While Central Avenue is still an important artery in Albuquerque, not as many tourists use the motels on Route 66, preferring to use lodging at more modern hotels and motels off of I-40. Many of the motels (including the Route 66 Inn) became permanent homes for those looking for cheap lodging, as well as a nuisance property for criminal activity. Despite the recommendation by the Near Heights Metropolitan Redevelopment Area to preserve the motel and turn in it into an assisted living facility, the Route 66 Inn was purchased from the Albuquerque Indian Center and then demolished by the City. The motel was considered substandard and also attracted a lot of criminal activity. Although the Route 66 Inn was on Route 66, a National Scenic Byway, it was not on the National and State Registers of Historic

Places. The subject site and much of the surrounding property was designated as a Metropolitan Redevelopment Area (MRA) in 1998, and the Near Heights Metropolitan Redevelopment Area Plan advocating turning the facility into an assisted living facility was completed in 2000. The Near Heights MRA Plan said the program for an assisted living facility would “promote the image of a safer environment by replacing transient motel patrons with full-time residents anchored in the community” (Near Heights MRA Plan, pg. 57). The MRA Plan also stated that “the assisted living facility would help diminish blight and bring positive activity back to Albuquerque’s most historical and apparent avenue as well as support the housing needs of the surrounding neighborhoods” (pg. 59). Although the site was demolished and is not being proposed as an assisted living facility, the site is being proposed for senior housing, which would help to fulfill some of the goals of the Near Heights MRA Plan, such as providing housing and replacing the transients with full-time residents. The zoning for a portion of the subject site, Lots- 2-4 and 15-17, Block 3, was changed from C-1 to C-2 in 1984 to conform with the rest of the block which was already zoned C-2 (Z-84-17).

Context

The subject site is located along Central Avenue SE, between Texas Street and Tennessee Street. The subject site is the site of the former Route 66 Inn and is currently vacant. All of the surrounding properties are zoned C-2, with the exception of portions of the land to the south and west, which are zoned C-1. Across Central Avenue to the north is a used car lot, to the west is the Fair n’ Square grocery store and some multi-family housing, and to the east is a multi-use building that consists of a church, preschool and day care, and a thrift store. The land adjacent to the south is currently vacant.

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 NE as a Principal Arterial, with a right-of-way of 83’.

There are currently no bicycle lanes or routes along Central Avenue SE close to the subject site; however a bicycle lane is proposed along Zuni Road to the south and along Pennsylvania Street to the west. There is also a current bicycle route along Utah Street just east of Texas Street, and additional bicycle routes along Copper Avenue to the north and Southern Avenue to the south.

Two bus routes, #66 and #766 (Rapid Ride) run east and west along Central Avenue. The Rapid Ride provides access to Albuquerque Uptown and various shopping locations, as well as to the Alvarado Transportation Center in downtown Albuquerque, and to Unser Avenue on the west side. There is a bus stop at the corner of Central Avenue and Tennessee Street on the south side of Central, and another bus stop along the south side of Central between Texas Street and Utah

Street. There is also a bus stop on the north side of Central at the corner of Texas Street and Central.

The subject site along Central Avenue is located on an Enhanced Transit Corridor, which is a roadway designed to improve transit and pedestrian opportunities for residents, businesses, and other users nearby. The goal of an Enhanced Transit Corridor is to provide transit service that is competitive with the car, and develop adjacent land uses and intensities that promote the use of transit.

Public Facilities/Community Services

A number of public facilities and community services are located relatively close to the proposed subject site. The New Mexico State Fairgrounds is located just about a block away at Central and Louisiana, which is designated as an Activity Center in the Comprehensive Plan. The Talin international market is also located at Central and Louisiana, and the Fair n' Square grocery is just across the street at Central and Rhode Island. Health facilities and services will also soon be available. The University of New Mexico will be constructing a community based medical clinic on the SE corner of Central Avenue and Texas Street. The East Central Multi-Service Center is located a few blocks away at Zuni Road and Espanola Street. Both Trumbull Park and Trumbull Recreation Center are located south of the subject site at Pennsylvania Street and Trumbull Avenue. The Mesa Verde Community Center and Mesa Verde Park are both located north of the subject site at Pennsylvania Street and Marquette Avenue. Phil Chacon Park and the Cesar Chavez Community Center are located south of the subject site at Southern Avenue and Kathryn Avenue. A police substation is also located at Louisiana and Kathryn. A fire station is also located close by at Central and Dallas Street.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The existing zoning for the site is C-2. The C-2 zone provides suitable sites for offices, for most service and commercial activities, and for certain specified institutional uses. Both the subject site and the majority of the area surrounding the subject site are zoned C-2. Only the area immediately south and a portion of the area to the west are zoned C-1.

The proposed zoning for the site is SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone. The SU-1 zone provides suitable sites for uses that are special, and for which the appropriateness of the use to a specific location depends upon the character of the site design. Development on an SU-1 zone may "only occur in conformance with an approved site development plan" that is subject to Environmental Planning Commission (EPC) review. The R-3 zone provides suitable sites for the highest density housing outside of urban centers. It is most appropriately mapped adjacent to commercial, office, or employment centers, where primary access to a major street is available. The R-3 zone may be mapped in the Established and Central Urban areas, where appropriate. The R-3 zone allows up to 30 dwelling units per net

acre. The proposed 40-unit apartment building has 29.85 dwelling units per acre. A conditional use permit would be required if the dwelling units per acre was over 30.

Albuquerque / Bernalillo County Comprehensive Plan

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

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

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 applicant states that the requested zoning along with the accompanying site plan will rejuvenate the surrounding area by respecting the existing neighborhoods while establishing new housing/buildings in the area. The surrounding Trumbull and La Mesa neighborhoods have historically been associated with high levels of unemployment and high incidents of crime. The proposed zoning would help to improve properties that are currently vacant and blighted, while also improving neighborhood values. The zoning request furthers Policy II.B.5d.

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 and can be ensured.

The applicant states that proposed project will be infill development on vacant land that is contiguous to existing or programmed urban facilities and services. Full urban services are currently available to the properties in the proposed zone change area and the integrity of the existing neighborhoods would be ensured by adding uses that would complement commercial uses and improve the neighborhood. The integrity of the neighborhood would be ensured by getting rid of vacant and blighted sites and the crime that often accompanies abandoned locations. The zoning request furthers Policy II.B.5e.

Policy II.B.5f: Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.

This policy is not applicable to the request. The intent of this specific policy refers to clustering of homes to provide more open space. There are currently no bike routes or lanes along this portion of Central.

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.
- In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.
- In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development; up to 10 dwelling units per net acre.
- In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.

The applicant states that the request for high density housing is appropriate because there is excellent access to the major street network (Central Avenue). The proposed site is located along Central Avenue, which is an Enhanced Transit Corridor and has regular bus service. A nearby grocery store and the soon to be constructed community based medical clinic are within close walking distance. The area is close to a designated Activity Center, the State Fairgrounds and International Market, which are located at Central and Louisiana. The surrounding area has a mixed density pattern with commercial, office, and residential uses already established. Adequate infrastructure is available for the proposed development. The zoning request furthers Policy II.B.5h.

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

The applicant states that the project will improve the visual environment of the area because the area is now a vacant dirt lot that has become an eyesore. Staff agrees that the project would improve the quality of the visual environment. The proposed building is 4 stories high and approximately 43'6" to the middle of the pitch. This would be the tallest building in the neighborhood; however, the building is not directly adjacent to any single family housing. The building is across the street from a used car lot, next to a grocery store, and also bordered by vacant land. Because the building is well over 40 feet, it could potentially block some views of the surrounding neighborhood. The building height does not exceed the height requirements of the R-3 zone. The zoning request partially furthers Policy II.B.5m.

Policy II.B.5o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

The applicant states that the new development would help to rehabilitate the neighborhood by decreasing crime and increasing pedestrian traffic. Staff agrees that the neighborhood would be strengthened by adding seniors that would help watch over a blighted area that has been plagued by crime. The zoning request furthers Policy II.B.5o.

Air Quality

The Goal is to improve air quality to safeguard public health and enhance the quality of life.

Policy II.C.1b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

The applicant asserts that seniors are not usually everyday drivers and will not be commuting to work on a daily basis, and that they will be able to take advantage of the City's multiple bus routes on Central and Louisiana. Staff agrees that seniors are a transit dependent population that is more likely to use public transportation. The efficient placement of senior housing along an Enhanced Transit Corridor will help to improve the air quality by removing cars from the road. The residents at the proposed 40-unit apartment will be able to obtain many of their goods and services through either walking or public transportation. The request furthers Policy II.C.1b.

Transportation and Transit

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.

Policy II.D.4a: Table 11 of the Comprehensive Plan presents ideal policy objectives for street design, transit service and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service and other details of implementation.

Central Avenue, adjacent to the subject site is a designated Enhanced Transit Corridor under the Centers and Corridors component of the Comprehensive Plan. This type of roadway is designed to improve transit opportunities for residents and businesses and to intensify development of jobs and housing to promote transit use, while ensuring good vehicular movement and also accommodating pedestrians and cyclists.

Street design standards for Enhanced Transit Corridors include the following:

- Level of Service (LOS) D or better
- Maximize pedestrian connections to transit stops and between adjacent developments
- 6-8 foot sidewalks
- 4 feet minimum sidewalk setback, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way

Sidewalks are 6-8 feet, except for the sidewalk connecting the public outdoor space to the public sidewalk on the north side, which is only 4 feet.

Transit Service standards include:

- Weather protected bus stops

There is not a weather protected bus stop.

Development Form Standards for Enhanced Transit Corridors include:

- Provide an entrance from the street
- Minimum setback to provide for landscaping or pedestrian activity areas
- Parking to be separated from the street by the building or located at the side of the building
- Parking reductions of 10-20% and shared parking encouraged
- Floor area ratio of 0.5 to 1.5
- Model hierarchy: Transit & Autos, Pedestrians, Bikes

The proposal meets the development standards by providing building entrances from the street, parking behind the building and parking reductions of 10%, and floor area ratio of 0.59. The request partially furthers Policy II.D.4a.

Policy II.D.4c: In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.

The senior housing dwelling units will be located on Central Avenue, which is an Enhanced Transit Corridor and will also be relatively close to Louisiana Boulevard, which is a Major Transit Corridor. Seniors are a transit dependent population because many of them do not drive anymore or drive much less than they used to because they are not working anymore. The 40 unit senior housing building will add to the transit ridership and will not destabilize adjacent neighborhoods. The request furthers Policy II.D.4c.

Housing

The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low income residents; and assure against discrimination in the provision of housing.

Policy II.D.5a: The supply of affordable housing, shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

The applicant states that all of the 40 units will be affordable in some manner. There is a requirement that no senior living at the facility shall pay more than 30% of his/her income for rent. Anything over 30% is subsidized by HUD. This project increases the amount of affordable housing to seniors in the area. The request furthers Policy II.D.5a.

Policy II.D.5b: Quality and innovation in new housing design and construction shall be promoted and quality of existing housing improved through concentrated renovation programs in deteriorating neighborhoods.

This is a quality senior housing project that will provide infill development in a neighborhood that has historically been associated with high crime rates. The request furthers Policy II.D.5b.

Policy II.D.5c: The displacement of low income households, shall be ameliorated and the objectives of historic preservation and conservation of affordable housing balanced.

The applicant states that the project will not displace any low income households, and that the project will bring more affordable housing to the area. The former Route 66 Inn was demolished by the City a few years ago, so the goal of the Near Heights MRA Plan to renovate the old motel is no longer a possibility. The new senior housing development will not displace any low income households, and housing will be affordable for seniors. The request furthers Policy II.D.5c.

Policy II.D.5d: Availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry, or handicapped status shall be assured.

The housing project will be available to any senior regardless of race, color, religion, sex, national origin, ancestry, or handicapped status. The request furthers Policy II.D.5d.

Trumbull Neighborhood Sector Development Plan (Rank III)

The **Trumbull Neighborhood Sector Development Plan (TNSDP)** was adopted in 1981. The Plan is bounded by Central Avenue on the north, Wyoming Boulevard on the east, Louisiana Boulevard on the west and the municipal limits on the south. Applicable policies of the TNSDP include:

Land Use and Zoning Objectives 2 and 3: 2) Evaluate development between Zuni Road and Central Avenue to encourage mixed use, neighborhood oriented development. 3) Stabilize the neighborhood by assuring compliance with all zoning regulations.

The applicant points out that the proposed zoning would allow new infill development of senior housing between Zuni and Central, and would also help to stabilize the neighborhood by having a new facility that would be required to satisfy all of the zoning requirements, and neighbors would also have the opportunity to participate in the approval of the site development plan. Staff agrees that development at the subject site between Zuni and Central would encourage mixed use neighborhood oriented development that would help stabilize the neighborhood by complying with all zoning regulations. The request furthers Land Use and Zoning Objectives 2 and 3.

Social and Human Services Objective 2: Reduce Crime.

Although this objective was not mentioned by the applicant staff believes that crime could be reduced by the proposed development. The 40 unit apartment building which will look out over Central Avenue and other nearby streets will be in a prime location to witness any criminal activity. Those living in the facility will be there the majority of the time since they will not be working. Senior citizens have the time and desire to report crimes to keep their neighborhood safe. The seniors living at the facility will act as a full time watch dog for the neighborhood. The request furthers Social and Human Services Objective 2.

Neighborhood Maintenance Objective 1: Improve the overall appearance of the area.

The proposed development would improve the overall appearance of the area by adding landscaping along the sidewalks, by helping to reduce crime in the neighborhood, and by adding more quality affordable housing to the area. The request furthers Neighborhood Maintenance Objective 1.

The Urban Areas Goal is a quality environment which perpetuates the traditions of identifiable, individualistic communities within the metropolitan area and offers variety and maximum choice in housing, work areas and life styles, while creating visually pleasing architecture, landscaping and vistas to enhance the appearance of the community.

Urban Areas Policy A.2.c: An increased proportion of new growth shall be accommodated through infill development in established areas where vacant land is appropriate for urban facilities and services and where protection of viable neighborhoods can be ensured.

The new senior facility would be infill development that would be built on vacant land that is appropriate for urban facilities and services and would help to improve the surrounding neighborhoods. The request furthers Urban Areas Policy A.2.c.

Urban Areas Policy A.2.n: Landscaping with native or naturalized vegetation where appropriate shall be encouraged within public and private rights of way to control water erosion and dust, absorb atmospheric pollutants, and create a pleasing visual environment.

Although not mentioned by the applicant, staff believes this policy would be achieved by development of the subject site. The proposed landscaping for the subject site will use native vegetation, help to control water erosion and dust, and create a pleasing visual environment. The request further Urban Areas Policy A.2.n.

The Circulation Goal is to minimize transportation requirements through efficient placement of employment and services convenient to people, and to provide a balanced circulation system through encouragement of bicycling, walking, and use of mass transit as alternatives to automobile travel while providing sufficient roadway capacity to meet mobility and access needs.

Circulation Policy A.5.a: Compatible mixing of residential, commercial, light industrial, and educational activities on an area-wide basis shall be encouraged where desirable and appropriate to lessen the need for travel.

Although not mentioned by the applicant this policy applies to the subject site. The proposed zone change and senior housing development would add residential to commercial as a compatible land use activity along Central and would help lessen the need for travel. Seniors are a transit dependent population that use public transportation. The request furthers Circulation Policy A.5.a.

The Air Quality Goal is the improvement of air quality in order to attain and maintain local national ambient air quality standards.

Air Quality Policy B.1.a: Automobile travel shall be reduced and travel by transit, bicycle and walking encouraged as travel alternatives.

The applicant did not mention this policy, but it applies to the development. The development of this apartment complex would help reduce automobile travel and increase walking as a travel alternative, which would result in the improvement of air quality in the area. The request furthers Air Quality Policy B.1.a.

The Public Transit Goal is to improve the public transit system to expand its role in metropolitan transportation and provide an efficient alternative to automobile travel.

Public Transit Goal B.8.c: Efficient, inexpensive transportation shall be provided to those without ready access to a car – the very young, elderly, poor, incapacitated.

Although not mentioned by the applicant, this policy also applies. The elderly typically do not drive as much as the general population, and will be able to use the City's public transportation system to get around town. Public transportation is much more affordable than a car, and is crucial to those such as senior citizens, that are on a fixed income. The request furthers Public Transit Policy B.8.c.

Near Heights Metropolitan Redevelopment Area Plan

The Near Heights Metropolitan Redevelopment Area Plan was adopted by the City on September 18, 2000. It was preceded by a Metropolitan Redevelopment Area (MRA) designation by the City Council in July of 1998. The designation allows, under the MRA Code [3-60A-1 to 3-60A-48 NMSA 1978] municipal acquisition, ownership, lease, and improvement of properties within the area to spur economic development. The code also requires that the governing body declare a geographic area as a slum or as blighted prior to beginning the redevelopment process. The MRA spans Central and Zuni avenues from San Mateo to Moon as well as a north-south commercial corridor along San Pedro from Gibson to Lomas. It encompasses 1,010 acres. The boundary excludes the State Fairgrounds (which is not incorporated into the City of Albuquerque's jurisdiction), but does include a 50-foot buffer. The Near Heights Metropolitan Redevelopment Area Plan has three elements: A commercial corridor project, a motel re-use project, and a housing master plan. The plan will serve as a catalyst for revitalization of the area. Specifically, the plan addresses the need for commercial development between Central and Zuni, called for by the Trumbull Neighborhood Sector Development Plan, and need for an overall economic development plan, called for by the La Mesa Sector Development Plan. The planning team for the Near Heights Metropolitan Redevelopment Area Plan examined three re-use alternatives for the motels, including re-use of the motels for office suites, for light industrial, manufacturing, or assembly use, and as assisted living. After considering the three motel re-use options, the Community Action Team (CAT) recommended the re-use of motel for assisted living. The CAT felt that the re-use program provided the best opportunity for stabilizing a non-operating or marginally operating motel property and for rehabilitating that property to prevent its further decay. The re-use program is also likely to promote the image of a safer environment by replacing transient motel patrons with full-time residents anchored in the community. The Near Heights Metropolitan Redevelopment Area Plan specifically calls for the site of the Route 66 Inn to be developed into an assisted living center. Although the site will not be an assisted living center, it will be senior housing. The City purchased the land from the Albuquerque Indian Center a few years ago and then demolished the motel because the structure was substandard and attracted a lot of crime.

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

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

The applicant must demonstrate that the existing zoning is inappropriate because of one of three findings: there was an error when the existing zone map pattern was created; or changed

neighborhood or community conditions justify the change; or a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan.

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

The applicant states the project that is being proposed is infill development on vacant land that contiguous to existing or programmed urban facilities and services, so the project will have little effect on surrounding neighborhoods. The proposed zone change should actually make the neighborhood a safer place since there will be full-time residents (senior citizens) that will be constantly watching the area. Senior citizens have the time and the ability to report crimes in an area that has historically attracted a lot of crime. Staff finds the proposed zone change to be consistent with the health, safety, morals, and general welfare of the City.

- 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 the City to show why the change should not be made.

Staff finds that the applicant has proved an acceptable justification for the zone change and has demonstrated that the requested zoning will not destabilize land use and zoning in the area because it is a less intense zone than C-2, and will actually improve the area by bringing in infill development on vacant land that is currently an eyesore for the Trumbull and La Mesa neighborhoods. All of the surrounding lands will benefit from the proposed zone change. The Fair n' Square grocery directly to the west will profit from more potential customers, and the other commercial properties adjacent to the apartment complex will benefit from more eyes on the street, which will help prevent criminal activity. The zone change will contribute to the stabilization and improvement of the area.

- 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 numerous applicable goals, objectives, and policies of the Comprehensive Plan and the Trumbull Sector Development Plan, as well as recommendations of the Near Heights MRA Plan. Staff agrees with the applicant's and believes that sufficient justification has been provided. All of the policies cited by the applicant are furthered by the zone change request. Staff also found other policies not cited by the applicant that were furthered by the zone change as well.

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

- (1) there was an error when the existing zoning 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 (1) or (2) above do not apply.

2. The applicant points out that there have been drastic changes in the surrounding community since the Route 66 Inn was constructed in 1946. At one time the City was known for its motels on Route 66, which attracted many tourists traveling the “mother road.” Many of these motels have been abandoned, can no longer compete with other modern hotels and motels in the City, and are now mostly inhabited by individuals who live permanently in those motels or for extended periods of time. The City created the Near Heights MRA in order to facilitate redevelopment of these motels. Route 66 is no longer the main thoroughfare that it was back in the 1940s and 1950s. Interstate 40 is now the main road to carry tourists and travelers.

3. The applicant has shown that the proposed zoning furthers a preponderance of goals and policies in the Comprehensive Plan, the Trumbull SDP, and the Near Heights MRA Plan. The proposed zone change will be more advantageous to the community because it will improve affected neighborhoods and the SU-1 zoning with the accompanying site plan for building permit will allow neighbors the opportunity to participate in the design and layout of the project.

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 applicant claims that none of the permissive uses would be harmful to the adjacent property, the neighborhood, or the community. The project will house seniors who are usually involved in community matters and also known to report criminal activities as they occur.

F. A proposed zone change which, to be utilized through land development, requires major and un-programmed 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 property is already served by City infrastructure and does not require major and un-programmed capital expenditures by the City.

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 this request. The area has been designated as an MRA in order to stimulate private and public investment into the area.

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

The location on Central Avenue, a principal arterial, is not the determining factor in this zone change request. The development will increase available affordable senior housing in the area, improve the overall appearance of the area, increase ridership of City public

transportation, and improve air quality, circulation, and economic development in the neighborhood.

- 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.” Such a change of zone may be approved only when:
- (1) The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan, or
 - (2) the area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones; because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic, or special adverse land uses nearby; or because the nature of structures already on the premises make the site unsuitable for the uses allowed in any adjacent zone.

The request does create a spot zone; however, the applicant cites a myriad of policies in the Comprehensive Plan, Trumbull SDP, and the Near Heights MRA Plan that support the request for a zone change.

- 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.” Strip commercial zoning will be approved only where;
- (1) the change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan,
 - (2) the area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zone or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

The request does not constitute a strip zone.

ANALYSIS OF SITE DEVELOPMENT PLAN FOR (SUBDIVISION) (BUILDING PERMIT)

Site Plan Layout / Configuration

The subject site is approximately 1.34 acres in size and is identified as Lots 1, 2, 17, and 18, Block 3, Unity Subdivision. The site is currently vacant, and is located on Central Avenue, SE, between Tennessee Street and Texas Street. The site development plan for building permit indicates that the 4-story building is 34,339 square feet. The first floor is 10,430 sf, the second and third floors are 8,353 sf, and the fourth floor is 7,203 sf.

The subject site is surrounded by commercial zoning on all sides, while a multifamily housing development is located to the southwest. Across the street on Central Avenue to the north is a used car lot, to the west across Tennessee Street is the Fair n’ Square grocery store, and to the

east across Texas Street is the Grace Thrift Store, Kingdom Builders Preschool and Day Care, and Sandia Mountain Church of the Nazarene. The lot to the south is a vacant commercial lot.

The building will be oriented to face south, with the entrance on the south side. The parking lot will be separated from the street by the building, and an entrance will be provided from the street (both corridor policies for an enhanced transit corridor in the Comprehensive Plan). The dumpster will be located on the far northwest side of the parking lot just south of the apartment building. The Solid Waste Management Division (SWMD) offers the following comment: Approved on condition, will comply with all SWMD ordinances and requirements, and have required recycle area next to enclosure.

The building is 43'6" to the middle of the pitch and meets all the required height and setback regulations. The floor area ratio is 0.59, which is in the acceptable ratio of 0.5 to 1.5 in the enhanced transit corridor policies. The project data on the site plan for building permit lists "building height and setback limitations are as regulated under R-2 zoning". However the applicant is applying for SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone. Change R-2 zoning to R-3 zoning under Building Height and Setbacks Project Data on the site plan for building permit. The site plan for building permit shows the proposed zoning as SU-1. Include full zoning request for proposed zoning as SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone on the site plan for building permit.

Walls/Fences

There is a proposed 6 foot high combination of pilaster and wrought iron fence along the entire north side of the property (along Central Avenue) that extends south along the east and west sides of the property. A 6 foot chain link fence continues along the west side and a small portion of the east side of the property where the wrought iron wall ends, and also extends along the entire south side of the property. The pilaster and wrought iron fence should be extended along the entire length of both the east and west sides of the property to improve the beautification of the site, with the chain link fence still covering the south side of the property.

Vehicular Access, Circulation and Parking

Vehicular ingress is provided through a 20 foot one-way entrance on the east side of the property (along Texas Street) and vehicular egress is provided just south of the entrance through a 20 foot one-way exit. After turning into the entrance, vehicles will have to pass through a motorized entrance gate. After passing through the gate, vehicles will be able to access the pickup/drop-off aisle and then either park on the north side of the parking lot or continue around the parking lot in a counter clockwise direction to access more parking or to exit the property. Before exiting, vehicles will again have to pass through the motorized gate on the south side of the parking lot. The vehicle access is entirely one-way in order to avoid confusion in the parking lot. The parking along the north side of the parking lot is angled to ensure that residents and/or visitors back out the right way so they will continue counter clockwise around the parking lot towards the exit.

The site development plan for building permit requires 36 parking spaces (including the 10% transit reduction from 40 to 36), 2 motorcycle spaces, 20 bicycle spaces, and 3 handicapped spaces. The site development plan for building permit provides 36 parking spaces, 2 motorcycle spaces, 21 bicycle spaces, and 2 handicapped spaces. Therefore, the parking is sufficient, with the exception of one handicapped space. One handicapped space needs to be added to parking requirements (so there are 3 spaces) on the site plan for building permit, per Section 14-16-3-1.

Pedestrian and Bicycle Access and Circulation, Transit Access

The proposed pedestrian access and circulation are generally good. However, staff recommends placing the landscaping on the outside of the existing 6 foot wide public sidewalk along Central Avenue. The City Forester also recommends that the trees be in the required planting space between the street and the sidewalk. This provides protection and security from oncoming traffic for those walking along this sidewalk. The sidewalk in the front of the building up to the main entrance that extends to the outdoor terrace is between 6-8 feet wide. However, the sidewalk extends from the terrace northwest to Central Avenue is only 4 feet wide. Staff recommends increasing the width of this sidewalk to at least 6 feet wide. This would give the seniors (especially those in wheelchairs) more room along this sidewalk. There are also existing 5 foot public sidewalks along both Tennessee and Texas Streets. There are currently no bicycle routes or lanes adjacent to the subject site. The nearest bicycle routes are located along Copper Avenue to the north, Southern Avenue to the south, and Utah Street to the east.

There is ample public transit for the subject site. Central Avenue is an Enhanced Transit Corridor and the site will also be relatively close to Louisiana Boulevard, which is a Major Transit Corridor. Reliable bus service is available with both Route #66 and Route #766 (the Rapid Ride) passing in front of the apartment building. Bus stops for Route #66 are located at the corner of Central and Tennessee and across the street at Central and Texas. The City should convert these stops into sheltered stops for the seniors. There are Rapid Ride bus stops and Central and Louisiana and Central and Wyoming. Additional bus routes are available on Louisiana (Route #3 and #157) and Zuni (Route # 97). Seniors will be able to access all areas of the City wherever there is a bus route, or beyond (Rail Runner station at the Alvarado Transportation Center currently travels north to Bernalillo and South to Los Lunas and Belen).

Lighting and Security

Lighting is provided around the 40-unit apartment building and is regulated under Section 14-16-3-9 of the City Zoning Code. Lighting provides security for the seniors that will be living in the facility and also for those that will be passing by the building. One of the recommendations of the Trumbull SDP is to establish mid-block lighting to discourage crime and street violence.

Landscaping

As mentioned in the Pedestrian, Bicycle Access, and Circulation section, staff recommends placing the landscaping on the outside of the existing 6 foot wide public sidewalk along Central Avenue. This will beautify the streetscape and provide protection for pedestrians walking along this part of Central.

According to a comment by the City Forester, the Autumn Purple' Ash *Fraxinus americana* is acceptable to use but should not be used in little spaces. Sidewalk and parking lot tiny cutouts will lead to a very short and unproductive lifespan. 2x bigger than normally parking lot cutouts would be the minimum to make them acceptable trees.

The Chitalpa tree does not qualify as a shade tree. The Chitalpa is currently found in the parking lot and should be replaced with another tree on the City Foresters list that would provide shade and is not high in water use or allergenic potential.

Change the size height of Austrian Pines at installation from a 6 foot high minimum to a 10 foot high minimum.

Staff suggests making cuts in the planting beds in the parking lot so that the rainwater can flow into the planting bed. A cut on both the east and west sides would allow the rainwater to infiltrate the planting bed.

The landscape plan shows the trumpet vine as being located just outside the chain link fence on the far south side of the property. How will the apartment complex be able to maintain this plant when it is outside of the fence? Staff recommends placing the trumpet vine on the inside of the fence.

The site plan for building permit has landscaping information under Project Data that is in conflict with the landscape plan. The total landscaped area provided on the site plan for building permit is 22,661 sf (313%), while the landscape plan shows a total landscape area of 24,058 sf (which would be 49.9%). The total landscaped area on the landscape plan is correct. The total landscaped area on the site plan for building permit shall be consistent with the total landscaped area on the landscaping plan (24,058 sf, 49.9%).

Public Outdoor Space

A terrace accompanied by a trellis and a pergola is located on the east side of the building. This area will be shaded by shade trees to the east and by the building itself to the west. However, it is unsure whether there is seating available. Staff recommends that the site plan provide seating for at least 4 people, and each seat be at least 24 inches in width and 15 inches in height. Bench seating could also be provided in place of individual seating.

Grading, Drainage, Utility Plans

Currently runoff generated onsite drains west to Tennessee, then north to Central. Offsite runoff from the east is channeled by existing street paving on Texas to the existing storm drain system on Central. A portion of the site's street frontage (the far north end) may lie within a designated flood hazard zone to a depth of at least one foot. The site plan shows the finished floor elevation above the elevation of the site as it is now graded, and intended to ensure its elevation above the level of the flood hazard. All drainage flows will be managed by onsite swales and low channels, conveying runoff to Tennessee, then to Central.

The site has will have access to water, sewer, electric, gas, telephone, and cable television service. The Fire Department has determined that two new fire hydrants must be installed, one each on Tennessee and Texas. The installation of these fire hydrants will be through the City's hydrant work order process.

Architecture

The 4-story building has a total of 34,339 square feet, with terra cotta roofing, and stucco that is to be colored light sand, golden wheat, and medium tan. The windows and doors are described in the building elevations as buff colored aluminum.

Signage

There is one free standing sign located in the far northeast corner of the property. The double-sided sign faces both east and west. Each sign face is to be 24 square feet and set into the masonry wall with a stucco finish. The sign is to be painted in light sand color, which matches a portion of the building, and the building name will be painted in an antique gold, while all other lettering will be black. The accent band surrounding the sign will be painted medium tan, and the stucco surrounding the sign will be painted golden wheat, both colors matching the building. The sign will be 11 feet wide and the tallest part of the sign will be 5' ¾" high. The sign is shown to be illuminated by low voltage flood lights. This uplighting method should be changed to downlighting (with a light on top of the sign that illuminates only the sign) or it should be internally illuminated.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

City Departments and other interested agencies reviewed this application from 5/5/2008 to 5/21/2008. Agency comments begin on page 28.

NEIGHBORHOOD/PUBLIC CONCERNS

Trumbull Village Association and La Mesa Improvement Association are the recognized Neighborhood and/or Homeowner Associations in this area. Both Associations were notified concerning the proposed zone change and site plan for building permit.

A facilitated meeting was requested and held on May 28, 2008 at the Interfaith Community Bible Church at 7501 Trumbull Avenue. Concerns about the proposed development include the following: security and fencing, height and vistas, pedestrian safety and public transport convenience, concurrent local development and cumulative impacts, building design, trash management, utilities, and project timeframe. Staff has received no letters of opposition concerning the proposed development.

CONCLUSIONS

This two-part proposal is a request for a zone map amendment and a site development plan for building permit for Lots 1, 2, 17, and 18, Block 3 on Central Avenue SE, between Texas Street and Tennessee Street. The zone map amendment proposed to change the zoning from C-2 to SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone. The development is intended to build a 4-story 40-unit senior housing apartment building.

The subject site and much of the surrounding property was designated as a Metropolitan Redevelopment Area (MRA) in 1998, and the Near Heights Metropolitan Redevelopment Area Plan (which advocated turning the facility into an assisted living facility) was completed in 2000. The subject site was purchased by the City from the Albuquerque Indian Center a few years ago. The contract purchaser of the property, Elderly Housing Development and operation Company, a non-profit organization, has an agreement with the City of Albuquerque to buy this property for the express purpose of building senior housing on it.

Staff finds that the applicant has justified the zone map amendment and the site plan for building permit, based on applicable plans and policies in the Comprehensive Plan, the Trumbull Sector Development Plan, and the Near Heights Metropolitan Redevelopment Area Plan. There is no known opposition to the request and staff recommends approval with conditions.

FINDINGS – 08EPC 40054, 6/19/08, Zone Map Amendment

1. This request is for a zone map amendment for Lots 1, 2, 17, and 18, Block 3 on Central Avenue SE, between Texas Street and Tennessee Street. The zone map amendment proposed to change the zoning from C-2 to SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone.
2. This request is accompanied by a site development plan for building permit, case number 08EPC-40050, for a 4-story 40-unit senior housing apartment building, with a total square footage of 34,339 square feet.
3. The subject site is within the area designated Established Urban by the Comprehensive Plan, and within the boundaries of the Trumbull Neighborhood Sector Development Plan, and the Near Heights Metropolitan Redevelopment Area Plan.
4. The request furthers the following Comprehensive Plan policies for Developing and Established Urban Areas:
 - a. Policy II.B.5d – The proposed zoning will allow for a use that is compatible with the surrounding area and respect existing neighborhood values and natural environmental conditions by improving properties that are currently vacant and blighted.
 - b. Policy II.B.5e – Full urban services are available to this site and the integrity of existing neighborhoods can be ensured under the proposed zoning by eliminating vacant and blighted sites, and the crime that often accompanies abandoned locations.
 - c. Policy II.B.5h – Higher density housing is appropriate at this location because it in an area with excellent access to the major street network, is close to a designated Activity Center, there are a variety of mixed density patterns, and adequate infrastructure is available for the proposed development.
 - d. Policy II.B.5o – The proposed zoning will help to redevelop the site and strengthen older neighborhoods in the Established Urban Area.
5. The request furthers Comprehensive Plan housing policies II.D.5a, II.D.5b, II.D.5c, and II.D.5d by increasing the supply of affordable housing, improving the quality of housing, ameliorating the problems of homelessness and displacement of low income residents, and assuring against discrimination in the provision of housing.
6. The request furthers the following Trumbull Neighborhood Sector Development Plan policies:

- a. Land Use and Zoning Objectives 2 and 3 – The proposed zoning would allow infill development of senior housing between Zuni and Central and would help stabilize the neighborhood by complying with all zoning regulations.
 - b. Social and Human Services Objective 2 – The proposed zoning would help to reduce crime by building a 4-story apartment building that will look over Central Avenue and other nearby streets, by the occupation of the building by seniors that have the time and desire to report crimes, and the elimination of an abandoned site that often attracts crime.
 - c. Neighborhood Maintenance Objective 1 – The proposed zoning would improve the overall appearance of the area by adding landscaping along the sidewalks, reducing crime, and adding quality affordable housing.
 - d. Urban Areas Policy A.2.c – The proposed zoning would be infill development that would be built on vacant land that is appropriate for urban facilities and services and would help improve surrounding neighborhoods.
 - e. Circulation Policy A.5.a – The proposed zone change would add residential to commercial as a compatible land use along Central and would help lessen the need for travel.
7. The request furthers elements of the Near Heights Metropolitan Redevelopment Area Plan by serving as a catalyst for revitalization of the motel re-use project, and re-using the land formerly occupied by the Route 66 Inn for senior housing.
8. The applicant has adequately justified the zone change request pursuant to Resolution 270-1980.
- a. The project would be consistent with the health, safety, morals, and general welfare of the City and would help to make the site and neighborhood a safer place with full-time residents (senior citizens) that will constantly be watching the area.
 - b. The applicant has shown that the proposed zoning will not destabilize the surrounding land and will contribute to the stability of land use and zoning because it is a less intense zone than C-2 and will improve the area by providing infill development on vacant land that is currently an eyesore for the surrounding neighborhoods.
 - c. The proposed zone change furthers many of the adopted elements in the Comprehensive Plan, La Cueva SDP, and the Near Heights MRA Plan.
 - d. The applicant has shown that changed neighborhood conditions justify the change and that a different use category is more appropriate for this community. Route 66 is no longer the main thoroughfare for travelers, having been replaced by I-40. Motels on Route 66 have been abandoned or are now inhabited by individuals who are permanent residents or live in the motels for extended periods of time. The applicant has shown the proposed zoning furthers a preponderance of policies in the Comprehensive Plan, Trumbull SDP, and the Near Heights MRA Plan.

- e. None of the permissive uses would be harmful to adjacent property, the neighborhood, or the community.
 - f. The property is already served by City infrastructure and does not require major and un-programmed capital expenditures by the City.
 - g. Economic considerations are important, but are not the determining factor for this request. The area has been designated as an MRA in order to stimulate private and public investment into the area.
 - h. The location on Central Avenue is not the determining factor in this zone change request. The development will increase affordable senior housing in the area, improve the overall appearance of the neighborhood, and improve air quality, circulation, and economic development in the neighborhood.
 - i. The request does create a spot zone; however, the applicant cites a myriad of policies in the Comprehensive Plan, Trumbull SDP, and the Near Heights MRA Plan that support the request for a zone change.
 - j. The request does not constitute a strip zone.
9. A facilitated meeting was held on May 28, 2008 at the Interfaith Community Bible Church at 7501 Trumbull Avenue between the applicant and interested parties (including the Trumbull Village Association, La Mesa Community Improvement Association, the South East Heights Health Coalition, and the Albuquerque City Council).
10. There is no known opposition from the Trumbull Village Association and La Mesa Improvement Association, and no letters of opposition to the project have been received.

RECOMMENDATION - 08EPC 40054, 6/19/08, Zone Map Amendment

APPROVAL of 08EPC 40054, a zone map amendment from C-2 to SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone, for Lots 1, 2, 17, and 18, Block 3 on Central Avenue SE, between Texas Street and Tennessee Street, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40054, 6/19/08, Zone Map Amendment

1. Replat the four lots (1, 2, 17, and 18) into one lot to make the site one cohesive unit.
2. The accompanying site development plan for building permit must receive final DRB sign-off.

FINDINGS – 08EPC 40050, 6/19/08, Site Development Plan for Building Permit

1. This request is for a site development plan for building permit for Lots 1, 2, 17, and 18, Block 3 on Central Avenue SE, between Texas Street and Tennessee Street.
2. This request is accompanied by request is for a zone map amendment, case number 08EPC-40054, for a 4-story 40-unit senior housing apartment building, with a total square footage of 34,339 square feet.
3. The subject site is within the area designated Established Urban by the Comprehensive Plan, and within the boundaries of the Trumbull Neighborhood Sector Development Plan, and the Near Heights Metropolitan Redevelopment Area Plan.
4. The request furthers the following Comprehensive Plan policies for Developing and Established Urban Areas:
 - a. Policy II.B.5d – The proposed development will allow for a use that is compatible with the surrounding area and respect existing neighborhood values and natural environmental conditions by improving properties that are currently vacant and blighted.
 - b. Policy II.B.5e – Full urban services are available to this site and the integrity of existing neighborhoods can be ensured by eliminating vacant and blighted sites, and the crime that often accompanies abandoned locations.
 - c. Policy II.B.5h – Higher density housing is appropriate at this location because it in an area with excellent access to the major street network, is close to a designated Activity Center, there are a variety of mixed density patterns, and adequate infrastructure is available for the proposed development.
 - d. Policy II.B.5o – The proposed development will help to redevelop the site and strengthen older neighborhoods in the Established Urban Area.
5. The proposed development partially furthers Policy II.B.5m because it will improve the visual environment of the area that is currently a vacant dirt lot with senior housing. The height of the building; however, could block some views of the surrounding neighborhood.
6. The proposed development furthers Policy II.C.1b by reducing the adverse effects of automobile travel on air quality through a balanced/land use transportation system that promotes efficient placement of housing.

7. The proposed development furthers transportation and transit policies II.D.4c by locating additional dwelling units close to an Enhanced Transit Corridor.
8. The proposed development partially furthers transportation and transit policy II.D.4a by maximizing pedestrian connections to transit stops and between adjacent developments, providing a building entrance from the street, and separating parking from the street with the building. The development does not provide a weather protected bus stop and does have an internal sidewalk that is only 4 feet wide.
9. The request furthers Comprehensive Plan housing policies II.D.5a, II.D.5b, II.D.5c, and II.D.5d by increasing the supply of affordable housing, improving the quality of housing, ameliorating the problems of homelessness and displacement of low income residents, and assuring against discrimination in the provision of housing.
9. The request furthers the following Trumbull Neighborhood Sector Development Plan policies:
 - a. Land Use and Zoning Objectives 2 and 3 – The proposed development would allow infill development of senior housing between Zuni and Central and would help stabilize the neighborhood by complying with all zoning regulations.
 - b. Social and Human Services Objective 2 – The proposed development would help to reduce crime by building a 4-story apartment building that will look over Central Avenue and other nearby streets, by the occupation of the building by seniors that have the time and desire to report crimes, and the elimination of an abandoned site that often attracts crime.
 - c. Neighborhood Maintenance Objective 1 – The proposed development would improve the overall appearance of the area by adding landscaping along the sidewalks, reducing crime, and adding quality affordable housing.
 - d. Urban Areas Policy A.2.c – The proposed development would be infill development that would be built on vacant land that is appropriate for urban facilities and services and would help improve surrounding neighborhoods.
 - e. Urban Areas Policy A.2.n – The proposed development will provide landscaping with native or naturalized vegetation to help control water erosion and dust, absorb atmospheric pollutants, and create a pleasing visual environment.
 - f. Circulation Policy A.5.a – The proposed development change would add residential to commercial as a compatible land use along Central and would help lessen the need for travel.
 - g. Air Quality Policy B.1.a – The proposed property will help to reduce automobile travel and encourage travel alternatives by transit, bicycle, and walking.

- h. Public Transit Goal B.8.c – Efficient, inexpensive public transportation will be provided to the elderly.
- 10. The request furthers elements of the Near Heights Metropolitan Redevelopment Area Plan by serving as a catalyst for revitalization of the motel re-use project, and re-using the land formerly occupied by the Route 66 Inn for senior housing.11.
- 11. There is no known opposition from the Trumbull Village Association and La Mesa Improvement Association, and no letters of opposition to the project have been received.

RECOMMENDATION - 08EPC 40050, 6/19/08, Site Development Plan for Building Permit

APPROVAL of 08EPC 40050, a site development plan for building permit, for Lots 1, 2, 17, and 18, Block 3 on Central Avenue SE, between Texas Street and Tennessee Street, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40050, 6/19/08, Site Development Plan for Building Permit

- 1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
- 2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
- 3. The following changes shall be made to project data found in the site plan for building permit:
 - a. Proposed zoning shall include the entire zoning description which reads “SU-1 for Senior Housing for elderly multifamily housing as regulated by the R-3 zone”.
 - b. The total landscaped area on the site plan for building permit shall be consistent with the total landscaped area on the landscaping plan (24,058 sf, 49.9%).

- c. Change the required parking calculations to include 3 handicapped spaces instead of 2 (Section 14-16-3-1).
 - d. Change wording under Building Height and Setbacks from R-2 zoning to R-3 zoning.
4. Extend the pilaster and wrought iron fence along the entire length of both the east and west sides of the property.
5. Pedestrian Access and Circulation, Transit
 - a. Place shade trees and other landscaping between the sidewalk and Central Avenue to provide protection and security from oncoming traffic.
 - b. Increase width of sidewalk connecting outdoor commons area on the east side of the building with Central Avenue to 6 feet.
6. Landscaping:
 - a. Increase planting bed area for Autumn Purple Ash tree or replace with another tree on the City Forester's list that would not be affected by the average parking lot cutouts.
 - b. Replace Chitalpa tree (which does not qualify as a shade tree) with another tree on the City Forester's list that would provide shade and is not high in water use or allergenic potential.
 - c. Change the size height of Austrian Pines at installation from a 6 foot high minimum to a 10 foot high minimum.
 - d. Make cuts on the east and west sides of planting beds in the parking lot so that rainwater can infiltrate the planting beds.
 - e. Place trumpet vine on the inside of the fence (so it can be maintained).
 - f. Watering plan is inadequate - use netafim spiral or similar, water by plant zones, change frequency and volume based on zones and season
7. Provide seating that is at least 24 inches in width and 15 inches in height in the public outdoor space that is located to the east of the building. Benches, raised planters, ledges or similar seating features may be counted as seating space.
8. Monument sign shall be illuminated from the top or internally (not from the ground).
9. Conditions of approval from the City Engineer, Municipal Development, Water Authority, and NMDOT for the proposed Site Development Plan are:

- 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. 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. Parking lot will need to be reconfigured / modified for one way circulation. Drive aisles to be appropriate width for the angle of parking (see DPM). Increase drive aisle width to 22' adjacent to pick-up/drop-off area only. Provide appropriate signing and pavement markings at site drives and at proper locations internal to the site (i.e. drive aisles, etc.).
 - c. Right-of-Way dedication needed at the southeast corner of Tennessee and Central and the southwest corner of Texas and Central to accommodate a 25' curb return radii (may be increased or not required at the discretion of the Traffic Engineer).
 - d. A concurrent platting action will be required at DRB.
 - e. Site plan shall comply and be designed per DPM Standards.
 - f. Construction of either a six foot wide on-street bicycle lane (including gutter pan) or a shared 14 foot wide bicycle route/driving lane, as may be determined appropriate by the City Engineer, along Central Avenue adjacent to the subject property as designated on Long Range Bikeways System map.
-
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***Randall Falkner
Planner***

cc: Elderly Housing Development & Orientation Corporation, 1580 Sawgrass Corporate Parkway,
Suite 210, Ft. Lauderdale, Fl. 33323
John Myers, 1401 Central Ave. NW, Albuquerque, NM 87104
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Charlie Bennett, La Mesa Comm. Improv. Assoc., 600 San Pablo NE, Albuquerque, NM 87108
Tommie Jewell Sr., La Mesa Comm. Improv. Assoc., 912 Utah NE, Albuquerque, NM 87108

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Office of Neighborhood Coordination

Trumbull Village NA (R)

La Mesa Community Improvement Assoc. (R)

5/5/08 – Recommended for Facilitation – siw

Advanced Planning

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).
- Parking lot will need to be reconfigured / modified for one way circulation. Drive aisles to be appropriate width for the angle of parking (see DPM). Increase drive aisle width to 22' adjacent to pick-up/drop-off area only. Provide appropriate signing and pavement markings at site drives and at proper locations internal to the site (i.e. drive aisles, etc.).
- Right-of-Way dedication needed at the southeast corner of Tennessee and Central and the southwest corner of Texas and Central to accommodate a 25' curb return radii (may be increased or not required at the discretion of the Traffic Engineer).
- 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):

- The Hydrology Section has no adverse comments on the Zone Map Change or the Site Development Plan for Building Permit.

Transportation Planning (Department of Municipal Development):

Findings

-
- Central Avenue adjacent the subject development is designated a bikeway corridor on the Long Range Bikeway System map.
 - Because of numerous right-of-way and development constraints along Central Avenue, either a six foot wide on-street bicycle lane (including gutter pan) or a shared 14 foot wide bicycle route/driving lane is considered the most practical bikeway improvements for this corridor.

Conditions

- Construction of either a six foot wide on-street bicycle lane (including gutter pan) or a shared 14 foot wide bicycle route/driving lane, as may be determined appropriate by the City Engineer, along Central Avenue 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.

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT

and NMDOT:

Conditions of approval for the proposed Zone Map Amendment and Site Development Plan for Building Permit shall include:

- g. 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).
- h. Parking lot will need to be reconfigured / modified for one way circulation. Drive aisles to be appropriate width for the angle of parking (see DPM). Increase drive aisle width to 22' adjacent to pick-up/drop-off area only. Provide appropriate signing and pavement markings at site drives and at proper locations internal to the site (i.e. drive aisles, etc.).

- i. Right-of-Way dedication needed at the southeast corner of Tennessee and Central and the southwest corner of Texas and Central to accommodate a 25' curb return radii (may be increased or not required at the discretion of the Traffic Engineer).
- j. A concurrent platting action will be required at DRB.
- k. Site plan shall comply and be designed per DPM Standards.
- l. Construction of either a six foot wide on-street bicycle lane (including gutter pan) or a shared 14 foot wide bicycle route/driving lane, as may be determined appropriate by the City Engineer, along Central Avenue adjacent to the subject property as designated on Long Range Bikeways System map.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

WATER UTILITY AUTHORITY

Utility Services

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

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

Trees need to be in the required planting space between the street and the sidewalk
No planting detail
No detail on where or how the trees will be planted in the sidewalk?
No tree list
No plant list

Watering plan is inadequate - use netafim spiral or similar, water by plant zones, change frequency and volume based on zones and season
Parking island just south of ADA spots should have tree wells enlarged by removing or reducing paved walks

POLICE DEPARTMENT/Planning

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

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

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Unity Subdivision, Lots 1, 2, 17, and 18, Block 3, is located on Central Ave SE between Texas SE and Tennessee SE. The property owner requests approval of a Site Development for Building Permit for a development that will consist of a Senior Housing development. Although, this development is intended for a senior living facility this development will be assessed the School Facility Fee. The fees collected from this development will benefit the following schools; Wherry Elementary School, Van Buren Middle School, and Highland High School. Wherry Elementary School is nearing capacity, Van Buren Middle School and Highland High School have excess capacity.

Loc No	School	2007-08 40th Day	2007-08 Capacity	Space Available
376	Wherry	526	527	1
460	Van Buren	579	882	303
520	Highland	1,803	2,100	297

To address overcrowding at schools, APS will explore various alternatives. A combination or all of the following options may be utilized to relieve overcrowded schools.

- Provide new capacity (long term solution)
 - Construct new schools or additions
 - Add portables
 - Use of non-classroom spaces for temporary classrooms
 - Lease facilities
 - Use other public facilities
- Improve facility efficiency (short term solution)
 - Schedule Changes
 - Double sessions
 - Multi-track year-round
 - Other
 - Float teachers (flex schedule)
- Shift students to Schools with Capacity (short term solution)
 - Boundary Adjustments / Busing
 - Grade reconfiguration
- Combination of above strategies

All planned additions to existing educational facilities are contingent upon taxpayer approval.

MID-REGION COUNCIL OF GOVERNMENTS

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

No comment based on the information provided to date.