



**Environmental
Planning
Commission**

*Agenda Number: 7
Project Number: 1003658
Case #'s: 08EPC 40066/40067/40068
July 17, 2008*

Staff Report

Agent	Bohannon Huston, Inc.
Applicant	CRT Partners – Southern Arizona Franchise
Request(s)	Site Development Plan for Subdivision Site Development Plan for Building Permit Amend Site Development Plan for Building Permit
Legal Description	Portion of Tract D-4-G, Seven Bar Ranch
Location	NM 528 between Ellison Dr and Corrales Rd
Size	Approximately 9.3 acres
Existing Zoning	SU-1 IP Uses
Proposed Zoning	No Change

Staff Recommendation

APPROVAL of 08EPC 40066, based on the findings on page 12.

APPROVAL of 08EPC 40067, based on the findings on page 13, and subject to the conditions of approval on page 15.

APPROVAL of 08EPC 40068, based on the findings on page 17 and subject to the conditions of approval on page 18.

Staff Planner

Randall Falkner, Planner

Summary of Analysis

This is a request for a site development plan for subdivision, a site development plan for building permit, and an amendment to a site development plan for building permit. The site is approximately 9.3 acres and is located on NM 528 between Ellison Drive and Corrales Road. The site comprises a portion of Tract D-4-G, Seven Bar Ranch and is zoned SU-1 IP Uses. The applicant intends to build a 2,973 s.f. restaurant on a new pad site. The site development plan for subdivision is to create a new parcel. Staff finds that the applicant has justified the request for site development plan for building permit based on applicable plans found in the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Development Plan. There is no known opposition to the request and staff recommends approval with conditions.

Location Map (3" x 3")

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 IP Uses	Established Urban Westside Strategic Plan 7 Bar Ranch Sector Development Plan	Commercial
North	SU-1 IP Uses	same	Commercial
South	SU-1 for C-1 Uses SU-1 for C-2 Uses/IP Permissive Uses/R-3 Permissive Uses SU-1 for C-2 Uses & IP Permissive Uses	same	Commercial
East	SU-1 IP Uses	same	Commercial
West	SU-1 IP Uses	same	Commercial

Background

This is a request for a site development plan for subdivision, a site development plan for building permit, and an amendment to a site development plan for building permit. The site is approximately 9.3 acres and is located on NM 528 between Ellison Drive and Corrales Road. The site comprises a portion of Tract D-4-G, Seven Bar Ranch and is zoned SU-1 IP Uses. The applicant intends to build a 2,973 s.f. restaurant on a new pad site. The site development plan for subdivision is create a new parcel.

History

The property was originally developed in 1992 as a Home Base retail facility (Z-79-146-13). It has since been changed to Burlington Coat Factory and an adjoining Saver's store. In December 1990 the EPC approved a site development plan for subdivision for Tract D-4, Seven Bar Ranch (Z-79-146-10), and a site development plan amendment for a portion of Tract D-4, Seven Bar Ranch (Z-79-146-11). The subject site was zoned SU-1 IP when the Seven Bar Ranch Sector Plan was adopted 1985.

Context

The subject site is along NM 528 between Ellison Drive and Corrales Road. The portion of the site that is proposed for development is currently vacant. To the west of the proposed site is the existing Golden Corral restaurant, while to the north is the existing Burlington Coat Factory. To the east is the existing Whataburger restaurant, and to the south are various businesses including

Starbucks, Lowes, a deli shop, and a nail salon. NM 528 is a busy road lined primarily with commercial businesses. Average daily traffic flow along the portion of NM 528 in front of the proposed development is approximately 27,000 (2006 MRCOG).

Long Range Roadway System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways.

The Long Range Roadway System designates NM 528 as a Principal Arterial, with a right-of-way of 120'.

There are currently no bicycle routes, lanes, or trails along this portion of NM 528. This portion of NM 528 does have a proposed bicycle lane. Currently there is an existing bicycle lane and multi-use trail east of Coors Boulevard along NM 528 that crosses the river and connects to the east side. There is also an existing multi-use trail and bicycle lane to the west of the site along McMahan Boulevard. The proposed bicycle lane would link the trails and lanes on NM 528 and McMahan Boulevard.

Bus Route #98 (Wyoming Commuter) passes in front of the subject site, with a bus stop on the north side of Alameda Boulevard just east of the subject site (approximately 280 feet) and directly across Alameda Boulevard on the south side of the street (approximately 120 feet). The Wyoming Commuter only serves this area during rush hour (early morning and late afternoon). Local/All-day routes are also accessible at the Cottonwood Park and Ride, including Route 151 (Rio Rancho-Albuquerque-Rail Runner Connection) and Route 157 (Montano Uptown). NM 528 is along an Express Corridor.

Public Facilities/Community Services

The subject site is directly north of the Cottonwood Center, which contains the Cottonwood Mall and many commercial/retail businesses and offices. There are two police stations nearby, one at Cottonwood Loop and the other at Ellison Drive between Cibola Loop. A fire station is also located nearby at Ellison Drive just east of Cibola Loop. Cibola High School is less than a mile away along Ellison Drive across the street from Cibola Loop.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

Zoning for the subject site is SU-1 IP Uses. The SU-1 designation refers to the Special Use zone. The SU-1 zone (see Zoning Code Sec. 14-16-2-22) provides suitable uses for uses that are special, and for which the appropriateness of the use to a specific location depends upon the character of the site design. Development on an SU-1 zone may “only occur in conformance with an approved site development plan” that is subject to Environmental Planning Commission (EPC) review. The applicant has provided an accompanying site development plan that proposes

commercial use. IP Uses refers to permissive uses in the IP Zone, which include a wide range of industrial and commercial uses, provided such uses are conducted in a compatible manner within industrial environments achieved through a development plan. Retail sales of food and drink, for consumption on premises, is a permissive use in the IP zone.

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 Developing Urban by the *Comprehensive Plan* with a Goal to “create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.” Although not required to submit an analysis for a site plan, the applicant did include an analysis of Comprehensive Plan and West Side Strategic Plan policies; however, this analysis was turned in after the staff report had already been written. Staff did analyze applicable Comprehensive Plan, West Side Strategic Plan and Seven Bar Ranch policies. Applicable policies include:

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

The proposed site development plan for building permit is in accord with the surrounding neighborhood values and natural environmental conditions. The request furthers Policy II.B.5d.

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

This infill development over a parking lot will be contiguous to all urban facilities, including utilities, transit, and a proposed bike path. The subject site and most of the surrounding area are zoned SU-1 IP Uses and serves a commercial center for the neighborhood. The subject site is across the street from the Cottonwood Center. The request furthers Policy II.B.5e.

Policy II.B.5i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

The proposed use would provide some employment opportunities to nearby residents, and noise, lighting, pollution, and traffic from the use would be minimized through appropriate site design. The request furthers Policy II.B.5i.

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

The design is appropriate to the plan area in that the surrounding area is entirely commercial, and two other restaurants (Whataburger and Golden Corral) are on both sides of the proposed restaurant. The design is not innovative in design, but rather plain corporate architecture. The request partially furthers Policy II.B.5l.

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

The proposed restaurant is only 19 feet high, does not exceed height restrictions in a SU-1 IP zone, and would maintain unique vistas in the area. A fast food restaurant is not out of character in this location along NM 528. The request furthers Policy II.B.5m.

Transportation and Transit-

The Goal “is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.”

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

The subject site is in a designated Express Corridor (NM 528). The objectives for Development Form in an express corridor include:

- Parking Reductions: ...shared parking allowed.
- Model Hierarchy: Autos, transit, bikes, pedestrians

The site development plan requires 14 spaces (including 10% transit reduction), but the parking provided is double, 29. The neighboring Golden Corral, Burlington Coat Factory, and Savers have a lot of parking that could be shared. The site does provide limited transit service, the Wyoming Commuter (Route #98) passes by the site during rush hours in early morning and late afternoon. However, this may not serve a fast food restaurant well since the hours of operation may not be in harmony with the commuter bus service. There are all day bus routes that would be accessible further south at Cottonwood Park and Ride (Routes 151 and 157). A bicycle route is proposed for this portion of NM 528, but is not currently built. Pedestrian access throughout the site is generally pretty good, with an additional sidewalk and

landscaping being provided to link the restaurant with Burlington Coat Factory and Savers. However, some sidewalks need to be widened to ensure better pedestrian access and ADA compatibility. The request partially furthers Policy II.D.4a.

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

The pedestrian opportunities on the site are generally promoted and integrated into the development to create safe and pleasant non-motorized conditions. However, the sidewalk on the south and east sides of the building is too narrow (only 5 feet wide). Wheel stops should also be provided for parking on the south side of the building close to the entrance. The request partially furthers Policy II.D.4g.

Economic Development-

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

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

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

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

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

West Side Strategic Plan (WSSP) (Rank II)

The West Side Strategic Plan (WSSP) was first adopted in 1997 and recently amended in 2002 to help promote development of Neighborhood and Community Activity Centers. The WSSP identifies 13 communities, each with a unique identity and comprised of smaller neighborhood clusters. The Coors/Western Trail Neighborhood Center has been relocated (September 2007) to tracts X-1-A1, X-1-A2, and X-2A, and has been named a Community Activity Center. The applicable goals and policies, followed by staff analysis include:

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

The addition of this development would help to promote job opportunities and business growth on the West Side. The request furthers Objective 8 of the WSSP.

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

The subject site provides pedestrian/bicycle access to key activity areas, including the buildings on the subject site itself, as well as the surrounding neighborhood and the Cottonwood Center to the south. The proposal furthers Policy 1.5.

Policy 4.10: It is important to promote and establish land uses and urban patterns whose design support bicycle and pedestrian travel, and public transportation, encourage ridership, enhance public mobility and promote alternatives to single occupant vehicle use.

The design of this site generally supports pedestrian access and public transportation. The subject site does provide access to the street to enable pedestrians to walk or ride the bus. Bus Route #98 (Wyoming Commuter) provides rush hour bus service and other all day routes are available further south at Cottonwood Park and Ride. There is no bicycle access along this portion of NM 528, but a bicycle lane is proposed. Alternatives to the single occupant vehicle are promoted by this request. Policy 4.10 is furthered by the proposal.

Seven Bar Ranch Community Description:

The Seven Bar Ranch Community lies between the Calabacillas Arroyo and the County line, and between the Rio Grande and an area slightly west of the Rainbow Boulevard corridor. For planning purposes this area is estimated to contain 2,400 acres. At full buildout, it is estimated to include a population of approximately 18,700 with 7,500 housing units and 6,200 jobs. The population of this community was approximately 3,200 in 1994. The West Side Regional Center (Cottonwood Mall area) is located in the Seven Bar Ranch Community. The Regional Center is also dedicated as one of the area's major Employment Centers. There are also large, single family residential areas at Seven Bar appropriately located outside of the Regional Center area. The Seven Bar Community is adjacent to Rio Rancho and Corrales and has significant interjurisdictional impacts.

Seven Bar Ranch Community Polices:

Policy 3.3: Development of the Regional Center shall be inclusive of mixed-uses, and multi-modal transportation systems. Connections to transit systems and bicycle/pedestrian linkages must be provided with all new development. The City will continue discussion regarding location of a transit center within the Regional Center.

The request does provide access and connections to multi-modal transportation systems. Bus service is available, pedestrian access is generally good, and a bicycle lane is proposed for this portion of NM528. Once a bicycle lane is actually built, bicycle access will be much better. The request furthers Policy 3.3.

Seven-Bar Ranch Sector Development Plan (SBRSDP) (Rank III)

The Seven Bar Ranch Sector Development Plan (SBRSDP) was first adopted by City Council in 1985 (Enactment 74-1985). The Plan area encompasses 1,070 acres of land which are accessed by Coors Blvd. to the south, McMahan Blvd. to the west, State Road 528 and Corrales Rd. to the north, and Alameda Rd. and the Rio Grande to the east. The SBRSDP establishes zoning for the subject site. Goals and policies relevant to the proposal include:

Goal 1: The location of major commercial, institutional and employment centers in immediate proximity to a wide diversity of housing densities and types. This should help minimize automobile travel, encourage a heterogeneous community appealing to a broad spectrum of desires, and hence should lead to a relatively self-sufficient “community within a community.”

The development is a minor commercial site that will provide some additional employment that will be in close proximity to a wide diversity of housing densities and types on the West Side. The site will help to minimize some automobile travel by keeping people on the West Side and lead to a relatively self-sufficient community. The request furthers Goal 1 of the SBRSDP.

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

Site Plan Layout / Configuration

The subject site is approximately 9.3 acres in size and is identified as a portion of Tract D-4-G, Seven Bar Ranch. The portion of the site that is proposed for development is currently a parking lot for the existing Burlington Coat Factory. The proposed development is a 2,973 s.f. building with a drive through. The subject site is compatible with surrounding development, as the property to the east is an existing Golden Corral restaurant and the property to the west is an existing Whataburger restaurant. To the north is the Burlington Coat Factory and Savers, and to the south across NM 528 are various commercial developments including Lowe’s, a deli shop, and a nail salon.

The building will be oriented to face NM 528 with entrances on the east and west sides of the building and a drive through that begins on the east side and extends to the north side. The site development plan shows parking in front of (south side) and on the side (west side) of the building. The dumpster is located in the back of the lot (northeast corner), is angled in a northeast direction, and will be partially shielded by landscaping. A recycle drop is located

approximately 500 feet east of the site along NM 528. The site development plan shall comply with all Solid Waste Management Department ordinances and requirements, including recycle areas.

The building is 19 feet high and meets all the required height and setback regulations. The Floor Area Ratio (FAR), however, is below the minimum required. The FAR is 0.07 and the minimum required in the Seven Bar Ranch Sector Development Plan is 0.27, while the maximum is 0.50.

Walls/Fences

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

Vehicular Access, Circulation and Parking

Vehicular access is provided through a 50 foot driveway off of NM 528 at the southwest side of the property. This driveway is the primary entrance for the Golden Corral Restaurant. There is also another access a little further east on NM 528. The property could also be accessed through the existing Burlington Coat Factory parking lot that is to the north.

The parking lot is located to the south and west of the proposed building. The site development plan requires 14 spaces (including 10% transit reduction), but the parking provided is double, 29. The site has adequate handicapped, motorcycle, and bicycle parking.

Pedestrian and Bicycle Access and Circulation, Transit Access

A 6 foot sidewalk wraps around the west and a portion of the south side of the building. This 6 foot sidewalk links to a 6 foot painted crosswalk, which connects to the existing sidewalk for Burlington Coat Factory. Both of the 6 foot wide painted crosswalks should be changed to patterned concrete. The 6 foot sidewalk around the south side of the building turns into a 5 foot sidewalk before the wheelchair ramp and continues counter-clockwise around to the east side of the building. There are no wheel stops in front of three of the parking spaces on the south side of the building, which could lead to cars overhanging this 6 foot sidewalk. A small 3 foot sidewalk on the southwest side of the property connects the 6 foot wide painted crosswalk to the existing 6 foot sidewalk along NM 528. The small sidewalk provides a connection to the street and to existing transit service, however; the sidewalk needs to be widened. All sidewalks shall be six foot clear and ADA compatible, including existing sidewalks. Wheel stops shall be provided on the three spaces next to the handicapped spaces in front of the south side of the building.

There are currently no bicycle routes, lanes, or trails along this portion of NM 528. This portion of NM 528 does have a proposed bicycle lane. The proposed bicycle lane would link the trails and lanes on NM 528 and McMahon Boulevard.

Bus Route #98 (Wyoming Commuter) passes in front of the subject site, with a bus stop on the north side of Alameda Boulevard just east of the subject site (approximately 280 feet) and directly across Alameda Boulevard on the south side of the street (approximately 120 feet). The

Wyoming Commuter only serves this area during rush hour (early morning and late afternoon). Other west side all-day routes are accessible at the Cottonwood Park and Ride. NM 528 is along an Express Corridor.

Lighting and Security

The proposed lighting is in compliance with the area lighting regulations and keyed note 20 states that lighting will comply with Zoning Code 14-16-3-9. For sites 5 acres or more (site is 9.3 acres) light poles can be up to 30 feet, while for sites 5 acres or less, light poles can only be up to 20 feet. If approved, the newly created parcel would still be a part of the site plan for subdivision governing the larger site.

Landscaping

There is extensive landscaping provided along NM 528 and along the new sidewalk that connects to Burlington Coat Factory. Landscaping is also provided in various places around the restaurant and the parking lot. The applicant is providing more landscaping (31%) for the net lot area than is required (15%). The landscaping plan generally complies with the City's Water Conservation Ordinance and Pollen Ordinance by emphasizing plants that do not use excessive amounts of water or that emit too much pollen. The proposed plant legend is consistent with the existing plant legend for the Burlington site. Several of the same plants and materials will be used on both sites, including: Autumn Purple Ash, Lady Bank's Rose, Honeysuckle, and the Santa Ana Tan Gravel with filter fabric. The site plan notes that some existing plants that are currently on the site will remain. The City Forester made the following comments regarding the landscaping: "Bur Oak will not grow well over time in small tree well as indicated in the farthest east tree well. . . .Tree well size along new parking lot sidewalk is insufficient. Eastern redbud will not grow well in such a small well with the extensive parking lot heat." Expand individual tree well sizes or make a continuous tree well for Eastern Redbuds along the new parking lot sidewalk or replace with trees that would grow better in smaller tree wells. Expand the tree wells for Bur Oaks in the two furthest east tree wells or replace with trees that would grow better in smaller tree wells. The landscaping plan has a note to remove all existing turf. This will help to support water conservation policies.

Public Outdoor Space

There is no public outdoor space for restaurant customers or employees. Since there is plenty of space on site, and there is excess parking (double than what is necessary), staff recommends converting 8 of the parking spaces (4 on the far southwest side that parallel NM 528 and 4 on the far southwest side that parallel the 50 foot entry driveway that would be linked by the 6 foot crosswalk) to public outdoor space with tables, benches, and shading by trees or structures. While there would still be an excess of parking spaces (21), it would be closer to the required

number of spaces (14), and customers and employees would have a public outdoor space to enjoy.

Grading, Drainage, Utility Plans

The runoff from the current site drains to the east and is picked up in an existing drop inlet on the east property line. The drainage concept for the proposed site is to sheet flow the site to the north and east around the building and to capture the majority of the runoff in the existing drop inlet. The western portion of the site will drain to the drive lane and be picked up in a downstream drop inlet. No ponding or additional drainage structures will be required as a result of no additional flow being generated by the proposed development. New sewer, water, and fire lines will be provided as shown on the conceptual utility plan.

Architecture

The proposed development is a generic corporate architecture. The building is colored in beige and fireweed red with dark grey metal trim, black awnings and clear insulated glass. The materials are exterior cement plaster, metal awnings, aluminum storefront, preformed galvanized metal, and hardie panel siding. The public's view of the south side of the building from NM 528 features a façade with no entry, far more blank wall space than fenestration, and a sizeable electrical service panel. The east side of the building has an even plainer façade than the south side. Additional fenestration and or architectural features shall be provided on both the south and east sides to break up the plain façade building mass, to enhance the visual appearance, and promote street and neighborhood character.

Signage

There is currently an existing monument sign for the Burlington Coat Factory and Saver's in front of the proposed restaurant along NM 528. Additional signage proposed includes the following: four 5x5 internally illuminated wall signs on each façade, two menu/preview boards in the drive through area, two directional signs, two 4'10 3/8 x 6-1 1/2 medium poster marquee building panels, an hours of operation sign, one Jack Silhouette window panel, and four translucent window film panels. The Zoning Code only allows one wall sign per façade per business (Section 14-16-2-19). The Zoning Enforcement Officer determined that the poster marquee building panels, the Jack Silhouette window panel, and the four translucent window film panels to be signs. Since there is already an internally illuminated wall sign on each façade of the building, no additional signage would be permitted. Directional signs and hours of operation sign would be permitted, as would the two menu/preview boards. Eliminate poster marquee building panels, the Jack Silhouette window panel, and the four translucent window film panels as only one wall sign is permitted per façade per business (Section 14-16-2-19).

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

City Departments and other interested agencies reviewed this application from 6/9/2008 to 6/25/2008. Agency comments begin on page 21.

NEIGHBORHOOD/PUBLIC CONCERNS

There were no affected Neighborhood and/or Homeowner Associations. No comments have been received.

CONCLUSIONS

This is a request for a site development plan for subdivision, a site development plan for building permit, and an amendment to a site development plan for building permit. The site is approximately 9.3 acres and is located on NM 528 between Ellison Drive and Corrales Road. The site comprises a portion of Tract D-4-G, Seven Bar Ranch and is zoned SU-1 IP Uses. The applicant intends to build a 2,973 s.f. restaurant on a new pad site. The site development plan for subdivision is to create a new parcel.

Staff finds that the applicant has justified the request for site development plan for building permit based on applicable plans found in the Comprehensive Plan, the West Side Strategic Plan, and the Seven Bar Ranch Sector Development Plan. There is no known opposition to the request and staff recommends approval with conditions.

FINDINGS - 08EPC 40066, 7/17/08, Site Development Plan for Subdivision

1. This is a request for a site development plan for subdivision. The site is approximately 9.3 acres and is located on NM 528 between Ellison Drive and Corrales Road. The site comprises a portion of Tract D-4-G, Seven Bar Ranch and is zoned SU-1 IP Uses. The applicant intends to build a 2,973 s.f. restaurant on a new pad site. The site development plan for subdivision is to create a new parcel.
2. This request is accompanied by a request for a site development plan for building permit and a request to amend a site development plan for building permit.
3. The subject site is within the Established Urban area of the Comprehensive Plan, and within the boundaries of the West Side Strategic Plan and the Seven Bar Ranch Sector Development Plan.
4. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
 - a. Policy II.B.5d – The proposed site development plan for building permit is in accord with the surrounding neighborhood values and natural environmental conditions. The development is similar in scale to surrounding developments.
 - b. Policy II.B.5e – The development will occur on a portion of vacant land that is contiguous to existing urban facilities and services.
 - c. Policy II.B.5i – The proposed use would provide some employment opportunities to nearby residents, and noise, lighting, pollution, and traffic from the use would be minimized through appropriate site design.
 - d. Policy II.B.5m – The proposed site design is only 19 feet high, does not exceed height restrictions in a SU-1 IP zone, generally maintains unique vistas and fits in with surrounding development along NM 528.
5. The request partially furthers Developing and Established Urban Areas Policy II.B.5l of the Comprehensive Plan because it is appropriate to the plan area and similar to adjacent sites; however, the design is not innovative.
6. The request partially furthers Transportation and Transit Policies II.D.4a and II.D.4g of the Comprehensive Plan because more parking is proposed than is required, the site has limited transit service (Wyoming Commuter Route during rush hour only) and there are no bicycle routes, lanes or trails, although a bicycle route is proposed. Pedestrian opportunities are generally promoted into the development to create safe and pleasant non-motorized conditions; however, some sidewalks need to be widened to improve pedestrian access.

7. The request partially furthers Economic Development Policies II.D.6a and II.D.6b of the Comprehensive Plan because the request would present new employment opportunities and offer chances for improvement in occupational skills and advancement. However, the request does not accommodate a wide range of salary levels or help to develop a local business enterprise.
8. The request furthers Objective 8 of the West Side Strategic Plan by helping to promote job opportunities and business growth on the West Side.
9. The request furthers Policies 1.5 and 4.10 of the West Side Strategic Plan by providing pedestrian access to key activity areas, including the buildings on the subject site itself, as well as the surrounding neighborhood and the Cottonwood Center to the south. There is also limited transit service available on the Wyoming Commuter, and a bicycle lane is proposed on this portion of NM 528.
10. The request furthers Policy 3.3 of the West Side Strategic Plan as connections to transit systems and pedestrian trails are provided. A bicycle lane is proposed for this section of NM 528.
11. The request furthers Goal 1 of the Seven Bar Ranch Sector Development Plan by helping to provide some additional employment that is in proximity to a wide diversity of housing densities and types on the West Side.
12. The submittal does not conflict with the existing site development plan (Z-79-146-13).
13. There is no known opposition to the project and no letters of opposition have been received.

RECOMMENDATION - 08EPC 40066, 7/17/08, Site Development Plan for Subdivision

APPROVAL of 08EPC 40066, a site development plan for subdivision, for Tract D-4-G, Seven Bar Ranch, based on the preceding Findings.

FINDINGS - 08EPC 40067, 7/17/08, Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit. The site is approximately 9.3 acres and is located on NM 528 between Ellison Drive and Corrales Road. The site comprises a portion of Tract D-4-G, Seven Bar Ranch and is zoned SU-1 IP Uses. The applicant intends to build a 2,973 s.f. restaurant on a new pad site.

2. This request is accompanied by a request for a site development plan for subdivision and a request to amend a site development plan for building permit.
3. The subject site is within the Established Urban area of the Comprehensive Plan, and within the boundaries of the West Side Strategic Plan and the Seven Bar Ranch Sector Development Plan.
4. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
 - a. Policy II.B.5d – The proposed site development plan for building permit is in accord with the surrounding neighborhood values and natural environmental conditions. The development is similar in scale to surrounding developments.
 - b. Policy II.B.5e – The development will occur on a portion of vacant land that is contiguous to existing urban facilities and services.
 - c. Policy II.B.5i – The proposed use would provide some employment opportunities to nearby residents, and noise, lighting, pollution, and traffic from the use would be minimized through appropriate site design.
 - d. Policy II.B.5m – The proposed site design is only 19 feet high, does not exceed height restrictions in a SU-1 IP zone, generally maintains unique vistas and fits in with surrounding development along NM 528.
5. The request partially furthers Developing and Established Urban Areas Policy II.B.5l of the Comprehensive Plan because it is appropriate to the plan area and similar to adjacent sites; however, the design is not innovative.
6. The request partially furthers Transportation and Transit Policies II.D.4a and II.D.4g of the Comprehensive Plan because more parking is proposed than is required, the site has limited transit service (Wyoming Commuter Route during rush hour only) and there are no bicycle routes, lanes or trails, although a bicycle route is proposed. Pedestrian opportunities are generally promoted into the development to create safe and pleasant non-motorized conditions; however, some sidewalks need to be widened to improve pedestrian access.
7. The request partially furthers Economic Development Policies II.D.6a and II.D.6b of the Comprehensive Plan because the request would present new employment opportunities and offer chances for improvement in occupational skills and advancement. However, the request does not accommodate a wide range of salary levels or help to develop a local business enterprise.

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8. The request furthers Objective 8 of the West Side Strategic Plan by helping to promote job opportunities and business growth on the West Side.
 9. The request furthers Policies 1.5 and 4.10 of the West Side Strategic Plan by providing pedestrian access to key activity areas, including the buildings on the subject site itself, as well as the surrounding neighborhood and the Cottonwood Center to the south. There is also limited transit service available on the Wyoming Commuter, and a bicycle lane is proposed on this portion of NM 528.
 10. The request furthers Policy 3.3 of the West Side Strategic Plan as connections to transit systems and pedestrian trails are provided. A bicycle lane is proposed for this section of NM 528.
 11. The request furthers Goal 1 of the Seven Bar Ranch Sector Development Plan by helping to provide some additional employment that is in proximity to a wide diversity of housing densities and types on the West Side.
 12. The submittal does not conflict with the existing site development plan (Z-79-146-13).
 13. There is no known opposition to the project and no letters of opposition have been received.

RECOMMENDATION - 08EPC 40067, 7/17/08, Site Development Plan for Building Permit

APPROVAL of 08EPC 40067, a site development plan for building permit, for Tract D-4-G, Seven Bar Ranch, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40067, 7/17/08, Site Development Plan for Building Permit

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.

2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
 3. The applicant shall obtain a Certificate of No Effect or a Certificate of Approval pursuant to F/S O-07-72, the Albuquerque Archaeological Ordinance, prior to approval of a preliminary plat, site development plan or master development plan.
 4. The site development plan shall comply with all Solid Waste Management Department ordinances and requirements, including recycle areas.
 5. All sidewalks shall be 6 foot clear and ADA compatible, including existing sidewalks.
 6. Wheel stops shall be provided on the three spaces next to the handicapped spaces in front of the south side of the building.
 7. Landscaping
 - a. Expand individual tree well sizes or make a continuous tree well for Eastern Redbuds along the new parking lot sidewalk or replace with trees that would grow better in smaller tree wells.
 - b. Expand the tree wells for Bur Oaks in the two furthest east tree wells or replace with trees that would grow better in smaller tree wells.
 8. Convert 8 of the parking spaces (4 on the far southwest side that parallel NM 528 and 4 on the far southwest side that parallel the 50 foot entry driveway that would be linked by the 6 foot crosswalk) to public outdoor space with tables, benches, and shading by trees or structures.
 9. Additional fenestration and/or architectural features shall be provided on both the south and east sides to break up the plain façade building mass, to enhance the visual appearance, and promote street and neighborhood character.
 10. Eliminate poster marquee building panels, the Jack Silhouette window panel, and the four translucent window film panels as only one wall sign is permitted per façade per business (Section 14-16-2-19).
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FINDINGS - 08EPC 40068, 7/17/08, Amend Site Development Plan for Building Permit

1. This is a request to amend site development plan for building permit. The site is approximately 9.3 acres and is located on NM 528 between Ellison Drive and Corrales Road. The site comprises a portion of Tract D-4-G, Seven Bar Ranch and is zoned SU-1 IP Uses. The applicant intends to build a 2,973 s.f. restaurant on a new pad site.
2. This request is accompanied by a request for a site development plan for building permit and a request to amend a site development plan for subdivision.
3. The subject site is within the Established Urban area of the Comprehensive Plan, and within the boundaries of the West Side Strategic Plan and the Seven Bar Ranch Sector Development Plan.
4. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
 - a. Policy II.B.5d – The proposed site development plan for building permit is in accord with the surrounding neighborhood values and natural environmental conditions. The development is similar in scale to surrounding developments.
 - b. Policy II.B.5e – The development will occur on a portion of vacant land that is contiguous to existing urban facilities and services.
 - c. Policy II.B.5i – The proposed use would provide some employment opportunities to nearby residents, and noise, lighting, pollution, and traffic from the use would be minimized through appropriate site design.
 - d. Policy II.B.5m – The proposed site design is only 19 feet high, does not exceed height restrictions in a SU-1 IP zone, generally maintains unique vistas and fits in with surrounding development along NM 528.
5. The request partially furthers Developing and Established Urban Areas Policy II.B.5l of the Comprehensive Plan because it is appropriate to the plan area and similar to adjacent sites; however, the design is not innovative.
6. The request partially furthers Transportation and Transit Policies II.D.4a and II.D.4g of the Comprehensive Plan because more parking is proposed than is required, the site has limited transit service (Wyoming Commuter Route during rush hour only) and there are no bicycle routes, lanes or trails, although a bicycle route is proposed. Pedestrian opportunities are generally promoted into the development to create safe and pleasant non-motorized conditions; however, some sidewalks need to be widened to improve pedestrian access.

7. The request partially furthers Economic Development Policies II.D.6a and II.D.6b of the Comprehensive Plan because the request would present new employment opportunities and offer chances for improvement in occupational skills and advancement. However, the request does not accommodate a wide range of salary levels or help to develop a local business enterprise.
8. The request furthers Objective 8 of the West Side Strategic Plan by helping to promote job opportunities and business growth on the West Side.
9. The request furthers Policies 1.5 and 4.10 of the West Side Strategic Plan by providing pedestrian access to key activity areas, including the buildings on the subject site itself, as well as the surrounding neighborhood and the Cottonwood Center to the south. There is also limited transit service available on the Wyoming Commuter, and a bicycle lane is proposed on this portion of NM 528.
10. The request furthers Policy 3.3 of the West Side Strategic Plan as connections to transit systems and pedestrian trails are provided. A bicycle lane is proposed for this section of NM 528.
11. The request furthers Goal 1 of the Seven Bar Ranch Sector Development Plan by helping to provide some additional employment that is in proximity to a wide diversity of housing densities and types on the West Side.
12. The submittal does not conflict with the existing site development plan (Z-79-146-13).
13. There is no known opposition to the project and no letters of opposition have been received.

RECOMMENDATION - 08EPC 40068, 7/17/08, Amend Site Development Plan for Building Permit APPROVAL of 08EPC 40068, a request to amend site development plan for building permit, for Tract D-4-G, Seven Bar Ranch, based on the preceding Findings, and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40068, 7/17/08, Amend Site Development Plan for Building Permit

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany

the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.

2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. The applicant shall obtain a Certificate of No Effect or a Certificate of Approval pursuant to F/S O-07-72, the Albuquerque Archaeological Ordinance, prior to approval of a preliminary plat, site development plan or master development plan.
4. The site development plan shall comply with all Solid Waste Management Department ordinances and requirements, including recycle areas.
5. All sidewalks shall be 6 foot clear and ADA compatible, including existing sidewalks.
6. Wheel stops shall be provided on the three spaces next to the handicapped spaces in front of the south side of the building.
7. Landscaping
 - a. Expand individual tree well sizes or make a continuous tree well for Eastern Redbuds along the new parking lot sidewalk or replace with trees that would grow better in smaller tree wells.
 - b. Expand the tree wells for Bur Oaks in the two furthest east tree wells or replace with trees that would grow better in smaller tree wells.
8. Convert 8 of the parking spaces (4 on the far southwest side that parallel NM 528 and 4 on the far southwest side that parallel the 50 foot entry driveway that would be linked by the 6 foot crosswalk) to public outdoor space with tables, benches, and appropriate landscaping.
9. Additional fenestration and/or architectural features shall be provided on both the south and east sides to break up the plain façade building mass, to enhance the visual appearance, and promote street and neighborhood character.

10. Eliminate poster marquee building panels, the Jack Silhouette window panel, and the four translucent window film panels as only one wall sign is permitted per façade per business (Section 14-16-2-19).
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***Randall Falkner
Planner***

cc: Paul Wymer, Bohannon Huston, Inc., 7500 Jefferson NE, Albuquerque, NM 87109
CRT Partners-Southern Arizona Franchise, 616 W. Las Lomas Rd., Tucson, AZ, 85704

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Office of Neighborhood Coordination

No Neighborhood and/or Homeowner Association(s)

Advanced Planning

The elevations are labeled as if the west façade is the front, but this façade is oriented to the development's entry road, not NM 528 (see Site Plan, Sheet 1 and Front Elevation, Sheet 3). 528 is the arterial road in front of the entire development and this "pad" project, so EPC might also consider the Right Elevation as a front. It faces 528. Labels aside, the public's view of this building from NM 528, as designed, features a façade with no entry, far more blank wall space than fenestration, and a sizable electrical service panel (see Right Elevation, Sheet 4). There's a door around the corner to the east, but it's in an even-plainer façade (see Rear Elevation, Sheet 4).

Walking and maneuvering space for pedestrians, bicyclists, and wheelchair users seems very limited around this building. The paved walkways range from just 5 to 6 feet wide at three sides of the building, while more than twice the required car-parking spaces are provided. At one side of a large parking lot, the project's pedestrian connections as illustrated are a plus. Such connections should be accompanied by sufficient space for pedestrians at destinations like this one.

One result of the lack of perimeter space is a tight, corner wheelchair ramp at the west corner of the building (see Sheet 1 and Keyed Note 19). This ramp would require a person moving around that corner in a wheelchair to make the turn on the cross-slope created by the ramp. This design is unlikely to meet accessibility standards, because the maximum allowable cross-slope ratio (rise-to-run) is 1:50, and mounting this curb height will probably take a slope of about 1:12, much steeper than 1:50.

There's an apparent mix-up on Sheet 2, which shows many plants in the drive-thru lane.

CITY ENGINEER

Transportation Development (City Engineer/Planning Department):

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not

limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).

- Drive thru lane width to be 12' minimum with 25' turning radii (inside edge) for all turns. 14' lane width may be used with turning radii of 15' – see DPM.
- A concurrent platting action is required at DRB.
- Provide unsigned title blocks, for DRB signature, on the site development plans for subdivision and building permit.
- Site plan shall comply and be designed per DPM Standards.

Hydrology Development (City Engineer/Planning Department):

- A concurrent platting action is required at DRB.

Transportation Planning (Department of Municipal Development):

Findings

- NM 528/Alameda Boulevard is a principal arterial as designated on Long Range Roadway System map.
- NM 528/Alameda Boulevard 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 NM 528/Alameda Boulevard to accommodate the designated bicycle lane.

Conditions

- Dedication of an additional 6 feet of right-of-way along NM 528/Alameda Boulevard as required by the City Engineer to provide for on-street bicycle lanes.
- Construction of the bicycle lane along NM 528/Alameda Boulevard adjacent to the subject property, as designated on Long Range Bikeways System map.

Traffic Engineering Operations (Department of Municipal Development):

- No comments received.

Street Maintenance (Department of Municipal Development):

- No comments received.

New Mexico Department of Transportation (NMDOT):

- No comments received.

Conditions of approval on next page:

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT

and NMDOT:

Conditions of approval for the proposed Site Development Plan for Subdivision, Site Development Plan for Building Permit Amendment and 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. Drive thru lane width to be 12' minimum with 25' turning radii (inside edge) for all turns. 14' lane width may be used with turning radii of 15' – see DPM.
- c. A concurrent platting action is required at DRB.
- d. Provide unsigned title blocks, for DRB signature, on the site development plans for subdivision and building permit.
- e. Site plan shall comply and be designed per DPM Standards.
- f. Dedication of an additional 6 feet of right-of-way along NM 528/Alameda Boulevard as required by the City Engineer to provide for on-street bicycle lanes.
- g. Construction of the bicycle lane along NM 528/Alameda Boulevard adjacent to the subject property, as designated on Long Range Bikeways System map.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

WATER UTILITY AUTHORITY

Utility Services

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

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

Open Space Division

Open Space has no adverse comments

City Forester

- Bur Oak will not grow well over time in small tree well as indicated in the farthest east tree well
- Tree well size along new parking lot sidewalk is insufficient. Eastern redbud will not grow well in such a small well with the extensive parking lot heat
 - Can tree well be made continuous along sidewalk?
 - Can rainwater be directed into those tree wells?

POLICE DEPARTMENT/Planning

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

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

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

ALBUQUERQUE PUBLIC SCHOOLS

Seven Bar Ranch, Portion of Tract D-4-G, is located on NM 528 between Ellison Drive and Corrales Rd. 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 Jack in the Box. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

No comment based on the information provided to date.