



**Environmental
Planning
Commission**

*Agenda Number: 13
Project Number: 1002249
Case #'s: 08EPC 40069/40070
August 21, 2008*

Staff Report

Agent	Bohannon Huston, Inc.
Applicant	CRT Partners – Southern Arizona Franchise
Request(s)	Site Development Plan for Building Permit Amend Site Development Plan for Building Permit
Legal Description	F-1-B, American Square
Location	Carlisle NE between Manual Blvd NE and Claremont NE
Size	Approximately 1.17 acres
Existing Zoning	C-2
Proposed Zoning	No Change

Staff Recommendation

APPROVAL of 08EPC 40070 based on the findings on page 8, and subject to the conditions of approval on page 9.

APPROVAL of 08EPC 40069, based on the findings on page 11, and subject to the conditions of approval on page 13.

Staff Planner

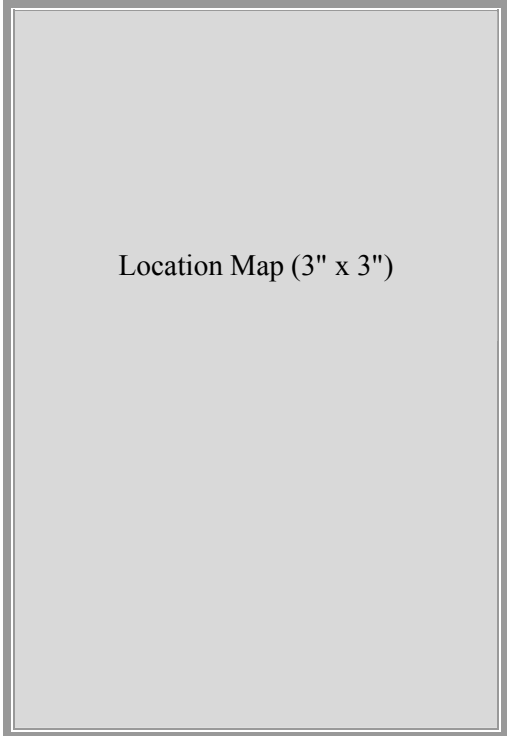
Randall Falkner, Planner

Summary of Analysis

This is a request for a site development plan for building permit and an amendment to a site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle NE between Menaul Blvd NE and Claremont NE. The site comprises lot F-1-B, American Square and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant with a drive-up lane and service window on an existing platted parcel at the southwest corner of Carlisle and Claremont.

This case was deferred at the July 17, 2008 EPC hearing until the next EPC hearing on August 21, 2008.

The proposal is consistent with applicable City policies found in the Comprehensive Plan. There is no known opposition to the request and staff recommends approval with conditions.



City Departments and other interested agencies reviewed this application from 6/9/2008 to 6/25/2008. Agency comments were used in the preparation of this report and begin on page 15.

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	Established Urban	Parking
<i>North</i>	C-2 (SC)	same	Commercial
<i>South</i>	C-2	same	Commercial
<i>East</i>	C-1	same	Commercial
<i>West</i>	C-2	same	Commercial

Background

This is a request for a site development plan for building permit and an amendment to a site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle NE between Menaul Blvd NE and Claremont NE. The site comprises lot F-1-B, American Square and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant with a drive-up lane and service window on an existing platted parcel at the southwest corner of Carlisle and Claremont.

History

The property was originally proposed to be developed with a Wal-Mart gas station; however, this use is no longer desired. The Carlisle Boulevard Corridor Study was recently completed in late June 2008. Areas of concern covered by the Corridor Study include lane designation and timing and sequencing of traffic lights. The Carlisle/Claremont intersection is a major concern because of the many accidents and incidents that have taken place at the intersection.

Context

The subject site is along Carlisle Blvd NE between Menaul Blvd NE and Claremont NE. The existing platted parcel that is proposed for development is currently a parking lot for the Wal-Mart to the west. To the west of the proposed development is the existing Wal-Mart and parking lot, to the north is the existing McDonalds and The Shops at Carlisle (various businesses), to the south is the Wal-Mart parking lot and backside of the American Furniture store, while to the east are various businesses including Zia Graphics. Carlisle NE is a busy road lined with commercial businesses. Average daily traffic flow along the portion of Carlisle in front of the proposed development is approximately 23,500 (2006 MRCOG).

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 Carlisle NE as a Minor Arterial, with a right-of-way of 118'.

Claremont NE is considered a local street.

There is an existing bicycle route that runs east and west along Claremont. There is a weather protected bus stop with a bench immediately to the east of the subject site. This bus stop serves route #5 (Montgomery/Carlisle). Other bus routes that are relatively close include bus route #8 (Menaul), which is approximately 1,000 feet to the south, and bus route #7 (Candelaria Commuter), which is approximately 1,300 feet to the north. Menaul Boulevard to the south is considered an Enhanced Transit Corridor, but neither Carlisle or Claremont are on a specified corridor.

Public Facilities/Community Services

There are a number of parks nearby including Bel-Air Miramontes Park, Baldini Park, and Grisham Park. There is a fire station north of Comanche on Carlisle, and another fire station south of Menaul on Quincy Street. McKinley Middle School is located south of Comanche and east of Carlisle. The site is located in American Square which is a designated Community Activity Center.

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.

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.” Although not required to submit an analysis for a site plan, the applicant did include an analysis of Comprehensive Plan and West Side Strategic Plan policies. Applicable policies include:

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

The proposed site development plan for building permit is partially in accord with the surrounding neighborhood values, natural environmental conditions, and carrying capacities.

Although not opposed to the development, the Bel-Air Neighborhood Association has voiced concerns about the Carlisle/Claremont intersection, additional traffic, and crime. The request partially 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.

This infill development over a parking lot will be contiguous to all urban facilities, including utilities, transit, and a bike path. The subject site and most of the surrounding area are zoned C-2 and serves a commercial center for the neighborhood. The subject site is in the Wal-Mart parking lot, across the street from the Shops at Carlisle, Zia Graphics, McDonalds, and a Whataburger. The request furthers Policy II.B.5e.

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 proposed use would provide some employment opportunities to nearby residents, and adverse effects from the use would be minimized through appropriate site design. The Bel-Air Neighborhood Association has expressed concerns about any additional traffic at the Carlisle/Claremont intersection. The request partially furthers Policy II.B.5i.

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 design is appropriate to the plan area in that the surrounding area is entirely commercial, and two other restaurants are across the street from the subject site. The design is not innovative in design, but rather plain corporate architecture. The request partially furthers Policy II.B.5l.

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 proposed restaurant is 19 feet high, does not exceed height restrictions in a C-2 zone, and generally maintains unique vistas in the area. A fast food restaurant is not out of character in this location along Carlisle and Claremont. The request furthers Policy II.B.5m.

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

The pedestrian opportunities on the site are generally promoted and integrated into the development to create safe and pleasant non-motorized conditions. The request furthers Policy II.D.4g.

Economic Development-

The Goal “is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.”

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 request provides new employment opportunities. However, the range of occupational skills and salary levels are generally limited. New jobs will be convenient to those residents living close to the subject site. The request partially furthers Policy II.D.6a.

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

The request will bring in an outside corporate business, but not local businesses. The request partially furthers Policy II.D.6b.

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

Site Plan Layout / Configuration

The subject site is approximately 1.17 acres in size and is identified as lot F-1-B, American Square and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant with a drive-up lane and service window on an existing platted parcel at the southwest corner of Carlisle and Claremont. The subject site is currently the far northeast corner of the existing Wal-Mart parking lot. The proposed development seems to be compatible with surrounding development. To the east is Wal-Mart, to the west is Zia Graphics and Whataburger restaurant, to the north is McDonalds, and to the south is the Wal-Mart parking lot and the backside of American Home Furniture.

The building will be oriented to face Carlisle Boulevard with entrances on the east and north sides of the building and a drive through that begins on the west side and extends to the south side. The site development plan shows parking in front of (east side) and on the side (north side) of the building. The dumpster is located in the back of the lot (west side), and will be partially shielded by landscaping on the north, south, and east sides. The site development plan shall comply with all Solid Waste Management Department ordinances and requirements, including recycle areas. The building is 19 feet high and meets all the required height and setback regulations.

Walls/Fences

There are no walls or fences on the proposed site. There is a 6 foot high dumpster enclosure.

Vehicular Access, Circulation and Parking

Vehicular access is provided through a driveway off of Claremont on the north side of the property. There is also access from Carlisle south of the property.

The parking lot is located to the north and east of the proposed building. The site development plan requires 11 spaces (including 10% transit reduction), and the parking provided is 14 (parking provided has been reduced from 27 on a previous site plan as a result of the revised Carlisle/Claremont intersection which now extends into the northern portion of the site with the new turn lane). The parking calcs on the site plan for building permit show a total of 16 parking spaces provided. The motorcycle spaces shall not be counted in the total parking spaces provided. The parking spaces provided shall be changed from 16 to 14 for the parking calcs on the site plan for building permit. The site has adequate handicapped, motorcycle, and bicycle parking.

Pedestrian and Bicycle Access and Circulation, Transit Access

A public sidewalk that is 6 feet wide wraps around the north, east and south sides of the property. An 8 foot wide sidewalk with patterned colored concrete crosswalks connects the proposed development with the bus stop on Carlisle and to the 8 foot wide pedestrian pathway that leads to the neighboring Wal-Mart. This sidewalk is just south of the proposed drive through. There are also 6 foot wide sidewalks on the north and east sides of the building.

Claremont is a designated City bike route. There is a weather protected bus stop with a bench immediately to the east of the subject site. This bus stop serves route #5 (Montgomery/Carlisle). Other bus routes that are relatively close include bus route #8 (Menaul), which is approximately 1,000 feet to the south, and bus route #7 (Candelaria Commuter), which is approximately 1,300 feet to the north. Menaul Boulevard to the south is considered an Enhanced Transit Corridor, but neither Carlisle nor Claremont are specified corridors.

Lighting and Security

The light detail shows an existing light pole to be 27' 6". This pole would be non-conforming since it is over 20', but should be allowed to remain to be consistent with the existing site plan for subdivision and with the other existing light poles that are the same height and found throughout the Wal-Mart parking lot.

Landscaping

There is landscaping provided around the perimeter of the site and around the restaurant. The applicant is providing more landscaping (21%) for the net lot area than is required (15%). The landscaping plan generally complies with the City's Water Conservation Ordinance and Pollen Ordinance by emphasizing plants that do not use excessive amounts of water or that emit too much pollen. The proposed plant legend is generally consistent with the existing plant legend for the Wal-Mart site. Several of the same plants and materials will be used on both sites, including: Ash, Indian Hawthorn, Honeysuckle, wildflowers and the 3/4" gray gravel with filter fabric. The site plan notes that some existing plants that are currently on the site will remain. Most of the existing plants are found on the east side of the site along Carlisle, with some others on the north side along Claremont.

Public Outdoor Space

In a revised site plan the applicant has added a public outdoor space (a concrete patio approx. 20' x 40' with picnic tables and landscaping) on the east side of the building, replacing what once were parking spaces.

Grading, Drainage, Utility Plans

The site drains to the west at about 2 percent. The drainage concept is to drain the site to the south and west around the proposed building and sidewalks where the drainage will continue on its historical path. Due to the existing impervious land treatment no additional flow will be generated by the proposed development, therefore no ponding is required and no drainage structures are required. An extension of the sewer and fire lines are proposed as shown on the conceptual utility plan.

Architecture

The proposed development is a generic corporate architecture. The building is colored in beige and fireweed red with dark grey metal trim, black awnings and clear insulated glass. The materials are exterior cement plaster, metal awnings, aluminum storefront, preformed galvanized metal, and hardie panel siding. The public's view of the west side of the building features a

façade with no entry and a large blank wall. There is also a large blank wall (about half the façade) on the north side of the building. Additional fenestration and or architectural features shall be provided on both the west and north sides to break up the plain façade building mass, to enhance the visual appearance, and promote street and neighborhood character.

Signage

Proposed signage includes the following: four 5x5 internally illuminated wall signs on each façade, two menu/preview boards in the drive through area, two directional signs, two 4'10 3/8 x 6-1 ½ medium poster marquee building panels, an hours of operation sign, one Jack Silhouette window panel, and four translucent window film panels.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

City Departments and other interested agencies reviewed this application from 6/9/2008 to 6/25/2008. Revised comments from Transportation Development and Transportation Planning were received on 8/14/2008. Agency comments begin on page 15.

NEIGHBORHOOD/PUBLIC CONCERNS

Bel-Air Neighborhood Association is the affected N.A. A facilitated meeting was held on June 17, 2008 at the Christian Fellowship Church at 3901 Claremont. Neighbors were concerned about a number of issues, including the Carlisle/Claremont intersection (traffic and pedestrian safety, lane designation and timing and sequencing of traffic lights, average daily traffic), crime (drug trafficking), transients in loaded down cars in the Wal-Mart parking lot, piecemeal development, and neighborhood character.

Another meeting with the agent, the Bel-Air N.A., City Council Services, Municipal Development, and the Planning Department was held on Monday July 14th. The meeting allowed the neighborhood and Municipal Development to work out their primary concerns with the agent.

CONCLUSIONS

This is a request for a site development plan for building permit and an amendment to a site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle NE between Menaul Blvd NE and Claremont NE. The site comprises lot F-1-B, American Square and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant with a drive-up lane and service window on an existing platted parcel at the southwest corner of Carlisle and Claremont.

The proposal is consistent with applicable City policies found in the Comprehensive Plan. There is no known opposition to the request and staff recommends approval with conditions.

FINDINGS - 08EPC 40070, 7/17/08, Amend Site Development Plan for Building Permit

1. This is a request to amend site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle Avenue NE between Menaul Boulevard NE and Claremont NE. The site comprises lot F-1-B and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant with a drive-up lane and service window on an existing platted parcel at the southwest corner of Carlisle and Claremont.
2. This request is accompanied by a request for site development plan for building permit.
3. The subject site is within the Established Urban area of the Comprehensive Plan.
4. The following Comprehensive Plan policies for Developing and Established Urban Areas are partially furthered by the proposal:
 - a. Policy II.B.5d – The request is partially in accord with the surrounding neighborhood values, natural environmental conditions, and carrying capacities. The Bel-Air Neighborhood Association does not oppose the project, but expressed concerns about the Carlisle/Claremont intersection, additional traffic, and crime. A facilitated meeting and a subsequent meeting with the agent, municipal development, and the planning department allowed the neighborhood to work out their primary concerns.
 - b. Policy II.B.5i – The proposed use would provide some employment opportunities to nearby residents, and adverse effects from the use would be minimized through appropriate site design and landscaping. This intersection has been the site of many accidents and incidents.
 - c. Policy II.B.5l – The design is appropriate to the plan area in that the surrounding area is entirely commercial, and two other restaurants are across the street from the subject site. The design is not innovative in design, but rather plain corporate architecture.
5. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
 - a. Policy II.B.5e – The development will occur on a portion of vacant land that is contiguous to existing urban facilities and services. The neighborhood has stated that it is not opposed to the project.
 - b. Policy II.B.5m – The proposed site design is 19 feet high, does not exceed height restrictions in a C-2 zone, generally maintains vistas and fits in with surrounding development along Carlisle and Claremont.

6. The request furthers Transportation and Transit Policy II.D.4g of the Comprehensive Plan. Pedestrian opportunities are generally incorporated into the site with connections to neighboring Wal-Mart, other businesses, and the existing bus stop and shelter.
7. The request partially furthers Economic Development Policies II.D.6a and II.D.6b of the Comprehensive Plan because the request would present new employment opportunities and offer chances for improvement in occupational skills and advancement. However, the request does not accommodate a wide range of salary levels or help to develop a local business enterprise.
8. The Bel-Air N.A. has sent a letter outlining their concerns with the request which include the Carlisle/Claremont intersection, crime, and transients in loaded down cars in the Wal-Mart parking lot.
9. A facilitated meeting was held on June 17, 2008 at the Christian Fellowship Church at 3901 Claremont between the agent and interested parties (including the Bel-Air Neighborhood Association).
10. A meeting of the Bel Air N.A., the agent, the property owner representative, and City Departments of Municipal Development and Planning was held on July 14 at the Christian Fellowship Church to discuss the Carlisle Boulevard Corridor Study.

RECOMMENDATION - 08EPC 40070, 7/17/08, Amend Site Development Plan for Building Permit APPROVAL of 08EPC 40070, to amend a site development plan for building permit, for lot F-1-B, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40070, 7/17/08, Amend 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 site development plan shall comply with all Solid Waste Management Department ordinances and requirements, including recycle areas.
4. The parking spaces provided shall be changed from 16 to 14 for the parking calcs on the site plan for building permit.
5. Additional fenestration and/or architectural features shall be provided on both the west and north sides of the building to break up the plain façade building mass, to enhance visual appearance, and to promote street and neighborhood character. Wall mounted mechanical equipment and electrical boxes shall be painted to match the wall color if possible.
6. Approved on condition will comply with all SWMD ordinances and requirements and have required recycle area and sanitary sewer drain.
7. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:
 - 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. Drive thru lane width to be 12' minimum with 25' turning radii (inside edge) for all turns. 14' lane width may be used with turning radii of 15' – see DPM.
 - c. Place most current rendering of site plan for building permit on amended site plan for subdivision and amended site plan for building permit sheets that are to be signed by the DRB.
 - d. To accommodate the future exclusive eastbound right-turn lane, as recommended in the Carlisle Corridor Study for the Claremont/Carlisle intersection, provide an adequate right-of-way dedication or public roadway and utility easement. Actual construction of the recommended improvements will be by others at a future date. In addition, area of

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- right-of-way dedication or public roadway and utility easement shall be landscaped and maintained by the applicant.
- e. Site plan shall comply and be designed per DPM Standards.
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FINDINGS - 08EPC 40069, 7/17/08, Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle Avenue NE between Menaul Boulevard NE and Claremont NE. The site comprises lot F-1-B and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant with a drive-up lane and service window on an existing platted parcel at the southwest corner of Carlisle and Claremont.
2. This request is accompanied by a request to amend site development plan for building permit.
3. The subject site is within the Established Urban area of the Comprehensive Plan.
4. The following Comprehensive Plan policies for Developing and Established Urban Areas are partially furthered by the proposal:
 - a. Policy II.B.5d – The request is partially in accord with the surrounding neighborhood values, natural environmental conditions, and carrying capacities. The Bel-Air Neighborhood Association does not oppose the project, but expressed concerns about the Carlisle/Claremont intersection, additional traffic, and crime. A facilitated meeting and a subsequent meeting with the agent, municipal development, and the planning department allowed the neighborhood to work out their primary concerns.
 - b. Policy II.B.5i – Policy II.B.5i – The proposed use would provide some employment opportunities to nearby residents, and adverse effects from the use would be minimized through appropriate site design and landscaping. This intersection has been the site of many accidents and incidents.
 - c. Policy II.B.5l – The design is appropriate to the plan area in that the surrounding area is entirely commercial, and two other restaurants are across the street from the subject site. The design is not innovative in design, but rather plain corporate architecture.
5. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:

- a. Policy II.B.5e – The development will occur on a portion of vacant land that is contiguous to existing urban facilities and services. The neighborhood has stated that it is not opposed to the project.
 - b. Policy II.B.5m – The proposed site design is 19 feet high, does not exceed height restrictions in a C-2 zone, generally maintains vistas and fits in with surrounding development along Carlisle and Claremont.
6. The request furthers Transportation and Transit Policy II.D.4g of the Comprehensive Plan. Pedestrian opportunities are generally incorporated into the site with connections to neighboring Wal-Mart, other businesses, and the existing bus stop and shelter.
 7. The request partially furthers Economic Development Policies II.D.6a and II.D.6b of the Comprehensive Plan because the request would present new employment opportunities and offer chances for improvement in occupational skills and advancement. However, the request does not accommodate a wide range of salary levels or help to develop a local business enterprise.
 8. The Bel-Air N.A. has sent a letter outlining their concerns with the request which include the Carlisle/Claremont intersection, crime, and transients in loaded down cars in the Wal-Mart parking lot.
 9. A facilitated meeting was held on June 17, 2008 at the Christian Fellowship Church at 3901 Claremont between the agent and interested parties (including the Bel-Air Neighborhood Association).
 10. A meeting of the Bel Air N.A., the agent, the property owner representative, and City Departments of Municipal Development and Planning was held on July 14 at the Christian Fellowship Church to discuss the Carlisle Boulevard Corridor Study.

RECOMMENDATION - 08EPC 40069, 7/17/08, Site Development Plan for Building Permit

APPROVAL of 08EPC 40069, a site development plan for building permit, for lot F-1-B, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40069, 7/17/08, 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 site development plan shall comply with all Solid Waste Management Department ordinances and requirements, including recycle areas.
4. The parking spaces provided shall be changed from 16 to 14 for the parking calcs on the site plan for
5. Additional fenestration and/or architectural features shall be provided on both the west and north sides of the building to break up the plain façade building mass, to enhance visual appearance, and to promote street and neighborhood character. Wall mounted mechanical equipment and electrical boxes shall be painted to match the wall color if possible.
6. Approved on condition will comply with all SWMD ordinances and requirements and have required recycle area and sanitary sewer drain.
7. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:
 - 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. Drive thru lane width to be 12' minimum with 25' turning radii (inside edge) for all turns. 14' lane width may be used with turning radii of 15' – see DPM.
 - c. Place most current rendering of site plan for building permit on amended site plan for subdivision and amended site plan for building permit sheets that are to be signed by the DRB.
 - d. To accommodate the future exclusive eastbound right-turn lane, as recommended in the Carlisle Corridor Study for the Claremont/Carlisle intersection, provide an adequate right-of-way dedication or public roadway and utility easement. Actual construction of the recommended improvements will be by others at a future date. In addition, area of right-of-way dedication or public roadway and utility easement shall be landscaped and maintained by the applicant.
 - e. Site plan shall comply and be designed per DPM Standards.
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***Randall Falkner
Planner***

cc: Paul Wymer, Bohannon Huston, Inc., 7500 Jefferson NE, Albuquerque, NM 87109
CRT Partners-Southern Arizona Franchise, 616 W. Las Lomas Rd., Tucson, AZ, 85704
Barb Johnson, Bel-Air NA, 2700 Hermosa NE, Albuquerque, NM 87110
Ms. Lee Julian, Bel-Air NA, 2724 Monroe NE, Albuquerque, NM 87110

Attachments

Carlisle Boulevard & Claremont Road Improvements Exhibit from Carlisle Boulevard Corridor Study
Intersection Improvements for Carlisle Boulevard and Claremont Road from Carlisle Boulevard
Corridor Study
Recommendations for Carlisle Boulevard Corridor Study

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Office of Neighborhood Coordination

Bel-Air NA (R)

6/9/08 – Recommended for Facilitation – siw

6/11/08 – Assigned to Diane Grover - siw

Advanced Planning

The sidewalk along the building on the east side is 5' wide. There is handicapped parking adjacent to the sidewalk. The overhanging parked car will result in about 3' feet wide sidewalk. The applicant should either provide wheel stops in this parking area or increase the sidewalk width to maintain a clear 6' sidewalk.

Trees should be planted between the sidewalk and curb along Carlisle as per the Street Tree Ordinance.

EPC Case # 1002249 - Site Development Plan for Building Permit and Administrative Amendment.

This case is on Carlisle on the Wal Mart site for the proposed Jack in the Box restaurant. Previously there was a gas station approved for this site but was not built.

The sidewalk along the building on the east side is 5' wide. There is handicapped parking east of the sidewalk. The overhanging parked car will result in about 3' feet wide sidewalk. The applicant should either provide front tire stoppers in the is parking area or increase the sidewalk width to maintain a clear 5' sidewalk.

Trees should be planted between the sidewalk and curb along Carlisle as per the Street Tree Ordinance.

CITY ENGINEER

Transportation Development (City Engineer/Planning Department):(Revised Comments 8/14/2008)

- 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).

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- Drive thru lane width to be 12' minimum with 25' turning radii (inside edge) for all turns. 14' lane width may be used with turning radii of 15' – see DPM.
 - Place most current rendering of site plan for building permit on amended site plan for subdivision and amended site plan for building permit sheets that are to be signed by the DRB.
 - To accommodate the future exclusive eastbound right-turn lane, as recommended in the Carlisle Corridor Study for the Claremont/Carlisle intersection, provide an adequate right-of-way dedication or public roadway and utility easement. Actual construction of the recommended improvements will be by others at a future date. In addition, area of right-of-way dedication or public roadway and utility easement shall be landscaped and maintained by the applicant.
 - Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- The Hydrology Section has no adverse comments.

Transportation Planning (Department of Municipal Development): (Revised Comments 8/14/2008)
Information

The City of Albuquerque, Department of Municipal Development, has concluded a study of traffic improvements needed along the Carlisle Corridor between I-40 and Montgomery Boulevard. With regard to the intersection of Carlisle Boulevard and Claremont Avenue, the study report recommends the construction of an exclusive right-turn lane on the eastbound Claremont approach to Carlisle. The impact of this right-turn bay will extend into the existing parking area along the northern most edge of the proposed restaurant site. The attached exhibit shows the recommended changes to the layout of this intersection. For more information on the Carlisle Corridor Study, call Melissa Lozoya P.E. with the Engineering Division at 768-3661.

Traffic Engineering Operations (Department of Municipal Development):

- No comments received.

Street Maintenance (Department of Municipal Development):

- No comments received.

Comments continued on next page:

New Mexico Department of Transportation (NMDOT):

- No comments received.

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT

and NMDOT: (Revised Comments 8/14/2008)

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

- 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. Drive thru lane width to be 12' minimum with 25' turning radii (inside edge) for all turns. 14' lane width may be used with turning radii of 15' – see DPM.
- c. Place most current rendering of site plan for building permit on amended site plan for subdivision and amended site plan for building permit sheets that are to be signed by the DRB.
- d. To accommodate the future exclusive eastbound right-turn lane, as recommended in the Carlisle Corridor Study for the Claremont/Carlisle intersection, provide an adequate right-of-way dedication or public roadway and utility easement. Actual construction of the recommended improvements will be by others at a future date. In addition, area of right-of-way dedication or public roadway and utility easement shall be landscaped and maintained by the applicant.
- e. Site plan shall comply and be designed per DPM Standards.

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

POLICE DEPARTMENT/Planning

John Carrillo Substation

Lighting should not be in conflict with proposed landscaping especially trees. As trees mature the canopy has the potential to obstruct pole lights illumination. Landscaping should be low variety bushes and trees should be planted in areas that do not obstruct illumination from pole light . landscaping should allow to visibility to and from the parking lot and restaurant. Visibility should also be maintained from all directions into the parking lot and building.

Video cameras should be installed to cover all parking area, walkways, building entrances (exterior & interior) and maintained locations, monitors should be placed in high employee traffic areas and inside door loading to trash dumpsters and empty ..

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved on condition, will comply with all SWMD ordinances and requirements and have required recycle area and sanitary sewer drain.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

ALBUQUERQUE PUBLIC SCHOOLS

American Square, Lot F-1-B, is located on Carlisle NE between Menaul Blvd NE and Claremont NE. The owner of the above property requests approval of a Site Development Plan for Building Permit and Administrative Amendment for a development that will consist of a Jack in the Box. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM will not be responsible for covering any of the relocation costs.