



**Environmental
Planning
Commission**

*Agenda Number: 8
Project Number: 1007320
Case #: 08EPC 40071
July 17, 2008*

Staff Report

Agent	Denish + Kline Associates
Applicant	Lowe’s Home Improvement
Request	Site Development Plan for Building Permit
Legal Description	Tract 2A-5A1-A1, Horne Development Addition
Location	On Hotel Circle NE, between Eubank and Lomas Blvds. (11,150 Lomas Blvd. NE)
Size	Approximately 9 acres
Existing Zoning	SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone
Proposed Zoning	Same

Staff Recommendation

DEFERRAL of 08EPC 40071, based on the findings beginning on Page 20.

Staff Planner

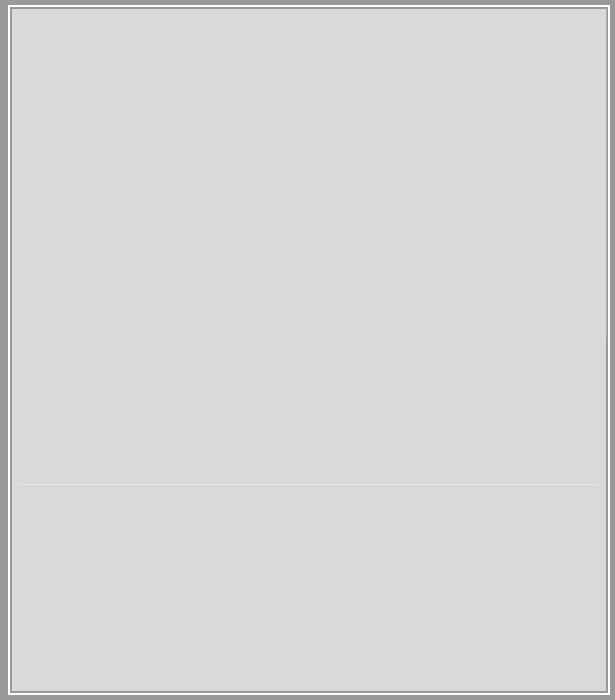
Catalina Lehner-AICP, Senior Planner

Summary of Analysis

This request is for a site development plan for building permit for a large retail facility (LRF) on an already developed site. The proposed approx. 138,000 sf home improvement center would replace approx. 100,000 sf of existing retail space. Certain site elements will be re-used and certain site improvements are proposed.

The Comprehensive Plan applies. The Large Retail Facilities (LRF, or “big box”) Ordinance also applies (O-06-53). Staff finds that the request furthers applicable Goals and policies in the Comprehensive Plan. However, there are significant instances of non-compliance with the LRF Ordinance, particularly: 5. Site Design-screening/truck bays, pedestrian walkways, pedestrian plaza, and 6. Main Structure Design, articulation and materials.

A pre-facilitated meeting was held as required by the LRF ordinance. There is no known neighborhood or other opposition. Staff recommends deferral to allow time to improve compliance with the LRF regulations.



City Departments and other interested agencies reviewed this application from 06/09/’08 to 06/20/’08. Agency comments were used in the preparation of this report and begin on Page #23.

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-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone	Established Urban	Parking lot, large retail facility for sporting gear and various smaller retail facilities
North	SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone	Established Urban	Parking lot, large discount retail facility
South	SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone	Established Urban	Parking lot, large specialty retail facilities, 1 for electronic goods and 1 for children’s goods
East	SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone, R-T	Established Urban	Educational institute, hotel, townhomes
West	SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone	Established Urban	Retail office supply store, hotel

Request & Context

This request is for a site development plan for building permit for Tract 2A-5A1-A1, Horne Development Addition, approximately 9 acres (the “subject site”). Located south of Lomas Blvd. and approximately in the center of the area known as Hotel Circle, the subject site is zoned “SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone.” The proposed retail use is permissive in the C-2 zone.

The applicant proposes to develop a large retail facility (LRF) for a home improvement center on an already developed site, which is shaped somewhat like the letter V. The existing uses, a LRF for a sporting goods store and various smaller commercial uses, amount to approximately 100,000 square feet (sf) of building area that would be replaced. The proposed LRF would consist of approx. 138,000 sf, which includes an approx. 27,000 sf garden center on the southern end. The main building would be approx. 111,000 sf. A new reconfigured parking lot area, new landscaping and other site improvements are also proposed.

The difference between existing and proposed building area is approx. 38,000 sf, which amounts to an increase in square footage of 38%. This request could not be processed administratively pursuant to the Subsection 14(D)(1)(b) of the LRF ordinance (O-06-53), which states that building expansion of 10-50% of existing footage of an existing LRF shall be subject to compliance with the LRF design regulations.

The subject site lies approximately in the center of a cluster of commercial and hotel uses often referred to as the "Hotel Circle" area. To the north is a large discount retail facility and its parking lot. To the south, across Hotel Circle St., are two large specialty retail facilities, one for electronics goods and the other for children's goods. Immediately to the west is a retail office supply store. Further west is a hotel. East of the subject site, across Hotel Circle St., is an educational institute, a hotel and townhomes to the northeast.

The subject site is located in the Los Altos/Market Center Community activity center. This designated activity center includes the land south of Lomas Blvd., roughly between Eubank Blvd. and Hotel Circle St., though it extends north of Lomas in a couple of small areas. Lomas Blvd. is not designated as an Enhanced Transit corridor in this location; the designation ends at Wyoming Blvd. There is no applicable sector plan for the area

History & Background

The subject site is part of a larger development area known in recent years as Market Center East, located approximately south of Lomas Blvd., east of Eubank Blvd., north of Interstate 40 and west of Tomasita St. and Hotel Circle.

Prior to the 1960s, there is little historical information directly relevant to the larger development area or the subject site. This land was owned by the University of New Mexico and was intended to develop as a hospital complex. In the Fall of 1966, the City Planning Commission (CPC) recommended that an approval recommendation be forwarded to the City Council regarding a proposed zone change from C-2, O-1 and R-2 to SU-1 for a Planned Development (Z-1661, S-1497, V-571, see attachment). The City Council approved the zone change via Resolution No. 2726 (see attachment). The hospital complex use was removed.

The associated "Master Plan for the Horne Development" envisioned the larger area as a convention center and motel complex, with a ring of motels around the periphery and a convention center (quite small by today's standards), some shops and parking in the middle, a service station at the northwest corner and small medical offices at the northeast corner. Planning Staff recommended approval, but noted that "it is unfortunate for the community as a whole that a convention center has not been located in the downtown area instead" and that apartments would be a more appropriate use than the small medical offices (see attachment).

The "Master Plan for the Horne Development" never came to fruition. Records indicate issues regarding infrastructure provision, and that the applicant was advised that the plan's approval period was approaching expiration. In September 1969, there was a proposal for two 14-story apartment towers just west of Tomasita St. (Z-1661). The CPC approved the proposal, though there was a great deal of

neighborhood opposition. The towers, however, were never built. Apparently, there was little development activity for the next 16 years.

In November 1985, a proposal came forward for the “Market Center East” site development plan for a portion of the area covered by the long-expired 1966 plan (Z-1661). Though retail buildings were proposed, the emphasis seemed to be on grading and drainage and utilities, so apparently infrastructure remained a significant issue. (Note: File number Z-1661 contains several records, including the original 1966 approval and several more recent approvals.)

In March 1992, an amendment to the site development plan was approved to allow a restaurant and two large retail buildings (Z-1661-4). Then in February 1995, a site plan for the formerly existing craft store was approved (Z-1661-3). Records indicate that the large retail building north of the subject site, and the office supply store, already existed at that time.

Zoning

The subject site is zoned “SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone”. The SU-1 (Special Use) zone provides suitable sites for uses that are special, and for which the appropriateness of the use to a specific location depends upon the character of the site design. Development on an SU-1 zone may “only occur in conformance with an approved site development plan” that is subject to Environmental Planning Commission (EPC) review (see Zoning Code §14-16-2-22).

The SU-1 zone includes all uses in the underlying zone, both permissive and conditional unless otherwise noted, and gives the EPC discretion regarding certain site plan elements. The C-2, community commercial zone, provides suitable sites for offices, most service and commercial activities and certain specified institutional uses. In this case, the zoning descriptor makes it very clear that both permissive and conditional C-2 uses are allowed with this SU-1 zoning. Retailing is a permissive use in the C-2 zone as indicated in subsection (a)(13).

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. Both Lomas Blvd. and Eubank Blvd. are urban principal arterials, with 156 foot rights-of-way (ROW). Hotel Circle is a local street.

Public Facilities/Community Services

Transit: Two Albuquerque Ride routes serve the subject site. Route #11-Lomas is a local route with all-day service that passes the subject site to the north. Route #2-Eubank, is also a local route with all day service, but it passes the subject site to the West. Neither Lomas Blvd. nor Eubank Blvd. are Enhanced Transit Corridors near the subject site.

Police: The Jeff Russell Memorial Substation (Foothills Area Command), at 12,800 Lomas NE, provides police coverage.

Fire: The closest fire station is located about one mile southeast of the subject site, near Central Ave.

DEFINITIONS (Zoning Code §14-16-1-5)

Glazing. The clear or translucent material through which light is transmitted into a building; usually glass but also includes acrylic and other materials. Glazing shall have a transparency that allows a pedestrian to see through the window.

Large Retail Facility (LRF). A single tenant structure with at least 75,000 square feet of net leasable area for the purpose of retailing. A Shopping Center Site with a Main Structure of 75,000 square feet or more is a Large Retail Facility. Refer to §14-16-3-2 for Large Retail Facility Regulations.

Pedestrian Plaza (Outdoor Courtyard). An outdoor public space that contains seating and shade and is typically privately owned and maintained.

Retail Suite Liner. A retail suite connected to and extending from the front or side of a Main Structure for the purpose of screening.

II. ANALYSIS -CONFORMANCE TO ADOPTED PLANS AND POLICIES

A) Albuquerque/Bernalillo County Comprehensive Plan- Rank I

The subject site is located in an area that the Albuquerque/Bernalillo County Comprehensive Plan has designated Established Urban. The Comprehensive Plan goal of Developing and Established Urban Areas is “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:

Land Use Policies-

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

The proposed large retail facility (LRF) would be developed in an area with other existing LRFs and smaller retail uses, so the location and intensity are appropriate. Nearby are townhomes, hotels and a school. The LRF Ordinance contains design requirements and requirements to mitigate the effect on residential areas; however, the request does not comply with many of them. Therefore, the request partially furthers Policy II.B.5d-location and intensity/other resources.

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

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

- In freestanding retailing and contiguous storefronts along streets in older neighborhoods.

The proposed commercial development would be located in a larger area-wide shopping center that is in the vicinity (but not located at) the intersection of arterial streets. However, this area has already developed as a shopping center is commercially zoned. The request furthers Policy II.B.5j-general location of commercial uses.

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

The proposed large retail facility (LRF), as a new development, does not demonstrate design innovation. It is generic franchise architecture that typifies the tenant. The LRF Ordinance requires that quality elements be added to such franchise architecture; the request mostly does not comply. Though franchise architecture could be considered appropriate for this location, the LRF Ordinance applies throughout the City and will minimize the adverse impacts of LRFs on the areas in which they develop. The request partially furthers Policy II.B.5l- design quality and innovation/plan area.

Activity Centers-

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

The subject site is located in the Los Altos/Market Center Community activity center. A community activity center “provides the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses.” Locating another commercial use in a designated activity center generally supports the Activity Centers Goal; however, in this case the request will not reduce auto travel needs and will not enhance the identity of Albuquerque and the nearby community. The request partially furthers the Activity Centers Goal.

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

The existing shopping center, and the more intense LRF uses therein, are generally located away from the single-family homes to the east. The transitional buffer area between the two types of development, lying east of Hotel Circle and west of the homes, consists of townhomes, a hotel and a school. The request furthers Policy II.B. 7f.

Community Identity & Urban Design-

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

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.
3. Buildings designed and arranged to reflect local architectural traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

The existing uses in the Hotel Circle area, which are mostly commercial, are arranged in a manner that heavily favors vehicular travel. Non-vehicular travel is neither safe nor convenient, and appears to be an afterthought rather than part of the concept for the area, which dates back to the 1960s. Regardless, new development projects should encourage walking trips, linkages to the surrounding neighborhood, support for transit and pedestrian activity and the improvements necessary to make these objectives reality. The request mostly does not comply. Some on-site improvements are proposed, but more are needed and connections to the surrounding area continue to be lacking.

B) Large Retail Facilities (LRF) Ordinance- (O-06-53)

In August 2007, the City Council adopted the LRF Ordinance, commonly referred to as the “Big Box” Ordinance, to address and mitigate the unique problems related to the development of large retail facilities (see attachment). Such issues include traffic congestion, architectural scale, compatibility with adjoining neighborhoods and noise, all of which have adversely impacted neighborhoods near large retail facilities. The comprehensive LRF regulations protect the quality of life in surrounding residential areas and support efficient traffic flows.

The LRF Ordinance contains 19 Sections. Section 14 contains the LRF regulations, which address location and access, site division, site design and main structure design. The site design subsection contains requirements for parking, signage, materials, landscaping, pedestrian walkways and plaza, lighting and others. Also included are in the LRF Ordinance are provisions for neighborhood notification, duties of the Traffic Engineer and traffic studies, several definitions and a provision for a mixed-use component. Much of the LRF regulations were incorporated into the Shopping Center (SC) regulations in the Zoning Code, though the LRF ordinance amended several other sections of the Zoning Code and ROA 1994 as well (see attachment, p. 1).

A LRF is defined as a 75,000 sf single tenant structure for the purpose of retailing; a collection of smaller buildings constitutes a LRF. The LRF Ordinance also applies to building expansions and the change of a non-LRF facility to a LRF facility. The applicant’s proposal for an approx. 138,000 sf

building is subject to the LRF regulations. Though approx. 100,000 sf of retail space will be replaced, the proposed building is not a re-use. Rather, it is a new structure since the existing buildings will be demolished and a new building will be erected.

⇒ An analysis of the proposed LRF and its degree of compliance with the LRF Ordinance is discussed in Section IV of this report.

III. ANALYSIS--SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

The applicant proposes to develop a large retail facility (LRF) for a home improvement center on an already developed site, which is shaped like the letter V. The existing uses would be replaced with a new building. Improvements to the parking lot area and landscaping are also included.

Site Plan Layout / Configuration

The proposed approx. 138,000 sf LRF would be oriented north-south and sited on the eastern portion of the subject site, where the existing uses (approx. 100,000 sf) are located. The approx. 27,000 sf garden center, included in the total, would be located on the south end. The vehicular entrances and the parking lot configuration would remain essentially the same.

Refuse Enclosure: A new trash compactor is proposed near the subject site's southeast corner. A proposed 6 ft. wall will provide screening. Color and finish need to be specified. The Refuse Division comments that a recycling area is required.

Walls/Fences

Two types of walls are proposed. The 6 ft. screen wall would be located around the dumpster area. The retaining wall, would run along a portion of the subject site's eastern and southern sides. Its height needs to be specified. Both are proposed to be finished in either split-face CMU or stucco, light beige. Staff suggests a combination of the two and additional wall articulation as required pursuant to Zoning Code §14-16-3-19(B).

Vehicular Access, Circulation & Parking

Access & Circulation: There are four vehicular access points into the parking lot, on the subject site's southwestern, southern, northern and northeastern sides. These entrances are from Hotel Circle, except for the northern entrance which comes from the adjacent LRF's parking lot. There is also a delivery entrance at the back of the proposed building, on the subject site's eastern side.

Parking: Parking was calculated based on Zoning Code §14-16-3-1, the Off-Street Parking Regulations, for a retail use and for a greenhouse (retail) use. Staff calculates 426 and 66 required spaces, respectively. The site plan indicates 427 and 67 required spaces. (The applicant rounded up instead of down.) Staff calculates a total of 492 required spaces and the applicant calculates 494.

Of the 492 spaces, 12 are required to be handicap spaces. In addition to the 492 spaces, 6 motorcycle spaces are required, resulting in a grand total of 495 spaces. 4 motorcycle spaces are proposed, since the

applicant believes that the need for motorcycle spaces for a home improvement store is minimal. Motorcycle parking is proposed near the building's entrance. Regarding bicycle parking, Staff calculates that 25 spaces are required. 25 are provided. Two large bike racks are proposed, one at the northern building entrance and the other on the plaza area.

There are 325 parking spaces, including handicap spaces, provided on the subject site's parking lot. The applicant has a shared parking agreement with the adjacent tracts, which have a great deal of parking. The subject site is zoned SU-1, so off-street parking "shall be provided as required by the Planning Commission" pursuant to Zoning Code §14-16-2-22.

TIS: A Traffic Impact Study (TIS) was not required. However, a Trip Generation Comparison was. The Trip Gen Comparison indicates that the proposed LRF will generate approximately 3,000 fewer 2-way vehicle trips in a 24 hour period than the existing retail uses (see attachment).

Pedestrian and Bicycle Access and Circulation, Transit Access

Pedestrian & Bicycle Access & Circulation: The existing subject site is designed to be vehicle oriented. There are no separate pedestrian or bicycle entrances. Once on site, pedestrian and bicycle circulation is complicated by the large expanse of parking. Pedestrian crossings are not proposed across vehicular entrances, but should be to improve circulation and safety. Sidewalks between two of the parking rows will help direct pedestrians to the building entrance.

Zoning Code §14-16-3-18(C) requires a pedestrian sidewalk, a minimum of 8 ft. wide, along the entire length of major facades containing primary entrances. There is a "loading zone" indicated where the sidewalk should be in front of the entrance and exit, which indicates that it is primarily for loading and not for pedestrian/bicycle circulation. Two pedestrian crossings, of textured concrete, are proposed to link the parking lot sidewalks to the loading zone.

Transit Access: The closest transit stop is on Lomas Blvd., approximately 1,000 ft. north of the subject site and located for relatively easy connection to Hotel Circle. A crosswalk across Hotel Circle would facilitate pedestrian access. Another close transit stop, about 1,200 ft. to the west, is on Eubank Blvd., though this route is less convenient for walking than the former.

Lighting & Security

A variety of parking lot light poles is proposed. Some are 16 ft. tall and others are 20 ft. tall. Some are double-fixture and others are single-fixture. The shorter, double-fixture light poles are proposed to illuminate the parking lot sidewalks, the northern row of parking and the plaza area. The taller light poles are proposed everywhere else, except for the back (southeast) elevation of the proposed building which will feature building-mounted lighting at 20 ft. The mounted lighting is also proposed for the building's northern elevation.

Landscaping Plan

Existing: The subject site has a good amount of existing landscape. The proposed landscaping plan now distinguishes between existing and proposed plant material, though it does not take advantage of the existing trees to the extent that it could. Along the southwestern side is a landscape buffer containing

large 2 Cottonwood (and other) trees. All could be incorporated into the proposed landscaping plan; the largest Cottonwood has been left out for no apparent reason. Established trees also exist along the southeastern side of the subject site, and include Ash, Cottonwood and Purple Leaf Plum. Staff suggests that the large established trees remain and become part of the proposed landscape plan (see photos). The existing, mostly dead, turf is not proposed to remain.

Street Trees: The existing trees were installed in the Hotel Circle area pursuant to the Street Tree Ordinance, which requires a street tree plan for lots adjacent to a major street or a major local street. Staff has confirmed with the Traffic Engineer that Hotel Circle is a major local street by definition, since it links Eubank and Lomas and carries over 1,000 vehicle trips per day. Street trees were required in the past and are required now. The proposed landscaping plan uses short ornamental trees and shrubs along Hotel Circle and does not comply with the Street Tree Ordinance.

Proposed: The proposed landscaping plan contains trees, shrubs, accents and groundcovers. Of the 5 varieties of trees, two species each have 26 trees proposed. All are medium water users. Variety would increase and less water would be used by incorporating the existing trees into the landscaping plan. All the proposed shrubs are medium water users except 3. More low water use shrubs need to be added to the plant palette to conserve water, in keeping with the City's intent. Red yucca is used approx. 6:1 over the other desert accent. More desert accent plants could easily be added. No turf is proposed.

Pursuant to Zoning Code §14-16-3-10(G), "trees are required in and around off-street parking areas." There are existing parking lot trees, Ash and Honey Locust, which could also be incorporated into the landscaping plan (though the parking lot will be mostly reconfigured). Proposed parking lot trees are Purple Ash, Bur Oak, Chitalpa, Japanese Pagoda and Eastern Redbud are proposed for the plaza area.

Architecture & Design

The proposed LRF would consist of approx. 138,000 sf, which includes an approx. 27,000 sf garden center. The main building would be approx. 111,000 sf.

The proposed single-story building is finished in smooth face CMU and split-faced CMU, both painted light beige. Medium beige smooth-face CMU is also proposed. Accents include an off-white CMU band (eastern and northern elevations), cornices, stone tile accents on pilasters and dark blue metal roof panels (western and northern elevations). Windows and doors will be framed in aluminum and painted light beige.

The main (western) façade is approximately 555 ft. long, so Zoning Code §14-16-3-18(D)(2) applies. This subsection states that major facades greater than 100 ft. in length shall break up building mass by applying two of the seven design options listed, which include wall plane projections/recesses, vertical change in color, an offset or pilaster, cornice or base treatments, art coordinated through the City's art program, change in parapet height, or any other treatment that meets the intent of this section. There are projections/recesses, a vertical change in color, and a change in parapet height. The proposed building complies.

Zoning Code §14-16-3-18(C)(3) requires, for major façades greater than 100 ft. in length, that outdoor seating be incorporated adjacent to at least one of the façades. Staff suggests that a bench be added to the main (western) elevation, close to the north elevation.

Signage (see detail on 8.5 x 11 insert)

Two monument signs and one building-mounted sign are proposed. The monument signs, 15 ft. tall with approx. 60 ft. of sign face area, are proposed on the subject site's western side and southern side near the main vehicular entrance. The retailer name is in large, white letters with a dark blue background. The sign face area is approx. 7 ft. high, while the base (which consists of two parts) is approx. 8 ft. high and made of two different types of CMU. No lighting is indicated.

The proposed building-mounted sign would be located above the main customer entrance. Staff calculates the sign face area, using the scale indicated, as 618 sf. This includes the triangular ornamentation. The site plan indicates approx. 348 sf of sign face area, which Staff believes is incorrect. Like the monument sign, the building-mounted sign consists of white letters on a dark blue background. Again, no lighting is indicated.

Grading & Drainage Plan, Water Re-Use

The already developed subject site slopes downward from east to west. The elevation near the subject site's eastern boundary ranges from 5,475 ft. to 5,469 ft. (north to south) and the elevation near the western boundary is 5,461 ft. Water generally flows westward. Water on the northern portion of the subject site flows into an existing inlet near the subject site's northwest corner, while water on the southern portion flows into an existing drain on Hotel Circle, via a concrete run-down.

The amount of impervious area is not proposed to change. Water re-use will be accomplished on-site by the use of 6 inch wide notches in the parking lot landscape islands. The City Forester commented that this type of water harvesting is simple but effective.

Utility Plan

The subject site is developed and already served by utilities. The proposed building will connect to the existing sanitary sewer line and the existing water line that run north-south near the western elevation. A new manhole is proposed for the sewer line. Two new fire hydrants are proposed.

Outdoor Space

A plaza area is proposed near the middle of the southwestern side of the subject site near parking spaces and a landscape buffer. The approx. 271 sf plaza area would include landscaping (trees and shrubs), tables, lighting, and a bench. Please refer to the analysis of the RLF ordinance (below) for a discussion of the proposed plaza area.

IV. ANALYSIS—LARGE RETAIL FACILITIES (LRF) ORDINANCE REQUIREMENTS

The following analysis examines applicable portions of the LRF Ordinance and the request's compliance with them. Section 3 and Section 14 contain specific requirements that the applicant must

meet. Instances of satisfactory compliance are mentioned, though emphasis is placed on instances of non-compliance as these are the items that need modification.

SECTION 3- RESPONSIBILITIES OF APPLICANTS AND DEVELOPERS.

Applicants are required to notify neighborhood associations and attend a pre-application review team (PRT) meeting prior to filing an application for development of a LRF.

The applicant coordinated with the Office of Neighborhood Coordination (ONC) to notify neighborhood associations (NAs) and arrange a pre-facilitated meeting. There are no affected NAs. The pre-facilitated meeting was held on May 27, 2008. The few neighbors who attended expressed concern regarding property tax impact and crime at a nearby hotel. The applicant attended the required PRT meeting, which was held in February 2008 (see attachment). The applicant complies with Section 3.

SECTION 14- D. LARGE RETAIL FACILITY (LRF) REGULATIONS.

(2) LOCATION AND ACCESS OF LARGE RETAIL FACILITY.

(c) Large Retail Facilities containing 125,000 square feet or greater of Net Leasable Area are:

1. Permitted in the C-2, C-3, M-1, M-2, IP, SU-1 and SU-2 for uses consistent with C-2, C-3, M-1, M-2, IP Zones; and *The proposed LRF is a permissive use in the SU-1 zone.*
2. Required to be located within 700 feet of the intersection of two roadways, both of which are designated as at least a collector street and shall have full access to these roadways.

The proposed LRF does not comply, since it is approx. 1,200 ft. from the Eubank/Lomas Blvds. intersection Hotel Circle is a local street. The subject site had already developed with LRFs prior to the LRF Ordinance, which would have required that such an LRF be in a different location.

(3) SITE DIVISION.

(a) The entire site shall be planned or platted into maximum 360' x 360' blocks except as provided in Items (c) and (d) of this subsection.

As mentioned above, the subject site had already developed with LRFs prior to the LRF Ordinance, which would have required that LRF sites be divided differently than in the past.

(4) DEVELOPMENT PHASING AND MIXED-USE COMPONENT.

(b) Mixed Use Component. Mixed use development is strongly encouraged.

The request does not propose any phasing and does not include a mixed-use component. The LRF Ordinance "strongly encourages", but does not require, a mixed use component in both Phase One and the Final Phase of LRF development.

(5) SITE DESIGN.

These regulations are intended to create pedestrian connections throughout the site by linking structures. The intent is to create an active pedestrian street life and replace large off-street parking fields, conserve energy and water and meet the intent of the Comprehensive Plan and the Planned Growth Strategy (PGS).

(a) Context: The design of structures shall be sensitive to and complement the aesthetically desirable context of the built environment, e.g., massing, height, materials, articulation, colors, and proportional relationships.

The proposed franchise architecture, which includes materials and colors, is not sensitive to Albuquerque and could occur anywhere in the Country. The massing and height, though quite large, are proportional to the LRF to the north and other large buildings in the vicinity. The request partially complies with (a).

(b) Off-Street Parking Standards.

(b)(2): Parking shall be distributed on the site to minimize visual impact from the adjoining street. Parking shall be placed on at least two sides of a building and shall not dominate the building or street frontage.

The majority of parking is located on the building's western side and dominates the site, though not necessarily the street frontage of Hotel Circle. There is a small amount of parking available on the building's northern side. The request partially complies with (b)(2). As mentioned, the subject site had already developed with LRFs prior to the LRF Ordinance, which would have required that parking less of a dominant feature on the subject site.

(b)(4): Every third double row of parking shall have a minimum 10' wide continuous walkway dividing that row. The walkway shall be either patterned or color material other than asphalt and may be at-grade. The walkway shall be shaded by means of trees, a trellis or similar structure, or a combination thereof.

Of the 5 double-rows of parking proposed, two will have a 10 ft. concrete sidewalk. The crosswalks will be of the same material. The material is required to be patterned or colored. Trees will provide shading. The request partially complies.

(c)(1)(e): Street trees shall be planted pursuant to the Street Tree Ordinance, Chapter 6, Article 6, ROA 1994.

The Street Tree Ordinance requires that street trees be planted on the portions of the lot that are adjacent to a major street or major local street. Hotel Circle can be considered a major local street, since it provides access to the multitude of retail uses therein. The applicant proposes to preserve many of the existing trees, but only proposes shrubs along Hotel Circle. Additional trees are needed along the subject site's southwestern and southern sides. The request partially complies.

(d) Signage.

1. Signage shall comply with the Shopping Center Regulations for signage, §14-16-3-2(B).

The Shopping Center Regulations allow one on-premise sign per 300 ft. of street frontage on arterial and collector streets, with a maximum area of 150 sf per sign face and height of 26 ft. The two proposed monument signs, 15 ft. tall with approx. 60 sf of sign face area are, when combined almost equal the total signage allowed for one sign. Following this idea, Staff suggests that the monument signs be 13 ft. tall instead of 15 ft. tall. Also, the proposed monument signs are approx. 295 ft. apart, so they will need to be slightly relocated. The request partially complies.

2. All signage shall be designed to be consistent with and complement the materials, color and architectural style of the building(s).

The proposed signage will use the same colors and materials as the building, and therefore will complement it. The request complies.

3. All free-standing signs shall be monument style.

The free-standing signs are both monument signs. The request complies.

4. The maximum height of any monument sign shall be 15 feet.

Both monument signs are 15 ft. tall. The request complies.

6. Building-mounted signs shall consist of individual channel letters. Illuminated plastic panel signs are prohibited.

The building-mounted sign, on the western elevation, is approx. 42 ft. wide and 13 ft. tall. This is approx. 618 sf. of sign face area, indicated incorrectly on the elevations as approx. 348 sf. The type of letters is not indicated, though they appear to be individual channel letters. The request partially complies.

(g) Truck Bays.

2. Truck bays adjacent to residential lots must be separated from the adjacent lot by a minimum of 40'. A minimum 15' wide landscape buffer and a 6' high solid masonry wall shall be provided along the property line. The landscape buffer shall contain evergreen trees or trellises with climbing vines to provide year round screening and buffering from noise.

The property line of the existing residential area is approx. 105 ft. northeast of the truck area. A landscape buffer exists and is proposed to be 15 ft. Ash trees are proposed, which are not evergreen. Staff suggests Afghan or Pinon pine. The request does not comply.

Dock and truck well facilities must also be screened with a masonry wall that extends vertically 8' above the finish floor level and horizontally 100' from the face of the dock. Screen walls shall be

designed to blend with the architecture of the building. Trucks may not be moved or left idling between the hours of 10PM and 6:30AM if the truck bays are located within 300 feet of a residential structure unless negotiated with adjacent property owners and approved by the EPC.

The proposed screen wall is 6 ft. tall, but is required to be 8 ft. tall in this location. It is unknown if the screen wall would blend with the building. A note need to be added to the site development plan regarding hours for truck idling. The request does not comply.

(h) Landscaping.

2. One shade tree is required per 8 parking spaces...Trees in landscape buffer areas shall not count as parking space trees.

The parking required for the subject site is 426 spaces, which amounts to 53 trees. 53 trees are proposed. The request complies.

3. Shade trees along Pedestrian Walkways shall be spaced approximately 25 feet on center.

The proposed shade trees along the parking lot sidewalks are spaced approx. 27 ft. on center, which is approx. 25 ft. on center. The request complies.

4. Water conservation techniques shall be utilized where possible... Such techniques may include water harvesting and permeable paving. Water from roof runoff should be directed...to assist all trees and landscaping. Parking spaces that meet infiltration basins...should be bordered by permeable paving. Grasses and other ground vegetation should be near edges to help filter and slow runoff as it enters the site.

Water re-use will be accomplished by 6 inch openings (notches) in the parking lot islands, and setting the landscape area about 2 in. below grade. Parking spaces meet the plaza area, which is proposed in a location that water flows to. The plaza could be a permeable material to allow more water to be absorbed. The request generally complies, but more could be done relatively easily.

(i) Pedestrian Walkways.

Internal Pedestrian Walkways shall...accommodate the inter-related movement of vehicles, bicycles, and pedestrians safely and conveniently, both within the proposed development and to and from the street, transit stops, and the surrounding areas. Pedestrian Walkways shall contribute to the attractiveness of the development and shall be a minimum of 8 feet in width and constructed of materials other than asphalt.

The proposed pedestrian pathways internal to the site would generally function to accommodate safe non-vehicular movement. However, pedestrians and bicyclists would be subject to unsafe conditions to arrive at the subject site from the surrounding area. Pedestrian crossings are needed across both drive aisles on the subject site's southwestern and southern sides. The request does not comply.

Pedestrian Walkways along internal driveways or streets internal to the site shall also be lined with Shade Trees and Pedestrian Scale Lighting. Pedestrian crosswalks shall be constructed of patterned concrete or a material other than asphalt and may be at grade.

The parking lot sidewalks are proposed to be lined with trees and pedestrian scale (16 ft.) lighting. The crosswalks leading to the building are proposed to be made of concrete, but are required to be patterned in some way. The request partially complies.

(j) A Pedestrian Plaza(s):

2. Large Retail Facility Sites that include a Main Structure 125,000 square feet or greater shall provide Pedestrian Plaza space in the amount of 400 square feet for every 20,000 square feet of building space.

The proposed approx. 217 sf plaza area is proposed near the middle of the southwestern side of the subject site. Landscaping (trees and shrubs), tables, lighting, and a bench are included. The proposed building is approx. 138,000 sf, divided by 20,000 sf = 6.9, and $6.9 \times 400 = 2,760$ sf. Therefore, the proposed plaza is about one-tenth of the required size and will need to be enlarged. The request does not comply.

The aggregate space required shall:

- a. Be linked to the main entrance of the principal structure and the public sidewalk or internal driveway;

The proposed plaza area is linked to the main building sidewalk, though the proposed pedestrian crossing connects to a landscape island (not the plaza) and should be relocated. The request partially complies.

- b. Include adequate seating areas. Benches, steps, and planter ledges can be counted for seating space;

The proposed plaza area includes 3 tables and a bench, which is adequate given the plaza's size. However, the required plaza size that complies with the LRF Ordinance will need more tables and benches. The request partially complies.

- c. Have a portion (generally at least 40%) of the square footage of the plaza area landscaped with plant materials, including trees;

The proposed plaza area includes 3 trees and various shrubs, which will have to be increased with the increase in plaza size needed to comply with the LRF Ordinance. The request partially complies.

- d. Be designed for security and be visible from the public right of way as much as possible;

The proposed plaza area, whether small or compliant with the LRF Ordinance, is located in a visible area where there can be "eyes on the street". The request complies.

e. Have pedestrian scale lighting and pedestrian amenities such as trash receptacles, kiosks, etc.

The proposed plaza area includes pedestrian scale lighting and a trash can, though more may be needed if the plaza is a compliant size. The request partially complies.

(k) Lighting.

1. Ornamental poles and luminaries, a maximum of 16' in height, shall be used as Pedestrian Scale Lighting.

The proposed pedestrian scale lighting is 16 ft. high. However, the light poles are the basic "shoe box" fixture type which Staff does not consider ornamental. The request partially complies.

2. The maximum height of a light pole, other than those along Pedestrian Walkways, shall be 20', measured from the finished grade to the top of the pole.

The proposed parking lot light poles are 20 ft. tall. The request complies.

3. All on-site lighting fixtures shall be fully shielded to prevent fugitive light from encroaching into adjacent properties and/or right-of-way.

The proposed parking lot light poles have fully-shielded fixtures. The request complies.

(n) Storm Water Facilities and Structures.

1. Impervious surfaces shall be limited by installing permeable paving surfaces, such as bricks and concrete lattice or such devices that are approved by the City Hydrologist, where possible.

As mentioned, there is an opportunity to use a pervious material for the plaza area. The existing parking lot is proposed to be re-done, so there will be additional opportunities to use pervious materials. Staff suggests that pervious paving be used in the subject site's southeastern corner, since water tends to flow there. The request partially complies.

2. Where possible, transport runoff to basins by using channels with landscaped pervious surfaces. Landscaped strips may be converted into vegetative storm-water canals but must be shallow to avoid defensive fencing.

The existing landscape buffers have been incorporated into the proposed site development plan, though the existing drainage run-down transports water to the street. The buffers are located to the southwest and south of the subject site, since water flows in that direction. The request partially complies.

5. Bare patches shall be revegetated as soon as possible to avoid erosion, according to a landscaping and maintenance plan.

The proposed landscape plan will add vegetation to the subject site and will replace the currently bare patches where the poorly-maintained turf is. The request complies.

(6) MAIN STRUCTURE DESIGN.

(a) Setback.

1. Main Structures shall be screened from the adjacent street by means of smaller buildings, Retail Suite Liners, or 20' wide landscape buffers with a double row of trees.

The proposed building is not screened from the street by means of smaller buildings or retail suite liners. There is an existing landscape buffer along the southwestern and southern sides of the subject site, but it measures 15 ft. along a portion of the southwestern side. Staff suggests that this landscaping buffer be increased to 20 ft. along this narrow portion. Doing so will help meet the intent of the LRF Ordinance while recognizing that the request is a re-use of an existing site.

(b) Articulation.

1. Façades that contain a primary customer entrance and facades adjacent to a public street or plaza or an internal driveway shall contain Retail Suite Liners, display windows, or a recessed patio at a minimum depth of 20 feet, or a combination of all three, along 50% of the length of the façade.

The main (western) façade is 555 ft. long. Therefore, these elements are required along at least 277.5 ft. It is unclear if the proposed patio is recessed 20 ft., but it measures approx. 206 ft. which is 71.5 ft. short of meeting this requirement. There are windows, but they do not appear to be display windows. Should the EPC want to include the windows, there are approx. 31.5 linear ft. of them. The request would still be approx. 40 ft. short of meeting this requirement. Staff did not count the garden center shade structure since it is not a recessed patio. The request does not comply.

2. Every 30,000 gross square feet of structure shall be designed to appear as a minimum of one distinct building mass with different expressions. The varied building masses shall have a change in visible roof plane or parapet height. Massing and articulation are required to be developed so that no more than 100' of a wall may occur without an offset vertically of at least 24".

Staff measured the 5 subsections into which the main (western) façade can be divided, and found that the second segment does not meet this requirement. There are approx. 18 inches difference between the roof height and the column feature, so additional offsetting is needed. The request does not comply.

4. Facades adjacent to a public right-of-way or internal driveway and facades that contain a primary customer entrance shall contain features that provide shade along at least 40% of the length of the façade for the benefit of pedestrians.

The main (western) façade is 555 ft. long, and approx. 206 ft. of it is shaded patio area. This amounts to 37% of the length of the façade, so additional shade features are needed. Staff recommends extending the patio. The request does not comply.

(c) Materials.

2. Design of the external walls and the principal entrance must include 3 of the below listed options:
- a. Multiple finishes (i.e. stone and stucco);
 - b. Projecting cornices and brackets;
 - c. Projecting and exposed lintels;
 - d. Pitched roof forms;
 - e. Planters or wing-walls that incorporate landscaped areas and can be used for sitting;
 - f. Slate or tile work and molding integrated into the building;
 - g. Transoms;
 - h. Trellises;
 - i. Wall accenting (shading, engraved patterns, etc.);
 - j. Any other treatment that meets the approval of the EPC.

The proposed principal entrance contains multiple finishes (a), projecting cornices and brackets (c), a pitched roof form (d), and tile work integrated into the building (f), so it meets the requirement. The proposed external walls, however, do not meet the requirement. The north and south wall have (a) and (c), so one additional option is needed. The eastern wall has the least amount of compliance. Only (a) has been applied, so two additional options are needed. The request partially complies.

(8) MAINTENANCE AGREEMENT FOR VACANT OR ABANDONED SITE.

To maintain a quality built environment, LRFs shall be maintained during periods of abandonment or vacancies at the same standard as when occupied. The owner of a site shall sign a maintenance agreement with the City that the site will be maintained when vacant to certain standards.

The applicant has not provided evidence of such a maintenance agreement, but has included a note on the site development plan to acknowledge this requirement. Staff recommends that the maintenance agreement be required as a condition of approval. The request partially complies.

Conclusion of Analysis

Overall, the request demonstrates partial compliance with the Large Retail Facilities (LRF) Ordinance. There are some instances of compliance; however, they are overshadowed by several instances of non-compliance which need to be remedied. Compliance improvement is needed particularly with respect to 5. Site Design- screening/truck bays, pedestrian walkways and pedestrian plaza, and 6. Main Structure Design- articulation and materials. These instances can be remedied through the application of several conditions of approval.

CONCERNS OF REVIEWING AGENCIES/PRE-HEARING DISCUSSION

City departments and other interested agencies reviewed this application from 6/9/08 to 6/20/08. The pre-hearing discussion meeting was held on June 25, 2008, which the applicant attended. Few agency comments were received. The Advance Planning Division provided comments regarding the building's proposed finish. The Albuquerque Police Department (APD) provided a copy of a security survey conducted in 2004. The majority of suggestions contained therein have been implemented since then. Agency comments begin on p. 16 of this Staff report.

NEIGHBORHOOD CONCERNS

There are no affected neighborhood associations, so none were required to be notified though there is an existing residential area of townhomes to the northeast. A few neighbors attended the required pre-facilitated meeting held on May 27, 2008, and expressed concern regarding property tax impact and crime at a nearby hotel. A follow-up facilitated meeting was not requested or held. Staff has not received any comments.

V. CONCLUSION

This request is for a site development plan for building permit for an approx. 138,000 sf large retail facility (LRF) for a home improvement center, on an already developed, approx. 9 acre site in the area known as Hotel Circle.

Overall, the request furthers applicable policies in the Comprehensive Plan. No area or sector Plans apply. The Large Retail Facilities (LRF) Ordinance (O-06-53), adopted by the City Council in August 2007, applies. Staff has analyzed the request using the LRF Ordinance and concludes that the instances of compliance are overshadowed by the instances of non-compliance. However, the latter can be remedied through the application of conditions of approval.

The required pre-facilitated meeting was held. A follow-up facilitated meeting was not requested. There is no known neighborhood support or opposition as of this writing. Staff recommends approval subject to several conditions.

FINDINGS -08EPC 40071, July 17, 2008-Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit for Tract 2A-5A1-A1, Home Development Addition, an approximately 9 acre site located south of Lomas Boulevard and approximately in the center of the area known as Hotel Circle.

2. The applicant proposes to develop an approximately 138,000 square foot home improvement center, which will replace approximately 100,000 square feet of existing retail space. The proposed building is not a re-use; it is a new structure since the existing buildings will be demolished and a new building will be constructed. A reconfigured parking lot area, landscaping and other site improvements are also proposed.

3. The subject site is zoned SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone. The proposed retain use is allowed under the subject site's current zoning.

4. The subject site lies within the boundaries of the Established Urban Area of the Comprehensive Plan and is located in the Los Altos/Market Center Community activity center. No sector development plans apply.

5. The request is subject to the Large Retail Facilities (LRF) Ordinance, commonly referred to as the "Big Box" Ordinance (O-06-53). The proposed building is greater than the 75,000 square foot threshold for applicability of the Ordinance.

6. The request *further*s the following applicable Comprehensive Plan policies:
 - A. Policy II.B.5j-general location of commercial uses. The proposed development would be located in a larger area-wide shopping center that is commercially zoned.

 - B. Policy II.B.7f- Activity Centers/buffering. The more intense uses in this shopping center are separated from the single-family homes to the east by a buffer of other uses, including townhomes, a hotel and a school.

7. The request *partially furthers* the following applicable Comprehensive Plan Goal and policies:
- A. Activity Centers Goal- Locating another commercial use in a designated activity center generally supports the Activity Centers Goal; however, in this case the request will not reduce auto travel needs and will not enhance the identity of Albuquerque and the nearby community.
 - B. Policy II.B.5d-location and intensity/other resources. The location and intensity are appropriate for the proposed use, though many of the LRF Ordinance requirements that would increase its compatibility are not met.
 - C. Policy II.B.5l- design quality and innovation/plan area. The proposed new development is franchise architecture and does not demonstrate design innovation, though there is some other franchise architecture in the area.
8. The proposed site development plan for building permit does not comply with key sections of O-06-53, the Large Retail Facilities (LRF) Ordinance. The lack of compliance is particularly evident with respect to Section 5. Site Design- screening/truck bays, pedestrian walkways and pedestrian plaza, and Section 6. Main Structure Design- articulation and materials.
9. Several conditions of approval are needed to ensure that the site development plan complies with O-06-53, the Large Retail Facilities (LRF) Ordinance. Deferral is warranted to allow the applicant time to make revisions and increase compliance.
10. A Traffic Impact Study (TIS) was not required, though a Trip Generation Comparison (TGC) was. The TGC indicates that the proposed Large Retail Facility (LRF) will generate approximately 3,000 fewer two-way vehicle trips in a 24 hour period than the existing retail uses.
11. Because the subject site is greater than 5 acres, the archaeological ordinance (O-07-72) applies. The applicant has obtained a Certificate of No Effect.
12. The required pre-facilitated meeting was held. A few neighbors attended and expressed concern regarding property tax impact and crime at a nearby hotel. A follow-up facilitated meeting was not requested or held. There is no known neighborhood or other opposition as of this writing.

RECOMMENDATION - 08EPC 40071, July 17, 2008

DEFERRAL of 08EPC 40071, a Site Development Plan for Building Permit for Tract 2A-5A1-A1, Horne Development Addition, zoned SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone, for 30 days to August 17, 2008, based on the preceding Findings.

Catalina Lehner, AICP
Senior Planner

cc: Lawrence Kline, Denish + Kline Associates, 500 Marquette NW, Ste 350, Albuquerque, NM 87102
Lowe's Home Improvement, 4607 Silverheel St., Shawnee, KS 66226

AGENCY COMMENTS

➤ **The following agencies did not review or comment on Project #1007320:**

City of Albuquerque

Environmental Health, Air Quality Division
Environmental Health, Env. Services Division
Fire Department, Planning
Planning, Zone Code Services
Transit Department

Other

Abq. Metro. Arroyo Flood Control Authority (AMAFCA)
Bernalillo County
Middle Rio Grande Conservancy Dist (MRGCD)
Mid-Region Council of Governments (MRCOG)

➤ **The following City of Albuquerque Departments reviewed and commented on Project #1007320:**

Planning, Office of Neighborhood Coordination

No Neighborhood and/or Homeowner Association(s)

Planning, Advance and Urban Design

- Is the PNM easement at the back side of the building going to be vacated? Will PNM allow a permanent structure to be built over their existing easement?
- I cannot find the calculations for the required and provided parking spaces. Why is the provided number of parking spaces 100-spaces less than the required number? Is there a shared parking agreement? Why is the garden center square footage not included in the sales area square footage?
- Landscaping is minimal. More street trees should be provided on south perimeter of site. The northern parking lot has very little landscaping; more needs to be added. Three of the parking isles in the main parking lot need more shade trees.
- Pedestrian pathways in parking lot are insufficient. Need to have different textured/colored path to signify pedestrian crossing.
- Building needs more articulation both vertically and horizontally. Building front is passable; sides and especially back of building is bland. This is important as all four sides will be seen, not just the front.
- Shouldn't the loading docks be screened? The 6'-wall in back of the building does not seem to run the entire length of the building. Legend needs to reflect the wall better – see sheet C-001. Make sure landscape buffer in front of wall is adequate as per 'big box' ordinance.

Parks & Recreation, Planning and Design

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

Parks & Recreation, Open Space Division

Open Space has no adverse comments

City Forester

- Parking lot tree wells are too small
- Simple but effective water harvesting

Police Department/Planning

Foothills Area Command

Traffic Volume-High traffic volume in parking lots and nearby intersection

Burglaries-Signs reminding customers not to leave valuables in vehicles

Shoplifting-Reports of shoplifting at nearby department stores. surrounding department stores have very good loss prevention department.

Very active neighborhood association.

Solid Waste Management Dept., Refuse Division

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

City of Albuquerque Public Works Department

Transportation Development (City Engineer/Planning Department):

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- A Trip Generation Comparison has been submitted and reviewed by Transportation Staff. The comparison shows an overall trip reduction for the Lowe's as compared to straight shopping center land use.
- 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. The only exceptions considered, will be the loading areas at the rear of the store or as approved by the Traffic Engineer.
- Provide truck turning template information on site plan.
- 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.

Transportation Planning (Department of Municipal Development):

- Reviewed, and no comments regarding on-street bikeways, off-street trails or roadway system facilities.

Traffic Engineering Operations (Department of Municipal Development):
No comments received.

Street Maintenance (Department of Municipal Development):
No comments received.

New Mexico Department of Transportation (NMDOT):
No comments received.

**RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT,
WATER AUTHORITY and NMDOT:**

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

- A. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- B. 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. The only exceptions considered, will be the loading areas at the rear of the store or as approved by the Traffic Engineer.
- C. Provide truck turning template information on site plan.
- D. Site plan shall comply and be designed per DPM Standards.

➤ **The following agencies reviewed Project #1007320:**

Albuquerque Public Schools (APS)

Home Development, Lot 2A5A1A1, is located on Hotel Circle NE between Lomas and Eubank. The owner of the above property requests approval of a Site Development Plan for a Building Permit for a development that will consist of a Lowe's Home Improvement Store. This will have no adverse impacts to the APS district.

Public Service Company of New Mexico (PNM)

No comment based on the information provided to date.