



**Environmental
Planning
Commission**

**Agenda Number: 18
Project Number: 1000032
Case #: 08EPC 40030/40031
17 July 2008**

Supplemental Staff Report

Agent	Tierra West LLC
Applicant	Univest/Coors Road LLC
Request	Site Development Plan for Subdivision Site Development Plan for Building Permit
Legal Description	Tract 3, Coors Village
Location	Coors Boulevard NW, between Western Trails NW and Milne Rd. NW
Size	Approximately 13.5 acres
Existing Zoning	SU-3
Proposed Zoning	No change

Staff Recommendation

**DEFERRAL of 08EPC 40030, based on the
findings beginning on page 23.**

**DEFERRAL of 08EPC 40031, based on the
findings beginning on page 27.**

Staff Planner

Russell Brito, Division Manager

Summary of Analysis

The current, revised submittal proposes to create two strips of land parallel to Coors Blvd. The site development plan for subdivision does not include design standards to guide future development and ensure that strip commercial development does not occur along Coors Blvd.

The submittal conflicts with or only partially furthers a preponderance of applicable goals, policies, intents and standards from the Comprehensive Plan, West Side Strategic Plan & Coors Corridor Sector Development Plan.

Deferral is warranted to allow the applicant time to revise the site development plan for subdivision layout to eliminate the possibility for strip commercial development along Coors Boulevard and/or to create specific design standards for future commercial development that will ensure that strip commercial development will not occur and that pedestrian access and circulation for nearby neighborhoods and the senior housing use will be safe, convenient and promote pedestrianism.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 3/10/2008 to 3/21/2008.
Agency comments were used in the preparation of this report and begin on page 32.

AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SU-3 (Urban Center Zone)	Established Urban; West Side Strategic Plan, Coors Corridor Plan, University of Albuquerque Sector Plan	Vacant
North	SU-1 for PRD	Established Urban; West Side Strategic Plan, Coors Corridor Plan	Single-family
South	SU-3 (Urban Center Zone)	Established Urban; West Side Strategic Plan, Coors Corridor Plan, University of Albuquerque Sector Plan	Multi-family
East	SU-3 (Urban Center Zone)	Same	Single-family
West	SU-3 (Urban Center Zone)	Same	Vacant

Background

The subject requests were deferred first at the 17 April 2008 EPC hearing and then again at the 15 May 2008 EPC hearing. The original staff report from April 2008 recommended approval of both requests and reflected neighborhood support. The applicant’s first deferral request was received after the April 2008 staff report and recommendation was distributed to the EPC.

This current staff report should be read in conjunction with the staff report, analysis and recommendation from 17 April 2008.

Since the deferrals, the applicant has submitted a revised proposal with a new orientation and layout for the proposed site and building. A new facilitated meeting with representatives from five neighborhood associations was held on 3 July 2008 (see attached report).

The subject site is approximately 13.5 acres and is located at the southwest corner of Coors Boulevard and Western Trail NW. This two-part request for a site development plan for subdivision and a site development plan for building permit for Tract 3, Coors Village, is a part of Parcel V of the University of Albuquerque Sector Development Plan. This sector plan assigns a mixed-use category to Parcel V, with assigned acreages for each use.

At the March 2008 EPC hearing, the EPC voted to recommend approval to the City Council of a request for a re-allocation of land use from commercial to multi-family for senior housing and related incidental uses for the subject site. A condition of approval for the zone change request was that a site plan must be approved by the EPC. Approval of this site plan will fulfill that condition of approval.

Previous Request

The applicant once proposed to subdivide Tract 3 into two parcels: Tract 3a, on the north, at 6.10 acres and proposed for commercial use; and Tract 3b, on the south, at 7.45 acres and proposed for 131 units of senior housing. The site development plan for building permit was only for the senior housing. No site development plan for building permit was requested for the proposed Tract 3a, although EPC review of future site development plans for building permit would have been required for this tract.

Current Request

The applicant now proposes to subdivide Tract 3 into two parcels: Tract 3b, on the east as a strip along Coors Blvd., at 6.00 acres and proposed for commercial use; and Tract 3a, on the west as a strip along Quaker Heights Rd., at 7.24 acres and proposed for 131 units of senior housing. The site development plan for building permit is only for the senior housing on Tract 3a. No site development plan for building permit is requested for the proposed Tract 3b. No design standards are proposed for future commercial development on the Tract 3b, which will have to return to the EPC for review and action.

The applicant has not submitted any new, written summary or explanation of the revised submittal and the changes since the first iteration from April 2008.

History

The University of Albuquerque area was designated as an Urban Center with adoption of the Metropolitan Areas and Urban Centers Plan in 1975 (Resolution 69-75). The *University of Albuquerque Sector Development Plan* was adopted by the City Council in 1982, which included annexation and establishment of SU-3 zoning (AX-80-26, Z-80-122, & SD-80-3). The intent of the sector plan was to designate broad land use categories for the plan area with subsequent subarea planning to detail the uses and to ensure integration of those uses with each other and the surrounding area. Planning details for the subareas was delegated to the EPC.

In January 2002, the Urban Center designation was eliminated (R-02-41). On April 12, 2007, the EPC voted to recommend approval to the City Council of 07EPC 00122, an amendment to the West Side Strategic Plan to designate Tracts X1A1, X1A2, and X2A, University of Albuquerque Urban Center, as a Community Activity Center. On April 12, 2007, the EPC also voted to recommend approval to the City Council of 07EPC 00115 an amendment to the *University of Albuquerque Sector Development Plan* to change the zoning on Parcels A and B (Tracts X1A1, X1A2, and X2A) from "SU-3 for Mixed Uses- A minimum of approximately 30 acres within Tracts A and B shall be developed as apartments (R-3) at 24-30 du/ac; the balance of the property is to be developed as (C-2) commercial or (O-1) office (approximately 19 acres); and church and related uses; residential uses (R-3) at 24-30 du/ac and/or joint use park and ride facility (ten acres or less)" to "SU-3 for Church and related uses for approximately 10 acres; a minimum of approximately 17 acres shall be developed for office (O-1), the balance of the property is to be developed as (C-2) commercial or (O-1) office (approximately 30 acres)". A site plan for subdivision (07EPC 00114) and a site plan for building permit (07EPC 00121) were also approved by the EPC on April 12, 2007. Both the zone change that amended the University

of Albuquerque Sector Development Plan (07EPC 00115) and the designation of the Community Activity Center that amended the West Side Strategic Plan (07EPC 00122) were approved by the City Council in September of 2007.

Context

The subject site is currently vacant and is bordered by vacant land to the west, single-family homes to the north and east (across Coors) and multi-family housing to the south.

The subject site is located in the Established Urban Area within the boundaries of the West Side Strategic Plan, the Coors Corridor Plan, and the University of Albuquerque Sector Development Plan. The subject site is also part of the Coors/Western Trail Neighborhood Center as designated by the West Side Strategic Plan.

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 Western Trail NW as an Existing Minor Arterial, with a right-of-way of 86'.

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

A bicycle lane exists on Coors Boulevard and is proposed for Western Trail.

Transit is available on Coors Boulevard.

Coors Boulevard is designated an Enhanced Transit Corridor.

Public Facilities/Community Services

The subject site is located within one mile of a fire station, an elementary school, and several developed and undeveloped city parks. Bus service exists adjacent to the site on Coors Boulevard and nearby to the west on Atrisco Drive.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The subject site is currently zoned SU-3. According to the zoning code, the SU-3 zone allows “a variety of uses controlled by a plan which tailors development to an Urban Center; these include centers of employment, institutional uses, commerce, and high density dwelling.” The Zoning Code continues to state, “any use consistent with the master plan and specified by a duly adopted Sector Development Plan is permitted. Specifications contained in the Sector Development Plan shall control. However, if a matter controlled in the R-3 or C-2 zones is not mentioned in the Sector Development Plan, then the provisions of the R-3 zone shall be applicable for residential uses and the provisions of the C-2 zone shall be applicable for nonresidential uses.”

The procedure for individual premises within the total urban center is as follows:

“All uses and structures must have a Site Development Plan and, if relevant, a Landscaping Plan, each approved by the Planning Director. (1) These shall be approved only when they are consistent with the Sector Development Plan. (2) The Planning Director or a designee may approve site plans for park-and-ride temporary facilities.”

Although this procedure states that the Planning Director may approve site plans within the SU-3 zone, these approvals within the University of Albuquerque Sector Development Plan have been delegated to the Environmental Planning Commission.

The University of Albuquerque Sector Development Plan is the controlling plan for this site. Although the Urban Center designation was removed from the site in 2002, the provisions of the SU-3 zone still apply. Because the University of Albuquerque Sector Development Plan contains only allowable uses without any design requirements, the provisions of the R-3 zone will apply to this proposal.

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:

Developing and Established Urban Areas

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

The proposed use will contribute to a full range of urban land uses and will bring the overall gross density of the Developing Urban and Established Urban Areas closer to 5 dwelling units per acre. This request furthers this policy.

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

It is unknown if the location and intensity of the proposed land use will respect existing neighborhood values, natural environmental conditions, and social, cultural, and recreational concerns. The previous iteration of the request was supportable in part because of the site’s layout that created a de facto “village” or “plaza” arrangement with the possibility for direct interaction with the Coors Blvd. frontage, Milne Road, Quaker Heights Road and most importantly, with the future commercial development on Tract 3a.

The revised layout creates two adjacent strips that parallel Coors Blvd. and Quaker Heights Road. The possibility for interaction is still there, but a de facto “village” or “plaza” is now not possible without strong and specific design standards for the commercial tract to ensure that undesirable strip development along Coors, with parking in front and its back to the senior housing, does not occur. The submittal does not include any design standards for future commercial development.

The July 2008 facilitated meeting report shows that the neighbors want a village appeal to the project rather than a strip mall appearance. Walkability within the development and between the development and surrounding neighborhoods is of paramount importance to neighbors.

The surrounding neighborhood contains a mix of housing densities, and the natural environment of the subject site is already disturbed. The proposed senior housing will contribute to social, cultural, and recreational concerns by providing services dedicated specifically to the needs of aging residents. This request partially furthers this policy.

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

The subject site is currently vacant and is contiguous to existing urban facilities and services. It is unknown if the integrity of existing neighborhoods can be ensured because the proposed site development plans create two adjacent strips that parallel Coors Blvd. and that could result in undesirable strip commercial development. The submittal does not include any design standards for future commercial development.

The July 2008 facilitated meeting report shows that the neighbors want a village appeal to the project rather than a strip mall appearance. Walkability within the development and between the development and surrounding neighborhoods is of paramount importance to neighbors.

The commercial tract will be required to return to the EPC for site plan for building permit approval, but with no assurances that strip commercial development can be avoided on the strip of land along Coors Blvd. Staff finds that this request partially furthers this policy.

Policy h: 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.

The applicant correctly notes that the subject site is located within the Coors/Western Trail Neighborhood Activity Center, and that it has excellent access to Coors, which is a part of the

major street network. Also, a mixed density pattern is already established with multi-family housing to the south and single-family housing to the east and north. The applicant is proposing a density of 17 dwelling units per acre. This request furthers this policy.

Policy i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

The applicant is proposing 6.0 acres of commercial uses and 7.24 acres of senior housing. Senior housing is unique in terms of residential uses in that it also provides many employment opportunities. Many services are provided to residents who choose to take advantage of them – for example, three meals per day will be offered. The proposed lighting is such that there will be no adverse effects on residential neighborhoods.

The subject site is located convenient to existing residential areas, but the possibility for strip commercial development along Coors Blvd. may hamper accessibility for pedestrians from the existing residential areas. Because many seniors who choose to live in this type of facility do not drive, adverse effects of pollution and traffic may be minimized, but the potential for safe and convenient access to future commercial uses is unknown.

The July 2008 facilitated meeting report shows that the neighbors want a village appeal to the project rather than a strip mall appearance. Walkability within the development and between the development and surrounding neighborhoods is of paramount importance to neighbors. The potential for a strip commercial development on the parcel adjacent to Coors Blvd. with parking in front and its back to the senior housing development may create the potential for adverse effects of traffic on the residential environment.

This request partially furthers this policy.

Activity Centers

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

This proposal will increase moderate density mixed land use in the Coors/Western Trail Neighborhood Activity Center. Because it is infill development, it will reduce urban sprawl, and the mixed use nature of this Activity Center will reduce auto travel needs. The applicant also notes that this site is located on a transit line, which will also reduce auto travel needs. Again, the possibility for strip commercial development on the tract along Coors Blvd. creates uncertainty in how interaction with the adjacent senior housing and nearby residential neighborhoods can be accomplished without precluding a village or plaza environment that is more inviting for pedestrians than automobiles. This request partially furthers this goal.

Policy a: Existing and proposed Activity Centers are designated by a Comprehensive Plan map where appropriate to help shape the built environment in a sustainable development pattern,

create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services. Each Activity Center will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation. The following table specifies policy objectives for each type. *(The subject site is located within the Coors/Western Trail Neighborhood Center. The referenced table is located after page II-35 in the Comprehensive Plan.)*

The request for commercial and multi-family residential uses is in accord with typical land uses for a Neighborhood Activity Center. Bicycle parking and outdoor seating is provided. Pedestrian and bicycle connections are nearly adequate, but it is unknown how interrelated the activities on the two proposed tracts will be in order to promote pedestrian access and circulation. Neighborhood Centers are supposed to be the least auto dependant, but strip commercial development, which could occur on the parcel along Coors Blvd., is typically very auto dependant.

The proposed subdivision action will result in parcels that are walkable in the east-west axis. But, the strip configuration along Coors Blvd. stretches almost ¼-mile, north-south from Western Trail to Milne Road. The recommended building height is 1-2 story; the applicant is proposing a three-story building that will be a visual wall that parallels Coors Blvd. This request conflicts with this policy.

Policy b: Net densities above 30 dwelling units per acre should generally be within Major Activity Centers; lower net densities in areas surrounding all types of Activity Centers will serve as a transition to residential neighborhoods.

The applicant is proposing a density of 17 dwelling units per acre, which is appropriate for a Neighborhood Activity Center. This request furthers this policy.

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

The applicant is proposing multi-unit housing in a Neighborhood Activity Center. This request furthers this policy.

Air Quality

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

This proposal should not have a negative impact on air quality, thereby safeguarding public health, but an auto dependant, strip commercial development along Coors Blvd. may negate any benefits that may occur with the mix of uses on the overall site. This request partially furthers this goal.

Policy b: 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.

This proposal will locate residential uses in a Neighborhood Activity Center close to future commercial developments, thereby reducing automobile travel's adverse effects on air quality, but an auto dependant, strip commercial development along Coors Blvd. may negate any benefits that may occur with the mix of uses on the overall site. This request partially furthers this goal.

Transportation and Transit

Policy a: The following table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers 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. *(Coors Boulevard is designated an Enhanced Transit Corridor. The referenced table is found on pages II-82 and II-83 in the Comprehensive Plan.)*

The housing density target for an Enhanced Transit Corridor, such as Coors Boulevard, is 7-30 net dwelling units per acre. This proposal, at 17 dwelling units per acre, falls into the desired range. Pedestrian connections from the senior housing use and Coors Blvd. are not direct or maximized. It is not known if future development along Coors Blvd. will provide an entrance from the street, with minimum setback or if parking is proposed to be separated from the street by a building or to the side of the building. This request partially furthers this policy.

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

Coors Boulevard is designated a Major Transit Corridor. The applicant is proposing additional dwelling units close to Coors Boulevard, but they could be closer. The proposed senior housing will not destabilize adjacent neighborhoods because there is an existing pattern of mixed density in the area. This request furthers this policy.

Housing

Goal: 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.

The applicant states that the proposed development will increase quality housing for senior citizens. The proposed development is not low income or public housing. Because the site is currently vacant, no residents will be displaced. This request furthers this goal.

Policy d: 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.

Approval of this request will increase the distribution of decent housing for senior citizens, some of whom may be handicapped. This request furthers this policy.

Economic Development

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

The proposed uses may contribute to the economic diversity of the West Side, but additional strip commercial development along Coors Blvd. is not desired. The senior housing use fulfills important social and cultural goals. This request partially furthers this goal.

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

The proposed development will provide new employment opportunities within walking distance of several residential neighborhoods. This request furthers this policy.

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

The applicant incorrectly states that the subject site is not located in an activity center, although it is in fact located within the Coors/Western Trail Neighborhood Activity Center. The type of residential use proposed will generate some employment while providing housing opportunities within close proximity of commercial services. The site's location on a bus route reduces the need for individual automobile travel. The possibility of strip commercial development along Coors Blvd. may increase the need to travel if pedestrian access to the site is hampered by a typical, auto dominated, strip mall. This request partially furthers this policy.

West Side Strategic Plan (Rank 2)

The West Side Strategic Plan (WSSP) was first adopted in 1997 and has been amended several times, most recently in December 2005. The WSSP area is bounded by the Sandoval County line on the north, the Rio Puerco Escarpment on the west, a line south of Gun Club Road (the Atrisco Grant line) on the south, and the Rio Grande on the east for areas north of Central, and Coors Boulevard on the east for areas south of Central. It encompasses over 96,000 acres of land, or approximately 150 square miles. Specific boundaries are shown on the Plan Boundary map on pg. 5 in the WSSP.

The WSSP identifies thirteen communities in established areas of the West Side. The subject site is located within the Ladera Community, which is bounded by the Rio Grande on the east, Western Trails on the north, Unser Boulevard and the Petroglyph National Monument on the west and I-40 on the south. The Ladera Community encompasses 2926 acres and is completely within the City of Albuquerque's municipal limits. Major existing streets are Coors Boulevard and Atrisco. Ladera and Ouray provide east/west access through the community. Substantial commercial and public services exist along Coors Boulevard extending from Interstate 40 to St. Joseph's Drive.

Applicable goals, objectives, and policies include:

Goal 10: The Plan should create a framework to build a community where its citizens can live, work, shop, play, and learn together while protecting the unique quality of life and natural and cultural resources for West Side residents (p. 16).

The applicant states that the proposed commercial uses and senior housing will allow West Side residents an opportunity to live, work, shop, play, and learn together. Staff agrees. The proposed site plan could protect the quality of life for residents if it complies with all applicable regulations, including the prohibition of strip commercial development. This request partially furthers this goal.

Goal 12: The Plan should provide for long-term sustainable development on the West Side (p. 17).

The applicant states that this proposal for senior housing on the West Side is sustainable because the demand for senior housing will continue to increase in future years. Because no demographic information has been provided to substantiate this argument, it can only be considered anecdotally. Multi-family housing and commercial uses within an activity center are long-term sustainable land uses for the West Side, but strip commercial development that does not relate to adjacent residential will detract from sustainability. This request partially furthers this goal.

Objective 1: Provide for a complete mix of land uses on the West Side, including opportunities for large-scale employment, in order to minimize the needs for cross-metro trips. Employment opportunities are encouraged on the West Side (p. 17).

The proposed uses will provide employment opportunities with both the commercial and the residential uses due to the services that will be offered as part of the proposed senior housing use. This request furthers this objective.

Objective 2: Provide the opportunity for creative and innovative solutions to housing, utility, and transportation problems. Improve upon methodologies employed elsewhere in the region in order to eliminate repetition of previous mistakes. Provide incentives for “good” development, not just deterrents for “bad” development, through design requirements specifically geared toward the West Side environment (p. 17).

This proposal provides a solution to a housing problem by proposing senior housing. Transportation problems that are endemic to west side, especially along Coors Blvd., will not be alleviated by possible strip commercial development. This request partially furthers this objective.

Objective 4: Preserve a sense of community and quality of life for all residents based on wise, long-term decision-making (p. 17).

Making senior housing available preserves the quality of life for aging residents and provides those residents with a community geared toward their specific needs. But, the possibility for strip commercial development along Coors Blvd. on the adjacent tract could result in a decreased quality of life if pedestrian/vehicular conflicts are not minimized through design standards and site development plan review. This request partially furthers this objective.

Objective 8: Promote job opportunities and business growth in appropriate areas of the West Side (p. 17).

The proposed uses will provide job opportunities. This activity center is an appropriate area of the West Side for such job opportunities. This request furthers this objective.

Policy 1.1: Thirteen distinct Communities as shown on the Community Plan Map and described individually in this Plan, shall constitute the existing and future urban form of the West Side. Communities shall develop with areas of higher density (in Community and Neighborhood Centers), surrounded by areas of lower density. Bernalillo County and the City of Albuquerque Planning Commissions shall require that high density and non-residential development occur within Community and Neighborhood Centers. Low-density residential development (typical 3-5 du/acre subdivisions, or large-lot rural subdivisions) shall not be approved within Centers (p. 38).

The proposal is for higher density housing and non-residential development in a neighborhood center surrounded by areas of lower density. This request furthers this policy.

Policy 1.3: Strip commercial developments shall not be approved on the West Side. Commercial development shall occur in concentrated clustered areas rather than new strip developments. Zone changes to commercial, industrial, or office uses for areas outside the centers are strongly discouraged, in order to reinforce the Neighborhood and Community Centers. Changes of commercial and office zoning outside the centers to residential use is encouraged. This policy is meant to impact the design and layout of commercial areas and their connections to adjacent development and to encourage clustering of commercial and office uses in activity centers. It is not intended to rezone allowed commercial uses.

The proposed strip of land along Coors is proposed for commercial development and could result in strip commercial development that is prohibited by WSSP Policy 1.3. This request conflicts with this policy.

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

The site development plan for subdivision contains no design standards that will ensure pedestrian access between buildings (commercial or residential). Parking lot standards are also not provided. This request conflicts with this policy.

Policy 1.16: Neighborhood Centers shall be located on local collector and sometimes arterial streets. While their primary access may be by auto, pedestrian and bicycle connections shall be provided to all adjacent neighborhoods, parks, and to the larger open space system. Convenient transit services shall be connected with community-wide and regional transit development (p. 41).

Pedestrian and bicycle connections are provided to adjacent neighborhoods. The applicant has stated that a transit stop will be provided adjacent to the commercial tract, but not elaborated on how the residential parcel, now removed from Coors Blvd., will access transit services. The Transit Department has not commented on this proposal. This request partially furthers this policy.

Policy 2.5: When considering approval of subdivisions or site development plans for residential development or zone changes to residential or higher density residential, the City Planning Department shall consider whether local public schools have sufficient capacity to

support the increased number of homes. If area schools are at or over their designed capacity, then the requested action should be denied unless the applicant demonstrates that the proposed action will create no net increase in enrollment for area schools (e.g. senior housing) (p. 48).

The applicant is proposing senior housing, which will have no impact on the public school system. Also, school impact fees will be assessed for this development. This request furthers this policy.

Policy 3.25: Proposals for new development and rezonings in this area should be carefully analyzed to avoid negative impacts on the National Monument and other surrounding properties. Review of proposed projects should consider the design and site layout implications of any new development on surrounding properties (p. 63).

This request will have no negative impact on the National Monument. A Traffic Impact Study was required, and this development will not negatively impact surrounding properties. This request furthers this policy.

Coors/Western Trail Neighborhood Center: Encourage convenience retail, office, and higher density residential uses in the neighborhood centers in the Ladera Community. Limited retail development is recommended in these centers because of the existing supply of retail space along Coors (p. 103).

The applicant has cited this policy, but mis-labeled it as policy 3.25. This proposal is for limited commercial development (6 acres) and also for higher density residential use in a neighborhood center within the Ladera Community. The proposed commercial tract along Coors Blvd. is not desirable given the existing supply of retail space along Coors and the possibility for strip commercial development. This request partially furthers this policy.

Coors Corridor Sector Development Plan (Rank 3)

The subject site lies within the boundaries of the Coors Corridor Sector Development Plan (CCSDP), a Rank III plan adopted in 1984 amended in 1989, 1995, and 2003. It contains policies, regulations, and guidelines for the development of Coors Boulevard and adjacent properties from Central Avenue north to State Road 528 (Alameda Boulevard), with the overarching goal to “promote visual harmony between new and existing buildings and between the built environment and the natural scene” (p 82). *Design policies* express the intent of the City and County. *Design regulations* are to control specified critical design aspects of the area. They apply to new construction or alteration of buildings or sites. *Design guidelines* are suggestions to supplement the design regulations. The plan also puts emphasis on Coors Boulevard as a transit and pedestrian corridor. The subject property is in Segment 2 of the Coors Corridor Plan, which extends from I-40 on the south to Western trail on the north. Applicable

design regulations and guidelines are discussed below in the Site Development Plan sections of the staff report. The applicable goals and policies, followed by staff analysis include:

Issue 3: Land Use and Intensity of Development

Policy 1 – Adopted Plans: Land use decisions shall be made in accordance with adopted plans for the Northwest Mesa area. The City of Albuquerque has adopted a hierarchical plan ranking system. The Rank 1 plan includes all the elements of the Albuquerque/Bernalillo County Comprehensive Plan. Rank 2 plans include area plans such as the Northwest Mesa Area Plan. Rank 3 plans include sector development plans including this Coors Corridor Plan. Plans of lower rank must comply with all provisions of all higher ranking plans, including issues such as land use and commercial site locations (p. 60).

Adopted plans for this area were taken into consideration in this analysis. The applicant has cited relevant policies from all applicable plans. This request complies with some, but not all applicable policies of higher ranking plans, thereby partially furthering this policy.

Policy 3 – Recommended Land Use: The Coors Corridor Plan recommends land uses which are identified on the following maps. They specify existing and recommended zoning and recommended land uses. These recommended land uses shall guide the development in the plan area (p. 67).

The subject site is located in Segment 2 (Zoning and Land Use maps are on pages 70 and 71 of the Coors Corridor Plan). Existing zoning at the time the Plan was written was SU-3 for Employment Center. No zoning change was recommended, although the specific SU-3 designator for the site has since been changed. Recommended land use for the site is office/institutional, although the site's current zoning also allows a variety of other uses.

Policy 5 – Development Intensity: Intensity of development shall be compatible with the roadway function, existing zoning or recommended land use, environmental concerns, and design guidelines (p. 79).

This proposal is compatible with the roadway function of Coors Boulevard, with the proposed zoning, with environmental concerns, and with some applicable design guidelines, but directly conflicts with key policies of the Comprehensive Plan and the West Side Strategic Plan. This request partially furthers this policy.

Issue 4: Visual Impressions and Urban Design Overlay Zone

A. General Policies

Policy 1: Appropriate and pleasing visual impressions within the corridor should be established and preserved (p. 84).

This proposal may establish appropriate visual impressions within the Coors corridor through its architecture and minimal signage, but will create a visual wall parallel to Coors Blvd. This request partially furthers this policy.

Policy 2: Significant view beyond the corridor, including the volcanoes, the escarpment, the arroyos, the bosque, the Rio Grande Valley, and the Sandia Mountains as viewed from Coors Boulevard should be preserved and enhanced.

The Coors Corridor Plan protects views as seen from Coors Boulevard and this proposal will interfere with views from Coors Blvd. to the volcanoes and the escarpment because the proposed building alignment will create a visual wall parallel to the arterial. This request conflicts with this policy.

Policy 3: New development in the Coors Corridor should be designed to be compatible with the natural landscape and the built environment in accordance with the design regulations and guidelines (p. 86).

This proposal is designed to be compatible with the built environment. It complies with most applicable design regulations and guidelines. The new building's layout will create a visual wall parallel to Coors Blvd. that will interfere with views to the volcanoes and the escarpment, which is not compatible with the natural landscape. This request conflicts with this policy.

B. Site Planning and Architecture

Policy 2: Buildings should be located and designed to provide a pleasing and functional relationship to the roadway, the site, and to adjacent or related buildings and structures (p. 90).

The proposed high-density residential building bears good relationships to both Quaker Heights and Milne Roads, but lacks a relationship to Coors Blvd. an enhanced transit corridor. It is unknown how the building will relate to future commercial buildings on the adjacent strip of commercial land. This request conflicts with this policy.

Policy 3: There should be a landscaped street yard along the entire frontage of properties adjacent to Coors Boulevard (p. 90).

It is unknown if the required, approximately 35' wide landscape buffer along Coors Boulevard will be provided on the proposed strip of land adjacent to the street. The site development plan for subdivision does not contain any design standards. This request conflicts with this policy.

Policy 4: Landscape design and improvements should be complementary to the individual site and to the overall appearance of the corridor in accordance with the design regulations and guidelines (p. 92).

The revised landscape design is less complementary to the senior housing site because even though the total amount is comparable, the usability of the landscape areas has decreased with more linear space and fewer, more open areas that can be used for gatherings. This request partially furthers this policy.

Policy 5: Generally, off-street parking facilities should be located to the rear of sites. Street frontages should be devoted to building architecture and landscaping (p. 94).

The subject site's frontage on Coors Boulevard is now part of the strip of land proposed for commercial development. It is unknown if future parking will be located to the rear of this site because there is not currently a development proposal or design standards to guide such a proposal. The senior housing building's entrance is not oriented towards Coors and the building itself is pulled back, well away from the street. This request conflicts with this policy.

Policy 7: Separate pedestrian and vehicular access should be provided. Pedestrian access to structures shall not utilize driveways as walkways. Pedestrian connections between uses in commercial developments shall be emphasized (p. 96).

The senior housing site development plan shows a sidewalk adjacent to but separate from the driveway. The lack of a commercial development proposal on the strip adjacent to Coors Blvd. or specific design standards for future development creates uncertainty with respect to this policy. This request partially furthers this policy.

Policy 9: Site area lighting, including parking area lighting, should be carefully designed and located so as to minimize glare on any public right-of-way or any adjacent premises (p. 98).

The applicant is proposing lighting on the senior housing site in compliance with applicable regulations. The lack of a commercial development proposal on the strip adjacent to Coors Blvd. or specific design standards for future development creates uncertainty with respect to this policy. This request partially furthers this policy.

Policy 10: Architectural design should contribute to the enhancement of the overall visual environment of the Coors Corridor (p. 99).

The applicant is proposing appropriate architectural design, but the layout of the building on the senior housing site creates a visual wall from Coors Blvd. to the volcanoes and the escarpment. This request partially furthers this policy.

D. Signage

Policy 1: Signs should complement the appearance and function of the roadway and the corridor while protecting the unique views beyond the corridor (p. 112).

The proposed signage is minimal and is in compliance with all applicable regulations. The lack of a commercial development proposal on the strip adjacent to Coors Blvd. or specific design standards for future development creates uncertainty with respect to this policy. This request partially furthers this policy.

University of Albuquerque Sector Development Plan (Rank 3)

The University of Albuquerque Sector Development Plan is a map showing the University of Albuquerque (former Urban Center) subdivided into twelve separate parcels with various zoning and land uses. The Plan was adopted in August 1982, which included annexation and establishment of SU-3 zoning (AX-80-26, Z-80-122 & SD-80-3). The intent of the sector plan was to designate broad land use categories for the plan area with subsequent subarea planning to detail the uses and to ensure integration of those uses with each other and the surrounding area. Planning details for the subarea was delegated to the EPC.

The University of Albuquerque Sector Development Plan was recently amended (April 2007) by the EPC, and approved by the City Council (September 2007) in which tract X-1-A1, and the neighboring tracts X-1-A2, and X2A south of the subject site were designated as a Community Activity Center. The zoning was also changed on Parcels A and B (tracts X-1-A1, X-1-A2, and X-2A) from "SU-3 for Mixed Uses – A minimum of approximately 30 acres within Tracts A and B shall be developed as apartments (R-3) at 24-30 du/ac; the balance of the property is to be developed as (C-2) commercial or (O-1) office (approximately 19 acres); and church and related uses; residential uses (R-3) at 24-30 du/ac and/or joint use park and ride facility (ten acres of less)" to "SU-3 for Church and related uses for approximately 10 acres; a minimum of approximately 17 acres shall be developed for office (O-1), the balance of the property is to be developed as (C-2) commercial or (O-1) office (approximately 30 acres)." Essentially, 30 acres of multi-family housing within Tracts A and B were re-allocated to commercial uses. The primary justification for this change was that, at the time, area public schools were overburdened and could not handle the number of students that would have been brought into the system through development of these tracts as multi-family. Because this proposal will be tied to a site plan that will specify senior housing for the subject site, school overcrowding is not an issue.

ANALYSIS OF SITE DEVELOPMENT PLAN FOR SUBDIVISION

The applicant now proposes to subdivide Tract 3 into two parcels: Tract 3b, on the east as a strip along Coors Blvd., at 6.00 acres and proposed for commercial use; and Tract 3a, on the west as a strip along Quaker Heights Rd., at 7.24 acres and proposed for 131 units of senior housing. The site development plan for building permit is only for the senior housing on Tract 3a. No site development plan for building permit is requested for the proposed Tract 3b.

Vehicular and pedestrian access to the site is shown on the site plan for subdivision. Vehicular access for Tract 3a is more fully fleshed out than is access for Tract 3b. Shared access points to Tract 3a and Tract 3b are shown from Western Trail and Milne Road. The main entry for vehicles to the senior housing tract is shown to be from Quaker Heights.

No design standards are proposed for future commercial development on Tract 3b, which will have to return to the EPC for review and action.

Denial of the request is warranted because of the preponderance of applicable Goals, policies, intents and standards that the submittal conflicts with. Fortunately, this applicant has demonstrated the ability to create a layout and design that does further and comply with the desires of the community as expressed in City resolutions and ordinances.

Deferral is appropriate to allow the applicant to revise the site development plan for subdivision layout to eliminate the possibility for strip commercial development along Coors Boulevard and/or to create specific design standards for future commercial development that will ensure that strip commercial development will not occur and that pedestrian access and circulation for nearby neighborhoods and the senior housing use will be safe, convenient and promote pedestrianism.

ANALYSIS OF SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

Site Plan Layout / Configuration

The proposed building is three stories high. Most surrounding buildings are two stories. However, the proposed height meets all requirements of the Coors Corridor Plan and the Zoning Code. The architecture proposed has been modified from the applicant's standard design to be more southwestern in style. Mission and territorial style accents are proposed.

The building is composed of a central core and a long wing on either side. The shape of the building is mostly linear as it is confined to a strip of land parallel to Coors Blvd. and Quaker Heights Road. The front of the building is oriented towards the west, facing away from Coors Boulevard with its back towards the commercial development tract. The rear of the building is overall attractive, but faces the adjacent, commercial tract, creating a disconnect between the two sites. A dumpster enclosure is located at the back of the building near the loading area. Two parking areas are proposed. A larger parking area is located at the front of the building and two additional rows of parking are located on the backside of the building. These were once proposed to be covered parking spaces, presumably reserved for residents, but are not in the current submittal.

The building's proposed height meets all requirements of the R-3 zone and the Coors Corridor Plan. The maximum ridge line reaches a height of approximately 50'. This is located in the core section of the building. Each wing reaches a maximum height of approximately 42'. Setbacks and usable open space are provided as required in the R-3 zone. The applicant is proposing a density of 18 dwelling units per acre.

Walls/Fences

No walls or fences are proposed.

Vehicular Access, Circulation and Parking

Vehicular access points to the site are proposed from Milne Road, Western Trail, Quaker Heights Road and from the internal drive between Tracts 3b and 3a. Vehicular circulation appears to be adequate.

Parking calculations are based upon multi-family residential use, despite the fact that this development will cater to a very specific market that, according to the applicant, tends to own fewer cars than residents of a standard multi-family residential building. According to standard parking calculations for multi-family uses, 222 parking spaces are required less a 10% reduction for the site's location on a transit route. This leaves a total of 200 parking spaces required. 177 spaces are provided – a shortage of 23 spaces. The applicant has adequately justified this parking shortage based upon vehicle ownership statistics for similar facilities, the availability of a shuttle for resident use, and the number of services available on-site to residents. In addition, the parking shortage has helped to allay neighborhood concern about the building at some point being converted to regular multi-family housing. Due to the parking shortage, in addition to a zone change and a site plan amendment, significant physical changes would need to be made to the site in order to bring parking into compliance for a regular multi-family housing development. Because this site is zoned SU-3, the EPC does not have the discretion to approve parking short of what is required for multi-family housing; a variance from the ZHE will be necessary. Adequate handicap parking and motorcycle parking are provided.

Pedestrian and Bicycle Access and Circulation, Transit Access

There are existing sidewalks on Milne and Quaker Heights. A sidewalk is proposed along part of the Coors Blvd. frontage. No sidewalk is proposed along Western Trail at this time. The internal pedestrian network consists of both paved sidewalks and crusher fine walking trails. Both are provided around almost the entire perimeter of the proposed building, with some small sections connecting via the external sidewalk network. A drive aisle crossing is provided through the large parking area. Overall, internal pedestrian access is sufficient, although pedestrian connections to Tract 3b and an additional pedestrian connection from the building to the sidewalk adjacent to Quaker Heights Road are needed.

A bike trail exists on Coors and will be required on Western Trail. Bicycle access to the subject site will be via either the pedestrian network or the vehicular circulation network. Bicycle parking requirements for this development are based upon the calculation for residential uses, which is one space per two dwelling units. With 131 dwelling units, 66 bicycle parking spaces are required. Each proposed bike rack can accommodate 5 bicycles. 14 of these bicycle racks

will be required. 14 bicycle racks are provided throughout the site. Staff finds that the majority of the bike racks are well placed.

Transit is available on Coors Boulevard. There is currently a bus stop located adjacent to the proposed Tract 3b. A stop for the southbound bus is located at the northeast corner of Coors and Western Trail. Access to these bus stops will not be direct via the existing and proposed sidewalk network.

Lighting and Security

Pole-mounted and bollard-style lighting are proposed for the site. Pole-mounted lights are proposed to be full cutoff style fixtures. Notes provided on the site plan for subdivision and for building permit indicate that light poles will be a maximum of 25' high, with the exception that they will be limited to 16' high within 100' of residential zones. However, the light pole detail shows a maximum height of 16'. Staff recommends that all lighting be limited to 16' high as the detail drawing shows. Bollard-style lighting will be used in pedestrian areas and will be 42" high. Staff does not find that sufficient lighting is proposed in all areas with a need for increased lighting. Building-mounted lighting is not proposed, although staff recommends that building mounted lighting be provided at all building entrances and exits.

The applicant states that only one building door will be accessible to the general public, although residents will have access through all doors.

Landscaping

The landscaping requirement for this site is 15% of the net lot area. The applicant has provided 108,742 square feet of landscaping area, which is far more than required. The applicant has provided adequate groundcover without any high water use turf. One grass area is proposed – on the rear of site, east of the building. Two larger, more usable were previously proposed with the first iteration of this project. This grass is not proposed to be a high water use turf. No high water use plants are proposed.

The applicant's parking lot tree calculations show that 17 parking lot trees are required. Based upon 1 tree per 10 parking spaces, staff finds that 18 trees are required because 177 parking spaces are provided. Proposed street trees meet most requirements of the Street Tree Ordinance with the exception of placement. Street trees must be relocated to the strip between the sidewalk and the street. The proposal meets all special Zoning Code tree requirements for multi-family housing developments.

Staff has made recommendations regarding proposed tree species based upon suggestions from a landscape architect on staff. Due to water use, staff is recommending that some of the proposed Autumn Blaze Maple and Autumn Purple Ash trees be replaced with a lower water using canopy-type deciduous tree species, such as Purple Robe Locust.

Public Outdoor Space

Usable open space is required under the R-3 zone. Because the subject site is zoned SU-3 and no regulations are provided in the University of Albuquerque Sector Development Plan, R-3 regulations apply. The applicant has provided calculations for required usable open space areas.

One warm season grass area with wildflower mix are proposed. It can either be mowed and used as a turf area or left as a short meadow, according to a site plan note. Two such areas were previously proposed.

Grading, Drainage, Utility Plans

A Preliminary Grading and Drainage Plan and a Master Utility Plan were submitted and reviewed by the appropriate agencies. The subject site is relatively flat with some depressions. There is an existing overhead electrical line along the south side of the site, which the applicant is proposing to remove. There is an overhead distribution line along the east edge of the property. The utility plan does not indicate that this line will be removed.

Architecture

The proposed multi-family senior housing building is a three-story stucco structure with a pitched shingled red roof. The building has a footprint of 65,987 square feet. The architecture contains some mission and territorial accents. The building consists of a central core with two wings. Because this is a residential use, there are no Zoning Code architectural standards to meet. However, the building is well articulated and may be an attractive addition to the area.

Some neighbors expressed concern about the building's height. The highest roof ridgeline reaches 50' high with two chimneys extended slightly higher. This height is located in the core section of the building. The maximum height on either wing is approximately 42' high. Maximum building height for this site is regulated by the R-3 zone because the University of Albuquerque Sector Development Plan does not contain any design regulations. The R-3 zone allows a height of up to 26'. Height over 26' is allowed where the building falls within 45 degree angle planes drawn from the internal boundary of the premises and each adjacent public right-of-way centerline. Structures of 26' may not exceed the northern boundary of these 45-degree angle planes, but may be sited in any other direction within planes drawn at a 60-degree angle from the same boundaries or centerline. In addition, apartment structures may not exceed 26' within 85' of a lot specifically zoned for houses. Originally there was some neighborhood concern regarding the height of the proposed structure. However, the proposal complies with all applicable height regulations, and Coors Corridor Plan view preservation regulations do not apply in Segment 2 of the plan where the subject site is located.

Signage

No building-mounted signage is proposed. One monument sign is proposed adjacent to Milne Road. The sign structure consists of two brick pillars on either side of the sign face and a brick base. The sign face is made of cast stone with cast-in-place recessed lettering and is proposed to be uplit, which should be changed to downlighting to avoid light pollution. The sign face is 25 square feet, and the sign structure reaches a height of 4'6", which is in compliance with all applicable regulations.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

Albuquerque Public Schools comments that West Mesa High School is over capacity, and Chaparral Elementary School is nearing capacity. John Adams Middle School has excess capacity. Despite the fact that senior housing is proposed that will not impact schools, the developer will be required to pay school impact fees for each unit constructed.

No other adverse comments have been received.

NEIGHBORHOOD/PUBLIC CONCERNS

The Las Luz del Sol Neighborhood Association, the La Luz Landowners Association, the Quaker Heights Neighborhood Association, the Encantado Homeowners Association, and the Taylor Ranch Neighborhood Association were notified of this request. The neighborhood associations expressed support of the original April 2008 proposal, with its more village or plaza like layout. Since then, the applicant has revised the layout and design.

The latest facilitated meeting was held on 3 July 2008 and elicited deep concern from neighborhood representatives that the new layout was not desirable. Neighbors want a village appeal to the project rather than a strip mall appearance. Walkability within the development and surrounding neighborhoods is of paramount importance to neighbors.

A letter from the Taylor Ranch neighborhood association requests deferral of the request because of concerns about the changes layout of the overall site, including the strip of commercial land along Coors Blvd. and the senior housing site.

CONCLUSIONS

The original submittal from April 2008 was supported by the Planning Department and affected neighborhood associations. The revised submittal proposes to create two strips of land, both parallel to Coors Blvd. and Quaker Heights Road. The site development plan for subdivision does not include design standards to guide future development and ensure that strip commercial development does not occur along Coors Blvd.

The submittal conflicts with or only partially furthers a preponderance of applicable goals, policies, intents and standards from the Comprehensive Plan, West Side Strategic Plan and the Coors Corridor Sector Development Plan.

Deferral is warranted to allow the applicant time to revise the site development plan for subdivision layout to eliminate the possibility for strip commercial development along Coors Boulevard and/or to create specific design standards for future commercial development that will ensure that strip commercial development will not occur and that pedestrian access and circulation for nearby neighborhoods and the senior housing use will be safe, convenient and promote pedestrianism.

FINDINGS - 08EPC 40030, 17 July 2008 – Site Development Plan for Subdivision

1. This is a request for a site development plan for subdivision for Tract 3, Coors Village, which is a part of Parcel V of the University of Albuquerque Sector Development Plan. At the March 2008 EPC hearing, the EPC voted to recommend approval to the City Council of a request for a re-allocation of land use from commercial to multi-family for senior housing and related incidental uses for the subject site. This resulted in 6.0 acres of land being available for commercial use and 7.7 acres of land for senior housing.
2. The applicant is proposing to subdivide the approximately 13.5-acre subject site into two parcels. The eastern parcel, Tract 3b, is proposed for commercial uses and is 6.00 acres in size. The western parcel, Tract 3a, is proposed for multi-family senior housing and is 7.24 acres in size. No design standards are proposed. Future site development plans for building permit will be required to obtain EPC approval.
3. The applicant has submitted a concurrent request for a site development plan for building permit for the senior housing portion of the subject site.
4. The subject site is located in the Established Urban Area within the boundaries of the West Side Strategic Plan, the Coors Corridor Plan, and the University of Albuquerque Sector Development Plan. The subject site is also part of the Coors/Western Trail Neighborhood Center as designated by the West Side Strategic Plan. Coors Boulevard is a designated Enhanced Transit Corridor.
5. The July 2008 facilitated meeting report shows that the neighbors want a village appeal to the project rather than a strip mall appearance. Walkability within the development and between the development and surrounding neighborhoods is of paramount importance to neighbors.
6. The submittal conflicts with or only partially furthers a preponderance of applicable goals, policies, intents and standards from the Comprehensive Plan, West Side Strategic Plan and the Coors Corridor Sector Development Plan as follows.
7. This request only partially furthers the following Comprehensive Plan goals and policies:
 - a. It is unknown if the location and intensity of the proposed land use will respect existing neighborhood values, natural environmental conditions, and social, cultural, and recreational concerns. The revised layout creates two adjacent strips that parallel Coors Blvd. and Quaker Heights Road. The submittal does not include any design standards for future commercial development. (II.B.5.d).

- b. The subject site is currently vacant and is contiguous to existing urban facilities and services. It is unknown if the integrity of existing neighborhoods can be ensured because the proposed site development plans create two adjacent strips that parallel Coors Blvd. and that could result in undesirable strip commercial development. The submittal does not include any design standards for future commercial development. There are no assurances that strip commercial development can be avoided on the strip of land along Coors Blvd. (II.B.5.e).
- c. The subject site is located convenient to existing residential areas, but the possibility for strip commercial development along Coors Blvd. may hamper accessibility for pedestrians from the existing residential areas. Because many seniors who choose to live in this type of facility do not drive, adverse effects of pollution and traffic may be minimized, but the potential for safe and convenient access to future commercial uses is unknown. The potential for a strip commercial development on the parcel adjacent to Coors Blvd. with parking in front and its back to the senior housing development may create the potential for adverse effects of traffic on the residential environment. (II.B.5.i).
- d. The possibility for strip commercial development on the tract along Coors Blvd. creates uncertainty in how interaction with the adjacent senior housing and nearby residential neighborhoods can be accomplished without precluding a village or plaza environment that is more inviting for pedestrians than automobiles. (Activity Centers goal).
- e. This proposal should not have a negative impact on air quality, thereby safeguarding public health, but an auto dependant, strip commercial development along Coors Blvd. may negate any benefits that may occur with the mix of uses on the overall site. (Air Quality goal).
- f. This proposal will locate residential uses in a Neighborhood Activity Center close to future commercial developments, thereby reducing automobile travel's adverse effects on air quality, but an auto dependant, strip commercial development along Coors Blvd. may negate any benefits that may occur with the mix of uses on the overall site. (II.C.1.b).
- g. This proposal, at 17 dwelling units per acre, falls into the desired range of density of 7 – 30 du/ac. Pedestrian connections from the senior housing use and Coors Blvd. are not direct or maximized. It is not known if future development along Coors Blvd. will provide an entrance from the street, with minimum setback or if parking is proposed to be separated from the street by a building or to the side of the building. (II.D.4.a).
- h. The proposed uses may contribute to the economic diversity of the West Side, but additional strip commercial development along Coors Blvd. is not desired. The senior housing use fulfills important social and cultural goals (Econ. Dev. Goal).

- i. The possibility of strip commercial development along Coors Blvd. may increase the need to travel if pedestrian access to the site is hampered by a typical, auto dominated, strip mall. (II.D.6.g).

8. This request conflicts with the following Comprehensive Plan policy: It is unknown how interrelated the activities on the two proposed tracts will be in order to promote pedestrian access and circulation. Neighborhood Centers are supposed to be the least auto dependant, but strip commercial development, which could occur on the parcel along Coors Blvd., is typically very auto dependant. The proposed subdivision action will result in parcels that are walkable in the east-west axis. But, the strip configuration along Coors Blvd. stretches almost ¼-mile, north-south from Western Trail to Milne Road. The recommended building height is 1-2 story; the applicant is proposing a three-story building that will be a visual wall that parallels Coors Blvd. (II.B.7.a)

9. This request only partially furthers the following goals, objectives, and policies of the West Side Strategic Plan:
 - a. The proposed commercial uses and senior housing will allow West Side residents an opportunity to live, work, shop, play, and learn together. The proposed site plan could protect the quality of life for residents if it complies with all applicable regulations, including the prohibition of strip commercial development. (Goal 10).
 - b. Multi-family housing and commercial uses within an activity center are long-term sustainable land uses for the West Side, but strip commercial development that does not relate to adjacent residential will detract from sustainability. (Goal 12).
 - c. The possibility for strip commercial development along Coors Blvd. on the adjacent tract could result in a decreased quality of life if pedestrian/vehicular conflicts are not minimized through design standards and site development plan review. (Objective 4).
 - d. The applicant has stated that a transit stop will be provided adjacent to the commercial tract, but not elaborated on how the residential parcel, now removed from Coors Blvd., will access transit services. (Policy 1.16).
 - e. The proposed commercial tract along Coors Blvd. is not desirable given the existing supply of retail space along Coors and the possibility for strip commercial development. (Coors/Western Trail Neighborhood Center).

10. This request conflicts with the following goals, objectives, and policies of the West Side Strategic Plan:

- a. The proposed strip of land along Coors is proposed for commercial development and could result in strip commercial development that is prohibited by WSSP Policy 1.3.
- b. The site development plan for subdivision contains no design standards that will ensure pedestrian access between buildings (commercial or residential). Parking lot standards are also not provided. (Policy 1.5)

11. This request partially furthers the following policies of the Coors Corridor Plan:

- a. This request complies with some, but not all applicable policies of higher ranking plans. (Issue 3, Policy 1).
- b. This proposal is compatible with the roadway function of Coors Boulevard, with the proposed zoning, with environmental concerns, and with some applicable design guidelines, but directly conflicts with key policies of the Comprehensive Plan and the West Side Strategic Plan (Issue 3, Policy 5).
- c. The senior housing site development plan shows a sidewalk adjacent to but separate from the driveway. The lack of a commercial development proposal on the strip adjacent to Coors Blvd. or specific design standards for future development creates uncertainty with respect to this policy. (Issue 4B, Policy 7).

12. This request conflicts with the following policies of the Coors Corridor Plan:

- a. The proposed high-density residential building bears good relationships to both Quaker Heights and Milne Roads, but lacks a relationship to Coors Blvd. an enhanced transit corridor. It is unknown how the building will relate to future commercial buildings on the adjacent strip of commercial land. (Issue 4B, Policy 2)
- b. It is unknown if the required, approximately 35' wide landscape buffer along Coors Boulevard will be provided on the proposed strip of land adjacent to the street. The site development plan for subdivision does not contain any design standards. (Issue 4B, Policy 3)
- c. The subject site's frontage on Coors Boulevard is now part of the strip of land proposed for commercial development. It is unknown if future parking will be located to the rear of this site because there is not currently a development proposal or design standards to guide such a proposal. The senior housing building's entrance is not oriented towards Coors and the building itself is pulled back, well away from the street. (Issue 4B, Policy 5)

13. The Taylor Ranch Neighborhood Association is concerned with the recent changes in the submittal and requests deferral of the case.

-
14. Deferral of the request is warranted to allow the applicant to revise the site development plan for subdivision layout to eliminate the possibility for strip commercial development along Coors Boulevard and/or to create specific design standards for future commercial development that will ensure that strip commercial development will not occur and that pedestrian access and circulation for nearby neighborhoods and the senior housing use will be safe, convenient and promote pedestrianism.

RECOMMENDATION – 08EPC 40030, 17 July 2008

DEFERRAL of 08EPC 40030, a request for a site development plan for subdivision for Tract 3, Coors Village, for Sixty days to 18 September 2008, based on the preceding Findings.

FINDINGS - 08EPC 40030, 17 July 2008 – Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit for proposed Tract 3a, Coors Village, which is a part of Parcel V of the University of Albuquerque Sector Development Plan. At the March 2008 EPC hearing, the EPC voted to recommend approval to the City Council of a request for a re-allocation of land use from commercial to multi-family for senior housing and related incidental uses for the subject site. This resulted in 6.0 acres of land being available for commercial use and 7.7 acres of land for senior housing. The applicant is proposing to construct multi-family senior housing on the 7.45-acre southern portion of the subject site.
2. The applicant has submitted a concurrent request for a site development plan for subdivision for the overall subject site with the purpose of subdividing the approximately 13.5-acre subject site into two parcels. The eastern parcel, Tract 3b, is proposed for commercial uses and is 6.00 acres in size. The western parcel, Tract 3a, is proposed for multi-family senior housing and is 7.24 acres in size. No design standards are proposed.
3. The subject site is located in the Established Urban Area within the boundaries of the West Side Strategic Plan, the Coors Corridor Plan, and the University of Albuquerque Sector Development Plan. The subject site is also part of the Coors/Western Trail Neighborhood Center as designated by the West Side Strategic Plan. Coors Boulevard is a designated Enhanced Transit Corridor.
4. The July 2008 facilitated meeting report shows that the neighbors want a village appeal to the project rather than a strip mall appearance. Walkability within the development and between the development and surrounding neighborhoods is of paramount importance to neighbors.

-
5. The submittal conflicts with or only partially furthers a preponderance of applicable goals, policies, intents and standards from the Comprehensive Plan, West Side Strategic Plan and the Coors Corridor Sector Development Plan as follows.

 6. This request only partially furthers the following Comprehensive Plan goals and policies:
 - a. The subject site is located convenient to existing residential areas, but the possibility for strip commercial development along Coors Blvd. may hamper accessibility for pedestrians from the existing residential areas. Because many seniors who choose to live in this type of facility do not drive, adverse effects of pollution and traffic may be minimized, but the potential for safe and convenient access to future commercial uses is unknown. The potential for a strip commercial development on the parcel adjacent to Coors Blvd. with parking in front and its back to the senior housing development may create the potential for adverse effects of traffic on the residential environment. (II.B.5.i).
 - b. The possibility for strip commercial development on the tract along Coors Blvd. creates uncertainty in how interaction with the adjacent senior housing and nearby residential neighborhoods can be accomplished without precluding a village or plaza environment that is more inviting for pedestrians than automobiles. (Activity Centers goal).
 - c. This proposal should not have a negative impact on air quality, thereby safeguarding public health, but an auto dependant, strip commercial development along Coors Blvd. may negate any benefits that may occur with the mix of uses on the overall site. (Air Quality goal).
 - d. This proposal will locate residential uses in a Neighborhood Activity Center close to future commercial developments, thereby reducing automobile travel's adverse effects on air quality, but an auto dependant, strip commercial development along Coors Blvd. may negate any benefits that may occur with the mix of uses on the overall site. (II.C.1.b).
 - e. This proposal, at 17 dwelling units per acre, falls into the desired range of density of 7 – 30 du/ac. Pedestrian connections from the senior housing use and Coors Blvd. are not direct or maximized. It is not known if future development along Coors Blvd. will provide an entrance from the street, with minimum setback or if parking is proposed to be separated from the street by a building or to the side of the building. (II.D.4.a).

 7. This request conflicts with the following Comprehensive Plan policy: It is unknown how interrelated the activities on the two proposed tracts will be in order to promote pedestrian access and circulation. Neighborhood Centers are supposed to be the least auto dependant, but strip commercial development, which could occur on the parcel along Coors Blvd., is typically very auto dependant. The proposed subdivision action will result in parcels that are walkable in the east-west axis. But, the strip configuration along Coors Blvd. stretches almost ¼-mile, north-

south from Western Trail to Milne Road. The recommended building height is 1-2 story; the applicant is proposing a three-story building that will be a visual wall that parallels Coors Blvd. (II.B.7.a)

15. This request only partially furthers the following goals, objectives, and policies of the West Side Strategic Plan:

- a. The proposed commercial uses and senior housing will allow West Side residents an opportunity to live, work, shop, play, and learn together. The proposed site plan could protect the quality of life for residents if it complies with all applicable regulations, including the prohibition of strip commercial development. (Goal 10).
- b. Multi-family housing and commercial uses within an activity center are long-term sustainable land uses for the West Side, but strip commercial development that does not relate to adjacent residential will detract from sustainability. (Goal 12).
- c. The possibility for strip commercial development along Coors Blvd. on the adjacent tract could result in a decreased quality of life if pedestrian/vehicular conflicts are not minimized through design standards and site development plan review. (Objective 4).
- d. The applicant has stated that a transit stop will be provided adjacent to the commercial tract, but not elaborated on how the residential parcel, now removed from Coors Blvd., will access transit services. (Policy 1.16).
- e. The proposed commercial tract along Coors Blvd. is not desirable given the existing supply of retail space along Coors and the possibility for strip commercial development. (Coors/Western Trail Neighborhood Center).

16. This request conflicts with the following goals, objectives, and policies of the West Side Strategic Plan:

- a. The proposed strip of land along Coors is proposed for commercial development and could result in strip commercial development that is prohibited by WSSP Policy 1.3.
- b. The site development plan for subdivision contains no design standards that will ensure pedestrian access between buildings (commercial or residential). Parking lot standards are also not provided. (Policy 1.5)

17. This request partially furthers the following policies of the Coors Corridor Plan:

- a. This request complies with some, but not all applicable policies of higher ranking plans. (Issue 3, Policy 1).

- b. This proposal is compatible with the roadway function of Coors Boulevard, with the proposed zoning, with environmental concerns, and with some applicable design guidelines, but directly conflicts with key policies of the Comprehensive Plan and the West Side Strategic Plan (Issue 3, Policy 5).
 - c. The senior housing site development plan shows a sidewalk adjacent to but separate from the driveway. The lack of a commercial development proposal on the strip adjacent to Coors Blvd. or specific design standards for future development creates uncertainty with respect to this policy. (Issue 4B, Policy 7).
18. This request conflicts with the following policies of the Coors Corridor Plan:
- a. The proposed high-density residential building bears good relationships to both Quaker Heights and Milne Roads, but lacks a relationship to Coors Blvd. an enhanced transit corridor. It is unknown how the building will relate to future commercial buildings on the adjacent strip of commercial land. (Issue 4B, Policy 2)
 - b. It is unknown if the required, approximately 35' wide landscape buffer along Coors Boulevard will be provided on the proposed strip of land adjacent to the street. The site development plan for subdivision does not contain any design standards. (Issue 4B, Policy 3)
 - c. The subject site's frontage on Coors Boulevard is now part of the strip of land proposed for commercial development. It is unknown if future parking will be located to the rear of this site because there is not currently a development proposal or design standards to guide such a proposal. The senior housing building's entrance is not oriented towards Coors and the building itself is pulled back, well away from the street. (Issue 4B, Policy 5)
19. The Taylor Ranch Neighborhood Association is concerned with the recent changes in the submittal and requests deferral of the case.
20. The accompanying and controlling site development plan is not supportable at this time.
21. Deferral of the request is warranted to allow the applicant to revise the site development plan for subdivision layout to eliminate the possibility for strip commercial development along Coors Boulevard and/or to create specific design standards for future commercial development that will ensure that strip commercial development will not occur and that pedestrian access and circulation for nearby neighborhoods and the senior housing use will be safe, convenient and promote pedestrianism.

DEFERRAL of 08EPC 40019, a request for a site development plan for building permit for Tract 3, Coors Village, for Sixty Days to 18 September 2008 based on the preceding Findings and subject to the following Conditions of Approval.

Russell Brito
Division Manager

cc: Uninvest/Coors Rd.LLC, 4800 N. Scottsdale Rd., Suite 1400, Albuquerque, NM 85251
Tierra West LLC, 5571 Midway Park Pl. NE, Albuquerque, NM 87109
Suzanne Fetsco, La Luz del Sol NA, 23 Wind NW, Albuquerque, NM 87120
Rhona Rosenberg, La Luz del Sol NA, 42 Mill NW, Albuquerque, NM 87120
Patrick Gallagher, La Luz Landowners Assoc., 2520 Jefferson NE, Ste E, Albuquerque, NM 87110
Rae Perls, La Luz Landowners Assoc., 15 Tennis Ct. NW, Albuquerque, NM 87120
Matthew Baca, Quaker Heights NA, 5125 Northern Trail NW, Albuquerque, NM 87120
W. Leon Cooley, Quaker Heights NA, 5008 Northern Trail NW, Albuquerque, NM 87120
Colin Semper, Encantado HOA, 5809 Mesa Sombra Pl. NW, Albuquerque, NM 87120
Blane Wilson, Encantado HOA, 5928 Mesa Sombra Pl. NW, Albuquerque, NM 87120
Jolene Wolfley, Taylor Ranch NA, 6804 Stag Horn Dr. NW, Albuquerque, NM 87120
Rene Horvath, Taylor Ranch NA, 5515 Palomino Dr. NW, Albuquerque, NM 87120

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Office of Neighborhood Coordination

La Luz Landowners Assoc. (R), La Luz Del Sol NA (R), Quaker Heights NA (R), Taylor Ranch NA (R), Rancho Encantado HOA

3/18/08 – Recommended for facilitation – siw

Advanced Planning

CITY ENGINEER

Transportation Development (City Engineer/Planning Department):

- All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
- Site drives to be 30' in width with 25' curb return radii.
- Ensure 6' clear distance on sidewalks adjacent to parking.
- Provide cross access agreements.
- Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- The Hydrology Section has no objection to the site plan. An approved conceptual drainage plan will be required prior to DRB signoff.
- A concurrent platting action will be required at DRB.

Transportation Planning (Department of Municipal Development):

Findings

- Coors Boulevard is a limited access, principal arterial with a minimum right-of-way of 156 feet as designated on Long Range Roadway System map.

-
- Coors Boulevard currently contains on-street bicycle lanes as designated on the Long Range Bikeway System map.
 - The ultimate cross-section for Coors Boulevard adjacent to the proposed site includes 4 southbound travel lanes consistent with the Coors Corridor Plan.
 - Western Trail is a minor arterial with a minimum right-of-way width of 86 feet as designated on Long Range Roadway System map.
 - Western Trail is proposed to contain on-street bicycle lanes as designated on the Long Range Bikeway System map.
 - The City Engineer may require up to six (6) additional feet of right-of-way on Western Trail to accommodate the designated bicycle lane.

Conditions

- Dedication of a minimum 78 feet of right-of-way from the centerline of Coors Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
- Modifications to Coors Boulevard will not adversely impact the existing bicycle lane along Coors Boulevard adjacent to the subject property, as designated on Long Range Bikeways System map.
- Dedication of additional rights-of-way, as necessary, and construction of the fourth southbound travel lane on Coors Boulevard adjacent to the subject property consistent with the Coors Corridor Plan.
- Dedication of a minimum 43 feet of right-of-way from the centerline of Western Trail a minor arterial as designated on the Long Range Roadway System map.
- Dedication of an additional 6 feet of right-of-way along Western Trail as required by the City Engineer to provide for on-street bicycle lanes.
- Construction of the bicycle lane along Western Trail 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 Site Development Plan for Subdivision and Site Development Plan for Building Permit shall include:

-
- a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
 - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
 - c. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
 - d. Site drives to be 30' in width with 25' curb return radii.
 - e. Ensure 6' clear distance on sidewalks adjacent to parking.
 - f. Provide cross access agreements.
 - g. Site plan shall comply and be designed per DPM Standards.
 - h. A concurrent platting action will be required at DRB.
 - i. Dedication of a minimum 78 feet of right-of-way from the centerline of Coors Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
 - j. Modifications to Coors Boulevard will not adversely impact the existing bicycle lane along Coors Boulevard adjacent to the subject property, as designated on Long Range Bikeways System map.
 - k. Dedication of additional rights-of-way, as necessary, and construction of the fourth southbound travel lane on Coors Boulevard adjacent to the subject property consistent with the Coors Corridor Plan.
 - l. Dedication of a minimum 43 feet of right-of-way from the centerline of Western Trail a minor arterial as designated on the Long Range Roadway System map.
 - m. Dedication of an additional 6 feet of right-of-way along Western Trail as required by the City Engineer to provide for on-street bicycle lanes.
 - n. Construction of the bicycle lane along Western Trail adjacent to the subject property, as designated on Long Range Bikeways System map.

New comments for 7/17/08

Transportation Development (City Engineer/Planning Department):

- All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.

-
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
 - The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
 - Reduce site drive entrances at front of building to 30'.
 - Reduce 32' wide site drive, between north side of building and Western Trail, to 30'.
 - Reduce width of private shared access easement, between Tracts 3A and 3B, to 30'. Site drives at Milne Road and Western Trail to be 36' maximum.
 - Where drives are to be constructed on opposite sides of the street, unless they are offset 50' or more, the centerlines need to be within 15' of each other – includes private shared access easement.
 - Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

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

Transportation Planning (Department of Municipal Development):

Findings

- Coors Boulevard is a limited access, principal arterial with a *minimum* right-of-way of 156 feet as designated on Long Range Roadway System map.
- Coors Boulevard currently contains on-street bicycle lanes as designated on the Long Range Bikeway System map.
- The ultimate cross-section for Coors Boulevard adjacent to the proposed site includes 4 southbound travel lanes consistent with the Coors Corridor Plan.
- Western Trail is a minor arterial with a *minimum* right-of-way width of 86 feet as designated on Long Range Roadway System map.
- Western Trail is proposed to contain on-street bicycle lanes as designated on the Long Range Bikeway System map.
- The City Engineer may require up to six (6) additional feet of right-of-way on Western Trail to accommodate the designated bicycle lane.

Conditions

- Dedication of a *minimum* 78 feet of right-of-way from the centerline of Coors Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
- Modifications to Coors Boulevard, as a result of the proposed development, shall not result in the removal or adversely impact the existing on-street bicycle lane along Coors Boulevard adjacent to the subject property, as designated on Long Range Bikeways System map.
- Dedication of additional rights-of-way, as necessary, and construction of the fourth south-bound travel lane on Coors Boulevard adjacent to the subject property consistent with the Coors Corridor Plan.

-
- Dedication of a *minimum* 43 feet of right-of-way from the centerline of Western Trail a minor arterial as designated on the Long Range Roadway System map.
 - Dedication of an additional 6 feet of right-of-way along Western Trail as required by the City Engineer to provide for on-street bicycle lanes.
 - Construction of the on-street bicycle lane along Western Trail 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 Site Development Plan for Subdivision and Site Development Plan for Building Permit shall include:

- a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
- b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- c. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- d. Reduce site drive entrances at front of building to 30'.
- e. Reduce 32' wide site drive, between north side of building and Western Trail, to 30'.
- f. Reduce width of private shared access easement, between Tracts 3A and 3B, to 30'. Site drives at Milne Road and Western Trail to be 36' maximum.
- g. Where drives are to be constructed on opposite sides of the street, unless they are offset 50' or more, the centerlines need to be within 15' of each other – includes private shared access easement.
- h. Site plan shall comply and be designed per DPM Standards.
- i. A concurrent platting action is required at DRB.

- j. Dedication of a *minimum* 78 feet of right-of-way from the centerline of Coors Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
- k. Modifications to Coors Boulevard, as a result of the proposed development, shall not result in the removal or adversely impact the existing on-street bicycle lane along Coors Boulevard adjacent to the subject property, as designated on Long Range Bikeways System map.
- l. Dedication of additional rights-of-way, as necessary, and construction of the fourth south-bound travel lane on Coors Boulevard adjacent to the subject property consistent with the Coors Corridor Plan.
- m. Dedication of a *minimum* 43 feet of right-of-way from the centerline of Western Trail a minor arterial as designated on the Long Range Roadway System map.
- n. Dedication of an additional 6 feet of right-of-way along Western Trail as required by the City Engineer to provide for on-street bicycle lanes.
- o. Construction of the on-street bicycle lane along Western Trail 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

Open Space Division

Open Space has no adverse comments

City Forester

NEW COMMENTS FOR 7/17/08

- Lots of plant diversity is good
- I see water harvesting details but could not find location on site – Does holding capacity need to be noted? Roof water is cleaner and overflow is noted... that's good
- 'Green Giant' could potentially be over 40' tall – It is a tree not a shrub

POLICE DEPARTMENT/Planning

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Disapproved, requires 24 - 30 yard roll off compactor for entire complex, call for details, 761-8142.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Coors Village, Tract 3, is located on Coors Blvd NW between Western Trails NW and Miline Rd NW. The owner of the above property requests approval of a Site Development Plan for Subdivision and Site Development Plan for Building Permit for a development that will consist of a Senior Independent Living Facility. Although this development is intended for a Senior Independent Living Facility, it will be assessed the School Facility Fee. The fees collected from this development will benefit the following schools; Chaparral Elementary School, John Adams Middle School, and West Mesa High School. Chaparral Elementary School and West Mesa High School are exceeding capacity, John Adams Middle School has excess capacity.

Loc No	School	2007-08 40th Day	2007-08 Capacity	Space Available
234	Chaparral	786	788	2
405	John Adams	860	1,154	294
570	West Mesa	2,749	2,632	-117

Atrisco Heritage Academy High School will open with a 9th grade academy in 2008, while the remainder of the school will open in 2009. Atrisco Heritage Academy High School will relieve overcrowding at West Mesa High School.

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

There is an overhead distribution line on the East side of the property. There is also an overhead extension into the south portion of the property. Any changes or realignment of the existing OH distribution lines will be at the customer's expense.