



**Environmental  
Planning  
Commission**

**Agenda Number: 2  
Project Number: 1003859  
Case #s: 11EPC-40067/40068 and  
04EPC-01845  
January 19, 2012**

**Staff Report**

<b>Agent</b>	Tierra West LLC
<b>Applicants</b>	Silver Leaf Ventures LLC
<b>Requests</b>	<ol style="list-style-type: none"> <li>1 <b>5-year extension of a Site Development Plan for Subdivision, Tracts 1-9, North Andalucia at La Luz, 04EPC-01845</b></li> <li>2 <b>Site Development Plan for Subdivision Amendment (approx. 24 acres)</b></li> <li>3 <b>Site Development Plan for Building Permit (approx. 11.5 acres)</b></li> </ol>
<b>Legal Description</b>	Tracts 1-6, North Andalucia at La Luz Tracts 1-3, North Andalucia at La Luz
<b>Location</b>	SE corner of Coors Blvd. NW and Montaño Rd.
<b>Size</b>	Approximately 60 acres
<b>Zoning</b>	SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre)

**Staff Recommendation**

**APPROVAL of 04EPC-01845, to extend the life of a Site Development for Subdivision, based on the Findings beginning on p. 50.**

**DEFERRAL of 11EPC-40068, Site Development Plan for Subdivision Amendment, based on the Findings beginning on p. 51, for 60 days.**

**DEFERRAL of 11EPC-40067, Site Development Plan for Building Permit, based on the Findings beginning on p. 54, for 60 days.**

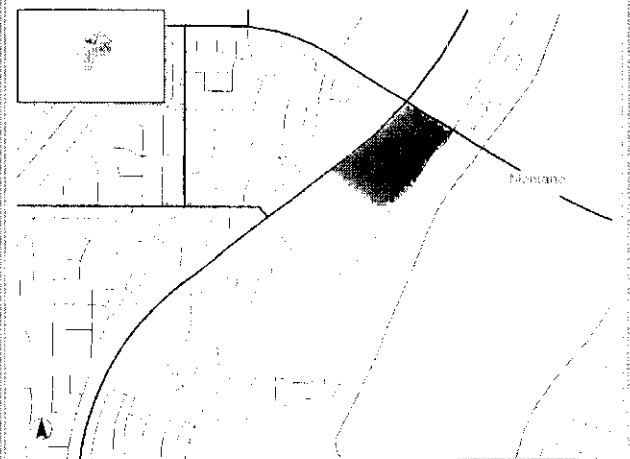
**Staff Planners  
Carmen Marrone, Current Planning Manager  
Catalina Lehner-AICP, Senior Planner**

**Summary of Analysis**

The proposal is for an extension of the North Andalucia at La Luz site development plan for subdivision, an amendment to it, and a site development plan for building permit for a Large Retail Facility (LRF). The zoning allows the proposed use.

The subject site is in the Established Urban and Developing Urban areas as designated by the Comprehensive Plan. The West Side Strategic Plan and the Coors Corridor Sector Development Plan apply. Overall, the proposal partially furthers applicable Goals and policies. The proposed LRF is required to comply with the North Andalucia at La Luz design standards and the LRF Regulations.

Two facilitated meetings were held. Neighborhood organizations are mostly opposed and concerned about traffic, environment, school proximity, views, design, crime, safety, and number of stores in the area. Staff recommends a 60 day deferral to address outstanding issues and comments, and to improve compliance with applicable policies, standards and regulations.



City Departments and other interested agencies reviewed this application from 10/29/11 to 11/9/11.  
Agency comments used in the preparation of this report begin on Page 59.

**I. AREA CHARACTERISTICS**

*Surrounding zoning, plan designations, and land uses:*

	<b>Zoning</b>	<b>Comprehensive Plan Area; Applicable Rank II &amp; III Plans</b>	<b>Land Use</b>
<b>Site</b>	SU-1 for C-2, O-1 Uses and PRD (20 DU/ac)	i) Established Urban & Developing Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	Vacant
<b>North</b>	C-2, C-2 (SC), SU-1 for C-1 Permissive & Conditional Uses & Full-Service Liquor within 500 feet of a Residential Zone	i) Established Urban & Developing Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	Commercial, shopping center
<b>South</b>	SU-1 for School & Related Facilities, SU-1 for School Recreation & Private Open Space, SU-1 for PRD (10DU/ac), SU-1 PRD	i) Established Urban & Developing Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	Vacant, school recreation facilities, single-family residential
<b>East</b>	SU-1 for Major Public Open Space, SU-1 for Public Utility Facility, SU-1 for C-2, O-1 Uses and PRD (20 DU/ac), SU-1 for School & Related Facilities	i) Developing Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	School, school facilities, ponding area, open space, Bosque east across the Corrales Drain
<b>West</b>	C-2, R-2, R-T, SU-1 PRD (10 DU/ac)	i) Established Urban ii) West Side Strategic Plan iii) Coors Corridor Sector Development Plan	Commercial Multi-Family Residential Single-Family Residential

**II. INTRODUCTION**

***Proposal***

This is a three-part proposal for: 1) a five-year extension of the existing North Andalucia at La Luz site development plan for subdivision, Tracts 1-9 (Project #1003859, 04EPC-01845); 2) an amendment to this site development plan for subdivision, an approximately 60 acre site consisting of Tracts 1 – 6, North Andalucia at La Luz; and 3) a site development plan for building permit for a large retail facility (LRF, or “big box” retail) on the future Tract 2-A, an approximately 11.5 acre site (the “subject proposal”).

The applicant proposes to extend the existing site development plan for subdivision, which contains design standards, and amend it as follows: subdivide Tract 1 into four Tracts, subdivide Tract 2 into three tracts, and create a new Tract 3A to replace the existing Tract 3. The associated, proposed site development plan for building permit would allow development of a large retail facility (LRF) on the future Tract 2-A.

***Environmental Planning Commission (EPC) Role***

The EPC is the final approval body for the subject proposal, unless the EPC decision is appealed. The North Andalucia at La Luz Design Standards, contained in that site development plan for subdivision, state that subsequent site development plans for building permit must be consistent with the design standards and approved by the EPC. Major amendments are also required to go through the EPC process.

***Context***

The approximately 60 acre subject site is in the Established Urban Area (the western, approx. half) and the Developing Urban Area (the eastern, approx. half) of the Comprehensive Plan. The entire subject site is within the boundaries of the West Side Strategic Plan (WSSP) and the Coors Corridor Sector Development Plan (CCSDP). A portion of the subject site, mostly north of Mirandela St., is located in a designated Activity Center, the Montañó/Coors Community Activity Center. The subject site is not located in a Metropolitan Redevelopment Area (MRA).

The subject site consists of land at the SE corner of Coors Blvd. and Montañó Rd., from Montañó Rd. south to Mirandela St., and west of Mirandela St. Surrounding the subject site are a variety of uses, including: a shopping center and various commercial uses to the north, single-family residences to the north across Montañó Rd. and further south at the La Luz community, multi-family residences across Coors Blvd. A private school, ponding area and open space are located between Mirandela St. and the Corrales Drain, which is between these uses and the Bosque (the "forrest") to the east. The Bosque is designated Major Public Open Space (MPOS).

***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.

Coors Blvd. is a Principal Arterial with a right-of-way (ROW) of 156 ft. Montañó Rd. is an Urban Minor Arterial with a ROW of 106 ft. Mirandela Rd. and Learning Rd. are local streets.

The Albuquerque Bikeway Map (2011) indicates that Coors Blvd., Montañó Rd. and Mirandela St. are designated bicycle lane. Learning Rd. has a designated bicycle lane and a designated multi-use trail.

Transit: Albuquerque Ride Route #790-Rapid Ride Blue Line (westside to UNM), Route #155-Coors and Route #96-Crosstown commuter, pass the subject site on Coors Blvd. in the north-south direction. Route #157- Montañó/Uptown/Kirtland, runs west-east on Montañó Rd.

The Comprehensive Plan designates Coors Blvd. and Montañó Rd. as Enhanced Transit Corridors.

***Public Facilities/Community Services***

The subject site is close to several public and community facilities. A Fire Station and a Community Center are approx. 0.7 mile to the northwest. Two parks are near the fire station and a larger park is north of the community center. The Pueblo Montañó trailhead facility northeast of the site provides access to the Bosque. The Northwest Area Command, at 4051 Ellison Avenue NW (across from Cibola High School), provides police coverage.

### **III. HISTORY**

#### ***Annexation/Zoning***

The subject site was part of the Northwest Mesa Phase III annexation, which occurred in 1985 and consisted of approximately 1000 acres of Westside land (Z-85-138). Zoning was established as SU-1 for C-2 Uses, O-1 Uses and PRD (10 DU/acre).

In August 2003, the site was rezoned to SU-1 for C-2 (23.3 acres max.), O-1 (11.7 acres max.) and PRD (20 du/acre max.). The EPC found the increased residential density was appropriate given the proximity of the site to the Montañó/Coors Activity Center, at the north end of the site (Project #1000965, 03EPC-01102)

#### ***Site Development Plan for Subdivision***

The subject site was originally part of a much larger site development plan for subdivision known as Andalucia at La Luz, approximately 228 acres extending from Montañó Rd. on the north to Namaste Rd. on the south, and from Coors Blvd. on the west to the Corrales Drain on the east. In February of 2001, the Environmental Planning Commission (EPC) approved a zone map amendment and a site development plan for subdivision, for the entire subdivision (Project #1000965, 00EPC-01743).

In January of 2005, the EPC approved a site development plan for subdivision to subdivide Andalucia at La Luz into two distinct subdivisions separated by Learning Road – Andalucia North and Andalucia South (Project #1003859, 04EPC-01845). Andalucia North was subdivided into 9 tracts. The La Luz Landowners Association appealed the EPC decision. On March 15, the Land Use Hearing Officer recommended that the City Council remand the case to the EPC to make a more complete record and findings. Another facilitated meeting was also recommended. The City Council voted unanimously to accept the LUHO recommendation. At the remand hearing on May 19, 2005, the EPC approved the request based on an improved set of findings (see attachment). The design standards approved in 2003 apply to development in Andalucia North and South.

The site development plan for subdivision received final sign-off by the Development Review Board (DRB) on September 16, 2005. Pursuant to §14-16-3-11(C) of the Zoning Code, if less than one-half of the site has been developed since approval of the site development plan, the site development plan for the undeveloped areas shall terminate automatically unless the property owners request in writing, through the Planning Director, that the EPC extend the plan's life an additional five years. The applicant is requesting a 5-year extension of the site development plan for subdivision for EPC approval (Project #1003859, 04EPC-01845) as part of the overall request.

#### ***Site Development Plan for Subdivision Amendments***

The North Andalucia at La Luz Site development plan for Subdivision (Project #1003859, 04EPC-01845) has been amended twice since 2005. The September 2007 amendment was to create a round-about at the intersection of Learning and Antequera Roads and to reflect the location of the archaeological sites, as field verified. The June 2008 amendment (Notice of Decision attached) was to remove Tracts 7, 8 and 9 from this site development plan for subdivision and consolidate the three tracts into the Bosque School site development plan for subdivision (Project #1000901, 08EPC-40051).



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***Site Development Plans for Building Permit at Andalucia North***

In June of 2005, the EPC approved a site development plan for building permit to include 140,000 square feet of commercial development on Tracts 2 and 3 of the subject site. The La Luz Landowners Association appealed the EPC decision; however, an agreement was reached with the Association and they withdrew the appeal prior to City Council action. The site development plan was submitted to the DRB but never received final sign-off. The current request for site development plan for building permit will replace the 2005 EPC approved site development plan for building permit and will update the Traffic Impact Study provided in 2007.

On November 17, 2005, the EPC unanimously approved a site development plan for building permit for multi-family residential development on Tracts 4 and 6, immediately south of the subject site. The La Luz Landowners Association appealed the EPC decision, however, prior to the scheduled hearing on the appeal, the Association withdrew the appeal based on an agreement between the applicant and the Association that resolved the outstanding issues in the case. The site development plan received final sign-off by the DRB in March of this year and the new property owner is planning to begin construction of apartments on Tract 6 in the spring of 2012.

On November 2011, the EPC approved a zone map amendment from SU-1/O-1 to SU-1/O-1 including Bank & Drive-up Service and a site development plan for building permit to allow development of a drive up bank on Tract 5, located at the northeast corner of Coors & Learning Road.

**IV. ANALYSIS- ZONING & GOVERNING SITE DEVELOPMENT PLAN FOR SUBDIVISION**

**ALBUQUERQUE COMPREHENSIVE ZONING CODE**

***Definitions (§14-16-1-5)***

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.

Shopping Center Site: A premises containing five or more acres; zoned P, C-1, C-2, C-3, M-1, M-2, or a combination thereof; or a Large Retail Facility; but excluding premises used and proposed to be used only for manufacturing, assembling, treating, repairing, rebuilding, wholesaling, and warehousing. Shopping Center Sites are subject to the Shopping Center Regulations of the Zoning Code, 14-16-3-2.

Site Development Plan for Subdivision: An accurate plan at a scale of at least 1 inch to 100 feet which covers at least one lot and specifies the site, proposed use, pedestrian and vehicular ingress and egress, any internal circulation requirements and, for each lot, maximum building height, minimum building setback, and maximum total dwelling units and/or nonresidential uses' maximum floor area ratio.

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**Zoning**

The subject site is zoned SU-1 for C-2, O-1 Uses and PRD (20 DU/ac) with the following stipulations, as established by the North Andalusia at La Luz site development plan for subdivision (04EPC-01845): Tracts 1 and 2 are zoned for C-2 uses and Tract 3 is zoned for O-1 uses. Tracts 1 and 2 will contain retail, restaurant and bank uses – uses permissive in the C-2 zone. Tract 3 will contain parking associated with an office use as well as parking and a driveway associated with a commercial use. The Zoning Enforcement Official has determined that the parking associated with the commercial use is allowed on Tract 3 provided it is not *required* off-street parking. Driveways are not considered a use.

The SU-1 special use zone (Zoning Code §14-16-2-22) 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 (see attachment). A site development plan is required when requesting SU-1 zoning; the two are inextricably linked [Ref: §14-16-2-22(A)(1)]. Planned Residential Development (PRD), which can be single-family homes, townhouses and/or apartments, is a permissive use in the SU-1 zone [Ref: §14-16-2-22(B)(25)].

The O-1 (Office & Institution) zone, Zoning Code §14-16-2-15, provides “sites suitable for office, service, institutional, and dwelling uses.” A parking lot is a permissive use in the O-1 zone [Ref: §14-16-2-15(A)(12)] provided it is associated with the “office, service, institutional, and dwelling uses” listed therein (see attachment).

The proposed large retail facility (LRF) is a permissive use in the C-2 zone, and falls under the permissive retail uses listed in §14-16-2-17(A)(13), which reads as follows (see attachment):

“(13) Retailing of any consumer product and provision of any customer, personal, or business service, except adult amusement establishments and adult stores, hospitals for human beings and transit facilities, provided it is not listed as a conditional use in this zone, or as a permissive or conditional use listed for the first time in the C-3 zone, and with the following limitation:

(a) Alcoholic drink sales for consumption off premises; except the sale of alcoholic drink within 500 feet of a community residential program or hospital for treatment of substance abusers is prohibited pursuant to § 14-16-3-12(A)(11) ROA 1994:

1. are limited to building area which is not within 500 feet of a residential zone; and
2. shall not include the sale of broken packages or the following packages within 500 feet of a pre-elementary, elementary or secondary school, a religious institution, a residential zone, a designated Metropolitan Redevelopment Area (as defined in the State Metropolitan Redevelopment Code), a city owned park or city owned major public open space:
  - A. distilled spirits, as defined in the New Mexico Liquor Control Act, in any package that contains less than 750 milliliters;
  - B. beer, as defined in the New Mexico Liquor Control Act, in any single container labeled as containing 16 or fewer ounces; and
  - C. fortified wines with a volume of alcohol of more than 13.5 percent.

The proposed LRF falls under the “retailing of any consumer product and provision of any customer” and, like other uses in this category, must comply with the limitation established in (a) regarding alcohol sales.

**GOVERNING SITE DEVELOPMENT PLAN FOR SUBDIVISION**

***Background***

The North Andalucia at La Luz Site Development Plan for Subdivision applies to the approximately 60 acre site (Project #1003859, 04EPC-01845 and as subsequently amended- see History section). EPC approval in January 2005 established parameters for the site: land use allocations by tract, general notes and design standards. The current proposal for a site development plan for building permit on the future Tract 2-A is required to comply with the governing site development plan for subdivision.

Site:	Approx. 60 acres, divided into Tracts 1 - 6
Zoning:	SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre)- all tracts

	Acreage	Land Use
Tract 1	10.23	C-2 uses
Tract 2	12.28	C-2 uses
Tract 3	1.38	O-1 uses
Tract 4	7.71	PRD uses-20DU/ac
Tract 5	3.38	O-1 uses
Tract 6	15.86	PRD uses-20DU/ac

⇒ Please see Section VI of this report for an explanation of the proposed, new land use allocations that would amend the existing site development plan for subdivision.

Of the eight General Notes, the following two are most significant with respect to the current proposal (an explanation is in ***bold italics***).

3. The area adjacent to Learning Rd. and the northern boundary of Bosque School, Lot 4A, (a minimum of 300 feet) is restricted to PRD and O-1 uses.

***A portion of this 300 foot buffer extends into the SE corner of Tract 2 (future Tract 2-A). Only PRD and O-1 uses are allowed in this area. A large retail facility (LRF) is a commercial use and therefore would not be allowed. However, the submittal shows a future office use on the future Tract 3-A to the south; any parking in the buffer area would be associated with the O-1 use and would be allowed.***

5. A cross-access easement will be provided across Tracts 1, 2 and 3.

***Cross-access will be provided across the future tracts, including between the future Tract 2-A and 3-A (see above).***

The design standards (see Sheets C-2 and C-3), the purpose of which is to provide a framework for understanding the vision and development goals for the property, address pedestrianism, trails, sidewalks, parking, setbacks, landscaping, screening, architecture, lighting, signage, private commons areas and traffic calming.

⇒ Please see Section X of this report for a review of the current proposal against the design standards.

***Proposed Extension of Site Development Plan for Subdivision***

The current North Andalucia at La Luz Site Development Plan for Subdivision (04-EPC-01845) received final sign-off by the Development Review Board (DRB) on September 16, 2005. Pursuant to §14-16-3-11(C) of the Zoning Code, if less than one-half of the site has been developed since approval of the site development plan, the site development plan for the undeveloped areas shall terminate automatically unless the property owners requests in writing, through the Planning Director, that the EPC extend the plan's life an additional five years.

On November 30, 2011, the applicant submitted a letter to the Planning Director requesting a 5-year extension of the site development plan for subdivision for EPC approval (Project #1003859, 04EPC-01845). Pursuant to §14-16-3-11(C), "the Planning Commission shall grant approval if it deems that the Site Development Plan remains appropriate and the owner intends to fully develop the site according to the plan concept." The applicant has provided the following justification for approval of the extension:

1. As shown by the proposed Site development plan for subdivision (SPS) amendment, the owner intends to fully develop the site according to the original plan concept. The original SPS remains appropriate.
2. A Traffic Impact Study (TIS) for North Andalucia at La Luz was prepared and submitted to the City in 2005 and was finalized and approved in 2007. The mitigation measures identified and required by the original TIS have already been constructed and installed in reliance on build-out under the approved SPS.
3. An updated TIS dated November 22, 2011 was submitted in connection with the current proposal. Off-site mitigation measures to address impacts projected through 2017 will be addressed as Conditions of Approval.

***The updated TIS dated November 22, 2011 demonstrates that the owner intends to fully develop the site. The original zoning and design standards associated with the site development plan for subdivision are still appropriate "to help guide for consistency and a quality that is complementary of the subject site area" (EPC Notification of Decision Finding #3, 04EPC-01845).***

***Staff does note that the design standards call for a "village-type character" which is more appropriate for C-1 zoning. The current C-2 zoning may be too intense to achieve the village scale envisioned by the design standards. However, this request is not about zoning; it is about the SPS. Staff finds that the SPS is generally appropriate.***

**V. ANALYSIS -CONFORMANCE TO ADOPTED PLANS AND POLICIES**

**A) ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN (RANK I)**

The subject site is located partially in an area that the Albuquerque/Bernalillo County Comprehensive Plan has designated Developing Urban and partially in an area designated Established Urban. The 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

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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-Developing & Established Urban Areas*

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 proposal would result in a new development located in a designated Community Activity Center, a location generally desired for retail uses. Its intensity would be consistent with the existing zoning (the C-2 uses), though it may be somewhat intense for a location so close to the Bosque, where the natural environment, open space and scenic resources are regionally significant. The design is generally compatible with the existing built environment. Most neighborhood representatives and residents oppose the proposal, though there is some support. The request partially furthers Policy II.B.5d-neighborhood values/natural environmental conditions.*

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 can be ensured.

*The proposal furtheres Policy II.B.5e-programmed facilities/neighborhood integrity. The vacant subject site is contiguous to urban facilities and services that already exist, so their use is not likely to adversely affect neighborhood integrity.*

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

- 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.

*The proposed commercial development is located in an existing commercially zoned area, is located at an intersection of arterial streets, with access to transit facilities. The proposal would result in a second shopping center at the intersection, which could add to traffic congestion. However, potentially harmful effects of traffic would be addressed through following recommendations in the TIS update and through site access. The proposal furtheres Policy II.B.5j.*

Policy II.B.5k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operations.

*The subject site is adjacent to two arterial streets, Coors Blvd. and Montaño Rd. A Transportation Impact Study (TIS) was updated to reflect the current proposal. Vehicles would access the site from existing entrances on Coors Blvd. and Montaño Rd. Another access from Montaño Rd. is*

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*proposed, but has not been granted as of this writing. Potentially harmful effects of traffic would be addressed through following recommendations in the TIS update.*

*No established residential neighborhoods are adjacent to the subject site, so cut-through traffic is not likely to be as prevalent as it could be. In addition, the project meets the Location and Access requirements of the Large Retail Facility Regulations in the Zoning Code, which were established to protect established residential neighborhoods. The proposal partially furthers Policy II.B.5k.*

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 standards allow a variety of architectural styles and materials that are generally compatible with the area. The proposed building incorporates elements of Spanish colonial and contemporary pueblo styles, combined with three colors of cultured stone and stucco colors from medium browns to tans to olive. The colors and finishes are generally appropriate for the Plan area. Some of the elements used can be considered innovative, though the design overall is not. It's important to note that variations in roof lines and building heights are constrained due to the View Regulations of the Coors Corridor Plan. The proposal partially furthers Policy II.B.5l-quality design/new development.*

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

*The proposed building mostly complies with the view plane regulations of the Coors Corridor Plan except for the middle portion that will have to be lowered by 1.85 feet to maintain the unique vista the view line provides for. The visual environment would change, though the combination of colors and materials would generally make the building compatible with its surroundings. The proposal partially furthers Policy II.B.5m-quality of the visual environment.*

#### *Activity Centers*

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

*The proposed large retail building would expand economic activities but would not strengthen a concentration of moderate and high-density mixed land use. [Table 22 defines moderate Floor Area Ratios (FARs) as 0.3 to 1.0. Proposed is a 0.2 FAR]. The subject site is located in the designated "Montaño/Coors Village Community Activity Center" and within the North Andalusia at La Luz Subdivision. The subdivision was zoned to provide a mix of uses to support the goal for the Activity Center - 23.3 acres for C-2 uses, 11.7 acres for O-1 uses and approximately 23 acres for residential uses. The subject site is mostly zoned for C-2 uses. The C-2 zone allows multi-family development per the R-3 zone provided the development is at least 5 acres in size and is developed as a vertical mixed-use project (housing over commercial or office). The vertical requirement for mixed-use development per the C-2 zone may present conflict with the View*

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*Regulations of the Coors Corridor Plan, preventing such a mix to occur on the site. Although the Activity Center goal is to provide a high concentration of moderate and high-density mixed land uses, the View Regulations of the Coors Corridor Plan and the site development plan for subdivision restrict this type of development on the site. Instead, the site development plan for subdivision recommends a village-type character and provides a horizontal mix of uses on the site.*

*Since the area is mostly developed, infrastructure service is in place. Urban sprawl would not increase, though the proposed large retail use at this Community Activity Center location could increase auto travel in the area and affect the identity of this Westside location. The proposal partially furthers the Activity Centers Goal.*

Community Activity Center (description from Table 22):

Purpose: Provides the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area. The following development guidelines are suggested to achieve the goal for Community Activity Centers:

- Service/Market Area:
  - Up to 3 miles
  - Serves population of 30,000+
- Access:
  - Very accessible by automobile
  - Located on minor & major arterial streets
  - Should provide main hub connecting to regional transit system
  - Community-wide trail network should provide access to center
  - The interior of the center should be very accommodating to the pedestrian, even within the predominantly off-street parking areas
- Land Uses:
  - Core Area: 15-16 acres + adjacent contributing uses
  - Limited floor area per building
  - Examples of typical uses: low-rise office, public & quasi-public uses (e.g. post office, library), entertainment (restaurants, theaters, etc.), hotel/motel, shelter care, medical facilities, education facilities, large religious institutions, medium density residential, middle/high school, senior housing, community or senior center, park-and-ride facility under certain conditions
- Scale:
  - Some larger parcels, but heavily punctuated with fine grain, smaller parcels; very walkable
  - 2-3 story; moderate floor area ratios (.3 to 1.0); connections between buildings and to sidewalks; more than one façade; buildings separate off-street parking from the street
  - Predominantly off-street parking; site circulation plan is important to avoid conflict between pedestrian and auto; parking in lots or structures; pedestrian paths between parking & bldg.; bicycle parking is encouraged
  - Public plaza/open space should be

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*The Montañó/Coors Community Activity Center would serve the northwest mesa area (WSSP, p. 103), which is greater than 3 miles and contains more than 30,000 people (Service/Market Area).*

*The subject site is accessible by automobile and located at the intersection of two arterial streets which are designated Enhanced Transit Corridor per the Comprehensive Plan. The site is adjacent to the Pueblo Montañó trailhead facility, which provides access to a community-wide trail network (Access).*

*The core area of the center is likely larger than the 15-16 acres recommended for Community Activity Centers, however, according to the West Side Strategic Plan "The ideal Community Activity Center should contain between 35 and 60 acres". The guidelines suggest a limited floor area per building although a maximum floor area is not suggested. The purpose of this limitation is to provide a variety of commercial and entertainment uses. The single-tenant, single story LRF does not meet the intent of this guideline (Land Uses).*

*The subject site has some larger parcels, but is not heavily punctuated with fine grain, smaller parcels. The guidelines suggest 2-3 story buildings with moderate floor area ratios of .3 to 1.0. The proposed LRF building is single-story and has a floor area ratio (0.2), however, a building of 2-3 stories would not likely meet the View Regulations of the Coors Corridor Plan. There are connections between buildings, though buildings would not separate off-street parking from the main street running through the site. Site circulation would sometimes avoid conflict between pedestrian and auto, though more could be done to improve pedestrian safety. Some plaza space will be provided (Scale).*

*In sum, the proposal partially furthers the development guidelines for Community Activity Centers except that the large floor area of the proposed LRF likely exceeds the limitations intended in a Community Activity Center "to provide a greater variety of commercial and entertainment uses".*

Policy II.B.7c: Structures whose height, mass or volume would be significantly larger than any others in their surroundings shall be located only in Major Activity Centers to provide for visual variety and functional diversity in the metropolitan area while preserving pleasing vistas and solar access.

*The proposed building, at 98,901 square feet (sf), would be larger than other buildings in the Montañó/Coors Community Activity Center area and is therefore appropriate in a Major Activity Center, not in a Community Activity Center. The proposed building would be approximately 29% larger than the second largest single-tenant building in the area (an approximately 70,000 sf grocery store on the north side of Montañó Rd.). However, the grocery store is part of a larger strip of buildings that exceed the building frontage and mass of the proposed LRF. Buildings at the Bosque school are approx. 15 to 20,000 sf at the most; all stand alone and do not appear as one mass. The proposal does not further Policy II.B.7c- structures/location in Centers.*

*Environmental Protection & Heritage Conservation- Archaeological Resources*

Goal: To identify and manage or acquire archaeological and paleontological sites for research, education, economic and/or recreation use."



Policy II.C.6b: Appropriate treatment of significant sites and remedies for those that cannot be preserved shall be determined.

*The North Andalusia site development plan for subdivision identifies the location of archaeological sites, though not for research, education or other uses. The site development plan was amended in 2007 to reflect the locations based on field verification. The Certificate of No Effect obtained for the current proposal indicates that field work has been completed and a final report is in preparation. The archaeological resources Goal and Policy II.C.6b are furthered.*

*Environmental Protection & Heritage Conservation- Developed Landscape*

Goal: To maintain and improve the natural and the developed landscapes' quality.

*The proposal would generally improve the developed landscape's quality because the building would have more architectural features than existing buildings, although the development would impact the natural landscape in this area characterized by the Bosque and open space. The proposal partially furthers the Developed Landscape Goal.*

Policy II.C.8a: The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.

*The proposal generally respects the natural and visual environment, though not particularly the unique feature that is the Bosque. Although the view analysis demonstrates that the ridgeline of the Sandia Mountains will not be penetrated, a portion of the proposed building would exceed the view line by more than one third. Building height, when combined with mass and scale, are not as sensitive to the Bosque environment as they could be. Policy II.C.8a-environment/unique features is not furthered overall.*

Policy II.C.8e: In highly scenic areas, development design and materials shall be in harmony with the landscape. Building siting shall minimize alteration of existing vegetation and topography and minimize visibility of structures in scenic vista areas.

*The subject site is in a highly scenic area characterized by the Bosque and open space. The proposed building's colors and materials would be in harmony with the landscape. The building is sited at the low end of the site to minimize its visibility and will comply with the Coors Corridor Plan View Regulations through proposed Conditions of Approval; other buildings near the subject site are already visible. Policy II.C.8e-scenic areas/development harmony, is mostly furthered.*

*Environmental Protection & Heritage Conservation- Community Identity & Urban Design*

Goal: To preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods."

*The proposed building would generally enhance the built characteristics of the area by incorporating a variety of architectural elements, materials and colors. The natural characteristics of the immediate area, close to the Bosque and open space that define this sub-area of the Westside, would be impacted by the presence of a relatively large building but the impact is mitigated with landscaping and trees that exceed the minimum required by the City. The proposal partially furthers the Community Identity & Urban Design Goal.*

Policy 2.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. Building 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 build-out of the site would result in land uses allowed in the site development plan for subdivision. Buildings would generally be designed to reflect local architecture although the scale and mass of the proposed LRF is not consistent with surrounding development. Landscaping, street furniture, colored and textured paving and other improvements to the public realm will reinforce social activity. The proposal partially furthers Policy 2.C.9d- projects within Community Activity Centers.*

#### *Community Resource Management-Transportation and Transit*

Goal: 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.

*The proposed shopping center would be located near the intersection of two roadways with transit and bicycle routes; Coors Blvd. is served by a regular bus route and a rapid ride route while Montañó is served by a regular bus route. The development will provide opportunities for transit usage, though by its nature a LRF is a very auto-oriented use. The Traffic Impact Study indicates that the proposed development will produce less traffic than the previous project approved on the site. The proposal furthers the Transportation and Transit Goal.*

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

*Policy II.D.4g is partially furthered. Pedestrian connections are mostly provided throughout the site, though pedestrian opportunities are not as safe and pleasant as they could be. Pedestrian scale lighting is needed to improve aesthetics and safety. Raised concrete crossings are needed to link the parking lot and the building entrance and improve safety by designating pedestrian areas and slowing down vehicle traffic.*

*Community Resource Management-Economic Development*

Goal: To “achieve steady and diversified economic development balanced with other important social, cultural and environmental goals.” Applicable policies include:

*The illustrative site development plan for subdivision proposes a mix of commercial uses including a LRF, smaller retail stores, restaurants, office and banking. The subject site has been master-planned since 2003 to provide a mix of uses that would serve the surrounding residential community. The proposal would result in economic development although the LRF dominates the retail scene. The proposed LRF is balanced with cultural (archaeological) goals through mitigation and somewhat with environmental goals through the grading and drainage plan, though it could impact the Bosque in ways that are not entirely apparent now. The proposed outdoor spaces would provide some social areas. The proposal partially furthers the Economic Development Goal.*

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.

*New employment opportunities would be provided on the Westside, where more jobs are needed to balance the jobs to housing ratio. However, it is unlikely that the jobs generated would have a wide range of occupational skills and salary levels. The proposal partially furthers Policy II.D.6a- new employment opportunities.*

**B) WEST SIDE STRATEGIC PLAN (RANK II)**

The West Side Strategic Plan (WSSP) was first adopted in 1997 and 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 subject site is located in the Taylor Ranch community (WSSP, p. 59-61), which consists of the area within the following boundaries: the Volcanic Escarpment on the west, Paseo del Norte on the north, the river on the east and the vicinity of Western Trail Road on the south. The rural area of Alban Hills is included.

The Community Center for Taylor Ranch, known as the Montañó/Coors Community Center is located generally at the intersection of Coors Blvd. and Montañó Rd. This Center “will contain a mix of retail service and higher-density housing. Because of its location, it will serve residents throughout the northwest area” (WSSP, p. 103).

WSSP Policy 1.1: Thirteen distinct communities, as shown on the Community Plan Map and described individually in this Plan, shall constitute the existing and future urban form of the West Side.

Communities shall develop with areas of higher density (in Community and Neighborhood Centers), surrounded by areas of lower density. Bernalillo County and the City of Albuquerque Planning Commissions shall require that high density and non-residential development occur within Community and Neighborhood Centers. Low density residential development (typical 3-5 du/acre subdivisions, or large lot rural subdivisions) shall not be approved within the Centers.

***The proposal would result in non-residential development in the Taylor Ranch community, within a designated Community Center, the Montañño/Coors Community Center. WSSP Policy 1.1 is generally furthered.***

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.

***Pedestrian/bicycle access would be provided to the site from the trail and bike lanes along all roads leading into the site. Connectivity to the open space trailhead is provided from Mirandela Road. The off-street parking does not interfere with connectivity to the trails and bikeways, however, parking between buildings interferes with pedestrian access between buildings. WSSP Policy 1.5 is partially furthered.***

WSSP Policy 1.12: The ideal community activity center of 35 to 60 acres will have parcels and buildings in scale with pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking should be shared; on-street parking will contribute to the intimate scale typical of well functioning pedestrian areas. Parking shall be located between and behind buildings to permit walking more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating and shade will be provided along pedestrian routes to promote walking and informal gathering.

***The shopping center site, Tracts 1-3, is approximately 24 acres and more than ¼ mile from north to south. Due to its size, it is not likely that customers will walk from one end of the site to the other. Instead, the site will likely function as two separate sites with customers walking within Tract 1 and within Tract 2. Tract 2 contains the LRF. At 98,901 sf, the single structure is not considered pedestrian-scale, though pedestrian amenities and building articulation will help to reduce the scale. Though some seating and shade will be provided, the proposed parking areas would not be located between and behind buildings and would not promote walking safely and comfortably between uses. The proposal partially furthers WSSP Policy 1.12 regarding the “ideal” community activity center.***

WSSP Policy 1.13: The Community Activity Center shall provide the primary focus for the entire community with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community. Its service area may be approximately three miles (radius) and a population of up to 30,000.

*The proposal would result in tracts for future development and development of a large retail facility (LRF) that could serve as a catalyst to attract additional commercial and related uses. Such uses, which are relatively intense compared to single-family development that is desired outside of activity centers, would then concentrate in the designated community activity center. The uses would be a primary focus for the Taylor Ranch community, though it is likely they would serve a larger area. WSSP Policy 1.13 is generally furthered.*

WSSP Policy 1.14: The typical Community Center shall be accessible by a major street or parkway, provide a hub for transit service, and be accessible by pedestrians and bicyclists.

*The subject site is accessible by automobile and located at the intersection of two arterial streets which are designated Enhanced Transit Corridor by the Comprehensive Plan. Coors Blvd. is served by a regular bus route and a rapid ride route and Montañó is served by a regular bus route. The development would provide opportunities for transit usage, though by its nature a LRF is a very auto-oriented use. Both Coors Blvd. and Montañó Rd. have bicycle lanes although biking along Coors is not a pleasant experience. The site is adjacent to the Pueblo Montañó trailhead facility which provides access to a community-wide trail network. The proposal furthers WSSP Policy 1.14.*

WSSP Policy 1.18: Community Activity Centers shall contain mixed-use buildings and/or mixed-use developments that combine commercial, residential, and/or civic land uses in one accessible location. Clustered buildings and formation of meaningful plazas and sheltering forms to promote pedestrian-friendly environments are encouraged.

*The Montañó/Coors Community Activity Center north of Montañó Rd. contains a shopping center, consisting of several small to mid-sized tenants and residential uses. There is a mix of uses, though the buildings are not mixed-use buildings. South of Montañó Rd., where the subject site is located, is proposed to develop with commercial uses. Future residential uses are planned south of Mirandela Rd. A single, large building is proposed, rather than a cluster of buildings. Plaza space is proposed, though it would not be that meaningful when considering the entirety of the site. The proposal partially furthers WSSP Policy 1.18.*

WSSP Policy 3.12 (Taylor Ranch): The Taylor Ranch Community is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services.

*The proposal would facilitate development in Taylor Ranch, a location contiguous to the City and efficient for receiving services. WSSP Policy 3.12 is furthered.*

WSSP Policy 3.15 (Taylor Ranch): Allow appropriately designed development throughout the Taylor Ranch Community which will not degrade views to and from the Escarpment through design guidelines and consistent enforcement.

*The proposed building design and colors are generally appropriate for the area and mostly complies with the existing design standards, though design improvements would be beneficial and*

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*are required pursuant to the Large Retail Facilities (LRF) regulations. The View Analysis demonstrates that part of the building would comply and part would not. The proposal partially furthers WSSP Policy 3.16.*

WSSP Policy 3.18 (Taylor Ranch): Protection and preservation of the Bosque is critical. Development east of Coors Boulevard shall be sensitive to this community asset.

*The Coors Corridor Sector Development Plan (CCSDP) provides protection of the Bosque through its design standards, such as the required 100-foot buffer from the Bosque's edge. The subject site is buffered from the Bosque by land owned by Bosque School and the City of Albuquerque. To further protect this environmentally sensitive area, the applicant should provide permeable paving surfaces to limit runoff to the Bosque. The proposal partially furthers WSSP Policy 3.18.*

#### *Commercial Development*

WSSP Policy 4.6.g: "Create commercial developments that are or will be accessible by transit. Locate buildings adjacent to street frontages and place parking areas to the rear or sides of properties and/or on adjacent streets. Locate landscaping, walls, or fences so they do not create barriers for pedestrians. Parking shall not take precedence over pedestrian circulation."

*The proposed building would not be readily accessible by transit nor would the building be located adjacent to street frontage. However, the site is approximately 15-17 feet lower than the grade of Coors Blvd., which complicates pedestrian accessibility. Also, placing buildings adjacent to Coors Blvd., given the grade differential, will likely result in only the tops of the buildings being visible from Coors Blvd. As a result, parking is located closer to Coors, in front of the building, not in the rear. Due to site constraints, WSSP Policy 4.6g is not furthered.*

WSSP Policy 4.6.h: "Limit the maximum number of parking spaces for office and commercial uses to 10% above Zoning Code requirements. Each development shall have an approved pedestrian and bicycle circulation plan that provides safe, attractive, and efficient routes to neighboring properties, adjacent streets, and transit service. The site development plan shall show convenient access throughout the site. Regularly spaced pedestrian access through breaks in walls and continuous landscaping shall be provided..."

*The total required parking pursuant to the Zoning Code is 385 spaces. The North Andaluia site development plan for subdivision allows 10% above the required amount, which is 424 spaces. The applicant is proposing 475 spaces, which is 51 spaces more than the allowed amount. The proposed development would have access through the site, though the access isn't always convenient. WSSP Policy 4.6h is not furthered.*

WSSP 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.

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*The proposed large retail facility (LRF) would somewhat support bicycle and pedestrian travel due to proposed connections internal to the site. However, the site is designed with vehicular travel as the primary consideration and pedestrian and bicycle connections secondary. The proposal does not further WSSP Policy 4.10.*

WSSP Policy 6.15: Each Regional Center, Employment Center, and Community Center shall form a Transportation Management Association or Organization. The association shall meet regularly to discuss issues related to the transportation network, new developments within the area and the promotion of travel demand management techniques to promote use of alternative transportation within the area.

*As part of the Montañó/Coors Community Activity Center, the intention is for development on the subject site to be a part of promoting alternative transportation options. The applicant has not proposed any travel demand management strategies. WSSP Policy 6.15 is generally not furthered.*

### C) COORS CORRIDOR SECTOR DEVELOPMENT PLAN (RANK III)

The subject site lies within the boundaries of the Coors Corridor Sector Development Plan (CCSDP), a Rank III plan first adopted in 1984 and amended in 1989, 1995 and 2003. The CCSDP provides policy and design standards for development within the Coors Corridor area, which extends northward from Central Avenue to NM 528 (Corrales Road).

The CCSDP divides the Coors Corridor into four segments; the subject site is located in Segment 3 South (Western Trail to approx. La Orilla Rd.) and lies within a view preservation area (see p. 106). The following CCSDP policies and design regulations apply to the proposal:

#### *ISSUE 2-ENVIRONMENTAL CONCERNS & RELATED IMPROVEMENTS*

Policy 6- Archaeological Sites (p. 56): Any person planning a development within an identified archaeological site shall obtain clearance and guidance from the State Historic Preservation Office, Santa Fe, New Mexico, before actual development begins.

*Guidance from the State Historic Preservation Office (SHPO) has been obtained. A data recovery plan has been prepared. Compliance with the data recovery plan and final project sign-off is under the authority of SHPO, which has not yet given final approval. The proposal further CCSDP Policy 6.*

#### *ISSUE 3-LAND USE AND INTENSITY OF DEVELOPMENT*

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

Policy 6- Sector Development Plans (p. 80): Sector development plans shall be required for the Coors/Montañó intersection area, for the Coors/Paradise Boulevard intersection area, and for such other areas as may be desirable and necessary to achieve coordinated planning of critical areas under multiple ownership.

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*A sector plan was never prepared for the Coors/Montaño intersection area. Instead, the North Andalusia Site development plan for Subdivision, which includes approximately 60 acres, was approved by the City in 2003. The site development plan for subdivision provide for a mix of commercial, office and residential uses to support development of a Community Activity Center.*

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

*The proposed large retail facility (LRF) would be a relatively intense use for the area, especially since it would stand-alone. The subject site's location off a principal arterial (Coors Blvd.) is compatible with the development intensity. The existing zoning allows the proposed use. However, local roadways (Learning and Mirandela Rds.) would provide access and may not be sufficient for truck traffic. Proximity of open space and the Bosque could lend the subject site to a less intense use. The proposal partially furthers CCSDP Policy 5.*

Policy 7- Cluster Design (p. 80): Cluster design for development of residential, commercial, and industrial structures shall be encouraged.

*The CCSDP envisions clustering of buildings as a site layout technique. Clustering preserves views, creates open spaces and allows pedestrian opportunities. The proposed LRF building would stand-alone. The way the future tracts are proposed would create several retail pads across the subject site, which would preclude development of clustered building forms. The proposal does not further CCSDP Policy 7.*

#### ISSUE 4-VISUAL IMPRESSIONS AND URBAN DESIGN OVERLAY ZONE

##### a. General Policies

Policy 4.a.3- New development (p. 86): New development in the Coors Corridor should be designed to be compatible with the natural landscape and the built environment in accordance with the design regulations and guidelines.

*The proposal partially furthers CCSDP Policy 4.a.3. The proposed building design incorporates a variety of materials and colors with low reflective values (LRVs) that would generally blend with the surroundings. However, the building would be larger and taller than other buildings in the immediate area (scale) and does not comply with some design regulations (ex. view preservation).*

Policy 4.b.3- Front landscaped street yard (p. 90): There should be a landscaped street yard along the entire frontage of properties adjacent to Coors Boulevard.

Design Regulation: Width and landscaping requirements (p. 91)

1. The front landscaped street yard shall be 15 feet wide in Segments 1 and 2, and 35 feet wide in Segments 3 and 4. **OK**
2. A minimum of 50% of this area shall be maintained with live landscaping material which will visually screen and buffer parking development behind the street yard. Buffering is the use of continuous landscaping (other than grass or gravel or flat terrain) along with berms, walls or



decorative fences that at least partially and periodically obstruct the view from the street of vehicular use areas, parking lots and parked cars. **OK**

*The proposal complies with CCSDP Policy 4.b.3 and design regulations 1 and 2 above. The 35 foot front landscape street yard would contain a variety of trees and shrubs and a pedestrian pathway.*

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

A. Landscape Design- Design Regulations (p. 92): All site development plans shall be accompanied by landscape plans. These items should be integral elements of the landscape design. Individual landscaping efforts by owners of individual single-family or townhouse residences are exempt from these guidelines. **OK**

All landscape plans should include the following design considerations:

1. Appropriate irrigation is required for all landscaped areas. Generally an automatic underground system is encouraged. Irrigation systems should be designed to avoid overspraying walks, buildings, fences, etc. **OK**
2. All exterior trash and storage utility boxes, electric and gas meters, transformers, etc., shall be screened from view. The designer should coordinate the location of these elements with the appropriate utility company. **OK, also required by applicable design standards.**

Landscape plans shall incorporate elements such as outdoor lighting, signing, trash receptacles, fencing, etc., in addition to identifying landscape plant materials. **OK**

B. Landscape Materials- Design Regulations (p. 93): All landscape plant material shall be selected and planted in accordance with the following regulations:

1. Street trees shall be planted in accordance with existing regulations. **OK**
2. Live plant materials shall be used extensively in all landscaped areas. Gravel, colored rock, bark, and similar materials are generally not acceptable as groundcover. Bark should only be utilized as mulch, not as a permanent form of groundcover. In some cases, "hard" materials such as brick or cobblestone may be considered. **OK**

*Policy 4.b.4 and the landscape design and landscape materials design standards are complied with. The proposed landscape plan discusses the irrigation system and incorporates elements such as outdoor lighting and identifies landscape materials. Street trees are proposed and live plant material is used in accordance with the Zoning Code requirement of at least 75% coverage with living, vegetative materials.*

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Policy 4.b.5- Off-Street Parking (p. 94): Generally, off-street parking facilities should be located to the rear of sites. Street frontages should be devoted to building architecture and landscaping. ***NOT OK- the majority of the proposed parking is between the building and the street frontage.***

A. Parking Improvements- Design Regulations (p. 94): Off-street parking areas shall include:

1. No parking area shall intrude upon the 15-foot wide front landscaped street yard in Segments 1 and 2, or the 35-foot wide landscaped setback in Segments 3 and 4. **OK**
2. Paving to City or County standards. **OK, will be ensured at the Development Review Board (DRB)**
3. Barriers around all landscaped areas in order to protect landscaping from vehicles. **OK**
4. Striping and appropriate wheel stops, identification of all handicapped and compact vehicle spaces. **OK**
5. Provision for bicycle parking as required by existing regulations. **OK**

B. Landscaping- Design Regulations (p. 94): Off-street parking areas shall be designed and landscaped to minimize glare, reduce reflection and reduce the visual impact of large numbers of cars. Parking areas shall include the following landscaping elements:

1. Landscaping "in" and "around" the paved area. A minimum of 20% of the parking lot area shall be landscaped. The landscaping shall consist primarily of shade trees and shrubs and shall be distributed throughout the parking lot. Generally, peripheral landscaping should not be less than 5 ft. in width. **OK**
2. One tree shall be planted per every ten parking spaces and shall be distributed such that at least one tree is planted per every 15 linear parking spaces. **OK, the LRF Regulations require 1 tree for every 8 spaces.**
3. Interior landscaping in larger parking areas (2 or more access aisles) which will provide additional screening and break up the parking areas into smaller increments. **OK**

***The proposal complies with the design regulations regarding parking improvements and landscaping, though it does not further CCSDP Policy 4.b.5.***

Policy 4.b.6-Commercial Sites: Commercial sites, such as shopping centers, should be designed so that a portion of the building or buildings is located near the street perimeter and relates to the streetscape area along Coors Boulevard. (p. 96)

***The LRF building is proposed at the rear of the site and not near the street perimeter, with the majority of parking fronting Coors Blvd. However, future development shows other buildings within the subdivision adjacent to Coors. The request further CCSDP Policy 4.b.6.***

Policy 4.b.7-Access (p. 96): Separate pedestrian and vehicular access should be provided. Pedestrian access to structures shall not utilize driveways as walkways. Pedestrian connections between uses in commercial developments shall be emphasized.

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*Separate pedestrian and vehicular access to the site is proposed from the north side of the parking lot and from Mirandela St. Pedestrian connections within the site are provided, though connections to future commercial and/or office uses are generally not emphasized in the site design. The proposal partially furthers CCSDP Policy 4.b.7.*

Policy 4.b.9-Site Lighting: Site area lighting, including parking area lighting, should be carefully designed and located so as to minimize glare on any public right-of-way or any adjacent premises. (p. 98)

A. Exterior Lighting- Design Regulations (p. 98):

1. Site lighting shall not have a total off-site luminance greater than 1000 foot lamberts; however, it shall not have an off-site luminance greater than 200 foot lamberts measured from the property line of any private property in a residential zone. **OK- see note on Sheet C-13.**
2. The mounting height of luminaries in vehicular and/or storage areas shall be no higher than 20 feet. **OK- see note on Sheet C-16.**

*The proposal complies with CCSDP Policy 4.b.9 and the exterior lighting design regulations.*

Policy 4.b.10-Architectural Design (p. 100): Architectural design should contribute to the enhancement of the overall visual environment of the Coors Corridor.

B. Architectural Details, Design Regulations (p. 100):

1. Parapet walls shall be treated as an integral part of the building design. Such walls shall not appear as unrelated visual elements. **OK**
2. Mechanical equipment shall be screened from public view. The design of mechanical equipment screening shall be compatible with, and be an integral element of, the building structure. Location of such equipment within the building or at ground level is preferable to roof-mounting, unless such location would adversely affect the streetscape, pedestrian circulation, or open space. **Part OK, part unclear**

*The proposed building architecture would generally contribute to the overall visual environment. The proposed parapet walls are integrated with design elements used throughout the building. Roof-top mechanical equipment would be screened, though it is unclear if/how ground equipment would be screened. The proposal generally furthers CCSDP Policy 4.b.10, complies with design regulation 1 and partially complies with design regulation 2.*

*d. Signage*

Policy 1 (p. 112): Signs should complement the appearance and function of the roadway and the corridor while protecting the unique views beyond the corridor. **OK, the existing design standards also regulate signage appearance.**

Design Regulation (p. 112):

1. Zoning permits, seals of compliance. Same as regulated by Section 40.E [note: this is an outdated reference, should be to Zoning Code 14-16-3-5, General Sign Regulations]. **OK**

2. Regulations applicable to signs in all zones. **OK, the proposed signage does not consist of banners, animation, flashing, portable signage or located on natural features.**

4. Regulations applicable to signs in nonresidential zones:

General Illumination: Same as regulated by Section 40.E. [note: this is an outdated reference, should be to Zoning Code 14-16-3-5, General Sign Regulations]. **OK**

Illuminated Sign or Element: No illuminated sign, or any illuminated element of any sign, may turn on or off, or change its brightness. **NOT OK. Signs that are internally illuminated shine light on plastic panels; a note is needed to indicate no turning on or off. Note: the design standards do not allow plastic panel signs.**

**The proposal generally complies with Signage Policy 1 and the design regulations, although clarification is needed regarding the proposed signs' lighting.**

#### C. VIEW PRESERVATION FOR CORRIDOR SEGMENTS 3 AND 4

⇒ Note: see Section IX of this report for an analysis of the view plane regulations as applied to the current proposal.

Policy 1-View Preservation (p. 103): Unique views within and beyond the Coors Corridor area in Segments 3 and 4 east of Coors Boulevard should be protected and enhanced in accordance with additional design guidelines for this portion of the corridor.

**The preservation of unique views is a critical component of the CCSDP. View line B, which intersects the building at the main entry façade, does not comply because the building would exceed the view line by more than 1/3 of building height. To comply with the CCSDP view regulations, the height of the building at the main entry façade must be reduced by 1.85 feet, from 33 feet to 31.15 feet. The proposal does not comply with the view preservation regulations and Policy 1.**

#### D) LARGE RETAIL FACILITIES (LRF) ORDINANCE- ZONING CODE 14-16-3-2(D)

In August 2007, the City Council adopted the LRF Ordinance (O-06-53), 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 LRF regulations are intended to protect the quality of life in surrounding residential areas and support efficient traffic flows.

The LRF regulations 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 provisions for neighborhood notification, duties of the Traffic Engineer and traffic studies, several definitions and a provision for a mixed-use component. The LRF regulations were incorporated into the Shopping Center (SC) regulations in the Zoning Code (§14-16-3-2), though several other sections of the Zoning Code and ROA 1994 were also amended (see attachment, p. 1).

A LRF is defined as a single tenant structure, at least 75,000 sf, for the purpose of retailing. The LRF Regulations also apply to building expansions and the change of a non-LRF facility to a LRF facility. The applicant’s proposal for an approx. 98,901 sf building is required to comply with the LRF regulations.

⇒ Analysis of the proposed LRF and its degree of compliance with the LRF Regulations is discussed in Section XI of this report.

**VI. ANALYSIS- SITE DEVELOPMENT PLAN FOR SUBDIVISION AMENDMENT**

***Required Information***

The existing site development plan for subdivision for North Andalucia at La Luz, Tract 6B and A, which covers approx. 70 acres east of Coors Blvd. and between Montañño Rd. and Learning Rd. NW, received final sign-off in 2005. At that time, compliance with the Zoning Code definition of site development plan for subdivision was established (see §14-16-1-5, repeated below).

“An accurate plan at a scale of at least 1 inch to 100 feet which covers at least one lot and specifies the site, proposed use, pedestrian and vehicular ingress and egress, any internal circulation requirements and, for each lot, maximum building height, minimum building setback, and maximum total dwelling units and/or nonresidential uses’ maximum floor area ratio.”

Information regarding the site, proposed uses, vehicular and pedestrian ingress/egress, internal circulation, height and setbacks and maximum FAR are specified as required. The current submittal does not propose to change the required information or the general notes (see Sheet C-1). Proposed text modifications include a note to explain the proposed amendment and a change date.

***Existing & Proposed Site Development Plans for Subdivision***

The 2005 action (Project #1003859/04EPC-01845) replatted Tracts 6B and 6A into Tracts 1 – 9 and established design standards. Within the framework of the “SU-1 for C-2 uses, O-1 uses and PRD (20du/ac)” zoning, land uses were designated by individual tract. A maximum of 23.3 acres of C-2 uses and 11.7 acres of O-1 uses was approved (PRD, Planned Residential Development, does not have an acreage maximum).

***Land Use Allocations***

In 2012, the applicant proposes to subdivide Tract 1 (10.23 acres of C-2 uses) into Tracts 1A, 1B, 1C and 1D, as follows:

Tract	1A	1B	1C	1D	Total
Size	4.78 ac	0.86 ac	2.06 ac	2.02 ac	9.72 ac
Land Use	C-2 uses				

The proposed tracts total 9.72 acres of C-2 uses, which is 0.51 acre less of C-2 uses than the existing Tract 1 as approved in 2005 (- 0.51ac).

The applicant proposes to subdivide Tract 2 (12.28 acres of C-2 uses and O-1 uses) into Tracts 2-A, 2B and 2C and to eliminate the existing Tract 3, which would become Tract 3-A, as follows:

Tract	2-A	2B	2C	3-A	Totals
Size	11.47 ac	0.94 ac	0.84 ac	1.21 ac	14.46
Land Use	10.76 ac, C-2 uses	0.94 ac, C-2 uses	0.84 ac, C-2 uses	0.54 ac, C-2 uses	13.08
	0.71 ac, O-1 uses	-	-	0.67 ac, O-1 uses	1.38

The proposed tracts total 13.08 acres of C-2 uses and 1.38 acres of O-1 uses. The current proposal would not change the 1.38 acre total for O-1 uses. Rather, the 1.38 acres would be re-allocated from Tract 3 (proposed to be eliminated) to the new Tract 2-A (0.71 ac) and Tract 3-A (0.67 ac).

The proposed re-allocation of C-2 uses is more complex because the total acreage of C-2 uses for the Tract 2 area would change, and this would affect the overall total of C-2 uses for the subdivision. 12.28 acres of C-2 uses was approved in 2005. Now 13.08 acres is proposed, which is 0.8 acre more of C-2 uses than the existing Tract 2 (+0.8). Therefore, since the Tract 1 area is proposed to lose 0.51 acre and the Tract 2 area is proposed to gain 0.8 acre, the net increase of C-2 uses is 0.31 acre. The proposed total is 9.72 ac + 13.08 ac = 22.8 acres of C-2 uses, which is less than the 23.3 acre maximum established by the 2005 site development plan for subdivision.

Acreage totals for Tract 4 (7.71 acres of PRD uses) and Tract 6 (15.86 acres of PRD uses) are held constant and do not affect the overall subdivision total of C-2 uses. Tract 5 contains 3.38 acres of O-1 uses. A zone change for Tract 5, to SU-1 for O-1 including Bank & Drive-up Service, was approved on January 5, 2012 (Project #1003859, 11EPC-40076).

***Analysis***

Although the proposed total of C-2 uses would remain under the allowed total, the proposed subdivision is inconsistent with the vision and development goals established in the design standards for North Andalucia at La Luz (p. 2 and 3 of the site development plan for subdivision).

The proposed Tract 2-A, at approximately 11.5 acres, would be much larger than the other proposed tracts and is being subdivided in order to accommodate a large retail facility (LRF). The primary goal for North Andalucia at La Luz is “to achieve a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village type character.” The land use allocations are intended to allow a mixture of uses and flexibility, as long as the building forms result in a pedestrian accessible development with a village type character that fulfills the primary goal.

Village type character comes from a development that has incorporated small- scale, compact urban form with walkability as a principal component and not as an afterthought. The 98,901 sf proposed LRF does not fulfill this goal because a village type character does not result from a site with one disproportionately large building, dominated by parking in excess of parking allowed, and not functionally connected to future buildings on the site. Therefore, the proposed site development plan for subdivision amendment does not fulfill the design standards’ primary goal either.

## VII. TRAFFIC IMPACT STUDY (TIS)

### *Methodology Overview*

Prior to conducting a Traffic Impact Study (TIS), the applicant must attend a scoping meeting with City Transportation Staff to discuss scope and methodology. TIS are required for proposed developments that meet TIS thresholds.

In general, to calculate the projected number of trips generated by a proposed development, land use categories from the latest version of the Institute of Transportation Engineers (ITE) trip generation manual are used. Then square footages for the proposed land uses are assigned to relevant land use categories (ex. 20,000 sf in the High-Turnover Sit Down Restaurant category). This is often based on a conceptual site development plan. Pass-by trip credits may be applied.

The Highway Capacity Manual (HCM) defines Level of Service (LOS) at intersections based on average delay per vehicle. LOS ranges from A (the least delay) to F (the greatest delay). LOS D, in which many vehicles have to stop, is often considered acceptable.

Intersection capacity analysis for intersections in the vicinity of a proposed development is conducted by running a model such as Synchro 7, in accordance with HCM procedures. Results are compiled for "No Build" (without the proposed development) and "Build" scenarios for an implementation year and a horizon year. The results are then compared to determine the effect of the proposed development on the adjacent roadway system. Recommendations for mitigation of traffic effects are made.

### *Background*

Traffic Impact Studies (TISs) for the Andalucia area were completed in 2003, 2004 and 2005. Most relevant to the current proposal is the "Montaño Shoppes/Andalucia Tract 6" TIS, dated June 1, 2007 and based on a 2005 site development plan (see attachments). At that time, Tract 6 consisted of what is today known as Tracts 1, 2, 3, 4, 5 and 6, which is the subject site of the current proposal. This study also addressed a then-proposed development at the NW corner of the Montaño Rd./Winterhaven intersection.

Land uses modeled in 2007 for the subject site are listed. Analysis year is 2010.

Land Use Category	Square Footage
Supermarket	44,000
Specialty Retail Floor Space	46,000
Drive-In Bank with 4 Drive-thru windows	4,000
General Retail Commercial Businesses	134,000
Drive-In Bank with 5 Drive-thru windows	5,000
High Turn-Over Sit Down Restaurants	38,000
Apartments	500,000

Total new trips: 19,353  
(24 hr. gross volume)  
A 30% credit (reduction)  
was taken for pass-by trips.

***Traffic Impact Study (TIS) Update***

A new TIS was not required for the current proposal (see attachment). The subject site is the same as it was in 2007. However, a TIS update was required. The TIS update, originally dated November 7, 2011, was revised in response to comments from Transportation Staff (dated November 15, 2011) to produce the November 22, 2011 TIS Update. Text in red indicates the changes made in the November 22 version. These documents were posted on the Planning Department web page.

Land uses modeled in 2011 for the subject site are listed. Analysis year is 2015.

Land Use Category	Square Footage
Supermarket	40,000
Free-Standing Discount Store	59,000
Shopping Center	70,240
Drive-In Bank	3,000
High Turn-Over Sit Down Restaurants	24,100
Drive-In Bank	12,370
General Office Building (<51,000 sf)	10,000
Apartment, post-1973	345,000

Total new trips: 14,363  
 (24 hr. gross volume)  
 A 30% credit (reduction)  
 was taken for pass-by trips.

A comparison of trip generation tables shows that the current proposal (2011) would generate approximately 5,000 fewer vehicle trips in a 24 hour period than the previous proposal (2007). [2011 trips (14,363) – 2007 trips (19,353)] = - 4,990 trips.

Intersection capacity analysis was conducted for the intersections of Montañó Rd./Coors Blvd., Dellyne Ave. (Learning Rd.)/Coors Blvd., Montañó Rd./Fourth St. (all signalized) and Montañó Rd./Winterhaven Rd., Montañó Rd./Antequera Rd., E-W Street/Coors Blvd. and Mirandela St./Coors Blvd. (unsignalized).

The TIS update concludes that the current proposal will result in minimal increases in intersection delays and minimal adverse impacts to the adjacent transportation system provided these mitigation recommendations are followed: adequate sight distances are provided; driveways constructed with a minimum 25 ft. radius curb return; the four access points are used. Mitigation strategies for specific intersections include lengthening turn lanes [Dellyne Ave. (Learning Rd.)/Coors Blvd. and Montañó Rd./Winterhaven Dr. (Mirandela St.)] and adding pedestrian push buttons and possibly widening medians [Montañó Rd./Coors Blvd., Dellyne Ave. (Learning Rd.)/Coors Blvd.].

***Access Study***

Montañó Rd. is classified as a Limited Access Roadway at this location by the Mid-Region Council of Governments (MRCOG). A request for access on a limited access roadway must be made to the Transportation Coordinating Committee (TCC), which considers the request and forwards it to the Metropolitan Transportation Board (MTB) for a decision. As of this writing, the City has not decided whether or not to sponsor the request; sponsorship is needed to get the request to MRCOG for consideration.



An Access Study ("Montaño Access", April 14, 2011) was prepared regarding the proposed right-in, right-out access point on the south side of Montaño Rd., east of Coors Blvd., to determine if it would adversely impact the adjacent roadway system. 2015 is the implementation year and 2030 is the horizon year. Signalized intersection capacity analysis for the Coors Blvd./Montaño Rd. intersection reveals no impact for both years; the intersection would remain at Level of Service (LOS) F in both the am and pm if the proposed access point is implemented. However, unsignalized intersection capacity analysis for the Montaño Rd./Winterhaven Rd. intersection reveals a net positive benefit to this intersection.

## **VIII. ANALYSIS-SITE DEVELOPMENT PLAN FOR BUILDING PERMIT**

The applicant proposes to develop an approx. 98,901 square foot (sf) large retail facility (LRF) on a vacant site near the SE corner of the Coors Blvd./Montaño Rd. intersection. The future Tract 2-A, approximately 11.5 acres, is the subject site for the proposed site development plan for building permit.

### ***Site development plan Layout / Configuration***

The proposed LRF building would be located on the eastern portion of the site, oriented so the main entrance would face westward and the rear of the building would back up to Mirandela St. The majority of parking would be between Coors Blvd. and the proposed LRF building. A pharmacy drive-thru is proposed on the northern side of the building. An internal roadway is proposed to run north-south and bisect the site.

*Refuse Enclosure:* Three trash compactors are proposed near the SE corner of the proposed building. A 6 ft. wall would provide screening. The color and finish of the metal gate and the walls needs to be specified. The Solid Waste Management Division (SWMD) comments that the compactors are required to comply with regulations for compactors and drains.

### ***Walls/Fences***

Two types of walls are proposed, a 4 to 5 ft. retaining wall along a portion of the site's NW corner, and an 8 ft. screen wall running approx. 565 feet north-south to screen the rear of the building from Mirandela St. and the nearby school. Both would be split-face brown CMU with brown pilasters and a dark brown decorative pattern. The brown needs to be specified as light or medium. The wall design standards in Zoning Code §14-16-3-19(B) apply. To comply with (B)(2)(a), the note for the wall detail needs to mention that the minimum 2 inch projecting pilasters shall occur at intervals no more than every 20 feet in length. The proposed continuous overhang cap fulfills (B)(2)(b).

### ***Vehicular Access, Circulation & Parking***

*Access & Circulation:* Vehicular access would be from Coors Blvd. via Mirandela St., from Learning Rd. (which is further south) via Antequera St. and from the existing access point near the NW corner of the site. A north-south internal roadway would divide the site into two, separating the main parking lot from the building. Delivery trucks could enter the site from the south at Learning Rd. or Mirandela Rd., and from the north via Mirandela Rd. Since truck traffic is not allowed on Paseo del Norte Blvd., trucks would have to use Alameda Blvd.

*Parking:* Parking was calculated based on Zoning Code §14-16-3-1, Off-Street Parking Regulations, for a retail use. The rate is one space per: 200 sf for the first 15,000 of building sf, 250 sf for the next 45,000

of building sf, and 300 sf for the remaining building sf. Staff calculates that 385 spaces would be required for the proposed 98,901 sf building. No transit reduction was taken to reduce the minimum requirement.

Staff counts 475 spaces on the site development plan. This figure includes the required handicap spaces; motorcycle spaces are counted in addition to required vehicle parking spaces. The applicant states that 480 spaces are provided, which is incorrect because the 6 required motorcycle spaces were included in the total but should not have been. Also, the vehicle space total for the parking row just south of the proposed building should be 18- not 17. Therefore,  $480 - 6 = 474$ ,  $+ 1 = 475$ . The site is overparked. 90 spaces in excess of the Zoning Code regulations are proposed (see Section X of this report, Design Standards).

Handicap and motorcycle parking spaces are calculated based on required parking. For the 385 minimum spaces required, 12 must be handicap spaces and 6 must be motorcycle spaces. The 6 motorcycle spaces are located to be visible from the building's entrance as required [ref: 14-16-3-1(C)]. Bicycle parking was calculated incorrectly and is supposed to be based on 1 space for every 20 required vehicle spaces:  $385/20 = 19.25$ , so approximately 20 spaces are required. The site development plan states that 25 spaces are provided, although four 5-space bike racks are shown. 20 bicycle spaces are provided. The bike racks are located to the north and south of the main entrance. In this instance, and others in which the requirement is met but the calculations are incorrect, minor revisions are needed.

***Pedestrian and Bicycle Access and Circulation, Transit Access***

*Pedestrian & Bicycle Access & Circulation:* The subject site is primarily vehicle oriented. Pedestrian and bicycle access would be mostly from the vehicular access points. Dedicated pedestrian entrances are proposed on the northern side of the subject site (a non-direct, less convenient link from the access street) and on the southern side (a link from Learning Rd./Mirandela St.). A pedestrian access from Coors Blvd. would improve non-vehicular access and allow pedestrians to walk directly to the building's entrance.

Several pedestrian sidewalk types are proposed: 1) an 8 ft. wide and 6 in. raised, textured concrete sidewalk. These are proposed to run north-south and east-west across the parking lot area. 2) a 10 ft. wide and 6 in. raised, textured concrete sidewalk. This is shown, for an unspecified reason, in one location linking the garden center area to the parking lot, and 3) a 6 ft. concrete sidewalk (plain). These typical sidewalks run along the perimeter of the subject site, including the north side of Mirandela St. (Note: The Learning Rd. trail is shown on the south side on the site development plan for subdivision).

Striping, which is insufficient to facilitate connectivity and safety, is proposed for the pedestrian crossings intended to link the building to the parking lot. These crossings need to be raised to slow down vehicles and improve safety in this busy area where vehicle-pedestrian conflict is likely. Note 7, for an "8 ft. wide textured, colored concrete sidewalk", is not used and should be removed.

*Transit Access:* The only Transit stop that currently serves the subject site is on Montañó Rd., just east of the intersection at Coors Blvd. The stop just north of Learning Rd. would be too far to walk to access the proposed LRF site. The subject site is underserved by Transit, but there are opportunities for improvement that would support walkability which is very important in the design standards and the LRF

regulations. The Transit Department is requesting installation of a bus shelter to the exiting stop on Montañó Rd. and that a new stop be provided on Coors Blvd., close to the subject site.

***Lighting & Security***

Two types of light poles are proposed (see Sheet C-16). Both are 16 feet tall. Parking lot light poles, with 4 shoe box fixtures per pole, are proposed at various locations in the parking lot. Pedestrian light poles, with ornamental fixturing, are proposed at locations along some of the pedestrian pathways that traverse the parking lot. However, the lighting would not be distributed evenly so portions of the pedestrian areas/parking lot would be poorly-lit and more likely to be unsafe. Lighting should not interfere with trees.

For instance, five pedestrian light poles are proposed on the northern side of the west-east internal roadway, but none on the southern side. None are proposed along the 10 ft. walkway that extends westward into the parking lot. Additional pedestrian light poles are needed at these locations; some light poles from the crowded locations could possibly be redistributed. Also, the finish of the parking lot light poles and the finish and color of the pedestrian light poles need to be specified.

Wall-pack lighting, combined with pole type lighting, is needed to provide on-site security. It appears that wall-pack lighting is proposed on three of the four building elevations; the western (main) elevation has wall-mounted "Downlighting fixtures". Wall-pack lighting needs to be labeled to distinguish it from building features (Sheet C-16). A note on the elevations sheet (Sheet C-16) indicates that wall-pack lighting would not be mounted higher than 20 feet.

A security camera is proposed near the building's main entrance (see Sheet C-16, utility plan).

***Landscaping Plan***

Proposed landscaping includes trees (12 varieties), shrubs/groundcovers (14 varieties), ornamental grasses (5 varieties) and one type of vine (Honeysuckle). For trees, Shumard Oak (34) and Purple Robe Locust (28) have the highest totals. English Lavender (173) and Rosemary (125) are the most abundant in the shrubs/groundcovers category. For ornamental grasses, the most proposed is Feather Reed Grass (152). No turf is proposed. A combination of brown cobble and brown gravel is proposed for top dressing.

Smaller, ornamental trees, Golden Rain Tree and Vitex, are proposed for the plaza area in front of the building entrance (see detail on Sheet C-8). The Golden Rain Trees would be in tree wells and the Vitex in raised planters. The tree wells, at the minimum 36 sf size, are not conducive to tree health. It would be better to run the tree wells together into a strip, and even better to utilize pervious paving around these (and other) tree wells- especially since the subject site is so close to the Bosque.

Several types of plants, including seven Rio Grande Cottonwoods, are proposed in the southern landscape buffer that fronts Mirandela St. Purple Robe Locust would run along Mirandela St., while a couple of Arizona Sycamore would be at the ends with Austrian Pine and Vitex in the middle. Austrian Pine and Vitex are relatively small trees, so screening would be improved by using specimens that can grow larger.

*Requirements:* Pursuant to Zoning Code §14-16-3-10(G)(3), required landscape areas must be covered with living, vegetative material over at least 75% of the area. Trees do not count toward this requirement. Three locations on the western (Coors Blvd.) landscaping area appear sparse; more plants need to be added near the site's SW corner, to the area approx. 75 north of that, and to the NW corner that is a focal point upon entering the site.

Pursuant to Zoning Code §14-16-3-10(G)(1), trees are required in and around off-street parking areas. Proposed parking lot trees are Purple Robe Locust, Shumard Oak and Modesto Ash. Flowering Pear are proposed along the internal street. For the 475 proposed parking spaces, at the rate of 1 tree per 8 spaces (LRF regulations), 59 parking lot trees are required. 104 are proposed. Though Staff counts 100 parking lot trees, the requirement is met.

*Street Trees:* The Street Tree Ordinance requires a street tree plan for lots adjacent to a major street, such as the subject site. Proposed in the northern landscape buffer fronting Coors Blvd. are clusters of trees-Shumard Oak, Chinese Pistache and Modesto Ash. With 590 feet of frontage along Coors Blvd., 20 street are required (spaced at 30 feet on center). 20 are proposed. The applicable design standards, however, require spacing of 25 feet on center. 24 street trees are required, so 4 more must be provided.

*Irrigation:* The irrigation system would be fully-automated and consist of six 2-gallon per hour (GPH) emitters per tree and two 1-GPH emitter per shrubs and groundcovers. A note states that §6-1-1-10, Irrigation System Standards, would be adhered to strictly. However, it is unclear if the irrigation system would have two or more independent programming schedules (B)(1) and fitted with a rain switch interrupter and soil moisture sensor (B)(4).

### ***Architecture & Design***

The proposed 98,901 sf, large retail facility (LRF) building can be considered a contemporary hybrid design that incorporates elements from architectural styles such as Territorial, Spanish Colonial and Contemporary Southwestern. For example, the coping and portals are Territorial elements and the pitched-roof with tiles is a Spanish Colonial element. The concrete columns are a Contemporary Southwestern element.

Proposed building height ranges from a low of approx. 22 feet for the drive-up canopy to a high of 33 feet for the main entry façade and the towers. Accent features include a cornice, band and decorative columns. Different types of decorative windows are shown on the towers.

A variety of materials and colors is proposed. The building would be finished in stucco, smooth-faced CMU (concrete masonry unit), and split-faced CMU. The columns would be finished in stucco and stone veneer. Porcelain is used as a wall element on the main entry façade and as decorative tiles on the north elevation. Porcelain is incorporated as a wall element on the main entry façade and as decorative tiles on the north elevation.

Paint colors for the proposed building include a light tan, light grey-green, a light olive, a light terracotta, a medium terracotta, a golden brown and a medium gold-brown. Three colors of stone veneer are proposed: a dark to medium tan mix, a tan with terracotta mix and a white and light tan mix. The colors would generally blend with the subject site's surroundings.

### ***Signage***

Monument signs and building-mounted signs are proposed. The monument signs are two types: a project monument sign, 9 feet tall with 72 sf of sign face area, and a minor monument sign, 7.5 feet tall with 30 feet of sign face area. Two project signs are proposed along Coors Blvd. near the north side and the south side of the site. It is unclear if the proposed LRF retailer name would occupy all of the sign face area, or if these would be multi-tenant signs. The proposed casing is stacked stone veneer with a defined base and coping on top.

The minor-monument sign is proposed near the NE corner of the site, along Mirandela St. (not Montaña Rd. where the design standards specify- see Section X of this report). Both types of monument signs would be internally illuminated, meaning plastic panel signs, which the design standards prohibit.

Building-mounted signage is proposed on the western (front) elevation and the northern elevation. Two "Pharmacy Drive-Thru" signs would be on the north elevation, approximately 75 sf and 40 sf. Proposed for the main (western) elevation are three building-mounted signs: "Outdoor Living", "Market & Pharmacy", "Walmart" and the circular logo, at approximately 77.2 sf, 103 sf, 158.5 sf and 50.25 sf, respectively. Type of lettering and illumination need to be specified. Note that the design standards prohibit building-mounted signage that exceeds 6% of the façade area to which it is applied; 4 of the 5 building-mounted signs do not comply (see Section X of this report for details).

### ***Grading & Drainage Plan, Water Re-Use***

The subject site slopes downward from west to east, from Coors Blvd. to Mirandela Rd. The elevation near the subject site's western boundary ranges from approx. 5,003 ft. to approx. 4,996 ft. (north to south). The elevation near the eastern boundary ranges from approx. 4,985 to approx. 4,982 ft., so the north-south slope is greater near Coors Blvd. Water generally flows westward towards Mirandela Rd., where it is collected in drop inlets and conveyed to an existing retention pond adjacent east of the subject site. The proposed storm sewer system would connect to the existing system on Mirandela Rd. The subject site is not in a flood plain, though one is adjacent and the environmentally sensitive Bosque area is nearby.

Water re-use would be accomplished on-site by the use of 1-foot wide curb cuts in some of the parking lot landscape islands. Some islands would have two curb cuts and others would have none; Staff suggests that the curb cuts be more evenly distributed. Also, it is important that the curb cuts be located so that water would flow into, and not around, them. Direction of water flow should be indicated with arrows. A note is needed to specify that landscape beds would be at-grade, otherwise the curb cuts would not achieve water re-use. Pervious paving in certain locations, such as around tree wells, would help filter parking lot run-off water, which is usually contaminated with automotive fluids (see also Section XI of this report).

### ***Utility Plan***

A new 8 inch water line is proposed to run under the north-south roadway that would divide the subject site. The proposed water line would connect to Mirandela St. infrastructure near the proposed building's NE and SE corners. A new sanitary sewer (SAS) line would enter the proposed building on the northern side. Another SAS line is proposed across the future tract adjacent south of the subject site. There are 5

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existing fire hydrants along Mirandela Dr. Two new fire hydrants are proposed, one near the SE corner and one near the NW corner of the subject site.

Two easements exist- a 1968 MST&T easement along Coors Blvd. and a public utility easement, which is in various places. Proposed are a 20 ft. water line easement and a 20 ft. SAS easement. A 5 ft. sidewalk easement is also proposed, but Staff cannot locate it.

### ***Outdoor Space***

Three plaza areas are proposed, two near the northern side of the subject site and one along the main (western) façade. The northern plaza areas are listed as 1,454 sf and 1,581 sf. Staff calculates approx. 980 sf for the corner area on the western side and approx. 1,048 for the corner area on the eastern side, for a total of 2,028 sf, including landscaping. Plaza areas are also proposed north and south of the main entrance. They are approx. 1,750 sf (listed as 1,720 sf) and 1,300 sf (sf not called out), respectively. The entrance plaza areas have landscaping, benches and shade.

Zoning Code §14-16-3-18(C)(3) requires that outdoor seating be provided for major facades greater than 100 feet long at the rate of 1 seat per 25 linear feet. The main façade is 410 feet long.  $410/25 = 16$  required seats. The site development plan states that 24 seats are provided. 6 benches are proposed, but not all are called out and the detail doesn't indicate how many seats per bench (should be 4). Minor clarification is needed.

## **IX. ANALYSIS—VIEW PRESERVATION REGULATIONS**

### **REGULATIONS**

The Coors Corridor Sector Development Plan (CCSDP) view preservation regulations apply to sites located in Segments 3 and 4 of the Coors Corridor, on the eastern side of the roadway (p. 103-110). The subject site is located in Segment 3 South on the eastern side of Coors Blvd., so the view preservation regulations apply.

The CCSDP views preservation regulations read as follows (Policy 4.c.1.b.1, p. 109).

*"In no event will the building height be permitted to penetrate above the view of the ridge line of the Sandia Mountains as seen from 4 ft. above the east edge of the roadway." And*

*"Also, in no event will more than one-third of the total building height outside of the setback area for multi-story buildings be permitted to penetrate through the view plane."*

### **PROPOSAL**

#### ***Sheet C-5, View Plane Exhibit***

The proposed building includes various heights that correspond to the elevations' articulation. The highest points of the main (western) elevation are the façade containing the main entrance and the recently-added tower element on the northern side. Both are 33 feet tall.

The applicant's view plane analysis is presented on Sheet C-5. Two view plane diagrams, A and B, are included. The view line for A runs from approx. 80 feet north of the corner of Coors Blvd. and Mirandela St. and intersects with the proposed building at a 30 foot height, between the garden center and the main

entrance. The view line for B runs from approx. 300 feet north of the same corner and intersects with the proposed building near the middle of the main entrance façade. The prior version of the site development plan had a view line C, but it didn't intersect with the building so it was deleted. Staff suggests that a new view line C be included due to the addition of the tower element (33 feet high) on the northern side of the building's main (western) façade.

Staff reviewed the view analysis and concludes that both view line A and view line B do not penetrate above the view of the ridge line of the Sandia Mountains and therefore comply with the first part of the regulation.

Regarding the 1/3 of building height penetration of the view plane regulation, Staff concludes that view line A demonstrates compliance but view line B does not, as follows: the eastern edge of the easternmost driving lane of Coors Blvd. has an elevation of 5003 feet. Staff was unable to correlate the applicant's 5003.76 and 5003.5 to the location of the view lines. Using the 5003, four feet above that is 5007 feet; the view plane is established at 5007 feet. The finished floor (FF) of the proposed building is 4986.85 feet.

Note that the building heights used in view line A and view line B are interchanged; that is, *the 30 foot height corresponds to view line A and the 33 foot height corresponds to view line B* (see the site diagram on the right-hand side of Sheet C-5). Knowing this, Staff calculates the following (in feet):

View line A: intersects proposed building between garden center and main entry facade

1.  $4986.85 + 30 = 5016.85$ , height of the top of the building at this point
2. One-third of building height (30 feet) is 10 feet.
3. The view plane is at 5007 feet.  $5007 + 10 = 5017$ , the maximum height allowed for compliance.
4. Compare the maximum allowable height to the height at top of building:  
5017 is greater than 5016.85 by 0.15 foot, so view line A complies.

View line B: intersects proposed building near the middle of the main entry facade

1.  $4986.85 + 33 = 5019.85$ , height of the top of the building at this point
2. One-third of building height (33 feet) is 11 feet.
3. The view plane is at 5007 feet.  $5007 + 11 = 5018$ , the maximum height allowed for compliance.
4. Compare the maximum allowable height to the height at top of the building  
5018 (maximum allowable height) is less than 5019.85 (top of building height). The top of the building at this point exceeds the view plane, by more than one-third of building height, by 1.85 feet. View line B does not comply.

The building heights used need to be corrected for the view plane diagrams to be accurate; 30 feet for view line A and 33 feet for view line B. Also, another view line is needed (view line C) to intersect the proposed building at the location of the tower feature. The measurements of shorter building features (ex. the 15.7 in view line A and the 22.3 in view line B) aren't needed and can be removed. The car shown east of the easternmost driving lane can also be removed. The property line should be indicated. Staff

recommends that, to comply with the CCSDP view regulations, the height of the building at the main entry façade (view line B) be reduced by 1.85 feet, from 33 feet to 31.15 feet.

***Sheet C-6, View Plane Exhibit Model Results***

The applicant used a modeling program to demonstrate how the proposed building would appear in its context. The corners of the proposed building and the elevations were established in the field. Four view lines (called “stations” here) were used. However, only one of the station view lines corresponds to the view lines in the view plane exhibit (see Sheet C-5 and analysis above).

The view line for Station 1958 almost corresponds to the location of view line B, intersecting the proposed building at roughly the middle of the main (western) façade. Additionally, three of the four station view lines extend at the 45 degree angle approx. NE. One, the station 1959 view line, extends approx. SE. It would be more meaningful for the station view lines to correspond to the view lines in the exhibit. A station view line is needed to correspond approx. to view line A and the requested view line C (see analysis above).

Modeling results (the pictures) reveal that the proposed building would not penetrate the view line of the ridge of the Sandia Mountains, though the view plane exhibit (see Sheet C-5) also demonstrates this. Staff suggests showing view line A and view line B on the model results to make them more meaningful. Model results for station 1959 and station 1957 (looking east) do not correspond to the proposed building elevations because: the model should step up twice and not protrude on the right-hand side (station 1959) and a tower element should be shown (station 1957, looking east). The station 1957 (looking south) view line does not intersect the proposed building, so no modeled building should be shown as result.

**X. SITE DEVELOPMENT PLAN FOR SUBDIVISION, DESIGN STANDARDS**

Design standards create an identity for a development by establishing a framework to guide review of development requests on a given site. Design standards typically address the following topics in addition to those mentioned in the definition of site development plan for subdivision: purpose/goal, parking, streets (sometimes included), pedestrians/bicycles and/or sidewalks/trails, landscaping, walls/screening, architecture, lighting, signage, utilities, process and any other topic of particular relevance to the site (Note: topics may be in a different order).

***Current Proposal***

Existing design standards for Tracts 1 – 6 are found in the North Andalucia at La Luz Site development plan for Subdivision (Project #1003859, 04EPC-01845). The currently proposed site development plan for subdivision amendment for Tracts 1 – 3 (see Section VI of this report) does not affect the existing design standards.

The proposed site development plan for building permit for Tract 2-A must comply with these design standards (see Sheets C-2 and C-3). Here Staff summarizes the design standards and explains instances when the proposed site development plan for building permit does not comply.



Overall Design Theme & Land Use Concept:

The primary goal is "to achieve a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character." The design standards are intended to be used to facilitate design of buildings that respect natural conditions, preserve views and leave open space. Site development plans for building permit shall be consistent with the design standards and be approved by the Environmental Planning Commission (EPC).

*In an overarching sense, the proposed site development plan does not fulfill the primary goal though it could generally help achieve a mixed-use community when combined with other, future uses for North Andalucia. Though pedestrian accessibility would be provided, a village-type character would not be maintained. Village-type development is typically characterized by a mix of smaller-scale, fine-grained commercial and office uses combined with housing variety and pedestrian scale and orientation of development.*

*As proposed, the site development plan for building permit is inconsistent with the primary goal of the design standards.*

Coors Corridor Plan- View and Height Restrictions:

The design standards echo the view preservation regulations of the Coors Corridor Sector Development Plan (CCSDP).

*The proposed building does not comply with the requirement that height not exceed the view plane by more than 1/3 of building height (see Section IX of this report for details). There is also a requirement that walls and berms be built along Coors Blvd.; none are proposed. However, the grade difference from Coors Blvd. provides a natural berm.*

Pedestrian and Site Amenities:

Creating a pedestrian-friendly environment is a primary design objective which will be achieved by maintaining a high-quality and consistent style for amenities and creating separate vehicular and pedestrian circulation systems to support the creation of a village-type character. Public art is encouraged.

*The proposed amenities, ex. benches and pedestrian-scale lighting, appear to be inconsistent in style. More information is needed on the details (see Sheets C-12 and C-13). Special paving materials are used in places (ex. textured, colored concrete) as required, but not in others; labeling is inconsistent. There are opportunities to incorporate public art at the roundabouts and the plaza areas.*

Trails and Sidewalks:

Trails and sidewalk systems are a defining element.

*It is unclear if all pedestrian pathways are designed to be handicap accessible as required; the site development plan does not define symbols and labeling is inconsistent. Pedestrian crossings shall be clearly demarcated with special paving treatment where they cross vehicular entrances and drive aisles. Such a crossing is lacking on the northern side of the north-south street, but is*

*required. Also, textured colored concrete is required across drive-aisles; the proposed striping is insufficient and does not comply.*

Parking:

The intention is to lessen the impact of parking on the land; careful attention should be paid to parking design. Parking should be broken into smaller areas to lessen its impact.

*The total parking provided exceeds the maximum allowed by 51 spaces. Parking is broken up into smaller "blocks" but is not distributed sufficiently to lessen its impact.*

Setbacks:

Setbacks are required to create open space and streetscapes. Walkways and screening materials are required within setbacks. Parking is discouraged adjacent to roadways.

*The majority of parking for the LRF is proposed adjacent to Coors Blvd., though the grade difference from the roadway to the site creates a natural barrier. Walkways and landscaping are proposed in the 35-foot buffer along Coors Blvd.*

Landscape:

Landscape is to be complementary to the Bosque and responsive to environmental conditions and local building policies.

*Clarification is needed regarding caliper size of the proposed trees; "B&B" and "box size" are used instead. Also, the landscape areas for the trees at the main entry area are the minimum 36 square feet. Staff suggests that the small concrete patch separating the two landscape areas be removed to enlarge the area slightly, which would benefit tree health on this hot, western side of the building. The use of pervious paving around tree wells would be responsive to environmental conditions.*

Screening/Walls and Fences:

Screening is essential to limit the adverse visual impact of parking lots, loading areas and refuse areas.

*Trash enclosures are required to be screened with plant materials; such screening is not proposed for the trash compactor enclosure. Specifics regarding color and material are needed to determine if the proposed enclosure is compatible with the proposed building. The grade difference from Coors Blvd. to the site provides natural screening of the adjacent parking.*

Architecture:

Architecture should demonstrate a high-quality aesthetic character that responds to climate, views, solar access and aesthetic considerations. Commercial building style will be a hybrid of New Mexico architectural styles. Materials will be natural and colors warm. Roof-mounted and ground-mounted equipment is required to be screened by building elements or landscaping. All building sides will be architecturally articulated.

*The proposal does not respond to climate in the following instance: at least 25% of required seating must be shaded because the main elevation faces west [refs: (C)(3), see bullet 1 of architecture design standards].*

*The proposed commercial building would be a hybrid of New Mexico architectural styles combined with corporate brand style. All building sides would be articulated and colors warm, with low reflective values (LRVs).*

Lighting:

The objective is to maximize public safety while not affecting adjacent properties, buildings or roadways with unnecessary glare.

*Color and finish of the two proposed light pole types are needed, since lighting must blend with the character of the building and other on-site fixtures. A note is needed on the lighting detail to state that cobra and high-pressure sodium lighting are prohibited. Notes regarding lighting should be moved from Sheet C-4 to Sheet C-13. Bollard lighting would be a beneficial addition to the plaza areas to provide light and aesthetic character.*

Signage:

The goal is to provide a high-quality signage program that maintains a consistent style, complements visual character and creates a sense of arrival.

*Three project monument signs are allowed at the entries along Coors Blvd. Two are currently proposed, near the northern and southern ends of the subject site. The third project monument sign may be located at the Coors Blvd./Montaño Rd. intersection or the Coors and Learning intersection in the future. If future signs are desired in both locations, one of the currently proposed project monument signs would need to be removed.*

*One minor monument sign is allowed on Montaño Rd. However, the proposal shows a minor monument sign along Mirandela St., near the subject site's NE corner, which is not allowed. Because the design standards specify the total number of monument signs allowed, and their location and size, additional monument signs are prohibited. By allowing the three project monument signs along Coors Blvd., within the Established Urban Area, the design standards as such are consistent with the Comprehensive Plan. However, allowing the one minor monument sign on Montaño Rd., in the Developing Urban Area, conflicts with the Zoning Code 14-16-3-5, General Sign Regulations. Allowing an additional, unspecified number of monument signs in the Developing Urban Area would create further conflict with the Zoning Code and is not recommended.*

*Five building-mounted signs are proposed. Four of them exceed 6% of the façade area to which they are applied: the "Pharmacy Drive-Thru" sign on the western elevation (10%); the "Outdoor Living" sign (14.2%), the "Market & Pharmacy" sign (12%), "Walmart" sign and the circular logo (7.67%). These signs do not comply.*

Utilities:

The visual impact of equipment and utilities should be minimized to ensure aesthetic quality.

*It is unclear if transformers, utility pads and telephone boxes would be screened with walls or vegetation as required. The above-ground back-flow prevention device (see Sheet C-9) is required to be enclosed with materials compatible with building architecture.*

Unique Street and Traffic Calming Standards:

These standards are critical to creating an active, pedestrian-oriented urban community. The intent is to provide short street blocks with a smaller number of lots.

*All street types shall include a 5-6 foot landscaped parkway. The proposed drive-aisles in the parking lot would have trees on both sides. However, trees would only be along the western (parking lot) side of the main north-south internal street. Handicap ramps shall be provided at each intersection. Near the site's NE corner and NE middle area, handicap ramps are not provided on both sides of the intersection.*

*Special paving needs to be provided on adjacent pedestrian plaza areas (see the Roundabout detail) and crossings at all sides of the roundabout are needed to separate vehicular and pedestrian movements, as required.*

Transportation Demand Management (TDM):

TDM is recommended in the Comprehensive Plan as a strategy to mitigate traffic impacts of a development.

*Businesses with more than 50 employees are required to provide designated carpool spaces.*

**Conclusion of Analysis:** Overall, the proposal demonstrates partial compliance with the design standards for North Andaluca at La Luz but is inconsistent with the primary goal of achieving a village character. Instances of non-compliance, as noted above, can be remedied through the application of conditions of approval.

## **XI. ANALYSIS—LARGE RETAIL FACILITIES (LRF) REGULATIONS**

The following evaluates the proposal's compliance with the Large Retail Facility (LRF) Regulations [Zoning Code §14-16-3-2(D)], which manage the location and design of LRFs. Some instances of satisfactory compliance are mentioned as Staff considers relevant; other instances of compliance are not discussed for the sake of brevity. Emphasis is placed on instances of non-compliance since these items are the ones that will need modification.

### **SUBSECTION (D)(1)- APPLICABILITY.**

(a)(1) Provisions shall apply to the following: new construction of a LRF.

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*These regulations apply because the proposed building, at 98,901 sf, meets the definition of a LRF (Zoning Code §14-16-1-5) and would be new construction [ref: (D)(1)(a)(1)].*

**SUBSECTION (D)(2)- LOCATION AND ACCESS OF LARGE RETAIL FACILITY.**

This Subsection establishes three levels of LRFs, based on square footage.

(b) LRFs containing 90,001 to 124,999 sf of net leasable area are:

1. Permitted in C-2, C-3, M-1, M-2 and IP zones and SU-1 and SU-2 zones for uses consistent with C-2, C-3, M-1, M-2 and IP zones; and
2. Required to be located adjacent to and have primary and full access to a street designated as at least a collector in the Mid-Region Council of Governments' Metropolitan Transportation Plan and having at least four through traffic lanes.

*The subject site is zoned SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre). Primary and full access to Coors Blvd., a principal arterial, would be provided at Learning Rd. The proposed LRF is a permissive use and is allowed on the subject site.*

**SUBSECTION (D)(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.

*The subject site would be divided into four blocks. The largest, where the building is proposed, measures approx. 397 ft. by 610 ft. Item (c) states that one block can be expanded to approx. 790 ft. by 360 ft. if the main structure covers more than 80% of the block. The proposed main structure, however, covers approx. 53% of the block, so block expansion is not allowed in this case.*

(b) Primary and secondary driveways (or platted roadways) that separate the blocks shall be between 60 feet and 85 feet wide and shall include the following:

1. Two ten-foot travel lanes;
2. Two parallel or angle parking rows or a combination of such on both sides of the driveway rights of way are permitted but not required;
3. Two six-foot landscaped buffers with shade trees spaced approximately 30 feet on center;
4. Two eight-foot pedestrian walkways constructed of material other than asphalt;
5. Pedestrian scale lighting that provides at least an illumination of 1.2 to 2.5 foot candles or the equivalent foot lamberts; and
6. Standup curb.

*The proposal complies with 1, 2, 4 and 6 and partially compiles with 3 and 5. A second landscape buffer is not proposed on the eastern side of the north-south internal road (3) and pedestrian-scale lighting needs to be more integrated with the site- meaning more evenly distributed. None is*

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*provided near the entrance, but should be for safety and aesthetic reasons (6). Bollard lighting could be used in the plaza areas.*

**SUBSECTION (D)(4)- DEVELOPMENT PHASING AND MIXED-USE COMPONENT.** Informational

The LRF regulations address the build-out of a large site over time in order to guide the transition from more vehicle-oriented "big box" type retail development with large surface parking fields to finer-scaled, pedestrian oriented, mixed-use development.

*The proposal does not include phasing or a mixed-use component. The mixed-use component is strongly encouraged but not required.*

**SUBSECTION (D)(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.

*This language is intended as a precursor to the regulations that follow. Though consistent with policies in the CCSDP, this language is not regulatory.*

(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 proposed between the building and Coors Blvd. and dominates the building, though it would be adequately screened. The Landscape Plan indicates that parking will be broken up with raised walkways and trees to minimize visual impact. The proposal partially complies with (b)(2).*

(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.

*Six double-rows of parking are proposed, so two 10 foot walkways are required. One 10 foot walkway is proposed and is partially shaded; more trees or other shading is needed. The two parallel walkways, however, are 8 feet wide and need to be widened to 10 feet. The proposal does not comply with (b)(4).*

(d) Signage. (Note: (d)(5) is not applicable)

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

*One monument sign is allowed for every 300 feet of street frontage, so two signs are allowed for the approx. 710 foot long subject site. Two monument signs are proposed. The proposal 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 building-mounted signage is the white, franchise signage typically used. It isn't consistent with architectural style, but it would complement the materials and colors, which are a variety of tan, gold and browns. The proposal partially complies.*

3. All free-standing signs shall be monument style. *Complies.*
4. The maximum height of any monument sign shall be 15 feet. *Complies.*
6. Building-mounted signs shall consist of individual channel letters. Illuminated plastic panel signs are prohibited.

*The monument signs are proposed to be internally illuminated, which means that plastic panels through which illumination will show, would be used. The proposal does not comply.*

- (c) Drive-up windows must be located on or adjacent to the side or rear walls of service or retail structures and the window shall not face a public right of way. *Complies.*

(g) Truck Bays.

2. Truck bays not adjacent to residential lots must be screened with a masonry wall extending vertically eight feet above the finish floor level and horizontally 100 feet from the face of the dock to screen the truck. Screen walls shall be designed to blend with the architecture of the building.

*The proposed wall a long a portion of the eastern side of the site complies in terms of height and length, though incorporating additional materials (such as stone) or features would help it blend better with building architecture. The proposal partially complies.*

(h) Landscaping.

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

*The proposed shade trees along the west-east, NW landscape buffer are spaced approx. 50 feet on center. Along the southern side landscape buffer, the proposed trees are spaced approx. 60 feet on center. The proposal does not comply. Additional trees are needed to created the required spacing.*

(i) Pedestrian Walkways.

Internal pedestrian walkways shall be planned and organized to accommodate the inter-related movement of vehicles, bicycles, and pedestrians safely and conveniently, both within the proposed

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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 eight feet in width and constructed of materials other than asphalt. 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.

*Pathways internal to the site would function better if they are all connected; in some places they do not connect but are required to. A pedestrian access from Coors Blvd. is needed to ensure safety and convenience to and from the street. The drive-aisle crossing at the building's SW corner is shown as 6 ft. and is required to be at least 8 ft. wide. Pedestrian crosswalks are required to be constructed of patterned concrete; the perhaps most important crosswalks leading from the parking lot to the building entrances are striped asphalt. The proposal does not comply.*

(j) A Pedestrian Plaza(s):

1. Large retail facility sites that include a main structure less than 125,000 square feet in size shall provide public space pursuant to § 14-16-3-18(C)(4) of the Zoning Code. **Complies.**

(k) Lighting:

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

*Ornamental poles are proposed, but they are not used in as many places as they should be to provide pedestrian-scale lighting. A detail for the wall pack luminaries is needed. The proposal partially complies.*

(l) Outdoor Storage:

Outdoor storage as part of a mixed use development or within a C-1 or C-2 zoned site is not allowed. Outdoor uses such as retail display shall not interfere with pedestrian movement. Where the zoning permits and where outdoor storage is proposed, it shall be screened with the same materials as the building.

*A note needs to be added to Sheet C-4 to indicate that outdoor retail display will not interfere with pedestrian movement.*

(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.

*A pervious material could readily be used to enlarge the areas that proposed trees would have to gather water from, without affecting the sidewalk in the plaza areas or the asphalt in the parking lot. This would make the landscape easier to maintain and keep the site attractive, and would be beneficial in this environmentally sensitive area.*



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SUBSECTION (D)(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 adjacent street by means of smaller buildings or retail suite liners. A landscape buffer is proposed along Coors Blvd. and along the western side of the north-south internal road, but there is no "20 ft. wide landscape buffers with a double row of trees. The proposal does not comply.*

(b) Articulation.

1. Facades 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. Where patios are provided, at least one of the recessed walls shall contain a window for ease of surveillance and the patio shall contain shading and seating. Where retail suite liners are provided, they shall be accessible to the public from the outside.

*The main (western) façade is 436 ft. long. The above-mentioned elements are required along at least 218 ft. The proposed patios near the main entrance and near the building's NW corner are recessed the minimum 20 ft. and measure 145 ft. and 75 ft., respectively, for a total of 220 ft. However, the NW recessed area is mostly uncovered, so it would not function effectively as a patio. Retail suite liners and display windows are not proposed. 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".

*Three distinct building masses are required on the main (western) façade for the proposed 98,901 sf building. The three masses (starting north and going south) measure approx. 150 ft., 202 ft. and 84 ft. and have different architectural expressions. All vertical offsets measure at least 2 feet (one is 3 feet). The proposal complies.*

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 436 ft. long. 40% is 174 feet. Features that provide shade, such as canopies and trellises, are provided and measure 59 feet, 42 feet, 34 feet and 39 feet, for a total of 174 feet. The proposal complies.*

(c) Materials.

2. Design of the external walls and the principal entrance must include 3 of the below listed options:

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- 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 (c), a pitched roof form (the tower) (d), planters that can be used for sitting (e) and tile work integrated into the building (f), so the requirement is met. The proposed wall, however, needs to incorporate one more of the options listed. Staff suggests that stone be added so that multiple finishes (a) is achieved (same suggestion was made regarding design standards compliance- see Section X of this report). The request partially complies.*

**SUBSECTION (D)(7)- MIXED-USE COMPONENT.** (not applicable)

**SUBSECTION (D)(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 stated that a maintenance agreement for another site will be used as a template. However, a maintenance agreement particular to the subject site has not been provided because it is still in process. At this stage, the proposal does not comply. The maintenance agreement would have to be required as a condition of approval.*

*Conclusion of Analysis:* Since the prior version of the site development plan, compliance has improved though details are not discussed herein. Regarding non-compliance, some instances such as lighting, wall design and pedestrian walkways, can be remedied through applying conditions of approval. Other instances of non-compliance, such as those relating to site layout, can also be addressed through conditions- although some redesigning of the site would be necessary. Overall, the proposal partially complies with the Large Retail Facilities (LRF) Regulations.

## **XII. COMMENTS**

### **CONCERNS OF REVIEWING AGENCIES/PRE-HEARING DISCUSSION**

City Departments and other agencies reviewed this application from 10/31/11 to 11/10/11. The Mid-Region Council of Government (MRCOG) provided transportation planning information regarding access limitation, roadway designations, and applicable MRCOG and CCSDP policies. The Police Department provided information about all Calls for Service (CFS) in the City by location. The type of

calls, however, is not broken down. Comments regarding lighting/landscape conflict and site security were also included.

Transportation comments from the Planning Department request additional information, such as dimensioning radii, truck turning templates and cross-access easements. The Traffic Impact Study (TIS) has been submitted and reviewed. The Department of Municipal Development (DMD) expressed concern about limited access roadways and review of the TIS. Hydrology Staff note that a drainage report is required. The Transit Department requests a bus shelter on Coors. Zoning Enforcement noted that a view analysis was needed. Long Range Planning mentioned applicable plans and regulations. PNM also commented.

Parks and Open Space staff's comments regarding the trail along the east side of Learning Rd. differ. Parks states that the developer is responsible for construction of the trail while Open Space asks the question regarding responsibility. The current site development plan for subdivision does not specifically assign responsibility, however, typically the responsibility for public improvements adjacent to a site is the responsibility of the adjacent property owner. Since the trail is proposed adjacent to land owned by the City and by Bosque School, they would be responsible for construction of the trail.

The applicant attended the pre-hearing discussion meeting on November 16, 2011. Agency comments begin on p. 59.

#### ***NEIGHBORHOOD CONCERNS & MEETINGS***

The affected neighborhood organizations are the La Luz Del Sol Neighborhood Association (NA), the La Luz Landowners Association, the Taylor Ranch NA, the Rio Oeste Homeowners Association (HOA), the Andalucia HOA, the Northwest Alliance of Neighbors and the Westside Coalition of NAs.

#### ***Pre-Application Facilitated Meeting***

Efforts to plan a facilitated meeting prior to application submittal began in late June 2011. First scheduled for July then August, the pre-facilitated meeting was postponed and held on September 28, 2011 at Cibola High School (PA-11-074, see attachment). A brief (approx. ½ hr.) open house was held prior; conceptual drawings and images were made available. The pre-facilitated meeting followed. Over 450 community members, from a variety of neighborhood organizations and Bosque school, attended. Many filled out comment forms and indicated reasons for their opposition. The most common concerns were traffic, including access points and trucks; the Traffic Impact Study (TIS); pedestrian and bicycle safety; proximity to the Bosque School; environmental concerns/proximity to the Bosque open space area; view preservation; number of this retailer's stores in the area; and community safety and crime.

In September 2011, the La Luz Landowners Association submitted a letter. They are opposed on several grounds: traffic congestion is already at a critical level, the proposal is contrary to sector plan goals to protect the Bosque environment; increased crime in the area; and the area-wide draw of a large retail facility (LRF) which would negate the goals of smaller-scale, village like development.

#### ***Comment Forms***

Comment forms were provided at the pre-application facilitated meeting held on September 28, 2011. Several people filled out the forms, mostly indicating opposition to the proposal. The forms are

alphabetized by last name. Forms with no name are at the back. Due to the high number of forms submitted, the forms have been scanned into an electronic .pdf file and posted to the City Planning Department website.

### ***Facilitated Meeting***

The Office of Neighborhood Coordination (ONC) recommended facilitation after the application was submitted. The second facilitated meeting was held on November 21, 2011. The facilitated meeting report is intended to supplement the pre-application facilitated meeting report to minimize redundancy (see attachment). Concerns were similar to those expressed at the first facilitated meeting, and include the Traffic Impact Study (TIS), trucks, architecture, environment/sustainability, store operations. Approximately 320 people attended. No one spoke in favor of the proposal.

### ***Scheduling***

The application was submitted on October 26, 2011. At that time, two required and needed items were not included: the Traffic Impact Study (TIS) update and view plane analysis required pursuant to the Coors Corridor Sector Development Plan (CCSDP). The Planning Department, in a letter dated November 10, 2011, suggested that the applicant request a deferral until January 5, 2012 to allow time to review these materials and to provide meaningful comments (see attachment). The applicant agreed and the hearing was rescheduled.

The Taylor Ranch NA, in a November 9, 2011 letter, requested a deferral to allow additional review time (see attachment). Bosque school submitted a letter, via its attorney, dated November 9, 2011 (see attachment) stating that the application did not contain the required Traffic Impact Study (TIS) and view plan information. The letter requests a deferral of the originally scheduled hearing date of December 8, 2011.

At the Westside Coalition Meeting held on December 7, 2011, the public requested that the Mayor urge the applicant to postpone the meeting to January 19, 2012 to allow for the holiday season to finish. On December 8, 2012, the Mayor sent a letter to the applicant requesting the deferral (see attachment). On the same day, ONC staff mailed the notice of public hearing to the list of affected neighborhood and/or homeowner associations and coalitions to announce the January 5 public hearing.

The applicant agreed to the deferral, but was concerned that the 5:00 pm start time would make the hearing run too late. A compromise was made to begin the January 19, 2012 hearing at 3:00 pm.

### ***Public Comments and Letters***

Several comments and letters from the public were received, via e-mail and/or hard-copy. The great majority indicate opposition to the proposal. Many letters express multiple concerns. The concerns most often expressed include traffic at the Coors/Montaño intersection and in the area; the number of this retailer's stores in the area/market saturation; objection to this particular retailer; safety and crime; environmental impacts; view preservation; proximity to the Bosque school and scale of the proposed development. Other concerns include truck deliveries, impact on local businesses, decreased property values, sales of alcohol and firearms, 24 hour operations and balloons.

Staff has categorized the comments by subject of primary concern, as follows: Crime/Security, Economy/Business, Environment/Bosque, Multiple Concerns (3 or more in the same letter), Number of Stores, Other and Letters of Support. Due to the high number of comments submitted, the comments have been scanned into an electronic .pdf file and posted on the City Planning Department website.

### ***Petitions***

The Taylor Ranch Neighborhood Association (TRNA) formulated its ideas for a petition at its July 28, 2011 board meeting and submitted its first petition, which states opposition to the proposal due to project scale, traffic, proximity to the Bosque and conflict with the CCSDP. The TRNA submitted a follow-up petition based on the same ideas, dated January 9, 2012, and containing 725 signatures.

A petition was received from Las Casitas del Rio 1 and 2. The January 5, 2012 letter supersedes the January 3 letter. 1,162 signatures were gathered between November 1, 2010 and January 1, 2012, from people who live by and/or benefit from using Rio Grande Valley State Park. Those who signed indicated their favorite Bosque activity and zip code of residence. 1,030 were from Albuquerque and 132 from nearby jurisdictions. The people understand that the SE corner will be developed commercially and are not against development. Rather, they want smart development, appropriate for a location near a school and state park that reflects the vision, goals and objectives of applicable plans- which they believe the current proposal does not. All petitions received were scanned into electronic .pdf files and posted on the City Planning Department website.

### ***Some Specific Letters of Concern***

The La Luz Landowners Association (LLNA) has expressed concern regarding how City staff deal with the view preservation regulations in the Coors Corridor Sector Development Plan (CCSDP), stating that it is important that Staff understand the regulations and that the City adopt clear guidelines. The CCSDP view preservation requirements, which were adopted with the Plan, are explained beginning on p. 103. Section IX of this report demonstrates that Staff has a clear understanding of these regulations and how to apply them. Staff has identified instances where correction is needed.

A January 9, 2012 letter from a citizen raises the following concern: there is no "primary and full access to a street designated as at least a collector" as required in the Large Retail Facility (LRF) regulations. Staff believes that the signalized intersection at Learning Rd. provides primary and full access to this shopping center (SC) site and to Coors Blvd. which, as a principal arterial, has a greater capacity than a collector. The letter states that Montañó Rd. has a corridor score and rank that is among the most congested in the system, according to the Congestion Management Process Committee of the Mid-Region Council of Governments (MRCOG). Furthermore, the Study of Montañó Road Corridor (Wilson & Co., 2005) concludes that the Coors Blvd. intersection requires improvements and that delays will continue.

Attorneys representing the applicant and the Bosque School submitted cover letters and exhibit packages. Many of these letters and exhibits were received the week of the deadline for the Staff report and address a number of significant issues. Staff has not had adequate time to consider and evaluate all information submitted.

### **XIII. CONCLUSION**

The subject proposal is for a five-year extension of the existing North Andalucia at La Luz site development plan for subdivision, Tracts 1-9 (Project #1003859, 04EPC-01845); an amendment to the North Andalucia at La Luz site development plan for subdivision; and a site development plan for building permit for a large retail facility (LRF).

The applicant proposes to amend the existing site development plan for subdivision to subdivide Tracts 1 and 2 into four tracts and three tracts, respectively, and to create a new Tract 3-A. The associated, proposed site development plan for building permit would allow development of a large retail facility on the future Tract 2-A.

The Comprehensive Plan, the West Side Strategic Plan (WSSP) and the Coors Corridor Sector Development Plan (CCSDP) apply. The subject site is on the east side of Coors Blvd., so the CCSDP view preservation regulations apply. Also applicable are the design standards in the North Andalucia at La Luz site development plan for subdivision and the Large Retail Facilities (LRF) regulations. Staff finds that, overall, the request partially furthers applicable Goals and policies and partially complies with applicable regulations. In many instances, modifications are needed to create compliance.

The La Luz Del Sol Neighborhood Association (NA), the La Luz Landowners Association, the Taylor Ranch NA, the Rio Oeste Homeowners Association (HOA), the Andalucia HOA, the Northwest Alliance of Neighbors and the Westside Coalition of NAs were notified as required. Two facilitated meetings were held. Numerous letters of public comment were received, the great majority indicating opposition to the proposal due primarily to concerns about traffic, environment, school proximity, views, crime and safety, and number of such retail stores in the area.

Staff recommends a 60 day deferral to allow time to address instances of non-compliance with the applicable design standards and regulations; doing so would also improve compliance with applicable Goals and policies. Several significant issues remain; some were brought to Staff's attention in recently received correspondence. Citizen concerns are numerous and are not addressed to the extent that they should be; for instance, truck circulation, outdoor storage and environmental impacts to the Bosque. Additionally, the City is undecided about the proposed access from Montaña Rd. Conflicts with the primary goal of the site development plan for subdivision design standards to create a village character emerge due to site layout and excessive parking. Also, the proposal does not comply with the Coors Corridor Sector Development Plan (CCSDP) regulations regarding view preservation.

***FINDINGS -04EPC-01845, Five-Year Site Development Plan for Subdivision Extension***

1. As one part of a three-part proposal, this request is for an extension of the North Andalucia at La Luz Site Development Plan for Subdivision (Project #1003859, 04EPC-01845), for five years. The site is currently zoned SU-1 for C-2, O-1 and PRD (20 dwelling units/acre).
2. Requests for an amendment of the North Andalucia at La Luz Site Development Plan for Subdivision (11EPC-40068) and for a Site Development Plan for Building Permit (11EPC-40067) for a large retail facility (LRF) on the future Tract 2-A accompany this request.
3. The current North Andalucia at La Luz site development plan for subdivision received final sign-off by the DRB on September 16, 2005. Pursuant to §14-16-3-11(C) of the Zoning Code, if less than one-half of the site has been developed since approval of the site development plan, the site development plan for the undeveloped areas shall terminate automatically unless the property owners requests in writing, through the Planning Director, that the EPC extend the plan's life an additional five years.
4. On November 30, 2011, the applicant submitted a letter to the Planning Director requesting a 5-year extension of the site development plan for subdivision for EPC approval.
5. The City of Albuquerque Zoning Code, the Montaño Shoppes/Andalucia Tract 6 Traffic Impact Study (TIS) and the Andalucia Tract 6 TIS Updates are incorporated herein by reference and made part of the record for all purposes.
6. The applicant has justified the request for a 5-year extension of the site development plan for subdivision. The updated TIS dated November 22, 2011 demonstrates that the owner intends to fully develop the site. The original zoning and design standards associated with the site development plan for subdivision are still appropriate "to help guide for consistency and a quality that is complementary of the subject site area" (EPC Notification of Decision Finding #3, 04EPC-01845).
7. The subject request was advertised in the local newspaper. No comments have been received.

***RECOMMENDATION - 04EPC-01845, January 19, 2012, Five Year Site Development Plan for Subdivision Extension***

**APPROVAL of a five-year extension of 04EPC-01845, a Site Development Plan for Subdivision Extension for Tracts 1-6, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 Uses and PRD (Planned Residential Development) (20 dwelling units/acre), located at the southeast corner of Coors Boulevard and Montaño Road, based on the preceding Findings.**

***FINDINGS - 11EPC-40068, January 19, 2012, Site Development Plan for Subdivision Amendment***

1. As one part of a three-part proposal, the request is for an amendment to the North Andalucia at La Luz Site Development Plan for Subdivision (Project #1003859, 04EPC-01845), an approximately 60 acre site consisting of Tracts 1 – 6, North Andalucia at La Luz, located at the southeast corner of Coors Boulevard NW and Montaña Road, zoned SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre) (the “subject site”).
2. The applicant proposes to amend the above-referenced site development plan for subdivision to subdivide Tract 1 into four new Tracts and Tract 2 into three new tracts, and to create a new Tract 3-A to replace the existing Tract 3. The request does not propose to change the information required pursuant to the definition of site development plan for subdivision or the general notes. A note to explain the proposed amendment and a change date would be added.
3. A request for an extension of the North Andalucia at La Luz Site Development Plan for Subdivision Tracts 1 - 9 (04EPC-01845) and a request for a Site Development Plan for Building Permit (11EPC-40067) for a large retail facility (LRF) on the future Tract 2-A accompany this request.
4. The Albuquerque/Bernalillo County Comprehensive Plan, the West Side Strategic Plan (WSSP), the Coors Corridor Sector Development Plan (CCSDP), and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. The subject site is located in the Established Urban and Developing Urban Area of the Comprehensive Plan, and within the boundaries of the West Side Strategic Plan (WSSP) and the Coors Corridor Sector Development Plan (CCSDP). The subject site is located in a designated Activity Center, the Montaña/Coors Community Activity Center. Coors Boulevard and Montaña Road are Enhanced Transit Corridors.
6. The design standards in the North Andalucia at La Luz site development plan for subdivision (04EPC-01845) and the Large Retail Facility (LRF) Regulations (Zoning Code 14-16-3-2) apply. Consideration of the site development plan amendment by the Environmental Planning Commission (EPC) is required.
7. The proposal *partially furthers* the development guidelines for Community Activity Centers as described in Table 22 of the Comprehensive Plan because:



- 
- A. The subject site is accessible by automobile and is located at the intersection of two arterial streets, which have transit service. In addition, the site is accessible via a community-wide trail network (Access).
  - B. The subject site is not heavily punctuated with fine grain, smaller parcels. Tract 2-A will contain approximately 11.5 acres in order to accommodate a Large Retail Facility (Scale).
8. The proposal *partially furthers* the following, applicable Comprehensive Plan policies:
- A. Policy II.B.5e – new growth. The subject site is contiguous to existing urban facilities and services. Through the Traffic Impact Study, the applicant will provide improvements to address impacts projected through 2017.
  - B. Policy II.B.5j- new commercial development location. The proposed commercial development would be located in an existing, commercially zoned area at an intersection of arterial streets with transit facilities. A second shopping center at this intersection would result. Existing transportation problems would be exacerbated, though the TIS recommends mitigation strategies.
  - C. Policy II.B.5k.- land adjacent to arterial streets. The site development plan for subdivision proposes an additional access from Montaña Road. This access requires approval from MRCOG. It is unknown how this access will affect traffic flow at this already busy intersection.
9. The proposal *furthers* the Community Identity & Urban Design Goal, II.C. The applicant does not propose to amend the design standards established by the site development plan for subdivision, which are intended to achieve a “vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character.”
10. It is unknown at this time whether the request will be consistent with the Transportation and Transit Goal of the Comprehensive Plan. A second access from Montaña Road could affect roadway mobility and alternative modes of travel such as transit.
11. The Economic Development Goal and Policy II.D.6a- new employment opportunities, are *partially furthered*. The economic development by one entity would not be diversified, though some balance with cultural and environmental goals could be achieved (Goal). New employment opportunities would generally help balance the jobs to housing ratio on the Westside, but a wide range of occupational skills and salary levels would not be provided (Policy II.D.6a).
12. The North Andaluca at La Luz site development plan for subdivision (04EPC-01845) established land uses by tract and allows a maximum of 23.3 acres of C-2 uses and 11.7 acres of O-1 uses. The proposed tracts total 13.08 acres of C-2 uses and 1.38 acres of O-1 uses. The overall subdivision total

of O-1 uses would not change. The proposed, overall subdivision total of 22.8 acres of C-2 uses would reflect a net increase of 0.31 acre, which is less than the 23.3 acre maximum of C-2 uses allowed.

13. A new Tract 3-A is proposed to replace Tract 3. Tract 3 comprised the portion of the 300 foot buffer that extended northwest across Learning Road and was allocated 1.38 acres of O-1 uses (04EPC-01845). Tract 3-A is proposed to be allocated 0.54 acre of C-2 uses and 0.67 acre of O-1 uses. However, the buffer would still comprise approximately half of Tract 3-A and only O-1 and PRD (Planned Residential Development) uses are allowed in the buffer.
14. An update to the North Andalucia at La Luz Traffic Impact Study (TIS) was required. The update, which was reviewed by the City Transportation Staff, indicates that the proposal would generate fewer vehicle trip ends per day than the previously-approved TIS for Andalucia North (2007). The study and study update require several mitigation measures to minimize the impact of the proposal on the transportation system.
15. The applicant notified the La Luz Del Sol Neighborhood Association (NA), the La Luz Landowners Association, the Taylor Ranch NA, the Rio Oeste Homeowners Association (HOA), the Andalucia HOA, the Northwest Alliance of Neighbors and the Westside Coalition of NAs, as required. Information regarding the proposal was made available online at the Planning Department webpage.
16. Several comments and letters from the public were received, mostly indicating opposition though some indicate general support. Concerns include traffic, number of this retailer's stores, environmental impacts, safety and crime, view preservation, proximity to the Bosque school and scale of the proposed development. Other concerns are truck deliveries, impact on local businesses, sales of alcohol and firearms, and 24 hour operations. Many letters and exhibits address a number of significant issues and were received the week of the Staff report deadline. Staff has not had adequate time to consider and evaluate most of the information submitted.
17. Staff recommends a 60 day deferral to allow time to address instances of non-compliance with the applicable design standards and regulations; doing so would also improve compliance with applicable Goals and policies. Several significant issues remain; some were brought to Staff's attention in recently received correspondence. Citizen concerns are numerous and are not addressed to the extent that they should be; for instance, truck circulation, outdoor storage and environmental impacts to the Bosque. Additionally, the City is undecided about the proposed access from Montañó Rd. Conflicts with the primary goal of the site development plan for subdivision design standards to create a village character emerge due to site layout and excessive parking. Also, the proposal does not comply with the Coors Corridor Sector Development Plan (CCSDP) regulations regarding view preservation.

***RECOMMENDATION - 11EPC-40068, January 19, 2012, Site Development Plan for Subdivision Amendment***

**DEFERRAL of 11EPC-40068, a Site Development Plan for Subdivision Amendment for Tracts 1-6, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 Uses and PRD (Planned Residential Development) (20 dwelling units/acre), located at the southeast corner of Coors Boulevard and Montañño Road, for 60 days based on the preceding Findings.**

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***FINDINGS -11EPC-40067, January 19, 2012-Site Development Plan for Building Permit***

1. As one part of a three-part proposal, the request is for a Site Development Plan for Building Permit for Tract 2-A, North Andalucia at La Luz, an approximately 11.5 acre site located at the southeast corner of Coors Boulevard NW and Montañño Road, zoned SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre) (the "subject site").
2. The applicant proposes to develop a 98,901 square foot retail use with the associated parking lots, landscaping and outdoor areas. The proposed use meets the definition of a Large Retail Facility (LRF) (Zoning Code 14-16-1-5) and therefore is subject to the Large Retail Facility Regulations (Zoning Code 14-16-3-2).
3. A request for an extension of the North Andalucia at La Luz Site Development Plan for Subdivision Tracts 1 - 9 (04EPC-01845) and a request for a Site Development Plan for Subdivision amendment (11EPC-40068) to create Tract 2-A and other tracts, accompany this request.
4. The Albuquerque/Bernalillo County Comprehensive Plan, the West Side Strategic Plan (WSSP), the Coors Corridor Sector Development Plan (CCSDP), and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. The subject site is located in the Established Urban and Developing Urban Area of the Comprehensive Plan, and within the boundaries of the West Side Strategic Plan (WSSP) and the Coors Corridor Sector Development Plan (CCSDP). The subject site is located in a designated Activity Center, the Montañño/Coors Community Activity Center. Coors Boulevard and Montañño Road are Enhanced Transit Corridors.
6. The design standards in the North Andalucia at La Luz site development plan for subdivision (04EPC-01845) and the Large Retail Facility (LRF) Regulations (Zoning Code 14-16-3-2) apply.

Consideration of the site development plan amendment by the Environmental Planning Commission (EPC) is required.

7. The proposal *partially furthers* the development guidelines for Community Activity Centers as described in Table 22 of the Comprehensive Plan because:
  - A. The subject site is accessible by automobile and is located at the intersection of two arterial streets, which have transit service. In addition, the site is accessible via a community-wide trail network (Access).
  - B. The subject site is not heavily punctuated with fine grain, smaller parcels. Tract 2-A will contain approximately 11.5 acres in order to accommodate a Large Retail Facility (Scale).
  - C. The core area is larger than the 15-16 acres envisioned. The building floor area is not limited. Large Retail Facilities (LRFs) are not listed as a typical use (Land Uses).
  
8. The proposal *does not further* the Activity Center Goal or Policy II.B.7c:
  - A. Goal: The concentration of moderate and high-density mixed land uses envisioned in activity centers would not be strengthened. The regional draw of the proposed large retail use could increase auto travel in the area and could affect the identity of this Westside location.
  - B. Policy II.B.7c- structures/location in Centers. The proposed LRF would be much larger than other buildings in the Community Activity Center and is therefore more appropriate in a Major Activity Center. The building would be approximately 29% larger than the second largest single-tenant building in the area.
  
9. The proposal *partially furthers* the following, applicable Comprehensive Plan policies:
  - A. Policy II.B.5d-neighborhood values/natural environmental conditions. The design is generally compatible with the built environment. However, the large retail facility (LRF) would be relatively intense for this location so close to the Bosque, where the natural environment, open space and scenic resources are regionally significant. Most oppose the proposal, though some support it.
  - B. Policy II.B.5j- new commercial development location. The proposed commercial development would be located in an existing, commercially zoned area at an intersection of arterial streets with transit facilities. A second shopping center at this intersection would result. Existing transportation problems would be exacerbated, though the TIS recommends mitigation strategies.
  - C. Policy II.B.5k.- land adjacent to arterial streets. The subject site is adjacent to Coors Blvd. and Montañó Rd. A Transportation Impact Study (TIS) update was conducted. Potentially harmful

- traffic effects would be addressed through recommendations in the TIS update, although the livability of established neighborhoods in the area could be affected.
- D. Policy II.B.5l-quality design/new development. The design, colors and finishes would be generally compatible with the area. Various architectural elements, three colors of cultured stone and seven stucco colors are incorporated. The use of some elements can be considered innovative, though overall the design is not.
- E. Policy II.B.5m-quality of the visual environment. The proposed building would have to be lowered by 1.85 feet to maintain the unique vista as required in the Coors Corridor Sector Development Plan. The visual environment would change, though the colors and materials would make the building generally compatible with its surroundings.
10. The proposal *partially furthers* the Developed Landscape Goal and Policy II.C.8e. The developed landscape's quality would generally improved; the proposed colors and materials would be in harmony with the landscape. However, the natural landscape in this scenic area characterized by the Bosque and open space would be impacted (Policy II.C.8e).
11. The proposal *partially furthers* the Community Identity & Urban Design Goal and Policy 2.C.9d-projects in Community Activity Centers. The area's built characteristics would generally be enhanced. Natural characteristics that define this Westside sub-area, such as the Bosque and open space, would be impacted (Goal). Buildings would generally to reflect local architecture and some public realm improvements would be made, but linkages between future uses may not support transit.
12. The Transportation and Transit Goal and Policy II.D.4g-safe and pleasant pedestrian opportunities, are *partially furthered*. Two transit routes are nearby, though a large retail facility (LRF) is an auto-oriented use. Parking, provided in excess, dominates the site layout (Goal). Pedestrian opportunities would be more pleasant with improved aesthetics and safety. Raised concrete crossings are needed to improve connectivity and improve safety (Policy II.D.4g).
13. The Economic Development Goal and Policy II.D.6a- new employment opportunities, are *partially furthered*. The economic development by one entity would not be diversified, though some balance with cultural and environmental goals could be achieved (Goal). New employment opportunities would generally help balance the jobs to housing ratio on the Westside, but a wide range of occupational skills and salary levels would not be provided (Policy II.D.6a).
14. Conditions of approval are needed to create compliance with the design standards in the North Andalucia at La Luz site development plan for subdivision (04EPC-01845), the Large Retail Facility (LRF) Regulations and the view plane regulations of the Coors Corridor Sector Development Plan

(CCSDP). The numerous inconsistencies on the site development plan can also be clarified through conditions.

15. An update to the North Andalucia at La Luz Traffic Impact Study (TIS) was required. The update, which was reviewed by the City Transportation Staff, indicates that the proposal would generate fewer vehicle trip ends per day than the previously-approved TIS for Andalucia North. The study requires several mitigation measures to minimize the impact of the proposal on the transportation system.
16. The applicant notified the La Luz Del Sol Neighborhood Association (NA), the La Luz Landowners Association, the Taylor Ranch NA, the Rio Oeste Homeowners Association (HOA), the Andalucia HOA, the Northwest Alliance of Neighbors and the Westside Coalition of NAs, as required. The Information regarding the proposal was made available online at the Planning Department webpage.
17. Two facilitated meetings were held, one on September 28, 2011 and another on November 21, 2011. Over 450 community members, from a variety of neighborhood organizations and the Bosque school, attended. A variety of concerns were expressed
18. Several comments and letters from the public were received, mostly indicating opposition though some indicate general support. Concerns include traffic, number of this retailer's stores, environmental impacts, safety and crime, view preservation, proximity to the Bosque school and scale of the proposed development. Other concerns are truck deliveries, impact on local businesses, sales of alcohol and firearms, and 24 hour operations. Many letters and exhibits address a number of significant issues and were received the week of the Staff report deadline. Staff has not had adequate time to consider and evaluate most of the information submitted.
19. Staff recommends a 60 day deferral to allow time to address instances of non-compliance with the applicable design standards and regulations; doing so would also improve compliance with applicable Goals and policies. Several significant issues remain; some were brought to Staff's attention in recently received correspondence. Citizen concerns are numerous and are not addressed to the extent that they should be; for instance, truck circulation, outdoor storage and environmental impacts to the Bosque. Additionally, the City is undecided about the proposed access from Montañño Rd. Conflicts with the primary goal of the site development plan for subdivision design standards to create a village character emerge due to site layout and excessive parking. Also, the proposal does not comply with the Coors Corridor Sector Development Plan (CCSDP) regulations regarding view preservation.

**RECOMMENDATION - 11EPC-40067, January 19, 2012**

**DEFERRAL of 11EPC-40067, a Site Development Plan for Building Permit for Tract 2-A, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 Uses and PRD (Planned Residential Development) (20 dwelling units/acre), located at the SW corner of Coors Boulevard and Montaño Road, for 60 days based on the preceding Findings.**

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*C. Marrone*

**Carmen Marrone, Manager  
Current Planning Section**

*Catalina Lehner*

**Catalina Lehner, AICP  
Senior Planner**

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## ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

***Note: Most agency comments are based on the originally submitted version of the site development plan set. Many comments have been addressed. Updated comments are indicated as such.***

### ***PLANNING DEPARTMENT***

#### **Zoning Enforcement**

Applicant needs to provide a graphic representation / rendition to demonstrate how the proposed development complies with the View Plane and View Area regulations of the Coors Corridor Sector Development Plan - pg 102.

#### **Office of Neighborhood Coordination**

Affected Neighborhood and/or Homeowner Associations and Coalitions:

La Luz Del Sol NA (R)	10/31/11 – Recommending Facilitation – siw
La Luz Landowners Assoc. (R)	10/31/11 – Assigned to Diane Grover - sdb
Taylor Ranch NA (R)	
Rio Oeste HOA	
Andalucia HOA	
Northwest Alliance of Neighbors	
Westside Coalition of NAs	

#### **Long Range Planning**

West half of site is Established Urban, east half is Developing Urban. Westside Strategic Plan, Coors Corridor Plan, Facility Plan for Open Space, Large Retail Facility (LRF) Ordinance.

Development on this site must comply with and further the goals, policies, and regulations of the Coors Corridor Plan, Large Retail Facility Ordinance, Westside Strategic Plan and the EPC approved Site development plan for Subdivision, unless amended.

The Coors Corridor Plan contains specific design, height, setback, and view preservation requirements. It is important that the applicant demonstrate compliance with the height and view preservation requirements.

#### **Metropolitan Redevelopment Agency**

The subject development site is not within a Redevelopment Area, and Metropolitan Redevelopment Section staff have no comments on this application.

### ***CITY ENGINEER***

**Transportation Development Services (City Engineer/Planning Department): UPDATED**

Coors Blvd/Montañó Road [23.89 acres] TIS - Y **#1003859**



**Amended Site Development Plan for Subdivision:**

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
- All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development is required.
- If the proposed access off Montañño between Mirandela and Coors is permitted, a separate agreement between the appropriate governmental agencies and the developer is required to address the future overpass at Montañño and Coors.
- All proposed improvements shown on the Site development plan for Subdivision must be noted as illustrative only or removed.
- Concurrent Platting Action required at Development Review Board (DRB).
- Show all pedestrian and vehicular access/connectivity (ingress and egress).
- All easements need to be shown and labeled on plans.

**Site Development Plan for Building Permit:**

- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development is required.
- The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
- If the proposed access off Montañño between Mirandela and Coors is permitted, a separate agreement between the appropriate governmental agencies and the developer is required to address the future overpass at Montañño and Coors.
- Provide/identify turning template information of delivery vehicle routes for ingress, egress and circulation and include classification and size of the delivery vehicle for the proposed On-Site improvements and the public roadway system.
- Provide/label/detail all dimensions, classifications and proposed infrastructure for Site.
- Signage and pavement markings will need to be provided for one way traffic.
- A cross access easement with adjacent property owners is required.
- Sidewalk Easement will be required for meandering 6-foot sidewalk on Mirandela Street and Coors Blvd.
- Concurrent Plat Action required at Development Review Board (DRB) for proposed lines.

- All easements need to be shown and labeled on Site development plan .
- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
- All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
- Site development plan shall comply and be designed per DPM Standards.

**Hydrology Development (City Engineer/Planning Department):**

- A Drainage Report is required for DRB approval.

**Transportation Planning (Department of Municipal Development):**

- Montañño is one of only four river crossings between I-40 and Alameda. It is a limited access facility, as defined by the Mid Region Council of Governments, and the current access policy prohibits access between Coors Boulevard and Rio Grande Boulevard. The proposed site development plan shows a new right-in / right-out access between Coors and Mirandela, which is currently not permitted under the current access policy and will require approval by the Mid Region Council of Governments Transportation Coordination Committee.
- There is an existing bus stop in close proximity to the proposed access request. It is not clear from the information in the application what the impacts to traffic would be.
- Traffic studies to support this access request have not been received by the Engineering Division; it is recommended that this application be deferred until the traffic studies have been reviewed.

*Information:*

The Engineering Division is in the process of updating the transportation component of the Coors Corridor Study. Two public meetings are planned to present the transportation alternatives currently being considered. These meetings are scheduled for December 6<sup>th</sup> and December 8<sup>th</sup> and it is therefore recommended that this application be deferred.

**Traffic Engineering Operations (Department of Municipal Development):**

- No comments received.

**Street Maintenance (Department of Municipal Development):**

- No comments received.

**New Mexico Department of Transportation (NMDOT):**

- No comments received.

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

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

---

**Recommend 30-day deferral to allow Transportation Planning (Department of Municipal Development) additional time for review of Traffic Impact Study (TIS).**

However, if the case is heard at EPC, the following are conditions of approval:

- A. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
- B. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
- C. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development is required.
- D. Montaño is one of only four river crossings between I-40 and Alameda. It is a limited access facility, as defined by the Mid Region Council of Governments, and the current access policy prohibits access between Coors Boulevard and Rio Grande Boulevard. The proposed site development plan shows a new right-in / right-out access between Coors and Mirandela, which is currently not permitted under the current access policy and will require approval by the Mid Region Council of Governments Transportation Coordination Committee.
- E. If the proposed access off Montaño between Mirandela and Coors is permitted, a separate agreement between the appropriate governmental agencies and the developer is required to address the future overpass at Montaño and Coors.
- F. There is an existing bus stop in close proximity to the proposed access request. It is not clear from the information in the application what the impacts to traffic would be.
- G. All proposed improvements shown on the Site development plan for Subdivision must be noted as illustrative only or removed.
- H. Sidewalk Easement will be required for meandering 6-foot sidewalk on Mirandela Street and Coors Blvd.
- I. Provide/identify turning template information of delivery vehicle routes for ingress, egress and circulation and include classification and size of the delivery vehicle for the proposed On-Site improvements and the public roadway system.
- J. Signage and pavement markings will need to be provided for one way traffic.
- K. Provide/label/detail all dimensions and proposed infrastructure for Site.
- L. A cross access easement with adjacent property owners is required.
- M. Show all pedestrian and vehicular access/connectivity (ingress and egress).
- N. Concurrent Platting Action required at Development Review Board (DRB).
- O. A Drainage Report is required for DRB approval.
- P. All easements need to be shown and labeled on Site development plan .
- Q. Site development plan shall comply and be designed per DPM Standards.

**WATER UTILITY AUTHORITY**

Utility Services

**ENVIRONMENTAL HEALTH DEPARTMENT**

Air Quality Division

Environmental Services Division

**PARKS AND RECREATION**

Planning and Design

Developer to build and maintain extension of 10' wide trail within 20' landscape buffer along Learning Drive trail to Montaña.

8' screen wall should be continued along Mirandela to Montaña to provide screening of retail and restaurant facilities from the City Open Space Trailhead area. Preferred materials would be coyote fencing if possible.

Access to retail and restaurant portion of the development should be located in conjunction with access to City Open Space Trailhead so as to avoid vehicle conflicts.

8' trail within the Coors 35' landscape buffer should be identified as sidewalk of a minimum 6' width. Interior pedestrian areas should be identified and constructed as sidewalks.

Open Space Division

After review, Open Space Division (OSD) has the following comments:

1. It is unclear from the submittal whether the developer will be responsible for building and completing the 10' wide trail (within 20' landscape buffer area) along the East side of LEARNING ROAD, as called out in the 2005 DRB signed-off Site development plan for Subdivision (which was included in the submittal-packet). Please clarify.

*(The west-side of the Pueblo Montaña trailhead facility has several curb/gutter/ sidewalk-stone segments in place, but currently without a contiguous link to Montaña Road. When completed, these will provide an ADA-accessible route from the Pueblo Montaña parking-lot up to Montaña Road and thence across the Montaña Bridge and to the 17-mile 'Paseo del Bosque' trail.)*

2. MAINTENANCE RESPONSIBILITY for the above *completed to Montaña Road* trail needs to be clarified.
3. SECURED PERIMETER: Engineered barriers required to retain litter from the WalMart store – especially plastic bags – and keep it from blowing into the neighboring *Bosque*, wildlife habitat, and public property (Tract 6-A, OSD "Pueblo Montaña" trailhead facility). *(This comment is based on a similar experience that immediately followed development of the WalMart at the SE-corner of Rio*

*Bravo and Coors Blvd, and due East of the OSD 'Hubble Oxbow' farm. At that time, both electronic and print media turned considerable focus on the severe problem of blowing 'WalMart' plastic-bags fouling the Hubble Oxbow agricultural fields and wildlife habitat.)*

4. For litter-control, and for the visual relief of users of the public Pueblo Montañño trailhead, EXTEND the "8 FT. SCREEN WALL" that is shown along the eastern side of the proposed WalMart footprint (and ends at "MINOR MONUMENT SIGN") at least to the Mirandela Street entry/exit to Montañño Road.
5. FUTURE DEVELOPMENT of LOT 12 (NE-corner of this site) needs to include VISUAL RELIEF between the public-property (Pueblo Montañño) and the future commercial development. Preferred 'buffer' materials include, but are not limited to: 'coyote'-fencing and/or irrigated landscaping.

**POLICE DEPARTMENT/Planning**

This project is in the NW Area Command. The attachment (see below) is a spreadsheet with the top 20 locations in the City for all Calls for Service (CFS) from the time-frame noted. CFS are calls to the dispatch center requesting Police assistance.

Many of the top 20 list street intersections. One of these intersections is the area of interest at Coors/Montañño. This intersection is currently number six in the City on the CFS report. More detailed Crime Analysis information is available from the APD Crime Analysis Unit.

<b>Top 20 Repeat Calls for Service (CFS) for All Call Types January 1 to October 31, 2011</b>	
Count	Address
1155	SAN MATEO BL NE / MONTGOMERY BL NE
1005	6600 MENAUL BL NE
737	CENTRAL AV W / COORS BL SW
674	MONTGOMERY BL NE / WYOMING BL NE
659	SAN MATEO BL NE / CENTRAL AV E
641	COORS BL NW / MONTAÑO RD NW
559	PASEO DEL NORTE NW / COORS BL NW
554	ATRISCO DR NW / CENTRAL AV W
548	LOUISIANA BL NE / CENTRAL AV E
533	MONTGOMERY BL NE / EUBANK BL NE
524	2200 SUNPORT BL SE
494	MONTGOMERY BL NE / CARLISLE BL NE
488	2701 CARLISLE BL NE
483	JUAN TABO BL NE / LOMAS BL NE
473	RIO GRANDE BL NW / CENTRAL AV W
467	CENTRAL AV E / JUAN TABO BL SE
467	TRAMWAY BL NE / CENTRAL AV E
447	CENTRAL AV E / WYOMING BL SE
442	400 ROMA AV NW
438	4TH ST NW / CENTRAL AV W

1. It appears that project lighting and landscaping are in conflict with each other. Recommend eliminate large tree variety plantings from proposed light pole placement.
2. Recommend installing video surveillance cameras to cover the exterior of the property. Coverage should include all driveways, walkways, parking lots rear loading/maintenance areas and building walk-ups. Each camera should be monitored and recorded for real-time and historical use.
3. Suggest full-time security personnel be present during business hours of operation.

**SOLID WASTE MANAGEMENT DIVISION**

**Refuse Division**

Approved. Must comply with SWMD ordinances for compactor and drains.

**FIRE DEPARTMENT/Planning**

No Comments.

**TRANSIT DEPARTMENT – UPDATED (see below)**

<b>Project # 1003859</b>  11EPC-40067 SITE DEVELOPMENT – BLDG. PRMT.	Adjacent and nearby routes	Route#157, Louisiana & Montañño route passé the site on Montañño. Route #155, Coors route, Route #96, Cross-town commuter, Route #790, Rapid Ride Blue Line, pass the site on Coors.
	Adjacent bus stops	Bus stop on Montañño serves Route #157 in the east bound direction.
11EPC-40068 AMEND SITE DEVELOPMENT PLAN – SUBDIVISION	Site development plan requirements	Applicant to provide 5'wide x 20'long easement for placement of bus shelter at the location of existing bus stop on Montañño. Transit requests that the applicant install a Type C bus shelter as per the COA Design standard COA 2355, and associated bench and trash can at the proposed bus stop. Applicant to consult the Transit department for the location of the proposed easement.
	Large site TDM suggestions	N/A
	Other information	None.

*Received January 6, 2012:*

1. The administrative and design requirements of the original Site development plan for Subdivision, dated June 22, 2005, shall have full force and effect in the Amended Site development plan for Subdivision.
2. The applicant shall grant an 8 foot by 20 foot (8'x20') easement behind the proposed sidewalk on Coors Boulevard, centered approximately 90 feet (90') north of the north property line of Proposed Lot 2.

3. The applicant shall install a shelter pad and Type C shelter within the shelter easement on Coors.
4. The applicant shall construct an ADA-compliant path from the shelter or sidewalk to the southern-most 17' pedestrian path in the parking lot.
5. The applicant shall grant a 10 foot by 40 foot (10'x40') shelter easement behind the current sidewalk on Montañó, centered on the proposed property line between Lots 11 and 12. Construction needs in the easement on Montañó will be determined when that frontage is developed.

## ***COMMENTS FROM OTHER AGENCIES***

### ***BERNALILLO COUNTY***

#### ***ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY***

Reviewed, no comment.

#### ***ALBUQUERQUE PUBLIC SCHOOLS***

<b>Project #1003859</b> 11EPC-40067 SITE DEVELOPMENT- BUILDG PRMT 11EPC-40068 AMEND SITE DEVELOPMENT PLAN-SUBDVN	<b>North Andalucia at La Luz</b> , Lots 1 thru 3, is located on Coors Blvd NW between Montañó Rd NW and Mirandela St NW. The owner of the above property requests approval of a Site Development Plan for Building Permit and an Amendment to the Site Development Plan for Subdivision to allow for the development of a Wal-Mart. This will have no adverse impacts to the APS district.
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#### ***MID-REGION COUNCIL OF GOVERNMENTS***

The following staff comments relate to transportation systems planning within the Albuquerque Metropolitan Planning Area (AMPA). Principal guidance comes from the 2035 Metropolitan Transportation Plan and the maps therein; Transportation Improvement Program (TIP) for 2010-2015; the Intelligent Transportation Systems (ITS) Regional Architecture; and the Roadway Access Policies of the Transportation Coordinating Committee (TCC) of the Metropolitan Transportation Board (MTB).

For informational purposes, Coors Blvd has been classified as a high capacity limited access principal arterial. Right-in/right-out and driveway accesses are described in the Coors Corridor Plan. Additional restrictions may be imposed as per the adopted Coors Corridor Plan.

For informational purposes, Montañó Rd has also been identified as a limited access principal arterial. No access shall be permitted between Coors Blvd and just east of Rio Grande Blvd.

MPO ID # 616.0 "Coors Corridor Study" is a City of Albuquerque-DMD project to identify transportation management strategies to implement in upcoming years and update the Coors Corridor Plan between Bridge Blvd and NM 528 (Alameda Blvd). The project has been included in the 2035 MTP and the 2012-2017 Transportation Improvement Program (TIP). Coordination with the City of Albuquerque-DMD is recommended to ensure development is consistent with this project (848-1575).

MPO ID # 616.1 "Coors Corridor Traffic Flow Improvements for Commuter Routes" is a City of Albuquerque-DMD project to construct improvements to existing signals and roadways to improve commuter travel between Bridge Blvd and NM 528 (Alameda Blvd). The project has been included in the 2035 MTP. Coordination with the City of Albuquerque-DMD is recommended to ensure development is consistent with this project (848-1575).

MPO ID # 616.2 "Coors Corridor Improvements Stage 1" and MPO ID #616.3 "Coors Corridor Improvements Stage 2" are City of Albuquerque-DMD projects to implement improvements consistent with the Coors Corridor Plan update between Bridge Blvd and NM 528 (Alameda Blvd). Both projects have been included in the 2035 MTP and Project 616.2 has been included in the 2012-2017 TIP. Coordination with the City of Albuquerque-DMD is recommended to ensure development is consistent with this project (848-1575).

***Coors Corridor Plan Policies:***

**POLICY 1- PRINCIPAL ARTERIAL**

Coors Boulevard is presently designated as a Limited Access Principal Arterial on MRCOG's Long-Range Roadway System Map.

**POLICY 2- RIGHT-OF-WAY**

The Metropolitan Transportation Board (MTB) has adopted a policy stating that Coors Boulevard (from Interstate 40 to Corrales Road) be a high-capacity, limited access principal arterial, having a 156-foot-wide right-of-way.

**POLICY 3- CONTROL OF ACCESS AND DRIVEWAYS**

1. Vehicular access to Coors Boulevard shall be limited to protect its primary function as a major traffic carrier.
2. Driveways shall not be permitted within 400 feet on the approach to a major signalized intersection and within 150 feet on the departure side.
3. Driveways shall be spaced no less than approximately 300 feet apart.
4. In a typical quarter mile segment no more than three driveways shall be permitted per side of the corridor.

**POLICY 4- MEDIANS**

Median openings will be permitted only at the major one-half mile signalized intersections. The medians shall be built to a 28 foot width to provide an area for dual left turns at major intersections.

**POLICY 5- INTERSECTIONS**



1. Distance between major signalized intersections on Coors Blvd shall be as far apart as possible and practical to encourage continuous traffic flow.
2. There shall be a minimum distance of approximately one-half mile intervals for signalized intersections.
3. Limited access locations for right-turn-off and right-turn-on traffic shall be placed with careful consideration for proximity to full intersections and to provide reasonable access to property within the corridor.
4. Limited access locations shall be a minimum distance of approximately one-quarter mile from full intersections or other limited access locations.
5. An exclusive right-turn lane shall be provided at all major one-half mile signalized intersections and one-quarter mile right-turn only intersections.

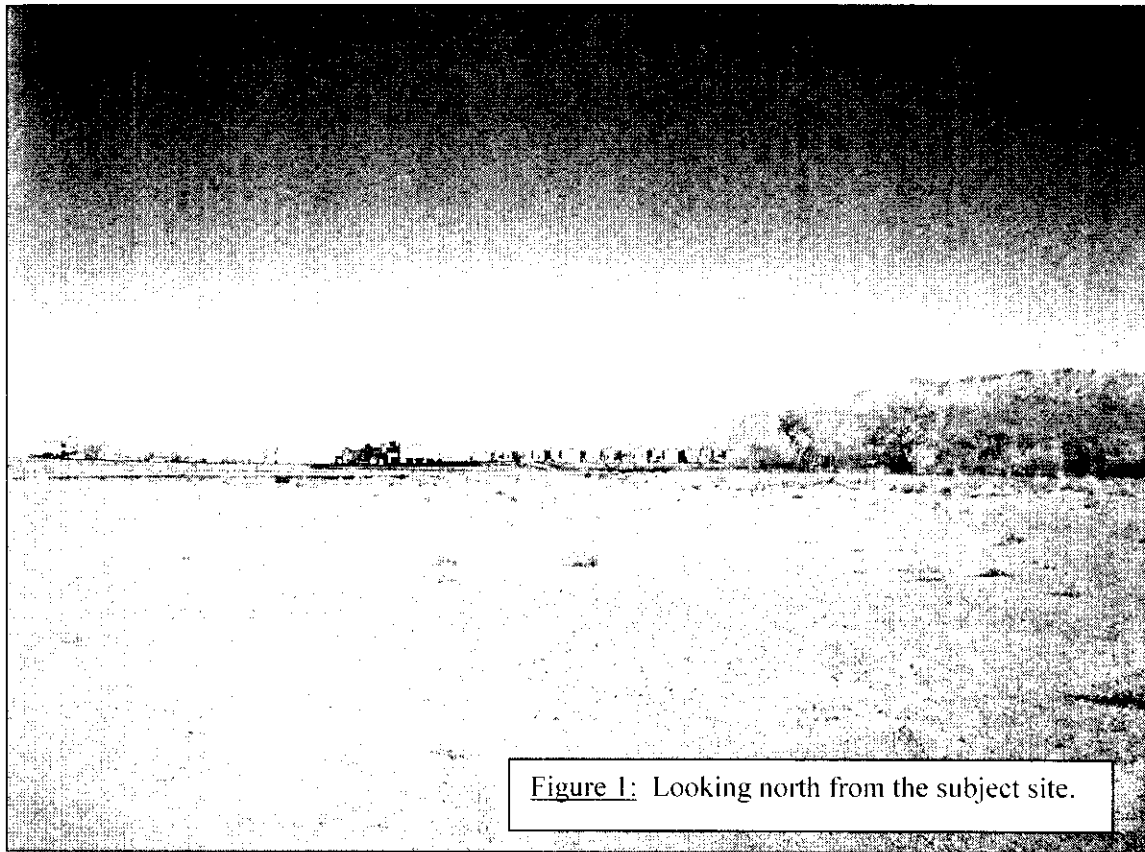
**All requests to modify access on Limited Access Roadways will be considered by the Roadway Access Committee (RAC) and the Transportation Coordination Committee (TCC), which is the technical advisory committee for the Metropolitan Transportation Board (MTB). For more details on Roadway Access Modification Policies please contact the Mid Region Council of Governments at 247-1753.**

MRMPO recommends deferral of this project until the proposed right-in right-out access point on Montañó is resolved through the RAC and MTB. Lastly, see attachments (Coors Blvd and Montañó Rd congestion profiles) for more info.

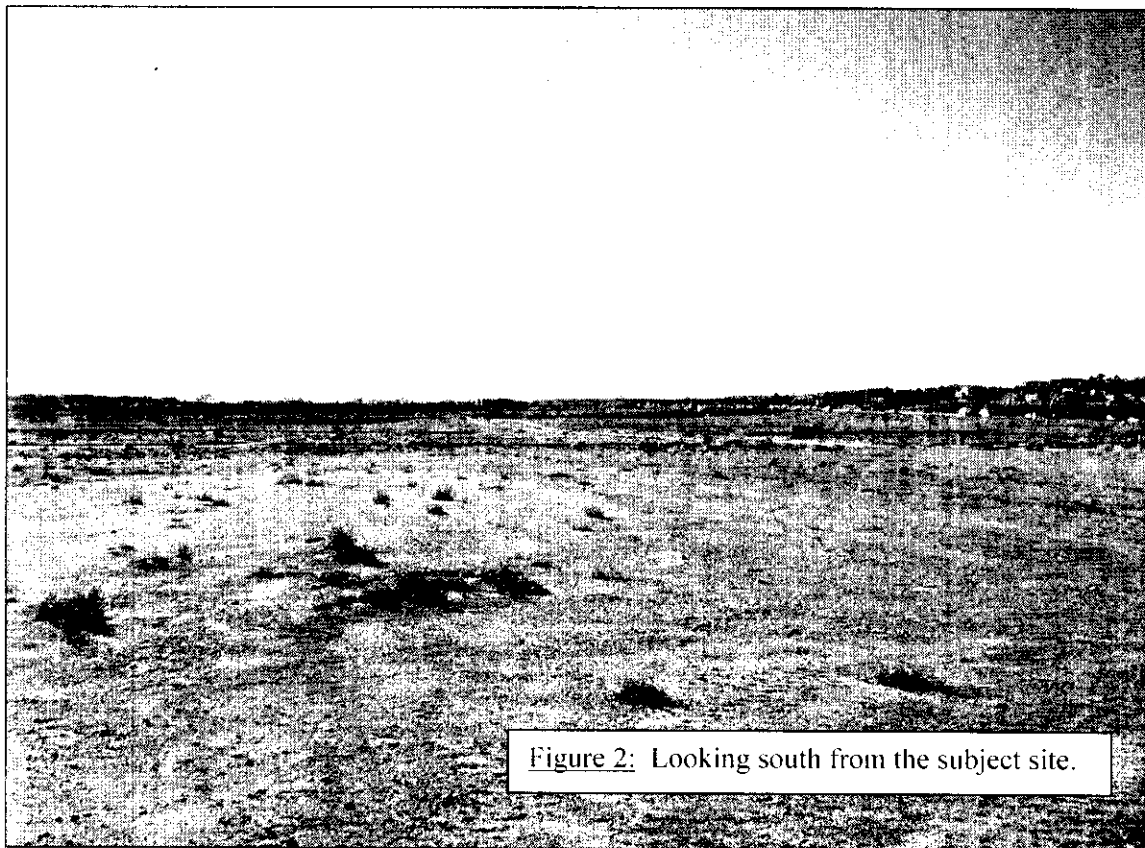
### ***MIDDLE RIO GRANDE CONSERVANCY DISTRICT***

#### ***PUBLIC SERVICE COMPANY OF NEW MEXICO***

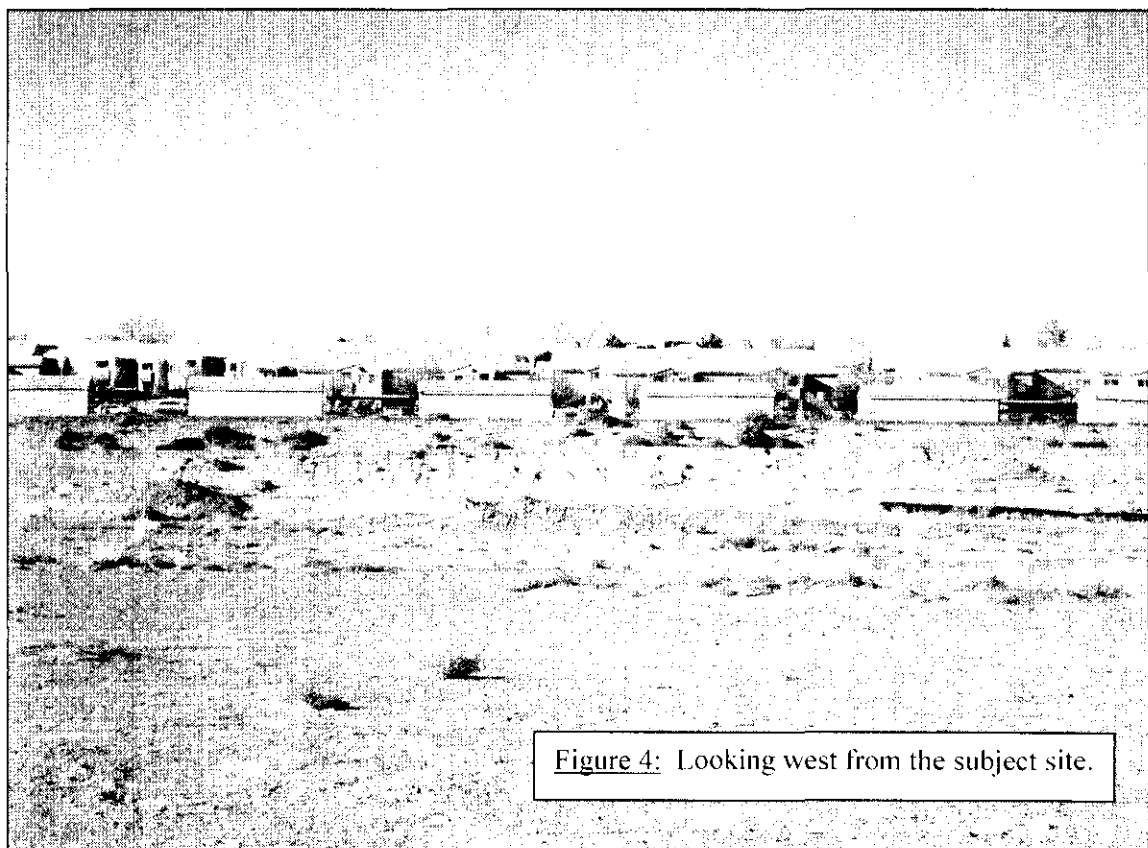
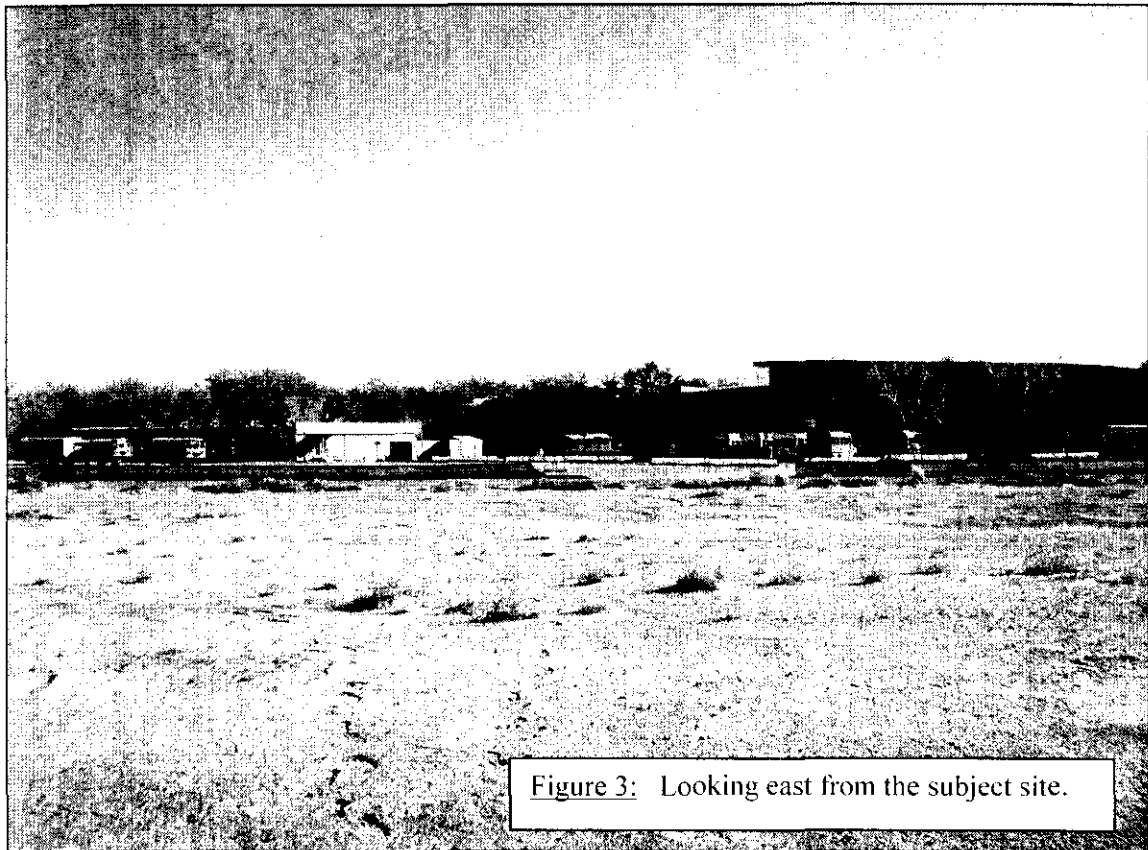
1. As a condition, it is the applicant's obligation to determine if existing utility easements cross the property and to abide by any conditions or terms of those easements.
2. As a condition, it is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service and options for the location of electric service connection regarding this project. Any existing or proposed public utility easements are to be indicated on the site development plan utility sheet. PNM's standard for public utility easements is 10 feet in width to ensure adequate, safe clearances.

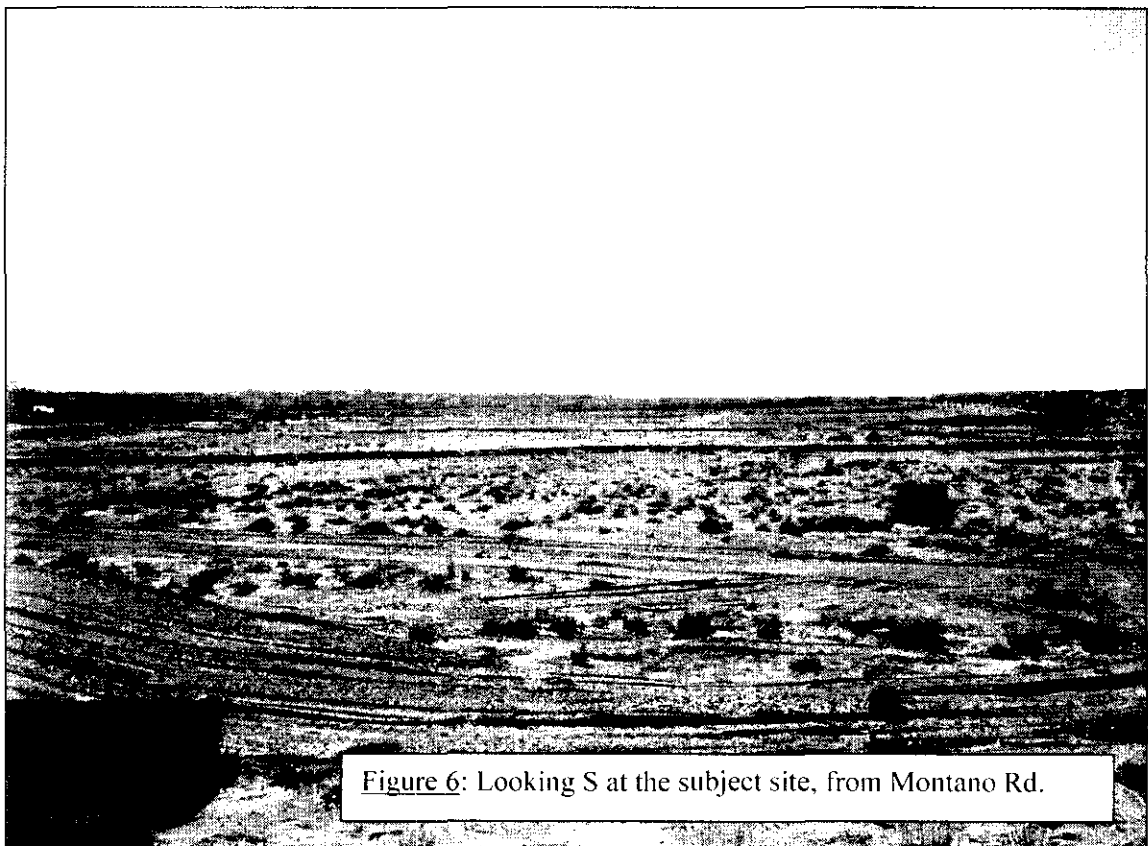
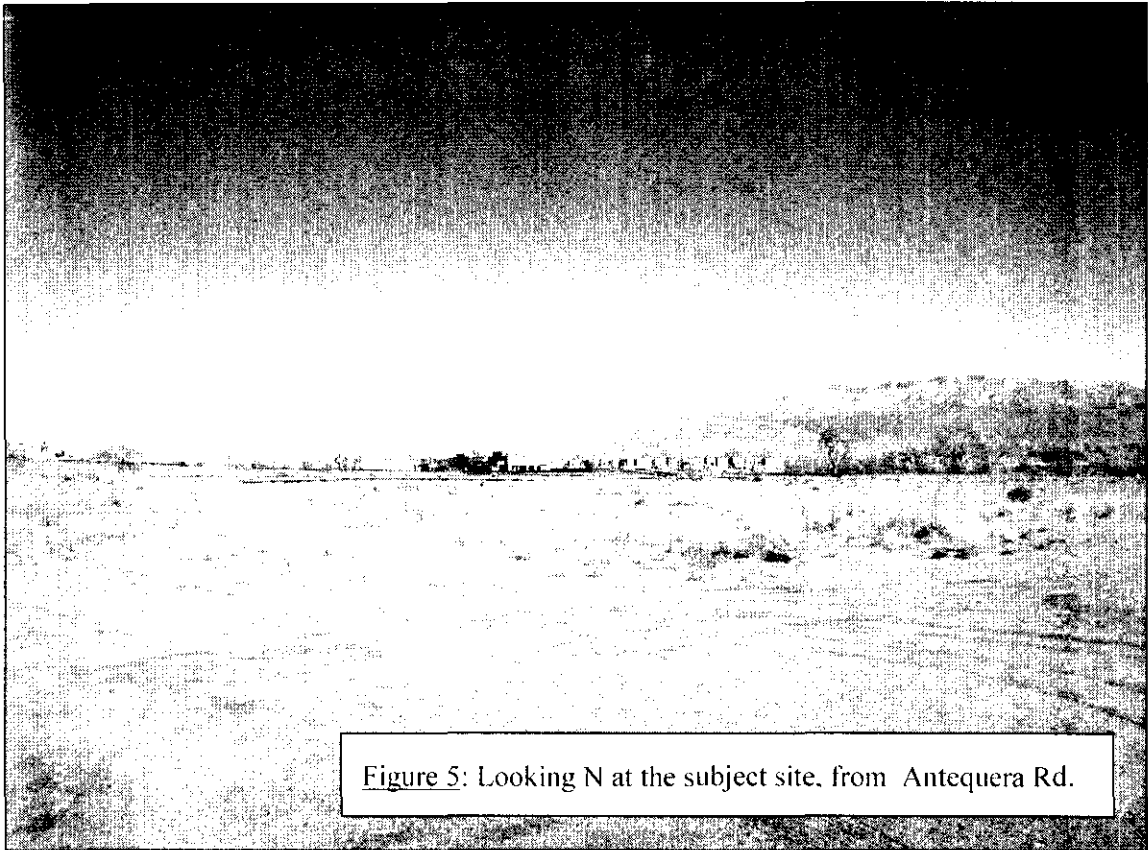


**Figure 1:** Looking north from the subject site.



**Figure 2:** Looking south from the subject site.





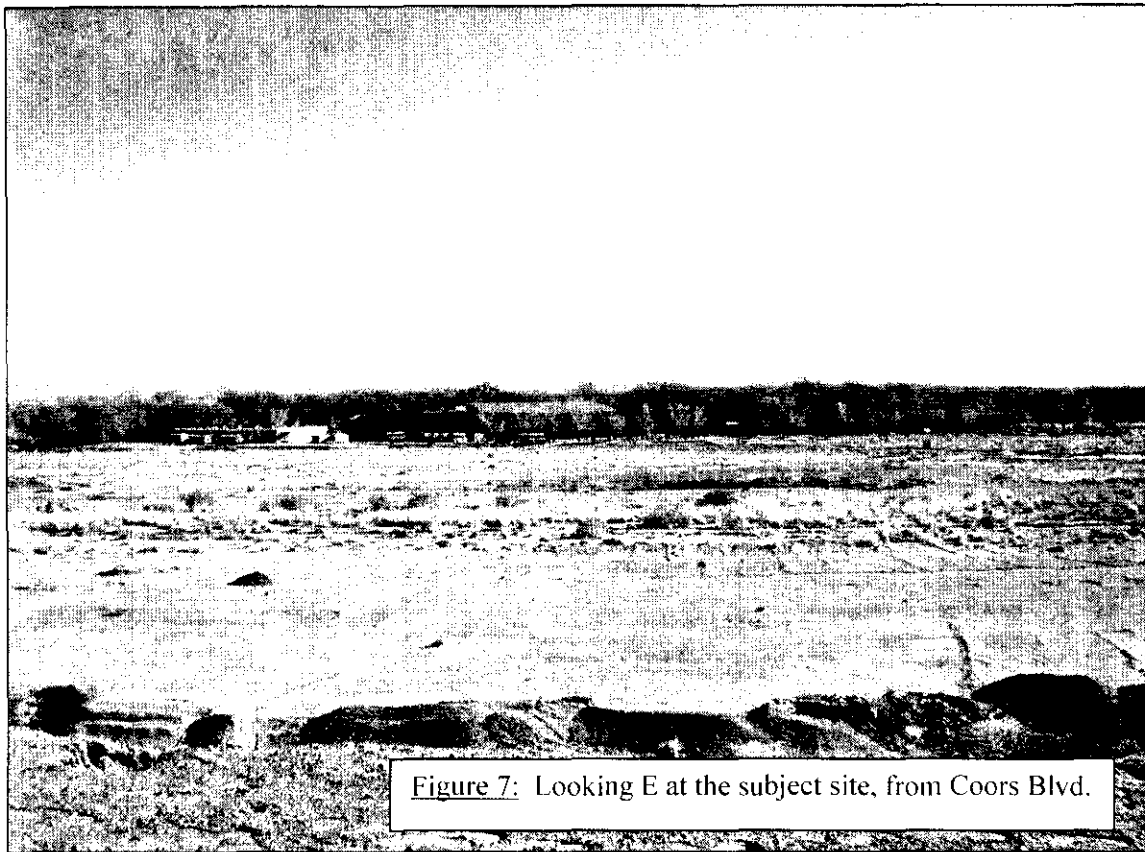


Figure 7: Looking E at the subject site, from Coors Blvd.

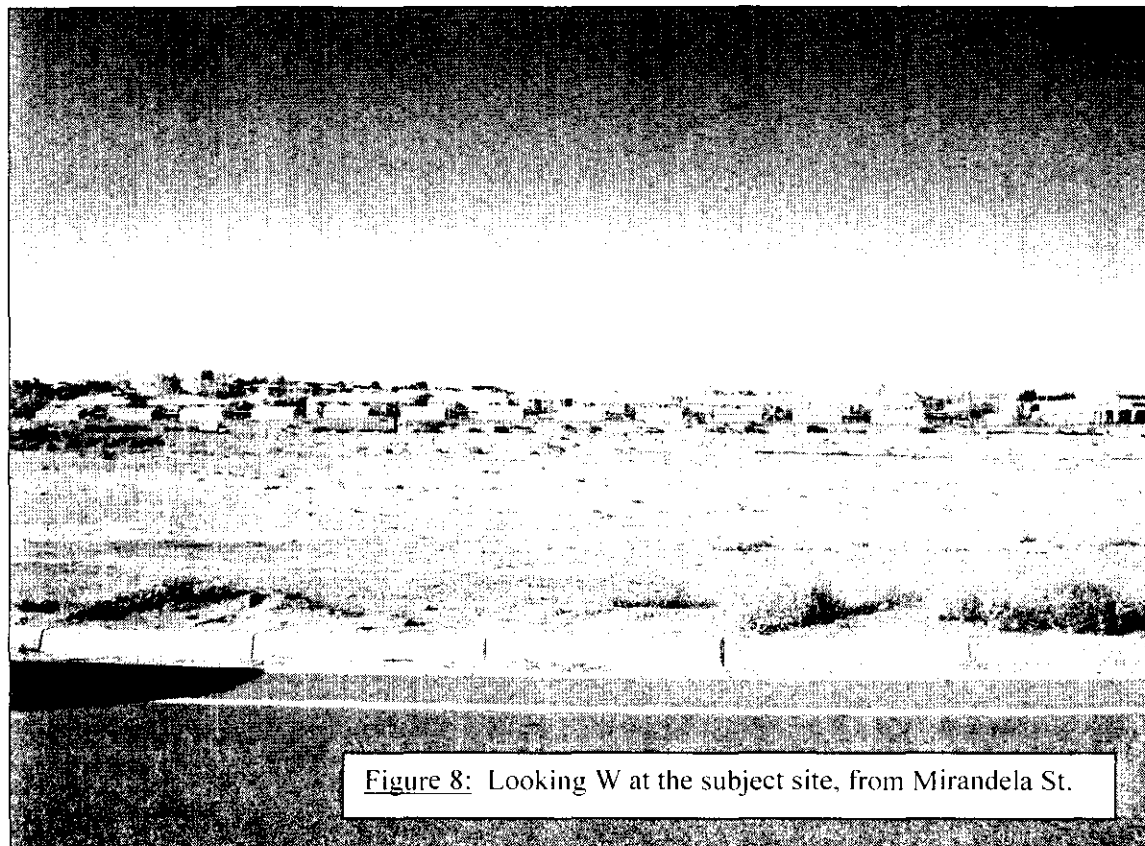
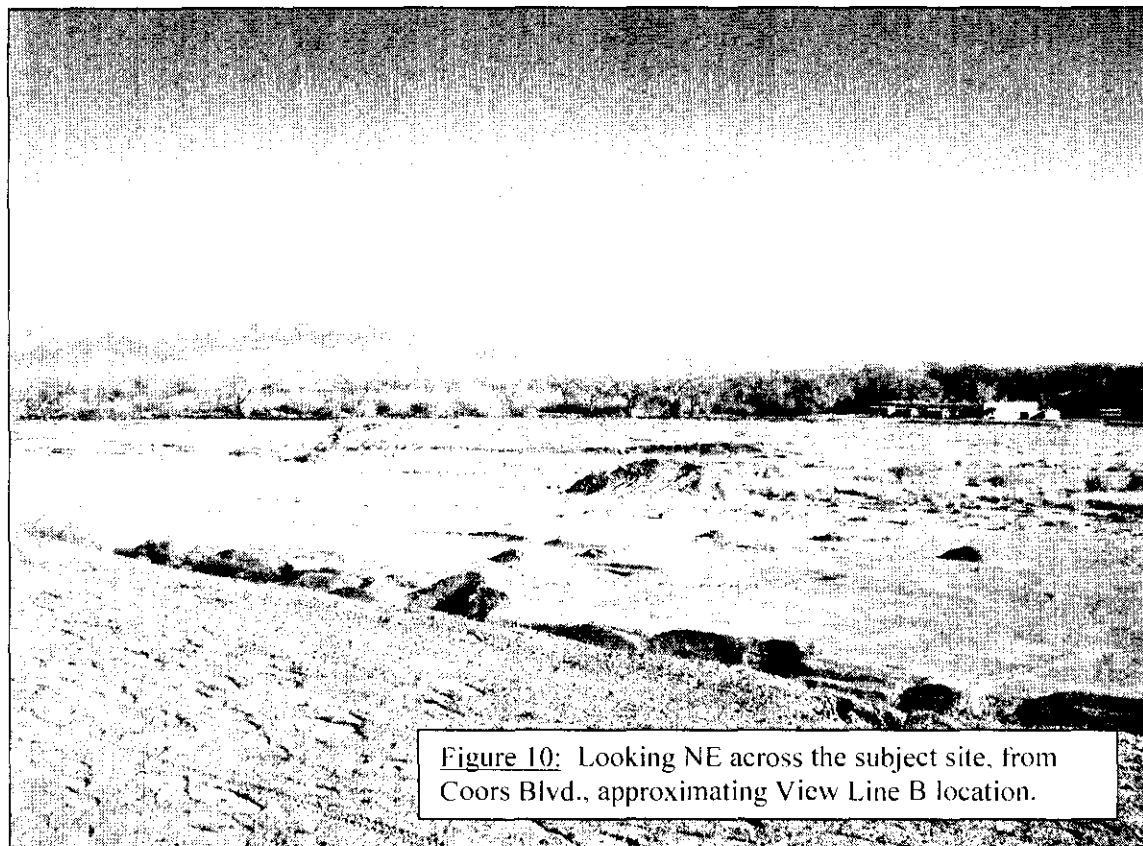
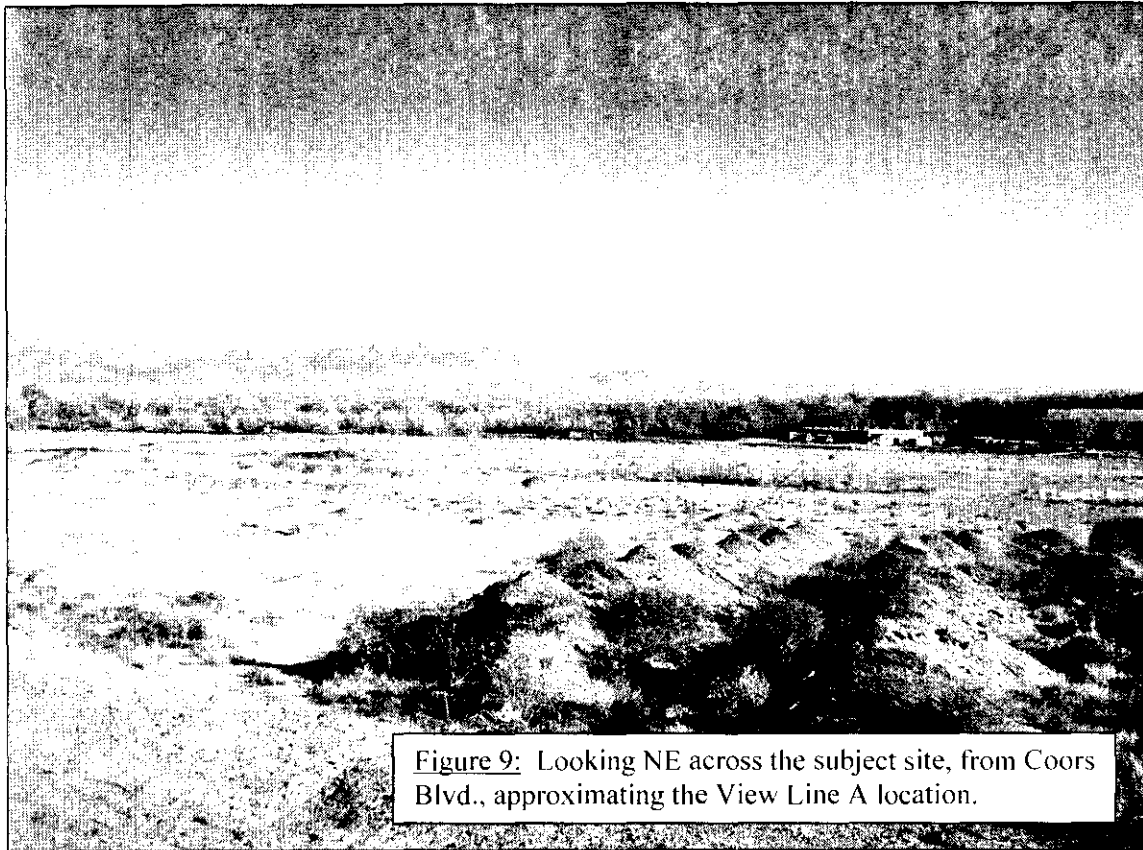
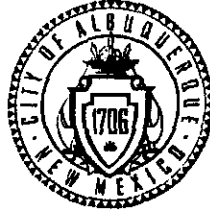


Figure 8: Looking W at the subject site, from Mirandela St.



## HISTORY



City of Albuquerque  
Planning Department  
Urban Design & Development Division  
P.O. Box 1293  
Albuquerque, New Mexico 87103

Date: December 9, 2011

**OFFICIAL NOTIFICATION OF DECISION**

**FILE: Project # 1003859**  
11EPC-40067 Site Development Plan for  
Building Permit  
11EPC-40068 Site Development Plan for  
Subdivision Amendment

Silver Leaf Ventures, LLC  
5319 Menaul Blvd. NE  
Albuquerque, NM 87110

**LEGAL DESCRIPTION:**

Tierra West LLC, agent for Silver Leaf Ventures LLC, requests a site development plan for building permit for all or a portion of Tracts 1-3, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 & PRD (20 du/ac), located on Coors Blvd. NW between Montano Rd. NW and Mirandela St., containing approximately 24 acres; and a site development plan for subdivision amendment for all or a portion of Tracts 1-6, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 & PRD (20 du/ac), located on Coors Blvd. NW between Montano Rd. NW and Learning Rd., containing approximately 60 acres. (E-12) Carmen Marrone and Catalina Lehner, Staff Planners

On December 8, 2011, the Environmental Planning Commission voted to DEFER Project 1003859 / 11EPC-40067, a request for a Site Development Plan for Building Permit and 11EPC-40068 a request for a Site Development Plan for Subdivision Amendment to the Environmental Planning Commission Hearing on January 5, 2012.

**IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY DECEMBER 23, 2011 IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S**



**RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.**

Persons aggrieved with any determination of the Environmental Planning Commission (EPC) and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department **within 15 days** of the Planning Commission's decision. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday, the next working day is considered as the deadline for filing the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

**YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY ZONING CODE MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).**

**ZONE MAP AMENDMENTS:** Pursuant to Zoning Code Section 14-16-4-1(C)(11), a change to the zone map does not become official until the Certification of Zoning is sent to the applicant and any other person who requests it. Such certification shall be signed by the Planning Director after appeal possibilities have been concluded and after all requirements prerequisite to this certification are met. If such requirements are not met within six months after the date of final City approval, the approval is void. The Planning Director may extend this time limit up to an additional six months.

**SITE DEVELOPMENT PLANS:** Pursuant to Zoning Code Section 14-16-3-11(C)(1), if less than one-half of the approved square footage of a site development plan has been built or less than one-half of the site has been developed, the plan for the undeveloped areas shall terminate automatically seven years after adoption or major amendment of the plan: within six months prior to the seven-year deadline, the property owners shall request in writing thorough the Planning Director that the Planning Commission extend the plan's life an additional five years.

**DEFERRAL FEES:** Pursuant to Zoning Code Section 14-16-4-1(B), deferral at the request of the applicant is subject to a \$110.00 fee.

Sincerely,



*for* Deborah Stover  
Planning Director

OFFICIAL NOTICE OF DECISION  
PROJECT #1003859 11EPC-40067 & 40068  
DECEMBER 8, 2011  
Page 3 of 3

cc: NCA Architects & Planners, 1306 Rio Grande Blvd. NW, Albuquerque, NM 87104  
Team Broadcasting, Inc. 4131 Barbara Loop SE, Suite 2B, Rio Rancho, NM 87124  
Patsy Nelson, 3301 La Rambla NW, Albuquerque, NM 87120  
Jim Wolcott, 6420 Camino del Arbol NW, Albuquerque, NM 87120  
David Waters, 5601 La Colonia Dr. NW, Albuquerque, NM 87120  
Rene' Horvath, 5515 Palomino Dr. NW, Albuquerque, NM 87120  
Dan Serrano, 4409 Atherton Way NW, Albuquerque, NM 87120  
D. Anthony Segura, 2000 Selway Pl. NW, Albuquerque, NM 87120  
Gerald Worrall, 1039 Pinatubo Pl. NW, Albuquerque, NM 87120  
Cindy Patterson, 7608 Elderwood NW, Albuquerque, NM 87120



City of Albuquerque  
Planning Department  
Development Review Division  
P.O. Box 1293  
Albuquerque, New Mexico 87103

Date: 26 June 2008

## AMENDED OFFICIAL NOTIFICATION OF DECISION

FILE: **Project# 1000901\***  
08EPC-40049 AMEND ZONE MAP  
08EPC-40051 AMEND SITE DEV PLAN –  
SUBDIVISION (BOSQUE SCHOOL)  
08EPC-40052 AMEND SITE DEV PLAN –  
BLDG PERMIT (BOSQUE SCHOOL)  
08EPC-40055 AMEND SITE DEV. PLAN FOR  
SUBD (ANDALUCIA NORTH)  
08EPC-40056 AMEND SITE DEV. PLAN  
FOR SUBD (ANDALUCIA SOUTH)

Bosque School  
4000 Learning Rd. NW  
Albuq. NM 87120

**LEGAL DESCRIPTION:** for all or a portion of Tracts 7, 8 and 9, North Andalusia at La Luz, Tract 4A, Bosque Preparatory School and Tract 4, Ray A. Graham III Ovenwest Corp. from SU-1 for C-2, O-1 and PRD (20 du/a), SU-1 for School and Related Facilities and SU-1 for PRD (6 du/a) to SU-1 for School and Related Facilities and SU-1 for School Recreation and Private Commons Area, located on Learning Rd NW between Coors Rd NW and Rio Grande Bosque NW containing approximately 47.11 acres. (F-12) Russell Brito, Staff Planner

On June 19, 2008 the Environmental Planning Commission voted to approve Project 1000901/08EPC 40049, a zone map amendment, for:

Tract 7 and Tract 9A (southern portion of existing Tract 9), North Andalusia at La Luz, from SU-1 for O-1, C-2 and PRD (20 du/a) to SU-1 for School and Related Facilities (approximately 2.27 acres total), and

Tract 4, Ray A. Graham III Ovenwest Corp., from SU-1 for PRD (6 du/a) to SU-1 for School Recreation and Private Open Space (approximately 11.89 acres),

based on the following Findings and subject to the following Conditions:

OFFICIAL NOTICE OF DECISION  
JUNE 19, 2008  
PROJECT #1000901  
PAGE 2 OF 14

**FINDINGS:**

1. This is a request for a zone map amendment for Tract 4, Ray Graham III Owenwest Corp. from SU-1 for O-1, C-2 and PRD (20 du/a) to SU-1 for School and Related Facilities and for Tracts 7 and 9A (southern portion of existing Tract 9), North Andalucia at La Luz, from SU-1 for O-1, C-2 and PRD (20 du/a) to SU-1 for School and Related Facilities.
2. The proposal is to rezone Tract 7 (1 acre) and a southern portion of Tract 9 (1.27 acres, proposed Tract 9A) to SU-1 for School and Related Facilities. The proposed uses for the tracts are permanent parking on Tract 7 and temporary parking on Tract 9A. The zoning of Tract 4 (11.89 acres) would change to SU-1 for School Recreation and Private Open Space. There are existing tennis courts and a soccer field on the tract and the applicant proposes to continue using it for outdoor recreation and open space.
3. Tract 8 (Learning Road) and new Tract 9B retain SU-1 for C-2, O-1 Uses, and PRD (20 du/a) zoning. Rezoned Tract 7 would not be contiguous with other lots zoned SU-1 for School and Related Facilities as it is separated from them by Tract 8.
4. SU-1 zoning requires a site development plan approved by the EPC and signed off at DRB per 14-16-2-22 (A) of the Zoning Code. The applicant proposes to consolidate all the tracts in their ownership into the existing Bosque School SDP for Subdivision, with design guidelines, which would control future development of the subject site.
5. The proposed zoning designations further the following applicable goals, objectives and policies in the Albuquerque/Bernalillo County Comprehensive Plan (CP), the West Side Strategic Plan (WSSP) and the Coors Corridor Plan (CCP):
  - a. CP Developing Urban Area Goal and Policy II.B.5.i. and CCP Land Use Policy 5, because they would enable expansion of an existing private school that is complementary to, and compatible with, the nearby residential neighborhood.
  - b. CP Developing Urban Area Policies II.B.5.d. and g., WSSP Goal 6, Objectives 3 and 6, Policy 3.18, and CCP Policies 2.1, 2.2, 3.8, 4.A.3, and 4.B.1, because the zone changes, in particular on Tract 4, respects natural environmental conditions and natural resources of the Bosque by preserving open space.
  - c. CP Policy II.B.5.e and WSSP Objective 6, because they concern sites where urban facilities and services are available.
  - d. CP Policy II.D.7.d and WSSP Objective 7, because they enable expansion of a private college preparatory school, that offers alternative educational opportunities for community residents including an emphasis on environmental stewardship and civic responsibility.
  - e. WSSP Objective 4 and Policy 3.16, because they enable expansion of an educational facility, which is an appropriate use on land in, and adjacent to, a community activity center and contributes to the sense of community in the area.

f. CP Policies II.B.5.1 and m, WSSP Goal 6, and Objective 3, CCP Policies 4.A.1, 4.A.2, 4.C.1, because the zone changes, particularly on Tract 4, will maintain open space, help protect the Bosque environment and preserve views within and beyond the Coors Corridor.

6. The applicant has provided an acceptable justification for the request per R-270-1980:
- a. *The proposed special use zoning, for school and related facilities and for school recreation and private open space, is consistent with the health, safety, morals, and general welfare of the city. (Section 1.A.)*
  - b. *The applicant has provided an acceptable justification for the change and has demonstrated that the requested zoning will not destabilize land use and zoning in the area, because it will allow for the appropriate growth of an existing school within the neighborhood and retain the overarching special use zone. (Section 1.B.)*
  - c. *The applicant cited a preponderance of applicable goals and policies of the Comprehensive Plan (CP), the Coors Corridor Plan (CCP), and the West Side Strategic Plan (WSSP) that are furthered by this request. These include: the CP Developing Urban Area Policies II.B.5.d, e., g., l., and m.; CCP Environmental Policies 2.1 and 2.4, Land Use Policies 3.5 and 3.8, and Visual Impressions Policies 4.A.1 and 4.A.2; and WWSP Community Activity Center Policies 1.12, 1.13, and 1.14, and Taylor Ranch Community Policies 3.16 and 3.18.*  
*In addition, the request also furthers CP Activity Center Policies II.B.7.f and Education Policy II.D.7.d and WWSP Objectives 4, 6 and 7. (Section 1.C.)*
  - d. *The applicant justified the change based on changed conditions including: the master planning of land (Andalucia North and South) surrounding the original school site for a variety of uses and residential densities; and the applicant's purchase and development of Tract 4 for outdoor recreational purposes.*  
*The applicant also justified the request based upon the proposed zoning being more advantageous to the community per adopted city goals and policies cited under Section C. The applicant emphasized that the zone change will enable the existing school to expand its facilities in a cohesive way and strengthen its complementary role to the surrounding residential uses. The expansion is supported by the multi-modal accessibility of the subject site. The affected neighborhoods are not opposed to the change. (Section 1.D.)*
  - e. *None of the uses specified in the proposed special use zoning will be harmful. (Section 1.E.)*
  - f. *The applicant will be required to fund any associated infrastructure improvements. (Section 1.F.)*
  - g. *Economic considerations are not the determining factor for the request. (Section 1.G.)*
  - h. *Location of the site is not a factor in this analysis. (Section 1.H.)*
  - i. *This request constitutes a justified spot zone. It facilitates realization of the Comprehensive Plan, the West Side Strategic Plan and the Coors Corridor Plan. (Section 1.I.)*
  - j. *The request does not constitute a strip zone. (Section 1.J.)*

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7. The La Luz and Taylor Ranch Neighborhood Associations, and property-owners within 100' of the subject site were notified of the request. No facilitated meeting was held. No comments were received and there is no known opposition to the request. The La Luz Neighborhood Association has submitted a letter of support for this request.

**CONDITIONS:**

1. Future use of Tract 4, Ray A. Graham III Ovenwest Corp., and COA, zoned SU-1 for School Recreation and Private Open Space, shall not include any buildings. Any new structures shall require Administrative Amendment approval.
2. Final DRB sign-off of associated site development plans: 08EPC-40051, -40052, -40055, and -50056.
3. Replatting of Tract 4A, Bosque Preparatory School and Tract 9A (southern portion of existing Tract 9), North Andalucia at La Luz, into one lot with a single zoning designation of SU-1 for School and Related Facilities.

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On June 19, 2008 the Environmental Planning Commission voted to approve Project 1000901/08EPC 40055, an amendment to the Andalucia North site development plan for subdivision, for Tracts 7, 8 and 9, North Andalucia at La Luz, based on the following Findings and subject to the following Conditions:

**FINDINGS:**

1. This is a request for approval of an amendment to the Andalucia North site development plan for subdivision to remove Tracts 7, 8 and 9, North Andalucia at La Luz.
2. The intention is to "cut off" portions of the Andalucia North site development plan for subdivision (Tracts 7, 8 and 9) and attach them to the adjacent Bosque School site development plan for subdivision.
3. Comprehensive Plan:
  - a. The proposal demonstrates that a full range of urban land uses in the area is still possible. (Developing Urban, Policy a)

- b. The entirety of the requests respects the existing neighbors and open space areas adjacent to and in close proximity to the subject site. The proposed development is in an area that has been master planned and where urban facilities and services can be easily obtained. The proposals complement the surrounding built and natural environments with planning and design that will result in a desirable outcome. (Developing Urban, policies d, e, g, l and m)
4. West Side Strategic Plan:
  - a. The subject, private school campus continues its tradition of protecting the adjacent Rio Grande Bosque with the subject requests for sensitive expansion of the on-site facilities. (Goal 6, Objective 3)
  - b. The private school use, in conjunction with the nearby built and natural environment, enhances the sense of community for the area as a destination for education, recreation and everyday living. (Objective 4)
  - c. The layout and design of the campus fulfills its intention to conserve and protect the Rio Grande Bosque with lower scale buildings and accessibility via multiple modes of transportation (walking, biking, transit and automobile). (Objective 6)
  - d. The existing school is an integral part of the multi-use Montaña/Coors Community Activity Center with excellent access and circulation for pedestrians, bicyclists, transit users and automobile drivers. The layout and design of the campus, the surrounding streets and adjacent trails help to protect the Bosque while promoting walking and personal interaction. (Policies 1.12, 1.13, 1.14, 3.16, 3.18)
5. Coors Corridor Plan:
  - a. The existing campus and the subject requests are designed to respect the Bosque and provide opportunities for interaction with the natural environment. (Issue 2, Policies 1 & 2)
  - b. Planning staff agrees with the applicant's response to these policies. The existing campus and the proposed building are aesthetically compatible with the natural surroundings and sensitive to important views. (Issue 4, A, Policies 1, 2 & 3)
  - c. The existing campus and the proposed building incorporate natural amenities and appropriate landscaping. The layout of the campus, its pedestrian and vehicular access and its parking create a pleasing and functional relationship to nearby transportation corridors. The design of the campus buildings and site lighting enhance the overall visual environment and respect the night sky. (issue 4, B, Policies 1, 2, 4, 5, 7, 9 & 10)
6. There is no known neighborhood or other opposition to the request.

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**CONDITIONS:**

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. Concurrent DRB sign-off of 08EPC-40056 and -40051.
- 

On June 19, 2008 the Environmental Planning Commission voted to approve Project 1000901/08EPC 40056, an amendment to the Andalucia South site development plan for subdivision, for Tract 4, Ray Graham III Ovenwest Corp., based on the following Findings and subject to the following Conditions:

**FINDINGS:**

1. This is a request for approval of an amendment to the Andalucia South site development plan for subdivision to remove Tract 4, Ray A. Graham III Ovenwest Corp.
2. The intention is to "cut off" a portion of the Andalucia South site development plan for subdivision (Tract 4) and attach it to the adjacent Bosque School site development plan for subdivision.
3. Comprehensive Plan:
  - a. The proposal demonstrates that a full range of urban land uses in the area is still possible. (Developing Urban, Policy a)
  - b. The proposed expansion of the existing private school will supplement an already established service use in this location. (Developing Urban, Policy i)
  - c. The entirety of the requests respects the existing neighbors and open space areas adjacent to and in close proximity to the subject site. The proposed development is in an area that has been master planned and where urban facilities and services can be easily obtained. The proposals complement the surrounding built and natural environments with planning and design that will result in a desirable outcome. (Developing Urban, policies d, e, g, l and m)



- d. The applicant does not address this policy in the justification letter, but it is applicable to this educational facility. The subject, private school has an environmental education focus that is benefited by its location along the Rio Grande Bosque. (Education Goal, Policy d)

4. West Side Strategic Plan:

- a. The subject, private school campus continues its tradition of protecting the adjacent Rio Grande Bosque with the subject requests for sensitive expansion of the on-site facilities. (Goal 6, Objective 3)
- b. The private school use, in conjunction with the nearby built and natural environment, enhances the sense of community for the area as a destination for education, recreation and everyday living. (Objective 4)
- c. The layout and design of the campus fulfills its intention to conserve and protect the Rio Grande Bosque with lower scale buildings and accessibility via multiple modes of transportation (walking, biking, transit and automobile). (Objective 6)
- d. The campus is adjacent to both recreational commuter trails and is easily accessible by pedestrians and bicyclists. There are no parking areas between the buildings on campus. (Policy 1.5)
- e. The existing school is an integral part of the multi-use Montañó/Coors Community Activity Center with excellent access and circulation for pedestrians, bicyclists, transit users and automobile drivers. The layout and design of the campus, the surrounding streets and adjacent trails help to protect the Bosque while promoting walking and personal interaction. (Policies 1.12, 1.13, 1.14, 3.16, 3.18)

5. Coors Corridor Plan:

- a. The existing campus and the subject requests are designed to respect the Bosque and provide opportunities for interaction with the natural environment. (Issue 2, Policies 1 & 2)
- b. Planning staff agrees with the applicant's response to these policies. The existing campus and the proposed building are aesthetically compatible with the natural surroundings and sensitive to important views. (Issue 4, A, Policies 1, 2 & 3)
- c. The existing campus and the proposed building incorporate natural amenities and appropriate landscaping. The layout of the campus, its pedestrian and vehicular access and its parking create a pleasing and functional relationship to nearby transportation corridors. The design of the campus buildings and site lighting enhance the overall visual environment and respect the night sky. (Issue 4, B, Policies 1, 2, 4, 5, 7, 9 & 10)

6. There is no known neighborhood or other opposition to the request.

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**CONDITIONS:**

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. Concurrent DRB sign-off of 08EPC-40055 and -40051.
- 

On June 19, 2008 the Environmental Planning Commission voted to approve Project 1000901/08EPC 40051, an amendment to the Bosque School site development plan for subdivision, for Tracts 7, 8 & 9, North Andalucia at La Luz, Tract 4, Ray Graham III Ovenwest Corp. and Tract 4A, Bosque Preparatory School, based on the following Findings and subject to the following Conditions:

**FINDINGS:**

1. This is a request for approval of an amendment to the Bosque School site development plan for subdivision to incorporate Tracts 7, 8 & 9, North Andalucia at La Luz and Tract 4, Ray A. Graham III Ovenwest Corp.
2. The intention is to "cut off" portions of the Andalucia North and Andalucia South site development plans for subdivision (Tracts 7, 8 & 9 and Tract 4) and attach them to the adjacent Bosque School site development plan for subdivision.
3. Comprehensive Plan:
  - a. The proposal demonstrates that a full range of urban land uses in the area is still possible. (Developing Urban, Policy a)
  - b. The proposed expansion of the existing private school will supplement an already established service use in this location. (Developing Urban, Policy i)

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- c. The entirety of the requests respects the existing neighbors and open space areas adjacent to and in close proximity to the subject site. The proposed development is in an area that has been master planned and where urban facilities and services can be easily obtained. The proposals complement the surrounding built and natural environments with planning and design that will result in a desirable outcome. (Developing Urban, policies d, e, g, l and m)
  - d. The applicant does not address this policy in the justification letter, but it is applicable to this educational facility. The subject, private school has an environmental education focus that is benefited by its location along the Rio Grande Bosque. (Education Goal, Policy d)
4. West Side Strategic Plan:
- a. The subject, private school campus continues its tradition of protecting the adjacent Rio Grande Bosque with the subject requests for sensitive expansion of the on-site facilities. (Goal 6, Objective 3)
  - b. The private school use, in conjunction with the nearby built and natural environment, enhances the sense of community for the area as a destination for education, recreation and everyday living. (Objective 4)
  - c. The layout and design of the campus fulfills its intention to conserve and protect the Rio Grande Bosque with lower scale buildings and accessibility via multiple modes of transportation (walking, biking, transit and automobile). (Objective 6)\
  - d. This private school use provides an alternative educational opportunity for students from both the west side and throughout the city. Its college preparatory program provides a quality education for its students. (Objective 7)
  - e. The campus is adjacent to both recreational commuter trails and is easily accessible by pedestrians and bicyclists. There are no parking areas between the buildings on campus. (Policy 1.5)
  - f. The existing school is an integral part of the multi-use Montaña/Coors Community Activity Center with excellent access and circulation for pedestrians, bicyclists, transit users and automobile drivers. The layout and design of the campus, the surrounding streets and adjacent trails help to protect the Bosque while promoting walking and personal interaction. (Policies 1.12, 1.13, 1.14, 3.16, 3.18)
5. Coors Corridor Plan:
- a. The existing campus and the subject requests are designed to respect the Bosque and provide opportunities for interaction with the natural environment. (Issue 2, Policies 1 & 2)
  - b. The existing campus and the proposed building are compatible with the surrounding built and natural environment. The proposed development is not located within the 100-foot buffer strip. (Issue 3, Policies 5 and 8)
  - c. Planning staff agrees with the applicant's response to these policies. The existing campus and the proposed building are aesthetically compatible with the natural surroundings and sensitive to important views. (Issue 4, A, Policies 1, 2 & 3)

- d. The existing campus and the proposed building incorporate natural amenities and appropriate landscaping. The layout of the campus, its pedestrian and vehicular access and its parking create a pleasing and functional relationship to nearby transportation corridors. The design of the campus buildings and site lighting enhance the overall visual environment and respect the night sky. (Issue 4, B, Policies 1, 2, 4, 5, 7, 9 & 10)
  - e. The design and layout of the existing campus and the proposed building minimize impacts to views of significant features to the east of the site. (Issue 4, C, Policy 1)
6. There is no known neighborhood or other opposition to the request.

**CONDITIONS:**

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. Concurrent DRB sign-off of 08EPC-40055 and -40056.
4. The general notes from Sheet 1 of the 20 November 2003 site development plan for subdivision should be attached to the current submittal to ensure consistency.
5. All subsequent site development plans shall be reviewed and acted upon by the EPC.

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On June 19, 2008 the Environmental Planning Commission voted to approve Project 1000901/08EPC 40052, an amendment to a site development plan for building permit, for Tract 4A, Bosque Preparatory School and Tracts 7 and 9A (southern portion of Tract 9), North Andalucia at La Luz, based on the following Findings and subject to the following Conditions:

**FINDINGS:**

1. This is a request for approval of an amendment to the Bosque School site development plan for building permit to develop a new building and parking lots.
2. This request is accompanied by amendments to three site development plans for subdivision and a zone map amendment for two parcels. The new building will displace an existing parking area that is to be replaced in other locations on the school campus.
3. **Comprehensive Plan:**
  - a. The proposal demonstrates that a full range of urban land uses in the area is still possible. (Developing Urban, Policy a)
  - b. The proposed expansion of the existing private school will supplement an already established service use in this location. (Developing Urban, Policy i)
  - c. The entirety of the requests respects the existing neighbors and open space areas adjacent to and in close proximity to the subject site. The proposed development is in an area that has been master planned and where urban facilities and services can be easily obtained. The proposals complement the surrounding built and natural environments with planning and design that will result in a desirable outcome. (Developing Urban, policies d, e, g, l and m)
  - d. The applicant does not address this policy in the justification letter, but it is applicable to this educational facility. The subject, private school has an environmental education focus that is benefited by its location along the Rio Grande Bosque. (Education Goal, Policy d)
4. **West Side Strategic Plan:**
  - a. The subject, private school campus continues its tradition of protecting the adjacent Rio Grande Bosque with the subject requests for sensitive expansion of the on-site facilities. (Goal 6, Objective 3)
  - b. The private school use, in conjunction with the nearby built and natural environment, enhances the sense of community for the area as a destination for education, recreation and everyday living. (Objective 4)
  - c. The layout and design of the campus fulfills its intention to conserve and protect the Rio Grande Bosque with lower scale buildings and accessibility via multiple modes of transportation (walking, biking, transit and automobile). (Objective 6)
  - d. This private school use provides an alternative educational opportunity for students from both the west side and throughout the city. Its college preparatory program provides a quality education for its students. (Objective 7)
  - e. The campus is adjacent to both recreational commuter trails and is easily accessible by pedestrians and bicyclists. There are no parking areas between the buildings on campus. (Policy 1.5)

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- f. The existing school is an integral part of the multi-use Montaña/Coors Community Activity Center with excellent access and circulation for pedestrians, bicyclists, transit users and automobile drivers. The layout and design of the campus, the surrounding streets and adjacent trails help to protect the Bosque while promoting walking and personal interaction. (Policies 1.12, 1.13, 1.14, 3.16, 3.18)
5. Coors Corridor Plan:
- a. The existing campus and the subject requests are designed to respect the Bosque and provide opportunities for interaction with the natural environment. (Issue 2, Policies 1 & 2)
  - b. The existing campus and the proposed building are compatible with the surrounding built and natural environment. The proposed development is not located within the 100-foot buffer strip. (Issue 3, Policies 5 and 8)
  - c. Planning staff agrees with the applicant's response to these policies. The existing campus and the proposed building are aesthetically compatible with the natural surroundings and sensitive to important views. (Issue 4, A, Policies 1, 2 & 3)
  - d. The existing campus and the proposed building incorporate natural amenities and appropriate landscaping. The layout of the campus, its pedestrian and vehicular access and its parking create a pleasing and functional relationship to nearby transportation corridors. The design of the campus buildings and site lighting enhance the overall visual environment and respect the night sky. (Issue 4, B, Policies 1, 2, 4, 5, 7, 9 & 10)
  - e. The design and layout of the existing campus and the proposed building minimize impacts to views of significant features to the east of the site. (Issue 4, C, Policy 1)
6. There is no known neighborhood or other opposition to the request.

**CONDITIONS:**

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. Concurrent DRB sign-off of 08EPC-40051, -40055 and -40056.

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4. The new parking lot on Tracts 7 shall provide low walls, berms and/or evergreen landscaping to screen vehicle grills and headlights from the adjacent Mirandela Road. Future development of Tract 9 shall be required to provide screening of the permanent parking lot along Mirandela Road.
5. Landscaping
  - a. All plantings shall be identified.
6. Specific colors for doors, window frames and metal panel elements shall be called out on the building elevation sheet.
7. City Engineer Conditions:
  - a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
  - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
  - c. Drive aisle widths in new parking lot (Tract 7) are dependent on angle of parking spaces (see DPM). Provide information on site plan.
  - d. A concurrent platting action will be required at DRB.
  - e. Site plan shall comply and be designed per DPM Standards.
8. City Forester Conditions:
  - a. Water harvesting shall be incorporated with the new building(s) to assist with wetland planters and adjacent landscape areas.
  - b. The following questions shall be addressed on the landscape plan: Will irrigation system be set up by plant zone? Will trees be watered differently than small plants? How much water will trees receive?
9. Vehicular and pedestrian regulatory and safety signage shall be implemented along Learning Road, Mirandela road, and within the site including parking designation/identification and vehicular directional signage to all surface lots.
10. Monument signs shall be retrofit or rebuilt to provide minimum 50% contrast between graphics and background. Signs shall be down lit or internally illuminated but uplighting is not permitted.
11. Pervious Paving shall be acceptable for Tract 7.

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IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **JULY 7, 2008** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If they decide that all City plans, policies and ordinances have not been properly followed, they shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

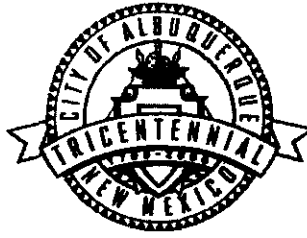
Sincerely,

  
For Richard Dineen  
Planning Director

RD/RB/ac

cc: Consensus Planning Inc., 302 8<sup>th</sup> St. NW, Albuquerque, NM 87102  
Jolene Wolfley, Taylor Ranch NA, 6804 Stag Horn Dr. NW, Albuquerque, NM 87120  
Rene Horvath, Taylor Ranch NA, 5515 Palomino Dr. NW, Albuquerque, NM 87120  
Marilyn O'Leary, La Luz Landowners, 8 Tumbleweed NW, Albuquerque, NM 87120  
Rae Perls, La Luz Landowners, 15 Tennis Ct. NW, Albuquerque, NM 87120





City of Albuquerque  
Planning Department  
Development Review Division  
P.O. Box 1293  
Albuquerque, New Mexico 87103

Date: June 17, 2005

**OFFICIAL NOTIFICATION OF DECISION**

FILE: **Project # 1003859**  
04EPC-01844 EPC Site Development Plan-  
Building Permit

Silverleaf Venures, LLC  
5351 Menaul Blvd. NE  
Albuq. NM 87110

**LEGAL DESCRIPTION:** for all or a portion of Tract 6B, **Lands of Ray Graham III, Ovenwest Corp.**, zoned SU-1, O-1, C-2 and PRD, located on COORS BLVD. NW, between MONTANO ROAD NW and LEARNING ROAD NW, containing approximately 15 acres. (E-12)  
Juanita Garcia, Staff Planner

On June 16, 2005 the Environmental Planning Commission voted to approve Project 1003859/ 04EPC 04EPC 01844, a Site Development Plan for Building Permit, for a portion of Tract 6B, Lands of Ray Graham III, Ovenwest Corp., and COA, zoned SU-1 for C-2 Uses, O-1 Uses and PRD (Max 20 DU/Acre) located on Coors Blvd between Montano RD NW and Learning RD NW, containing approximately 15 acres, based on the following Findings and subject to the following Conditions:

**FINDINGS:**

1. This is a request for a site development plan for Building Permit for a portion of Tract 6B, Lands of Ray Graham III, Ovenwest Corp., and COA. The site is located on Coors Blvd, south of Montano, zoned SU-1 C-2 Use (23.3 Acres Max), O-1 Uses (11.7 acres max) and PRD (20 DU/Acre) and contains approximately 15 acres.
2. The applicant is proposing to construct 11 buildings within eight building envelopes that range in size from 4,500 to 45,720 square feet. The applicant proposes two freestanding restaurant buildings and the remaining buildings are proposed to be used as retail. The overall site will be surrounded by public streets on three sides and an internal vehicular entrance on the north side; two roundabouts will exist, one the south and north end of the subject site. The subject site will also contain off-street parking, landscaping, signage and pedestrian connections.

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3. The site is controlled by a site development plan that was approved by the EPC on May 19, 2005 (04EPC 01845) in which the applicant was approved to subdivide Tract 6B into eight separate tracts: Tracts 6B-1, 6B-2, Tracts 6B-3, 6B-5, 6B-4, 6B-6, 6B-7, 6B-8. The applicant proposes to construct on future Tract 6B2 and 6B1.
4. The applicant is proposing to construct a freestanding sign on a portion of future Tract 6B1.
5. The subject site will be subject to and will need to comply with the Impact Fees Ordinance and the Impact Fees Regulations that are currently in process of being finalized.
6. The subject site is located in the area designated Established Urban and Developing Urban by the *Comprehensive Plan*. The submittal meets the goals of these areas by creating 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 area and life styles, while creating a visually pleasing built environment. The submittal furthers the policies of the *Comprehensive Plan* as follows:
  - a. The location, intensity and design of this development respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural or recreational concern (Policy 5d, *Comprehensive Plan*). The proposed plan will not have deleterious impacts on surrounding uses, established neighborhoods, or community amenities.
  - b. This request proposes to locate employment and service uses to complement residential areas and to site the development in a way that minimizes adverse effects of noise, lighting pollution, and traffic on residential environments (Policy 51, *Comprehensive Plan*).
  - c. This request constitutes new growth that will be accommodated through development in an area where vacant land is contiguous to existing or programmed facilities and services and where the integrity of existing neighborhoods can be ensured. (Policy 5e, *Comprehensive Plan*). This request represents new commercial development and is located in an existing commercially zoned areas (Policy 5j, *Comprehensive Plan*).
  - d. The subject site is adjacent to arterial streets and is planned to minimize harmful effects of traffic, livability and safety of established residential neighborhoods (Policy 5k, *Comprehensive Plan*).
  - e. The site plan represents a quality and innovative design which is appropriate to the plan area (Policy 5l, *Comprehensive Plan*).
7. This request is within a Community Activity Center as designated by the Centers and Corridors section of the *Albuquerque/Bernalillo County Comprehensive Plan*. The submittal furthers the Polices of the Community Activity Center designation as follows:

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- a. The request helps to shape an urban form in a sustainable development pattern that helps to promote transit and pedestrian access both to and within the center, and maximizes cost-effectiveness of City services (*Comprehensive Plan*, Policy II. B. 7. a).
  - b. This request will assist in the development of a Community Activity Center as defined by the *Comprehensive Plan* by providing the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, employment, and the most intense land uses within the community sub-area.
  - c. This request will also assist in the development of a Community Activity Center as defined by the *Comprehensive Plan* by allowing the location of land uses typical of a low-rise office, educational facilities, medium density residential, senior housing and other similar uses.
  - d. This request meets the policies of the *Comprehensive Plan* by providing moderate floor area ratios and urban land uses and pedestrian connections between buildings and sidewalks, buildings separating off-street parking from streets and public plaza and open space (*Comprehensive Plan*, Activity Center Goal, Policy A, Community Activity Centers).
  - e. The *Comprehensive Plan* is furthered in that the most intense activity centers uses are proposed to be located away from any nearby low-density residential development and is buffered from those residential uses by a transition area of less intensive development (Policy II. B. 7. f.).
  - f. The submitted commercial development plan for the subject site along with the existing and proposed mix of development within the immediate vicinity is consistent with the Enhanced Transit designation of the adjacent arterial corridors (*Comprehensive Plan*, Transportation and Transit Goals and Policies).
8. Transportation:
- a. A Traffic Impact Study (TIS) was completed by the applicant in October of 2004 and has been reviewed by the Planning Department (Transportation Development) and the Department of Municipal Development (DMD). The study was conducted in accordance with the scoping letter and procedures cited in the City's Development Process Manual.
  - b. In addition, in March of 2005, a Supplemental Traffic Analysis was provided by the applicant to support the access approved at the intersection of Street B and Montano Road.
  - c. Coors Boulevard is a limited access, principal arterial with bicycle lanes as designated on the Long Range Roadway System and Long Range Bikeways System.
  - d. The City Engineer may require up to six (6) additional feet of right-of-way on Coors Boulevard to accommodate the designated bicycle lane.
  - e. The ultimate cross-section for Coors Boulevard adjacent to the proposed site includes 4 northbound travel lanes consistent with the Coors Corridor Plan (see figure 6).

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- f. Consistent with the Coors Corridor Plan intersection access policy (see policy 5), access approximately midway between Montano Road and Dellyne Avenue at Street "B" is right-in, right-out only.
  - g. Exceptions to the access policy to allow for the proposed left-in access from southbound Coors Boulevard to Street "B" will require the approval of the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments. The City Of Albuquerque has indicated that it will support this request to the Council of Governments based upon the TIS and demonstration that the addition of this left-in access will have beneficial impacts to the Coors/Dellyne/Learning Road intersection.
  - h. Montano Road is a limited access, minor arterial with a proposed grade separation at Winterhaven Road as designated on the Long Range Roadway System and on the Coors Corridor Plan. However, no grade separated intersection has been planned, designed or programmed as of this date.
  - i. In the future, if a grade separation is constructed, north-south traffic at Winterhaven will pass under Montano, but no connection will be allowed between Montano and Winterhaven Road. However, in the interim, the City Engineer and the Director of the Department of Municipal Development have allowed for a right-in, right-out and left in at the intersection of Street B and Montano Road.
  - j. Learning Road will serve as a partial public and partial private road. The areas designated as public or private are identified on the site development plan and the subdivision plat. The portion of Learning Road east of the existing City right-of-way is designated to remain a private road, which will provide access to Bosque School and the City Lift Station Access Road only.
  - k. In order to minimize adverse impacts to the Learning Road/La Luz Connector Road intersection and the Coors/Learning Road intersection, Bosque School has agreed to open access from the school to Street B during the morning and afternoon peaks and during special events.
9. The proposed request meets the Transportation and Transit provision of the *Albuquerque/Bernalillo County Comprehensive Plan* with a goal to "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." The submittal furthers the Policies of the Transportation and Transit provision as follows:
- a. The subject site has been reviewed for street design, transit service and development form consistent with Transportation Corridors and Activity Center polices established in the *Comprehensive Plan*.

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- b. The site is adjacent to Coors Blvd and Montano Road, both designated as Enhanced Transit Corridors as identified in the Comprehensive Plan's Activity Centers and Transportation Corridors Map.
  - c. The subject site will contain some access control along Coors Blvd and Montano Road.
  - d. Enhanced Transit Corridors are to operate at a Level of Service (LOS) of "D" or better. The City may allow for lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements; or may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation in place of auto based improvements in order to mitigate traffic impacts of a development. The Design Guidelines for the subject site includes a Transportation Demand Management (TDM) plan that will encourage alternative modes of transportation in place of auto based improvements in order to mitigate traffic impacts of this development.
  - e. All intersections near the subject site have transit emergency vehicle signal preemption, the capability of a selected lane for transit and will contain right turn lanes along Coors Blvd.
  - f. The subject site will contain pedestrian circulation that will maximize pedestrian connections to transit stops and between developments.
  - g. The subject site will contain public sidewalks adjacent to the site between 6-8 feet in width.
  - h. Dedicated Bicycle lanes are provided along Coors Blvd and Montano Road.
  - i. The submittal includes a network of internal bike lanes that will provide connections from the site to adjacent facilities on Coors and Montano.
10. The subject site is within the Taylor Ranch Community as identified in the *West Side Strategic Plan* and is within the community's Community Activity Center. The proposed development will include retail, office and multi-family residential uses that are appropriate for the Taylor Ranch Community Center (Policy 3.16, WSSP) and will respect the existing neighborhood values as required in Policy 5d, Established Urban, Comprehensive Plan. In addition, the site is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services. (Policy 3.12, WSSP)
  11. A remaining intact portion of the "Montano Pueblo" lies within the northern boundary of this site. Two smaller archeological sites are also identified with the site. The affected sites will need to comply with all the goals and policies under *Issue 2, Policy 6, Archeological Sites*, of the *Coors Corridor Plan*, which states, "development within an identified archeological site shall obtain clearance and guidance from the State Historic Preservation Office before actual development begins."
  12. The applicant has obtained clearance from the State Historic Preservation Office with the preferred method of mitigation to contain the burial sites in place and fill the sites with sterile soil to create a sloped surface. The approved mitigation plan also included a commitment to redesign

the parking area and leave a portion of the Montano Pueblo site undeveloped, provide for a “protective covenant”, and provide materials for public interpretation such as information signs.

13. If transportation mitigation is required along Montano Road, adjacent to the subject site, and it is determined there may be encroachment in the archeological site, then further review and approval from the State Historic Preservation Officer may be required.
14. The subject site contains an area of habitat for the Tawny Bellied Rat, a State listed species of concern. An agreement was reached between the applicant, the City Of Albuquerque Open Space Division and the abutting Bosque School to relocate the Tawny Bellied Rat to suitable sites.
15. During the review of this application in December of 2004 a preliminary Air Quality Impact Analysis(AQIA) was not required. However, policy has changed within the Planning Department that now requires a preliminary AQIA. The applicant has submitted a preliminary AQIA and has been reviewed and approved by the Environmental Health Department in accordance with Section 14-16-3-14 of the Comprehensive City Zoning Code.
16. The submitted site plan meets the applicable general policies, site planning and architecture policies, view preservation policies, and signage policies contained in the *Coors Corridor Plan*.
17. The site plan contains the information required by the *Comprehensive City Zoning Code* for a site development plan for building permit. The submittal presents the exact structure locations (including signs), structure elevations and dimensions, parking facilities, any energy conservation features of the plan (e.g. appropriate landscaping, building heights and siting for solar access, provision for non-auto transportation, or energy conservational building construction), and the proposed schedule for development.
18. There have been two facilitated meetings between the applicant and the affected neighborhood associations and two non-facilitated meeting to discuss the issues related to the subject request. As an agreement during these meetings, the applicant will not allow for any drive-through restaurants or gas stations on the subject site.
19. Based on the review of the traffic studies and related testimony the EPC recognizes that significant long-range traffic solutions in the Coors and Montano area require a major redesign and reconstruction of the Coors/Montano intersection. Consequently, the EPC urges that the City Council place the redesign/reconstruction of the Coors/Montano intersection on the TCIP or CIP as quickly as possible.

**CONDITIONS:**

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 including elements of the Coors Corridor Plan. A letter shall accompany the submittal, specifying all modifications that

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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. The Site Development Plan for Building Permit shall be amended to include a note that states: Fast Food Restaurants with drive-up windows and gas stations shall not be permitted.
3. The submittal shall contain Floor Area Ratio (F.A.R.) calculations on the submittal. The subject request shall not exceed an F.A.R. of 0.35.
4. No building elements are allowed to projecting within the 35' setback area along Coors Blvd as per the Coors Corridor Plan.
5. The applicant shall ensure that final approval has been granted from the State Historic Preservation Officer for the remedial proposal of the three archeological sites on the subject site.
6. **Parking:**
  - a. The submittal shall demonstrate the type of CMU to be used and/or the finished product that is used on the proposed 12' high loading area screen walls and shall ensure that all walls on the subject site meet the requirements of the Design Standards and Section 14-16-3-19 of the Comprehensive City Zoning Code.
  - b. The proposed wall adjacent to Coors Blvd shall contain "Stucco Color 2" instead of "Stucco Color 1."
  - c. A notation shall be included on the submittal specifying that, "If restaurants with alcoholic beverages are sold for on premise consumption, the applicant shall demonstrate that parking will meet the standards as provided in the Comprehensive City Zoning Code for the number of spaces required for all of the proposed/existing uses." Or create a shared parking agreement as provided for in the Comp Plan.
  - d. All pertinent information regarding handicap spaces shall be clearly identified on the submittal, including their exact locations, the exact size of each space, the location of upright handicap signs and the location of the handicap accessibility from the off-street parking spaces to the buildings.
  - e. The submittal shall contain a notation specifying that all parking barriers will be two-feet away from any public sidewalk, abutting lot, pedestrian walkway, landscaped area or any wall or fence.
  - f. A 3' high wall or dense landscape screen shall be installed along the parking areas west of Buildings 6B2.9 – 6B2.12 and west of the internal driveway to allow for a definitive pedestrian walkway.
  - g. The submittal shall contain a notation that references if shopping carts will be stored within the off-street parking areas. If the applicant is providing storage units for shopping carts within the off-street parking areas, the calculation for off-street parking spaces shall

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- h. be modified to reflect the existence of these storage units. In addition, the submittal shall be noted to identify the exact location of the shopping cart storage units.
  - i. Two additional bicycle racks, containing five spaces each in the vicinity of Building 6B2.14 and Building 6B2.13 shall be added to the submittal. The design and color of all the proposed bicycle racks shall be demonstrated on the plan and shall be consistent with the color of the proposed buildings.
  - j. All pedestrian crosswalks are required to be a minimum of six feet in width. The submittal shall demonstrate the exact width for each pedestrian crosswalk or provide an illustration of a typical pedestrian crosswalk.
  - k. The width of all pedestrian walks adjacent to buildings shall be specified on the submittal. All pedestrian walkways shall meet the width requirements specified in Section 14-16-3-1 and Section 14-16-3-18 of the Comprehensive City Zoning Code.
  - l. The pedestrian walks adjacent to Buildings 6B2.4 & 6B2.7 shall meet the 8 foot width requirements specified in Section 14-16-3-1 and Section 14-16-3-18 of the Comprehensive City Zoning Code.
  - m. Businesses within the subject site shall comply with the Transportation Demand Management Plan specified in the site development plan for subdivision. In addition, the applicant shall meet with a representative from the Transit Department to determine the needs of the applicant and to determine if changes can be made to adjacent routes and schedules to reflect those needs.
7. The submittal shall demonstrate the location of light bollards or building mounted light fixtures as illustrated in the Site Development Plan for Subdivision. A notation shall be added on the submittal indicating that all light fixtures will meet Section, 14-16-3-9, Area Lighting Regulations of the *Comprehensive City Zoning Code*.
8. Landscaping:
- a. The Site Development Plan for Subdivision for the subject site requires sites to "identify and preserve Cottonwood trees, where feasible." The submittal shall demonstrate the location of any Cottonwood trees for the subject tract(s) and the feasibility of preserving such trees.
  - b. The submittal does not comply with the "Parking Area Setbacks" noted within the "Setback" section of the Design Regulations of the Site Development Plan for Subdivision, which indicates, "To allow for an appropriately sized landscaped buffer adjacent to roadways, parking areas shall be setback as follows: 15'." This buffer pertains to all roadways surrounding the subject site. The submittal shall contain a 15' wide landscape buffer in all parking areas adjacent to a roadway way.



9. Architectural/Signs:

- a. All of the buildings must comply with *Issue 4, Visual Impression and Urban Design Overlay Zone* of the *Coors Corridor Plan* that specifies, "In no event will the building height be permitted to penetrate above the view of the ridge line of the Sandia Mountains as seen from four feet above the east edge of the roadway. Also, in no event will more than one-third of the total building height outside of the setback area for multi-story buildings be permitted to penetrate through the view plane." The applicant shall ensure that all single story or multi-story buildings and towers comply with this requirement.
- b. The submittal shall contain detailed drawing of the stairs proposed between the subject site and Coors Blvd and demonstrate the materials and color to be used for the rails and steps. The material should be consistent with the special paving that is proposed throughout the site.
- c. The elevation drawings shown on page A002 and A003 are for buildings that are no longer part of this application. Sheet A002 shall be removed from the submittal.
- d. The following building facades shall contain architectural features no less than 50% of the entire length of the façade:

Building	6B2.4	Façade: West
Building	6B2.4	Façade: South
Building	6B2.5 & 6	Façade: West
Building	6B2.9	Façade: East
Building	6B2.8	Façade: South

In addition, these facades shall not contain a blank façade greater than 30 feet in length.

- e. The submittal shall specify the approximate location of the mechanical equipment for each building and shall specify the method used for screening. Screening shall be in compliance with Section 14-16-3-18 (C)(5) of the General Building & Site Design Standards for Non-Residential Uses.
- f. The submittal shall contain a note specifying the exact number and location of outdoor seating that demonstrates compliance of Section 14-16-3-19 of the *Comprehensive City Zoning Code*. The design of the outdoor seating shall be demonstrated on the submittal and shall be complimentary of the design and material of the proposed buildings. The use of plastic furniture shall be avoided.
- g. The notation utilized for the proposed freestanding sign regarding stone veneer wainscot shall be corrected to remain consistent with the illustration of the entire sign, which demonstrates an entire coverage of stone veneer.

- h. The illustration of the 27' high freestanding signs on the submittal shall be substituted by nine-foot high freestanding signs. The design and construction of the nine-foot high freestanding sign shall be similar to the design provided for the 6' 3" high freestanding sign. The site development plan for subdivision shall be amended to reflect to remove the last two bullets under "Signage" and the illustration of the 27' high freestanding sign.

- 10. The applicant must comply with the following conditions of approval as specified by the City Engineer, the Department of Municipal Development, The Public Works Department and the NM Department of Transportation:
  - a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
  - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan for building permit. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
  - c. Completion of the required TIS mitigation measures (when determined), per Transportation Development Staff. Transportation mitigation measures may be accomplished through a combination of Transportation Impact Fees, the Impact Fees Regulations and the TIS recommendations.
  - d. Street B shall intersect with Coors Blvd. at no less than an 80 degree skew. Every effort should be made to provide a connection at 90 degrees.
  - e. Dedicated right turn deceleration lanes will be required at site drives per DPM and/or TIS requirements. Left turn lanes required at site drives where permitted and as approved.
  - f. Existing Learning Rd. will need to intersect with New Street /Winterhaven Rd. at no less than an 80 degree skew. Every effort should be made to provide a connection at 90 degrees.
  - g. Roundabouts will need to meet design requirements of Publications FHWA-RD-00-067 and AASHTO.
  - h. Medians within 100' calming area (Street A) will need to be designed to accommodate left turning vehicles. Will also need to meet AASHTO and DPM criteria (site distance). Provide detail for this area.
  - i. Provide detail and location of bump outs.
  - j. Provide cross sections for Streets A, B and New Street/Winterhaven Rd.
  - k. 10' radius curb returns may not be allowed in high volume traffic areas or in truck circulation areas (includes emergency vehicles and solid waste).
  - l. Site plan shall comply and be designed per DPM Standards.

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- m. Platting must be a concurrent DRB action.
  - n. Dedication of an additional 6 feet of right-of-way along Coors Boulevard, as required by the City Engineer, to provide for on-street bicycle lanes as designated on the Long Range Bikeways System.
  - o. Construction of the northbound bicycle lane along Coors Boulevard, adjacent to the subject property, as designated on the Long Range Bikeways System.
  - p. Dedication of additional rights-of-way, as necessary, and construction of the fourth northbound travel lane on Coors Boulevard adjacent to the subject property consistent with the *Coors Corridor Plan* (see figure 6).
  - q. Approval of the proposed left-in access from southbound Coors Boulevard to Street "B" by the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments.
  - r. Access at Montano and Winterhaven will be restricted to right turn in/right turn out and left in as approved by the Director of Municipal Development. Must be accompanied by a written agreement between the applicant and the City Of Albuquerque.
  - s. A notation shall be added on the submittal that reads, "When the future grade separation is constructed access will no longer be allowed to Montano Road from Winterhaven consistent with the Long Range Roadway System."
  - t. Access coordination is required with NMDOT.
11. Prior to making application for DRB review, the applicant shall meet with Planning Staff to review the conditions of approval.
  12. The applicant shall notice two officers of each affected neighborhood associations by certified mail approximately two weeks prior to the submittal of this application to the DRB.
  13. The concrete rear outfall proposed on the submittal shall be designed and constructed in conjunction with the Open Space Division.
  14. Enlarge the windows in the tower with the width being the same as between the bottom bases of the tower elements and heights being adjusted accordingly.
  15. The site plan shall be modified to accommodate 6 motorcycle parking spaces and shall not reduce any off street parking spaces from the submittal.

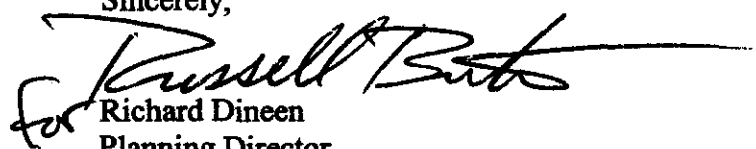
IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **JULY 1, 2005** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

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Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If they decide that all City plans, policies and ordinances have not been properly followed, they shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,  
  
Richard Dineen  
Planning Director

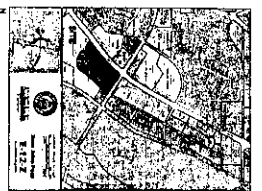
RD/JG/ac

cc: Consensus Planning, Inc., 924 Park Ave. SW, Albuquerque, NM 87102  
Rae Perls, La Luz Landowners Assoc., 15 Tennis Court NW, Albuquerque, NM 87120  
Bruce Masson, La Luz Landowners Assoc., 13 Arco NW, Albuquerque, NM 87120  
Don MacCornack, Taylor Ranch NA, 5300 Hattiesburg NW, Albuquerque, NM 87120  
Ceil vanBerkel, Taylor Ranch Na, 5716 Morgan Ln. NW, Albuquerque, NM 87120  
Bill Jack Rodgers, 8308 Cedar Creek Dr. NW, Albuquerque, NM 87120  
Lynn Perls, 500 4<sup>th</sup> St. NW, Ste 205, Albuquerque, NM 87102  
Frank Hale, 5 Tennis Court NW, Albuquerque, NM 87120  
Lois Sloan, 21 Tennis Court NW, Albuquerque, NM 87120  
Rene Horvath, 5515 Palomino Dr. NW, Albuquerque, NM 87120  
Susan Shotland-Rodriguez, 7224 Carson Trail NW, Albuquerque, NM 87120

**Deker**  
**Perich**  
**Sabatini**  
1111 Jefferson St.  
Albuquerque, NM 87102  
505.263.1111  
www.dpkpr.com

# Andalucia Tract 6B Site Development Plan Coors and Montano, SEC Albuquerque, New Mexico

PROJECT NO. **AO01**  
DATE **1/27/10**



### SYMBOL LEGEND

- Landscape Element
- Tree
- Planting Area
- Existing Pavement
- Proposed Pavement
- Existing Structure
- Proposed Structure
- Existing Right-of-Way
- Proposed Right-of-Way
- Utility
- Easement
- Other

### PARKING DATA BY TRACT AND USE

TABLE 1 - TRACT 1

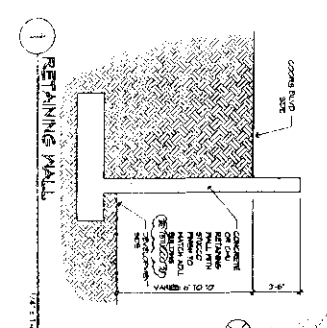
TRACT	USE	NO. OF SPACES	TYPE	REMARKS
TRACT 1	Office	100	Surface	
	Residential	200	Surface	
	Public	50	Surface	
	Other	100	Surface	
TRACT 2	Office	150	Surface	
	Residential	300	Surface	
	Public	75	Surface	
	Other	150	Surface	

TABLE 2 - TRACT 2

TRACT	USE	NO. OF SPACES	TYPE	REMARKS
TRACT 2	Office	150	Surface	
	Residential	300	Surface	
	Public	75	Surface	
	Other	150	Surface	

### SPECIAL NOTES

1. THE SITE DEVELOPMENT PLAN SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL. THE CITY ENGINEER SHALL HAVE THE FINAL SAY ON ALL MATTERS RELATING TO THE SITE DEVELOPMENT PLAN.
2. THE SITE DEVELOPMENT PLAN SHALL BE SUBMITTED TO THE CITY ENGINEER WITH ALL NECESSARY INFORMATION TO ALLOW THE CITY ENGINEER TO MAKE A DETERMINATION AS TO WHETHER THE SITE DEVELOPMENT PLAN IS IN ACCORDANCE WITH THE CITY ENGINEER'S REGULATIONS AND ORDINANCES.
3. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.
4. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.
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10. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.



### RETAINING WALL

1. RETAINING WALL SHALL BE CONCRETE WITH A MINIMUM STRENGTH OF 4000 PSI.

2. RETAINING WALL SHALL BE 4 FEET HIGH AND 12 FEET WIDE AT THE BASE.

3. RETAINING WALL SHALL BE SUPPORTED BY A FOUNDATION.

4. RETAINING WALL SHALL BE FINISHED WITH A 4-INCH THICK FACE AND A 12-INCH THICK BASE.

### SITE DEVELOPMENT PLAN FOR BUILDING FOOTPRINT

1. THE SITE DEVELOPMENT PLAN SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL. THE CITY ENGINEER SHALL HAVE THE FINAL SAY ON ALL MATTERS RELATING TO THE SITE DEVELOPMENT PLAN.

2. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.

3. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.

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6. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.

7. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.

8. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.

9. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.

10. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PUBLIC UTILITIES AND STRUCTURES TO BE LOCATED ON THE SITE.

### PROJECT INFORMATION

PROJECT NUMBER: **09-086-00014**

CLIENT: **Andalucia Tract 6B**

DESIGNER: **Deker Perich Sabatini**

DATE: **1/27/10**

SCALE: **AS SHOWN**

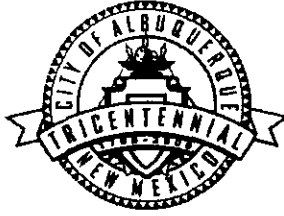
PROJECT LOCATION: **Coors and Montano, SEC**

PROJECT AREA: **1.52 ACRES**

PROJECT NO. **AO01**

DATE **1/27/10**





City of Albuquerque  
Planning Department  
Development Review Division  
P.O. Box 1293  
Albuquerque, New Mexico 87103

Date: May 20, 2005

**OFFICIAL NOTIFICATION OF DECISION**

FILE: **Project # 1003859**  
04EPC-01845 EPC Site Development Plan-  
Subdivision

Silverleaf Ventures, LLC  
5351 Menaul Blvd NE  
Albuquerque, NM 87110

**LEGAL DESCRIPTION:** for all or a portion of Tract(s) A & 6B, **Lands of Ray Graham III, Ovenwest Corp.**, zoned SU-1, O-1, C-2 and PRD, located on COORS BLVD. NW, between MONTANO ROAD NW and LEARNING ROAD NW, containing approximately 70 acre(s). (E-12) Juanita Garcia, Staff Planner

On May 19, 2005 the Environmental Planning Commission voted to approve Project 1003859/#04EPC-01845, a Site Development Plan for Subdivision, based on the following Findings and subject to the following Conditions:

**FINDINGS:**

1. This is a request for a site development plan for subdivision for Tracts 6B & A, Lands of Ray Graham III, Ovenwest Corp., and COA. The site is located on Coors Blvd, south of Montano, zoned SU-1 C-2 Use (23.3 Acres Max), O-1 Uses (11.7 acres max) and PRD (20 DU/Acre) and contains approximately 70 acres.
2. The site was originally part of a larger site development plan (Project 1000965) known as Andalucia, but the applicant has requested to be separated from that larger site development plan to create a new site development plan (Project 1003859). A new name has been provided for the subject site, which will be identified as "North Andalucia at La Luz."
3. The applicant is proposing to re-plat the two separate tracts into nine new tracts and no zone map amendments are proposed with this request. The applicant is proposing design guidelines within the site development plan for subdivision that will help guide for consistency and a quality that is complementary of the subject site area.
4. The applicant's submittal demonstrates that future Tracts 6B-1 and 6B-2 will contain C-2 uses; Tracts 6B-3 and 6B-5 will contain O-1 uses and Tracts 6B-4, 6B-6, 6B-7, 6B-8 and 6B-9 will

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contain PRD uses. Based on the information that has been provided on the submittal, it appears that the applicant will have 22.51 acres of C-2 uses, 5.05 acres of O-1 uses and 34.98 acres of PRD uses.

5. This case was heard by EPC at the January 20, 2005 all day EPC hearing and was approved with findings and conditions but was appealed by the La Luz Landowners Association and was heard by the Land Use Hearing Officer (LUHO) who recommended that this application be remanded back to EPC to allow for a more "a more thorough record and make findings regarding the proposed streets and traffic flows and patterns." The recommendation was approved by City Council; therefore, this case has been remanded back to the EPC.
6. Since the January 20, 2005 EPC hearing, comments made by the Department of Municipal Development (DMD) have been separated from the consolidated comments provided by the Traffic Engineer. While the DMD recommended a deferral, the negotiations regarding traffic mitigation measures are more appropriately performed prior to Development Review Board (DRB) sign-off of the Site Development Plan for Subdivision.
7. The subject site is located in the area designated Established Urban and Developing Urban by the *Comprehensive Plan*. The submittal meets the goals of these areas by creating 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 area and life styles, while creating a visually pleasing built environment. The submittal furthers the policies of the *Comprehensive Plan* as follows:
  - a. The location, intensity and design of this development respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural or recreational concern (Policy 5d, *Comprehensive Plan*). The proposed plan will not have deleterious impacts on surrounding uses, established neighborhoods, or community amenities.
  - b. This request proposes to locate employment and service uses to complement residential areas and to site the development in a way that minimizes adverse effects of noise, lighting pollution, and traffic on residential environments (Policy 51, *Comprehensive Plan*).
  - c. This request constitutes new growth that will be accommodated through development in an area where vacant land is contiguous to existing or programmed facilities and services and where the integrity of existing neighborhoods can be ensured. (Policy 5e, *Comprehensive Plan*). This request represents new commercial development and is located in an existing commercially zoned areas (Policy 5j, *Comprehensive Plan*).
  - d. The subject site is adjacent to arterial streets and is planned to minimize harmful effects of traffic, livability and safety of established residential neighborhoods (Policy 5k, *Comprehensive Plan*).



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- e. The site plan represents a quality and innovative design which is appropriate to the plan area (Policy 51, *Comprehensive Plan*).
  - f. This request represents redevelopment and rehabilitation of an older neighborhood in the Established Area (*Policy 50, Comprehensive Plan*).
8. This request is within a Community Activity Center as designated by the Centers and Corridors section of the *Albuquerque/Bernalillo County Comprehensive Plan*. The submittal furthers the Polices of the Community Activity Center designation as follows:
- a. The request helps to shape an urban form in a sustainable development pattern that helps to promote transit and pedestrian access both to and within the center, and maximizes cost-effectiveness of City services (*Comprehensive Plan, Policy II. B. 7. a*).
  - b. This request will assist in the development of a Community Activity Center as defined by the *Comprehensive Plan* by providing the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, employment, and the most intense land uses within the community sub-area.
  - c. This request will also assist in the development of a Community Activity Center as defined by the *Comprehensive Plan* by allowing the location of land uses typical of a low-rise office, educational facilities, medium density residential, senior housing and other similar uses.
  - d. This request meets the policies of the *Comprehensive Plan* by providing moderate floor area ratios and urban land uses and pedestrian connections between buildings and sidewalks, buildings separating off-street parking from streets and public plaza and open space (*Comprehensive Plan, Activity Center Goal, Policy A, Community Activity Centers*).
  - e. The subject site contains high-density residential property. The *Comprehensive Plan* is furthered in that the most intense activity centers uses are proposed to be located away from any nearby low-density residential development and is buffered from those residential uses by a transition area of less intensive development (Policy II. B. 7. f).
9. Transportation:
- a. A Traffic Impact Study (TIS) was completed by the applicant in October of 2004 and has been reviewed by the Planning Department (Transportation Development) and the Department of Municipal Development (DMD). The study was conducted in accordance with the scoping letter and procedures cited in the City's Development Process Manual.
  - b. In addition, in March of 2005, a Supplemental Traffic Analysis was provided by the applicant to support the access approved at the intersection of Street B and Montano Road.
  - c. Coors Boulevard is a limited access, principal arterial with proposed bicycle lanes as designated on the Long Range Roadway System and Long Range Bikeways System.

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- d. The City Engineer may require up to six (6) additional feet of right-of-way on Coors Boulevard to accommodate the designated bicycle lane.
  - e. The ultimate cross-section for Coors Boulevard adjacent to the proposed site includes 4 northbound travel lanes consistent with the Coors Corridor Plan (see figure 6).
  - f. Consistent with the Coors Corridor Plan intersection access policy (see policy 5), access approximately midway between Montano Road and Dellyne Avenue at Street "B" is right-in, right-out only.
  - g. Exceptions to the access policy to allow for the proposed left-in access from southbound Coors Boulevard to Street "B" will require the approval of the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments. The City Of Albuquerque has indicated that it will support this request to the Council of Governments based upon the TIS and demonstration that the addition of this left-in access will have beneficial impacts to the Coors/Dellyne/Learning Road intersection.
  - h. Montano Road is a limited access, minor arterial with a proposed grade separation at Winterhaven Road as designated on the Long Range Roadway System and on the Coors Corridor Plan. However, no grade separated intersection has been planned, designed or programmed as of this date.
  - i. In the future, if a grade separation is constructed, north-south traffic at Winterhaven will be able to pass under Montano, but no connection will be allowed between Montano and Winterhaven Road. However, in the interim, the City Engineer and the Director of the Department of Municipal Development have allowed for a right-in, right-out and left in at the intersection of Street B and Montano Road.
  - j. Learning Road will serve as both a public and private road. The areas designated as public or private are identified on the site development plan and the subdivision plat. The portion of Learning Road east of the existing City right-of-way is designated to remain a private road, which will provide access to Bosque School and the City Lift Station Access Road only.
  - k. In order to minimize adverse impacts to the Learning Road/La Luz Connector Road intersection and the Coors/Learning Road intersection, Bosque School has agreed to open access from the school to Street B during the morning and afternoon peaks and during special events.
10. The subject site will be subject to and will need to comply with the Impact Fees Ordinance and the Impact Fees Regulations that are currently in process of being finalized.
11. The proposed request meets the Transportation and Transit provision of the *Albuquerque/Bernalillo County Comprehensive Plan* with a goal to "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.” The submittal furthers the Policies of the Transportation and Transit provision as follows:

- a. The subject site has been reviewed for street design, transit service and development form consistent with Transportation Corridors and Activity Center polices established in the *Comprehensive Plan*.
  - b. The site is adjacent to Coors Blvd and Montano Road, both designated as Enhanced Transit Corridors as identified in the *Comprehensive Plan*’s Activity Centers and Transportation Corridors Map.
  - c. The subject site will contain some access control along Coors Blvd and Montano Road.
  - d. Enhanced Transit Corridors are to operate at a Level of Service (LOS) of “D” or better. The City may allow for lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements; or may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation in place of auto based improvements in order to mitigate traffic impacts of a development. The Design Guidelines for the subject site includes a Transportation Demand Management (TDM) plan that will encourage alternative modes of transportation in place of auto based improvements in order to mitigate traffic impacts of this development.
  - e. All intersections near the subject site have transit emergency vehicle signal preemption, the capability of a selected lane for transit and will contain right turn lanes along Coors Blvd.
  - f. The subject site will contain pedestrian circulation that will maximize pedestrian connections to transit stops and between developments.
  - g. The subject site will contain public sidewalks adjacent to the site between 6-8 feet in width.
  - h. Dedicated Bicycle lanes are dedicated along Coors Blvd and Montano Road.
  - i. The submittal includes a network of internal bike lanes that will provide connections from the site to adjacent facilities on Coors and Montano.
12. The subject site is within the Taylor Ranch Community as identified in the *West Side Strategic Plan* and is within the community’s Community Activity Center. The proposed development will include retail, office and multi-family residential uses that are appropriate for the Taylor Ranch Community Center (Policy 3.16, WSSP) and will respect the existing neighborhood values as required in Policy 5d, Established Urban, *Comprehensive Plan*. In addition, the site is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services. (Policy 3.12, WSSP)
13. A remaining intact portion of the “Montano Pueblo” lies within the northern boundary of this site. Two smaller archeological sites are also identified with the site. The affected sites will need to comply with all the goals and policies under *Issue 2, Policy 6, Archeological Sites*, of the *Coors Corridor Plan*, which states, “development within an identified archeological site shall obtain

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clearance and guidance from the State Historic Preservation Office before actual development begins.”

14. The applicant has obtained clearance from the State Historic Preservation Office with the preferred method of mitigation to contain the burial sites in place and fill the sites with sterile soil to create a sloped surface. The approved mitigation plan also included a commitment to redesign the parking area and leave a portion of the Montano Pueblo site undeveloped, provide for a “protective covenant”, and provide materials for public interpretation such as information signs. At this point, the applicant is not proposing any development in the area that contains the “Montano Pueblo” therefore; this issue can be finalized at a later date.
15. If transportation mitigation is required along Montano Road, adjacent to the subject site, and it is determined there may be encroachment in the archeological site, then further review and approval from the State Historic Preservation Officer may be required.
16. The subject site contains an area of habitat for the Tawny Bellied Rat. An agreement was reached between the applicant, the City Of Albuquerque Open Space Division and the abutting Bosque School to relocate the Tawny Bellied Rat to suitable sites.
17. During the review and approval of this application in January of 2005 a preliminary Air Quality Impact Analysis(AQIA) was not required. However, policy has changed within the Planning Department that now requires a preliminary AQIA. The applicant has submitted a preliminary AQIA and has been reviewed and approved by the Environmental Health Department in accordance with Section 14-16-3-14 of the Comprehensive City Zoning Code.
18. The submitted site plan meets the applicable general policies, site planning and architecture policies, view preservation policies, and signage policies contained in the *Coors Corridor Plan*.
19. The site plan contains the information required by the *Comprehensive City Zoning Code*. It presents the site, the proposed uses, pedestrian and vehicular ingress and egress, internal circulation requirements and the maximum building heights allowed, and the nonresidential uses’ maximum floor area ratio.
20. There have been two facilitated meetings between the applicant and the affected neighborhood associations and one non-facilitated meeting to discuss the issues related to the subject request and in accordance with the Land Use Hearing Officer’s (LUHO) recommendation. As an agreement during these meetings, the applicant will not allow for any drive-through restaurants or gas stations on the subject site.
21. The applicant intends to assess the “grove of cottonwood trees” on the subject site by an arborist to determine the health of the trees.
22. Based on the review of the traffic studies and related testimony the EPC recognizes that significant long-range traffic solutions in the Coors and Montano area require a major redesign and reconstruction of the Coors/Montano intersection. Consequently, the EPC urges that the City

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Council place the redesign/reconstruction of the Coors/Montano intersection on the TCIP or CIP as quickly as possible.

CONDITIONS:

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. The Site Development Plan for Subdivision shall be amended to include a note that states: Fast Food Restaurants with drive-up windows and gas stations shall not be permitted.
3. If transportation mitigation requires an encroachment of the existing archeological site adjacent to Montano Road, further review and approval will be required from the State Historic Preservation Officer.
4. In order to minimize adverse impacts to the Learning Road/La Luz Connector Road intersection and the Coors/Learning Road intersection, Bosque School has agreed to open access from the school to Street B during the morning and afternoon peaks and during special events. A gate and appropriate signage shall be provided along Learning Road by the developer of the commercial tract in conjunction with Phase One.
5. The applicant must comply with the following conditions of approval as specified by the City Engineer, the Department of Municipal Development, The Public Works Department and the NM Department of Transportation:
  - a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
  - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan for building permit. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
  - c. Completion of the required TIS mitigation measures (when determined), per Transportation Development Staff. Transportation mitigation measures may be accomplished through a combination of Transportation Impact Fees, the Impact Fees Regulations and the TIS recommendations.

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- d. Street B shall intersect with Coors Blvd. at no less than an 80 degree skew. Every effort should be made to provide a connection at 90 degrees.
- e. Dedicated right turn deceleration lanes will be required at site drives per DPM and/or TIS requirements. Left turn lanes required at site drives where permitted and as approved.
- f. Existing Learning Rd. will need to intersect with New Street /Winterhaven Rd. at no less than an 80 degree skew. Every effort should be made to provide a connection at 90 degrees.
- g. Roundabouts will need to meet design requirements of Publications FHWA-RD-00-067 and AASHTO.
- h. Medians within 100' calming area (Street A) will need to be designed to accommodate left turning vehicles. Will also need to meet AASHTO and DPM criteria (site distance). Provide detail for this area.
- i. Provide detail and location of bump outs.
- j. Provide cross sections for Streets A, B and New Street/Winterhaven Rd.
- k. 10' radius curb returns may not be allowed in high volume traffic areas or in truck circulation areas (includes emergency vehicles and solid waste).
- l. Site plan shall comply and be designed per DPM Standards.
- m. Platting must be a concurrent DRB action.
- n. Dedication of an additional 6 feet of right-of-way along Coors Boulevard, as required by the City Engineer, to provide for on-street bicycle lanes as designated on the Long Range Bikeways System.
- o. Construction of the northbound bicycle lane along Coors Boulevard, adjacent to the subject property, as designated on the Long Range Bikeways System.
- p. Dedication of additional rights-of-way, as necessary, and construction of the fourth northbound travel lane on Coors Boulevard adjacent to the subject property consistent with the *Coors Corridor Plan* (see figure 6).
- q. Approval of the proposed left-in access from southbound Coors Boulevard to Street "B" by the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments.
- r. Access at Montano and Winterhaven will be restricted to right turn in/right turn out and left in as approved by the Director of Municipal Development. Must be accompanied by a written agreement between the applicant and the City Of Albuquerque.
- s. A notation shall be added on the submittal that reads, "When the future grade separation is constructed access will no longer be allowed to Montano Road from Winterhaven consistent with the Long Range Roadway System."
- t. Access coordination is required with NMDOT.

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6. The existing median on Learning Road just east of Coors Boulevard is well landscaped with native plants. The proposed development will require modification to the intersection of Learning Road and the La Luz access road including the median. The applicant has agreed to rebuild the median and re-vegetate it to the pre-modification level of landscaping.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **JUNE 3, 2005** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

**Appeal to the City Council:** Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If they decide that all City plans, policies and ordinances have not been properly followed, they shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,

  
for Richard Dineen  
Planning Director

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RD//ac

cc: Consensus Planning, Inc., 924 Park Ave SW 87102  
Rae Perls, La Luz Landowners Assoc., 15 Tennis Ct NW 87120  
Bruce Masson, La Luz Landowners Assoc., 13 Arco NW 87120  
Don MacCornack, Taylor Ranch NA, 5300 Hattiesburg NW 87120  
Ceil VanBerkel, Taylor Ranch NA, 5716 Morgan Ln NW 87120  
Lynn Perls, 18 Bern NW 87120  
Lois S. Sloan, 21 Tennis Ct NW 87120  
Gail Brownfield, 9 Arco NW 87120  
Jo Allen, 1 Tumbleweed NW 87120  
Andrew Wooden, 8 Arco NW 87120  
Dana Asbury, 1509 Stanford Dr NE 87106  
Frank W. Ikle, 5 Tennis Ct NW 87120  
Joanne G. Kimmey, 6 Link NW 87120  
Bennett King, 10 Arco NW 87120  
Robert Peters, 10 Tumbleweed NW 87120



## ZONING



### § 14-16-3-11 SITE DEVELOPMENT PLAN APPROVAL AND SUBDIVISION REGULATIONS REQUIREMENTS.

- (A) Site Development Plan approval for either subdivision or building purposes may include:
- (1) Imposition of relevant requirements contained within or authorized by the city's Subdivision Ordinance, including but not limited to dedication of rights of way and assurances for required infrastructure improvements both on site and off site.
  - (2) Imposition of other requirements of other city ordinances.
- (B) Site Development Plans, especially plans for unbuilt areas, are often changed so that developers can better respond to changing market conditions. Amendment of Site Development Plans does not require meeting the criteria which must be met to justify changing zones or changing written specifications imposed by Sector Development Plans or by terms of approval of a zone such as SU-1. Site Development Plans are expected to meet the requirements of adopted city policies and procedures.
- (C) *Possible Termination of Site Development Plans for Sites Which Have Not Been Fully Developed.*
- (1) If less than one-half of the approved square footage of a Site Development Plan has been built or less than one-half of the site has been developed, the plan for the undeveloped areas shall terminate automatically when specified below unless extended as provided below:
    - (a) Seven years after adoption or major amendment of the plan: within six months prior to the seven-year deadline, the owners of the property shall request in writing through the Planning Director that the Planning Commission extend the plan's life an additional five years. At an advertised public hearing the Planning Commission shall grant approval if it deems that the Site Development Plan remains appropriate and the owner intends to fully develop the site according to the plan concept. The Planning Commission shall be less likely to terminate a site plan if there is little flexibility in how the site can be developed or if there is a strong architectural or landscaping character on the site which should be preserved.
    - (b) Subsequently, upon similar requests, the Planning Commission may grant requests for additional five-year extensions of the plan, using the same criteria and process.
    - (c) If a Site Development Plan is approved for any additional five-year period by the Planning Commission, an updated Transportation Impact Study (TIS) shall be required to determine if there are off-site improvements needed that were not previously required.
  - (2) For the purposes of this division (C):
    - (a) Hereafter, the Planning Director shall provide a copy of these Provisions for Plan Termination to the applicant at the time such an initial plan or a major plan amendment is approved;
    - (b) For Site Development Plans approved prior to the effective date of this division, the Planning Director shall as soon as possible provide a copy of these Provisions for Plan

Termination to the current owner(s) of a site covered by a Site Development Plan. For previously approved Site Development Plans, the time periods specified in this division (C) shall be deemed to run from the date this division becomes effective.

- (c) A major amendment of a Site Development Plan is an amendment adopted by the Planning Commission which is not a minor amendment as contemplated by § 14-16-2-22(A)(6) of this Zoning Code.
  - (d) If an approved Site Development Plan indicates phases of development, that is most often an adequate basis for city extension of the life of the Site Development Plan for the later phases. When the first phase has been built, extension of the plan for later phases may be granted by the Planning Director on behalf of the Planning Commission upon a finding that the plan as previously approved is likely to be built in the future. Appeal of a decision of the Planning Director is to the Planning Commission as provided in § 14-16-4-4 of this Zoning Code.
  - (e) If an approved Site Development Plan has been partially completed, the termination of the plan shall not adversely affect or impose additional requirements upon the developed parcels.
  - (f) Termination of all or part of a Site Development Plan under the terms of this division does not preclude approval of a similar plan at a later date.
  - (g) If a Site Development Plan is terminated, the city shall release the owner from any pending subdivision improvements agreements and financial guarantees for public infrastructure required to be constructed as a condition of approval of the Site Development Plan.
- (3) Fee. A filing fee of \$50 to cover reasonable expenses shall accompany each request for plan extension.

('74 Code, § 7-14-40K)

**§ 14-16-2-22 SU-1 SPECIAL USE ZONE.**

This zone provides suitable sites for uses which are special because of infrequent occurrence, effect on surrounding property, safety, hazard, or other reasons, and in which the appropriateness of the use to a specific location is partly or entirely dependent on the character of the site design.

**(A) Procedure.**

- (1) Development within the SU-1 zone may only occur in conformance with an approved Site Development Plan. An application for a change to SU-1 zoning shall state the proposed use and must be accompanied by a plan including, at a minimum, all the elements of a Site Development Plan for Subdivision Purposes. As part of the zone amendment action, a Site Development Plan may be approved; alternatively a plan may be approved later. If an approved Site Development Plan is a specified condition of zone change approval, such plan must be approved within the time period specified in § 14-16-4-1(C)(11) of this Zoning Code. No building permit shall be approved unless it is consistent with a complete site development plan for building permit and landscaping plan for the lot in question, approved by the Planning Commission or its designee; at the Planning Commission's discretion, approval of detailed plans may be required for the entire SU-1 zone area prior to issuing a building permit.
- (2) A decision implementing a change to the zone map to SU-1 zoning shall designate the specific use permitted, and a building permit shall be issued only for the specific use and in accordance with an approved Site Development Plan. The specific use shall be recorded on the zone map.
- (3) In approving an application, the Planning Commission may impose requirements as may be necessary to implement the purpose of this Zoning Code. However, for an adult amusement establishment or adult store on an SU-1 zoned site, no conditions may be imposed on the adult uses that would prevent them from existing on the site if the uses are allowed under the applicable Zoning Code distance requirements.
- (4) A certified copy of the Site Development Plan shall be kept in the Planning Department records so that it may be reviewed against an application for a building permit for any part or all of a special use.
- (5) The Planning Commission may review the application, plan, and progress of development at least every four years until it is fully implemented to determine if it should be amended.
- (6) The Planning Director may approve minor changes to an approved Site Development Plan or Landscaping Plan if it is consistent with the use and other written requirements approved by the Planning Commission, if the buildings are of the same general configuration, if the total building square footage is not greater than 10% than the approved plan, the vehicular circulation is similar in its effect on adjacent property and streets, and the approving official finds that neither the city nor any person will be substantially aggrieved by the altered plan. If the Planning Director believes there might be a person substantially aggrieved by the altered plan or if the total building square footage would be increased more than 2%, he shall give mailed notice of the proposed change to owners of adjacent property and to neighborhood associations entitled to notice of zone change proposals there.
- (7) The Planning Director or a designee may approve site plans for temporary park-and-ride facilities.

**(B) Special Uses.**

- (1) Accessory use customarily associated with a use permitted in this zone, provided it is incidental to the major use. Signs as permitted and regulated by the Planning Commission.
- (2) Adult amusement establishment or adult store provided:
  - (a) The use is located at least 1,000 feet from any adult amusement establishment or adult store; and
  - (b) The use is located at least 500 feet from the nearest residential zone, or from any church or pre-elementary, elementary or secondary school. Signs as regulated in the C-2 zone.
- (3) Airport. Signs as permitted and regulated by the Planning Commission.
- (4) Antenna (commercial).
- (5) Amusement facility of a permanent character, including but not limited to kiddieland, baseball batting range, or golf driving range.
- (6) Automobile dismantling yard or similar use. Signs as regulated in the C-1 zone.
- (7) Bed and Breakfast Establishment. A Bed and Breakfast establishment with five to eight guest rooms shall abut a collector street, minor arterial street, or major arterial street, except a site of one acre or greater may abut a local street.
- (8) Campground, provided it meets the requirements of § 14-16-3-7 of this Zoning Code. Signs as regulated in the C-2 zone.
- (9) Cemetery, including columbarium, mausoleum, or crematory, provided the site contains at least 30 acres. Signs as regulated in the O-1 zone.
- (10) Church or other place of worship, including incidental recreational and educational uses; such an incidental use must be operated by the church rather than a business entity and must continue to be operated by the church, unless the resolution governing the SU-1 zone specifically allows operation of a specified incidental use by an entity other than the church itself. Incidental uses allowed include but are not limited to an emergency shelter operated by the church on the church's principal premises which is used regularly for public worship, notwithstanding special limitations elsewhere in this Zoning Code. Signs as permitted and regulated by the Planning Commission.
- (11) Park-and-Ride temporary facilities.
- (12) Drilling, production, or refining of petroleum gas or hydrocarbons. Signs as regulated in the O-1 zone.
- (13) Drive-in theater, provided:
  - (a) Reservoir off-street standing space or side service road space is provided at any entrance sufficient to accommodate at least 30% of the vehicular capacity of the theater.
  - (b) A screen less than 500 feet from an arterial street is so located or shielded that the picture surface cannot be seen from the arterial street.

- (c) The theater is enclosed with a solid wall or fence at least six feet high.
- (14) Fire station. Signs as regulated in the O-1 zone.
- (15) Golf course. Signs as regulated in the O-1 zone.
- (16) Gravel, sand, or dirt removal activity, stockpiling, processing, or distribution and batching plant. Signs as regulated in the O-1 zone.
- (17) Helipad, other than a medical helipad or a law enforcement helipad, provided it complies with Federal, State and Local regulations including City noise regulations; and further provided that:
  - (a) Helipads are a minimum of 650 feet from the nearest residential zone as measured from the edge of the helipad unless it is demonstrated the helipad will not be injurious to adjacent property, the neighborhood, or the community, but in no case shall a helipad be located less than 350 feet from the nearest residential zone, as measured from the edge of the helipad.
  - (b) The total number of helicopter operations (a landing and a takeoff is one operation) shall not exceed 3 on any day. The operations per day do not accumulate if not used.
  - (c) Helicopter landing and takeoff operations are prohibited between 10 P.M. and 7 A.M.
  - (d) Written documentation of helipad operations, including, but not limited to, flight path usage and the date and time of all landings and takeoffs, shall be maintained by the helipad owner and made available upon request for public inspection.
  - (e) Helipad operations that assist in medical emergencies, police emergencies, or search and rescue emergencies, when solicited by agencies which respond to such emergencies, shall not be limited to three operations per day nor to time of day limitations.
- (18) Hospital for human beings, including medical helipad, provided that the traffic generated, ambulance noise, nor medical helipad will have serious adverse effects on the neighborhood. Medical helipads shall be sited and buffered to minimize impacts on surrounding properties. Written documentation of medical helipad operations, including date and time of all landings and takeoffs, shall be maintained and made available upon request for public inspection. Signs as regulated in the C-1 zone.
- (19) Institution, correctional or mental. Signs as regulated in the O-1 zone.
- (20) Law Enforcement Helipad, provided that such helipads are sited and buffered to minimize impacts on surrounding properties. Written documentation of law enforcement helipad operations, including date and time of all landings and takeoffs, shall be maintained and made available upon request for public inspection.
- (21) Major public open space as defined and administered pursuant to Chapter 5, Article 8, ROA 1994 of this code of ordinances.
- (22) Open market. Signs as regulated in the C-1 zone.
- (23) Ore reduction, smelting. Signs as regulated in the O-1 zone.

- (24) Planned development area, including residential development and mobile home development, in which special use, height, area, setback, or other regulations should be imposed, provided the site contains at least three acres. Signs as permitted and regulated by the Planning Commission.
- (25) Planned Residential Development (PRD), provided:
- (a) Allowed uses include single-family houses, townhouses, apartments, associated accessory structures and home occupations as regulated by the R-1 zone. Residence/work spaces are allowed as approved by the Planning Commission. O-1 permissive and C-1 permissive uses may be allowed, up to 25% of the total gross floor area of the development, as approved by the Planning Commission.
  - (b) A Site Development Plan for Subdivision (§ 14-16-1-5(B)) is required for approval by the Planning Commission in conjunction with a zone map amendment and prior to building permit approval, with specific design requirements that include, but are not limited to: maximum and minimum number of dwelling units and/or density; maximum and minimum lot size(s); maximum building height; minimum building setbacks; architectural design standards, including but not limited to exterior wall materials and colors, roof materials and colors; placement of mechanical units; preliminary grading and drainage plan; landscape design standards; parking; site lighting; design of walls and fences visible from public rights-of-way; and pedestrian amenities.
  - (c) The PRD uses and development are compatible with adjacent properties, including public open spaces, public trails and existing neighborhoods and communities. The standards for compatibility shall include the design requirements in subsection (b).
  - (d) Upon approval of a Site Development Plan for Subdivision with design requirements by the Planning Commission, individual site plans for building permit may be submitted for building permit approved unless the Planning Commission specifies additional review.
  - (e) Signs as permitted and regulated by the Planning Commission.
- (26) Public utility structure. Signs as regulated by the Planning Commission.
- (27) Police Station. Signs as regulated in the O-1 zone.
- (28) Race track. Signs as regulated in the C-2 zone.
- (29) Stadium. Signs as regulated in the C-2 zone.
- (30) Swimming pool. Signs as regulated in the O-1 zone.
- (31) Transit facilities.
- (32) Truck plaza.
- (33) A concealed wireless tele-communications facility may be allowed in conjunction with an approved use, provided the requirements of § 14-16-3-17 are met.
- (34) Wireless Telecommunications Facility, provided that the requirements of § 14-16-3-17 of this Zoning Code are met, and as specifically allowed below:



- (a) A concealed wireless telecommunications facility, up to 65 feet in height.
  - (b) A collocated free-standing wireless telecommunications facility, up to 75 feet in height.
  - (c) A face-mounted wireless telecommunications facility.
  - (d) A roof-mounted free-standing wireless telecommunications facility, up to 20 feet above the parapet of the building on which it is placed.
  - (e) A wireless telecommunications facility, the antennas of which are all mounted on an existing vertical structure.
- (35) Use combinations not adequately allowed and controlled in other zones, relative to a specific site. Signs as permitted and regulated by the Planning Commission.
- (36) Hospital for treatment of substance abusers.
- (37) Form based zones (TOD-MAC, TOD-COM, MX, ID and PND), provided:
- (a) The form based zones shall comply with the standards of § 14-16-3-22 Form Based Zones. The provisions of § 14-16-3-22 shall control where inconsistent with § 14-16-2-22.
  - (b) A site development plan for a form based zone is required for approval by the Planning Commission in conjunction with a zone map amendment and prior to building permit approval, with specific submittal requirements that include, but are not limited to:
    - 1. An accurate site plan at a scale of at least 1 inch to 100 feet showing: building placement, parking location, street layout, lot layout, placement of mechanical equipment, lighting and signage, public amenities, walls, and required usable open space;
    - 2. A preliminary grading plan;
    - 3. A preliminary utility plan;
    - 4. A landscape plan showing landscape areas, plant material, water harvesting areas; and
    - 5. Building elevations demonstrating building types, frontage types, heights, fenestration, shading elements, articulation, ground story clear height.
  - (c) The form based zones shall meet the eligibility requirements set forth in § 14-16-3-22(B).
  - (d) Modifications to any of the standards of the (§ 14-16-3-22) Form Based Zones may be granted by the Environmental Planning Commission or other City Council designated approval body, as set forth in § 14-16-3-22(A)(6).
- (C) Off-Street Parking.** Off-street parking shall be provided as required by the Planning Commission.
- (D) Height.** The same regulations apply as in the R-2 zone unless modified by the Planning Commission.

- (E) **Open Space.** If the SU-1 zone is mapped in an area not designated by the master plan as Redeveloping or Established Urban, 2,400 or more square feet of open space per dwelling shall be preserved. Of the total 2,400 square feet, the following minimum amounts shall be usable open space on the lot with the dwelling: 200 square feet for each efficiency or one-bedroom dwelling, 250 square feet for each two-bedroom dwelling, and 300 square feet for each dwelling containing three or more bedrooms. The remaining requirement may be met by the alternatives listed in § 14-16-3-8(A) of this Zoning Code.
- (F) **Variiances.** If the resolution approving SU-1 references the regulations of another <sup>estab.</sup> zone or if the adopted site development plan specifically incorporates such regulations, the referenced zone regulations shall apply unless a variance is approved.
- (G) Any special use that would allow the sale or dispensing of alcoholic drink for consumption off premises shall be subject to the restrictions set forth in the C-2 zone ( § 14-16-2-17 of this Zoning Code) for sales of alcoholic drink for consumption off premises except any retailing of alcoholic drink, for on or off premise consumption, within 500 feet of a community residential program or hospital for treatment of substance abusers, is prohibited pursuant to § 14-16-3-12(A)(11) ROA 1994.
- (H) **Large Retail Facility Regulations.** Any site containing a large retail facility, as defined in § 14-16-1-5 of the Zoning Code, is subject to special development regulations. The large retail facility regulations are provided in § 14-16-3-2 of the Zoning Code.

('74 Code, § 7-14-30) (Ord. 80-1975; Am. Ord. 48-1976; Am. Ord. 6-1977; Am. Ord. 26-1977; Am. Ord. 38-1978; Am. Ord. 68-1979; Am. Ord. 40-1980; Am. Ord. 49-1980; Am. Ord. 42-1981; Am. Ord. 14-1984; Am. Ord. 77-1984; Am. Ord. 11-1986; Am. Ord. 41-1987; Am. Ord. 12-1990; Am. Ord. 30-1990; Am. Ord. 47-1990; Am. Ord. 69-1990; Am. Ord. 45-1992; Am. Ord. 43-1994; Am. Ord. 8-1995; Am. Ord. 58-1995; Am. Ord. 17-1997; Am. Ord. 33-1997; Am. Ord. 9-1999; Am. Ord. 8-2000; Am. Ord. 35-2000; Am. Ord. 11-2002; Am. Ord. 50-2002; Am. Ord. 48-2003; Am. Ord. 16-2004; Am. Ord. 42-2004; Am. Ord. 4-2005; Am. Ord. 30-2005; Am. Ord. 23-2007; Am. Ord. 5-2008; Am. Ord. 7-2008; Am. Ord. 9-2009; Am. Ord. 19-2010)

**§ 14-16-2-15 O-1 OFFICE AND INSTITUTION ZONE.**

This zone provides sites suitable for office, service, institutional, and dwelling uses.

**(A) Permissive Uses.**

- (1) Antenna, up to 65 feet in height.
- (2) Beauty shop, barber shop.
- (3) Church, or other place of worship, including the usual incidental facilities. Incidental uses allowed include but are not limited to an emergency shelter operated by the church on the church's principal premises which is used regularly for public worship, notwithstanding special limitations elsewhere in this Zoning Code.
- (4) Club, provided there is no liquor license.
- (5) Community residential program except not either Community residential corrections program or Community residential program for substance abusers: up to 18 client residents, provided that the standards of § 14-16-3-12 of this Zoning Code are met.
- (6) Dwelling unit (house, townhouse, or apartment) constituting up to 25% of the gross floor area on the premises, provided usable open space is provided on-site in an amount equal to 400 square feet for each efficiency or one-bedroom dwelling unit, 500 square feet for each two-bedroom dwelling unit, and 600 square feet for each dwelling unit containing three or more bedrooms. If located in an area designated by the master plan as "Developing" or "Semi-Urban," the total open space requirement of the R-D or RA-1 zone, respectively, shall also be met.
- (7) Incidental uses within a building, most of which is occupied by offices and/or dwelling units, such as news, cigar or candy stand, restaurant, personal-service shop, and the like, provided the incidental uses comply with the following:
  - (a) The use is intended primarily for the use of the occupants of the structure.
  - (b) At least 10,000 square feet of floor area are contained in the structure.
  - (c) The use is limited to a maximum of 10% of the total floor area.
  - (d) The use is so situated within the structure that it is not directly accessible from a public right-of-way.
  - (e) A sign or window display relating to the use is not discernible from a public right-of-way, except that a portable sign shall be allowed per small business pursuant to the General Signage Regulations.
- (8) Institution, including library, museum, nursing or rest home, school, day care center, except not hospital for human beings, sanatorium, or disciplinary or mental institutions.
- (9) Medical supplies and services, such as drug prescription and supply shop, physical therapy office, or shop for fabricating and fitting prosthetic or correcting devices, or medical or dental laboratory.
- (10) Office.

- (11) Park-and-ride temporary facilities.
- (12) Parking lot, providing it complies with the following:
  - (a) Paving, all of which shall be maintained level and serviceable.
    - 1. The lot must be graded and surfaced with one of the following:
      - a. Blacktop or equal: Two inches of asphalt concrete on a prime coat over a four inch compacted subgrade, or a surface of equal or superior performance characteristics.
      - b. For parking lots of 20 or fewer spaces, Gravel: A layer at least two inches thick of gravel sized from 3/8 minimum to one inch maximum diameter, at least 1/2 inch of which shall be maintained on the surface; gravel shall be kept off the right-of-way.
    - 2. If street curbs and gutters exist adjacent to the parking lot property on a side where lot egress is allowed, the surfacing shall be blacktop for the width of the egress drive(s) and shall extend inward from the property line a minimum of 25 feet along all normal lines of egress traffic flow from the lot.
  - (b) The lot shall have barriers which prevent vehicles from extending over the sidewalk or abutting lots, or beyond the sides of a parking structure.
  - (c) A solid wall or fence at least six feet high shall be erected on sides which abut land, other than public right-of-way land, in a residential zone. (See also § 14-16-3-10 of this Zoning Code.) However:
    - 1. Such wall or fence shall be three feet high in the area within 11 feet of a public sidewalk or planned public sidewalk location.
    - 2. If the wall or fence plus retaining wall would have an effective height of over eight feet on the residential side, the Zoning Hearing Examiner shall decide the required height; such decision shall be made by the same process and criteria required for a conditional use.
  - (d) In a parking structure there shall be a six-foot solid wall on every parking level where the structure is within 19 feet of privately owned land in a residential zone.
  - (e) Ingress or egress shall be designed to discourage parking lot traffic from using local residential streets for more than 150 feet, unless no reasonable alternative is available.
  - (f) A parking lot hereafter developed shall include landscaping planted and maintained according to a Landscaping Plan approved by the Planning Director; however, the Planning Commission may waive this requirement where it is found not useful to achieving the intent of this Zoning Code.
- (13) Photocopy, photography studio, except adult photo studio.
- (14) Public utility structure, provided its location is in accord with an adopted facility plan and a site development plan for building permit purposes has been approved by the Planning Commission.

- (15) Radio or television studio.
- (16) Sign, on-premise, as provided in § 14-16-3-5 of this Zoning Code, and further provided:
- (a) Location.
    - 1. Only wall signs, canopy signs, and free-standing or projecting signs are permitted.
    - 2. A sign may not overhang into the public right-of-way, except a wall sign may protrude up to one foot into the public right-of-way. (See also § 14-16-3-5(B)(2) of this Zoning Code.)
    - 3. Projecting signs shall not project horizontally more than four feet.
  - (b) Number.
    - 1. No limit on number of wall signs.
    - 2. One canopy sign per entrance or exit shall be permitted.
    - 3. In the Established or Redeveloping Areas, one free-standing or projecting sign structure shall be permitted for each premises, or joint sign premises, providing the premises or joint sign premises is at least 100 feet wide.
    - 4. In the Developing or Semi- Urban Areas: *- per § 14-16-3-5(B)(2) of this Zoning Code*
      - a. Free-standing or projecting sign not permitted on premises of under five acres.
      - b. One free-standing or projecting sign on premises of five acres or more, provided the street frontage is at least 100 feet wide.
  - (c) Size.
    - 1. Size of Free-Standing or Projecting Signs. Sign area of a free-standing or projecting sign shall not exceed 75 square feet.
    - 2. Size of Building-Mounted Signs, Except Projecting Signs. Sign area of a building-mounted sign shall not exceed 15% of the area of the facade to which it is applied if there is no free-standing or projecting on-premise sign on the premises or joint sign premises, or 7.5% of the area of the facade if there is such a free-standing or projecting sign on the premises or joint sign premises.
  - (d) Height. Sign height shall not exceed 26 feet or the height of the walls of the tallest building on the premises, whichever is lower.
  - (e) Motion. Signs or sign parts shall not move; there shall be no wind devices. No sign shall automatically change its message unless it is a time or temperature sign.
  - (f) Lettering. No lettering on a free-standing sign shall have any character exceeding nine inches in height.

- (17) Storage structure or yard for equipment, material, or activity incidental to a specific construction project, provided it is of a temporary nature and is moved after the specific construction project is completed, or work on the project has been dormant for a period of six or more months, and further provided that it is limited to a period of one year unless the time is extended by the Planning Director.
- (18) Wireless Telecommunications Facility, provided that the requirements of § 14-16-3-17 of this Zoning Code are met, and as specifically allowed below:
- (a) A concealed wireless telecommunications facility, up to 65 feet in height.
  - (b) A collocated free-standing wireless telecommunications facility, up to 75 feet in height.
  - (c) A face-mounted wireless telecommunications facility.
  - (d) A roof-mounted free-standing wireless telecommunications facility, up to 20 feet above the parapet of the building on which it is placed.
  - (e) A wireless telecommunications facility, the antennas of which are all mounted on an existing vertical structure.

**(B) Conditional Uses.**

- (1) Antenna, over 65 feet in height.
- (2) Community residential corrections program: up to 15 client residents, provided that the standards of § 14-16-3-12 of this Zoning Code are met.
- (3) Community residential program for substance abusers with up to 15 client residents, provided that the standards of § 14-16-3-12 of this Zoning Code are met.
- (4) Dwelling units constituting more than 25% of the gross floor area on a premises, provided:
- (a) No more than 60% of the gross floor area of the structures on the site shall be developed as dwelling units, and
  - (b) Open space is provided as specified for permissive dwelling units in this zone.
  - (c) A dwelling unit constructed as a conditional use in an O-1 Zone shall permanently retain its status as an approved conditional use even if the use of the property as a dwelling unit ceases for a continuous period of more than one year. The provisions of § 14-16-4-2(D)(3) shall not apply to a conditional use approved for a dwelling unit in an O-1 Zone.
  - (d) A dwelling unit constructed as a conditional use or a permissive use in an O-1 Zone under any former ordinance shall not become a non-conforming use based on a failure to conform with (B)(4)(a).
  - (e) The request for approval of a conditional use under § 14-16-2-15(B)(4) shall be accompanied by at least one copy of an accurate site development plan for building including a proposed schedule for development. The failure to demonstrate that the non-residential uses will be developed concurrently with the residential uses is evidence that the proposal will be injurious to the neighborhood and the community.

- (5) Instruction in music, dance, fine arts, or crafts.
- (6) Public utility structure which is not permissive.
- (7) Office machines and equipment sales and repair.
- (8) Printing, copying, blueprinting incidental to office uses.
- (9) Retailing of food and drink, for consumption on premises or off, but not drive-in facility and provided that alcoholic drink is not dispensed for off-premise consumption in broken packages or the following packages within 500 feet of a pre-elementary, elementary or secondary school, a religious institution, a residential zone, a designated Metropolitan Redevelopment Area (as defined in the State Metropolitan Redevelopment Code), a city owned park or city owned major public open space:
  - (a) distilled spirits, as defined in the New Mexico Liquor Control Act, in any package that contains less than 750 milliliters;
  - (b) beer, as defined in the New Mexico Liquor Control Act, in any single container labeled as containing 16 or fewer ounces; and
  - (c) fortified wines with a volume of alcohol of more than 13.5 percent, provided that retailing alcoholic drink, for on or off premise consumption, within 500 feet of a community residential program or hospital for treatment of substance abusers is prohibited pursuant to § 14-16-3-12(A)(11) ROA 1994.
- (10) Wireless Telecommunications Facility, Roof-Mounted, up to 20 feet above the parapet of the building on which it is placed, provided that the requirements of § 14-16-3-17 of this Zoning Code are met.

**(C) Height.**

- (1) Structure height up to 26 feet is permitted at any legal location. The height and width of the structure over 26 feet shall fall within 45° angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 26 feet may not exceed the northern boundary of these 45° planes, but may be sited in any other direction within planes drawn at a 60° angle from the same boundaries or centerline. Exceptions to the above are provided in § 14-16-3-3 of this Zoning Code, and for sign and antenna height, in division (A) of this section. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses.
- (2) Exceptions to division (1) above are provided in § 14-16-3-3 of this Zoning Code, and for sign and antenna height, in division (A) of this section.

**(D) Lot Size.** No requirements.

**(E) Setback.** The following regulations apply to structures other than signs except as provided in §§ 14-16-3-1 and 14-16-3-3 of this Zoning Code:

- (1) There shall be a front and a corner side yard setback of not less than five feet and a setback of 11 feet from the junction of a driveway or alley and a public sidewalk or planned public sidewalk location.

- (2) Near residential zones, the following greater setback requirements shall apply:
- (a) There shall be a front or corner side setback of not less than ten feet where the lot is across the street from the front lot line of a facing lot in a residential zone. This setback applies to on- and off-premise signs.
  - (b) There shall be a side or rear setback of not less than five feet where the site abuts the side of a lot in a residential zone.
  - (c) There shall be a side or rear setback of not less than 15 feet where the site abuts the rear of a lot in a residential zone.
- (3) The clear sight triangle shall not be infringed upon.

**(F) Off-Street Parking.** Off-street parking shall be as provided in § 14-16-3-1 of this Zoning Code.

('74 Code, § 7-14-20) (Ord. 80-1975; Am. Ord. 40-1976; Am. Ord. 26-1977; Am. Ord. 38-1978; Am. Ord. 48-1980; Am. Ord. 61-1980; Am. Ord. 39-1983; Am. Ord. 40-1983; Am. Ord. 54-1983; Am. Ord. 11-1986; Am. Ord. 41-1987; Am. Ord. 12-1990; Am. Ord. 47-1990; Am. Ord. 58-1995; Am. Ord. 9-1999; Am. Ord. 11-2002; Am. Ord. 36-2002; Am. Ord. 4-2005; Am. Ord. 16-2005; Am. Ord. 5-2008; Am. Ord. 40-2008; Am. Ord. 6-2009; Am. Ord. 19-2010)



**§ 14-16-2-17 C-2 COMMUNITY COMMERCIAL ZONE.**

This zone provides suitable sites for offices, for most service and commercial activities, and for certain specified institutional uses.

**(A) Permissive Uses.** Permissive uses, provided there is no outdoor storage except parking and as specifically allowed below:

- (1) Antenna, up to 65 feet in height.
- (2) Clinic.
- (3) Copying, blueprinting.
- (4) Institution:
  - (a) Club.
  - (b) Day Care Center.
  - (c) Library.
  - (d) Museum.
  - (e) School, including caretaker's mobile home.
- (5) Office.
- (6) Park-and-ride temporary facilities.
- (7) Public utility structure, provided its location is in accord with an adopted facility plan and a site development plan for building permit purposes has been approved by the Planning Commission.
- (8) Residential uses permissive in the R-3 Zone with the following exceptions:
  - (a) Houses are not allowed.
  - (b) No less than 20% and no more than 60% of the gross floor area of the structures on the site shall be developed with residential uses.
  - (c) Residential uses shall be part of a vertical mix of uses (e.g. residential over commercial or residential over office).
  - (d) Where residential uses are proposed, the following regulations shall apply:
    1. Area: Minimum of 5 acres.
    2. Height: Pursuant to the R-3 Zone.
    3. Density: The total square footage of all buildings shall achieve a minimum floor area ratio of 0.3.

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4. Usable open space: Pursuant to the R-3 Zone. At least 50% of the required open space shall be provided in the form of shared or aggregate open space.
  5. Shared parking: As provided in § 14-16-3-1(E)(6)(b) except that parking for residential uses is eligible for a shared parking exception.
  6. Approval process: Site development plan approval by the Environmental Planning Commission.
- (9) Sign, off-premise, as provided in § 14-16-3-5 of this Zoning Code, and further provided:
- (a) Location.
    1. Only wall signs and free-standing signs are permitted in the Established or Redeveloping Areas.
    2. Only wall signs are permitted in the Developing or Semi-Urban Areas except that free-standing signs designated to be read from the Interstate Highway and with at least one edge within 150 feet of a moving through lane of an Interstate Highway, excluding interchange ramps, are also permitted.
    3. Separation.
      - a. No sign shall be nearer than 300 feet to any other off-premise sign.
      - b. No sign within 660 feet of the nearest edge of the public right-of-way of an Interstate Highway shall be nearer than 1,000 feet to any other off-premise sign.
      - c. But divisions a. and b. above shall not apply as to the distance between two signs separated by a building or other obstruction where the face of only one sign is visible from any point on the public right-of-way.
      - d. But divisions a. and b. above shall not apply to signs which are at some point within five feet of each other and only one of the sign faces is designed to be read from any given lane of traffic.
    4. No free-standing sign erected after January 1, 1976, shall be nearer than 100 feet to any preexisting on-premise sign.
    5. Setback
      - a. No sign shall be nearer than seven feet to any public street right-of-way, except a public right-of-way containing an Interstate Highway without a frontage road between the sign and the Interstate Highway.
      - b. No sign shall overhang a public right-of-way containing an Interstate Highway without a frontage road between the sign and the Interstate Highway.
    6. No free-standing sign shall be nearer than 150 feet to any conforming residential property.
  - (b) Size.

1. Free-standing sign area of any one sign shall not exceed 300 square feet plus an additional add-on sign area of 18 square feet, except that within 150 feet of a moving through lane of an Interstate Highway, excluding interchange ramps, the area of any one sign designed to be read from the Interstate Highway may be up to but shall not exceed 672 square feet plus an additional add-on sign area of 34 square feet. Free-standing sign length shall not exceed 60 feet.
2. Wall sign area shall be controlled by the provisions of division (9)(c)2. of this division (A).

(c) Height.

1. Sign height shall not exceed 26 feet, except:
  - a. As provided in division 2. below; and
  - b. the height of an add-on sign may be up to but shall not exceed 31 feet.
2. Within 150 feet of a moving through lane of an Interstate Highway, excluding interchange ramps, the height of the highest point of the sign shall not exceed 29 feet, measured either from grade or from the elevation of the Interstate Highway at its closest point, except the height of an add-on sign may be up to but shall not exceed 34 feet, measured in the same way.

(d) Illumination, Motion: No regulations, apart from the general sign regulations.

(10) Sign, on-premise, as provided in § 14-16-3-5 of this Zoning Code, and further provided:

(a) Location.

1. Building-mounted signs extending above the height of the building shall be permitted only if they are:
  - a. A continuation of the plane of a projecting sign or of the nearest facade; or
  - b. Counted and controlled by all number, size, and height regulations for free-standing signs, including division (c)2.b. below.
2. A sign shall not overhang into the public right-of-way more than five feet.
3. Projecting signs shall not project horizontally more than five feet, except marquee signs are permitted to project ten feet.

(b) Number.

1. In the Established or Redeveloped Areas. One free-standing or projecting sign shall be permitted for each street frontage of each premises or joint sign premises which has at least 100 feet of street frontage, or one per 300 feet of total street frontage (e.g., up to two signs allowed if 630 feet of frontage), whichever is more permissive. A portable sign may also be permitted pursuant to the General Signage Regulations.
2. In the Developing, Semi- Urban, or Rural and Open Areas.

- a. No free-standing signs on sites of under five acres except a portable sign may also be permitted pursuant to the General Signage Regulations.
  - b. One free-standing sign per street frontage shall be permitted on premises of five acres or more, provided the street frontage is at least 100 feet wide.
  - c. One free-standing sign shall be permitted on a premises with 250 feet or more of street frontage but an area under five acres, provided the maximum sign area for each of one or two faces shall not exceed 35 square feet per face.
3. One canopy sign per entrance or exit shall be permitted.
  4. No limit on number of wall signs.

(c) Size.

1. Size of Free-Standing and Projecting Signs. Sign area for a free-standing or projecting sign shall not exceed the following area:
  - a. Seventy-five square feet if the most important street abutting the lot is a local street.
  - b. One hundred square feet if the most important street abutting the lot is a collector street.
  - c. Two hundred and fifty square feet if the most important street abutting the lot is an arterial street or freeway (if division d. below does not apply).
  - d. Three hundred square feet if the sign is within 200 feet of a moving lane of a freeway and is visible from the freeway; in addition to the regular limits on numbers of signs, there shall be no more than one sign this large per business.
2. Size, Building-Mounted Signs, Except Projecting Signs.
  - a. A building-mounted sign on premises or joint sign premises where there is no free-standing on- or off-premise sign shall not exceed the following:
    - i. Twenty percent of the area of the facade to which it is applied, if the sign area is not wholly visible from an abutting collector street, arterial street, or freeway;
    - ii. Twenty-five percent of the area to which it is applied, if the sign area is wholly visible from an abutting collector street; or
    - iii. Thirty percent of the area of the facade to which it is applied, if the sign area is wholly visible from an abutting arterial street or freeway.
  - b. A building-mounted sign on premises or joint sign premises where there is a free-standing or projecting on- or off-premise sign shall not exceed one-half the percentage of facade area listed in division a. above.

- c. An off-premise wall sign may be substituted for the area which otherwise would be permitted for an on-premise sign; such sign shall be regulated by height regulations for off-premise signs.

(d) Height.

1. Height of a free-standing sign shall not exceed 26 feet, except a sign which is within 200 feet of a moving through lane of an Interstate Highway, excluding interchange ramps, may be up to but shall not exceed 26 feet above the freeway at its closest point.
2. Height of a building-mounted sign shall not exceed five feet above the height of the building, or it shall not exceed 30 feet, whichever is lower.
3. However, height of either a non-illuminated wall sign or an illuminated wall sign for a hotel or motel may be over 30 feet.

(e) Illumination, Motion, Lettering. No regulations, apart from general sign regulations.

(f) Exceptions.

1. Permitted building-mounted sign area from the front and sides of the principal building of the business may be transferred from the building to a customer service area of the same business on the same premises, provided the height of such signs shall not exceed 15 feet and setback shall be at least ten feet; such signing shall not be considered free-standing.
2. Any exceptions allowed for shopping centers, in order to provide adequate signing in special situations, shall be as provided in § 14-16-3-2 of this Zoning Code. Such a sign exception must be specifically defined in the Planning Commission resolution. Shopping centers approved prior to the effective date of this Zoning Code shall comply with sign regulations in this article unless an exception is specifically defined in a Planning Commission resolution.

(11) Radio or television studio or station.

(12) Recycling bin as an accessory use on the site, as provided in § 14-16-3-15 of this Zoning Code.

(13) Retailing of any consumer product and provision of any customer, personal, or business service, except adult amusement establishments and adult stores, hospitals for human beings and transit facilities, provided it is not listed as a conditional use in this zone, or as a permissive or conditional use listed for the first time in the C-3 zone, and with the following limitation:

- 2-11-19  
14-16-3-12(A)(11)  
ROA 1994
- (a) Alcoholic drink sales for consumption off premises; except the sale of alcoholic drink within 500 feet of a community residential program or hospital for treatment of substance abusers is prohibited pursuant to § 14-16-3-12(A)(11) ROA 1994:
    1. are limited to building area which is not within 500 feet of a residential zone; and
    2. shall not include the sale of broken packages or the following packages within 500 feet of a pre-elementary, elementary or secondary school, a religious institution, a residential zone, a designated Metropolitan Redevelopment Area (as

defined in the State Metropolitan Redevelopment Code), a city owned park or city owned major public open space:

- A. distilled spirits, as defined in the New Mexico Liquor Control Act, in any package that contains less than 750 milliliters;
  - B. beer, as defined in the New Mexico Liquor Control Act, in any single container labeled as containing 16 or fewer ounces; and
  - C. fortified wines with a volume of alcohol of more than 13.5 percent.
- (b) Vehicle sales, rental, service, repair, and storage, both indoor and outdoor, provided:
1. Outdoor activity areas (display and storage of stock in trade) meet all the specifications for a parking lot, as regulated in the O-1 zone.
  2. Outdoor storage of inoperative vehicles is limited to two vehicles at any time, and a given inoperative vehicle shall not be parked outdoors over two weeks in any 12-month period.
  3. Painting and major automotive repair is conducted within a completely enclosed building at least 20 feet from any residential zone.
  4. A truck terminal is not permitted.
  5. Outdoor vehicle storage as a principal business, where vehicles are typically not moved for one week or more, is not a permissive use.
- (c) Banking, loaning money, including pawn. Drive-in facilities included on the condition the vehicle movement plan is approved by the Traffic Engineer.
- (d) Building materials, provided they are in a completely enclosed building or within an area enclosed on all sides by a wall or fence at least six feet high which must be solid when it faces or is contiguous to land not zoned C-2, C-3, M-1 or M-2.
- (e) Circus or Carnival operation outdoor or in a tent provided:
1. The use is located at least 300 feet from a dwelling in a residential zone;
  2. The use is permitted at one location for a period not to exceed seven days in any calendar year;
  3. Hours of operation, including erection and dismantling of equipment are:
    - a. If the use is located between 300 feet and 500 feet from a dwelling, between 7:30 a.m. and 10:30 p.m.;
    - b. If the use is located 500 feet or more from a dwelling, between 6:00 a.m. and 11:30 p.m.;
  4. There is sufficient off-street parking available on the premises to meet parking requirements for all the uses on the premises. The Zoning Enforcement Officer shall approve a site plan which shall demonstrate adequate parking and vehicle circulations;

5. There are toilet facilities on the premises; and
  6. The City Fire Marshall or his authorized representative gives prior approval of any tent as meeting the requirements of Chapter 14, Article 2, Fire Code.
- (f) Drive-in restaurant, provided a solid wall or fence at least six feet high shall be erected on sides which abut land, other than public right-of-way land, in a residential zone. However, if the wall or fence plus retaining wall would have an effective height of over eight feet on the residential side, the Zoning Hearing Examiner shall decide the required height; such decision shall be made by the same process and criteria required for a conditional use.
- (g) Dry cleaning, laundry, clothes pressing, provided:
1. Only cleaning fluid which is not flammable at temperatures below 138.5° Fahrenheit may be used;
  2. The number of persons engaged in operating a laundry or dry cleaning establishment is limited to five, excluding pressers, office, clerical, or delivery personnel;
  3. That portion of the structure in which any cleaning process is done is at least 50 feet from any residential zone.
- (h) Flowers and plants, including out-door sales.
- (i) Gasoline, oil, and liquified petroleum gas retailing, including outdoor sales, but not truck plazas.
- (j) Golf driving range, miniature golf course, baseball batting range, located in a building or outdoors, provided fencing or other suitable device is employed to insure that balls are not hit out of premises.
- (k) Hospital for animals, provided it has no outside pens. One outside exercise run is permitted, provided it is enclosed with a solid wall or fence at least six feet high, and no more than one animal is permitted in the run at any one time.
- (l) One mobile home for a watchman or caretaker on the same lot with commercial uses, permissive or conditional in this zone, which do not have or normally require a permanent structure, including but not limited to used car sales lot; mobile home or recreational vehicles sales or rental lot; and circus, carnival, or similar enterprise. However, the mobile home shall not be within 100 feet of a lot in a residential zone or a dwelling unit in any zone.
- (m) Parking lot, as regulated in the O-1 zone.
- (n) Pets, as regulated in the C-1 zone.
- (o) Restaurant with outdoor seating.
- (p) Sample dwelling unit used to sell such units, including incidental sales office activity.
- (q) Secondhand store, including outside storage in the side or rear yard and if enclosed by a solid wall or fence at least six feet high.



- (r) Stand or vehicle selling fruit, vegetables, or nursery stock, provided it is limited to a period of 90 days in any calendar year. However, one renewal for an additional 90 days may be permitted by the Planning Director.
  - (s) Not permissive as retailing or services are uses listed as conditional use in this section and uses that are in substantial part industrial or manufacturing activities, e.g., automobile dismantling, sheet metal working, or tire recapping and retreading.
- (14) Storage structure or yard for equipment, material or activity incidental to a specific construction project, provided it is of a temporary nature and is moved after the specific construction project is completed or work on the project has been dormant for a period of six or more months, and further provided that it is limited to a period of one year unless the time is extended by the Planning Director.
- (15) Wholesaling of jewelry.
- (16) Uses or activities in a tent, if the uses or activities are listed elsewhere in this subsection, provided:
- (a) The tent may not be erected for more than seven days at a time and may not be erected more than two times a year on a given premises;
  - (b) There is sufficient paved off-street parking available on the premises to meet parking requirements for all uses on the premises, including the activity in the tent. The Zoning Enforcement Officer shall approve the site plan for the tent, which shall demonstrate adequate parking and vehicle circulation, prior to erection of the tent; and
  - (c) There are toilet facilities on the premises available to the users of the tent; and
  - (d) The City Fire Marshall or his authorized representative gives prior approval of the tent as meeting the requirements of Chapter 14, Article 2, Fire Code.
- (17) Wireless Telecommunications Facility, provided that the requirements of § 14-16-3-17 of this Zoning Code are met, and as specifically allowed below:
- (a) A concealed wireless telecommunications facility, up to 65 feet in height.
  - (b) A collocated free-standing wireless telecommunications facility, up to 75 feet in height.
  - (c) A face-mounted wireless telecommunications facility.
  - (d) A roof-mounted free-standing wireless telecommunications facility, up to 20 feet above the parapet of the building on which it is placed.
  - (e) A wireless telecommunications facility, the antennas of which are all mounted on an existing vertical structure.

**(B) Conditional Uses.**

- (1) Antenna, over 65 feet in height.
- (2) Cold storage plant.

- (3) Church or other place of worship, including incidental recreational and educational facilities. Incidental uses allowed include but are not limited to an emergency shelter operated by the church on the church's principal premises which is used regularly for public worship, notwithstanding special limitations elsewhere in this Zoning Code.
- (4) Community residential program, provided that the standards of § 14-16-3-12 of this Zoning Code are met.
- (5) Drive-in theater.
- (6) Emergency shelter, provided the standards of § 14-16-3-13 of this Zoning Code are met.
- (7) Fire wood sales and related storage, provided the wood is not visible from land not zoned C-2, C-3, M-1, or M-2.
- (8) Kennel.
- (9) Mobile home development, provided the development contains at least three acres. Approval of a site development plan and landscaping plan is required prior to development.
- (10) One mobile home for a watchman or caretaker on the same premises with a commercial use other than one of those uses enumerated in division (A)(12)(1) of this section. However, the mobile home shall not be within 100 feet of a lot in a residential zone or a dwelling unit in any zone.
- (11) Outdoor storage or activity, except as specifically listed as a permissive or conditional use in this section, and as further provided below:
  - (a) No outdoor storage or activity specified as a principal special use in § 14-16-2-22(B) of the Zoning Code, the SU-1 zone, may be a conditional use considered under this division (B).
  - (b) Combinations of uses, some or all of which are outdoor uses, which interact to create a more intense use, operating as one coordinated enterprise or attraction are not normally appropriate for approval as conditional uses under this division (B), being more properly controlled as SU-1 zone special uses.
  - (c) Outdoor uses which would impact their environs with appearance, light, noise, odor, or similar environmental problems likely to be unpleasant to neighboring premises and uses shall not be approved.
  - (d) Outdoor conditional uses often justify special requirements to keep the appearance or other aspects of the outdoor storage or activity from negatively impacting adjacent land.
  - (e) Outdoor vehicle storage as a principal business, where vehicles are typically not moved for one week or more, is not appropriate if it will be significantly visible from adjacent streets or nearby residential, office, or commercial uses: if approved, this type of storage requires special buffering.
- (12) Parking of more than two truck tractors and two semitrailers for over two hours.

- (13) Park-and-ride joint-use facilities, if it is determined that under the conditions imposed there will not be a shortage of on-site parking for the activities on the site; in such situations, no parking variance is required.
- (14) Pony riding without stables, provided it is located at least 300 feet from a dwelling which is a conforming use.
- (15) Retail sale of alcoholic drink for consumption off premises, where the portion of the building used for such business is within 500 feet of a residential zone, provided such sales shall not include the sale of broken packages or the following packages within 500 feet of a pre-elementary, elementary or secondary school, a religious institution, a residential zone, a city owned park or city owned major public open space except the retailing of alcoholic drink, for on or off premise consumption, within 500 feet of a community residential program or hospital for treatment of substance abusers, is prohibited pursuant to § 14-16-3-12(A)(11) ROA 1994 and further provided that such sales shall not include:
  - (a) distilled spirits, as defined in the New Mexico Liquor Control Act, in any package that contains less than 750 milliliters;
  - (b) beer, as defined in the New Mexico Liquor Control Act, in any single container; and
  - (c) fortified wines with a volume of alcohol of more than 13.5 percent.
- (16) Public utility structure which is not permissive.
- (17) Retail business in which products may be manufactured, compounded, processed, assembled, or treated, as an accessory use, including carpentry, plumbing, sheet-metal working, upholstering, sign painting, making of metal stamps, catering, baking, confectionery making, or jewelry or curio making, provided:
  - (a) All activities are conducted within a completely enclosed building.
  - (b) The number of persons engaged in the manufacturing, processing, assembling, or treating of products is limited to ten, excluding office, clerical or delivery personnel.
  - (c) Activities or products are not objectionable due to odor, dust, smoke, noise, vibration, or other cause.
- (18) Tire recapping or retreading, provided:
  - (a) The activity is incidental to the major use and is conducted within a completely enclosed building.
  - (b) Outdoor storage of tires is enclosed by a solid wall or fence at least six feet high.
  - (c) Tires stored outdoors may not be stacked above the plane established by the top of the required surrounding wall.
- (19) Transfer or storage of household goods, provided:
  - (a) Parking and maneuvering of trucks is permitted only off the street in an off-street parking area as regulated by this article.

- (b) Servicing of trucks is permitted only within a building or an area completely enclosed by a solid wall or fence at least eight feet high.
- (20) Uses or activities in a tent, if the uses or activities are listed elsewhere in this section, provided there is sufficient paved off-street parking available on the premises to meet parking requirements for all uses on the premises, including the activity in the tent, and provided that the Fire Marshal [i.e., the Chief of the Fire Prevention Bureau] or his designated representative gives prior approval of the tent as meeting the requirements of Chapter 14, Article 2, Fire Code.
- (21) Wireless Telecommunications Facility, Roof-Mounted, up to 20 feet above the parapet of the building on which it is placed, provided that the requirements of § 14-16-3-17 of this Zoning Code are met.
- (C) **Height.** Height shall be as provided in the O-1 zone, except sign and antenna height shall be as provided in division (A) of this section.
- (D) **Lot Size.** No requirements.
- (E) **Setback.** Setback shall be as provided in the O-1 zone.
- (F) **Off-Street Parking.** Off-street parking shall be as provided in § 14-16-3-1 of this Zoning Code.
- (G) **Shopping Center Regulations.** Any site in this zone classified as a Shopping Center site, as defined in § 14-16-1-5 of this Zoning Code, is subject to special site development regulations. The Shopping Center Regulations are provided in § 14-16-3-2 of this Zoning Code.

('74 Code, § 7-14-22) (Ord. 80-1975; Am. Ord. 40-1976; Am. Ord. 57-1976; Am. Ord. 13-1977; Am. Ord. 26-1977; Am. Ord. 74-1977; Am. Ord. 38-1978; Am. Ord. 55-1978; Am. Ord. 74-1980; Am. Ord. 42-1981; Am. Ord. 40-1983; Am. Ord. 54-1983; Am. Ord. 74-1985; Am. Ord. 11-1986; Am. Ord. 80-1986; Am. Ord. 41-1987; Am. Ord. 62-1988; Am. Ord. 3-1990; Am. Ord. 12-1990; Am. Ord. 30-1990; Am. Ord. 47-1990; Am. Ord. 63-1990; Am. Ord. 69-1990; Am. Ord. 43-1991; Am. Ord. 39-1992; Am. Ord. 50-1992; Am. Ord. 13-1993; Am. Ord. 2-1994; Am. Ord. 58-1995; Am. Ord. 9-1999; Am. Ord. 11-2002; Am. Ord. 10-2004; Am. Ord. 42-2004; Am. Ord. 4-2005; Am. Ord. 16-2005; Am. Ord. 43-2005; Am. Ord. 7-2006; Am. Ord. 23-2007; Am. Ord. 5-2008; Am. Ord. 6-2009; Am. Ord. 19-2010)

**§ 14-16-3-2 SHOPPING CENTER REGULATIONS.**

*See D for Large Retail Facility Regulations.*

This section controls the development of shopping center sites.

**(A) General.**

- (1) No structure shall be erected on a shopping center site except in conformance with a duly approved site development plan. Once approved, such a plan or subsequent amended plan is binding on the entire area of the original site development plan. Sales of all or part of the premises do not alter the effect of the plan. Platting of lots or creation of smaller premises do not alter the effect of the plan. Subsequent to execution of the site development plan, use of the site entirely for manufacturing, assembling, treating, repairing, rebuilding, wholesaling, and warehousing for a period of over one year does change the status of the site as a shopping center and suspends the legal effect of the site development plan for so long as the uses remain.
- (2) The rights and duties of the city and of the applicant which result from the approval of an application under this section run with the land and are binding upon successors in interest of the applicant. When an application is approved, a copy of the approved Site Development Plan and Landscaping Plan or record of exemption shall be kept in the office of the Planning Director. A building permit for a shopping center site shall be issued only upon presentation of working plans and specifications drawn in close conformity with an approved Site Development Plan.
- (3) The Planning Director shall designate shopping center sites on the official zone map by the symbol "SC."
- (4) The Planning Commission may modify the boundaries of or eliminate an existing Shopping Center designation for any site, upon application by the property owner, if the Planning Commission finds no public benefit in continued application of the shopping center regulations because most of the site has been allowed to develop without the guidance of a site development plan.

**(B) Shopping Center Requirements.** The following regulations apply to an application for a building permit for construction on a shopping center site, except applications covering on-site parking expansion:

- (1) An applicant shall submit a Site Development Plan and Landscaping Plan for the shopping center site.
- (2)
  - (a) Access to the shopping center site is limited to approaches designed according to accepted traffic engineering practice, so laid out as to be an integral part of the parking area and loading facilities.
  - (b) Pickup points shall be so designed that vehicles do not create congestion on an abutting public way. No loading and unloading is to be conducted on a public way.
- (3) Landscaping of shopping center sites must comply with the regulations of § 14-16-3-10 of this Zoning Code. The Planning Commission may require additional buffer landscaping if it finds it necessary due to demonstrably unusual circumstances.
- (4) Free-standing signs on shopping center sites shall be limited to one on-premise sign per 300 feet of street frontage on arterial and collector streets. Maximum signable area shall be 150

square feet per sign face and maximum sign height shall be 26 feet. Off-premise signs shall not be permitted on shopping center sites.

- (5) Upon approval, the applicant is responsible for payment of the cost for the necessary traffic control devices and channelization to shelter vehicular turning movements into the shopping center or shopping center site, channelization to be designed according to accepted advanced geometric design technique. These responsibilities must be outlined and agreed upon between the applicant and the city at the time of approval of the Site Development Plan.
- (6) The site division regulations established in § 14-16-3-2(D)(3) ROA 1994, apply to all retail facilities with over 90,001 aggregate square feet of gross leasable space.

**(C) Procedure.**

- (1) Approval and revision of plans is the same procedure as for SU-1 plans.
- (2) The Planning Commission may review the plan and progress of development at least every four years until it is fully implemented to determine if it should be amended.

**(D) Large Retail Facility Regulations.**

- (1) Applicability.
  - (a) Provisions of this section and § 14-8-2-7, Responsibilities of Applicants and Developers, shall apply to the following, as determined by the Environmental Planning Commission (EPC):
    1. New construction of a large retail facility;
    2. Change of use from a non- large retail facility to a large retail facility as defined in § 14-16-1-5;
    3. Building expansion of more than 50% of the existing square footage.
  - (b) Building expansion of 10% to 50% of the existing square footage of an existing large retail facility shall be subject to the following requirements:
    1. Pre-application discussion with the Planning Review Team (PRT).
    2. Compliance with the large retail facilities design regulations as determined by the EPC. The EPC before issuing final design regulations shall request input from neighborhood associations with boundaries that are within 200 feet of the proposed project.
  - (c) Building expansion up to 10% of the existing square footage and building renovation of an existing large retail facility shall comply with the design regulations in this section to the extent possible as determined by the Planning Director.
- (2) Location and Access of Large Retail Facility. The following regulations manage the location and design of large retail facilities. These regulations are necessary for the proper functioning and enjoyment of the community. They protect the quality of life within surrounding residential areas, support efficient traffic flows, and provide consistent regulations for such facilities. Large retail facilities shall be located to secure adequate street capacity to transport pedestrians and vehicles to and from large retail facilities, and

discourage traffic from cutting through residential neighborhoods. The regulations result in efficient and safe access for both vehicles and pedestrians from roadways in the Metropolitan Transportation Plan to neighborhoods in the vicinity of large retail facilities. The Planning Director, after initial review of a large retail facilities proposal, may require the site to comply with the next level of large retail facilities regulations.

(a) Large retail facilities containing 75,000 to 90,000 sq. ft. net leasable area are:

1. Permitted in C-2, C-3, M-1, M-2, IP, SU-1 and the SU-2 Zones for uses consistent with C-2, C-3, M-1, M-2, IP Zones; and
2. Permitted in C-1 zones if the project site or site plan reviewed for subdivision is greater than seven acres.
3. Required to be located adjacent to and have primary and full access to a street designated as at least a collector in the Mid-Region Council of Governments' Metropolitan Transportation Plan and having at least two through traffic lanes.

(b) Large retail facilities containing 90,001 to 124,999 sq. ft. net leasable area are:

1. Permitted in C-2, C-3, M-1, M-2, and IP zones and SU-1 and SU-2 zones for uses consistent with C-2, C-3, M-1, M-2, IP Zones; and
2. Required to be located adjacent to and have primary and full access to a street designated as at least a collector in the Mid-Region Council of Governments' Metropolitan Transportation Plan and having at least four through traffic lanes.

(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
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 in the Mid-Region Council of Governments' Metropolitan Transportation Plan and shall have full access to these roadways. One of the adjacent roadways shall have at least four through traffic lanes and the other adjacent roadway shall have at least six through traffic lanes or is designated a limited access principal arterial in the Mid-Region Council of Governments' Metropolitan Transportation Plan and have a minimum of four lanes.
3. If an arterial or collector street has yet to be built to its full cross-section and does not have the required number of lanes, the large retail facility may have access onto the roadway if the roadway is identified on the Metropolitan Transportation Plan as having the required number of lanes at full build-out.
4. If access control policies prohibit access onto one of the adjacent roadways, a local road may be used as access if it has direct access to at least two roadways that are identified on the Long Metropolitan Transportation Plan, does not pass directly through a residential subdivision and at least one of the intersections is signalized.
5. If access to a location fulfills the criteria of this section but control policies outside the city jurisdiction prohibit access onto one of the adjacent arterial or

collector streets, the remaining arterial or collector street may serve as the sole access if it has direct access to two intersections with an arterial and the intersections are signalized.

6. If warrants are met, the intersection of the primary driveway and the arterial street shall be signalized, unless prohibited by the City Traffic Engineer for safety reasons, at the expense of the applicant. The applicant may place the name of the development on the mast-arm of the signal.
- (3) Site division. These regulations create block sizes for large retail facility that are walkable and support land use changes over time. The site plans for subdivision in Phase One and the Final Phase, if proposed, shall subdivide or plan the site as follows:
- (a) The entire site shall be planned or platted into maximum 360 foot by 360 foot blocks except as provided in Items (c) and (d) of this division (D)(3).
  - (b) Primary and secondary driveways (or platted roadways) that separate the blocks shall be between 60 feet and 85 feet wide and shall include the following:
    1. Two ten-foot travel lanes;
    2. Two parallel or angle parking rows or a combination of such on both sides of the driveway rights of way are permitted but not required;
    3. Two six-foot landscaped buffers with shade trees spaced approximately 30 feet on center;
    4. Two eight-foot pedestrian walkways constructed of material other than asphalt;
    5. Pedestrian scale lighting that provides at least an illumination of 1.2 to 2.5 foot candles or the equivalent foot lamberts; and
    6. Standup curb.
  - (c) One block can be expanded to approximately 790 feet by 360 feet if a main structure (including retail suite liners) covers more than 80% of the gross square footage of a block.
  - (d) If the site dimensions result in irregular block sizes, blocks of different dimensions are allowed provided:
    1. The block sizes achieve the intent of this section;
    2. Approval is granted by the EPC;
    3. The narrow side of the block abuts the adjacent street that provides the primary access; and
    4. The center of the long side has a major entrance, including a forecourt.
- (4) Development Phasing and Mixed-Use Component. The large retail facility regulations address the build-out of a large site over time in order to guide the transition from more vehicle-oriented "big box" type retail development with large surface parking fields to finer-scaled, pedestrian oriented, mixed-use development, replacing surface parking with some



parking structures, producing a village center that is integrated into the surrounding neighborhoods. This transition reflects actual trends in development and creates a better, more marketable, and higher use development.

- (a) Site development plans for Phase One shall be submitted to the EPC for approval. If future and/or final phases are proposed on the site, site development plans containing a level of detail appropriate for the phasing of the development shall also be submitted to the EPC for approval.
  - (b) Mixed Use Component. Mixed use development is strongly encouraged in both Phase One and the Final Phase of the site plans for all large retail facilities.
- (5) Site Design. These regulations are intended to create pedestrian connections throughout the site by linking structures, make pedestrian connections to external neighborhoods and other uses, and to provide landscaping compatible with the site's scale for pedestrian shade and aesthetic beauty. The regulations will result in an active pedestrian street life, replace large off-street parking fields with parking structures and transit options, conserve energy and water, and meet the goals of the Albuquerque/ Bernalillo County Comprehensive Plan and the Planned Growth Strategy. The following subsections (a) through (n) apply to all large retail facility sites:
- (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.
  - (b) Off-Street Parking Standards:
    - 1. If a structure or structures, including retail suite liners, occupies more than 80% of a planned or platted block, the off street parking shall be placed on another block.
    - 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. Parking areas may front onto roadways identified as limited access in the Mid-Region Council of Governments' Metropolitan Transportation Plan, provided that they are adequately screened with landscape walls and plantings. If a project has multiple phases the final phase site plan, if proposed, shall show the elimination of surface parking areas but may include parking structures.
    - 3. If the site is planned into 360 foot by 360 foot lots as called for in these regulations, parking requirements may be met by spaces located on a block immediately adjacent to the structure creating the parking demand.
    - 4. Every third double row of parking shall have a minimum ten foot 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. Tree wells, planters or supports for shading devices may encroach on the walkway up to three feet. In no case shall the walkway be diminished to less than five feet width at any point.
    - 5. Parking requirements for a large retail facility with a mixed use component may use "best practice" standards for shared parking such as Driving Urban

Environments: Smart Growth Parking Best Practices, a publication of the Governor's Office of Smart Growth, State of Maryland. Refer to § 14-16-3-1 for shared parking requirements.

(c) On-Street Parking Standards:

1. Arterial or collector roadways abutting a large retail facility with a posted speed limit of 35 miles or less per hour shall have on-street parking utilizing a parking/queuing lane under the following standards and if approved by the Traffic Engineer:
  - a. On-street parking may use the existing adjacent outside lanes on an arterial or collector.
  - b. The parking/queuing lane may be provided by moving the curb lines within the property line and dedicating the parking/queuing lane to the city. The existing through lanes shall not be used as the parking/queuing lane unless a traffic analysis indicates that this will not result in unacceptable degradation of traffic flow, though existing can be restriped in a narrower configuration to provide space for the parking/queuing lane.
  - c. The parking/queuing lane has a maximum width of 16'.
  - d. Curb extensions/bump-outs shall be constructed at the ends of each block and shall include landscaping to be maintained by the property owner pursuant to a maintenance agreement with the city.
  - e. Street trees shall be planted pursuant to the Street Tree Ordinance, Chapter 6, Article 6, ROA 1994.
2. The regulations for parking credits and reductions set forth in § 14-16-3-1(E)(6) shall apply to this subsection except that 100% of the on-street parking shall be credited towards the project's parking requirements.

(d) Signage.

1. Signage shall comply with the shopping center regulations for signage, § 14-16-3-2(B).
2. All signage shall be designed to be consistent with and complement the materials, color and architectural style of the building(s).
3. All free-standing signs shall be monument style.
4. The maximum height of any monument sign shall be 15 feet.
5. Building-mounted signage that faces residential zoning shall not be illuminated.
6. Building-mounted signs shall consist of individual channel letters. Illuminated plastic panel signs are prohibited.

- (e) Drive-up windows must be located on or adjacent to the side or rear walls of service or retail structures and the window shall not face a public right of way.

## (f) Petroleum Products Retail Facility.

1. Facilities shall be located at a street or driveway intersection.
2. The frontage of the principal structure shall face and line the two streets and follow the set-back and glazing standards for retail suite liner.
3. Fuel pumps, service facilities, ATMs, storage areas, and repair bays are to be screened from the major street by the principal structure.
4. If the structure between the street and the fueling island is not at least the length of the canopy that is over the fueling island, or if there is no service facility structure, the perimeter of the facility shall be screened by either a landscaped berm three feet in height or a wall at least three feet in height.

## (g) Truck Bays.

1. Truck bays adjacent to residential lots must be separated from the adjacent lot by a minimum of 40 feet. A minimum 15 foot wide landscape buffer and a six-foot 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. Dock and truck well facilities must also be screened with a masonry wall that extends vertically eight feet above the finish floor level and horizontally 100 feet 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 10:00 p.m. and 6:30 a.m. if the truck bays are located within 300 feet of a residential structure unless negotiated with adjacent property owners and approved by the EPC.
2. Truck bays not adjacent to residential lots must be screened with a masonry wall extending vertically eight feet above the finish floor level and horizontally 100 feet from the face of the dock to screen the truck. Screen walls shall be designed to blend with the architecture of the building.

## (h) Landscaping. The following landscaping requirements shall apply:

1. Landscaped traffic circles are encouraged at the intersection of interior driveways or platted streets.
2. One shade tree is required per eight parking spaces. Shade trees may be located at the center of a group of four to eight parking spaces, clustered in parking row end caps, or located along internal pedestrian ways. Shade trees lining a pedestrian way internal to a parking area may count as a canopy tree of a parking space. Trees in landscape buffer areas shall not count as parking space trees.
3. Shade trees along pedestrian walkways shall be spaced approximately 25 feet on center.
4. Water conservation techniques shall be utilized where possible and as approved by the City Hydrologist or City Engineer. Such techniques may include water harvesting and permeable paving. Water from roof runoff should be directed or stored and used to assist all trees and landscaping. Parking spaces that meet infiltration basins or vegetated storm water controls 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.

- (i) Pedestrian walkways. Internal pedestrian walkways shall be planned and organized to 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 eight feet in width and constructed of materials other than asphalt. 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.
- (j) A pedestrian plaza or plazas shall be required of all large retail facility development as follows:
  1. Large retail facility sites that include a main structure less than 125,000 square feet in size shall provide public space pursuant to § 14-16-3-18(C)(4) of the Zoning Code.
  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. A minimum of 50% of the required public space shall be provided in the form of aggregate space that encourages its use and that serves as the focal point for the development. The aggregate space required shall:
    - a. Be linked to the main entrance of the principal structure and the public sidewalk or internal driveway;
    - b. Include adequate seating areas. Benches, steps, and planter ledges can be counted for seating space;
    - c. Have a portion (generally at least 40%) of the square footage of the plaza area landscaped with plant materials, including trees;
    - d. Be designed for security and be visible from the public right of way as much as possible;
    - e. Have pedestrian scale lighting and pedestrian amenities such as trash receptacles, kiosks, etc.
- (k) Lighting.
  1. Ornamental poles and luminaries, a maximum of 16 feet in height, shall be used as pedestrian scale lighting.
  2. The maximum height of a light pole, other than those along pedestrian walkways, shall be 20 feet, measured from the finished grade to the top of the pole.
  3. All on-site lighting fixtures shall be fully shielded to prevent fugitive light from encroaching into adjacent properties and/or right-of-way.

- (l) **Outdoor Storage.** Outdoor storage as part of a mixed use development or within a C-1 or C-2 zoned site is not allowed. Outdoor uses such as retail display shall not interfere with pedestrian movement. Where the zoning permits and where outdoor storage is proposed, it shall be screened with the same materials as the building.
- (m) **Transit stops.** If transit stops exist or are planned adjacent to a large retail facility, they shall include a covered shelter with seating provided at the developer's expense. Either the interior of the structures shall be lighted or the area surrounding the structures shall be lighted to the same standards as pedestrian walkways. If the transit stop is within the public right-of-way, the city shall assume ownership of the shelter and responsibility for maintenance.
- (n) **Storm Water Facilities and Structures.** The following regulations apply to site hydrology:
  - 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.
  - 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.
  - 3. Ponds, retention and detention areas shall be shallow to prevent the need for defensive/security fencing yet have the capacity to manage storm waters in a 100 year event.
  - 4. Trees, shrubs, and groundcover shall be included in storm water basins.
  - 5. Bare patches shall be re-vegetated as soon as possible to avoid erosion, according to a landscaping and maintenance plan.
- (o) **Energy efficient techniques** shall be utilized to reduce energy and water consumption where possible and as approved by the City Hydrologist or City Engineer.
- (6) **Main Structure Design.** The following subsections (a) through (d) apply to main structures:
  - (a) **Setback.**
    - 1. Main structures shall be screened from the adjacent street by means of smaller buildings, retail suite liners, or 20 foot wide landscape buffers with a double row of trees.
    - 2. Where the front facade of a retail suite liner is adjacent to a street, the maximum front setback shall be ten feet for private drives and 25 feet for public roadways.
    - 3. Main structures abutting residentially zoned land shall be set back from the property line at least 60 feet.
  - (b) **Articulation.**
    - 1. Facades 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. Where patios are provided, at least one of the recessed walls shall contain a window for ease of surveillance and the patio shall contain shading and seating. Where retail suite liners are provided, they shall be accessible to the public from the outside.

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 feet of a wall may occur without an offset vertically of at least 24 inches.
  3. For the retail suite liner, the vertical offset shall be a visible change (minimum 6 inches), a change in material may be used for articulation at the same interval and the visible change in roof plane or parapet height shall be a minimum of 18 inches.
  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.
- (c) Materials.
1. Engineered wood panels, cyclone, chain-link, and razor-wire fencing are prohibited.
  2. Design of the external walls and the principal entrance must include three 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.
- (d) Landscaping.
1. The buffer for main structures across the street from residentially-zoned land shall be at least 23 feet wide and include two rows of street trees. The trees shall be located pursuant to the guidelines set forth in Crime Prevention Through

Environmental Design Recommendations. The landscaping of the berm shall provide year-round screening.

2. The public sidewalk adjacent to the main structure may be located within the berm and between the rows of trees. The sidewalk must be a minimum of seven feet behind the curb.
- (7) Mixed-Use Component. The following subsections (a) through (g) apply to Mixed Use Development:
- (a) Uses and building forms. The mixed use component may include a mix of the following building forms and uses:
    1. Apartments or condominiums.
    2. Apartments or condominiums over storefronts.
    3. Courtyard housing.
    4. Live-work.
    5. Townhouses.
    6. Lofts.
    7. Lofts over flex.
    8. Senior housing.
    9. Mixed income housing including a minimum of 20% affordable at 80% or less of Area Median Income (AMI) for fee simple unit and 60% or less of AMI for rental units. If rental units are multiple sizes, only a maximum of 50% of the rental units set aside for 60% or less of AMI shall be the size of the smallest size category of rental unit in the project.
    10. Office building.
    11. Office over storefronts.
    12. Civic, cultural, and community buildings.
    13. Parking structures with commercial or housing liners.
    14. Schools, both traditional and technical vocational.
  - (b) Density.
    1. Minimum density: 12 dwelling units per acre.
    2. Minimum FAR: .30.
    3. Maximum density: As determined by the EPC.

(c) **Building Heights.** Heights within the mixed use portion of the large retail facility site may vary depending on location. Structures adjacent to residentially zoned parcels shall be subject to the height requirements of the O-1 Zone and shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses. The heights of buildings along the central driveway or street and adjacent to a major arterial or freeway may exceed four stories so long as the average building height of all structures in the mixed use site does not exceed the maximum of four stories and no individual structure exceeds a height of seven stories.

(d) **Building Setbacks.**

Primary Building	Mixed Use Component
(1) Street-Facing Setback with Ground-Floor Storefront	
a. On Private Drive	10 foot minimum
b. On Public Street	15 foot maximum
(2) Street-Facing Setback without Ground-Floor Storefronts	
a. On Private Drive	10 foot minimum
b. On Public Street	15 maximum
Interior Side Setback (from property line)	Attached or 5' maximum
Interior Side-Side Separation (btw. Adjacent buildings)	Attached or 10' maximum
Interior Rear Setback (from property line)	5' from alley ROW; 20' if no alley (e.g. parking lot)
Interior Rear-Rear Separation] (btw. Adjacent buildings)	30' minimum.
Interior Side-Rear Separation - (btw. Adjacent buildings)	20' minimum

**Note 1:** Features that may encroach into a pedestrian way up to the maximum specified: eaves (4' max.), awnings (8' max.), and minor ornamental features (2' max). Over pedestrian ways, projections must be more than 8 feet above finished grade.

**Note 2:** Features that may encroach into setbacks facing driveways or streets (but not driveway or street right-of-ways), up to the maximum specified: arcades & trellises (to driveway or street r.o.w.), porches & stoops (8' max.), eaves (4' max.), awnings (8' max.), and minor ornamental features.

(e) **Street Frontage.** All street frontages in the mixed-use component shall be:

1. Lined by buildings with windows and primary entries, not garage doors; parking areas shall be located to the rear or side of the building.
2. Building facades shall occupy at least 50% of the street frontage.

(f) **Articulation.** Mixed-use structures shall have a change in visible roof plane or parapet height for every 50 feet in length, however each distinct roof length does not have to



equal 50 feet in length. Massing and articulation are required to be developed so that no more than 50 feet of wall may occur within a six foot minimum change in the visible vertical offset, or at the same interval a change in material may be used for articulation and the visible change in roof plane or parapet height shall be a minimum of 18 feet.

(g) Entrances and Glazing. Each ground floor use shall have one entrance minimum for each 50' or less of building frontage length.

(h) Materials. The materials standards for the mixed use component are as follows:

1. Engineered wood panels, cyclone, chain-link, and razor-wire fencing are prohibited.
2. Arcades, awnings, cantilevers, portals and shed roofs may be made of metal, fabric, concrete tile, clay tile, or slate (equivalent synthetic or better).
3. A mixed-use component shall include at least four of the following design features:
  - a. Balconies.
  - b. Projecting cornices and brackets.
  - c. Eaves.
  - d. Exposed lintels.
  - e. Multiple veneers (i.e. stone and stucco).
  - f. Pitched roof forms.
  - g. Planter boxes.
  - h. Slate or tile work and molding integrated into the building.
  - i. Transoms.
  - j. Trellises.
  - k. Wall accenting (shading, engraved patterns, etc.).
  - l. Any other treatment that meets the intent of this section and that receives the approval of the EPC.

(i) On-Premise Signage.

1. Appropriate signage includes blade signs, awning signs, and wall-mounted or hanging metal panel signs. Internally illuminated box signs, billboards, roof-mounted, free-standing, any kind of animation, and painted window signs, and signs painted on the exterior walls of buildings are not allowed. No flashing, traveling, animated, or intermittent lighting shall be on or visible from (i.e. through windows) the exterior of any building.

2. Wall signs are permitted within the area between the second story floor line and the first floor ceiling within a horizontal band not to exceed two feet in height. Letters shall not exceed 18 inches in height or width and three feet in relief. Company logos or names may be placed within this horizontal band or placed or painted within ground floor or second story office windows and shall not be larger than a rectangle of eight square feet. Projecting signs may not be more than 24 inches by 48 inches and a minimum ten feet clear height above the sidewalk and may be hung below the third story level. Signs may not project more than 36 inches perpendicular to the right-of-way beyond the façade. Lettering on awnings is limited to nine inches in height.
- (8) Maintenance Agreement for Vacant or Abandoned Site. Large retail facilities sometimes are vacated due to changing conditions in the retail market. To maintain a quality built environment, large retail facilities 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 the following minimal standards, among others as deemed appropriate by the Planning Director:
- (a) The landscaping shall be watered, pruned and weeded.
  - (b) The parking areas shall be cleaned of dirt and litter.
  - (c) The building facades shall be kept in good repair, cracked windows shall be replaced and graffiti removed.
  - (d) Outdoor security lighting shall be maintained and operated.
  - (e) Hydrology systems shall be kept in good working order.

('74 Code, § 7-14-40B) (Am. Ord. 23-2007)

## APPLICATION INFORMATION



# City of Albuquerque



## DEVELOPMENT/ PLAN REVIEW APPLICATION

Supplemental form

### SUBDIVISION

- Major Subdivision action
- Minor Subdivision action
- Vacation
- Variance (Non-Zoning)

### SITE DEVELOPMENT PLAN

- for Subdivision
- for Building Permit
- Administrative Amendment (AA)
- IP Master Development Plan
- Cert. of Appropriateness (LUCC)

### STORM DRAINAGE (Form D)

- Storm Drainage Cost Allocation Plan

### S Z ZONING & PLANNING

- Annexation
- County Submittal
- EPC Submittal
- Zone Map Amendment (Establish or Change Zoning)
- Sector Plan (Phase I, II, III)
- Amendment to Sector, Area, Facility or Comprehensive Plan
- Text Amendment (Zoning Code/Sub Regs)
- Street Name Change (Local & Collector)
- APEAL / PROTEST of...**
- Decision by: DRB, EPC, LUCC, Planning Director or Staff, ZHE, Zoning Board of Appeals

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2<sup>nd</sup> Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

### APPLICATION INFORMATION:

Professional/Agent (if any): Tierra West LLC PHONE: 505-858-3100

ADDRESS: 5571 Midway Park Place NE FAX: 505-858-1118

CITY: Albuquerque STATE NM ZIP 87109 E-MAIL: \_\_\_\_\_

APPLICANT: Silver Leaf Ventures, LLC PHONE: 505-883-4131

ADDRESS: 5319 Menaul Blvd. NE FAX: \_\_\_\_\_

CITY: Albuquerque STATE NM ZIP 87110 E-MAIL: \_\_\_\_\_

Proprietary interest in site: Owner List all owners: \_\_\_\_\_

DESCRIPTION OF REQUEST: Amendment to Site Development Plan for Subdivision & Site Development Plan for Building Permit

Is the applicant seeking incentives pursuant to the Family Housing Development Program?  Yes.  No.

### SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Lot or Tract No. Lots 1, 2 & 3 Block: \_\_\_\_\_ Unit: \_\_\_\_\_

Subdiv/Addn/TBKA: North Andalucia @ La Luz

Existing Zoning: SU-1 for C-2, O-1 & PRD Proposed zoning: No Change MRGCD Map No \_\_\_\_\_

Zone Atlas page(s): E-12 UPC Code: 101206220010931201/101206215006131202/101206216302831203

### CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX\_Z, V, S, etc.): CZ-81-53/Z-91-17

SPR-81-21-14/Z-1522/AX-91/Z-89-2/ #s1000932,1000965,1002452 & 1003859

### CASE INFORMATION:

Within city limits?  Yes Within 1000FT of a landfill?  No

No. of existing lots: 3 No. of proposed lots: 3 Total area of site (acres): +/- 23.89

LOCATION OF PROPERTY BY STREETS: On or Near: Coors Boulevard NW

Between: Montano Road NW and Mirandela Street NW

Check-off if project was previously reviewed by Sketch Plat/Plan , or Pre-application Review Team . Date of review: \_\_\_\_\_

SIGNATURE [Signature] DATE 10/26/11

(Print) Ronald R. Bohannon, P.E. Applicant:  Agent:

### FOR OFFICIAL USE ONLY

Form revised 4/07

<input type="checkbox"/> INTERNAL ROUTING	Application case numbers	Action	S.F.	Fees
<input checked="" type="checkbox"/> All checklists are complete	<u>11EPC - 40067</u>	<u>SBP</u>		<u>\$ 385.00</u>
<input checked="" type="checkbox"/> All fees have been collected		<u>ADV</u>		<u>\$ 75.00</u>
<input checked="" type="checkbox"/> All case #s are assigned		<u>CMF</u>		<u>\$ 50.00</u>
<input checked="" type="checkbox"/> AGIS copy has been sent		<u>ASPS</u>		<u>\$ 255.00</u>
<input checked="" type="checkbox"/> Case history #s are listed				
<input type="checkbox"/> Site is within 1000ft of a landfill				\$ _____
<input type="checkbox"/> F.H.D.P. density bonus				Total
<input type="checkbox"/> F.H.D.P. fee rebate				<u>\$ 765.00</u>

Hearing date December 8, 2011

[Signature] 10-27-11 Project # 1003859  
Planner signature / date

**FORM P(1): SITE DEVELOPMENT PLAN REVIEW – E.P.C. PUBLIC HEARING**

- SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC16) Maximum Size: 24" x 36"**
  - IP MASTER DEVELOPMENT PLAN (EPC11)**
    - \_\_\_ 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
    - \_\_\_ Scaled Site Plan and related drawings (folded to fit into an 8.5" by 14" pocket) **20 copies.**
    - \_\_\_ For IP master development plans, include general building and parking locations, and design requirements for buildings, landscaping, lighting, and signage.
    - \_\_\_ Site plans and related drawings reduced to 8.5" x 11" format (**1 copy**)
    - \_\_\_ Zone Atlas map with the entire property(ies) clearly outlined
    - \_\_\_ Letter briefly describing, explaining, and justifying the request
    - \_\_\_ Letter of authorization from the property owner if application is submitted by an agent
    - \_\_\_ Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
    - \_\_\_ Completed Site Plan for Subdivision and/or Building Permit Checklist
    - \_\_\_ Sign Posting Agreement
    - \_\_\_ Traffic Impact Study (TIS) form with required signature
    - \_\_\_ Fee (see schedule)
    - \_\_\_ List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.**

- SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC15) Maximum Size: 24" x 36"**
- SITE DEVELOPMENT PLAN and/or WAIVER OF STANDARDS FOR WIRELESS TELECOM FACILITY (WTF) (EPC17)**
  - 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
  - Site Plan and related drawings (folded to fit into an 8.5" by 14" pocket) **20 copies.**
  - Site Plan for Subdivision, if applicable, previously approved or simultaneously submitted. (Folded to fit into an 8.5" by 14" pocket.) **20 copies**
  - Site Plans and related drawings reduced to 8.5" x 11" format (**1 copy**)
  - Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied)
  - Letter briefly describing, explaining, and justifying the request
  - Letter of authorization from the property owner if application is submitted by an agent
  - Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
  - Sign Posting Agreement
  - Completed Site Plan for Subdivision and/or Building Permit Checklist
  - Traffic Impact Study (TIS) form with required signature
  - Fee (see schedule)
  - List any original and/or related file numbers on the cover application

**NOTE:** For wireless telecom facilities, requests for waivers of requirements, the following materials are required in addition to those listed above for application submittal:

- \_\_\_ Collocation evidence as described in Zoning Code §14-16-3-17(A)(6)
- \_\_\_ Notarized statement declaring number of antennas accommodated. Refer to §14-16-3-17(A)(13)(d)(2)
- \_\_\_ Letter of intent regarding shared use. Refer to §14-16-3-17(A)(13)(e)
- \_\_\_ Affidavit explaining factual basis of engineering requirements. Refer to §14-16-3-17(A)(13)(d)(3)
- \_\_\_ Distance to nearest existing free standing tower and its owner's name if the proposed facility is also a free standing tower §14-16-3-17(A)(17)
- \_\_\_ Registered engineer or architect's stamp on the Site Development Plans
- \_\_\_ Office of Community & Neighborhood Coordination inquiry response as above based on ¼ mile radius

**EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.**

- AMENDED SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC01) Maximum Size: 24" x 36"**
  - AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC02)**
    - Proposed amended Site Plan (folded to fit into an 8.5" by 14" pocket) **20 copies**
    - DRB signed Site Plan being amended (folded to fit into an 8.5" by 14" pocket) **20 copies**
    - DRB signed Site Plan for Subdivision, if applicable (required when amending SDP for Building Permit) **20 copies**
    - Site plans and related drawings reduced to 8.5" x 11" format (**1 copy**)
    - Zone Atlas map with the entire property(ies) clearly outlined
    - Letter briefly describing, explaining, and justifying the request
    - Letter of authorization from the property owner if application is submitted by an agent
    - Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
    - Sign Posting Agreement
    - Completed Site Plan for Building Permit Checklist (not required for amendment of SDP for Subdivision)
    - Traffic Impact Study (TIS) form with required signature
    - Fee (see schedule)
    - List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.**

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

Ronald R. Bohannon, P.E.

Applicant name (print)

10/26/11

Applicant signature / date



Form revised November 2010

- Checklists complete
- Fees collected
- Case #s assigned
- Related #s listed

Application case numbers  
 WEPC - 40067  
 WEPC - 40068

Project #: 1003859  
 Planner signature / date: 10-27-11

July 27, 2011

Mr. Doug Peterson, Chair  
Environmental Planning Commission  
City of Albuquerque  
P.O. Box 1293  
Albuquerque, NM 87103

**RE: Lots 1, 2 & 3  
North Andalusia at La Luz**

Dear Chairman Peterson:

The purpose of this letter is to authorize Tierra West LLC to act as agent on behalf of Silverleaf Ventures, LLC and pertaining to any and all submittals made to the City of Albuquerque for the above-referenced site.

**Peggy Daskalos**

Print Name

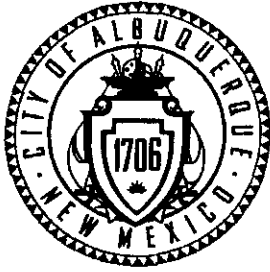
Signature

**Managing Partner, Silverleaf Ventures, LLC**

Title

Date

7/27/11



City of Albuquerque  
P.O. Box 1293 Albuquerque, New Mexico 87103  
**Planning Department**  
Deborah Stover, Director

**Richard J. Berry, Mayor**  
**Perry, CAO**  
October 26, 2011

**Robert J.**

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**SUBJECT: ALBUQUERQUE ARCHAEOLOGICAL ORDINANCE—Compliance Documentation**

**Project Number(s):** 1003859  
**Case Number(s):** N/A  
**Agent:** TIERRA WEST, LLC  
**Applicant:** SILVER LEAF VENTURES, LLC  
**Legal Description:** LOTS 1, 2 & 3, NORTH ANDALUCIA @ LA LUZ  
**Zoning:** SU-1 FOR C-2, O-1 & PRD  
**Acreage:** +/- 23.89 ACRES  
**Zone Atlas Page:** E-12

**CERTIFICATE OF NO EFFECT:** Yes \_\_\_\_\_ No \_\_\_\_\_  
**CERTIFICATE OF APPROVAL:** Yes  X  No \_\_\_\_\_

**TREATMENT PLAN REVIEW:** YES  
**DISCOVERY:** YES

**SUPPORTING DOCUMENTATION:**

**Data Recovery Plan for LA 138927, LA 138928, and Features in Albuquerque, NM. (Toni R. Goar, P.I. Marron and Associates 2011).**

**SITE VISIT: YES**

**RECOMMENDATION(S):**

- ***CERTIFICATE OF APPROVAL IS ISSUED (ref O-07-72 Section 4C(1), preservation plan implemented). Field work completed and final report in preparation.***

**NOTE:** This Certificate of Approval is issued for compliance purposes with reference to the Albuquerque Archaeological Ordinance only. Compliance with the above-referenced data recovery plan and final project sign-off is under authority of the New Mexico Historic Preservation Division. Post-excavation monitoring of earth-moving activity required as part of site construction.

**SUBMITTED:**

Matthew Schmader, PhD *Matthew F. Schmader*  
Superintendent, Open Space Division



# TIERRA WEST, LLC

December 23, 2011

Ms. Catalina Ferrer, Senior Planner  
Planning Department  
City of Albuquerque  
P.O. Box 1200  
Albuquerque, NM 87103

RE: **Preliminary Review Comments**  
**Project # 1003859**

Dear Ms. Lena:

Per your correspondence dated December 16, 2011, regarding the above referenced property, please find the following responses addressing the comments listed below:

**1. Site Development Plan for Subdivision:**

- A. Requests to modify access on Montano Rd., a limited access roadway, must be considered through the Mid-Region Council of Governments (MRCOG) process. Please provide any documentation you have regarding this process.

**The letter was included in the previously submitted package.**

- B. The copy of the North Andalusia at La Luz site development plan for subdivision (04EPC-01845) came out blurry and is hard to read. Please place the proposed revisions on a clearer copy.

**We obtained another copy of the Site Plan for Subdivision from Consensus Planning and this is the best copy we can obtain.**

- C. The explanation of the proposed amendment (#4 in a triangle) needs to be placed after amendments 1 and 2, near the bottom of the sheet. Include an explanation of the additional acreage proposed to be reallocated to C-2 uses.

**The proposed amendment #4 was relocated on the plan as we discussed in our meeting last week.**

- D. A #4 in a triangle needs to be added near the bottom of the sheet so a date can be inserted later. Note: the #3 amendment will be used for the project at the NE corner of Coors Blvd. and Learning Rd.

**The keyed note was added and we allowed for a space to place amendment #3.**

- E. Please address the change in allocation of C-2 uses proposed. The 2005 approved total is 22.51 acres (11.23 + 11.28). The zoning descriptor indicates a +/- 23.3 acres max. is allowed. The proposed Tracts 1A-D, at 9.73 acres, is 0.51 acre less. The proposed Tracts 2A-C is 0.26 acre more, for a net change of 0.29 acre (more of C-2 uses).

**This was a rounding error in the area calculations and the areas for the tracts were corrected and now total 22.51 acres.**

2. Note regarding the D-1 uses. I calculate the following. The proposed Tract 2A (0.71 acre) and the proposed Tract 3A (0.67 acre) add up to 1.38 acres which is the same acreage as the approved Tract 3, so no change.

We concur.

3. The proposal must comply with the Goals and policies in the Comprehensive Plan, the Westside Strategic Plan, the Coors Corridor Sector Development Plan (which includes View Regulations), the Large Retail Facility (LRF) Regulations and the North Andalusia at La Luz Design Standards.

We concur.

## 2. "Overall Site Plan" and Site Development Plan for Building Permit:

### Overviewing

- A. Re-label the "Overall Site Plan" as an illustrative master plan.
- B. The illustrative master plan must address the components of the definition of site development plan for subdivision found in Zoning Code 14-16-1-5, in narrative format in the following order, in the right-hand side of sheet C5:

- 1. The site proposed use;
- 2. The use of a table would be OK here, only: maximum building height, minimum building height, setbacks, maximum FAR;
- 3. Egress and ingress, vehicle ingress and egress, internal circulation.

Note that an illustrative master plan does not include details that typically go on a site development plan for building permit, such as most of the details listed below.

- C. A signature block is needed on both the illustrative master plan and the site development plan for building permit.

**The "Overall Site Plan" was removed from the set since all of the information shown on that plan was either contained on the Amended Site Plan for Subdivision or Site Plan for Building Permit. Therefore items A, B, and C need not be addressed.**

### Specifics

- D. Include a statement that the site development plan for building permit is required to comply with the Design Standards in the North Andalusia at La Luz site development plan for subdivision.

**This statement is reflected in Site Plan Note #2.**

- E. Easement information goes on the site development plan for building permit. Indicate zoning for the site based on the vicinity map.

**Easement information is shown on the Site Plan for Building Permit and the zoning was added under the Vicinity Map.**

- F. Item B above and provide what is requested for the illustrative master plan. Parking and landscaping calculations are not needed for the future lots. The parking and landscape calculations are required on the site development plan for building permit sheet for Lot 1.

**All of the required calculations are shown in the Site Data table and follow the zoning code.**

- j. Show the math for the parking calculations, including the calculation rate used, the steps and the result for the required and provided parking.

**All of the required calculations are shown in the Site Data table and follow the zoning code.**

- k. Specify material for all pedestrian connections (textured and/or colored concrete, thermoplastic).

**All pedestrian connections shall be colored, patterned concrete as called out on Sheet C4.**

- l. Clearly delineate pedestrian crossings with special paving treatment where they cross vehicular entrances and drive aisles (Design Standards, Sheet 2). Add such crossings across the entrances on Mirandela St. and across the area near the roundabout.

**The pedestrian connections across the vehicular entrances were added to Sheet C4.**

- m. Dimension all sidewalks and pedestrian paths. Use consistent symbols for each different type of pathway.

**All pedestrian connections utilize the same symbol and are dimensioned.**

- n. Where pedestrian connections do not continue or stop, connect them. Pedestrian access shall be provided from structures to the public sidewalk (Design Standards, Sheet 2).

**All pedestrian walkways connect to the building or the public sidewalk.**

- o. Ensure that a six-foot clear path will be maintained. Amenities, landscaping, etc. may not encroach into the clear area (ZC 14-16-3-18).

**This statement is reflected in Site Plan Note #13.**

- p. Instead of striping, provide a raised, textured concrete crossing in front of the entrances. Indicate color, material, and amount raised.

**Our client wishes to distinguish this area from the pedestrian walkway that runs along the access aisle in front of the store and would like it to remain as shown on the Site Plan for Building Permit and detailed on Sheet C15.**

- q. Correct the parking calculations to match the number of spaces drawn. Handicap spaces are counted in the vehicle space total, but motorcycle spaces are not.

**The parking calculations were updated and include all of the handicap and motorcycle parking.**

#### View Height Analysis

- r. The ground line (as shown in AGIS) that runs along the eastern edge of the east driving lane of Capers Blvd. is 5003.11 ft. I don't understand where 5003.26 comes from. For the 4 feet above the roadway, get 5003.

**The elevation of 5003.26 comes from the ALTA survey that was completed for this site. The ALTA survey included a new topographic survey to establish the existing grades in detail and was completed using the 1988 Datum as required by City regulations. A copy of the ALTA was sent to you via email on December 19<sup>th</sup>. We are**

not aware of how the contours shown on AGIS were established and what datum they are on.

- B. On the grading and drainage plan, turn on the layer that shows the elevations of the contour lines.

The elevations for the index contours were added in more places on the Sheet C10.

- C. The view plane diagrams should be scaled.

The scale for the View Planes is 1"=50' and is shown on the lower right corner of Sheet C5.

- D. To be meaningful, view line C must touch the proposed building. Adjust the view line accordingly.

View line "C" was removed from the exhibit.

- E. View line B does not touch the highest portion of the proposed building. Adjust the view line downward so that it goes through the middle of the building, where the height is 34 ft.

view line "B" was shifted to pass through the highest point of the building.

- F. View line A crosses the portion of the proposed building that is 28.75 feet tall, not 28 feet tall.

The cross-section for view line "A" was updated to reflect the latest building elevations.

- G. Use the elevation numbers to label the ground level, the 4 feet view plane line and the building height on all view plane diagrams. Indicate the difference between the numbers.

The elevation numbers were changed to the format we discussed in our meeting last week.

- H. Regarding the modeled results, the three view lines ("stations") looking east need to correspond to the location of the view lines on the first view analysis sheet.

The view plan lines shown on Sheet C6 with the superimposed building were added to demonstrate the view to the trees in the Bosque are not impeded, which was a concern raised in the facilitated meeting. This also demonstrates compliance with the Coors Corridor Plan (except for the middle massing element encroaches one foot more than allowed). This encroachment balances the Coors Corridor Plan requirements with the Large Retail Facility Elevations. These views were added in addition to the Coors Corridor view alignments shown on Sheet C5. We have added a short narrative to explain the purpose of the view plan pictures on Sheet C6.

Elevations: Sheets provided by the Architect address all of the comments listed below.

- A. The color names are same colors on the color legend.
- B. No, it's the pair colors Empire Gold and Meadowlark. They don't appear in my SW paint sampler, but they are from another manufacturer?
- C. Draw a dimension box (dotted lines) around building-mounted signage. Indicate dimensions and square footage on the elevations sheet and the detail sheet (see F below).
- D. Done with the elevations horizontally.

- F. Specify lighting for each building-mounted sign.
  - F. Though the canopies and trellises were slightly extended, they need to be extended more as to provide sufficiently to provide shade for pedestrians. Creating a pedestrian environment is a primary goal of the Design Standards and the LRF regulations. The canopies and trellis need to be functional, not just decorative.
  - G. Label and show building-mounted lighting in vehicular and/or storage areas. It cannot be higher than 20 feet (Coors Corridor Sector Development Plan (CCSDP), p. 98).
  - H. Add a note: mechanical equipment shall be screened from public view (CCSDP, p. 100).
- The color rendering set does not match the elevations in terms of building design and colors used. Provide an accurate set of color renderings.
- A. I noticed that the colors used in the rendering aren't all that close to the colors in my SW paint sampler. To illustrate color, it would be more effective to bring in color samples painted on the material as proposed.
  - K. Additionally, some of the colors used appear really dark. The building would be more sensitive to the context of the built environment if some colors are "bumped up" on the paint strips to be a lighter color (ex. Cobble Brown to Down home) while maintaining low LRVs (< or = to 45%).

#### Detail Sheets

- A. Two detail sheets (which were provided before) are still needed. The revised site plan set has 1 detail sheet because some of the details provided previously were eliminated. Re-state the details (except for the sanitary sewer cleanout details, which are on the utility plan) and add the new details requested in the first memo and/or herein to the detail sheets.

**The detail sheet was expanded to two sheets with the additional details requested.**

- B. Re-state the "plan view" of the refuse enclosure area. In addition to the elevation (already provided), "Specify color of walls and gates" (to match" or "by architect" are not specific).

**The plan view of the compactor area was added to Sheet C12.**

- C. Africa is not an appropriate material for gates in this climate and creates a maintenance problem. Use a better material, such as metal. Note: The LRF regulations prohibit faux wood. Reference.

**The wood gate was changed to a metal gate.**

- D. Specify lighting or indicate none as a note for the monument sign details.

**A note was added to the monument sign details that each sign variation would be internally lit.**

- E. Re-state the parking lot light pole detail.

**The parking lot light pole detail was added to Sheet C13.**

- F. Provide detail for pedestrian lighting. Add notes regarding maximum height and illumination (design standards). Must be ornamental style (see the LRF Regulations).

**A pedestrian light pole detail was added to Sheet C13.**

- C) Provide a detail for each type of pedestrian connection (i.e. crosswalks, drive-aisle crossings, pathways, etc.)

**All of the pedestrian connections are intended to be the same so only the one detail is provided on Sheet C12.**

- H) Provide a detail of the 8 ft. trail in the landscape buffer abutting Coors Blvd. The design standards have this detail (see sheet 2).

**This detail is shown on the landscape plans, Sheet C7.**

- I) What is "associate parking"? The symbol on the legend isn't shown on the site development plan.

**Associate parking is for store employees and we have removed this designation from the plans.**

Landscaping Plan:

- A) Ensure that minimum distance between tree and back of curb is 2 ft. (Ref: Street Tree Ord.)

**The Landscape Plan has been reviewed and no tree is within 2' of a back of curb.**

- B) Increase landscaping coverage with living vegetative material in areas where cobble is shown (including but not limited to the buffer on the Coors side and landscape areas on the north and eastern sides)

**The Landscape Plan has already been modified to increase the plant material coverage, specifically in the cobble areas, and meets the required percentage for coverage of landscape area with living plant materials.**

- C) Reference the Irrigation Standards in 6-1-1-10 ROA 1994

**As discussed, an emitter detail has been added to the 2<sup>nd</sup> sheet.**

- D) Fix the landscaping calculations based on acreage. Show the calculations, steps and results.

**The calculations are provided which indicate that the landscape plan is in compliance with the requirements.**

- E) How was the figure for impervious area calculated?

**The impervious area is the site area minus the building footprint and landscape areas, which generally includes all parking lots, drive aisles and paved service/delivery areas.**

- F) Count 454 parking spaces. The sheet says 450 and the landscaping plan says 462. Use the same number consistently.

**The site layout has been revised and includes 480 spaces; our parking lot tree requirement is based on this number.**

- G) Add note regarding planting beds at grade and use of notches for water harvesting

This note was added.

4. Site location of notches and provide a notch detail

**The notches are identified on the Site Plan, and a detail has been provided on the site plan as well. We have added a note that references the Site Plan and Grading Plan.**

Replace the Golden Rain Tree in the planters. It has a high water requirement, and is likely to die and become a maintenance problem.

**The Golden Rain Tree is a medium water use tree and is perfectly suited to be located in the planters and therefore has not been substituted.**

5. Provide a detail (on the second landscape page) of the landscaping in front of the entrance. It is unclear if the proposed trees are in pots or planters or the ground.

**An enlargement of the area in front of the store was provided on sheet 2 with the raised planters and tree wells clearly labeled. We have also included a cross section of the screen wall and landscape area along Mirandela.**

### 3. Design Standards - North Andaluia at La Luz

*The following is a preliminary list of instances of non-compliance with the Design Standards, noting which standard is violated, and whether a revision is needed to demonstrate compliance.*

*Compliance with all of the design standards is required, as noted on the site development plan for multi-family.*

Purpose: Explain how you believe the proposal addresses the design standards' primary goal for the property - to achieve a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character.

**This plan achieves a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character that is appropriate for a designated Community Activity Center by providing numerous pedestrian connections from this property to the proposed multi-family developments and school to the south as well as the future commercial developments to the north. Pedestrian walkways also connect to the existing trail network that leads to the Bosque area and existing bike trail. The pedestrian connections are shaded with abundant trees and varieties of shrubs along with amenities such as raised planters, benches and shading structures. The ultimate design of the shopping center combined with the multi-family development (which together comprise the master planned North Andaluia at La Luz project) provide for a mixed use development with numerous shopping/employment opportunities within walking distance of the residential areas.**

Pedestrian & Site Amenities: A pedestrian-friendly environment is a primary design objective. High-quality and consistency in benches, plazas, walkways and lighting will help achieve this. Address benches and lighting by providing details and indicating locations, and explain how benches, plazas, walkways and lighting are consistent.

**This site provides for numerous pedestrian connectivity and amenities. All of the pedestrian connections are colored patterned concrete and heavily landscaped. Ornamental pedestrian scale lighting is provided along each path as shown on Sheet C4 and detailed on Sheet C15. Raised planters and benches are provided along the walkway in front of the store and in the designated plaza areas. Details of the ornamental benches are provided on Sheet C15. All lighting, benches and pedestrian connections are consistent throughout this project as**

demonstrated on the Site Plan for Building Permit and are consistent with the requirements provided and detailed on the Amended Site Plan for Subdivision.

Trails & Sidewalks:

Bullet 7- provides information

**This development has no private trails.**

Bullet 3- provides information

**All site plans are required by federal regulation to provide for ADA accessible routes to the front door. This site complies with this requirement with slopes being 2% or less for the ADA routes to the building front. This is demonstrated by the Conceptual Grading Plan and will be further defined when the Grading Plan for Building Permit is submitted to the City for review.**

Bullet 5- revisions needed.

**All pedestrian crossings are clearly demarcated on the Site Plan for Building Permit.**

Bullet 4- revisions needed

**Bicycle racks are shown and called out on the Site Plan for Building Permit as keyed note #23.**

Parking

Bullet 2- revise calculations check count and demonstrate compliance

**All required calculations are shown in the Site Data table and comply with the Zoning Code**

Parking Area Setbacks Bullet 1- check esp. parking near SE corner.

**All parking areas meet the setbacks specified in the Design standards, including the southeast corner of the site.**

Screening Walls & Fences:

Bullet 2- provide information/detail

**Detail for screen walls and retaining walls provided on Detail Sheet C12**

Bullet 4- provide information/detail

**Perimeter wall locations specified on the Site Plan for Building Permit include pedestrian openings, as required by the Design Standards.**

Bullet 3- see note: Screen opening on E elevation

**Retaining wall material is split face CMU, which is in compliance with the Design Standards.**

Architecture

**Commercial building style paragraph- 1) add notes re: ground and mechanical equipment screening and 2) add articulation to the E elevation. All sides required to be similarly articulated**

**All mechanical equipment is screened and Site Plan note #9 on the Site Plan for Building Permit addresses the need to screen the roof top units. Any ground mounted units are already being screened from the public right of way by the use of landscaping and a perimeter wall. All sides of the building are articulated to meet the Large Retail Facility Zoning Code.**

Non-Residential & Multi-Family Residential Standards:

Bullet 1- Refer to Zoning Code 14-16-3-18 site design regulations. Revise to comply with these standards. Pedestrian features and Outdoor seating.



**Pedestrian features and outdoor seating is provided for along the main pedestrian corridor in front of the building. Shade structures and raised planters along with benches are provided at numerous locations. Trees are provided along the front of the major façade at a rate of one tree for every 30 feet of building façade for a total of 12 trees. Canopies and trellis are also provided at numerous points along the major façade.**

Bullet 1: Revise and add additional features to create a departure from generic, franchise architecture

**Plans provided by the Architect to address this comment.**

#### Lighting

Bullet 2: provide detail

**All lighting is required to follow the New Mexico Night Sky Ordinance and all lighting on this site will have full cut off so there is no bleed over. Lighting details are provided on Sheet C13.**

Bullet 3: provide detail and location of ped-scale lighting.

**The locations of the pedestrian lighting are shown on the Site Plan for Building Permit and a detail is shown on Sheet C13**

#### Signage

Bullet 4: revise. Minor monument sign not allowed on Mirandela

**There is nothing stating a sign cannot be placed on Mirandela. This bullet only states which signs are allowed on Coors Blvd. and Montano. As stated in Bullet 2 of this section Entry signs are allowed and shall be monument type.**

Bullet 5: provide information

**All signage as proposed complies with this requirement.**

Bullet 6: revise. Building mounted signage to ensure it does not exceed 6% of the façade to which it is applied

**See the Architectural sheets, which show the height of the sign.**

Bullet 7: provide information

**The starburst design and the word "Walmart" constitute the company's business logo and would be allowed on a plastic panel sign. The signs for the development are all located in non-residential areas of the property.**

#### Utilities

Bullet 8: revise. Minimum easement width is 7.5 ft.

**All proposed utility easements are 20 feet wide. The only easement shown less than 7.5 feet wide is a sidewalk easement which doesn't fall under this requirement.**

#### Neighborhood Street & Traffic Calming Standards

Bullet 9: revise. Include landscape parkway

**Landscaping parkways have been provided. Please see Sheet C7.**

Bullet 10: provide detail

**Notes for the handicap ramps have been added to the Site Plan for Building Permit and the detail is shown on Sheet C12**

#### Transportation Demand Management (TDM)

Builer 3 - revise - Add carpool spaces

**Carpool spaces were added to the north side of the building as shown on the Site Plan for Building Permit**

Builer 4 - revise - Add bicycle racks/spaces

**Bicycle racks are shown on the Site Plan for Building Permit as Keyed Note #23 and detailed on Sheet C12**

#### 4. Large Retail Facilities (LRF) Regulations

*The following is a preliminary list of instances of non-compliance with the LRF regulations, noting where improvement is needed. These comments relate primarily to site layout and not elevations, which are addressed in a separate memo. Page references are to Zoning Code 14-16-3-2 Shopping Center Regulations.*

##### Site Design:

A. 14-16-3-2(D)(2) LRF's are "required to be located adjacent to and have primary and full access to a street designated as at least a collector." Coors Blvd. is a principal arterial. However, the access to Coors Blvd. is right-in, right-out. Full access is needed to comply with this regulation.

**Section 14-16-1-5 defines "Large Retail Facility" as "a shopping center site with a main structure of 75,000 square feet or more is a Large Retail Facility." The site plan for building permit for the Walmart store should not be viewed independently of the larger "shopping center" site which has full access at Learning Road. The City's Zoning Enforcement Officer, Ms. Juanita Garcia, has considered this issue and determined that the LRF site meets the access requirements of Section 14-16-3-2(D)(2)(b), and this determination is consistent with precedent already established by the City in its approval of a Lowe's at Hotel Circle (Case No. 08EPC40071, Project No. 1007320).**

B. 14-16-3-2(a) - Maximum allowable block size is 360 feet by 360 feet (see exception in c and in C below). Driveways shall be between 60 and 85 feet wide and shall include items 1 through 6, as listed: two travel lanes, two parking rows (permitted, not required), two landscape buffers, two pedestrian walkways, pedestrian-scale lighting, standup curb. These items are used to create and differentiate the blocks. (Note: see the November 18, 2011 memo for details). *Double landscape buffers are provided for the east-west block divider, but not for the north-south block divider (#3). A pedestrian-scale lighting detail is needed and locations must be shown (#5) to demonstrate compliance. Stand-up curb must be shown in these locations to demonstrate compliance. #4*

**Pedestrian scale lighting is provided and shown on the Site Plan for Building Permit. All curb is raised and is called out on the Site Plan for Building Permit.**

C. 14-16-3-2(c) - Block expansion is allowed if the structure covers at least 80% of the block; however, in the proposed site layout the building does not. *No change. This block expansion provision cannot be applied since the structure covers less than 80% of the block. Therefore, the block where the building is sited is non-compliance with (3)(a).*

**Applicant believes that the intent of the ordinance has been met and the proposed block is approvable under Section 14-16-3-2(D)(3)(d).**

D. 14-16-3-2(d) - Primary and secondary driveways that separate blocks are required to be between 60 and 85 feet wide. *Driveways separating the blocks which need to be dimensioned, are between 7 feet and 24 feet wide and therefore do not comply.*

The driveways should be measured from parking space to parking space since that is part of the definition for the driveway to divide a block. Therefore the driveways shown on the Site Plan for Building Permit are all within the 60'-85' range.

- E. 15.16.15(b)(2): Place parking on at least two sides of the proposed building, so it does not dominate building or street frontage. Note that parking requirements may be met by spaces located on a block immediately adjacent [see (5)(b)(3)]: *The majority of parking is on the western side (43) spaces. Though parking is provided on the north and south sides of the building (49 spaces), parking still dominates the building on the street frontage side.*

The City has approved other LRFs for which parking dominated the site. Specifically, the Lowe's at Hotel Circle (Case No. 08EPC40071, Project No. 1007320) and the Lowe's at Unser Crossing (Case No. 08EPC40034/40035/40039, Project No. 1007204). Applicant notes that the parking field is more than 10 feet below the street grade along Coors Blvd. and is screened with double rows of trees to help provide a buffer.

- F. 15.16.15(b)(4): Every third double row of parking shall have a minimum ten foot wide continuous walkway dividing that row" and shall be shaded. *The previous submittal complied but has a detail not. The walkway in the middle (leading towards the garden center area) is required to be 6 feet, not 8 feet wide. Shading is required for the whole walkway, not just in places.*

The sidewalk in the double row of parking was widened to 10 feet and landscaping is provided along its length.

- G. 15.16.15(b)(4): Water conservation techniques such as water harvesting and permeable paving, shall be used where possible. Place curb notches into curbing of landscaping beds to harvest water as supplemental irrigation. The landscape beds need to be at grade. *Curb notches need to be shown on the landscape plan and the grading and drainage plan, in places where water can flow through them. Add notes to ensure that landscape beds will be at-grade. Permeable paving near tree wells would be beneficial to help the trees survive and filter water as it flows toward the Bosque.*

Curb notches are shown on the Site Plan for Building Permit and the Conceptual Grading Plan. A detail is provided on Sheet C12. A note stating landscape beds shall be at grade was added to the Landscape Plan.

- H. 15.16.15(b): Ensure that pedestrian walkways are the required 8 ft. minimum wide (except for the third double row of parking which is 10 ft - see F above) and that the walkways are constructed of materials other than asphalt (textured, colored concrete or thermoplastic). *Some details (e.g. on south side) are 6 feet wide and don't meet the minimum width. Details regarding material type have been removed. Provide a legend to demonstrate what material each texture depicts corresponds to.*

All pedestrian crossings are the same width as the sidewalks they connect to and are dimensioned on the Site Plan for Building Permit.

- I. 15.16.15(b): Ensure that pedestrian walkways along internal driveways or internal streets are lined with shade trees and pedestrian scale lighting as required. *Pedestrian scale lighting details are shown and locations aren't shown.*

All sidewalks are lined with trees and pedestrian scale lighting as shown on the Landscape Plan and Site Plan for Building Permit.

- I. p. 3-15 (b)(k)(1)- Ornamental poles and luminaires, max. 16 ft., shall be used as pedestrian lighting. Provide detail and show on site development plan. *Detail of pedestrian scale lighting not provided and locations not shown.*

**A pedestrian scale light pole detail was added to Sheet C13.**

- K. p. 3-18 (b)(k)(3)- All on-site lighting fixtures shall be fully shielded. *Detail needed to demonstrate compliance.*

**All site lighting complies with the New Mexico Night Sky Ordinance and the details shown on Sheet C13 demonstrate the cut-off nature of the lights being used on site.**

- L. p. 3-19 (c)(f)- Add note stating that any outdoor retail displays will not interfere with pedestrian movement. *Note not added.*

**This statement is reflected in Site Plan Note #13.**

- M. p. 3-19 (d)(m)- Transit stop(s) shall include a covered shelter with seating. Indicate the location of any transit stops/shelters. *Not indicated, note not added.*

**The Transit stop relocation is detailed in Site Plan Note #21.**

- N. p. 3-19 (d)(n)(1)- Main structures are required to 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. Provide one of the options for screening the proposed building. *None of these has been provided so the proposal does not comply.*

**The main structure is screened by a double row of trees along Coors Blvd. and by an 8 foot tall screen wall on top of a 3 foot tall landscape berm along Mirandela Rd. which is also heavily landscaped.**

- O. p. 3-24 (2)(3)- A Maintenance Agreement is required. *Not provided.*

**A form of Maintenance Agreement was provided by e-mail on December 21, 2011.**

**Elevators - Sheets provided by the Architect to address the comments listed below.**

- P. p. 3-15 (d)(d)(2)- All signage shall be designed to be consistent with the architectural style of the building. Provide details of all proposed signage, including materials, colors, dimensions and location. *Lighting information is still needed. Specify if the signage is individual channel letters or single panels.*

- Q. p. 3-15 (d)(e)(1)- Ensure that the facade with the primary customer entrance, and façades adjacent to public streets, plazas or internal driveways, contains Retail Suite Liners, display windows, or a recessed patio at a minimum depth of 20 feet. A combination of all three is ok, but these must be provided along 50% of the façade length. Where patios are provided, at least one of the recessed walls shall contain a window. *The patio is required to contain shading and seating, none of these requirements have been met. The recessed patio would be at the main entrance, recessed from it at least 20 feet. To make 50% of the façade length, the patio can be combined with other options such as display windows. The patio is required to have seating and shading, as required.*

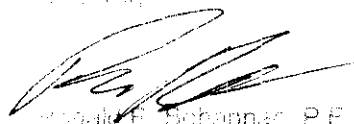
- R. p. 3-15 (d)(f)(2)- Every 30,000 gross square feet of structure shall be designed to appear as a building of one distinct building mass with different expressions. For the proposed 98,901 sf building, three distinct building masses are required. They must look separate and distinct.

Figure that building mass is broken up so the building appears as smaller, distinct components that are separated as required. *This has not occurred: the building still looks like one building breaking up to appear as 3 distinct, smaller buildings (west elevation) will lessen the impact of its mass and make it sensitive to the context of the built environment. More pronounced changes in height and using materials and color combinations to make each of the 3 parts distinct, will help achieve compliance.*

- S 10-2-20 (b)(1)(2)- The building masses (three in this case) mentioned above are required to have a change in visible roof plane or parapet height. No more than 100 feet of length may occur without a vertical offset of at least 24 inches (2 feet). *The minimum offset is 2 feet. More height differentiation (ex: 4 feet) would help the building appear as if it were 3 distinct buildings, which is required pursuant to (5)(a) - see also P above. Two feet is the minimum, a greater off-set would provide more differentiation between masses of the building.*
- F 10-2-20 (b)(1)(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. *The canopies and trellises add up to approximately 41% of the façade now, however, this purpose is to provide shade for pedestrians. One trellis protrudes 6 ft and another 4 ft and are too short to provide much shade. Canopy protrusion is unknown, also pedestrians want walk through a drive-thru so these canopies don't count. The trellises need to be extended both lengthwise (to make up for not counting the canopies) and extended further from the building. Columns to support them can be used.*
- D 10-2-20 (b)(1)(2)- Design of the external walls and the principal entrance must include 3 of the following items in that section (items a through j). The walls have accenting (item d), 2 more options need to be applied. The building has multiple finishes (item a), two more options need to be applied. *The wall detail shows accenting (item i) and a projecting cap (item b). One more option needs to be applied, another finish option (item a) such as stucco would work. Regarding the cornice, creases have been added. It is unclear if the cornice projects, specifics are needed. Another design option is required, slate or tile work, and/or lintels and/or transoms and/or wall of water. Any or a combination of these would work.*

If you have any questions or need additional information regarding this matter, please do not hesitate to contact me.

Sincerely,



Donald H. Schannar, P.E.

Enclosure

Mr. Ernesto H. Hure  
Atty. Kendall  
11111  
1078, IN 111

December 16, 2011

TO: Jon Niski, Tierra West LLC  
CC: Ron Bohannon, Tierra West LLC

FROM: Catalina Lehner, Senior Planner, Planning Department  
CC: Carmen Marrone, Current Planning Manager, Planning Department

TEL: (505) 924-3814 and (505) 924-3935, respectively

RE: Project #1003859  
Amendment to the North Andalucia at La Luz Site Development Plan for Subdivision  
Site Development Plan for Building Permit- Large Retail Facility

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We have completed a preliminary review of the revised site development plan set dated 12-7-11. The purpose of this memo is to provide details regarding the request and to facilitate the continued discussion of applicable regulations and design standards. Comments regarding the proposed elevations are included.

Notes: 1) Items not addressed, or insufficiently addressed, in the revised plan set are repeated in this memo. 2) The view plane demonstration was not analyzed, since you mentioned the sheets provided are preliminary.

Timeframes: By the close of business on Thursday, December 22, 2011, please provide the following:

- ⇒ 14 full-sized, revised sets of drawings (including a non-preliminary view analysis) with a change date.
- ⇒ 14 of any color exhibits (ex. elevations).
- ⇒ 1 reduced set.

**1. Site Development Plan for Subdivision:**

- A. Requests to modify access on Montano Rd., a limited access roadway, must be considered through the Mid-Region Council of Governments (MRCOG) process. Please provide any documentation you have regarding this process.
- B. The copy of the North Andalucia at La Luz site development plan for subdivision (04EPC-01845) came out blurry and is hard to read. Please place the proposed revisions on a clearer copy.
- C. The explanation of the proposed amendment (#4 in a triangle) needs to be placed after amendments 1 and 2, near the bottom of the sheet. Include an explanation of the additional acreage proposed to be reallocated to C-2 uses.
- D. A #4 in a triangle needs to be added near the bottom of the sheet so a date can be inserted later. (Note: the #3 amendment will be used for the project at the NE corner of Coors Blvd. and Learning Rd.).

- E. Please address the change in allocation of C-2 uses proposed. The 2005 approved total is 22.51 acres (10.23 + 12.28). The zoning descriptor indicates a +/- 23.3 acres max. is allowed. The proposed Tracts 1A-D, at 9.72 acres, are 0.51 acre less. The proposed Tracts 2A-C are 0.26 acre more, for a net change of 0.29 acre (more of C-2 uses).
- F. Note: regarding the O-1 uses, I calculate the following: The proposed Tract 2A (0.71 acre) and the proposed Tract 3A (0.67 acre) add up to 1.38 acres, which is the same acreage as the approved Tract 3, so no change.
- G. The proposal must comply with the Goals and policies in the Comprehensive Plan, the Westside Strategic Plan, the Coors Corridor Sector Development Plan (which includes View Regulations), the Large Retail Facility (LRF) Regulations and the North Andalucia at La Luz Design Standards.

**2. "Overall Site Plan" and Site Development Plan for Building Permit:**

Overarching:

- A. Re-label the "Overall Site Plan" as an illustrative master plan.
- B. The illustrative master plan must address the components of the definition of site development plan for subdivision found in Zoning Code 14-16-1-5, in narrative format in the following order, in the large, blank space on the right-hand side of sheet C5:
  - i. The site, proposed use.
  - ii. By lot (a table would be OK here, only): maximum building height, minimum building setback, maximum FAR.
  - iii. Pedestrian ingress and egress, vehicle ingress and egress, internal circulation.

Note that an illustrative master plan does not include details that typically go on a site development plan for building permit, such as most of the details listed below.

- C. A signature block is needed on both the illustrative master plan and the site development plan for building permit.

Specifics:

- D. Include a statement that the site development plan for building permit is required to comply with the Design Standards in the North Andalucia at La Luz site development plan for subdivision.
- E. Easement information goes on the site development plan for building permit. Indicate zoning for the site below the vicinity map.
- F. See B above and provide what is requested for the illustrative master plan. Parking and landscaping calculations are not needed for the future lots. The parking and landscape calculations are required on the site development plan for building permit sheet for Lot 1.
- G. Show the math for the parking calculations, including the calculation rate used, the steps and the results for the required and provided parking.

- H. Specify material for all pedestrian connections (textured and/or colored concrete, thermoplastic).
- I. Clearly demarcate pedestrian crossings with special paving treatment where they cross vehicular entrances and drive aisles (Design Standards, Sheet 2). Add such crossings across the entrances on Mirandela St. and across the area near the roundabout.
- J. Dimension all sidewalks and pedestrian paths. Use consistent symbols for each different type of pathway.
- K. Where pedestrian connections do not continue or stop, connect them. Pedestrian access shall be provided to link structures to the public sidewalk (Design Standards, Sheet 2).
- L. Ensure that a six feet clear path will be maintained. Amenities, landscaping, etc. may not encroach into the clear area (ZC 14-16-3-18).
- M. Instead of striping, provide a raised, textured concrete crossing in front of the entrances. Indicate color, material and amount raised.
- N. Correct the parking calculations to match the number of spaces drawn. Handicap spaces are counted in the vehicle space total, but motorcycle spaces are not.

View Plane Analysis:

- A. The contour line (as shown in AGIS) that runs along the eastern edge of the east driving lane of Coors Blvd. is 5,001 ft. I don't understand where 5003.26 comes from. For the 4 feet above the roadway, I get 5005.
- B. On the grading and drainage plan, turn on the layer that shows the elevations of the contour lines.
- C. The view plane diagrams should be scaled.
- D. To be meaningful, view line C must touch the proposed building. Adjust the view line accordingly.
- E. View line B does not touch the highest portion of the proposed building. Adjust the viewline downward so that it goes through the middle of the building, where the height is 34 ft.
- F. View line A touches the portion of the proposed building that is 28.75 feet tall, not 28 feet tall.
- G. Use the elevation numbers to label the ground level, the 4 feet view plane line and the building height on all view plane diagrams. Indicate the difference between the numbers.
- H. Regarding the modeled results, the three view lines ("stations") looking east need to correspond to the locations of the view lines on the first view analysis sheet.

Elevations:

- A. Indicate common name colors on the color legend.



- B. Verify the paint colors Empire Gold and Meadowlark. They don't appear in my SW paint sampler. Are they from another manufacturer?
- C. Show a dimension box (dotted lines) around building-mounted signage. Indicate dimensions and square footage on the elevations sheet and the detail sheet (see F below).
- D. Dimension the elevations horizontally.
- E. Specify lighting for each building-mounted sign.
- F. Though the canopies and trellises were slightly extended, they need to be extended more as to protrude sufficiently to provide shade for pedestrians. Creating a pedestrian environment is a primary goal of the Design Standards and the LRF regulations. The canopies and trellis need to be functional, not just decorative.
- G. Label and show building-mounted lighting in vehicular and/or storage areas. It cannot be higher than 20 feet (Coors Corridor Sector Development Plan (CCSDP), p. 98).
- H. Add a note re: mechanical equipment shall be screened from public view (CCSDP, p. 100).
- I. The color rendering set does not match the elevations in terms of building design and colors used. Provide an accurate set of color renderings.
- J. I noticed that the colors used in the rendering aren't all that close to the colors in my SW paint sampler. To illustrate color, it would be more effective to bring in color samples painted on the material as proposed.
- K. Additionally, some of the colors used appear really dark. The building would be more sensitive to the context of the built environment if some colors are "bumped up" on the paint strips to be a lighter color (ex. Cobble Brown to Down home), while maintaining low LRVs (< or = to 45% ).

Detail Sheets:

- A. Two detail sheets (which were provided before) are still needed. The revised site plan set has 1 detail sheet because some of the details provided previously were eliminated. Reinstate the details (except for the sanitary sewer cleanout details, which are on the utility plan) and add the new details requested in the first memo and/or herein to the detail sheets.
- B. Re-instate the "plan view" of the refuse enclosure area, in addition to the elevation (already provided). Specify color of walls and gates: "to match" or "by architect" are not specific.
- C. Wood is not an appropriate material for gates in this climate and creates a maintenance problem. Use another material, such as metal. Note: The LRF regulations prohibit faux wood-Ref. (6)(c)(1).
- D. Specify lighting or indicate none as a note for the monument sign details.

- E. Re-instate the parking lot light pole detail.
- F. Provide detail for pedestrian lighting. Add notes regarding maximum height and illumination (design standards). Must be ornamental style (see the LRF Regs).
- G. Provide a detail for each type of pedestrian connection (i.e.-crosswalks, drive-aisle crossings, pathways. etc.).
- H. Provide a detail of the 8 ft. trail in the landscape buffer abutting Coors Blvd. The design standards have this detail (see sheet 2).
- I. What is “associate parking”? The symbol on the legend isn’t shown on the site development plan.

Landscaping Plan:

- A. Ensure that minimum distance between tree and back of curb is 2 ft. (Ref: Street Tree Ord.)
- B. Increase landscaping coverage with living, vegetative material in areas where cobble is shown, including but not limited to, the buffer on the Coors side and landscape areas on the north and eastern sides.
- C. Reference the Irrigation Standards in 6-1-1-10 ROA 1994.
- D. Fix the landscaping calculations based on acreage. Show the calculations, steps and results.
- E. How was the figure for impervious area calculated?
- F. I count 424 parking spaces. The sheet says 450 and the landscaping plan says 462. Use the same number consistently.
- G. Add notes regarding planting beds at grade and use of notches for water harvesting.
- H. Show location of notches and provide a notch detail.
- I. Replace the Golden Rain Tree in the planters. It has a high water requirement, and is likely to die and become a maintenance problem.
- J. Provide a detail (on the second landscape page) of the landscaping in front of the entrance. It is unclear if the proposed trees are in pots or planters or the ground.

**3. Design Standards- North Andalusia at La Luz**

*The following is a preliminary list of instances of non-compliance with the Design Standards, noting which standard, by topic, and whether a revision is needed to demonstrate compliance.*

*Compliance with all of the design standards is required, as noted on the site development plan for building permit.*

Purpose: Explain how you believe the proposal addresses the design standards' primary goal for the property: "to achieve a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character.

Pedestrian & Site Amenities: A pedestrian-friendly environment is a primary design objective. High-quality and consistency in benches, plazas, walkways and lighting will help achieve this. Address benches and lighting by providing details and indicating locations, and explain how benches, plazas, walkways and lighting are consistent.

Trails & Sidewalks:

Bullet 2- provide information.

Bullet 3- provide information.

Bullet 6- revisions needed.

Bullet 8- revisions needed.

Parking: Bullet 2- revise calculations, check count and demonstrate compliance.

Parking Area Setbacks: Bullet 1- check, esp. parking near SE corner.

Screening/Walls & Fences:

Bullet 2- provide information/detail.

Bullet 3- provide information/detail.

Bullet 5- add note. Screen opening on E elevation.

Architecture:

Commercial building style paragraph- i) add notes re: ground and mechanical equipment screening, and ii) add articulation to the E elevation. All sides required to be similarly articulated.

Non-Residential & Multi-Family Residential Standards:

Bullet 1- Refer to Zoning Code 14-16-3-18, site design regulations. Revise to comply with these subsections: Pedestrian features and Outdoor seating.

Bullet 3- Revise. Add additional features to create a departure from generic, franchise architecture.

Lighting:

Bullet 2- provide detail.

Bullet 5- provide detail and location of ped-scale lighting.

Signage:

Bullet 3- revise. Minor monument sign not allowed on Mirandela.

Bullet 6- provide information.

Bullet 9- revise all building mounted signage to ensure it does not exceed 6% of the façade to which it is applied.

Bullet 11- provide information.

Utilities: Bullet 5- revise. Minimum easement width is 7.5 ft.

Unique Street & Traffic Calming Standards:

Bullet 1- revise. Include landscape parkway.

Bullet 2- add notes.

Transportation Demand Management (TDM):

Bullet 1- revise. Add carpool spaces.

Bullet 4- revise. Add bicycle racks/spaces.

#### **4. Large Retail Facilities (LRF) Regulations**

*The following is a preliminary list of instances of non-compliance with the LRF regulations, noting where improvement is needed. These comments relate primarily to site layout and not elevations, which are addressed in a separate memo. Page references are to Zoning Code 14-16-3-2, Shopping Center Regulations.*

Site Design:

- A. p. 3-12, (2)(b)(2)- LRFs are “required to be located adjacent to and have primary and full access to a street designated as at least a collector”. Coors Blvd. is a principal arterial. However, the access to Coors Blvd. is right-in, right-out. Full access is needed to comply with this regulation.
- B. p. 3-14, (3)(a)- Maximum allowable block size is 360 feet by 360 feet (see exception in c and in C below). Driveways shall be between 60 and 85 feet wide and shall include items 1 through 6, as listed: two travel lanes, two parking rows (permitted, not required), two landscape buffers, two pedestrian walkways, pedestrian-scale lighting, standup curb. These items are used to create and differentiate the blocks. (Note: see the November 18, 2011 memo for details). *Double landscape buffers are provided for the east-west block divider, but not for the north-south block divider (#3). A pedestrian-scale lighting detail is needed and locations must be shown (#5) to demonstrate compliance. Stand-up curb must be shown in these locations to demonstrate compliance (#6).*
- C. p. 3-14, (3)(c)- Block expansion is allowed if the structure covers at least 80% of the block. However, in the proposed site layout, the building does not. *No change. This block expansion provision cannot be applied since the structure covers less than 80% of the block. Therefore, the block size where the building is sited is non-compliance with (3)(a).*
- D. p. 3-14, (3)(b)- Primary and secondary driveways that separate blocks are required to be between 60 and 85 feet wide. *Driveways separating the blocks, which need to be dimensioned, are approx. 22 feet and 24 feet wide and therefore do not comply.*
- E. p. 3-15, (5)(b)(2)- Place parking on at least two sides of the proposed building, so it does not dominate building or street frontage. Note that parking requirements may be met by spaces located on a block immediately adjacent [see (5)(b)(3)]. *The majority of parking is on the western side (435 spaces). Though parking is provided on the north and south sides of the building (49 spaces), parking still dominates the building on the street frontage side.*

- F. p. 3-15, (5)(b)(4)- "Every third double row of parking shall have a minimum ten foot wide continuous walkway dividing that row" and shall be shaded. *The previous submittal complied but this one does not. The walkway in the middle (leading towards the garden center area) is required to be 10 feet, not 8 feet wide. Shading is required for the whole walkway, not just in places.*
- G. p. 3-17, (5)(h)(4)- Water conservation techniques, such as water harvesting and permeable paving, shall be used where possible. Place curb notches into curbing of landscaping beds to harvest water as supplemental irrigation. The landscape beds need to be at grade. *Curb notches need to be shown on the landscape plan and the grading and drainage plan, in places where water can flow through them. Add notes to ensure that landscape beds will be at-grade. Permeable paving near tree wells would be beneficial to help the trees survive and filter water as it flows toward the Bosque.*
- H. p. 3-18, (5)(i)- Ensure that pedestrian walkways are the required 8 ft. minimum wide (except for the third double row of parking which is 10 ft.- see F above) and that the walkways are constructed of materials other than asphalt (textured, colored concrete or thermoplastic). *Some walkways (ex. south side) are 6 feet wide and don't meet the minimum width. Details regarding material type have been removed. Provide a legend to demonstrate what material each texture shown corresponds to.*
- I. p. 3-18, (5)(i)- Ensure that pedestrian walkways along internal driveways or internal streets are lined with shade trees and pedestrian scale lighting as required. *Pedestrian scale lighting details not provided and locations aren't shown.*
- J. p. 3-18, (5)(k)(1)- Ornamental poles and luminaries, max. 16 ft., shall be used as pedestrian lighting. Provide detail and show on site development plan. *Detail of pedestrian-scale lighting not provided and locations not shown.*
- K. p. 3-18, (5)(k)(3)- All on-site lighting fixtures shall be fully shielded. *Detail needed to demonstrate compliance.*
- L. p. 3-19, (5)(l)- Add note stating that any outdoor retail displays will not interfere with pedestrian movement. *Note not added.*
- M. p. 3-19, (5)(m)- Transit stop(s) shall include a covered shelter with seating. Indicate the location of any transit stops/shelters. *Not indicated, note not added.*
- N. p. 3-19, (6)(a)(1)- Main structures are required to 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. Provide one of the options for screening the proposed building. *None of these has been provided, so the proposal does not comply.*
- O. p. 3-24, (D)(8): A Maintenance Agreement is required. *Not provided.*

Elevations:

- P. p. 3-16, (5)(d)(2)- All signage shall be designed to be consistent with the architectural style of the building. Provide details of all proposed signage, including materials, colors, dimensions

and lighting. *Lighting information is still needed. Specify if the signage is individual channel letters or plastic panels.*

- Q. p. 3-19, (6)(b)(1)- Ensure that the façade with the primary customer entrance, and façades adjacent to public streets, plazas or internal driveways, contains Retail Suite Liners, display windows, or a recessed patio at a minimum depth of 20 feet. A combination of all three is ok, but these must be provided along 50% of the façade length. Where patios are provided, at least one of the recessed walls shall contain a window. *The patio is required to contain shading and seating. None of these requirements have been met. The recessed patio would be at the main entrance, recessed from it at least 20 feet. To make 50% of the façade length, the patio can be combined with other options such as display windows. The patio is required to have seating and shading as required.*
- R. p. 3-20, (6)(b)(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. For the proposed 98,901 sf building, three distinct building masses are required. They must look separate and distinct. Ensure that building mass is broken up so the building appears as smaller, distinct components that are articulated as required. *This has not occurred; the building still looks like one building. Breaking it up to appear as 3 distinct, smaller buildings (west elevation), will lessen the impact of its mass and make it sensitive to the context of the built environment. More pronounced changes in height, and using materials and color combinations to make each of the 3 parts distinct, will help achieve compliance.*
- S. p. 3-20, (6)(b)(2)- The building masses (three, in this case) mentioned above are required to have a change in visible roof plane or parapet height. No more than 100 feet of length may occur without a vertical offset of at least 24 inches (2 feet). *The minimum offset is 2 feet. More height differentiation (ex. 4 feet) would help the building appear as if it were 3 distinct buildings, which is required pursuant to (5)(a)- see also P above. Two feet is the minimum; a greater off-set would provide more differentiation between masses of the building.*
- T. p. 3-20, (6)(b)(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. *The canopies and trellises add up to approximately 41% of the façade now. However, the purpose is to provide shade for pedestrians. One trellis protrudes 6 ft. and another 4 ft. and are too short to provide much shade. Canopy protrusion is unknown; also, pedestrians won't walk through a drive-thru so these canopies don't count. The trellises need to be extended both lengthwise (to make up for not counting the canopies) and extended further from the building. Columns to support them can be used.*
- U. p. 3-20, (6)(c)(2)- Design of the external walls and the principal entrance must include 3 of the options listed in that section (items a through j). The walls have accenting (item i); 2 more options need to be applied. The building has multiple finishes (item a); two more options need to be applied. *The wall detail shows accenting (item i) and a projecting cap (item b). One more option needs to be applied; another finish option (item a) such as stucco, would work. Regarding the building, trellises have been added. It is unclear if the cornice projects; specifics are needed. Another design option is required: slate or tile work, and/ or lintels and/or transoms and/or wall accenting. Any or a combination of these would work.*



**Marrone, Carmen M.**

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**To:** Ron Bohannon; 'Michelle Henrie'  
**Cc:** Brito, Russell D.; Tim Flynn-O'Brien; 'JOEVALLES@aol.com'; aboard10@juno.com; Curran, Kevin J.; Westbrook, Sara  
**Subject:** Project #1003859, Coors/Montano Project

Ron,

I am attaching a memo to you outlining the major concerns that Planning Staff has regarding the above project. Catalina and I would be happy to meet with you regarding the listed deficiencies.



1003859 deficiency  
Memo.doc (3...

*Carmen Marrone, Manager  
Current Planning Section  
Urban Design & Development Division  
Planning Department*



November 23, 2011

**TO:** Ron Bohannon, Tierra West LLC

**FROM:** Carmen Marrone, Current Planning Manager, Planning Department  
Catalina Lehner, Senior Planner, Planning Department

**RE:** **Project #1003859**  
Amendment to the North Andalucia at La Luz Site Development Plan for Subdivision;  
Site Development Plan for Building Permit- Large Retail Facility

---

We have reviewed the proposed project, which consists of a site development plan for subdivision (SPS) amendment and site development plan for building permit (the set dated 10-26-11). The purpose of this memo is to list significant, overarching issues with respect to the proposed project.

1. Note that the proposed project must comply with the Goals and policies in the Comprehensive Plan, the Westside Strategic Plan, the Coors Corridor Sector Development Plan (which includes View Regulations), the Large Retail Facility (LRF) Regulations and the North Andalucia at La Luz Design Standards.
2. The subject site is zoned SU-1 for C-2, O-1 Uses and PRD (20 dwelling units/acre). The North Andalucia at La Luz Site Development Plan for Subdivision establishes uses allowed on each tract.

A new lot (Lot 1) is proposed to replace the existing Tracts 2 and 3. Tract 2 allows C-2 uses (permissive and conditional); the proposed large retail facility is permissive on Tract 2. Tract 3 allows O-1 uses. In addition, Note 3 of the North Andalucia at La Luz Site Development Plan for Subdivision indicates that Tract 3 is part of a larger, 300 ft. buffer that runs along Learning Rd. and crosses Mirandela Street. Part of the proposed LRF project encroaches onto Tract 3 (some off-street parking and a truck turn-around). The off-street parking could be allowed on Tract 3, provided it is not required off-street parking. The truck turn-around and access point leading to the truck turn-around could also be allowed if the activity were mitigated to meet the intent of Note 3 of the SPS. In order to meet this intent, staff suggests closing access from Mirandela Street and providing additional buffering on Tract 3 such as additional berming, landscaping, and well-designed screen walls.

3. The Certificate of Approval regarding compliance with the Albuquerque Archaeological Ordinance states "post-excavation monitoring of earth-moving activity required as part of site construction". Also, Note #4 of the North Andalucia at La Luz site development plan for subdivision states that site development plans for building permit shall require clearance and guidance from the State Historic Preservation Office (SHPO). Please let us know how these items will be addressed.
4. Note that Montano Rd. is a limited access roadway. Requests to modify access must be considered by the Roadway Access Committee (RAC) and the Transportation Coordination

Committee (TCC) of the Mid-Region Council of Governments (tel: 247-1753). Please provide any documentation you have regarding this process.

5. Provide the required View Analysis to address the view preservation design regulations in the Coors Corridor Sector Development Plan (CCSDP, p. 104-111). The View Analysis needs to result in two additional sheets added to the site development plan set, one sheet to demonstrate methodology and another sheet to show clear view lines, finished floor elevations and measurements.

6. Large Retail Facilities (LRF) Regulations, Subsection (3)- Site Division, establishes requirements regarding subdivision of LRF sites. The proposed site development plan for building permit does not comply because the site is not proposed to be subdivided in blocks that are a maximum 360 ft. by 360 ft. in size. Each block should contain two 10-foot travel lanes that are lined (on both sides) with standup-curb, 8' wide walkways - constructed of material other than asphalt, 6' wide landscaped buffers with shade trees and pedestrian-scale lighting.

Subsection (3) allows exceptions to the block sizes under (3)(c) and (3)(d). The "block" that the building sits on could qualify for an exception under (3)(c) if the building occupied more than 80% of the gross square footage of the block surrounding the building or if the narrow side of the block abutted Mirandela Street per (3)(d) 3. In addition, staff finds that the parking area will need to be broken up into two distinct blocks

7. Large Retail Facilities (LRF) Regulations, Subsection (5)(b)(2)- Off-Street Parking Standards, requires parking to be distributed on the site to minimize visual impact from the adjoining street. Parking is required to be placed on at least two sides of a building and shall not dominate the building or street frontage. The proposed site development plan for building permit does not comply because the parking is not distributed on at least two sides of the building and because it dominates the internal roadway that serves as a "main street" that leads to future development on Tract 1, further north.

November 23, 2011

TO: Rob Klemple, Scott&Goble Architects  
CC: Ron Bohannon, Tierra West LLC

FROM: Catalina Lehner, Senior Planner, Planning Department  
CC: Carmen Marrone, Current Planning Manager, Planning Department

TEL: (505) 924-3814 and (505) 924-3935, respectively

RE: Project #1003859, 11EPC-40067 & 11EPC-40068  
Amendment to the North Andalucia at La Luz Site Development Plan for Subdivision  
Site Development Plan for Building Permit- Large Retail Facility

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We have completed a preliminary review of the site development plan set dated 10-26-11. The purpose of this memo is to provide details regarding the proposed elevations and to facilitate discussion of the proposal with respect to applicable regulations and design standards.

Timeframes: By noon on Wednesday, December 7, 2011, please provide the following:

⇒ 3 full-sized, revised sets of drawings (elevations and detail sheets) with a change date.

If the drawings are acceptable, we will request additional copies for the EPC and public file. We will request color copies after we conduct a second review.

## **1. Elevations**

- A. As required by the North Andalucia at La Luz site development plan for subdivision, all sides of the building must be architecturally articulated with various elements from New Mexico architectural styles: Pueblo Revival, Pueblo and Spanish Colonial. Commercial buildings will be a hybrid of these styles (Design Standards, Sheet 3, Column 1). Include additional architectural elements to make the building reflect these styles to a greater degree.
- B. Finished building material shall be applied to all exterior sides and shall be consistent on all sides (Design Standards, Sheet 3, Column 1). All sides, including the rear side, must be consistent.
- C. Provide a color legend with common name colors and manufacturer colors of paint, stucco and other finishes. Include Light Reflective Value (LRV) of each color (for paint).
- D. Verify that the scale and dimensions are correct; I don't think the scale is 1:20.
- E. Show a dimension box (dotted lines) around building-mounted signage. Indicate dimensions and square footage on the elevations sheet and the detail sheet (see F below).

- F. Provide a detail for each building-mounted sign. Include color and dimensions of all elements and specify lighting, if any.
- G. More shading needed at main entrance. Any canopies, portals, etc. need to protrude sufficiently to provide shade for pedestrians.
- H. Building-mounted lighting in vehicular and/or storage areas cannot be higher than 20 feet (Coors Corridor Sector Development Plan (CCSDP), p, 98).
- I. Parapet walls shall be treated as an integral part of the building design (CCSDP, p. 100).
- J. Mechanical equipment shall be screened from public view (CCSDP, p. 100).

## 2. Large Retail Facilities (LRF) Regulations

*The following is a preliminary list of instances of non-compliance with the LRF regulations, noting where improvement is needed. These comments relate to the elevations primarily, not site layout, which is addressed in a separate memo. Page references are to Zoning Code 14-16-3-2, Shopping Center Regulations.*

- A. p. 3-15. (5)(a)- Section 5, Site Design, applies to all LRFs. The design of structures shall be sensitive to the context of the built environment. Elements include massing, height, articulation, materials, colors and proportional relationships. Ensure that building mass is broken up so the building appears as smaller, distinct components that are articulated as required [see p. 24, (6)(b)] and that the combination of materials and colors fulfills the requirements [see p. 25, (6)(c)].
- B. p. 3-16, (5)(d)(2)- All signage shall be designed to be consistent with the architectural style of the building. Provide details of all proposed signage, including materials, colors, dimensions and lighting.
- C. p. 3-17. (5)(g)(2)- Truck bays not adjacent to residential lots must be screened with an 8 ft. wall that extends at least 100 ft. horizontally from the face of the dock. Screen walls shall be designed to blend with building architecture.
- D. p. 3-19, (6)(b)(1)- Ensure that the façade with the primary customer entrance, and façades adjacent to public streets, plazas or internal driveways, contains Retail Suite Liners, display windows, or a recessed patio at a minimum depth of 20 feet. A combination of all three is ok, but these must be provided along 50% of the façade length.

Where patios are provided, at least one of the recessed walls shall contain a window. The patio is required to contain shading and seating.

- E. p. 3-20, (6)(b)(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. For the proposed 98,901 sf building, three distinct building masses are required. They must look separate and distinct.

- F. p. 3-20, (6)(b)(2)- The building masses (three, in this case) mentioned above are required to have a change in visible roof plane or parapet height. No more than 100 feet of length may occur without a vertical offset of at least 24 inches (2 feet). The western elevation does not comply because it is 159 feet long with no differentiation in height. Two feet is the minimum; a greater off-set would provide more differentiation between masses of the building.
- G. p. 3-20, (6)(b)(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.
- H. p. 3-20, (6)(c)(2)- Design of the external walls and the principal entrance must include 3 of the options listed in that section (items a through j). The walls have accenting (item i); 2 more options need to be applied. The building has multiple finishes (item a); two more options need to be applied.
- I. p. 3-24, (7)(i)- Wall signs are permitted within a horizontal band not to exceed 2 ft. high. Letters shall not exceed 18 in. in height or width and 3 ft. in relief. Company logos are allowed, but shall not be larger than a rectangle of 8 sf. Please provide details of the proposed building-mounted signs.

# TIERRA WEST, LLC

October 2, 2011

Mr. Craig Petersen, Chair  
Planning Commission  
City of Albuquerque  
P.O. Box 1100  
Albuquerque, NM 87103

**RE: SITE DEVELOPMENT PLAN FOR BUILDING PERMIT &  
AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION (#1003859)  
TRACTS 1, 2 & 3 NORTH ANDALUCIA AT LA LUZ  
COORS BLVD. NW BEWTEEN MONTANO RD. NW & MIRANDELA RD. NW  
ZONE ATLAS PAGE E-12-Z**

Dear Chairman Petersen:

Tierra West, LLC, on behalf of Silver Leaf Ventures, LLC, requests approval of a Site Development Permit for Building Permit and Site Plan for Subdivision for the above-referenced site.

### Site Location & History

The project site is located on the southeast corner of Coors Boulevard NW and Montano Road NW and consists of approximately 23.89 acres. The site is bordered on the north by Montano Road NW, on the east and south by Mirandela Road NW, and on the west by Coors Boulevard NW. The currently vacant site is designated Developing and Established Urban by the Comprehensive Plan and is zoned SU-1 for C2 Uses, O-1 and PRD. The accompanying Amended Site Development Plan for Subdivision proposes to subdivide the existing three parcels into to 12 parcels. The Site Plan for Building Permit proposes the construction of a 98,901 square foot Walmart Store, a permissive use in the existing zoning. Previous Site Plans for Building Permit were submitted for this same property, but those have since been withdrawn.

The site was also subject to mitigation of several archeological sites. A mitigation plan was submitted to PHPO and approved in June 2011. The mitigation work was completed in October 2011 and a report is being prepared for the State Historic Preservation Office (SHPO) and by Matthew Schmader with the City of Albuquerque's Open Space.

As required by the Large Retail Facility Regulations a Pre-application Facilitated Meeting was held on September 28, 2011 at Cibola High School. A Facilitator's Report #PA11-074, was issued on October 2, 2011.

### Site Orientation and Pedestrian Circulation

The front of the building will face Coors Boulevard NW. Existing pedestrian accessibility, in the form of public sidewalks, runs the length of the site along the northerly boundary. Additional public sidewalks will be constructed with this project along Coors Boulevard NW and Mirandela Road NW with pedestrian connections to the proposed building.

A pedestrian boulevard will also be constructed across the front of the Walmart connecting Mirandela Road NW with Montano Road NW. The pedestrian boulevard will have large areas of stone and several amenities like benches and gathering areas. The pedestrian paths will be distinctive from the vehicle access throughout the development. Plaza areas are being shown near the two roundabouts in front of the Walmart and in the northwest corner of the site near Coors Boulevard and Montano Road. There are several east/west pedestrian connections that are also landscaped providing access to the numerous retail stores proposed throughout the development.

Vehicle access to the site will primarily be from Mirandela Road NW and an existing right-of-way driveway located on Coors Boulevard, approximately 800 feet north of Mirandela Road NW. A request has also been submitted to the City of Albuquerque to allow for a new right-of-way entrance on Montano Road NW between Coors Boulevard NW and Winterhaven Road.

The balance of the site will consist of a combination of office and retail uses. Shown in concept is a cafe, restaurant and office uses on the remaining nine parcels. We propose that the remaining parcels (upon development) return for Site Plan approval by the Environmental Planning Commission.

#### **Traffic Impact and On-Site Parking**

A Traffic Impact Analysis (TIA) was prepared with the original Site Plan for Subdivision submitted as part of the recommended traffic mitigation measures were constructed back in 2007. At the request of the neighbors a new TIA was prepared and there are no further traffic mitigation measures recommended at this time.

The proposed site plan meets the parking required for the proposed future building. Handicap, walk-in, and motorcycle parking are also provided and meet Zoning Code requirements.

#### **Drainage and Landscaping**

The site is currently undeveloped and bound by roads on all four sides. Topography generally slopes from west to east and drainage runoff is conveyed to Mirandela Road where a storm sewer system is located and conveyed to an existing pond that was constructed when the site was mass graded in 2007. The site will be graded to accommodate the proposed structures and associated parking facilities with flows from parking areas being conveyed to landscape areas and passive water harvesting ponds. A storm drain system with an outfall into the existing retention pond is contemplated to convey the majority of runoff. This site falls within the North Andalusia Master Drainage Plan and the existing retention pond was sized to collect the developed flow from this site.

The landscape plan provides site landscaping that meets the landscape requirements of the City of Albuquerque. Landscape buffers are also designed to meet the requirements of the City Zoning Code as well as the Coors Corridor Plan. The landscape design employs principles which strive to minimize water use and maintenance while providing a visually appealing environment. The plant materials, whether formal or informal, will be layered in terms of color, height and texture to create interest and movement in the landscape. The size, diversity, and seasonality of plant materials are intended to provide visual interest and color throughout the year. Vegetation and varied paving patterns are to be used at park area connections throughout the site to highlight these areas, accentuate the park area connections, and create a sense of arrival. Higher density planting will occur in

these areas of pedestrian circulation. The pedestrian corridor in front of the store will be heavily planted and shaded to create a streetscape theme. The landscape along Mirandela will provide screening and buffering to the bosque School and also be a transition to the adjacent natural features on the campos and Bosque.

A three-foot high landscape berm will be constructed along Mirandela along with a 5-foot tall screen wall which combined will provide an 11-foot high buffer between the shopping center and the streetscape to the east.

Grading of the site, particularly the parking area, will be designed to take advantage of water harvesting opportunities. Planting islands within the parking area should be depressed and have curb cuts to allow surface drainage to enter and percolate into the landscape. Landscape areas on the perimeter of the site should also be graded to the extent possible to capture rainwater and reduce runoff from the site. This detail will be provided in the final drainage plan submitted to the City Hydrologist and will remove the first 0.44 inches of rainfall from the site runoff. This requirement will satisfy the anticipated change in the drainage ordinance being considered by the City of Albuquerque thereby providing a discount from the direct discharge to the storm sewer. The overall plan drains to a retention pond located east of the site and will be retained in that pond. This drainage concept meets the overall approved concept for the center. Additional sustainability and water conservation methods for the site are currently being assessed for feasibility.

#### Elevations and Signage

The proposed elevations for the Walmart employ varied materials along with distinct architectural design elements designed to enhance the appearance of the building. The building exterior is primarily stucco of dark, medium, and beige colors with a concrete tile roof. The stone veneer wainscot along with the varied roof lines and colors will be used in the parking facade to break up the massing of the building. The main entry to the building is highlighted by a porte-cochere serving as a cover at the building entrance. The use of complementary color shades at varying heights and placements on the facade provides visual differentiation while the steel awning on the front facade adds an additional aesthetic feature.

#### ***Albuquerque Bernalillo County Comprehensive Plan***

The subject site is designated as both Developing and Established Urban by the Comprehensive Plan. The proposed project furthers numerous policies of Comprehensive Plan.

#### Land Use

The goal is to create a quality urban environment which perpetuates the tradition of idealized communities, 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. The proposed project furthers the following goals:

For areas that are established and Developing Urban areas shown on the plan map shall allow a range of other land uses resulting in an overall gross density up to 5 dwelling units per acre.



The proposed project furthers this policy because the subject site contains zone categories that provide additional diversity in urban land uses and also by increased overall density. This development completes the overall Andalusia Development which established residential development on the 22 acres immediately south of the project and is currently being developed.

Policy 10 - The location, intensity and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concerns.

The location, design and intensity of the proposed project furthers this policy by creating an aesthetically compatible development in a scale suitable to surrounding development, with design and landscaping that blends with the Bosque area. Traffic improvements deemed necessary in the original TIS were completed with the original Site Development Plan for Subdivision. The proposed project with the accompanying Site Development Plan for Building Permit will not impact current traffic carrying capacities. The layout and design of the proposed project will not impact the scenic resources of the Sandia Mountains and we believe is in compliance with the view corridor criteria of the Coors Corridor Plan.

Policy 11 - New growth shall be accommodated through development in areas where vacant land is available, to existing programmed urban facilities and services and where the integrity of distinct neighborhoods can be ensured.

The proposed project furthers this policy because the land is vacant and has been zoned for commercial development since 1985 and its location is contiguous to existing urban facilities and services, including public transit routes and stops, bike lanes and close access to the trail network. The location of the subject site also allows for the buffering of existing neighborhoods to the south by higher density residential development within the Andalusia Plan boundaries.

Policy 12 - 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 development.

The proposed project furthers this policy because the site is located in an Activity Center (Comprehensive Plan) and a Community Center (West Side Strategic Plan), the desirable areas where employment and services should be located. The location of the subject site is complementary to existing residential developments and the proposed plan has been designed to minimize the adverse effects of noise, lighting, pollution and traffic, on neighbors.

Policy 13 - Where new commercial development occurs, it should generally be located in an existing, commercially zoned area as follows:

1. In large, area-wide shopping centers located at intersections of arterial streets and highways, provided such access via mass transit; more than one shopping center should be located at a major intersection only when transportation problems do not result.

The proposed project furthers this policy because the subject is site is zoned for commercial use and is located at the intersection of Coors Boulevard NW and Montana Road NW, both of which carry designations higher than an arterial street.

The site is also immediately accessible to mass transit, with numerous bus routes and stops in the immediate vicinity, including a Rapid Ride stop directly south of the subject site.

Policy 5.1.1: Quality and innovation in design shall be encouraged in all new development. Design that is encouraged which is appropriate to the plan area.

The proposed project furthers this policy because the development will follow the previously approved Design Standards for the site, allowing for quality, innovation and continuity in site and building design.

Policy 5.1.2: Urban form and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

The proposed project furthers this policy because the site design will maintain the unique vistas of the Sandia Mountains. The architectural design of the development, guided by the previously approved Design Standards, is compatible to the surrounding area and the visual environment.

#### Activity Centers

The goal is to create and strengthen concentrations of moderate and high density mixed use and social/economic activities which reduce urban sprawl, auto travel needs and service needs, and which enhance the identity of Albuquerque and its communities. The proposed project, a portion of which is located in the Montano/Coors Village Activity Center, furthers the following policies:

Policy 5.1.3: Existing and proposed Activity Centers are designated by a Comprehensive Plan map, which encourages to help shape the built environment in a sustainable development pattern: create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center; and maximizing cost-effectiveness of development.

The proposed project furthers this policy because a portion of the site lies within the Montano/Coors Village Activity Center and is also located directly north of a recently approved high-density residential development. This pattern of development, with services and employment located in an Activity Center and contiguous to residential development promotes accessibility to concentrations of interrelated activities.

Policy 5.1.4: 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-intense development.

The proposed development furthers this policy because the more intense development is situated away from any single-family La Luz development to the South with the recently approved high-density residential development serving as a buffer between the two.

#### Air Quality

The project is expected to safeguard public health and enhance the quality of life. The proposed project further the following policies:

Policy 11 - Automobile travel's adverse effects on air quality shall be reduced through a balance land use/transportation system that promotes the efficient placement of housing, employment, and services.

**The proposed project furthers this policy because the placement of employment and services at this location provides additional balance to the land use/ transportation system currently in place and reduces the vehicles miles driven for west side residents. Placement of employment opportunities and services in the vicinity of residential development promotes the desired efficiency and reduces adverse effects on air quality from automobile use.**

Policy 12 - Traffic engineering techniques shall be improved to permit achievement and maintenance of smooth traffic flow at steady/moderate speeds.

**The proposed project furthers this policy by providing a roundabout at the intersection of two access roadways in the middle of the site. The major access roadway from Mirandela Road to Montano Road is designed as a pedestrian boulevard and meanders through the site forcing traffic to proceed at a reduced rate.**

Policy 13 - Mobility shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

**The proposed project furthers this policy because the site is located and designed to take advantage of immediately accessible mass transit existing bike lanes, the development to the south of a high-density residential development which will include pedestrian traffic as well as previous improvements to Coors Boulevard that were complete in conjunction with the previous Site Development Plan for Subdivision approval.**

#### Archaeological Resources

The project is to identify and manage or acquire significant archaeological and paleontological and historic and education, economic and/or recreation use.

**The proposed project furthered this goal by providing a Data Recovery Plan and the implementation of the mitigation of the known archaeological sites within the property. This plan was approved by the State Historic Preservation Office (SHPO) in June 2011. The site was investigated and the features were recovered. A final recovery report is being prepared and submitted to SHPO.**

#### Transportation & Transit

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

The proposed project furthers this goal because the site is located on 790, 96 & 155 bus routes on Coors Boulevard NW, the 157 bus route on Montano Road NW and the 1662 bus route just north on Coors Boulevard NW. Also, the subject site has a bus stop on the north side of the site on Montano Road NW. There are also bus stops located immediately south of the site at Coors Boulevard NW and Learning NW (which is also a Rapid Ride stop), directly across from the site on the west side of Coors Boulevard and just further north of the site, also on Coors Boulevard. Coors Boulevard and Montano Road also have existing bicycle lanes and the site is located in the vicinity of the City's trail network. Planned pedestrian paths within the proposed development will also increase the ease in which pedestrians can access and utilized elements of the proposed development. These methods of access, including automobile access, provide the desired balance of circulation alternatives to automobile travel while meeting roadway capacity and access needs.

The proposed project furthers the following Transportation and Transit policies:

Policy 43 - Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

The proposed project furthers this policy because significant and thoughtful pedestrian opportunities have been proposed for the development. Inclusion of pedestrian paths takes advantage of the recently approved multi-family development to the south, as well as making it easier for customers to park in one location and walk to different locations within the proposed development.

Policy 44 - Metropolitan area-wide recreational and commuter bicycle and trail network with cross-area connections among Activity Centers shall be constructed and promoted.

The proposed project mostly furthers this policy because of its proximity to the existing recreational and commuter bicycle and trail network. The location of the existing trails, lanes and paths will provide another means of accessibility to the proposed development.

### Economic Development

The goal is to achieve steady and diversified economic development balanced with other important social, cultural and environmental goals. The proposed project furthers the following policies:

Policy 45 - New employment opportunities which will accommodate a wide range of occupations, skill and salary levels shall be encouraged and new jobs located convenient to areas of housing.

The proposed development furthers this policy because the development as a whole will accommodate/provide a wide range of occupations, skill levels and salaries, which is what is encouraged by this policy. Also, the proposed project will add jobs to Albuquerque's West Side, where there is still a disparity between employment and housing.

Policy 46 - Concentrations of employment in Activity Centers should be promoted in an effort to reduce the need for housing and population and reduce the need to travel.

**The proposed project furthers this policy because the subject site is located in an Activity Center, where concentrations of employment should be promoted in an effort to balance jobs with housing and populations and reducing the need to travel.**

#### *West Side Strategic Plan*

The subject site also lies within the boundaries of the West Side Strategic Plan (WSSP) and specifically within the Taylor Ranch Community. The site is also within the Community Activity Center for the Taylor Ranch community, its designated location being at the intersection of Montano Road and Coors Boulevard. The subject site furthers numerous policies within the WSSP, including:

Policy 1.1.1: "Seventeen distinct communities, as shown on the community plan and described individually in this plan, shall constitute the existing and future urban form of the West Side community and shall develop with areas of higher density (in community and neighborhood centers) surrounded by areas of lower density. Bernalillo County and the City of Albuquerque Planning Commission shall require that high density and non-residential development occur within Community and Neighborhood Centers. Low-density residential development (typical of large-lot subdivision) or large lot rural subdivision shall not be approved within centers."

**The proposed project, located within the Taylor Ranch community, furthers this policy because the development of the site is located in an area of higher density (the Community Center) and is surrounded by areas of lower density. The proposed development is non-residential and the proposed location is in the Community Center, where such development is desired.**

Policy 1.1.2: "The ideal community activity center of 35-60 acres will have parcels and building footprints with pedestrian-friendly small enough to encourage parking once and walking to most if not the destination. Off-street parking should be shared; on-street parking will contribute to an intimate scale typical of well functioning pedestrian areas. Parking shall be located between and behind buildings to permit walking more safely and comfortably between them, that front on sidewalks rather than parking lots. Seating and shade will be provided along pedestrian routes to promote walking and informal gathering."

**The proposed project furthers this policy by providing numerous pedestrian connections throughout the development. The buildings are pushed up against the streets providing centralized parking areas that encourage parking once and walking to the numerous stores proposed for this site. A major pedestrian boulevard running north and south through the site provides several areas of shade and seating to promote walking and informal gathering.**

Policy 1.1.3: "The Community Activity Center shall provide the primary focus for the entire community with higher concentration and greater variety of commercial and entertainment uses including, in addition with community-wide services, civic land uses, employment, and the most intense land uses within the community. Its service area may be approximately three miles radius and a population of up to 30,000."

**The proposed project furthers this policy because the subject site is located in the designated Community Activity Center of the Taylor Ranch Community. The**

**proposed project will locate commercial and entertainment uses in the desired location – the Community Activity Center**

Policy 3.14 – The Taylor Ranch Community is an appropriate location for continued growth over its contiguous location to the rest of the City and efficient location for receiving City services.

**The proposed project furthers this policy because the subject site is located in the Taylor Ranch Community Activity Center, which is the appropriate location for continued growth because of its contiguous location to the rest of the City and its efficient location for receiving City services.**

Policy 3.15 – Multifamily development, public uses, educational and institutional facilities, and non-commercial employment uses are all appropriate in the Community or Neighborhood Centers. Mixed-use and multi-modal access shall be incorporated into the design for these projects.

**The proposed project furthers this policy because the commercial use and the related employment are all considered appropriate uses for the Community Center. The subject site will take advantage of the multi-modal access available to the site through existing bike lanes, trail and bike path network in the immediate vicinity as well as the planned pedestrian paths that will allow residents from the south to access the Center with ease.**

#### *Coors Corridor Plan*

The subject site also lies within the boundaries of the Coors Corridor Plan (CCP). The CCP provides design guidelines and policies for development along Coors Boulevard. The site lies within Section B of the CCP, which extends from Western Trail north to the Calabacillas Avenue. The recommendations for land uses within Section for this site were not established however, a mix of commercial and various densities of residential development have been identified in the area since the inception of this plan. The following policies are furthered by the proposed plan:

Issue 2: Policy 3.16 – Archaeological Sites, states that development within an identified archeological site shall obtain clearance and guidance from the State Historic Preservation Office before actual development begins.

**A Data Recovery Plan was approved by SHPO in June 2011. The site has since been investigated and all findings noted in the final report that is currently being submitted to SHPO. The site is clear of archaeological sites except for a major pueblo located on the southwest corner of Mirandela Road and Montano Road. It is proposed that this area be left in place and be filled to retain the features in place.**

Issue 3: Policy 3.17 – Development Intensity, states that intensity of development shall be compatible with the roadway function, existing zoning or recommended land use environment, standards and design guidelines.

**The proposed development furthers this policy because the intensity of the development is compatible with the existing roadway function. The proposed development is also permissive under the existing zoning designation. The approved**

Site Development Plan for subdivision that governs this site contained Design Standards that reflect the guidelines and requirements of the Coors Corridor Plan and the proposed development follows the approved Standards.

Issue 46: General Policies deals with views within and beyond the Coors corridor as well as the compatibility of the natural landscape and the built environment for both new and existing development.

The proposed development furthers these policies by pushing the building away from Coors Boulevard and down in elevation to provide a clear view of the Sandia Mountains and portions of the Bosque. The development will also provide a large amount of landscaping that matches other tree and plant species within the area. The building colors are designed to be earth-tone in nature to blend in with the environment.

Issue 47: Site Planning and Architecture visual Impression and Urban Design Overlay Zone, includes general policies, site planning and architecture policies, view preservation and signage policies.

The proposed development furthers these policies by proposing a pedestrian friendly mixed-use development. This project follows the guidelines approved with the original Site Plan for Subdivision and utilizes design elements found in the immediate area. The site maintains a large landscape buffer along Coors Boulevard and provides for a heavily landscaped area along Mirandela Road.

Due to the view impacts the Walmart cannot be pushed up against Coors Boulevard but other buildings within the development are proposed to be adjacent to Coors Boulevard as much as the view preservation will allow.

Issue 48: View Preservation for Corridor Segments 3 and 4

The proposed development falls within Segment 3 and follows the guidelines established within the CCP. The Walmart is pushed down and away from Coors Boulevard to provide a clear view of the Sandia Mountains as well as portions of the Bosque. Other buildings within the development will be pushed against Coors Boulevard as often as this section of the CCP will allow but at no time with more than 50% of the view area be blocked.

Issue 49: Signage

The proposed development will follow the approved sign design guidelines previously approved in the Site Plan for Subdivision.

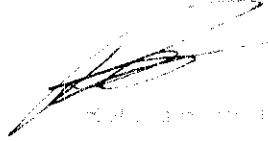
### Summary

As a means of approval of the proposed Site Development Plan for Building Permit and amended Site Plan for Subdivision to allow for the construction of the Walmart and the future construction of a mixed-use commercial development. The proposed project furthers numerous policies of applicable plans and also provides for an increase in services and entertainment opportunities for area residents.

Mr. Doug Peterson  
Vice Chairman  
October 21, 2011  
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If you have questions or need additional information regarding this project, please do not  
hesitate to call.

Sincerely,



Doug Peterson

Chairman

10000 1st Ave  
P.O. Box 10000  
Seattle, WA 98108

760-200-1000  
Doug Peterson

10000 1st Ave, P.O. Box 10000, Seattle, WA 98108



# PRE-APPLICATION REVIEW TEAM (PRT) MEETING

PA # 11- 074

Date: 6/21/11

Time: 1:30

**1. AGENCY REPRESENTATIVES PRESENT:**

- |                                       |  |  |
|---------------------------------------|--|--|
| Planning                              | <input checked="" type="checkbox"/> Carmen Marrone       | <input type="checkbox"/> Others _____                          |
| Transportation                        | <input type="checkbox"/> Nilo Salgado-Fernandez          | <input checked="" type="checkbox"/> Others <u>Cystal Metro</u> |
| ONC                                   | <input checked="" type="checkbox"/> Stephani Winklepleck | <input type="checkbox"/> Others _____                          |
| Code Enforcement                      | <input checked="" type="checkbox"/> Robert Pierson       | <input type="checkbox"/> Others _____                          |
| <input type="checkbox"/> Others _____ |  |  |

**2. TYPE OF APPLICATION ANTICIPATED/APPROVAL AUTHORITY:**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Zone Map Amendment   | <input type="checkbox"/> EPC Approval                  | <input type="checkbox"/> City Council Approval   |
| <input type="checkbox"/> Sector Dev. Plan Amendment                                 | <input type="checkbox"/> EPC Approval                  | <input type="checkbox"/> City Council Approval   |
| <input checked="" type="checkbox"/> <sup>Amend</sup> Site Dev. Plan for Subdivision | <input checked="" type="checkbox"/> EPC Approval       | <input checked="" type="checkbox"/> DRB Approval |
| <input checked="" type="checkbox"/> Site Dev. Plan for Bldg. Permit                 | <input checked="" type="checkbox"/> EPC Approval       | <input checked="" type="checkbox"/> DRB Approval |
| <input type="checkbox"/> Annexation   | <input type="checkbox"/> Bern. Co. Commission Approval | <input type="checkbox"/> EPC Approval            |
| <input type="checkbox"/> Other _____  |  | <input type="checkbox"/> DRB Approval            |

**3. SUMMARY OF PRT DISCUSSION:**

current zoning: SU-1 for C-2, C-1 + PRD - proposed use is permissive

Controlling factors:

- site plan for subd. design guidelines, Project # 1003859, 04EPC-01845
- if site plans for B.P. were approved at DRB, then request is for amendment of SPBP
- Coors Corridor Plan, West Side Strategic Plan
- Large Retail Facility (Big Box) Regulations - § 14-16-3-2-D + 14-8-2-7
  - location requirements met? yes
  - phasing? yes: to defer infra. improvements
  - neighborhood traffic mgmt requirements - TIS required? - previously approved for more sq. footage - need trip gen. comparison
  - pre-application public meeting - coordinate w/ ONC
  - need approval of 2<sup>nd</sup> access from Montano - planning for mid-july
- Planning staff will review conceptual plan + provide comments to applicant

**4. SIGN AND DATE TO VERIFY ATTENDANCE & RECEIPT OF THIS SUMMARY**

(PRT DISCUSSIONS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE NON-BINDING)

C. Marrone 6/21/11  
PRT CHAIR / DATE

[Signature] 6/21/11  
APPLICANT OR AGENT / DATE

ADDITIONAL APPLICANT INFORMATION

**Marrone, Carmen M.**

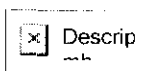
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**From:** Michelle Henrie [michelle@mhenrie.com]  
**Sent:** Tuesday, January 10, 2012 4:16 PM  
**To:** Marrone, Carmen M.; Lehner, Catalina L.  
**Cc:** 'Ron Bohannan'  
**Subject:** Maintenance Agreement / Walmart at North Andalucia at La Luz

Carmen, Catalina,

Attached is a proposed Maintenance Agreement. I used the Target template (attached) and modified the recitals a bit. I also made it binding (runs with the Property). And I defined "vacant or abandoned" as was done in the prior Lowe's agreement. Otherwise, it pretty much follows the Target model.

Michelle



**Michelle Henrie | Attorney · LEED AP**

MHenrie | Land · Water · Law  
P.O. Box 7035 · Albuquerque, New Mexico · 87194-7035  
126 E. DeVargas · Santa Fe, New Mexico · 87501  
505-842-1800 | fax 505-842-0033  
michelle@mhenrie.com

*This email and any attachments are privileged and confidential.  
If you have received this email in error, please destroy it immediately.*

## **MAINTENANCE AGREEMENT**

This Maintenance Agreement ("Agreement") is entered into this \_\_\_ day of \_\_\_\_\_ 2012 by and between the CITY OF ALBUQUERQUE, a New Mexico municipal corporation ("City") and WAL-MART STORES EAST, LP, a Delaware Limited partnership ("Walmart"), who agree as follows:

### **Recitals**

WHEREAS, Walmart is the owner of a large retail facility in the City of Albuquerque, Bernalillo County, as more particularly described on Exhibit A attached hereto and incorporated herein by reference ("Property");

WHEREAS, Walmart has procured a site development plan approval ("Site Development Plan") for the large retail facility from the City's Environmental Planning Commission ("EPC") and/or the Development Review Board ("DRB"); and

WHEREAS, under the Revised Ordinances of Albuquerque, New Mexico, 1994 § 14-16-3-2(D)(8) of the Zoning Code, Walmart is required to execute a maintenance agreement with the City to assure the large retail facility is maintained during periods of vacancy or abandonment.

### **Agreement**

NOW THEREFORE, City and Walmart agree as follows:

A. During any period of vacancy or abandonment, Walmart will, at its cost and expense, maintain the Property in accordance with the following maintenance standards (collectively, "Maintenance Standards"). For purposes of this Agreement the terms "vacancy or abandonment shall" be defined to be the termination of all retail operations on the Property for a period of thirty (30) consecutive days except in the case of damage by fire or other casualty or remodeling, where repair or restoration of the damaged site improvements, or remodeling, is being pursued with reasonable commercial diligence.

- 1) Any landscaping on the Property will be watered, pruned and weeded;
- 2) Any parking areas on the Property will be kept substantially free of dirt and litter;
- 3) The building facades on the Property will be kept in good repair (i.e., replacing cracked windows and removing any graffiti); and

- 4) Any outdoor security lighting and irrigation systems on the Property will be kept in good working order.

B. If the City determines, in good faith exercising commercially reasonable judgment, that Walmart is not maintaining the Property in accordance with the Maintenance Standards, the City will send written notice of such breach to Walmart and Walmart will have thirty (30) days following receipt of City's written notice to cure the breach. All notices, demands and requests (collectively, the "notice") required or permitted to be given under this Agreement must be in writing and shall be deemed to have been given as of the date such notice is (i) delivered to the Party intended, (ii) delivered to the then designated address of the Party intended, (iii) rejected at the then designated address of the Party intended, provided such notice was sent prepaid, or (iv) sent by nationally recognized overnight courier with delivery instructions for "next business day" service, or by United States certified mail, return receipt requested, postage prepaid and addressed to the then designated address of the Party intended. The initial address of Walmart shall be:

Wal-Mart Stores East, LP  
2001 S.E. 10<sup>th</sup> Street  
Bentonville, Arkansas 72716  
(attn: Shay Wright)

With a copy to:

Gust Rosenfeld P.L.C.  
One East Washington Street, Suite 1600  
Phoenix, Arizona 85004  
(attn: Laura Sever Blanco)

Signed by City and Walmart effective as of the date set forth above.

(Separate Signature Pages Follow)

(City Signature Page)

CITY OF ALBUQUERQUE,  
a municipal corporation

By: \_\_\_\_\_  
\_\_\_\_\_

Chief Administrative Officer

**CITY’S ACKNOWLEDGEMENT**

STATE OF NEW MEXICO     )  
   ) ss  
COUNTY OF BERNALILLO   )

This instrument was acknowledged before me on this \_\_\_\_ day of \_\_\_\_\_2012  
by \_\_\_\_\_, as Chief Administrative Officer of the City of  
Albuquerque, a New Mexico municipal corporation, on behalf of said corporation.

\_\_\_\_\_  
Notary Public

My Commission Expires:  
\_\_\_\_\_



EXHIBIT A





MHenrie | Land • Water • Law

January 10, 2012

Carmen Marrone, Current Planning Manager  
Catalina Lehner, Senior Planner  
Planning Department  
600 2nd St. NW  
Albuquerque, NM 87102

*Re: North Andalusia at La Luz, Project #1003859 (Amendment to the North Andalusia at La Luz Site Development Plan for Subdivision and Site Development Plan for Building Permit- Large Retail Facility)*

Dear Ms. Marrone and Ms. Lehner:

This firm represents the Applicant for the above-referenced project.

As you know, the City's Large Retail Facility Regulations (§ 14-16-3-2) were enacted in 2007. The poor economy—which has stalled real estate development, including commercial and retail development—followed in 2008.

We were curious. How many new Large Retail Facilities have been approved under the City's Large Retail Facility Regulations?

The results of our research are attached. We were able to find two (and only two) new Large Retail Facilities approved by the Environmental Planning Commission under the City's Large Retail Facility Regulations. Those projects are:

1. A Home Improvement Store (125,601 sf) and Retail Building (97,942 sf) at Unser Crossing, approved May 18, 2008 as Project # 1007204, 08EPC-40034, -40035, and -40039, and
2. A Lowe's Home Improvement Store (111,348 sf) at Hotel Circle, approved September 19, 2008 as Project #1007320, 08EPC-40071.

Project #1003859  
January 10, 2012  
Page 2 of 2

Enclosed are the approved site plans and the Official Notices of Decision. Can you please include this packet in the Record for North Andalusia at La Luz?

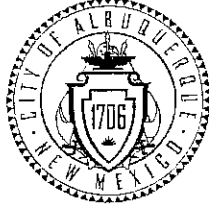
Yours sincerely,

MICHELLE HENRIE, LLC

A handwritten signature in black ink, appearing to read 'MH', with a long horizontal flourish extending to the right.

Michelle Henrie, Attorney

cc. Ron Bohannon, Tierra West, LLC, Applicant's agent



City of Albuquerque  
Planning Department  
Development Review Division  
P.O. Box 1293  
Albuquerque, New Mexico 87103

Date: May 16, 2008

## OFFICIAL NOTIFICATION OF DECISION

FILE: **Project# 1007204**  
08EPC-40034 SITE DEVELOPMENT -  
SUBDIVISION  
08EPC-40035 SITE DEVELOPMENT -  
BUILDG PRMT  
08EPC-40039 AMEND SECTOR  
DEVELOPMENT PLAN MAP

Armstrong Development Properties  
1500 N. Priest Drive, Suite 150E  
Tempe, AZ 85281

LEGAL DESCRIPTION: for Tracts 1A, 1B, 2A, 2B, 3A, 3B, & 6, Barrett V.E. Subdivision and approval of Site Development Plans for the aforementioned tracts and Tracts 4-A-1, 4B, 5-B-1 & 5-B-2, Lands of WEFCO Partners, zoned SU-2/C-2, located on Central Avenue between Unser and 86TH ST SW, containing approx. 50 acres. (K-9 ,10/L-10) Anna DiMambro, Staff Planner

On May 15, 2008 the Environmental Planning Commission voted to recommend approval to the City Council Project 1007204/08EPC 40039, a request for a map amendment to the West Route 66 Sector Development Plan from "SU-1/C-2 (10 acres), O-1, and PRD 20 du/acre (7 acres)" to C-2, for Tracts 1A, 1B, 2A, 2B, 3A, 3B, and 6 V.E. Barrett Subdivision, based on the following Findings:

### FINDINGS:

1. This is a request for a map amendment to the West Route 66 Sector Development Plan for Tracts 1A, 1B, 2A, 2B, 3A, 3B, and 6 V.E. Barrett Subdivision, an approximately 36 acre portion of a larger approximately 50 acre site located at the southwest corner of Central and Unser SW. The site is currently zoned SU-1/C-2 (10 acres), O-1, and PRD 20du/acre (7 acres) and is currently vacant. The applicant is proposing C-2 zoning for the entire site. Due to the acreage of the proposed zone change, this request will need to be approved by the City Council. The EPC is a recommending body in this case.

OFFICIAL NOTICE OF DECISION

MAY 15, 2008

PROJECT #1007204

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2. The applicant has submitted concurrent requests for a site development plan for subdivision and a site development plan for building permit for the larger 50-acre site. Retail uses are proposed for the entire site, including a health club.
3. The subject site is located within the Established Urban Area as designated by the Comprehensive Plan and is also within the boundaries of the West side Strategic Plan and the West Route 66 Sector Development Plan. The site is a designated Community Activity Center, and Central and Unser are both Enhanced Transit Corridors in this area.
4. This request furthers the following Comprehensive Plan goals and policies:
  - a. This request will contribute to a full range of urban land uses (II.B.5a).
  - b. The subject site is an appropriate location for the proposed intensity (II.B.5d).
  - c. The proposed zoning will enable development of a vacant infill site that is contiguous to existing infrastructure. Site plan review due to the site's size will ensure the integrity of existing neighborhoods (II.B.5e).
  - d. Employment and services uses on this site will complement the surrounding residential areas. Site plan review will ensure minimization of adverse effects of noise, lighting, pollution, and traffic on residential environments (II.B.5i).
  - e. The proposed zoning will contribute to the efficient placement of services (Transportation and Transit goal).
  - f. The proposed zoning will add to the economic diversity of the West Side (Economic Development goal).
  - g. The proposed zoning will accommodate a wide range of occupational skills and salary levels (II.D.6a).
  - h. The proposed zoning will enable development of a shopping center that may attract both local and outside businesses (II.D.6b).
  - i. The proposed zoning will enable development of a shopping center that will create jobs and reduce the need to travel (II.D.6g).
5. This request partially furthers the following Comprehensive Plan policies:
  - a. The applicant is requesting to eliminate the requirement for higher density housing in this designated Activity Center. While residential development is appropriate and encouraged, it is not required (II.B.5h and II.B.7i).
  - b. The subject site is currently only partially commercially zoned (II.B.5j).
  - c. The proposed location for this shopping center will be convenient for nearby residents, but mixed use is not being proposed (II.B.7a).
  - d. Employment and services uses on this site will complement the surrounding residential areas. Site plan review will ensure minimization of adverse effects of noise, lighting, pollution, and traffic on residential environments (II.B.5i).
  - e. The proposed zoning will add to the economic diversity of the West Side (Economic Development goal).
  - f. The proposed zoning will accommodate a wide range of occupational skills and salary levels (II.D.6a).

6. This request furthers the following goals, objectives, and policies of the West Side Strategic Plan:
    - a. The proposed zoning will allow West Side residents the opportunity to shop and play in the area where they live (Goal 10).
    - b. Land uses on the West Side are currently unbalanced with a need for commercial uses (Objective 1).
    - c. This zone change will promote job opportunities and business growth in an appropriate area (Objective 8).
    - d. The proposed zoning will allow for urban style services (Policy 3.40).
    - e. The proposed zoning will encourage employment growth (Policy 3.41).
  
  7. The applicant has adequately justified this request based upon R-270-1980:
    - a. The proposed C-2 zoning allows extensive review by city departments, agencies and residents, which minimizes any adverse effects of future development on public facilities, services and roadways and ensures that the design contributes positively to the neighborhood. This is consistent with the health, safety, morals, and general welfare of the city (A).
    - b. The Planning Department considers that the applicant has provided an acceptable justification for the change and has demonstrated that the requested zoning will not destabilize land use and zoning in the area because it is consistent with the zoning of many surrounding properties (B).
    - c. The applicant cited a preponderance of applicable goals and policies of the Comprehensive Plan and the West Side Strategic Plan that are furthered by this request (C).
    - d. The applicant has justified the change based on changed conditions and on the proposed use category being more advantageous to the community
      - i. An 80-acre Regional Shopping Center, which was approved as part of the Atrisco Business Park Master Plan, was a factor in limiting the amount of commercial development that could take place on the subject site. This regional mall was never developed in this area. 100% commercial zoning on the subject site is appropriate to fill the gap in commercial zoning that was left when the regional mall was developed further north (2).
      - ii. Overall, the applicant has cited a preponderance of policies that are furthered by this request (3).
    - e. C-2 zoning is an appropriate zoning category for a Community Activity Center and that most of the allowable uses are innocuous (E).
    - f. The applicant will be required to fund any associated infrastructure improvements (F).
    - g. Economic considerations are not the determining factor for the request (G).
    - h. While the location of the site is certainly a factor in this analysis, it is not the only justification for the proposed change (H).
    - i. This request will not constitute a spot zone or a strip zone (I and J).
  
  8. There is no known neighborhood or other opposition to this request. There is substantial support for this request from area residents and neighborhood associations.
-

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On May 15, 2008 the Environmental Planning Commission voted to approve Project 1007204/08EPC 40034, a site development plan for subdivision, for Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners, based on the following Findings and subject to the following Conditions:

**FINDINGS:**

1. This is a request for a site development plan for subdivision with design standards for Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners an approximately 50-acre vacant site located at the southwest corner of Central and Unser SW. The site is currently zoned C-2 and SU-1/C-2 (10 acres), O-1, and PRD 20du/acre (7 acres).
2. The applicant is proposing to re-plat the existing 11 tracts into 14 tracts and proposes design standards.
3. The applicant has a submitted concurrent request for a map amendment to the West Route 66 Sector Development Plan for an approximately 36- acre portion of the site so that the entire site will be zoned C-2. The applicant has also submitted a concurrent request for a site development plan for building permit. Retails uses are proposed for the entire site, including a health club.
4. The subject site is located within the Established Urban Area as designated by the Comprehensive Plan and is also within the boundaries of the West side Strategic Plan and the West Route 66 Sector Development Plan. The site is a designated Community Activity Center, and Central and Unser are both Enhanced Transit Corridors in this area.
5. This request partially furthers the following Comprehensive Plan goals and policies:
  - a. The applicant is proposing design standards that would regulate the use and design of these future pad sites. However, the site development plan for subdivision does not restrict the number of drive-thrus on the site. Restriction on the number of drive-thrus is crucial to maintain the integrity of the Activity Center and to protect the established residential neighborhoods from the traffic that will be drawn to and through the site thereby increasing vehicle/pedestrian conflicts (II.B.5k).
  - b. While staff agrees that the location is convenient for residents, the proposed site plan consists mostly of larger parcels (II.B.7a).
6. This request furthers the following West Side Strategic Plan policy:
  - a. This site is accessible by several major streets and is also served by 4 bus routes (Policy 1.14).

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7. Delegation of future phases of development to the DRB is not appropriate in this case because of the importance of the properties adjacent to Central and Unser.
8. The submittal meets the Zoning Code's Large Retail Facility (LRF) Regulations (Section 14-16-3-2 (D)) except for the block size specifics of subsection (3) Site Division. The subject site's dimensions result in irregular block sizes, which are appropriate because:
  - a. The proposed block sizes achieve the intent of the LRF Regulations;
  - b. The proposed design is appropriate for this location;
  - c. The narrow side of the site abuts the adjacent 86<sup>th</sup> Street that provides a primary access
  - d. The long side along Central Avenue has a major entrance that leads to a large, pedestrian-oriented entrance plaza for a group of buildings.
9. There is substantial support for this request from area residents and neighborhood associations.

**CONDITIONS:**

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. Design Standards
  - a. Future phases of development may be delegated to the DRB after EPC review of the first pad site.
  - b. The applicant shall provide a note stating that all development on the site must comply with Zoning Code and West Route 66 Sector Development Plan Design Overlay Zone regulations and that where conflicts exist, the most restrictive shall apply.
  - c. All references to the SU-2 zone shall be removed from the Design Standards.
  - d. A clear statement shall be added to the Permitted Uses section stating that any C-2 conditional uses proposed for the site will require a Conditional Use Permit.
  - e. Streetscape: The applicant shall insert the statement that streetscape will also encourage nearby residents to walk rather than drive to Unser Crossing.
  - f. Parking:
    - i. The statement prohibiting on-street parking shall be removed.
    - ii. The statement regarding compliance with the big box ordinance shall be removed from the second bullet point.

- iii. A standard shall be added stating that parking shall be placed on at least two sides of a building within a particular lot and, if possible, shall not dominate the building or street frontage. ←
  - iv. The statement regarding employee parking shall be removed.
  - v. A note shall be added stating that trees shall be provided in the parking areas per the requirements of the West Route 66 Sector Development Plan Design Overlay Zone.
  - g. Site Landscape:
    - i. The applicant shall state when the hardscape palette will be selected and by whom.
    - ii. The first bullet point shall not state specific zoning code section and shall additionally state that landscape plans shall also comply with the West Route 66 Sector Development Plan Design Overlay Zone.
  - h. Commons Area: This section shall be removed.
  - i. Service/Loading Areas: The wall height required for screening of service/loading shall be changed to 8' at the loading dock areas.
  - j. Building Articulation/Design: Design requirements shall be added to make the rears of buildings attractive to the same standard as the sides of buildings.
  - k. Portable Buildings: Temporary portable buildings shall also be prohibited.
  - l. Sustainability: The applicant shall add information regarding access to transit and safe and convenient pedestrian connections in order to facilitate multi-modal transportation.
  - m. Lighting: Maximum lighting height shall be 20' unless the Zoning Hearing Examiner approves a variance.
4. Signage Master Plan shall return to the EPC for review and approval:
- i. Off-premise signs shall be added to the list of prohibited signs. Temporary banner signs for special events may be allowed with an Administrative Amendment.
  - ii. The statement "signs will not be permitted to be installed or placed along the perimeter of the property" shall be removed.
  - iii. A note shall be added stating that all signage shall comply with regulations of the Zoning Code and the West Route 66 Sector Development Plan Design Overlay Zone unless the Zoning Hearing Examiner approves a variance.
  - iv. A note shall be added stating that signage facing residential areas shall not be illuminated.
5. Transit:
- i. The applicant shall include information regarding all of the bus routes that serve the subject site.
  - ii. The applicant shall coordinate with the Transit Department about possible participation in Transportation Demand Management (TDM) programs.
6. Drive-Up Service Windows: The total number of permitted drive-up service windows shall be limited to 4, with the number of adjacent drive-up service window uses limited to two. Drive-up window uses may include a bank, pharmacy and a maximum of two "quick-serve restaurants."



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7. Wireless Telecommunications Facilities: Any allowance for wireless telecommunications facilities shall require architectural integration.
8. The site development plan for subdivision shall be made to match the approved site development plan for building permit.
9. Final approval of the corresponding map amendment to the West Route 66 Sector Development Plan (08EPC 40039) by the City Council is required prior to final sign-off of the site development plan for subdivision at the DRB.
10. City Engineer Conditions:
  - 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. Comment continued on next page. 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. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
  - c. Page 7, 10C and page 15, 18C, The width of the drive aisle between the landscape island and the parking area behind retail shops 7C and 7C2 shall be a maximum 35' to minimize the crossing distance for the pedestrian walkway by adding additional parking.
  - d. Provide adequate site distance at service drives along Bridge Boulevard adjacent to 6' screen wall.
  - e. According to the TIS, there are six uses with drive-thru windows. Therefore, the applicant should provide the entire site plan for the purpose of reviewing site circulation.
  - f. Site drives to be designed and located per the recommendations in the TIS.
  - g. Provide truck route and turning information on site plan. Service drives and loading areas to be designed accordingly.
  - h. Provide cross access to Tracts 7 and 8 (designated as not a part on site plan), to site drive aisles that provide connections with Unser and Bridge Boulevards. Provide applicable cross access agreements.
  - i. A concurrent platting action will be required at DRB.
  - j. Site plan shall comply and be designed per DPM Standards.
  - k. Dedication of right-of-way from the centerline of Unser Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
  - l. Dedication of right-of-way from the centerline of Central Avenue a Principal arterial as designated on the Long Range Roadway System map.
  - m. Dedication of right-of-way from the centerline of Bridge Boulevard a Collector Street as designated on the Long Range Roadway System map.

- n. Dedication of right-of-way from the centerline of 86<sup>th</sup> Street a Collector Street as designated on the Long Range Roadway System map.
  - o. Dedication of an additional 6 feet of right-of-way along Unser Boulevard, Central Avenue, Bridge Boulevard and 86<sup>th</sup> Street as required by the City Engineer to provide for on-street bicycle lanes.
  - p. Construction of the bicycle lanes along Unser Boulevard, Central Avenue, Bridge Boulevard and 86<sup>th</sup> Street adjacent to the subject property, as designated on Long Range Bikeways System map.
11. Final City Council approval of the accompanying sector development plan map amendment (08EPC-40039) is required prior to final DRB sign-off.
- 

On May 15, 2008 the Environmental Planning Commission voted to approve Project 1007204/08EPC 08EPC 40035, a site development plan for building permit, for Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners, based on the following Findings and subject to the following Conditions:

**FINDINGS:**

- 1. This is a request for a site development plan for building permit for portions of Tracts 1A, 1B, 2A, 2B, 3A, 3B, 4B, and 6 V.E. Barrett Subdivision and Tracts 4-A-1, 5-B-1, 5-B-2, Lands of WEFCO Partners an overall approximately 50-acre vacant site located at the southwest corner of Central and Unser SW. The site is currently zoned C-2 and SU-1/C-2 (10 acres), O-1, and PRD 20du/acre (7 acres).
- 2. The applicant has a submitted concurrent request for a map amendment to the West Route 66 Sector Development Plan for an approximately 36- acre portion of the site so that the entire site will be zoned C-2. The applicant has also submitted a concurrent request for a site development plan for subdivision with design standards. Retails uses are proposed for the entire site, including a health club.
- 3. The subject site is located within the Established Urban Area as designated by the Comprehensive Plan and is also within the boundaries of the West side Strategic Plan and the West Route 66 Sector Development Plan. The site is a designated Community Activity Center, and Central and Unser are both Enhanced Transit Corridors in this area.

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4. This request partially furthers the following Comprehensive Plan goals and policies:
  - a. The concept of creating a shopping center to offer more retail options to west side residents is supported; however, the overall layout and design of the shopping center with its back towards the adjacent residential neighborhoods does little to promote an integrated community. The site layout is not conducive to walkability and places more of an emphasis on the personal vehicle (Goal for Developing and Established Urban Areas).
  - b. The proposed site layout could be improved to better respect existing neighborhood conditions, although the proposed uses are appropriate (II.B.5d).
  - c. This request would enable development of a vacant infill site that is contiguous to existing infrastructure. However, the proposed design of the site does not ensure the integrity of the existing neighborhood because the entire length of Bridge Boulevard, which is adjacent to residential neighborhoods, is devoted to building rears and loading docks (II.B.5e).
  - d. The employment and services uses in the retail center would complement the surrounding residential areas. Currently, there are few retail options on the west side. However, the design of the site may create adverse effects of noise, lighting, pollution, and traffic on the adjacent residential environment (II.B.5i).
  - e. This development will buffer adjacent residential areas from the noise on Central Avenue, but the proposed location of the truck loading docks will create additional noise (II.B.5k).
  - f. The site's location is convenient for commercial services, but mixed uses are not proposed, and the site design does not encourage walking (II.B.7a).
  - g. The proposed commercial uses may somewhat encourage walking from one shop to another adjacent shop, although the overall site design does not encourage walking. Pedestrian linkages are provided between uses within the site and to surrounding neighborhood. Buildings are not designed to support public transit and pedestrian activity, although the architecture is appropriate. Landscaping, street furniture, and textured paving are proposed (II.C.9d).
  - h. While the proposal may contribute to the efficient placement of services and sufficient roadway capacity will be ensured through required improvements at the applicant's cost, the proposal does not encourage walking, bicycling, or the use of transit. The applicant is proposing to provide transit shelters, but these could be incorporated into the site plan in a more meaningful way (Transportation and Transit Goal).
  - i. Adequate parking screening is provided, and no high water use plants are proposed for the landscape strips. Proposed signage, however, is excessive, and building facades are mostly separated from the roadway corridor by parking areas. Sidewalks are proposed adjacent to the surrounding roadway corridors that will facilitate safe and convenient walking around the perimeter of the site (II.C.9e).
  - j. The proposal does not show a majority of building entrances from the street and shows the majority of buildings set back from the street at distances far greater than what this policy calls for, with parking areas separating the buildings from the street. The applicant has used a 15% parking reduction based upon transit access as allowed by the Zoning Code and the design standards project a floor area ratio of 1.0 at build-out. This policy calls for building entrances to be on the street for the convenience of transit riders and to make the use of transit more appealing to vehicle drivers (II.D.4a).

- k. Pedestrian and bicycle paths have been incorporated into the project, but the layout of the buildings could be improved to reduce pedestrian/vehicle conflicts and walking distances (II.D.4g).
        - l. Four transit routes service this site, and safe access to transit and transfer capability is provided for in this site plan, although the site plan fails to meaningfully integrate transit into the development (II.D.4p).
5. This request furthers the following West Side Strategic Plan goals and policies:
  - a. This site is accessible by several major streets and is also served by 4 bus routes. It is accessible by pedestrians and bicyclists, although this access may not be ideal (Policy 1.14).
6. This request partially furthers the following West Side Strategic Plan goals and policies:
  - a. Although some of the smaller shops are clustered in some areas of the site plan, many of the proposed structures have the appearance of a strip mall (Policy 1.3).
  - b. Pedestrian and bicycle access is provided to key activity areas. However, the parking lots are not carefully designed to facilitate this access (Policy 1.5).
  - c. The proposal shows buildings of different scales, and the smaller building clusters encourage pedestrian access. However, the three main building structures are too large to be considered pedestrian scale, and parking is located solely in front of the larger buildings. No on-street parking is proposed (Policy 1.12).
  - d. While the applicant is proposing aesthetically pleasing landscaping for Bridge and Central and is also proposing commercial services that will contribute to the social enhancement of Bridge and Central, the entire length of Bridge adjacent to the subject site is dedicated to building rears with large loading dock areas (Policy 3.45).
7. The submittal meets the Zoning Code's Large Retail Facility (LRF) Regulations (Section 14-16-3-2 (D)) except for the block size specifics of subsection (3) Site Division. The subject site's dimensions result in irregular block sizes, which are appropriate because:
  - a. The proposed block sizes achieve the intent of the LRF Regulations;
  - b. The proposed design is appropriate for this location;
  - c. The narrow side of the site abuts the adjacent 86<sup>th</sup> Street that provides a primary access
  - d. The long side along Central Avenue has a major entrance that leads to a large, pedestrian-oriented entrance plaza for a group of buildings.
8. There is substantial support for this request from area residents and neighborhood associations.

**CONDITIONS :**

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. **Parking:**
  - a. The motorcycle spaces shall be located in an area that is visible from the entrance of the building on the site.
  - b. A detail drawing of the proposed motorcycle signage shall be provided.
  - c. Add a column to the parking calculations chart totaling the number of required parking spaces for each building group to match the groupings in the "Parking Provided" column. If the minimum parking required for the site cannot be met, then the applicant shall request a variance from the Zoning Hearing Examiner.
  - d. Adjust building square footages in the parking calculation chart to match those shown on the site plan.
  - e. The row of disabled parking spaces south of Retail 1 shall be located closer to the entrance of Retail 1 or Retail 7B.
  - f. Some of the disabled parking spaces adjacent to Retail 5 shall be located near Retail 4.
  - g. Parking shall be located on at least 2 sides of each building.
4. **Site Plan:**
  - a. Note 1 shall be revised to remove the statement "if a truck bay is located within 300 feet of a residential structure."
  - b. Future phases of development may be delegated to the DRB after EPC review of the first pad site.
  - c. Pedestrian walkways through the parking lots shall align with building entrances where possible.
  - d. Additional cart storage areas shall be provided throughout the site where necessary, and parking calculations shall be revised accordingly.
  - e. Pervious paving shall be used in plaza areas, along building facades, and along pedestrian walkways.

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5. Transit:
  - a. All adjacent bus stops (including those on opposite sides of the street) shall be shown on the site plan.
  - b. Direct connections shall be provided to each adjacent bus stop.
  - c. A transit feasibility plan shall be provided as per West Side Strategic Plan Policy 1.2 and in coordination with the Transit Department.
  - d. A new stop on Central Avenue just east of the westernmost driveway will provide access to the site via the #54 and the #66. A new stop on Unser north of the Unser driveway will provide access via the #54. These shall be shown on the site plan and incorporated into the site design as approved by the Transit Department.
  - e. The applicant shall install bus shelters and associated trash cans and benches at both stops, as reflected in the Site Plan for Subdivision's section M (Transit Facilities), and as approved by the transit department.
  - f. If posted speed limits adjacent to the site on Central will remain over 45 mph, then the applicant install a bus bay for the new stop on Central Avenue, if required by the Transit Department.
6. Maximum lighting height shall be 20' unless the Zoning Hearing Examiner approves a variance.
7. Landscaping:
  - a. Parking lot tree planters shall be placed such that not more than 15 side-by-side parking spaces shall be allowed between planters. For the purpose of calculating parking spaces, cart storage spaces and motorcycle spaces shall be included.
  - b. The locations of trees, lighting, and signage shall be coordinated to prevent future conflict.
  - c. Move street trees along Bridge and along 86<sup>th</sup> behind sidewalk per street tree ordinance. Move sidewalk farther away from street creating planting area 6' wide or greater providing sufficient rooting area and place trees there for greater pedestrian safety, walkability, and environmental benefits. Same for sidewalk placement along Central and Unser.
  - d. A street tree plan shall be provided for the entire lengths of Central and Unser.
  - e. Street trees along Central shall be species that will reach a height of 25 feet or less at maturity. (PNM comment).
  - f. The note "Landscape to be determined by future tenant" shall be removed.
8. Walls and Fences:
  - a. The wall height required for screening of service/loading shall be changed to 8' at the loading dock areas.
  - b. Detail drawings of the proposed screen wall shall be provided, including information regarding materials and colors that match the building architecture.
9. Plaza areas:
  - a. The square footage of each plaza space shall be indicated on the site plan.

- b. Plaza calculations shall be revised to reflect regulations of the large retail facilities regulations (a collection of smaller buildings linked by common walls shall be considered one building). Plaza space for each building shall be located adjacent to or near the associated building.
- c. A minimum of 50% of the required public space shall be provided in the form of aggregate space as required by the Zoning Code's Large Retail Facility Regulations.

10. Grading, Drainage, and Utility Plan

- a. The detention pond shall be shallow to prevent the need for defensive security fencing, if technically feasible, yet has the capacity to manage storm waters in a 100-year event.
- b. The retaining wall symbol shall be removed from the legend unless there is actually a retaining wall on the site.
- c. A detail drawing for the detention pond shall be provided. This ponding area shall be rotated 90 degrees and relocated parallel along the adjacent drive aisle and to be bisected by the proposed pedestrian walkway and as presented at the hearing.

11. Architecture:

- a. Elevations shall state color names, shall correctly label each building, and shall use cardinal directions to label each façade.
- b. The statement on the Lowe's elevations regarding the "representation of design intent" shall be removed.
- c. Colors and materials of service doors shall be indicated. High quality materials and treatments shall be used to enhance the aesthetic qualities of these doors.
- d. Similar treatments shall be used on rear elevations as are used on side elevations to meet the intent of Zoning Code §14-16-3-18.
- e. Outdoor seating and plaza space shall be provided as required by large retail facility regulations (§14-16-3-2) and Zoning Code §14-16-3-18.
- f. Retail buildings 7C and 7C2 shall have windows facing the pedestrian plaza on their east and west facades, respectfully.

12. Signage Master Plan shall return to the EPC for review and approval;

- a. All signage shall comply with the Signage Master Plan as approved by the EPC as part of the associated site development plan for subdivision (08EPC 40034).
- b. Vehicular and pedestrian wayfinding sign program shall be included.
- c. Allocation of signage for all tenants shall be described.

13. Maintenance Agreement:

- a. The applicant shall sign a maintenance agreement with the City that is deemed appropriate by the Planning Director. (§14-16-3-2)
- b. The applicant shall add a note on the site development plan for building permit referencing the maintenance agreement.

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14. Solid Waste:
  - a. The site plan shall comply and be designed in accordance with Solid Waste Management requirements.
  - b. Detail drawings shall be provided of the proposed double refuse enclosure.
15. Final approval of the corresponding map amendment to the West Route 66 Sector Development Plan (08EPC 40039) by the City Council is required prior to final sign-off of the site development plan for building permit at the DRB.
16. The applicant must request a Water/Sewer Availability statement. The Utility Plan shall be approved by the Water Utility Authority prior to DRB sign-off.
17. PNM conditions: Access to the development along Central Avenue (driveways, curb cuts) needs to avoid the existing PNM structures. If any of the PNM structures are required to be located due to this project, the developer must pay for the cost of relocation. Any changes or realignment of the existing overhead or underground distribution lines will be at the customer's expense.
18. City Engineer Conditions:
  - 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. Comment continued on next page. 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. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
  - c. Page 7, 10C and page 15, 18C, The width of the drive aisle between the landscape island and the parking area behind retail shops 7C and 7C2 shall be a maximum 35' to minimize the crossing distance for the pedestrian walkway by adding additional parking.
  - d. Provide adequate site distance at service drives along Bridge Boulevard adjacent to 6' screen wall.
  - e. According to the TIS, there are six uses with drive-thru windows. Therefore, the applicant should provide the entire site plan for the purpose of reviewing site circulation.
  - f. Site drives to be designed and located per the recommendations in the TIS.
  - g. Provide truck route and turning information on site plan. Service drives and loading areas to be designed accordingly.
  - h. Provide cross access to Tracts 7 and 8 (designated as not a part on site plan), to site drive aisles that provide connections with Unser and Bridge Boulevards. Provide applicable cross access agreements.
  - i. A concurrent platting action will be required at DRB.
  - j. Site plan shall comply and be designed per DPM Standards.



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- k. Dedication of right-of-way from the centerline of Unser Boulevard a limited access, principal arterial as designated on the Long Range Roadway System map.
- l. Dedication of right-of-way from the centerline of Central Avenue a Principal arterial as designated on the Long Range Roadway System map.
- m. Dedication of right-of-way from the centerline of Bridge Boulevard a Collector Street as designated on the Long Range Roadway System map.
- n. Dedication of right-of-way from the centerline of 86<sup>th</sup> Street a Collector Street as designated on the Long Range Roadway System map.
- o. Dedication of an additional 6 feet of right-of-way along Unser Boulevard, Central Avenue, Bridge Boulevard and 86<sup>th</sup> Street as required by the City Engineer to provide for on-street bicycle lanes.
- p. Construction of the bicycle lanes along Unser Boulevard, Central Avenue, Bridge Boulevard and 86<sup>th</sup> Street adjacent to the subject property, as designated on Long Range Bikeways System map.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **MAY 30, 2008** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If they decide that all City plans, policies and ordinances have not been properly followed, they shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

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YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

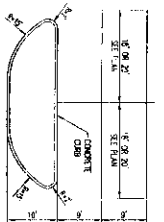
Sincerely,

Richard Dineen  
Planning Director

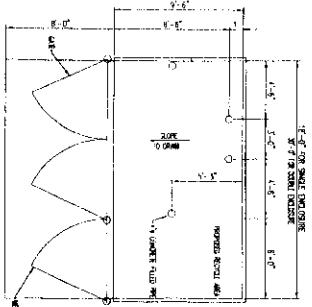
RD/AD/ac

cc: Darren Sowell Architects, 4700 Lincoln Rd. NE, Suite 111, Albuquerque, NM 87109  
Miguel Maestas, Avalon NA, 9400 Harbor Rd. NW, Albuquerque, NM 87121  
Kelly Chappelle, Avalon NA, 9135 Santa Catalina Ave. NW, Albuquerque, NM 87121  
M Max Garcia, Los Volcanes NA, 6619 Honeylocust Ave. NW, Albuquerque, NM 87121  
Benny Sandoval, Los Volcanes NA, 6516 Honeylocust Ave. NW, Albuquerque, NM 87121  
Tony Chavez, Skyview West NA, 305 Claire Ln. SW, Albuquerque, NM 87121  
Beatrice Purcella, Skyview West NA, 201 Claire Ln. SW, Albuquerque, NM 87121  
Norman Mason, Stinson, Tower NA, 7427 Via Tranquilo SW, Albuquerque, NM 87121  
Victor Wyant, Stinson Tower NA, 612 Cottontail SW, Albuquerque, NM 87121  
Andres Anaya, Sunrise HOA, 209 Galataneau NW, Albuquerque, NM 87121  
Darlene Norris, Sunrise HOA, 319 Galantaneu NW, Albuquerque, NM 87121  
Matthew Archuleta, Westgate Heights NA, 1628 Summerfield SW, Albuquerque, NM 87121  
Libby McIntosh, Westgate Heights NA, 1316 Ladrones Ct. SW, Albuquerque, NM 87121  
Van Barber, Westside Merchants Assoc., 5201 Central NW, Albuquerque, NM 87105  
Miguel Maestas, Westside Merchants Assoc., 6013 Sunset Gardens SW, Albuquerque, NM 87121  
Dan Serrano, 3305 Ronda De Lechugas NW, Albuquerque, NM 87120  
Becky Davis, 500 Leeward Dr. NW, Albuquerque, NM 87121  
Jerry Gallegos, 417 65<sup>th</sup> St. SW, Albuquerque, NM 87121  
Louis Tafoya, 6411 Avalon Rd. NW, Albuquerque, NM 87105  
Dr. Joe Valles, 5020 Grande Vista Ct. NW, Albuquerque, NM 87121  
Senator Linda M. Lopez, 9132 Suncrest SW, Albuquerque, NM 87121  
Susan Unser, 7625 Central NW, Albuquerque, NM 87121  
Bernard Dooley, 7611, Via Sereno, Albuquerque, NM 87121  
Klarissa Pena, 6525 Sunset Gardens SW, Albuquerque, NM 87121

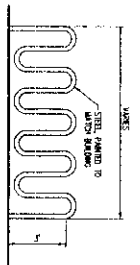




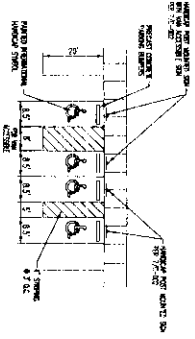
1 TYPICAL REINFORCED CONCRETE FOOTING DETAIL



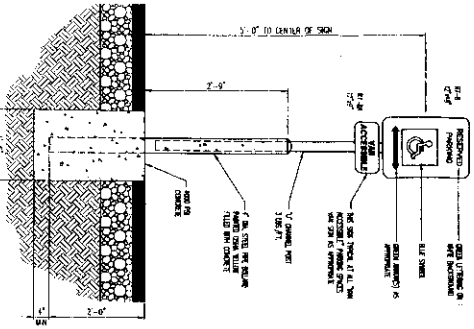
2 SINGLE & DOUBLE POST ENCLOSURE DETAIL



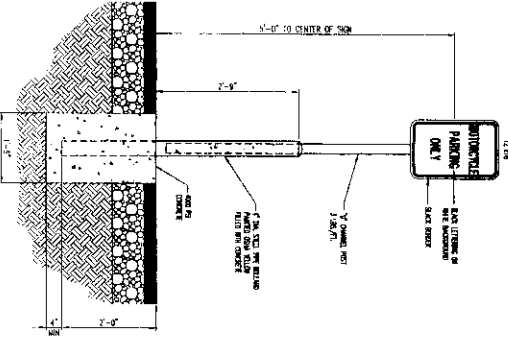
3 BASE BACK



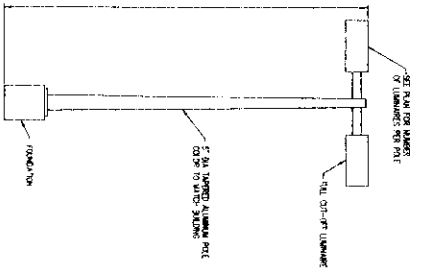
4 TYPICAL HANDICAP PARKING DETAIL



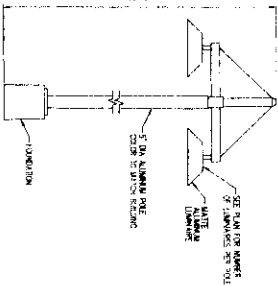
7 HANDICAP PARKING SIGN MOUNTING DETAIL



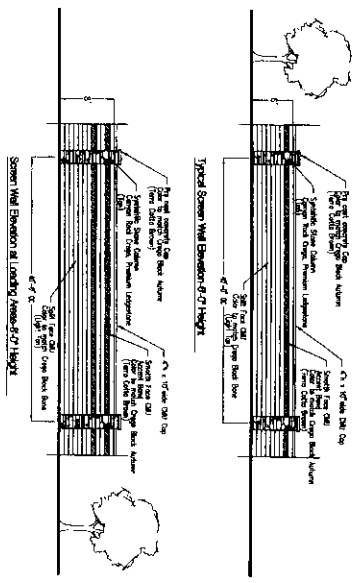
8 MOTORCYCLE PARKING SIGN MOUNTING DETAIL



5 TYPICAL POLE MOUNTED LIGHT DETAIL



6 DECORATIVE POLE MOUNTED LIGHT DETAIL



9 SCREEN WALL ELEVATIONS

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET AND INCHES.

**DSM**  
Darren Smith  
1000 Louisiana Street, Suite 111  
Albuquerque, NM 87102  
Tel: (505) 243-8371

**Mitchell & Mitchell**  
1000 Louisiana Street, Suite 111  
Albuquerque, NM 87102  
Tel: (505) 243-8371

Mitchell Associates, LLC  
1000 Louisiana Street, Suite 111  
Albuquerque, NM 87102  
Tel: (505) 243-8371

**ARMSTRONG DEVELOPMENT**  
1000 Louisiana Street, Suite 111  
Albuquerque, NM 87102  
Tel: (505) 243-8371

Unser Crossing  
DRB Submittal  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

**C-002**

SITE PLAN  
DETAIL SHEET

DATE: 06/17/2010

SCALE: AS SHOWN

PROJECT: UNSER CROSSING

CLIENT: ARMSTRONG DEVELOPMENT

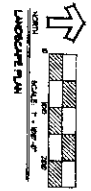
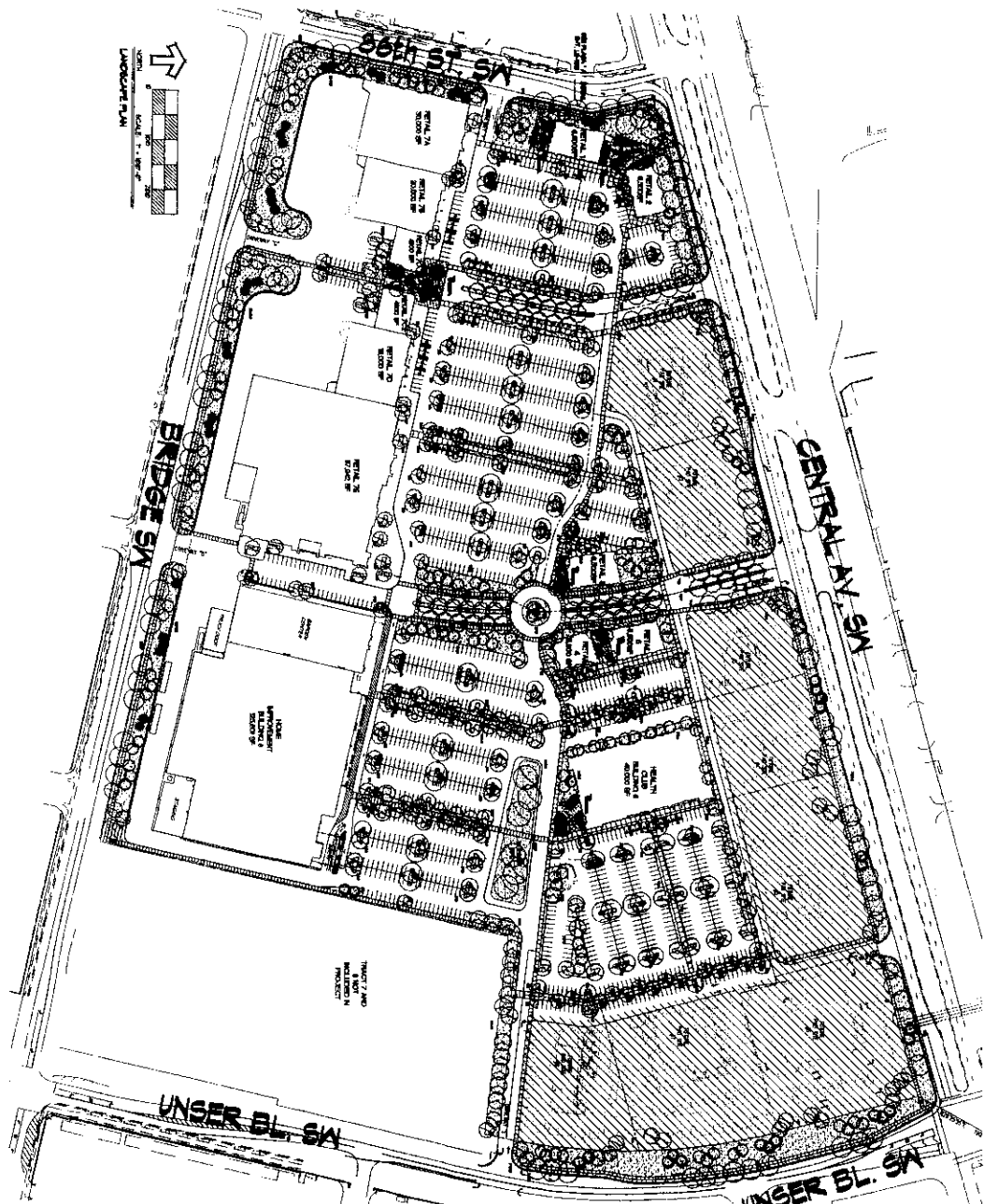
DESIGNER: MITCHELL ASSOCIATES, LLC

DATE: 06/17/2010

SCALE: AS SHOWN

PROJECT: UNSER CROSSING

CLIENT: ARMSTRONG DEVELOPMENT



**LANDSCAPE LEGEND**

SYMBOL	DESCRIPTION	QUANTITY
○	1" TREE	10
○	2" TREE	15
○	3" TREE	20
○	4" TREE	25
○	5" TREE	30
○	6" TREE	35
○	7" TREE	40
○	8" TREE	45
○	9" TREE	50
○	10" TREE	55
○	11" TREE	60
○	12" TREE	65
○	13" TREE	70
○	14" TREE	75
○	15" TREE	80
○	16" TREE	85
○	17" TREE	90
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○	196" TREE	985
○	197" TREE	990
○	198" TREE	995
○	199" TREE	1000
○	200" TREE	1005

**LANDSCAPE NOTES**

1. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

2. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

3. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

4. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

5. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

6. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

7. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

8. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

9. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

10. All trees to be planted in accordance with the City of Albuquerque Landscaping Ordinance, Revised 2011.

**LANDSCAPE CALCULATIONS**

PLANTING REQUIREMENTS	YARDS
TOTAL PLANTING AREA (A)	100
LANDSCAPE REQUIREMENTS (B)	100
TOTAL LANDSCAPE REQUIREMENTS (C)	100
TOTAL LANDSCAPE PROVIDED (D)	100

Preliminary  
not for construction  
06/17/2008



LANDSCAPE PLAN  
LS-101

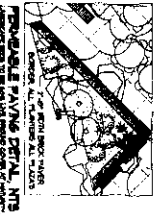
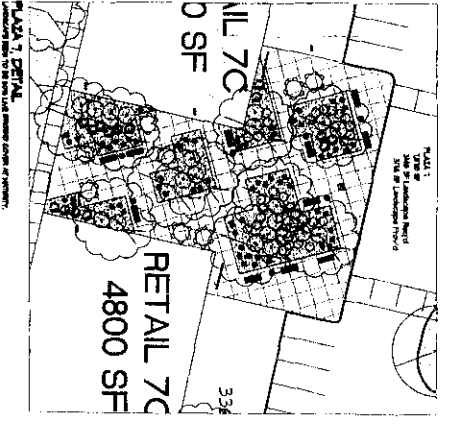
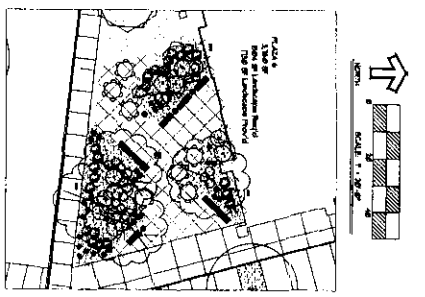
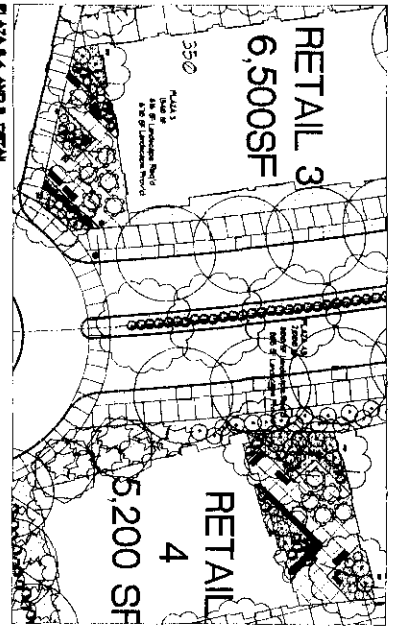
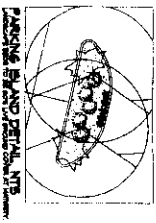
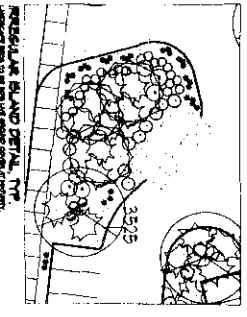
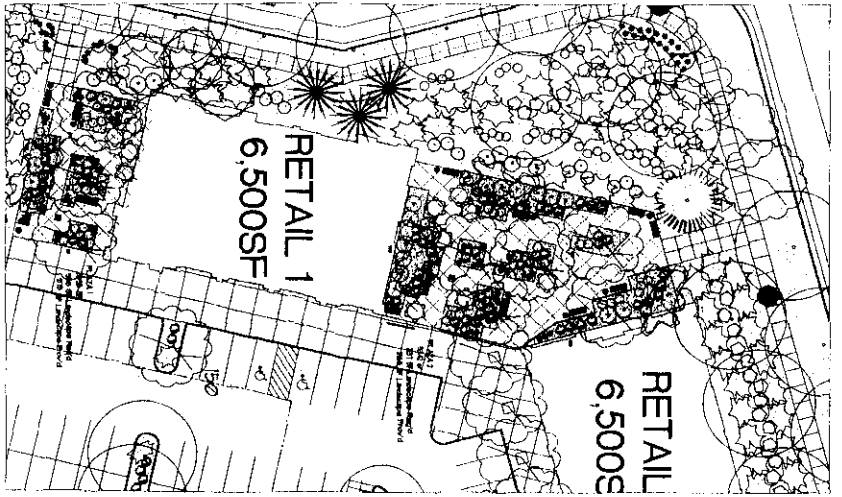
**User Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121**

**ARMSTRONG DEVELOPMENT**  
1000 1st Avenue SW  
Albuquerque, NM 87102  
505.833.1234

**Bohannon Architects**  
1000 1st Avenue SW  
Albuquerque, NM 87102  
505.833.1234

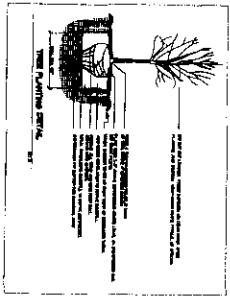
**Mitchell Associates LLC**  
1000 1st Avenue SW  
Albuquerque, NM 87102  
505.833.1234

**DAISA**  
Darren Sowell  
ARCHITECTS  
1000 1st Avenue SW  
Albuquerque, NM 87102  
505.833.1234



LANDSCAPE LEGEND

Symbol	Description
○	1" Caliper Tree
○	2" Caliper Tree
○	3" Caliper Tree
○	4" Caliper Tree
○	5" Caliper Tree
○	6" Caliper Tree
○	7" Caliper Tree
○	8" Caliper Tree
○	9" Caliper Tree
○	10" Caliper Tree
○	11" Caliper Tree
○	12" Caliper Tree
○	13" Caliper Tree
○	14" Caliper Tree
○	15" Caliper Tree
○	16" Caliper Tree
○	17" Caliper Tree
○	18" Caliper Tree
○	19" Caliper Tree
○	20" Caliper Tree
○	21" Caliper Tree
○	22" Caliper Tree
○	23" Caliper Tree
○	24" Caliper Tree
○	25" Caliper Tree
○	26" Caliper Tree
○	27" Caliper Tree
○	28" Caliper Tree
○	29" Caliper Tree
○	30" Caliper Tree
○	31" Caliper Tree
○	32" Caliper Tree
○	33" Caliper Tree
○	34" Caliper Tree
○	35" Caliper Tree
○	36" Caliper Tree
○	37" Caliper Tree
○	38" Caliper Tree
○	39" Caliper Tree
○	40" Caliper Tree
○	41" Caliper Tree
○	42" Caliper Tree
○	43" Caliper Tree
○	44" Caliper Tree
○	45" Caliper Tree
○	46" Caliper Tree
○	47" Caliper Tree
○	48" Caliper Tree
○	49" Caliper Tree
○	50" Caliper Tree
○	51" Caliper Tree
○	52" Caliper Tree
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○	89" Caliper Tree
○	90" Caliper Tree
○	91" Caliper Tree
○	92" Caliper Tree
○	93" Caliper Tree
○	94" Caliper Tree
○	95" Caliper Tree
○	96" Caliper Tree
○	97" Caliper Tree
○	98" Caliper Tree
○	99" Caliper Tree
○	100" Caliper Tree



not for construction  
05/10/2005



Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

**DSIA**  
Darrah Sowell  
ARCHITECT  
1000 Central Ave., Suite 110  
Albuquerque, NM 87102  
Tel: (505) 242-2200  
Fax: (505) 242-2211

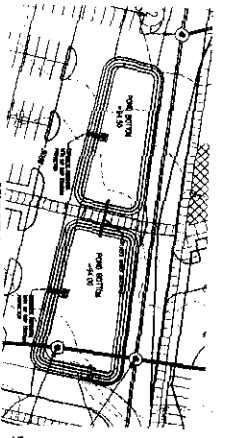
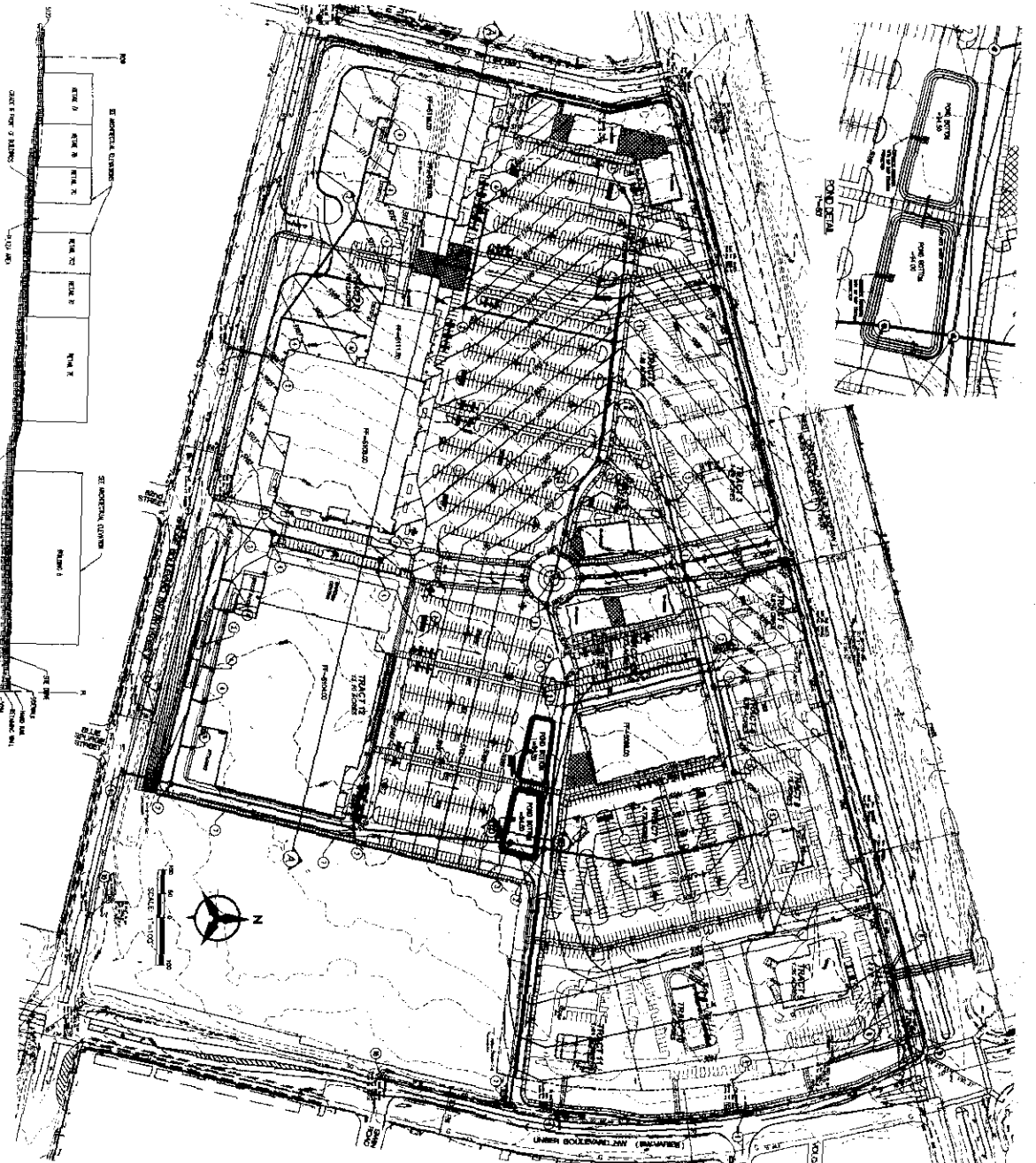
**Bohannon & Mitchell**  
Mitchell Associates, LLC  
1000 Central Ave., Suite 110  
Albuquerque, NM 87102  
Tel: (505) 242-2200  
Fax: (505) 242-2211

**ARMSTRONG DEVELOPMENT**

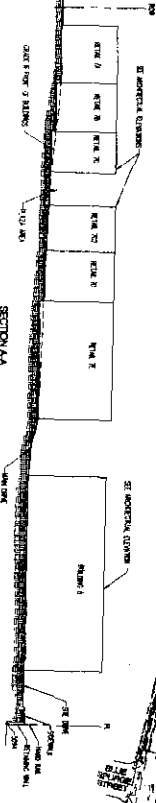
LANDSCAPE PLAN

DATE	NOV 11 2004
PROJECT	UNSER CROSSING
CLIENT	ARMSTRONG DEVELOPMENT
SCALE	AS SHOWN
DESIGNED BY	D. SOWELL
CHECKED BY	D. SOWELL
DATE	NOV 11 2004

LS-102

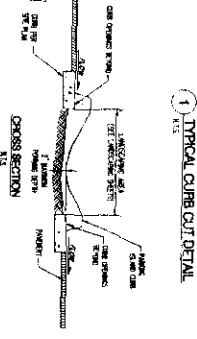


SECTIONAL  
PLAN

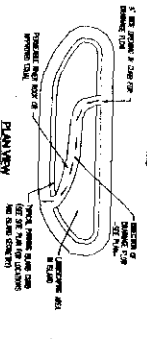


- KEYED NOTES
1. SHOW ROAD AND TRAIL
  2. SHOW ROAD AND TRAIL
  3. SHOW ROAD AND TRAIL
  4. SHOW ROAD AND TRAIL
  5. SHOW ROAD AND TRAIL
  6. SHOW ROAD AND TRAIL
  7. SHOW ROAD AND TRAIL
  8. SHOW ROAD AND TRAIL
  9. SHOW ROAD AND TRAIL
  10. SHOW ROAD AND TRAIL

1. TYPICAL CURB CUT DETAIL



2. TYPICAL WATER HARVESTING DETAIL



LEGEND

- EXISTING CURB
- EXISTING SIDEWALK
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY



Unser Crossing  
DRB Submittal  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

ARMSTRONG DEVELOPMENT

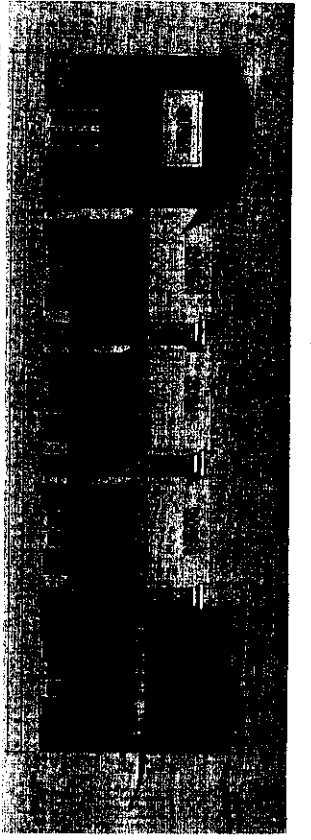
Michael Associates, LLC

Daren Sorell  
ARCHITECT & ENGINEER

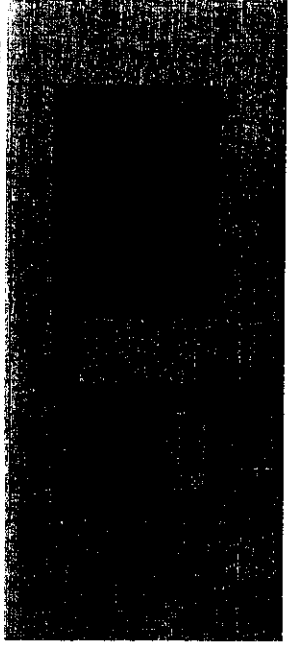
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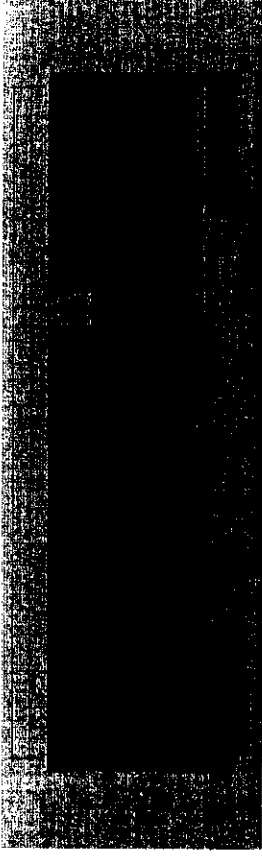




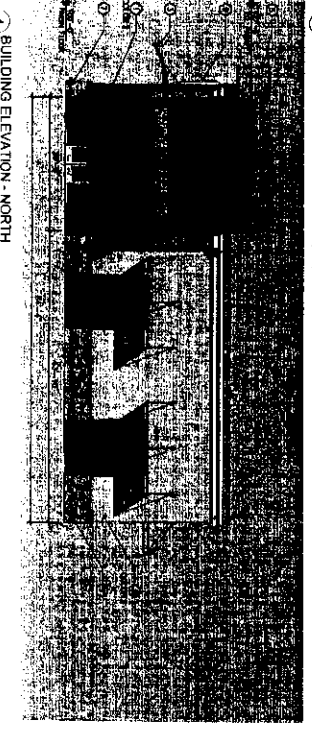
1 BUILDING ELEVATION - EAST



2 BUILDING ELEVATION - SOUTH



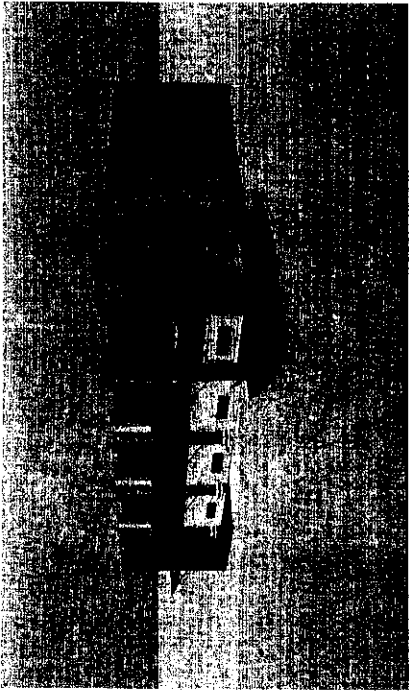
3 BUILDING ELEVATION - WEST



4 BUILDING ELEVATION - NORTH



5 BIRDSEYE VIEW, NORTH EAST



6 EYE LEVEL VIEW, SOUTH EAST

**STUCCO COLORS**

- ALL COLORS ARE AS MANUFACTURED BY THE MANUFACTURER
- COLOR 1 - SANDSTONE (Light Brown)
- COLOR 2 - BROWN (Dark Brown)
- COLOR 3 - LIGHT GREY (Light Grey)
- COLOR 4 - SANDSTONE (Light Brown)
- COLOR 5 - SANDSTONE (Light Brown)

**ELEVATION NOTES**

- 1 STUCCO FINISH
- 2 COLOR MATCHED ALUMINUM FINISH
- 3 METAL ROOFING
- 4 METAL ROOFING
- 5 METAL ROOFING
- 6 METAL ROOFING
- 7 METAL ROOFING
- 8 METAL ROOFING
- 9 METAL ROOFING
- 10 METAL ROOFING
- 11 METAL ROOFING
- 12 METAL ROOFING
- 13 METAL ROOFING
- 14 METAL ROOFING
- 15 METAL ROOFING
- 16 METAL ROOFING
- 17 METAL ROOFING
- 18 METAL ROOFING
- 19 METAL ROOFING
- 20 METAL ROOFING

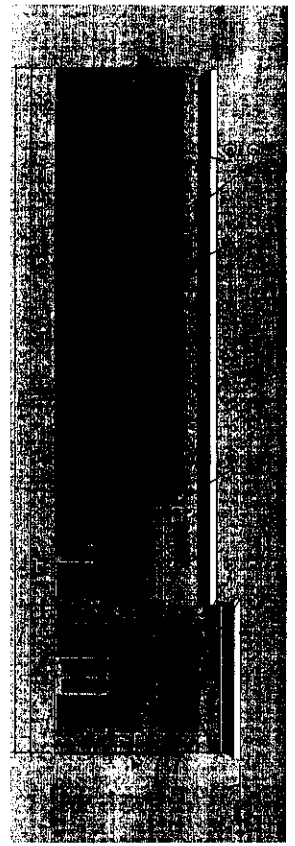
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PROJECT	UNSER CROSSING
CLIENT	MICHELL ASSOCIATES, LLC
DESIGNER	ARMSTRONG DEVELOPMENT, INC.
SCALE	AS SHOWN
PROJECT NO.	A-101
DATE	APR 11, 2008

Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

**DISA**  
 Darren Sowell  
 ARCHITECTS  
 4000 Lomas N.E., Suite 211  
 Albuquerque, NM 87110  
 Phone: (505) 242-2000  
 Fax: (505) 242-2001

**ARMSTRONG DEVELOPMENT, INC.**  
 10000 Central Avenue, Suite 100  
 Albuquerque, NM 87113  
 Phone: (505) 242-2000  
 Fax: (505) 242-2001

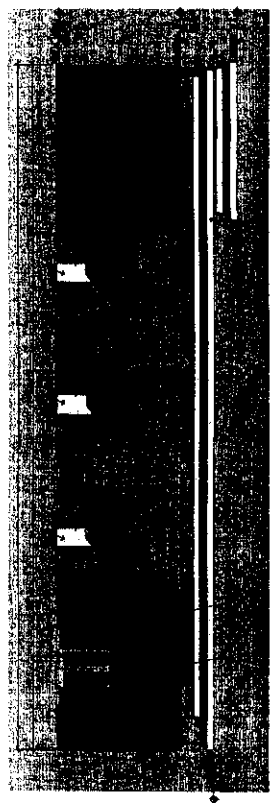
**MICHELL ASSOCIATES, LLC**  
 10000 Central Avenue, Suite 100  
 Albuquerque, NM 87113  
 Phone: (505) 242-2000  
 Fax: (505) 242-2001



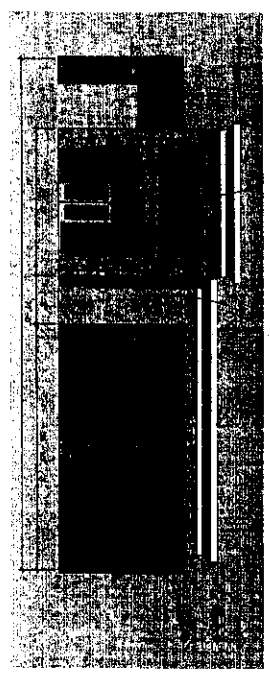
1 BUILDING ELEVATION - SOUTH



2 BUILDING ELEVATION - WEST



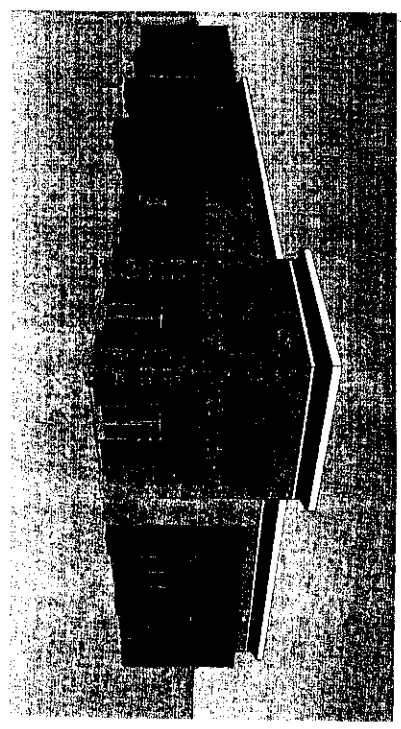
3 BUILDING ELEVATION - NORTH



4 BUILDING ELEVATION - EAST



5 BIRDSEYE VIEW - SOUTH WEST



6 EYE LEVEL VIEW - SOUTH EAST

**STUCCO COLORS**

- ALL COLORS ARE TO BE MANUFACTURED BY THE ARTIST
- COLOR 1 - SAND TONE (Light Brown)
- COLOR 2 - 80% Cream (Light Tan)
- COLOR 3 - CEMENT COLOR TO MATCH STUCCO INCLUDING 20% FINE IRON OXIDE
- COLOR 4 - 80% CEMENT (Darker Light Tan Color)
- COLOR 5 - 50% GREY (Medium)

**ELEVATION NOTES**

- 1 STUCCO FINISH
- 2 CLAW NAILING - 1/4" DIA. GALV. STEEL NAILING
- 3 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 4 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 5 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 6 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 7 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 8 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 9 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 10 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 11 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 12 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER
- 13 1/2" DIA. ANCHOR BOLTS AT 48" ON CENTER

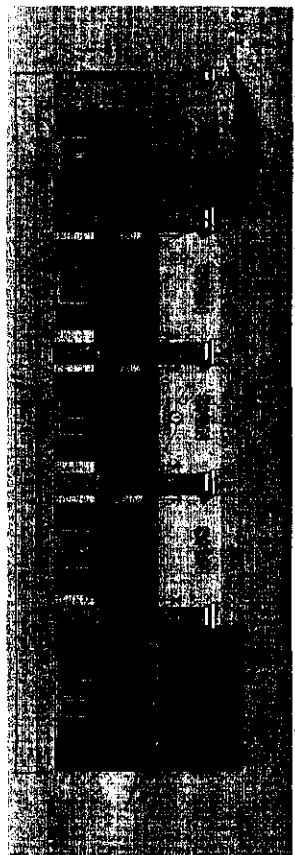
Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

**DISIA**  
 Darren Sowell  
 ARCHITECTS  
 1000 Lomas NE, Suite 111  
 Albuquerque, NM 87102  
 TEL: (505) 243-8877

**Schwartz & Nash**  
 ARCHITECTS  
 1000 Lomas NE, Suite 111  
 Albuquerque, NM 87102  
 TEL: (505) 243-8877

**Armstrong Development**  
 1000 Lomas NE, Suite 111  
 Albuquerque, NM 87102  
 TEL: (505) 243-8877

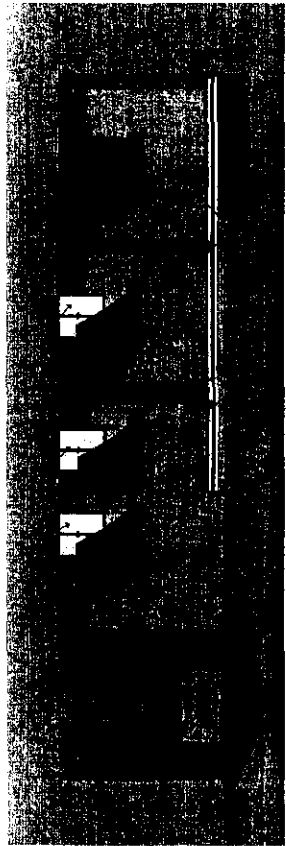
**Michelle Associates, LLC**  
 1000 Lomas NE, Suite 111  
 Albuquerque, NM 87102  
 TEL: (505) 243-8877



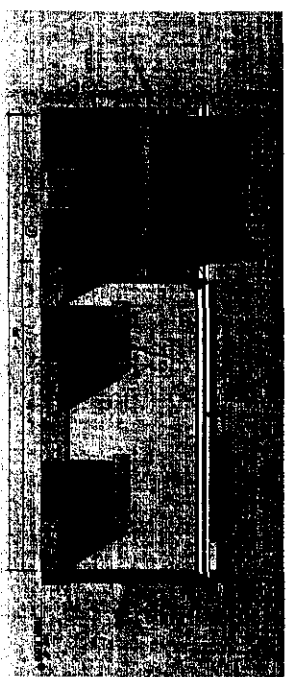
1 BUILDING ELEVATION - WEST



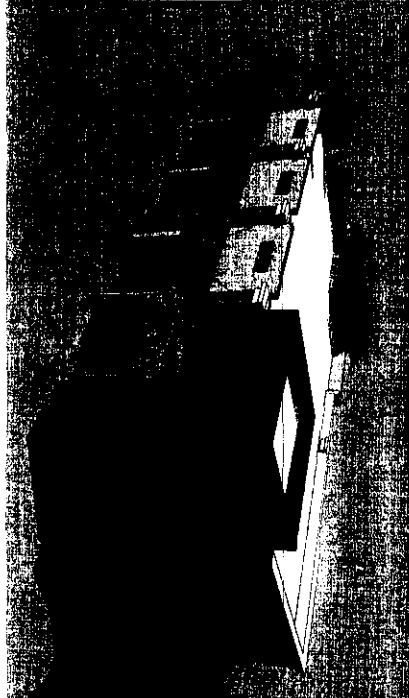
2 BUILDING ELEVATION - NORTH



3 BUILDING ELEVATION - EAST



4 BUILDING ELEVATION - SOUTH



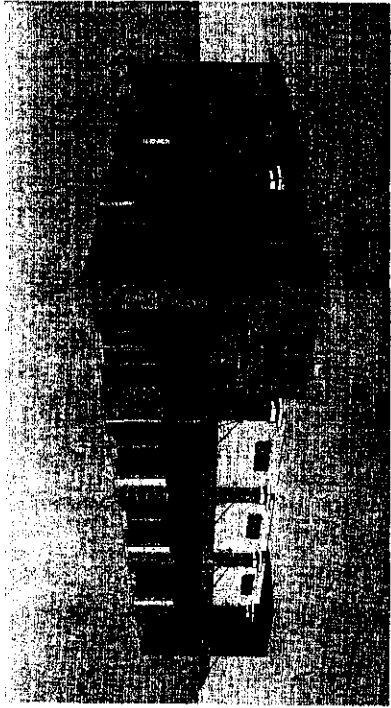
5 BIRDEYE VIEW - SOUTHWEST

STUCCO COLORS

- Color 1 - Sandstone (Light Tan)
- Color 2 - Light Gray
- Color 3 - Dark Gray
- Color 4 - Dark Gray
- Color 5 - Dark Gray

ELEVATION NOTES

- 1. STUCCO FINISH
- 2. STUCCO FINISH
- 3. STUCCO FINISH
- 4. STUCCO FINISH
- 5. STUCCO FINISH
- 6. STUCCO FINISH
- 7. STUCCO FINISH
- 8. STUCCO FINISH
- 9. STUCCO FINISH
- 10. STUCCO FINISH
- 11. STUCCO FINISH
- 12. STUCCO FINISH
- 13. STUCCO FINISH
- 14. STUCCO FINISH
- 15. STUCCO FINISH
- 16. STUCCO FINISH
- 17. STUCCO FINISH
- 18. STUCCO FINISH
- 19. STUCCO FINISH
- 20. STUCCO FINISH



6 EYE LEVEL VIEW - NORTHWEST

**IDSIA**  
 Darren Howell  
 ARCHITECT  
 4800 Lomas N.E. Suite 111  
 Albuquerque, N.M. 87110  
 Tel: 505 342-4800  
 Fax: 505 342-4801

**Darwin & Nestor**  
 ARCHITECTS  
 1000 10th St. N.E.  
 Albuquerque, N.M. 87106  
 Tel: 505 243-8888

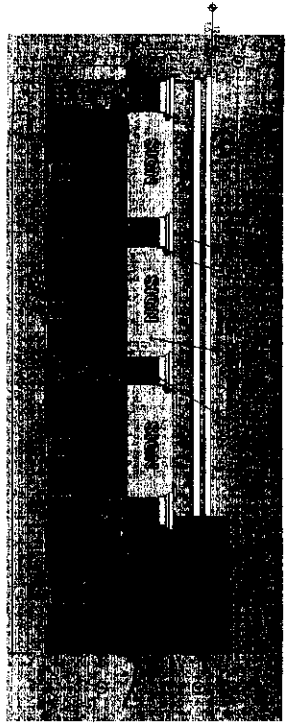
**Mitchell Associates, LLC**  
 ARCHITECTS  
 1000 10th St. N.E.  
 Albuquerque, N.M. 87106  
 Tel: 505 243-8888

**ARMSTRONG DEVELOPMENT**  
 DEVELOPMENT

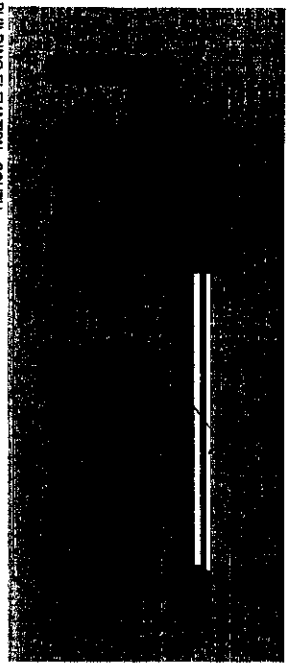
Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

Revised: April 11, 2008  
 Scale: \_\_\_\_\_  
 SHEET NO. \_\_\_\_\_  
 OF \_\_\_\_\_  
 A-103  
 04 OF 02

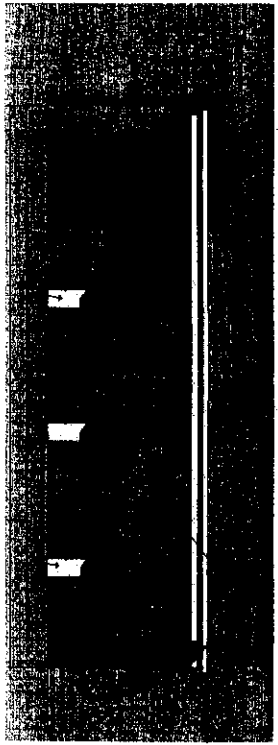
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 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 SCALE: \_\_\_\_\_  
 RETAIL BUILDING 3  
 ELEVATIONS



1 BUILDING ELEVATION - EAST



2 BUILDING ELEVATION - SOUTH



3 BUILDING ELEVATION - WEST



4 BUILDING ELEVATION - NORTH

STUCCO COLORS

- ALL COLORS ARE TO BE MATCHED BY THE ARCHITECT
- COLOR 1 - BONE WHITE (WALLS)
- COLOR 2 - BROWN (TRIM)
- COLOR 3 - BROWN (TRIM)
- COLOR 4 - BROWN (TRIM)
- COLOR 5 - BROWN (TRIM)

ELEVATION NOTES

- 1 STUCCO COLOR
- 2 STUCCO COLOR
- 3 STUCCO COLOR
- 4 STUCCO COLOR
- 5 STUCCO COLOR
- 6 STUCCO COLOR
- 7 STUCCO COLOR
- 8 STUCCO COLOR
- 9 STUCCO COLOR
- 10 STUCCO COLOR
- 11 STUCCO COLOR
- 12 STUCCO COLOR
- 13 STUCCO COLOR
- 14 STUCCO COLOR
- 15 STUCCO COLOR
- 16 STUCCO COLOR
- 17 STUCCO COLOR
- 18 STUCCO COLOR



5 BIRDSEYE VIEW - SOUTHEAST



6 EYE LEVEL VIEW - NORTHEAST



Darren Sovell  
A R C T E C T S  
ARCHITECTS  
1000 UNIVERSITY AVENUE, SUITE 100  
ALBUQUERQUE, NEW MEXICO 87102  
PHONE: (505) 263-1000  
FAX: (505) 263-1001

Partner & Architect

Mitchell Associates, LLC  
ARCHITECTS  
1000 UNIVERSITY AVENUE, SUITE 100  
ALBUQUERQUE, NEW MEXICO 87102  
PHONE: (505) 263-1000  
FAX: (505) 263-1001



Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

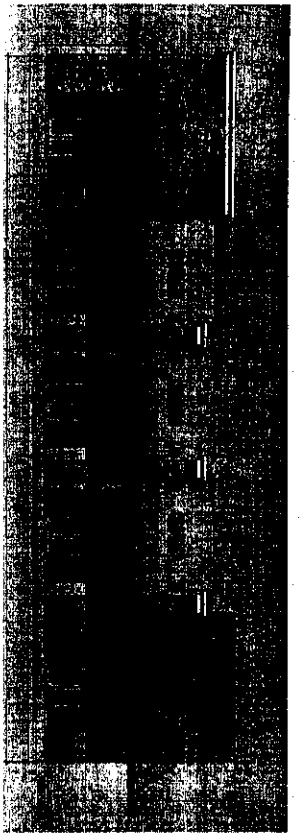
DATE: June 12, 2008

NO.	DATE	DESCRIPTION
1	APRIL 3, 2008	RETAIL BUILDING 4 ELEVATIONS

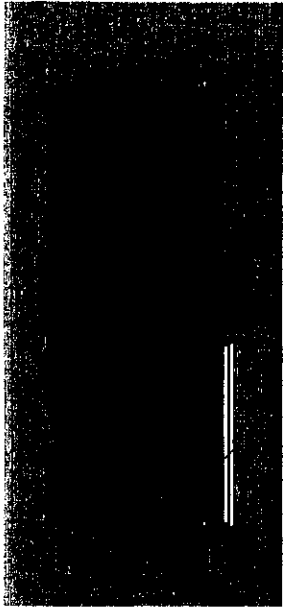
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A-104

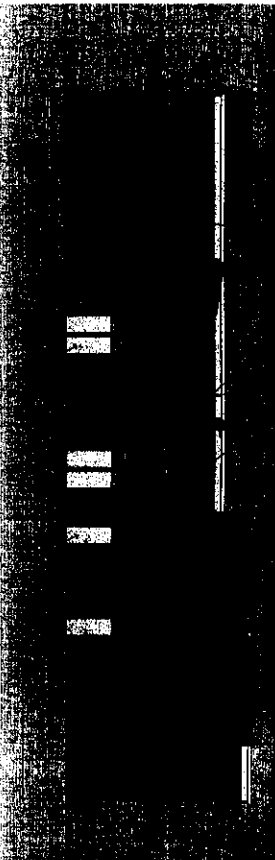
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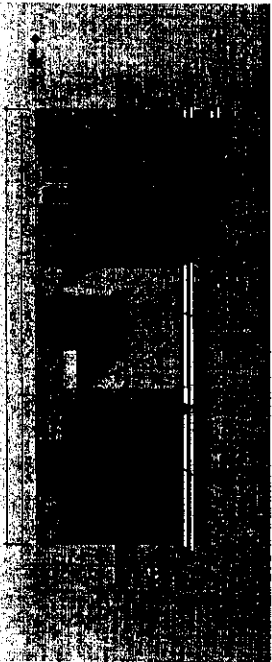
1 BUILDING ELEVATION - EAST  
8'-0" x 17'-0"



2 BUILDING ELEVATION - SOUTH  
8'-0" x 17'-0"



3 BUILDING ELEVATION - WEST  
8'-0" x 17'-0"



4 BUILDING ELEVATION - NORTH  
8'-0" x 17'-0"



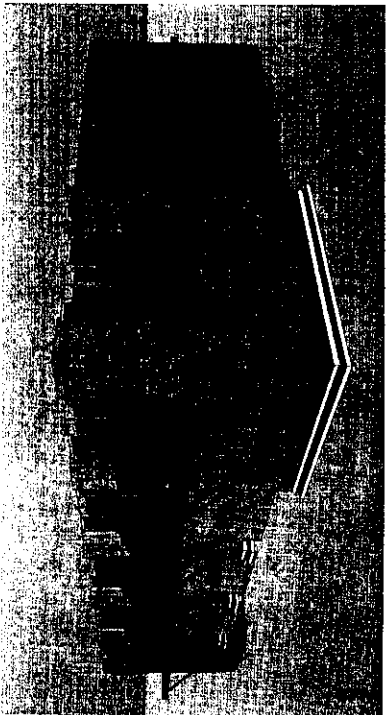
5 BIRDSEYE VIEW - NORTHWEST

**STUCCO COLORS**

ALL COLORS ARE AS MANUFACTURED BY THE SUPPLIER.  
 COLOR 1 - SAND BEIGE MASONRY STUCCO  
 COLOR 2 - LIGHT GREY MASONRY STUCCO  
 COLOR 3 - LIGHT GREY MASONRY STUCCO  
 COLOR 4 - SAND BEIGE MASONRY STUCCO  
 COLOR 5 - SAND BEIGE MASONRY STUCCO

**ELEVATION NOTES**

- 1 STUCCO FINISH
- 2 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 3 STUCCO FINISH - LIGHT GREY MASONRY STUCCO
- 4 STUCCO FINISH - LIGHT GREY MASONRY STUCCO
- 5 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 6 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 7 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 8 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 9 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 10 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 11 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 12 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 13 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 14 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 15 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 16 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 17 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 18 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 19 STUCCO FINISH - SAND BEIGE MASONRY STUCCO
- 20 STUCCO FINISH - SAND BEIGE MASONRY STUCCO



6 EYE LEVEL VIEW - SOUTHWEST

**DISA**  
 DESIGN SOWELL  
 ARCHITECTS  
 1000 LINDEN N.E. SUITE 111  
 ALBUQUERQUE, NM 87102  
 TEL: (505) 243-6200  
 FAX: (505) 243-6201

**Development & Design**  
 Mitchell Associates, LLC  
 1000 LINDEN N.E. SUITE 111  
 ALBUQUERQUE, NM 87102  
 TEL: (505) 243-6200  
 FAX: (505) 243-6201

**ARMSTRONG**  
 BUILDING DEVELOPMENT, INC.  
 1000 LINDEN N.E. SUITE 111  
 ALBUQUERQUE, NM 87102  
 TEL: (505) 243-6200  
 FAX: (505) 243-6201

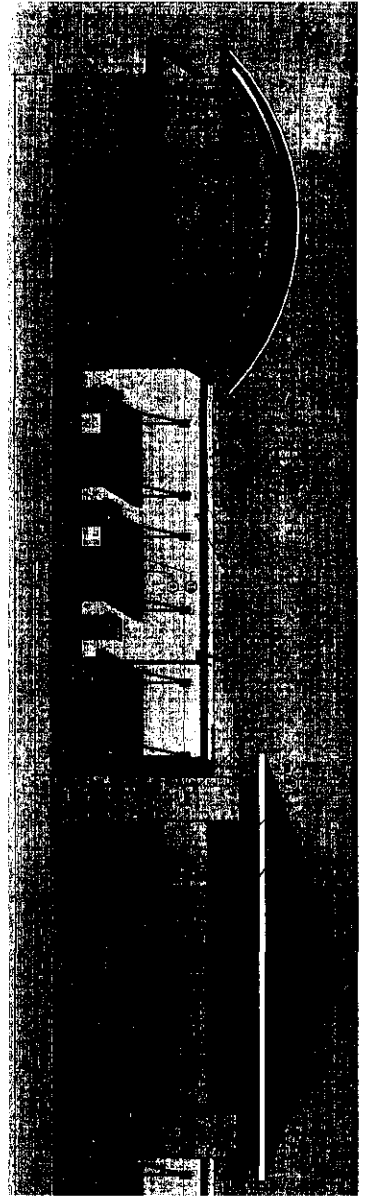
**Unser Crossing**  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

Revised: August 11, 2008.

NO. 105	DATE	BY
1	JULY 1, 2008	ARMSTRONG BUILDING DEVELOPMENT, INC.
2	AUGUST 11, 2008	ARMSTRONG BUILDING DEVELOPMENT, INC.

RETAIL BUILDING 5  
 ELEVATIONS

A-105  
 08' 00" x 17' 00"



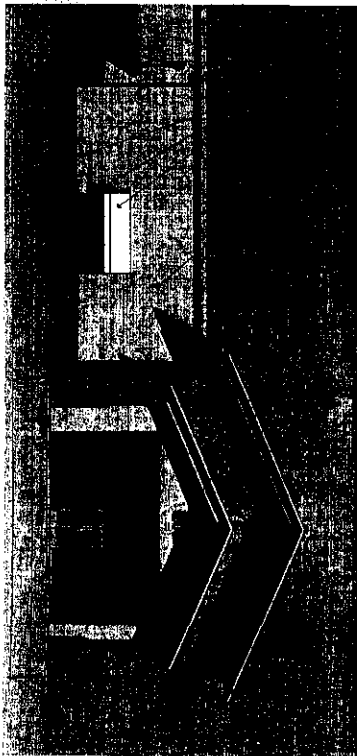
1 BUILDING ELEVATION - PARTIAL EAST

**STUCCO COLORS**

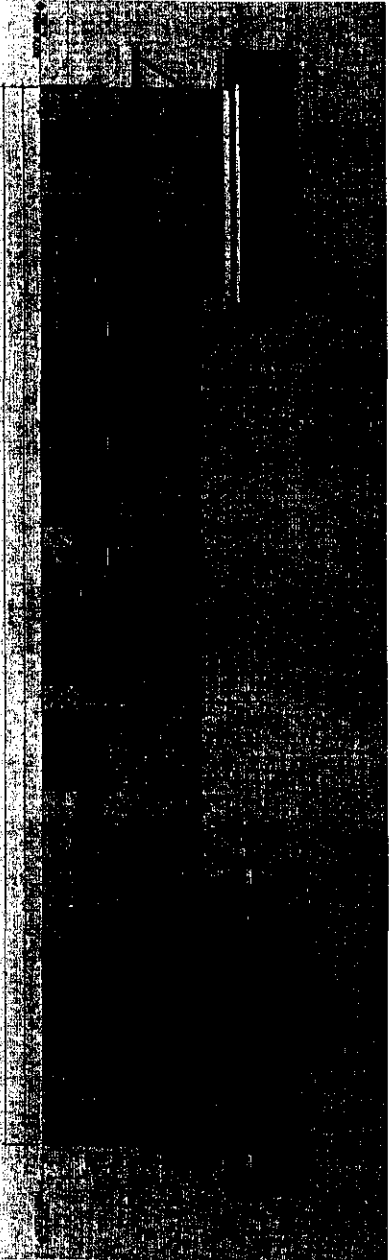
- ALL COLORS ARE TO BE MATCHED TO THE REFERENCED COLOR CHARTS.
- COLOR 1 - SAND BEIGE STUCCO (SEE CHART)
  - COLOR 2 - SAND BEIGE STUCCO (SEE CHART)
  - COLOR 3 - SAND BEIGE STUCCO (SEE CHART)
  - COLOR 4 - SAND BEIGE STUCCO (SEE CHART)
  - COLOR 5 - SAND BEIGE STUCCO (SEE CHART)

**ELEVATION NOTES**

- 1 STUCCO FINISH
- 2 COLOR MATCHED TO REFERENCED COLOR CHARTS
- 3 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 4 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 5 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 6 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 7 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 8 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 9 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 10 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 11 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 12 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 13 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 14 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 15 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"
- 16 METAL WINDOW, 1/2" x 1/2" x 1/2" x 1/2"



2 BUILDING ELEVATION - PARTIAL EAST



3 BUILDING ELEVATION - SOUTH

**DISA**  
**Darion Sowell**  
 ARCHITECTS  
 4700 Lomas NE, Suite 111  
 Albuquerque, NM 87110  
 Tel: (505) 242-1234

**Mitchell Associates, LLC**  
 ARCHITECTS  
 4700 Lomas NE, Suite 111  
 Albuquerque, NM 87110  
 Tel: (505) 242-1234

**ARMSTRONG DEVELOPMENT**  
 4700 Lomas NE, Suite 111  
 Albuquerque, NM 87110  
 Tel: (505) 242-1234

Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

Project: April 17, 2008

Sheet: \_\_\_\_\_

Scale: \_\_\_\_\_

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

FOR: \_\_\_\_\_

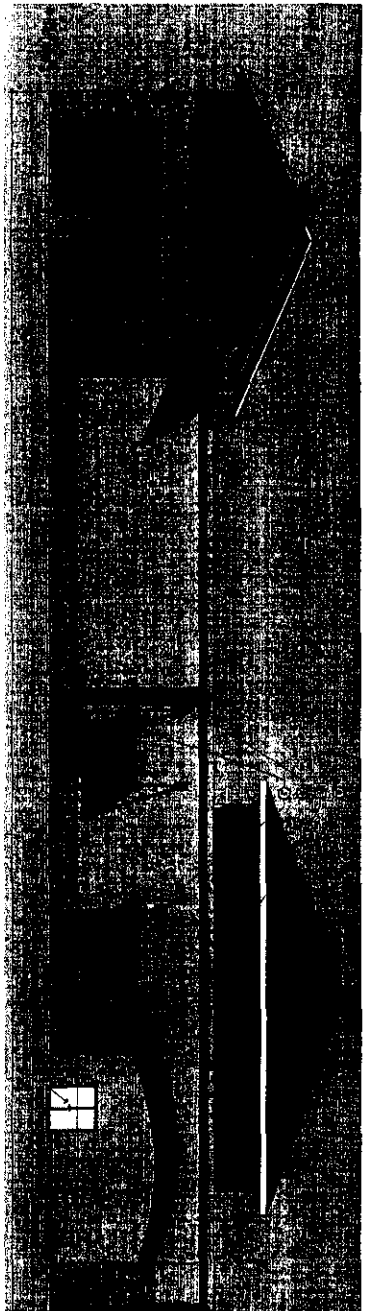
PROJECT: \_\_\_\_\_

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

FOR: \_\_\_\_\_

A-106A



1 BUILDING ELEVATION - PARTIAL WEST

**STUCCO COLORS**

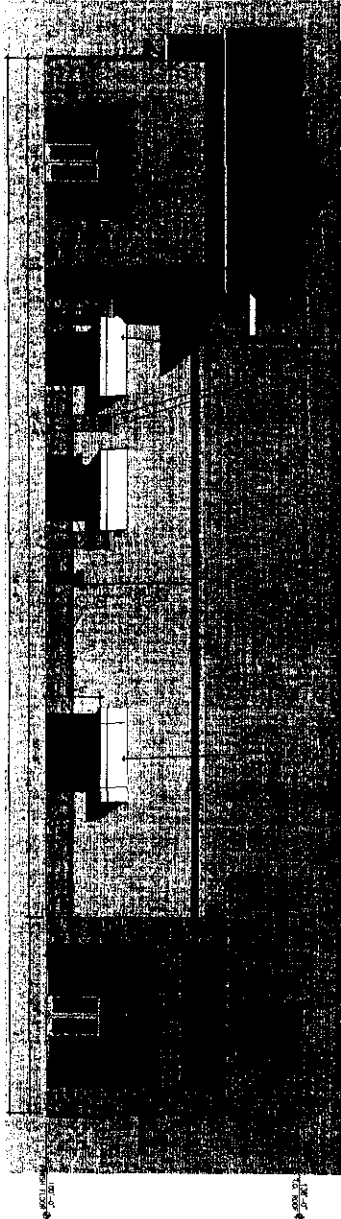
- 1. COLOR 1 - STUCCO COLOR TO MATCH
- 2. COLOR 2 - STUCCO COLOR TO MATCH
- 3. COLOR 3 - STUCCO COLOR TO MATCH
- 4. COLOR 4 - STUCCO COLOR TO MATCH
- 5. COLOR 5 - STUCCO COLOR TO MATCH

**ELEVATION NOTES**

- 1. STUCCO COLOR TO MATCH
- 2. STUCCO COLOR TO MATCH
- 3. STUCCO COLOR TO MATCH
- 4. STUCCO COLOR TO MATCH
- 5. STUCCO COLOR TO MATCH
- 6. STUCCO COLOR TO MATCH
- 7. STUCCO COLOR TO MATCH
- 8. STUCCO COLOR TO MATCH
- 9. STUCCO COLOR TO MATCH
- 10. STUCCO COLOR TO MATCH
- 11. STUCCO COLOR TO MATCH
- 12. STUCCO COLOR TO MATCH
- 13. STUCCO COLOR TO MATCH
- 14. STUCCO COLOR TO MATCH
- 15. STUCCO COLOR TO MATCH
- 16. STUCCO COLOR TO MATCH
- 17. STUCCO COLOR TO MATCH
- 18. STUCCO COLOR TO MATCH
- 19. STUCCO COLOR TO MATCH
- 20. STUCCO COLOR TO MATCH



2 BUILDING ELEVATION - PARTIAL WEST



3 BUILDING ELEVATION - NORTH

DATE	NOV 17, 2008	
BY	DAVID SOWELL	
PROJECT	UNSER CROSSING	
CLIENT	MITCHELL ASSOCIATES, LLC	
SCALE	AS SHOWN	
REVISIONS		
NO.	DATE	DESCRIPTION
1	NOV 17, 2008	ISSUE FOR PERMIT
2	NOV 17, 2008	ISSUE FOR PERMIT
3	NOV 17, 2008	ISSUE FOR PERMIT
4	NOV 17, 2008	ISSUE FOR PERMIT
5	NOV 17, 2008	ISSUE FOR PERMIT
6	NOV 17, 2008	ISSUE FOR PERMIT
7	NOV 17, 2008	ISSUE FOR PERMIT
8	NOV 17, 2008	ISSUE FOR PERMIT
9	NOV 17, 2008	ISSUE FOR PERMIT
10	NOV 17, 2008	ISSUE FOR PERMIT
11	NOV 17, 2008	ISSUE FOR PERMIT
12	NOV 17, 2008	ISSUE FOR PERMIT
13	NOV 17, 2008	ISSUE FOR PERMIT
14	NOV 17, 2008	ISSUE FOR PERMIT
15	NOV 17, 2008	ISSUE FOR PERMIT
16	NOV 17, 2008	ISSUE FOR PERMIT
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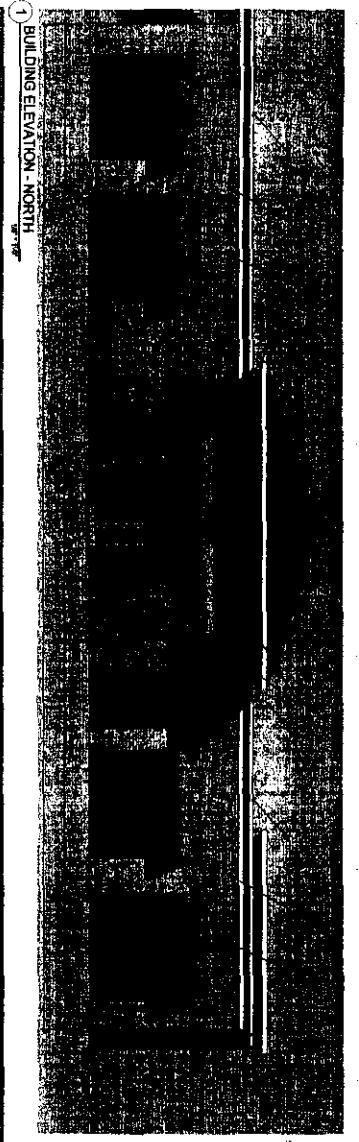
A-106B

Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

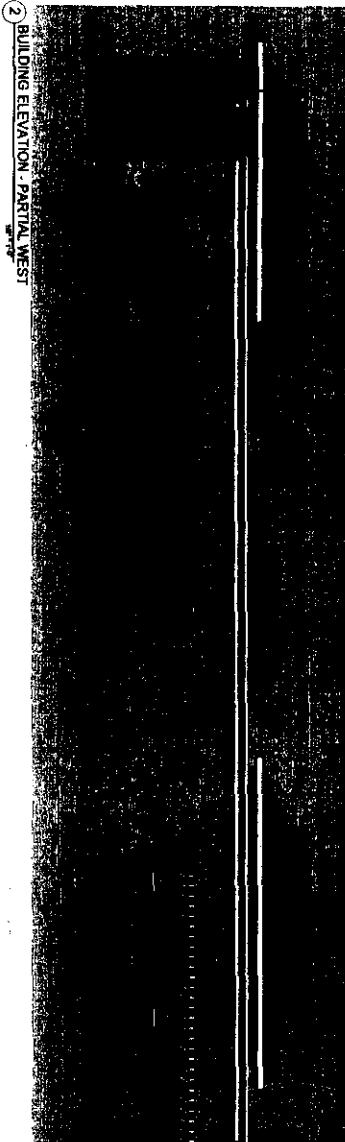
**IDSIA**  
 Darren Sowell  
 ARCHITECT  
 1901 LAMAR BLVD., SUITE 111  
 ALBUQUERQUE, NM 87102  
 TEL: (505) 242-2821  
 FAX: (505) 242-2821

**Mitchell Associates, LLC**  
 ARCHITECTS  
 1901 LAMAR BLVD., SUITE 111  
 ALBUQUERQUE, NM 87102  
 TEL: (505) 242-2821  
 FAX: (505) 242-2821

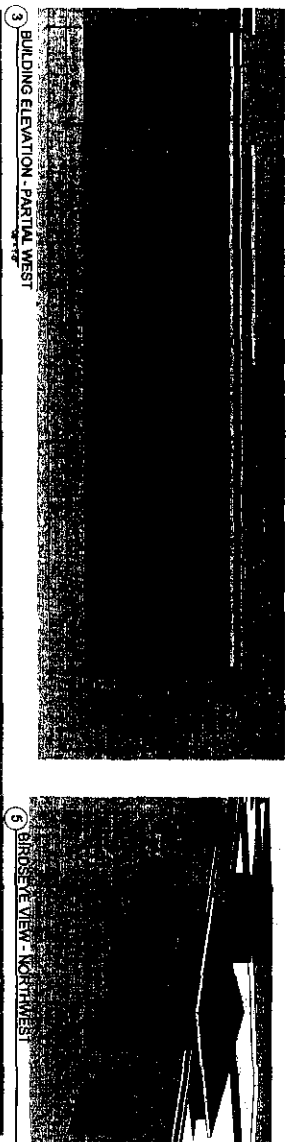
**ARMSTRONG DEVELOPMENT**



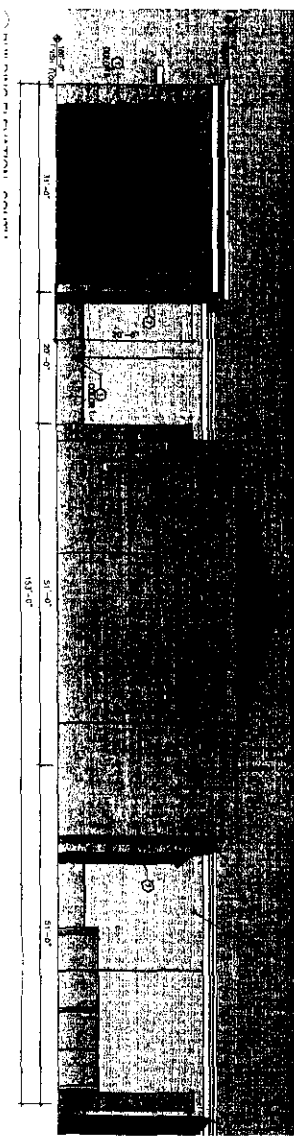
1 BUILDING ELEVATION - NORTH



2 BUILDING ELEVATION - PARTIAL WEST



3 BUILDING ELEVATION - PARTIAL WEST



5 BIRD'S EYE VIEW - NORTHWEST

STUCCO COLORS

- 1 - [Color swatch]
- 2 - [Color swatch]
- 3 - [Color swatch]
- 4 - [Color swatch]
- 5 - [Color swatch]

ELEVATION NOTES

1. STUCCO FINISH
2. COLOR MATCHED - [Color name]
3. COLOR MATCHED - [Color name]
4. COLOR MATCHED - [Color name]
5. COLOR MATCHED - [Color name]
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26. COLOR MATCHED - [Color name]
27. COLOR MATCHED - [Color name]
28. COLOR MATCHED - [Color name]
29. COLOR MATCHED - [Color name]
30. COLOR MATCHED - [Color name]
31. COLOR MATCHED - [Color name]
32. COLOR MATCHED - [Color name]
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48. COLOR MATCHED - [Color name]
49. COLOR MATCHED - [Color name]
50. COLOR MATCHED - [Color name]



Daniel Saxe  
ARCHITECTS  
1000 Louisiana St., Suite 111  
Albuquerque, NM 87102  
Tel: 505.243.4000  
Fax: 505.243.4001

**Johnson & Mirmiran**

ARCHITECTS

1000 Louisiana St., Suite 111  
Albuquerque, NM 87102  
Tel: 505.243.4000  
Fax: 505.243.4001

**Mitchell Associates, LLC**

ARCHITECTS

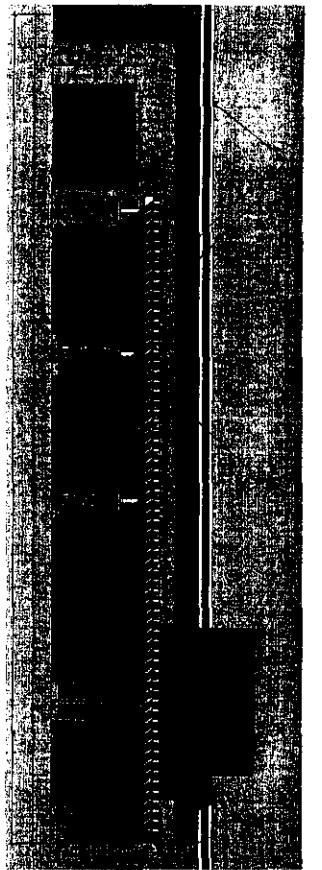
1000 Louisiana St., Suite 111  
Albuquerque, NM 87102  
Tel: 505.243.4000  
Fax: 505.243.4001



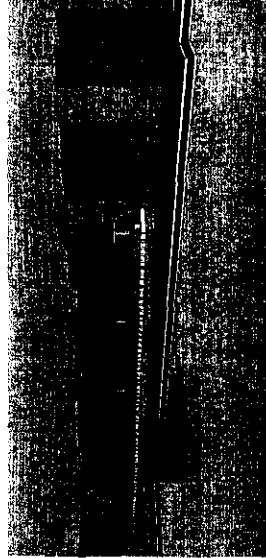
Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

Project	June 11, 2008
Sheet	
Scale	
Drawn by	
Checked by	
Approved by	April 3, 2008
Project No.	
Revision	
RETAIL BUILDING 7 ELEVATIONS	
A-107A	
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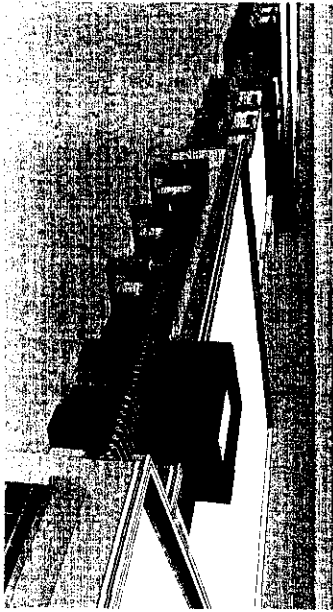




1 BUILDING ELEVATION - NORTH



3 EYE LEVEL VIEW - NORTH



4 BIRDSEYE VIEW - NORTH (INCLUDING BUILDING C1)



2 BUILDING ELEVATION - SOUTH



5 BIRDSEYE VIEW - SOUTH (INCLUDING BUILDING C)

STUCCO COLORS

- ALL COLORS ARE IN ACCORDANCE WITH THE FOLLOWING:
- COLOR 1 - 3900 BROWN STUCCO (LIGHT TONE)
- COLOR 2 - 3000 GREY STUCCO (DARK TONE)
- COLOR 3 - 3000 GREY STUCCO (DARK TONE)
- COLOR 4 - 3000 GREY STUCCO (DARK TONE)
- COLOR 5 - 3000 GREY STUCCO (DARK TONE)

ELEVATION NOTES

- 1 FINISH FLOOR
- 2 EXTERIOR WALLS AND FOUNDATION
- 3 EXTERIOR WALLS AND FOUNDATION
- 4 EXTERIOR WALLS AND FOUNDATION
- 5 EXTERIOR WALLS AND FOUNDATION
- 6 EXTERIOR WALLS AND FOUNDATION
- 7 EXTERIOR WALLS AND FOUNDATION
- 8 EXTERIOR WALLS AND FOUNDATION
- 9 EXTERIOR WALLS AND FOUNDATION
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- 98 EXTERIOR WALLS AND FOUNDATION
- 99 EXTERIOR WALLS AND FOUNDATION
- 100 EXTERIOR WALLS AND FOUNDATION



Darren Sovell  
A R C H I T E C T S  
4000 Lomas Blvd. NE, Suite 211  
Albuquerque, NM 87110  
Tel: (505) 243-8800

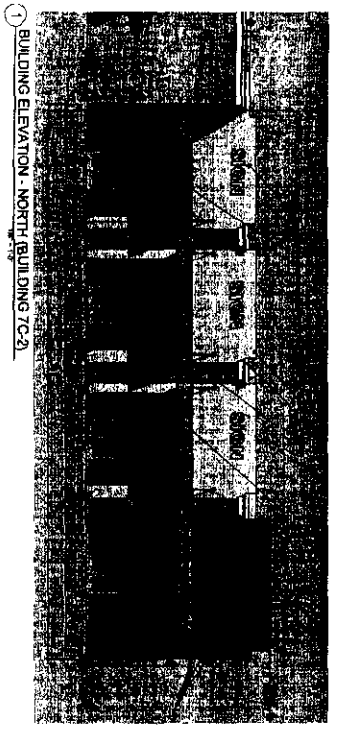


Shuman & Heston  
Architects  
1000 Central Avenue, NE  
Albuquerque, NM 87102  
Tel: (505) 243-8800

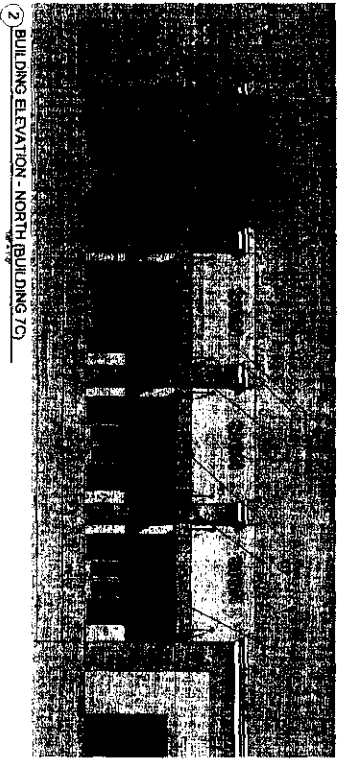


Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

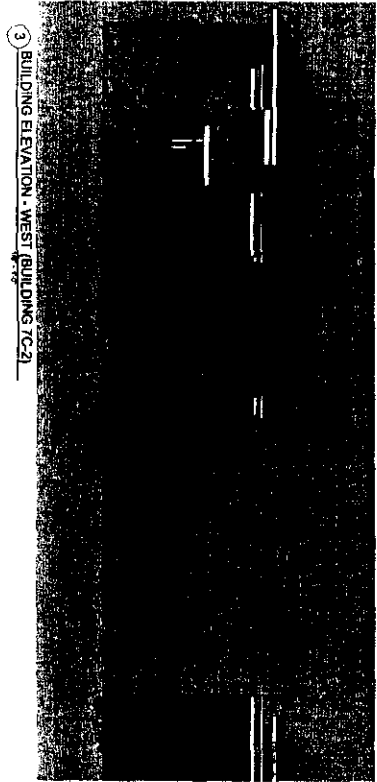
Project:	June 11, 2008
Sheet:	
Scale:	
Drawn by:	
Checked by:	
Approved by:	
Date:	April 3, 2008
RETAIL BUILDING 7 ELEVATIONS	
A-107B	
02/07/08	



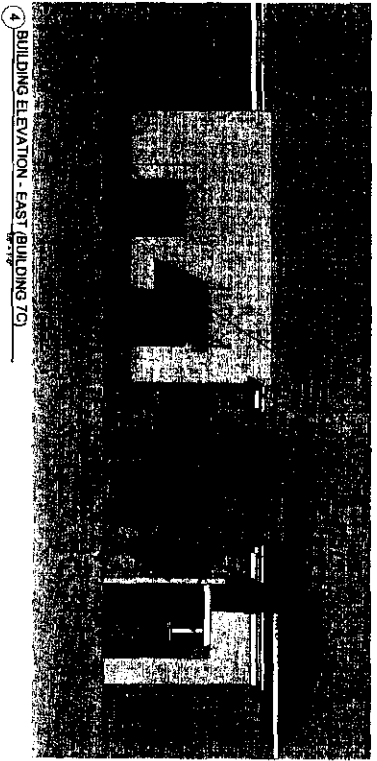
1 BUILDING ELEVATION - NORTH (BUILDING 7C-2)



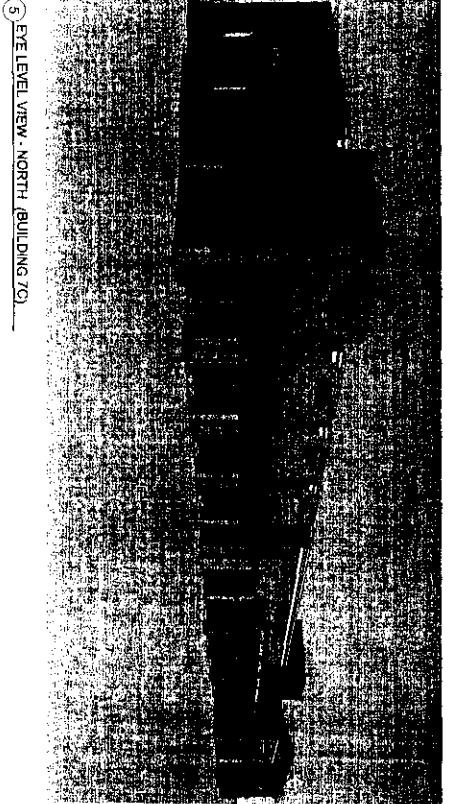
2 BUILDING ELEVATION - NORTH (BUILDING 7C)



3 BUILDING ELEVATION - WEST (BUILDING 7C-2)



4 BUILDING ELEVATION - EAST (BUILDING 7C)



5 EYE LEVEL VIEW - NORTH (BUILDING 7C)

**STUCCO COLORS**

- ALL COLORS ARE TO BE MATCHED TO THE CITY CENTER
- COLOR 1 - 100% WHITE (PURE WHITE)
- COLOR 2 - 80% WHITE (OFF WHITE)
- COLOR 3 - 60% WHITE (OFF WHITE)
- COLOR 4 - 40% WHITE (OFF WHITE)
- COLOR 5 - 20% WHITE (OFF WHITE)

**ELEVATION NOTES**

- 1) STUCCO COLOR
- 2) STUCCO COLOR
- 3) STUCCO COLOR
- 4) STUCCO COLOR
- 5) STUCCO COLOR
- 6) STUCCO COLOR
- 7) STUCCO COLOR
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- 9) STUCCO COLOR
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- 11) STUCCO COLOR
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- 13) STUCCO COLOR
- 14) STUCCO COLOR
- 15) STUCCO COLOR
- 16) STUCCO COLOR
- 17) STUCCO COLOR
- 18) STUCCO COLOR
- 19) STUCCO COLOR
- 20) STUCCO COLOR

DATE	APR 11, 2025
BY	DAVID J. MITCHELL
CHECKED	DAVID J. MITCHELL
SCALE	AS SHOWN

A-107C  
01 OF 02

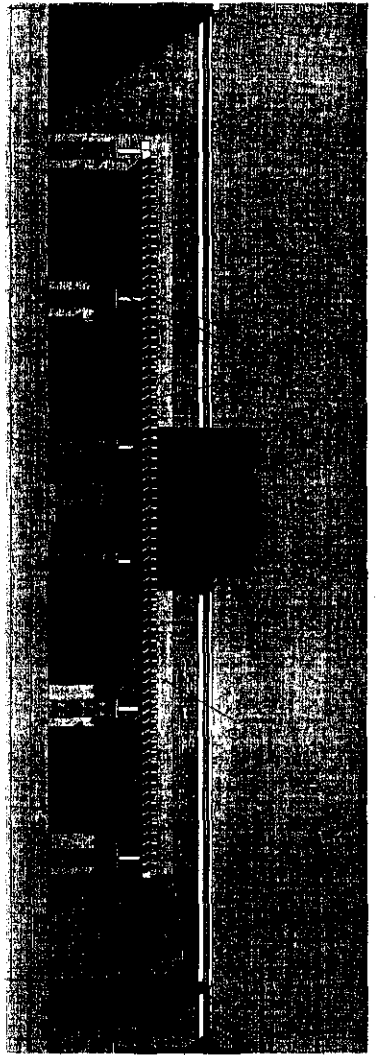
Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

**ARMSTRONG DEVELOPMENT**  
CORPORATION, INC.

**Belcher & Belcher**  
ARCHITECTS  
1000 UNIVERSITY AVENUE, SUITE 1000  
ALBUQUERQUE, NM 87102  
TEL: 505.263.1111  
WWW.BELCHERANDBELCHER.COM

**Mitchell Associates, LLC**  
ARCHITECTS  
1000 UNIVERSITY AVENUE, SUITE 1000  
ALBUQUERQUE, NM 87102  
TEL: 505.263.1111  
WWW.MITCHELLASSOCIATES.COM

**DSM**  
Daren Swell  
ARCHITECTS  
1000 UNIVERSITY AVENUE, SUITE 1000  
ALBUQUERQUE, NM 87102  
TEL: 505.263.1111  
WWW.DSMARCHITECTS.COM



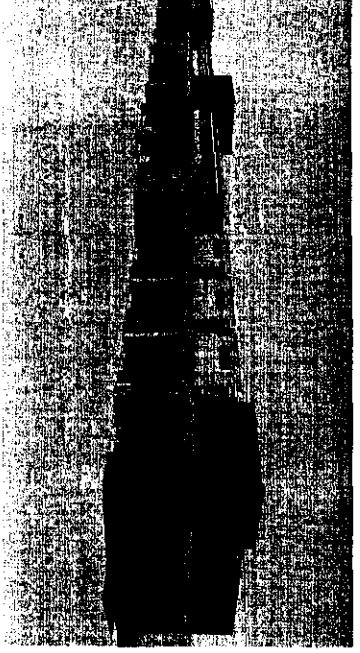
1 BUILDING ELEVATION - NORTH



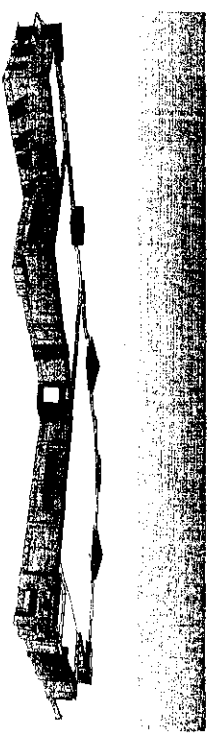
2 BIRDSEYE VIEW - NORTH (INCLUDING BUILDINGS 7C-2 AND D)



4 BUILDING ELEVATION - SOUTH



3 EYE LEVEL VIEW - NORTH (INCLUDING BUILDINGS 7C-2 AND D)



5 BIRDSEYE VIEW - SOUTH (INCLUDING BUILDINGS 7C-2 AND D)

**STUCCO COLORS**

- ALL COLORS ARE TO BE MATCHED BY THE PAINTER
- ① COLOR 1 - Sandstone (Light Tan)
  - ② COLOR 2 - Sandstone (Light Tan)
  - ③ COLOR 3 - Sandstone (Light Tan)
  - ④ COLOR 4 - Sandstone (Light Tan)
  - ⑤ COLOR 5 - Sandstone (Light Tan)
  - ⑥ COLOR 6 - Sandstone (Light Tan)
  - ⑦ COLOR 7 - Sandstone (Light Tan)
  - ⑧ COLOR 8 - Sandstone (Light Tan)
  - ⑨ COLOR 9 - Sandstone (Light Tan)

**ELEVATION NOTES**

- ① STUCCO FINISH
- ② CLASH AVOIDED: AVOIDED OVERLAPPING FINISHES
- ③ METAL FLASHING: METAL FLASHING IS TO BE INSTALLED AT ALL ROOF PENETRATIONS
- ④ METAL FLASHING: METAL FLASHING IS TO BE INSTALLED AT ALL ROOF PENETRATIONS
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Darrell Sowell  
A R C H I T E C T S  
1001 South N.E. 111th  
Ave., Suite 100  
Miami, FL 33158  
Tel: (305) 752-8200



Johnson & Neider  
Architects - Interior Design - Landscape Architecture  
1001 South N.E. 111th Ave., Suite 100  
Miami, FL 33158  
Tel: (305) 752-8200



Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

Project: New 17, 2008

Job Number: \_\_\_\_\_

Drawn By: \_\_\_\_\_

Check By: \_\_\_\_\_

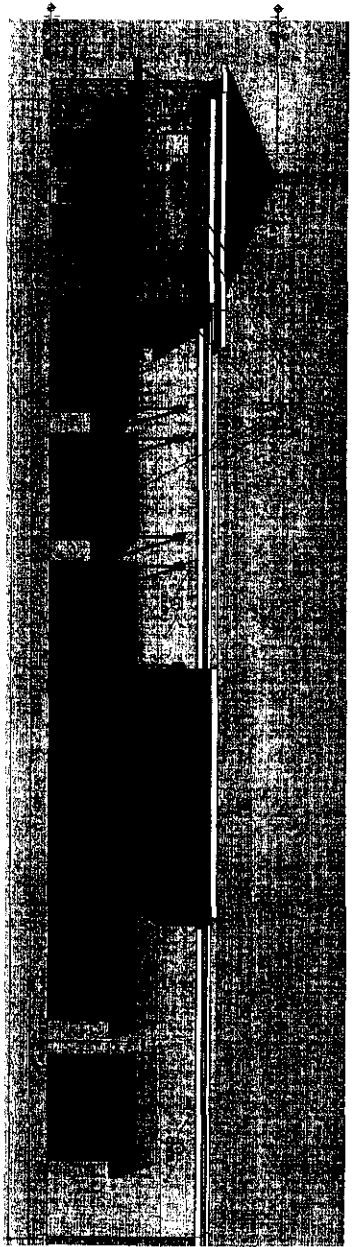
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RETAIL BUILDING 7  
ELEVATIONS

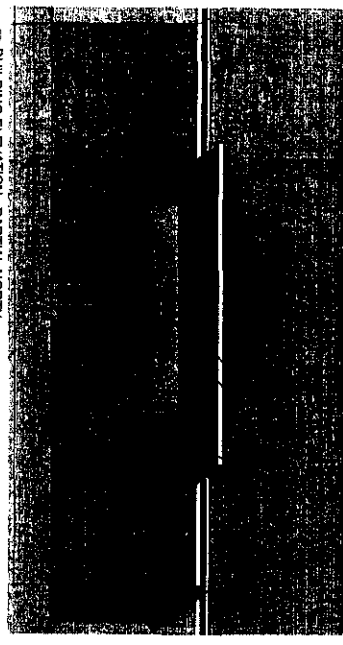
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A-107D

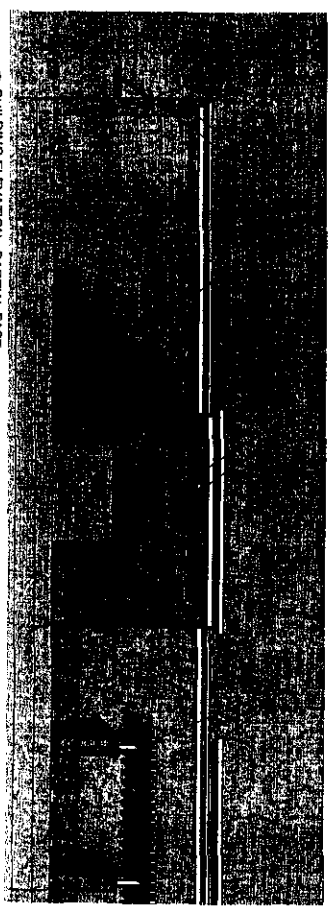
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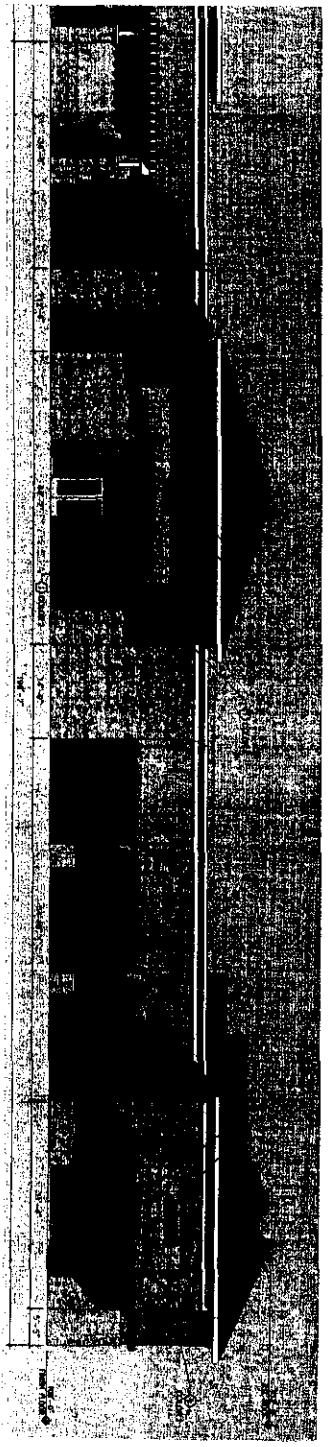
1 BUILDING ELEVATION - PARTIAL NORTH



2 BUILDING ELEVATION - PARTIAL NORTH



4 BUILDING ELEVATION - PARTIAL EAST



3 BUILDING ELEVATION - PARTIAL EAST

ELEVATION NOTES

SEE SHEET A-107E-2 FOR OTHER NOTES

**DSMA**  
 DERRIN SOWELL  
 ARCHITECTS  
 1000 UNIVERSITY AVENUE, N.E.  
 ALBUQUERQUE, NEW MEXICO 87102  
 TEL: (505) 243-2800

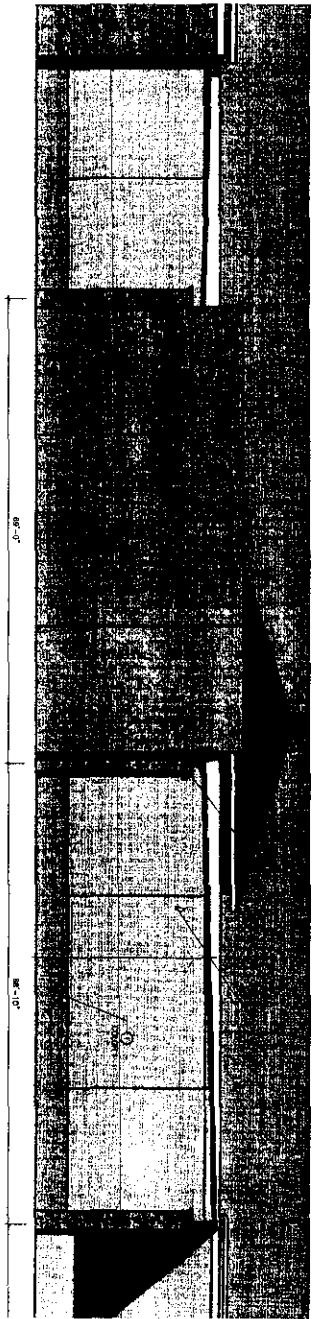
**Parsons & Nelson**  
 ARCHITECTS  
 1000 UNIVERSITY AVENUE, N.E.  
 ALBUQUERQUE, NEW MEXICO 87102  
 TEL: (505) 243-2800

**ARMSTRONG DEVELOPMENT**  
 DEVELOPMENT

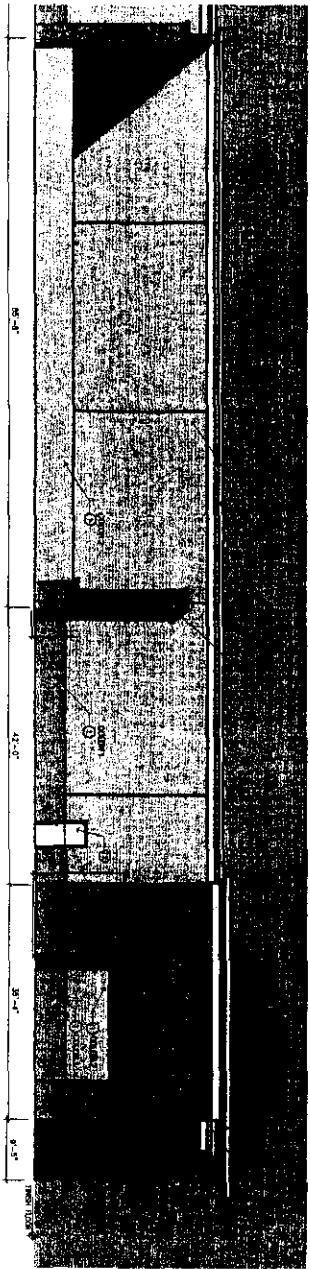
Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

DATE	APRIL 17, 2008
BY	
FOR	
PROJECT	
DATE	APRIL 3, 2008
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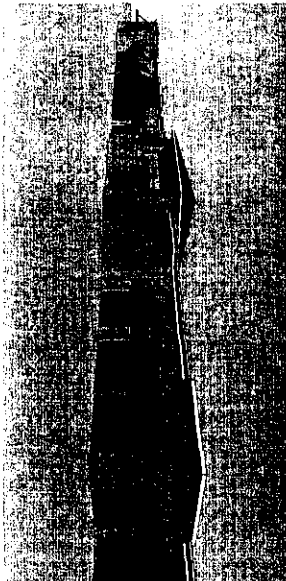
A-107E-1



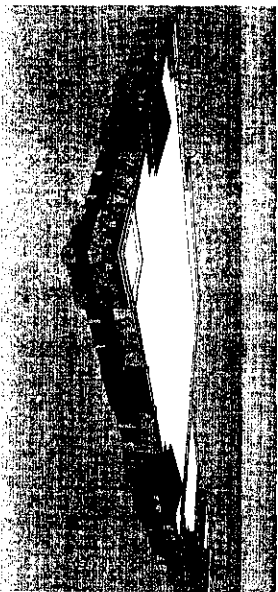
1 BUILDING ELEVATION - PARTIAL SOUTH



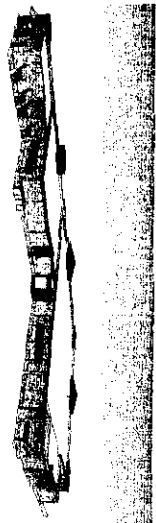
2 BUILDING ELEVATION - PARTIAL SOUTH



3 EYE LEVEL VIEW - NORTH



4 BIRDSEYE VIEW - NORTH



5 BIRDSEYE VIEW - SOUTH

ELEVATION NOTES

SEE SHEET A-107E-1 FOR NOTES

Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

**ARMSTRONG**  
 DEVELOPMENT  
 PROJECTS INC.

**Mitchell Associates, LLC**  
 ARCHITECTS  
 4700 Lomas NE, Suite 117  
 Albuquerque, NM 87110  
 Tel: (505) 242-2001

**IDSMA**  
 Darren Sowell  
 ARCHITECTS  
 4700 Lomas NE, Suite 117  
 Albuquerque, NM 87110  
 Tel: (505) 242-2001

DATE	10/11/2008
BY	IDSMA
FOR	ARMSTRONG DEVELOPMENT PROJECTS INC.
PROJECT	UNSER CROSSING
DESCRIPTION	SITE PLAN FOR BUILDING PERMIT
DESIGNED BY	DARREN SOWELL
CHECKED BY	DARREN SOWELL
DATE	10/11/2008
SCALE	AS SHOWN
A-107E-2	

**DISA**

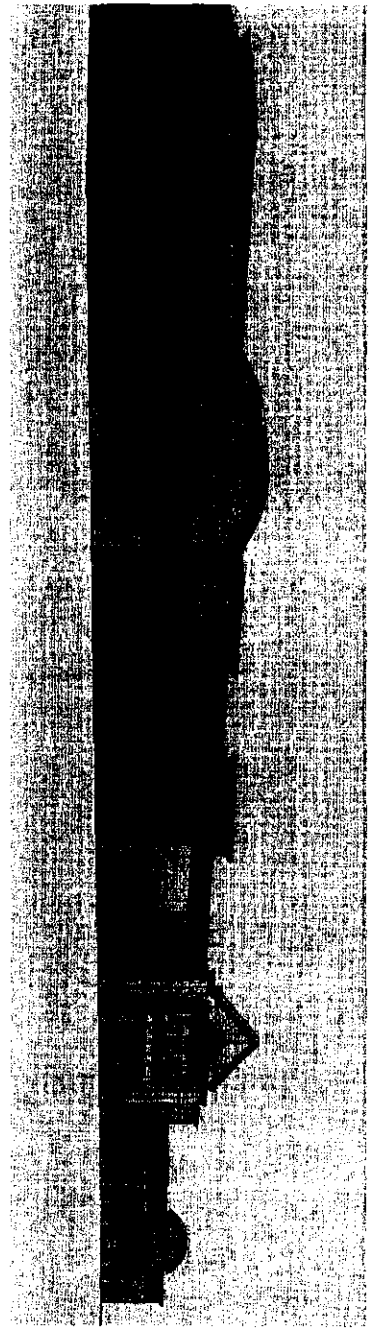
DATREN SOVELL  
ARCHITECTS  
4001 LAMAR AVENUE, SUITE 111  
ALBUQUERQUE, NEW MEXICO 87110  
TEL: (505) 243-8200

**ARMSTRONG & BISHOP**  
ARCHITECTS

1000 UNIVERSITY AVENUE, SUITE 1000  
ALBUQUERQUE, NEW MEXICO 87102  
TEL: (505) 243-8200  
MICHIELL ASSOCIATES, LLC  
ARCHITECTS  
1000 UNIVERSITY AVENUE, SUITE 1000  
ALBUQUERQUE, NEW MEXICO 87102  
TEL: (505) 243-8200

**ARMSTRONG DEVELOPMENT**

**Unser Crossing**  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

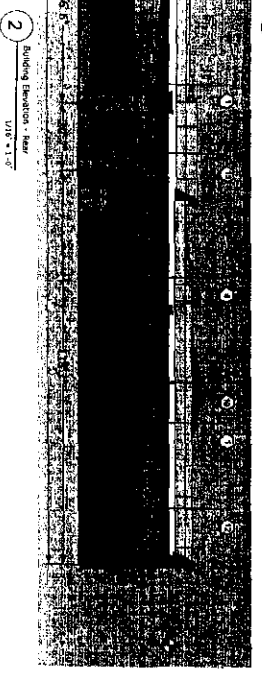
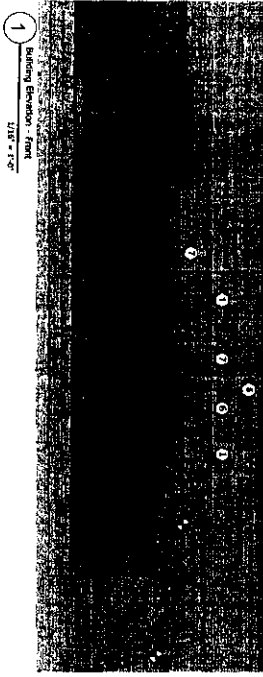
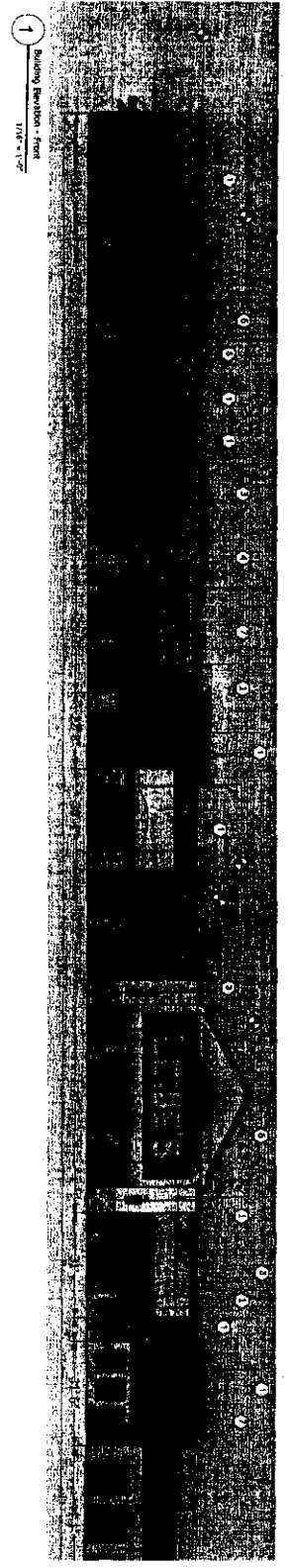


REPRESENTATION ONLY  
NOT FOR CONSTRUCTION  
BUILDING IMAGES SHOWN ARE A REPRESENTATION OF THE DESIGN  
MATERIALS AND FINISHES. THERE MAY BE VARIATIONS IN THE  
MATERIALS THAT MAY OCCUR DUE TO LOCAL MATERIAL DIFFERENCES



B | R | R  
A R C H I T E C T U R E

A-108C



B | R | R



**STUCCO COLORS**

- 01 - ALL OTHERS ARE AS MANUFACTURED BY THE SUPPLIER
- 02 - 1760 RUSTY BROWN (LAWSON BROWN)
- 03 - 1877 OLIVE (LAWSON TAN)
- 04 - CUSTOM COLOR TO MATCH SW 1272 TULSA BROWN
- 05 - 1814 METRIC (LAWSON METRIC)
- 06 - 1413 ACORN (LAWSON ACORN)

**ELEVATION NOTES**

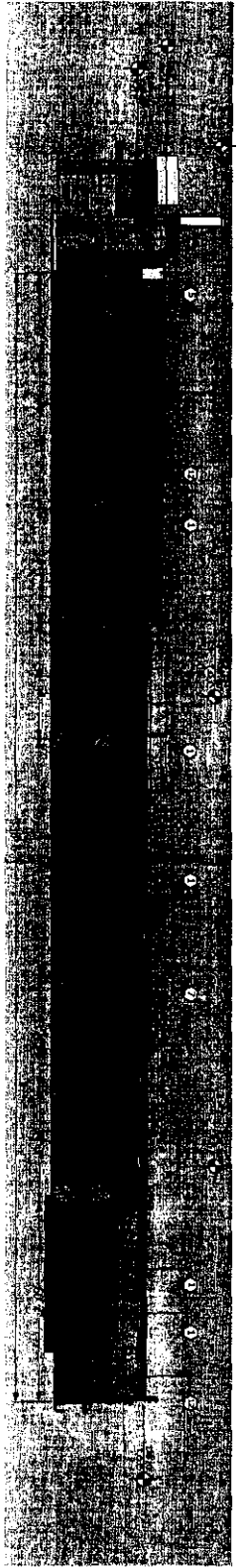
- 01 - STUCCO FINISH
- 02 - CEILING ANODIZED ALUMINUM STUDENTWORK FINISH
- 03 - METAL FINISH - MATCH SW 1272 TULSA BROWN
- 04 - METAL FINISH - REFERENCE TO MATCH SW 1208 ALASKA STEEL (WHITE)
- 05 - INSULATE PER LOCAL BUILDING DEPARTMENT
- 06 - STUCCO FINISH - CUSTOM COLOR (MATCH SW 1272 TULSA BROWN)
- 07 - STUCCO FINISH - CUSTOM COLOR (MATCH SW 1272 TULSA BROWN)
- 08 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 09 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 10 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 11 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 12 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 13 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 14 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 15 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 16 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 17 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 18 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 19 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN
- 20 - METAL FINISH - REFERENCE TO MATCH SW 1272 TULSA BROWN

A-108A

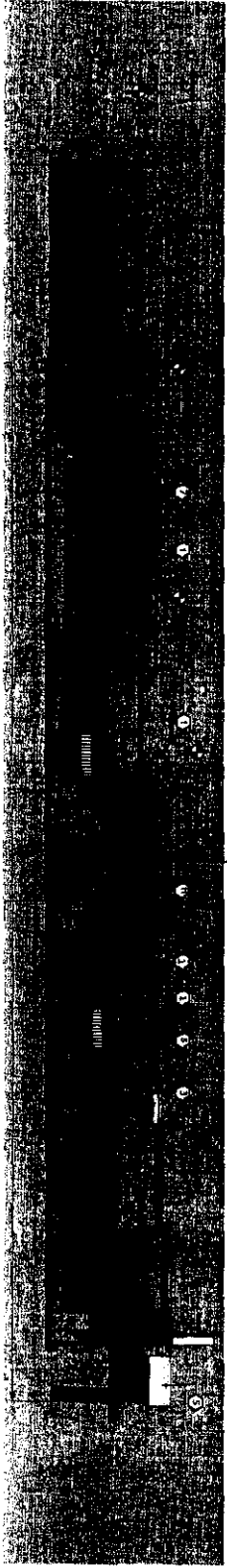
Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

**DSIA**  
 Darren Sowell  
 ARCHITECT  
 4000 Lomas Blvd, Suite 111  
 Albuquerque, NM 87110  
 PH: 505.263.1111  
 FAX: 505.263.1112

**ARMSTRONG DEVELOPMENT**  
 Mitchell Associates, LLC  
 1000 Central Avenue, Suite 100  
 Albuquerque, NM 87102  
 PH: 505.263.1111  
 FAX: 505.263.1112



3 Building Elevation - Right  
1/8" = 1'-0"



4 Building Elevation - Left  
1/8" = 1'-0"

B | R | R



**STUCCO COLORS**

- ALL COLORS ARE TO BE MATCHED TO THE SAMPLES
- 01 - 1980 BROWN (SEE ELEVATION DRAWING)
- 02 - 827 CASH (LANTANA)
- 03 - CUSTOM COLOR TO MATCH SAMPLE FROM BROWN
- 04 - 814 FACTORY FLOWER (LANTANA TRIM COLOR)
- 05 - 1614 (OFF WHITE)
- 06 - 472 (DARK CHARCOAL)

**ELEVATION NOTES**

- 1 STUCCO FINISH
- 2 CLEAR ANODIZED ALUMINUM STUCCO FINISH - TRIM
- 3 METAL ANVOR - PAINT SW 7004 STONE BAY
- 4 METAL CORNER - INTERLOCKS TO ANVOR SW 7004 ALASTER WHITE
- 5 METAL ROOF - SATIN ALUMINUM FINISH
- 6 STUCCO FINISH TO MATCH ELEVATION DRAWING
- 7 STONE FINISH - CONCRETE FINISH (SEE ELEVATION DRAWING)
- 8 CONCRETE - 4000 PSI (SEE ELEVATION DRAWING)
- 9 STONE FINISH - PAINT SW 7004 STONE BAY
- 10 STONE FINISH - PAINT SW 7004 STONE BAY
- 11 ANVOR METAL CORNER - PAINT SW 7004 STONE BAY

NO.	REVISION	DATE

A-108B

Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

**ARMSTRONG DEVELOPMENT, INC.**

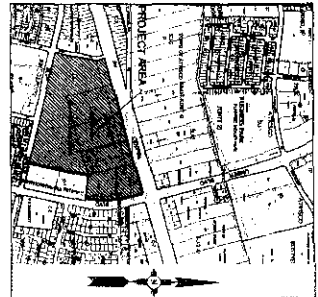
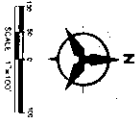
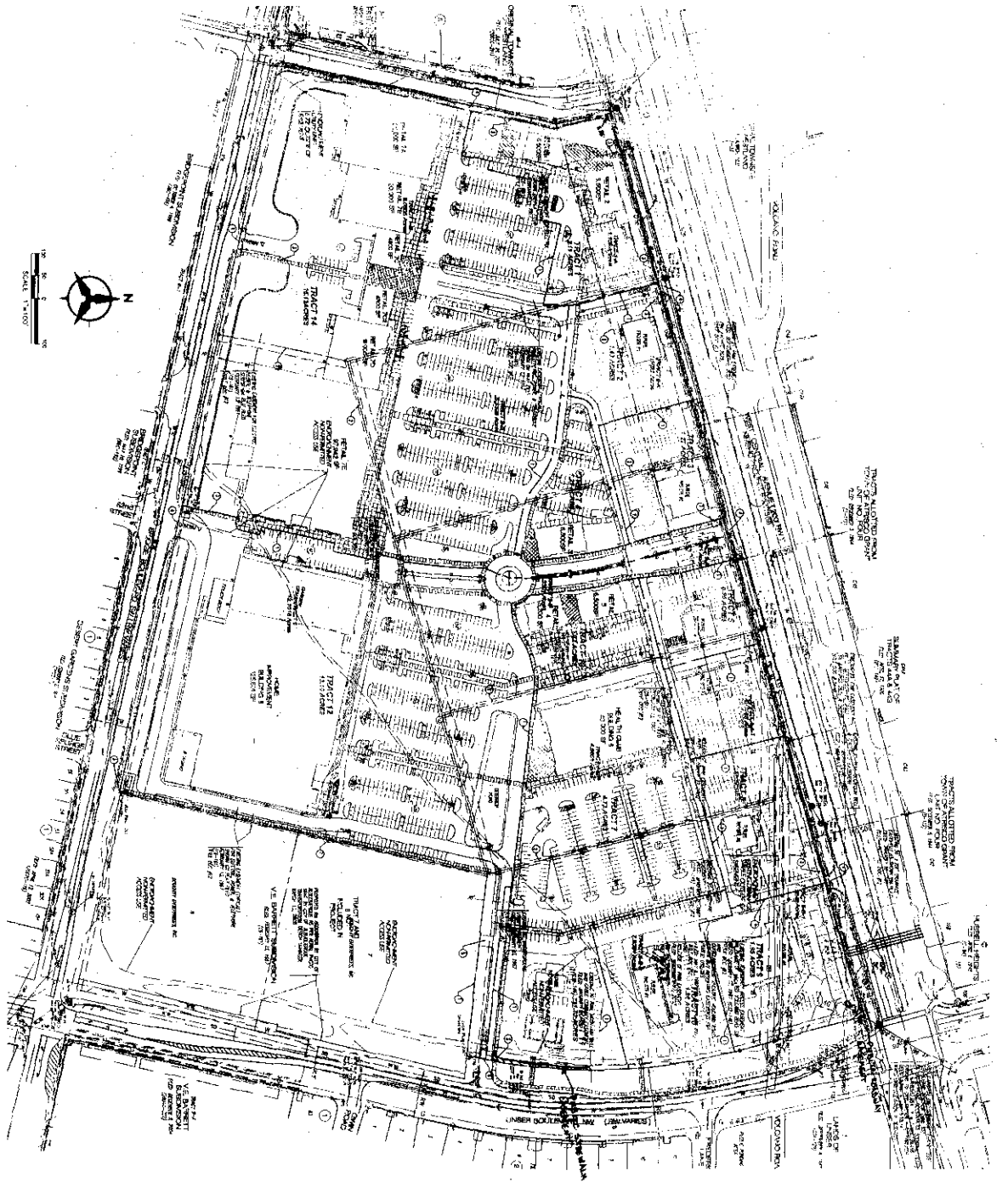
**ARMSTRONG DEVELOPMENT, INC.**  
10000 UNTERBUCKLE DRIVE, SUITE 100  
ALBUQUERQUE, NM 87121  
TEL: (505) 263-1000

**ARMSTRONG DEVELOPMENT, INC.**  
10000 UNTERBUCKLE DRIVE, SUITE 100  
ALBUQUERQUE, NM 87121  
TEL: (505) 263-1000

**ARMSTRONG DEVELOPMENT, INC.**  
10000 UNTERBUCKLE DRIVE, SUITE 100  
ALBUQUERQUE, NM 87121  
TEL: (505) 263-1000

**ARMSTRONG DEVELOPMENT, INC.**





**PROJECT NUMBER:** 10027004  
**PROJECT NAME:** 01A117001

**DATE:** 9/18/08  
**SCALE:** 1/8" = 1'-0"

**DESIGNED BY:** [Signature]  
**CHECKED BY:** [Signature]  
**APPROVED BY:** [Signature]

**DATE:** 9/18/08  
**SCALE:** 1/8" = 1'-0"

**PROJECT LOCATION:** 10027004  
**PROJECT NAME:** 01A117001

**KEYED NOTES:**

1. SEE SHEET 10027004 FOR KEYED NOTES.
2. SEE SHEET 10027004 FOR KEYED NOTES.
3. SEE SHEET 10027004 FOR KEYED NOTES.
4. SEE SHEET 10027004 FOR KEYED NOTES.

**NOTE:**

1. THE INFORMATION ON THIS SHEET IS FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL INFORMATION ON THIS SHEET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL INFORMATION ON THIS SHEET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL INFORMATION ON THIS SHEET.

**User Crossing  
 DRB Submittal**  
 Site Plan for Building Form  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

**DISA**  
 Darren Sowell  
 1000 Louisiana NE, Suite 111  
 Albuquerque, NM 87102  
 Tel: (505) 342-0001  
 Fax: (505) 342-0002

**Armstrong Development**  
 Mitchell Associates, LLC  
 1000 Louisiana NE, Suite 111  
 Albuquerque, NM 87102  
 Tel: (505) 342-0001  
 Fax: (505) 342-0002

DATE: June 24, 2008

NO.	REVISION
1	ISSUED FOR PERMITS
2	ISSUED FOR PERMITS
3	ISSUED FOR PERMITS
4	ISSUED FOR PERMITS
5	ISSUED FOR PERMITS
6	ISSUED FOR PERMITS
7	ISSUED FOR PERMITS
8	ISSUED FOR PERMITS
9	ISSUED FOR PERMITS
10	ISSUED FOR PERMITS

**C-003**

## INTRODUCTION

The following Design Standards for Unser Crossing are attached to and made part of the Site Plan for Subdivision. These Design Standards are intended to address areas of the site shown for illustrative purposes, and are provided to ensure a consistent level of development throughout Unser Crossing.

Future phases of the development may be delegated to the DRS after EPC review of the first paid site.

All development on the site must comply with the Zoning Code and West Route 66 Sector Development Plan Design Overlay Zone Regulations. If conflict exist, the most restrictive shall apply.

because of its proximity to the Enhanced Transit Corridor. The goal of this project is to combine the requirements of all of the City's Sector Plans and Overlay Zones affecting this property to create a place where residents from surrounding neighborhoods will frequent for their everyday purchasing needs in a convenient, sustainable environment.

## 2. PERMITTED USES

### EXISTING USES: C-2

The Unser Crossing development will be a commercial center complying with all plans zones affecting this property. Any C-2 conditional uses proposed for the site will require a Conditional Use Permit.

## 3. DESIGN STANDARDS

### A. INTRODUCTION

These Design Standards are established to provide assurance that future design and construction will meet the creative standards of quality established by which these original structures are produced. These standards will assist in creating an attractive environment that promotes desirable opportunities for commercial activities and will define a unified image for architectural and landscape design that creates a distinctive visual identity.

### B. STREETSCAPE

The development of a bold, dynamic entry and streetscape is essential in defining an image for Unser Crossing that places it at the forefront of Albuquerque's Community Activity Centers. The streetscape will provide a pedestrian friendly environment that will encourage users to park, once and walk to more than one destination in Unser Crossing as well as encouraging nearby residents to walk, rather than drive to Unser Crossing.

- Landscape buffers shall be provided to ensure flexibility for entry measurement, landscaping, seasonal development and other pedestrian amenities, as well as opportunities for visual screening and environmental benefits, such as storm water infiltration, and heat island effect reduction. Buffers shall be provided as follows:
  - 25 foot minimum from right-of-way at Unser Boulevard, Bridge Boulevard and 8th Street.
  - Trees shall be provided at an average spacing of 25 feet on-center along the four (4) public right-of-ways surrounding Unser Crossing, and at an average spacing of 30 feet on-center along the building facades. Trees shall be provided in the landscaped strips of inward facing facades at an average spacing of 50 feet on-center.

- Living plant materials shall cover a minimum of 75 percent of the required landscape area.
- Low water use turf may be provided at a maximum of 40 percent of the required landscape area.
- High water use turf is not allowed.
- Materials for the separation of turf and planting beds may be concrete, brick, or similar quality material.
- Streetscape will encourage nearby residents to walk rather than drive to Unser Crossing.

### C. PARKING

The intent of the standards for the development of parking areas is to mitigate heat/glare through the development of landscaping, minimize the visual impact of parking areas, and provide accessible, safe circulation within and adjacent to the parking areas.

- Parking shall be placed on at least two sides of a building within a particular lot and, if possible, shall not dominate the building or street frontage.

- Parking space standards shall be in accordance with the City of Albuquerque's Comprehensive Zoning Code.
- Parking shall be distributed on the site to minimize visual impact from the adjoining street, shall not dominate the street frontage, and shall be adequately screened with landscape walls and plantings.

- Clear pedestrian connections shall be provided through parking areas at a minimum width of 6 feet and shall be clearly demarcated with slightly raised and textured paving where they cross vehicular entrances and drive aisles. Shade trees shall be provided along pedestrian walks at an average spacing of 25 feet on center.
- ADA-compliant parking shall be located adjacent to main building entries.
- Sidewalk and/or pedestrian paths that are perpendicular to and at the front of parking spaces shall be protected from overlapping cars by permanently anchored fire stops, bollards, or raising the walkway to provide for a 6-foot wide, clear pedestrian area.

- Landscaped islands shall be distributed throughout parking areas. Parking areas visible from the public street shall include at least one tree for every six parking spaces, and the maximum distance from any parking space to a tree shall be 50 feet. Trees located within 8 feet of the perimeter of the parking area may be counted toward this requirement, but may not be used to fulfill street tree requirements.
- Trees shall be provided in parking areas per the requirements of the West Route 66 Development Plan Design Overlay Zone.
- A minimum of 75 percent of parking lot trees shall be large, canopied deciduous trees to provide shade during the summer months.

- Parking screening shall be in compliance with requirements in the Zoning Code §14-16-3-1(F)(5).
- Monocolor, moped, and motor scooter parking shall be provided close to building entrances per City Resolution §14-5-3-1 and shall be visible from building entrances.

### D. BICYCLE FACILITIES

Providing convenient bicycle facilities to encourage non-vehicular travel to Unser Crossing is an integral part of the City of Albuquerque's goal of supporting alternative modes of transportation and sustainability. Safe and convenient connections to the surrounding city bicycle routes will be provided to all of the Unser Crossing's occupants.

- Bicycle parking for employees shall be provided to promote alternative vehicle use. One bicycle rack space per 20 parking spaces is required, and shall be conveniently located near building entrances, but not within pedestrian pathways or landscape areas.

### E. SITE LANDSCAPE

Landscaped areas serve to enhance the visual dynamic of the development and aid in reinforcing the street edge and pedestrian environment, as well as providing environmental benefits such as storm water infiltration opportunities and heat island effect reduction. The primary focus for site landscape shall be the common areas and major pedestrian pathways.

The plant palette for Unser Crossing shall provide year-round color and interest and shall consist of regionally appropriate, low and moderate water use plants. Elements such as street furniture, lighting, bollards, and graphic plans shall be used to reinforce the street and pathway edge. These elements shall be consistent throughout the entire site to reinforce the unified aesthetic. A palette of landscape materials will also be selected for the entire site to further contribute to the sense of visual unity. Please see the plant palette in the Landscape Drawings included in this package.

- All landscape plans shall comply with the City's Water Conservation Ordinance, Pollen Ordinance, Zoning Code, and West Route 66 Sector Development Plan Design Overlay Zone.
- Water harvesting techniques, including some combination of curb cuts for drainage to landscaped areas, bioswales to slow and treat storm water runoff, and pervious paving or other innovative technologies, are encouraged.
- The total landscaped area required for each site shall equal not less than 15% of the net lot area as defined in the Zoning Code §14-16-3-10(E)(1).

- Future development areas within the site shall be revegetated with native seed mix appropriate for this region and maintained appropriately to discourage erosion and blowing dust.
- The hard-scape palette shall be selected by the Developer at the time of building permit drawings submittal.
- Trees shall be provided at an average density of 1 tree per 1500 square feet of landscaped area.
- Live plant materials shall cover a minimum of 75 percent of all required 2nd and provided landscaped areas.
- Landscape headers shall be used to separate turf and planting beds. Headers may be concrete, brick, stone or other similar quality material.
- Gravel mulch, cobble, and similar materials are acceptable as a top dressing for landscaped areas, but organic mulches shall be encouraged where the grade allows.

- An automatic underground irrigation system is required to support all site landscaping. The system shall be designed to maximize efficiency and avoid over-spraying onto walls, buildings, fences, walls, etc.
- All plant material shall be maintained by the Owner or Tenant in a living, attractive condition. This includes proper maintenance of the irrigation system and removal of weeds, trash, or debris, as well as repair of any areas exhibiting erosion damage.
- Minimum plant material sizes at the time of installation shall be as follows:
  - Conroy trees - 2" caliper J&B or boxed
  - Evergreen trees - 8 foot minimum height
  - Accent trees - 1 1/2" caliper DBH or boxed
  - Multitrunk trees - 15-gallon minimum
  - Shrubs, ornamental grasses and groundcovers - 1 gallon minimum

### F. SITE PLANNING

The intent of the following standards is to create pedestrian-friendly environments for Unser Crossing outdoors.

- Pedestrian Plazas shall be provided in the amount of 400 square feet for every 20,000 square feet of building space. If the development of future phases produce a deficiency in this requirement additional plaza areas shall be provided.
- A minimum of 50% of the required public space shall be provided in the form of aggregate space that encourages its use and that serves as the focal point for the development.
- Pedestrian Plazas shall be linked to the main entrance of the principal structure and the public sidewalk or internal driveway, shall include seating, 40% of the area of the plaza shall be landscaped including shade trees. Plazas shall be safe and visible from the public right-of-way as much as possible, and shall have pedestrian scale lighting and other amenities such as trash receptacles.
- A sidewalk with a minimum width of 6 feet shall be provided along the front of buildings that are less than or equal to 10,000 square feet. A sidewalk with a minimum of 10 feet in width shall be provided along the front of buildings that are 10,000 to 30,000 square feet. A sidewalk with a minimum width of 15 feet shall be provided along the front of buildings that are greater than 30,000 square feet. These sidewalks shall be shaded with architecturally integrated awnings, porches, or canopies, or by trees planted at intervals of 25 feet in plazas with a minimum interior dimension of 6 x 6.
- Pedestrian connections with a 5-foot minimum clear path shall be provided from each building to the internal circulation system, and to adjacent roadways. Shade trees shall be provided along the pedestrian connection at an interval of 25 feet in plantings that have a minimum interior dimension of 6 x 6.
- A continuous sidewalk with a minimum width of 6 feet shall be located around the perimeter of buildings that are greater than 4,000 square feet.

**DAVIDSON & MITCHELL**  
 ARCHITECTS  
 2001 MONTELEONE AVENUE, SUITE 200  
 ALBUQUERQUE, NM 87102  
 TEL: 505.263.5500

**Mitchell Associates, LLC**  
 2001 MONTELEONE AVENUE, SUITE 200  
 ALBUQUERQUE, NM 87102  
 TEL: 505.263.5500

**ARMSTRONG DEVELOPMENT**  
 2001 MONTELEONE AVENUE, SUITE 200  
 ALBUQUERQUE, NM 87102  
 TEL: 505.263.5500

Unser Crossing  
 Site Plan for Building Permit  
 Central Avenue and Unser Boulevard  
 Albuquerque, New Mexico 87121

Revised: April 17, 2008

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DATE: April 17, 2008

DESIGN STANDARDS

G-101

- Parking of primary pedestrian crossings and primary outdoor active mass shall use patterned, stained, or integrally colored concrete. Stone or brick paving systems may also be used.
- Asphaltic paving shall only be used in drive lanes and perpendicular areas. The design of all board paths shall comply with the ASTM 1099 Guide for the Development of Bicycle Facilities, and shall be coordinated with the City's designated Trails Plan.
- Perimeter walls, if provided, shall comply with the City's Design Manual for Substation Access and Perimeter Walls. Chain-link may be allowed for security fencing purposes when out of public view. The use of barbed wire, wood fencing, or plastic vinyl fencing is not permitted. All site walls shall comply with Zoning Code §14-15-3-13.

**H. SETBACKS**

The use of building area setbacks is required to provide space for the location of visually sensitive streetcrops and provide a safe and comfortable environment for vehicles and pedestrians throughout the User Crossing. Required within these setbacks will be pedestrian walkways, screening devices, and landscape improvements. The landscaped set back areas will receive vegetation on 80% of the area.

- Buildings shall be located according to the following minimum setback dimensions:
  - 25 foot minimum from the right-of-way at Unser Boulevard, and Central Avenue.
  - 20 foot minimum from the right-of-way at Bogert Boulevard and 96<sup>th</sup> Street.

**I. ARCHITECTURE**

In general, all buildings shall comply with the current City of Albuquerque Zoning Code and all applicable sector plan, policies, and ordinances. However, in cases where the User Crossing requirements exceed the Zoning Code, the User Crossing standards will govern. The focus of these architectural standards and guidelines is to promote consistency and continuity in relation to building aesthetics and designs. The use of the Albuquerque Energy Conservation Code and LEED guidelines are encouraged.

**Developmental Decisions**

Interventions for the User Crossing is currently master planned for a Maximum Peak Area Ratio of A.R. of 1.0.

**Building Heights**

Building height limits will be enforced in accordance with the City of Albuquerque Zoning Code for the C-2 zone. However, buildings located on street parcels not fronting any right-of-way or affecting any adjacent neighborhoods do not comply with the Zoning Code by being located closer to the property lines than the required setbacks.

**Building Entrances**

Primary entrance along major facades shall be clearly defined with facade variations, porches, roof variations, recesses or projections, or other integral building forms.

- Facades that contain a primary customer entrance and facades adjacent to a public street or plaza or an internal driveway shall contain 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 facade. Where patios are provided, at least one of these recessed walls shall contain a window for ease of surveillance and the patio shall contain shading and seating. Where Retail Safe Units are provided, they shall be accessible to the public from the outside.

- Break up the Mass. Major facades greater than 100 feet in length shall break up building mass by including at least two of the following architectural features:
  - wall plane projections or recesses of at least 2 feet in depth, occurring at least every 100 feet and extending at least 25% of the length of the facade.
  - a vertical change in color, texture, or material occurring every 50 linear feet and extending at least 20% of the length of the facade.
  - an arched, recessed, pilaster, or projecting element, no less than two feet in width and projecting from the facade by at least six inches and repeating at minimum intervals of 30 feet.

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

**Screening/Landscaping Areas**

Landscaping areas which face a public street or residentially-zoned property and which are not separated from the public street or a residentially-zoned property by intervening buildings, landscaping or by a distance of at least 100 feet, shall be screened with solid walls which are a minimum of six feet in height when measured from the finished grade exterior to the landing area and eight feet at landing deck areas.

**Context**

New buildings shall be designed to harmonize with adjacent buildings.

**Building Architectural Design**

Buildings shall convey an image appropriate to a neighborhood retail/activity center.

- Buildings shall be sensitive to the local character of the region and the essential elements of buildings.
  - Edge treatments shall "step down" to relate to the scale of pedestrians: reduce the scale of the building edge by stepping down to the street. It is encouraged that building masses be arranged in order to cast shadows on each other to emphasize the contrast of light and shaded surfaces at corners and edges.
  - The front building facade shall employ variety in structural forms to create visual character and interest. Front facades shall have varied front setbacks with wall planes not forming in one continuous direction for more than 100 feet without a change in architectural treatment. (i.e., 3 foot minimum offset, projection, material change, etc.)
  - Columns, arches, corner articulation, overhangs, awnings, marquees, gutters and scuppers, breezeways, and soffits shall be carefully dimensioned and detailed to provide a human scale and visual interest.
  - Extended architectural detailing on the ground floor in an elevational band from 0 to 10 feet, such as a change in color or texture, the architectural expression expansion joints at recess, door and window articulation, and architectural accents, is required.
  - The rains of building shall be articulated meeting the same standards as the sides of buildings.

**Equipment**

All roof top equipment and apparatuses shall be below the top of the parapet, or architecturally screened with a visually-solid surround that is compatible with the predominant building materials and color. Roof penetrators that are not architecturally screened with a visually-solid surround shall be painted to match roof color or general building color.

All equipment shall be screened in accordance with §14-15-3-18 of the Comprehensive Zoning Code.

Transformers, utility poles and telephone boxes shall be appropriately screened with walls and/or vegetation when viewed from the public right-of-way but in such a way that is accessible to the affected service provider to ensure safety and access for maintenance, repair, and replacement of equipment.

**Portable Buildings**

Permanent or temporary portable buildings are not allowed in User Crossing.

**Materials and Colors**

Buildings shall convey solidity and durability and employ high quality materials in their construction. Materials and colors shall pay homage to the vernacular architecture of the area. Acceptable materials include: stone, concrete (sand blasted or finished surface), stone, split face block, tumbled block, glass curtain walls, glass block, brick, exterior ceramic, the painted metal, and EIFS. Architects shall use thicker materials traditionally used in the Albuquerque or New Mexico area.

- Acceptable colors include those taken from the native New Mexican landscape palette: neutral and earth tones, accent colors in deeper neutral or warm tones may be used. Colors shall be the "muted" color, "grey" or "tan" application of color (palette), except when used as an accent color.
- Prohibited building materials include the following:
  - plastic or vinyl building panels, awnings, or canopies
  - exposed, untreated medium block or wood
  - highly reflective surfaces

- Special consideration shall be given to roof structures. The use of contrasting colors between roofs and walls is encouraged to help differentiate the planes of building masses.
- The use of accent colors and materials is encouraged to bring out detailing to better articulate or give scale to a building, including glazed tile, wood trim, the roofing, paint, metal, etc.

**Sustainability**

Green architectural design and construction has been implemented whenever possible. User Crossing uses sustainable design principles, environmentally responsible building products and products, and earth-friendly products.

- Low water use turf may be provided at a maximum of 40 percent of the landscaped area.
- High water use turf will not be allowed.
- All landscape plans comply with the City's Water Conservation Ordinance and Water Harvesting techniques, including some combination of curb cuts for drainage to landscaped areas, bioswales to slow and treat storm water runoff, cisterns for the collection and reuse of storm water and gray water, and pervious paving or other innovative technologies, are encouraged.
- An automatic underground irrigation system will be installed to support all site landscaping. The system shall be designed to maximize efficiency and avoid over-watering onto walks, buildings, fences, walls, etc.
- Providing convenient bicycle facilities to encourage non-vehicular travel to the User Crossing is an integral part of the City of Albuquerque's goal of supporting alternative modes of transportation and sustainability. See and convenient connections to surrounding City bicycle routes will be provided to all User Crossing employees and customers.
- The use of the Albuquerque Energy Conservation Code is encouraged
- Convenient recycling collection facilities shall be provided by all tenants of User Crossing.
- 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.
- Access to transit and safe and convenient pedestrian connections are provided to facilitate non-modal transportation.

**Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121**

**ARMSTRONG DEVELOPMENT**  
10000 1<sup>st</sup> Avenue NE  
Albuquerque, NM 87112  
Phone: (505) 842-2400  
Fax: (505) 842-2401

**Mitchell Associates, LLC**  
10000 1<sup>st</sup> Avenue NE  
Albuquerque, NM 87112  
Phone: (505) 842-2400  
Fax: (505) 842-2401

**Paterson & Nelson**  
10000 1<sup>st</sup> Avenue NE  
Albuquerque, NM 87112  
Phone: (505) 842-2400  
Fax: (505) 842-2401

**Darren Sewell**  
ARCHITECT  
10000 1<sup>st</sup> Avenue NE  
Albuquerque, NM 87112  
Phone: (505) 842-2400  
Fax: (505) 842-2401

**Pan Arrangement Opportunities**

Open courtyard designs shall be employed in order to form transitions between parking areas and building footprints. Building access and entries shall be visible from the street through open passages (such as garden courts).

**J. LIGHTING**

A consistent theme for the lighting fixtures within the streetscape and common areas of Unser Crossing will contribute significantly to Unser Crossing's overall aesthetic character. Safety and security shall be the primary design consideration, as well as the daytime appearance of the light fixtures.

- Lighting shall be fully shielded horizontal lamps so that no negative light may escape beyond the property line and no light source shall be visible from the site perimeter.
- Height standards for light fixtures are as follows:
  - Small parking area light fixtures shall not exceed 20 feet.
  - Main parking area light fixtures shall not exceed 20 feet unless the Zoning Hearing Examiner approves variance.
  - Lighting fixtures for walkways, entry plazas, and within 100 feet of a residential zone shall not exceed 15 feet.

■ Controlled directional lighting shall be used to highlight public spaces and walkways. The use of walkway level lighting, such as wall pockets or bollard lights, is encouraged to accent pedestrian areas.

■ Fixture style and design shall be compatible and consistent with the lighting design of other projects within Unser Crossing.

■ The pattern of light pooling from each fixture shall avoid glare or reflection on adjacent properties, buildings, or roadways.

■ Exterior lighting fixtures shall relate stylistically to the architecture of the adjacent buildings.

- Lighting fixtures to highlight trees, walls and architectural features shall be limited to 100 maximum wattage per fixture, and shall be designed to comply with the New Mexico Night Sky Protection Act.
- The use of energy efficient lighting is required.

**K. SCREENING/BUFFERING**

Each development site design shall incorporate certain criteria in order to provide proper site screening from public roadways.

■ Mechanical equipment whether on roof areas or at street level, shall be fully screened from pedestrians or motorists. Screening shall be compatible with materials and design of the building.

■ Loading areas shall be screened from public view by walls, trailers, or landscaping. Passenger loading areas do not require screening.

■ The use of berbed wire, wood fencing, or plastic vinyl fencing is not permitted.

■ Enclosure enclosures shall be adjacent to the building and screened with walls of the same material as the building itself.

- Walls or landscaped berms 2.1/2 to 3 feet in height shall be provided to screen parking areas adjacent to public streets. Walls, if used, shall be designed to integrate with building materials and colors.

**L. SIGNAGE**

Refer to the Sign Package on sheets S-101, S-102, and S103.

**M. TRANSIT FACILITIES**

Bus Route 56 Central currently serves the Unser Crossing site. Credit for the bus route will be used in parking calculations. Existing bus stops will be incorporated into the site design by providing seating, trash cans, and shade structures using the same materials and design as those provided in the Unser Crossing buildings. Future development (Phase 2) shall meet the guidelines of the Comprehensive Plan for buildings adjacent to Enhanced Transit Corridors including siting buildings close to the street with parking on the side or rear providing entrances facing the street.

Currently, the following bus routes serve this location as of March 15, 2008: Route 54, Route 162, Route 756, and Route 56.

**N. DRIVE-UP SERVICE WINDOWS**

Drive-up windows will be located on or adjacent to the side or rear walls of service or retail structures and the window shall not face a public right-of-way or pedestrian areas, residentially zoned areas, and public streets where possible. In cases where drive-up windows face these areas, screening shall be provided. Screening may be in the form of walls, earth berms, or evergreen landscaping, or a combination thereof and shall be a minimum of three feet in height.

Drive-up service windows shall be limited to 4, with the number of adjacent drive-up service windows used limited to two. Drive-up window uses may include bank, pharmacy, and a maximum of two "quick-serve-restaurants."

**O. WIRELESS TELECOMMUNICATIONS FACILITIES**

Any allowance for wireless telecommunications facilities shall require architectural integration.



Darren Sowell  
ARCHITECTS  
1000 UNIVERSITY BLVD. N.W.  
ALBUQUERQUE, NM 87102  
PH: (505) 342-2800  
FAX: (505) 342-0820



Mitchell Associates, LLC  
1000 UNIVERSITY BLVD. N.W.  
ALBUQUERQUE, NM 87102  
PH: (505) 342-2800  
FAX: (505) 342-0820

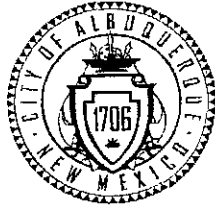


Unser Crossing  
Site Plan for Building Permit  
Central Avenue and Unser Boulevard  
Albuquerque, New Mexico 87121

Revised: June 17, 2008

DATE:	
BY:	
CHECKED:	
DATE:	
APPROVED:	
DATE:	
DESIGN STANDARDS	
SCALE:	

G-103  
OF 02



City of Albuquerque  
Planning Department  
Development Review Division  
P.O. Box 1293  
Albuquerque, New Mexico 87103

Date: September 19, 2008

## OFFICIAL NOTIFICATION OF DECISION

FILE: **Project# 1007320**  
08EPC-40071 SITE DEVELOPMENT -  
BUILDG PRMT

Lowe's Home Improvement  
4607 Silverheel St.  
Shawnee, KS 66226

LEGAL DESCRIPTION: for all or a portion of lot 2A-5A1-A1, Home Development Addition, zoned SU-1 for Planned Commercial Development with uses permissive and conditional in the C-2 zone, located on Hotel Circle NE between Lomas Blvd. and Eubank Blvd., containing approximately 9 acres. (K-21)  
Catalina Lehner, Staff Planner

On September 18, 2008 the Environmental Planning Commission voted to approve Project 1007320/08EPC 40071, a Site Development Plan for Building Permit for Tract 2A-5A1-A1, Home Development Addition, zoned SU-1 for Planned Commercial Development with Uses Permissive and Conditional in the C-2 zone, based on the following Findings and subject to the following Conditions:

### FINDINGS:

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 retail use is allowed under the subject site's current zoning.

OFFICIAL NOTICE OF DECISION  
SEPTEMBER 18, 2008  
PROJECT #1007320  
PAGE 2 OF 6

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 further*s 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 mostly complies with O-06-53, the Large Retail Facilities (LRF) Ordinance. The needed improvements that remain, many of which are "clean up" items, can be achieved through the application of conditions of approval.
9. 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.
10. 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.
11. 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.

12. The subject site is located less than 700 feet from the intersection of two collector streets, Lomas Boulevard and Morris Road, and is adjacent to and has full access to these roadways and complies with Section 14.D.2.c.2 .

**CONDITIONS:**

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 final DRB sign off, the applicant shall meet with the Development Review Staff planner to ensure that the conditions of approval are met. Evidence of this meeting shall be provided to the DRB at the time of application.
3. **Maintenance Agreement:**  
The applicant shall sign a maintenance agreement with the City, prior to final DRB sign-off, so that the site will be maintained when vacant to the minimal standards, among others as deemed appropriate by the Planning Director, elaborated in the LRF Ordinance.
4. **Walls/Fences:**
  - A. The screen wall [and the retaining wall if over 4 ft. tall] shall have additional articulation, such as multiple finishes and vertical pilasters, as required pursuant to Zoning Code §14-16-3-19(B)(2) (a and b).
  - B. The retaining wall shall not exceed 3 ft. tall in the west-east segment south of the plaza area.
  - C. The retaining wall's range of height and finish shall be specified on the site development plan.
  - D. The finish for the retaining wall and the screen wall shall be specified as split-face CMU or light beige stucco.
5. **Loading Dock/Screening:**
  - A. The screen wall near the truckwell/loading dock area shall be 8 ft. tall above the finished floor level and extend horizontally 100 ft. from the face of the dock [(D)(5)(g)(1)].
  - B. The finish for both screen walls, for the truck area and the truckwell/loading dock area, shall be specified and blend with the architecture of the building [(D)(5)(g)(1)].
6. **Pedestrian/Bicycle Connections:**
  - A. An ADA accessible sidewalk ramp, that is not a loading zone, shall be provided to allow pedestrian access from the external sidewalk to the required 8 foot wide sidewalk along the primary (western) façade so that pedestrians do not have to walk in the loading area [(D)(5)(i)].

B. The sidewalk entering the subject site from Hotel Circle, on the western side of the vehicular entrance, shall be shown on the site development plan and the landscaping plan.

7. Landscaping-Buffers:

A. The landscape buffer along the subject site's southwestern side shall measure 20 ft. wide and the wider portions shall remain [(D)(6)(a)(1)].

B. Additional shrubs shall be added to the eastern landscape buffer to provide the required 75% coverage with living, vegetative materials (Zoning Code §14-16-3-10).

8. Landscaping- Minor "clean up":

A. The note regarding existing trees, and whether or not they will remain, shall be clarified.

B. The landscaping calculations shall be revised to correct minor discrepancies, such as the size of the plaza area, size of total landscape bed and certain percentages.

9. Architecture:

A. Every 30,000 gross square feet of structure shall be designed to appear as a minimum of one distinct building mass with distinct expressions [(D)(6)(b)(2)].

B. The patio along the building's main (western) façade shall be recessed a minimum of 20 ft. [(D)(6)(b)(1)].

C. The main (western) façade 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 [(D)(6)(b)(1)].

10. Signage:

A. There shall be one monument sign, either near the northwest corner or the southern corner of the subject site, along Hotel Circle.

B. Sign area, for building-mounted signs with borders, shall be measured as the area within the border pursuant to Zoning Code §14-16-1-5 (Definitions), and the signage table on Sheet A-101 shall be corrected.

11. Plaza/Outdoor Space:

The tables in the plaza area shall have umbrellas or other comparable shading structure.

12. The parking lot tree wells shall have curb breaks or another design feature to allow for supplemental water harvesting.

13. CONDITIONS FROM THE 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.
14. The center parking lot sidewalk shall be moved north by one row, and a walkway of textured patterned concrete shall lead to the retail facility to the west. Moving up the southern parking lot sidewalk by one row is optional.
15. The Applicant shall investigate whether it is possible to relocate the plaza area adjoining the sidewalk. If this is not possible, the applicant shall demonstrate why.

**PROTEST: IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION, WHICH IS BY **OCTOBER 3, 2008.****

**APPEAL: IF YOU WISH TO APPEAL A FINAL DECISION, YOU MUST DO SO BY **OCTOBER 3, 2008** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED.**

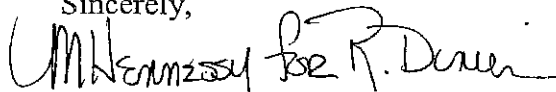
Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If they decide that all City plans, policies and ordinances have not been properly followed, they shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

OFFICIAL NOTICE OF DECISION  
SEPTEMBER 18, 2008  
PROJECT #1007320  
PAGE 6 OF 6

YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,

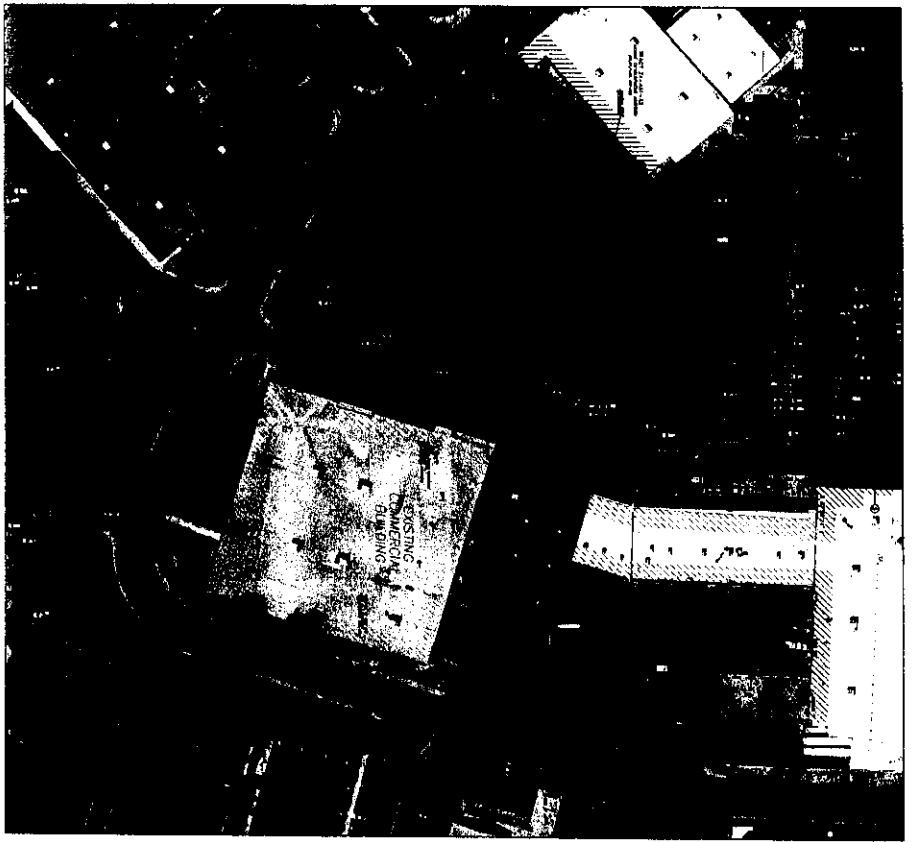
A handwritten signature in black ink, appearing to read "Richard Dineen". The signature is written in a cursive style with a large initial "R".

Richard Dineen  
Planning Director

RD/CL/ac

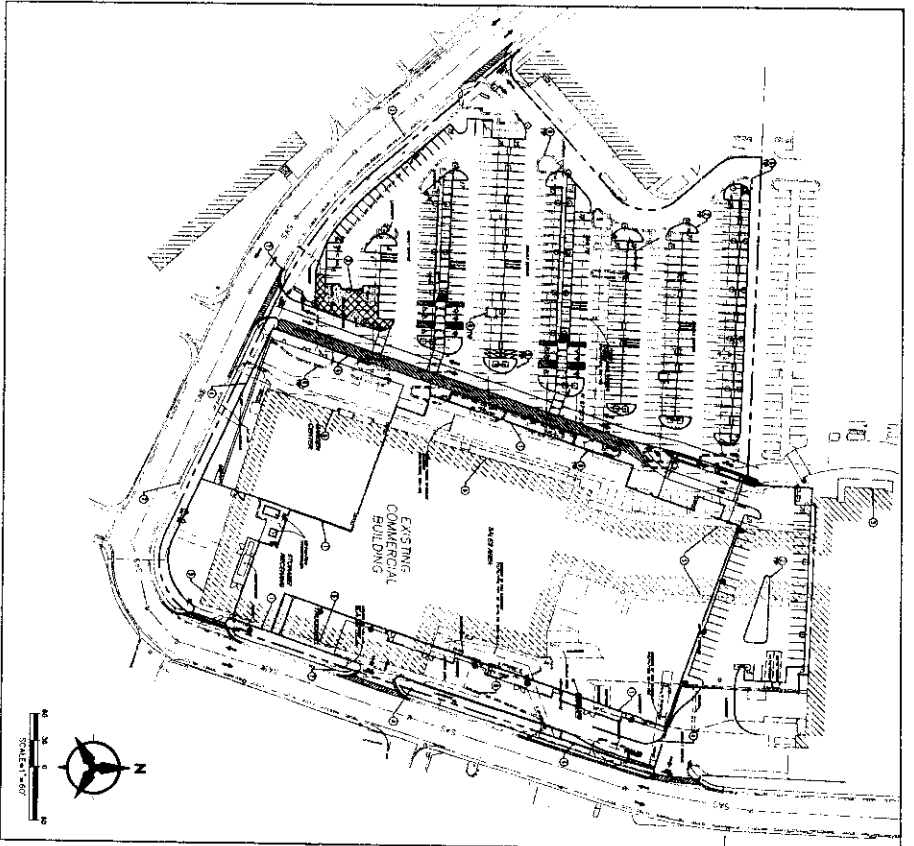
cc: Lawrence Kline, Denish + Kline Associates, 500 Marquette NW, Ste 350, Albuquerque, NM 87102





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**FOR INFORMATION ONLY**



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- KEYED NOTES**
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C-002

EXISTING & PROPOSED CONDITIONS EXHIBIT  
**LOWE'S OF Market Center East**  
 Albuquerque, NM



PROJECT TEAM  
 Gary Wyatt  
 Site Manager  
 Real Estate Manager

**Behanman & Huston**  
 CONSULTING ENGINEERS & ARCHITECTS  
 7000 Johnson St. NE Albuquerque, NM 87110-5001  
 (505) 762-1000

PROJECT TEAM  
 Gary Wyatt  
 Site Manager  
 Real Estate Manager  
 Matthew Smiley  
 Site Development Manager  
 Gary Neal  
 Real Estate Director

DRAWING DATE  
 JUNE 6, 2004  
 REVISIONS  
 SEPTEMBER 2, 2004

C-003

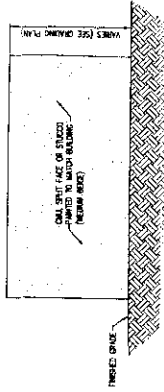
LOWE'S OF  
Market Center East  
Albuquerque, NM



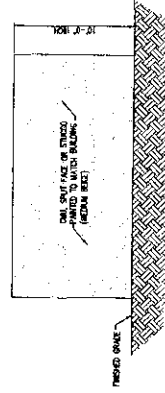
**Boteman + Huston**  
ENGINEERING & ARCHITECTURE  
2700 American Blvd. NE, Albuquerque, NM 87110-2000  
PH: 505.263.1234 FAX: 505.263.1235  
WWW.BOTEMANANDHUSTON.COM

PROJECT TEAM	CHRYSTAL WILSON, LEAD ARCHITECT, ENR & LEED DAN HUSTON, LEAD ARCHITECT, ENR & LEED DREW HUSTON, ARCHITECT, ENR & LEED DAN HUSTON, ARCHITECT, ENR & LEED DREW HUSTON, ARCHITECT, ENR & LEED DAN HUSTON, ARCHITECT, ENR & LEED
DESIGNED	SEPTEMBER 2, 2008
REVISIONS	SEPTEMBER 2, 2008
DATE	SEPTEMBER 2, 2008
PROJECT NO.	08-003
CLIENT	LOWE'S OF MARKET CENTER EAST
LOCATION	ALBUQUERQUE, NM
DATE	SEPTEMBER 2, 2008

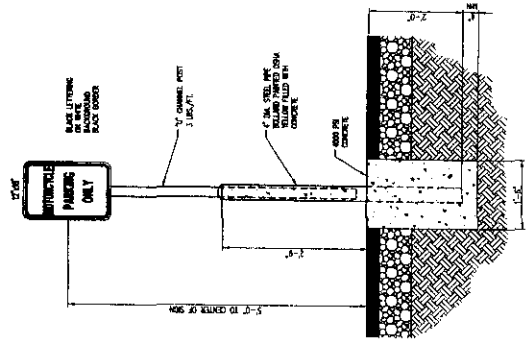
11 RETAINING WALL ELEVATION  
N/A



10 SCREEN WALL ELEVATION  
N/A



9 MOTORCYCLE PARKING SIGN  
N/A



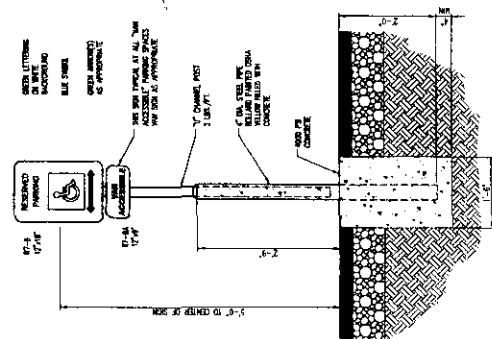
8 PEDESTRIAN CROSSING SIGN  
N/A



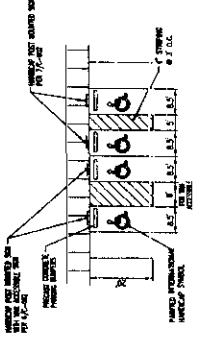
7 STOP SIGN  
N/A



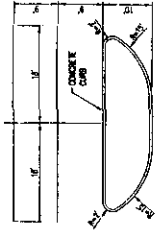
6 HANDICAP PARKING SIGN MOUNTING DETAIL  
N/A



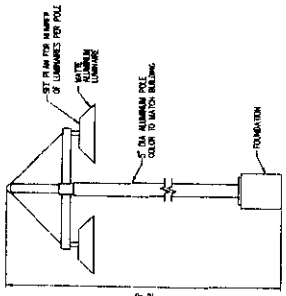
2 TYPICAL HANDICAP PARKING DETAIL  
N/A



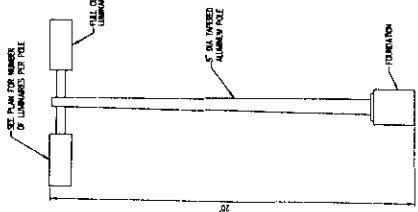
1 TYPICAL BICYCLE PLANTER BAND & HANDICAP SIGN MOUNTING DETAIL  
N/A



4 DECORATIVE POLE MOUNTED LIGHT  
N/A



5 TYPICAL POLE MOUNTED LIGHT  
N/A



**LANDSCAPING PLAN**  
**LOWE'S OF**  
**Market Center East**  
 Albuquerque, NM

**PROJECT TEAM**  
 GUY WILKINS  
 LOWE'S  
 Landscape Architect

**DATE:** JUNE 8, 2004

**PREPARED BY:** GUY WILKINS  
 GUY WILKINS ARCHITECTS, INC.

**DESIGNED BY:** GUY WILKINS  
 GUY WILKINS ARCHITECTS, INC.



**LOWE'S OF**  
**Market Center East**  
 Albuquerque, NM

**GRAPHIC SCALE**  
 0 25 50  
 SCALE: 1"=30'

**PLANT LEGEND**

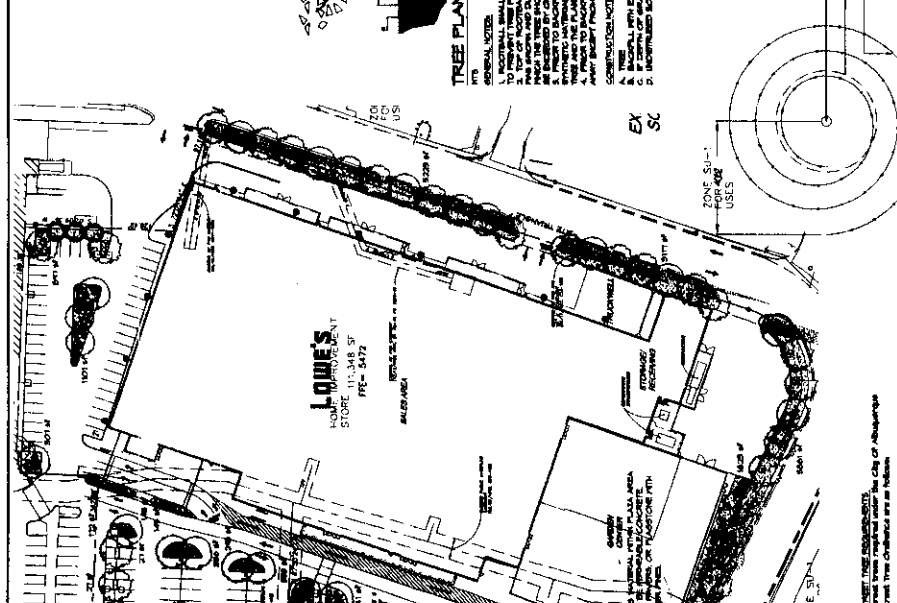
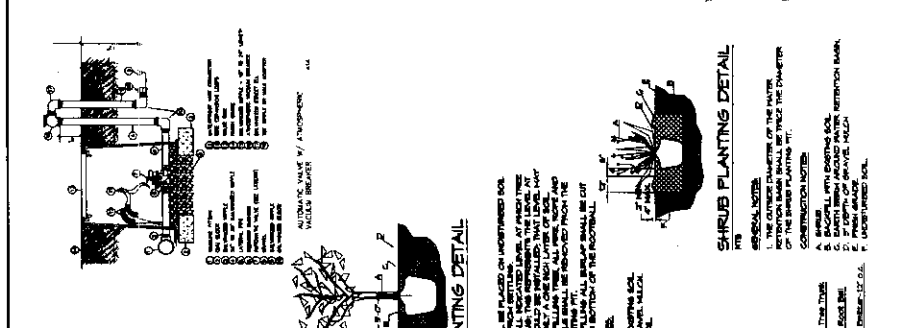
1. 10' Round Tree  
 2. 12' Round Tree  
 3. 14' Round Tree  
 4. 16' Round Tree  
 5. 18' Round Tree  
 6. 20' Round Tree  
 7. 22' Round Tree  
 8. 24' Round Tree  
 9. 26' Round Tree  
 10. 28' Round Tree  
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 37. 82' Round Tree  
 38. 84' Round Tree  
 39. 86' Round Tree  
 40. 88' Round Tree  
 41. 90' Round Tree  
 42. 92' Round Tree  
 43. 94' Round Tree  
 44. 96' Round Tree  
 45. 98' Round Tree  
 46. 100' Round Tree

**GENERAL NOTES**

1. ALL PLANTING SHALL BE ACCORDING TO THE LOWE'S STANDARD PLANTING SPECIFICATIONS.  
 2. ALL PLANTING SHALL BE ACCORDING TO THE LOWE'S STANDARD PLANTING SPECIFICATIONS.  
 3. ALL PLANTING SHALL BE ACCORDING TO THE LOWE'S STANDARD PLANTING SPECIFICATIONS.  
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**CONSTRUCTION NOTES**

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LANDSCAPE CALCULATIONS		
TOTAL LOT AREA	200,000	SQ FT
TOTAL BUILDING AREA	111,348	SQ FT
TOTAL PAVEMENT AREA	20,000	SQ FT
TOTAL PLAZA AREA PROVIDED	200,000	SQ FT
TOTAL PLAZA AREA REQUIRED (PER 30% OF BUILDING FOOTPRINT)	33,403	SQ FT
TOTAL PLAZA AREA PROVIDED	200,000	SQ FT
TOTAL PLAZA AREA REQUIRED	33,403	SQ FT
TOTAL LANDSCAPE PROVIDED	166,597	SQ FT
TOTAL LANDSCAPE REQUIRED	166,597	SQ FT

**CONSTRUCTION NOTES**

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**DRAINAGE NARRATIVE**

1. INTRODUCTION  
The purpose of this drainage plan is to provide a conceptual grading and drainage plan for the proposed Market Center East development in Albuquerque, NM. The plan is based on the existing topography and the proposed building footprints. The drainage system is designed to collect and convey runoff from the site to the existing storm sewer system. The drainage system is designed to meet the requirements of the City of Albuquerque's Stormwater Management Ordinance (SMO) and the National Sanitation Foundation Water Quality Award (NSFQAW) requirements.

2. SITE LOCATION  
The site is located at the intersection of I-25 and the proposed Market Center East development. The site is bounded by I-25 to the north and the proposed Market Center East development to the south. The site is located in the City of Albuquerque, NM.

3. EXISTING TOPOGRAPHY  
The existing topography of the site is relatively flat. The highest elevation is approximately 5,200 feet above sea level. The lowest elevation is approximately 5,150 feet above sea level. The site is located in the City of Albuquerque, NM.

4. EXISTING INFRASTRUCTURE  
The existing infrastructure of the site includes the existing storm sewer system, the existing water main system, and the existing gas main system. The existing storm sewer system is located along the east side of the site. The existing water main system is located along the south side of the site. The existing gas main system is located along the west side of the site.

5. PROPOSED INFRASTRUCTURE  
The proposed infrastructure of the site includes the proposed storm sewer system, the proposed water main system, and the proposed gas main system. The proposed storm sewer system is located along the east side of the site. The proposed water main system is located along the south side of the site. The proposed gas main system is located along the west side of the site.

6. CONCLUSIONS  
The proposed conceptual grading and drainage plan for the Market Center East development is designed to meet the requirements of the City of Albuquerque's Stormwater Management Ordinance (SMO) and the National Sanitation Foundation Water Quality Award (NSFQAW) requirements. The plan is based on the existing topography and the proposed building footprints. The drainage system is designed to collect and convey runoff from the site to the existing storm sewer system. The drainage system is designed to meet the requirements of the City of Albuquerque's Stormwater Management Ordinance (SMO) and the National Sanitation Foundation Water Quality Award (NSFQAW) requirements.

**KEYED NOTES**

1. 1"=20' EXISTING GRADE
2. 1"=20' EXISTING STORM SEWER
3. 1"=20' EXISTING WATER MAIN
4. 1"=20' EXISTING GAS MAIN

**LEGEND**

PROPOSED INFRASTRUCTURE

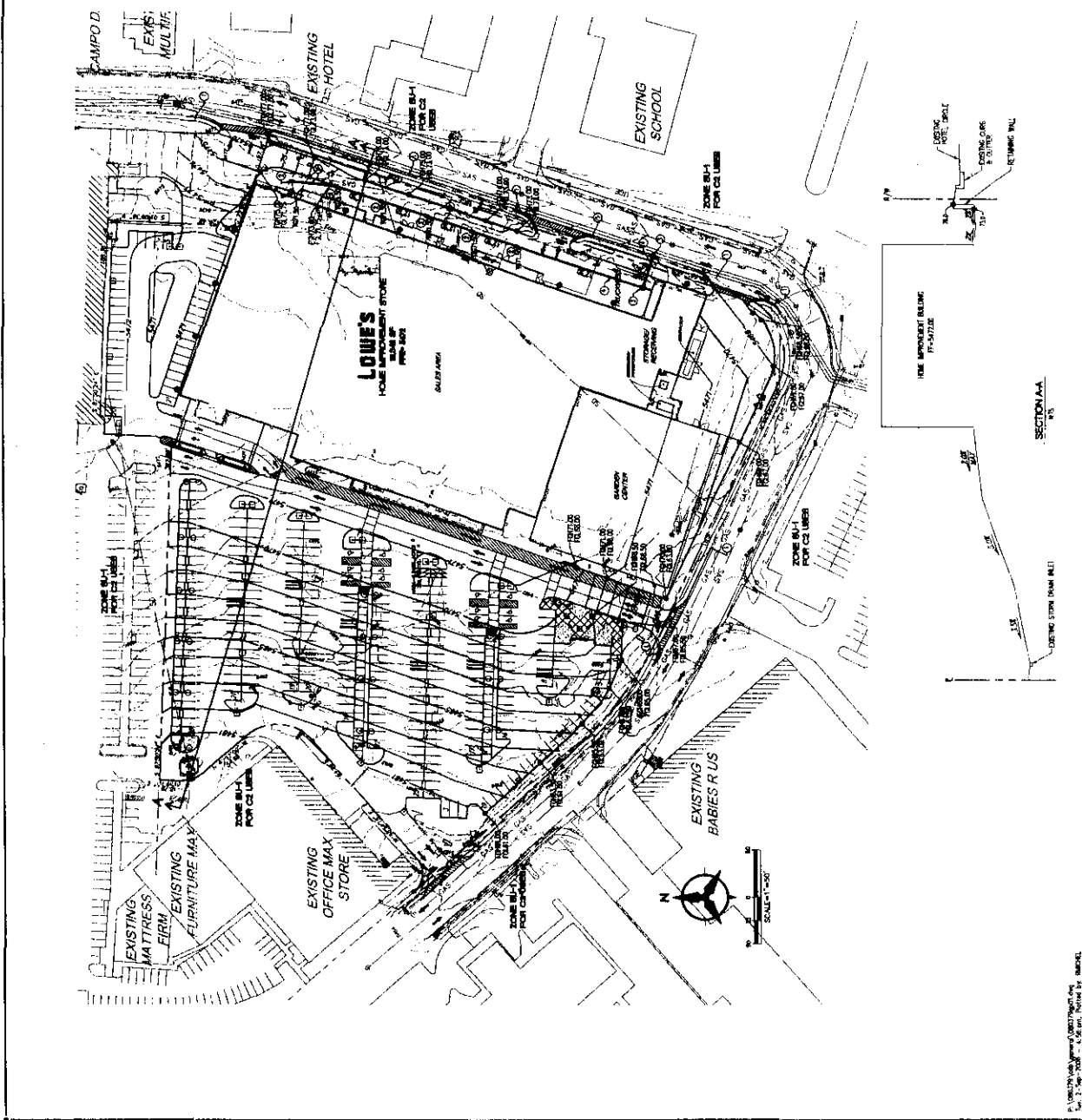
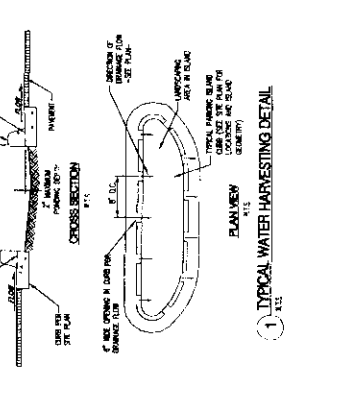
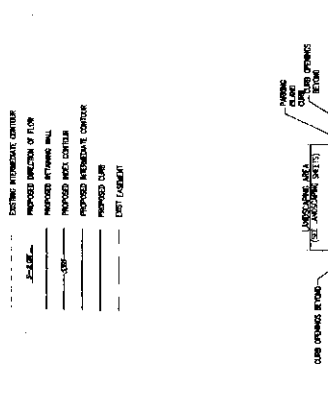
PROPOSED EXISTING INFRASTRUCTURE

PROPOSED EXISTING INFRASTRUCTURE

PROPOSED EXISTING INFRASTRUCTURE

PROPOSED EXISTING INFRASTRUCTURE

PROPOSED EXISTING INFRASTRUCTURE



**SECTION A-A**

EXISTING STORM SEWER (FROM RILL)

EXISTING WATER MAIN (RILL)

EXISTING GAS MAIN (RILL)

EXISTING HOTEL, DRILL

EXISTING CURB

EXISTING PAVEMENT

**SECTION A-A**

EXISTING STORM SEWER (FROM RILL)

EXISTING WATER MAIN (RILL)

EXISTING GAS MAIN (RILL)

EXISTING HOTEL, DRILL

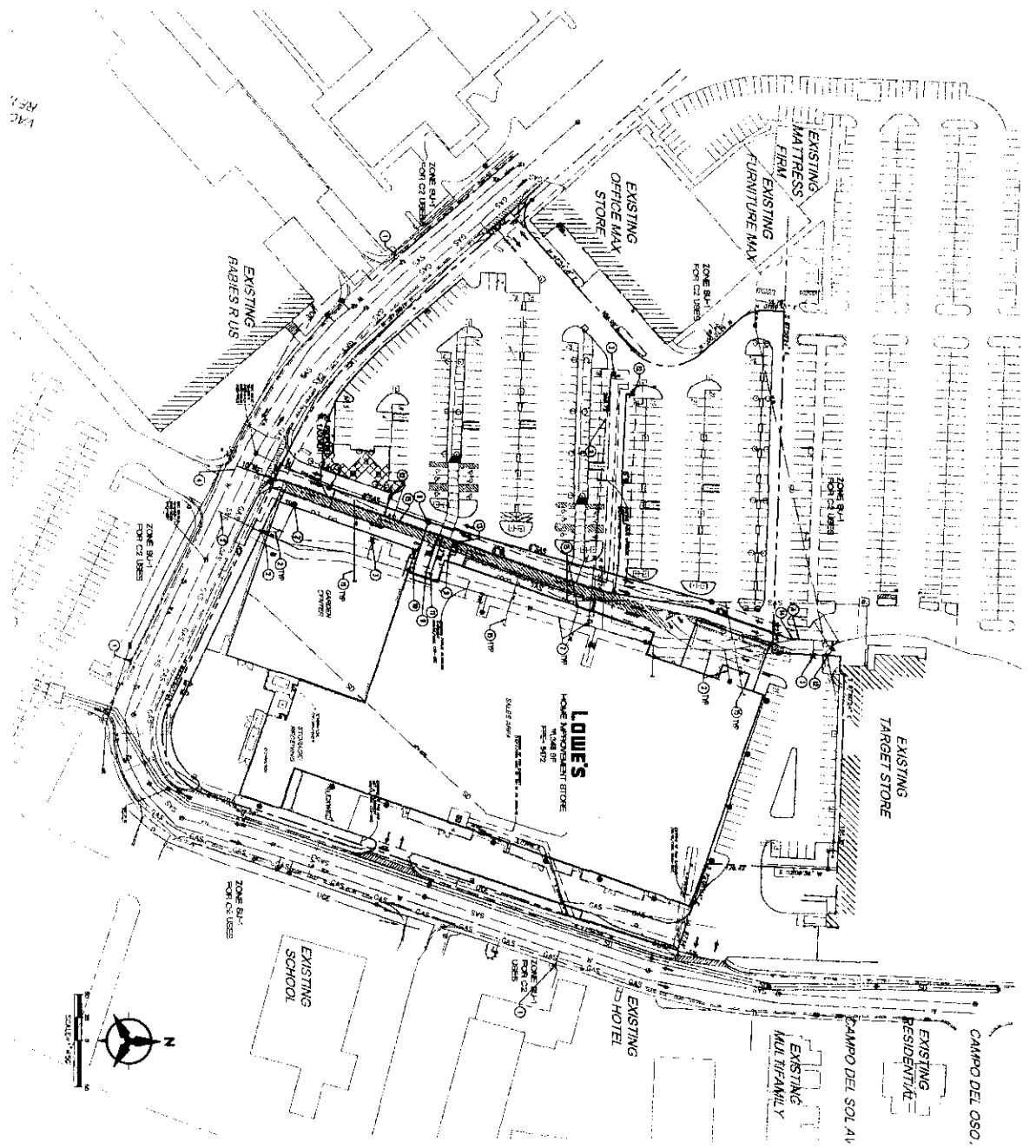
EXISTING CURB

EXISTING PAVEMENT



1. NORTH  
2. SOUTH  
3. WEST  
4. EAST

MSA  
LAC



KEYED NOTES

1. EXISTING UTILITY TO REMAIN
2. NEW UTILITY TO BE INSTALLED AND BUILT BY OWNER
3. NEW UTILITY TO BE INSTALLED
4. EXISTING UTILITY TO BE REMOVED
5. EXISTING UTILITY TO BE REMOVED AND REINSTALLED
6. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT LOCATION
7. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT DEPTH
8. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT DIAMETER
9. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT MATERIAL
10. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT SLOPE
11. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT SPACING
12. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT ELEVATION
13. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT DIRECTION
14. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT LOCATION
15. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT DEPTH
16. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT DIAMETER
17. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT MATERIAL
18. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT SLOPE
19. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT SPACING
20. EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT ELEVATION

LEGEND

—	EXISTING UTILITY
—	NEW UTILITY TO BE INSTALLED AND BUILT BY OWNER
—	NEW UTILITY TO BE INSTALLED
—	EXISTING UTILITY TO BE REMOVED
—	EXISTING UTILITY TO BE REMOVED AND REINSTALLED
—	EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT LOCATION
—	EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT DEPTH
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—	EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT ELEVATION
—	EXISTING UTILITY TO BE REMOVED AND REINSTALLED AT A DIFFERENT DIRECTION

C-201

CONCEPTUAL UTILITY PLAN

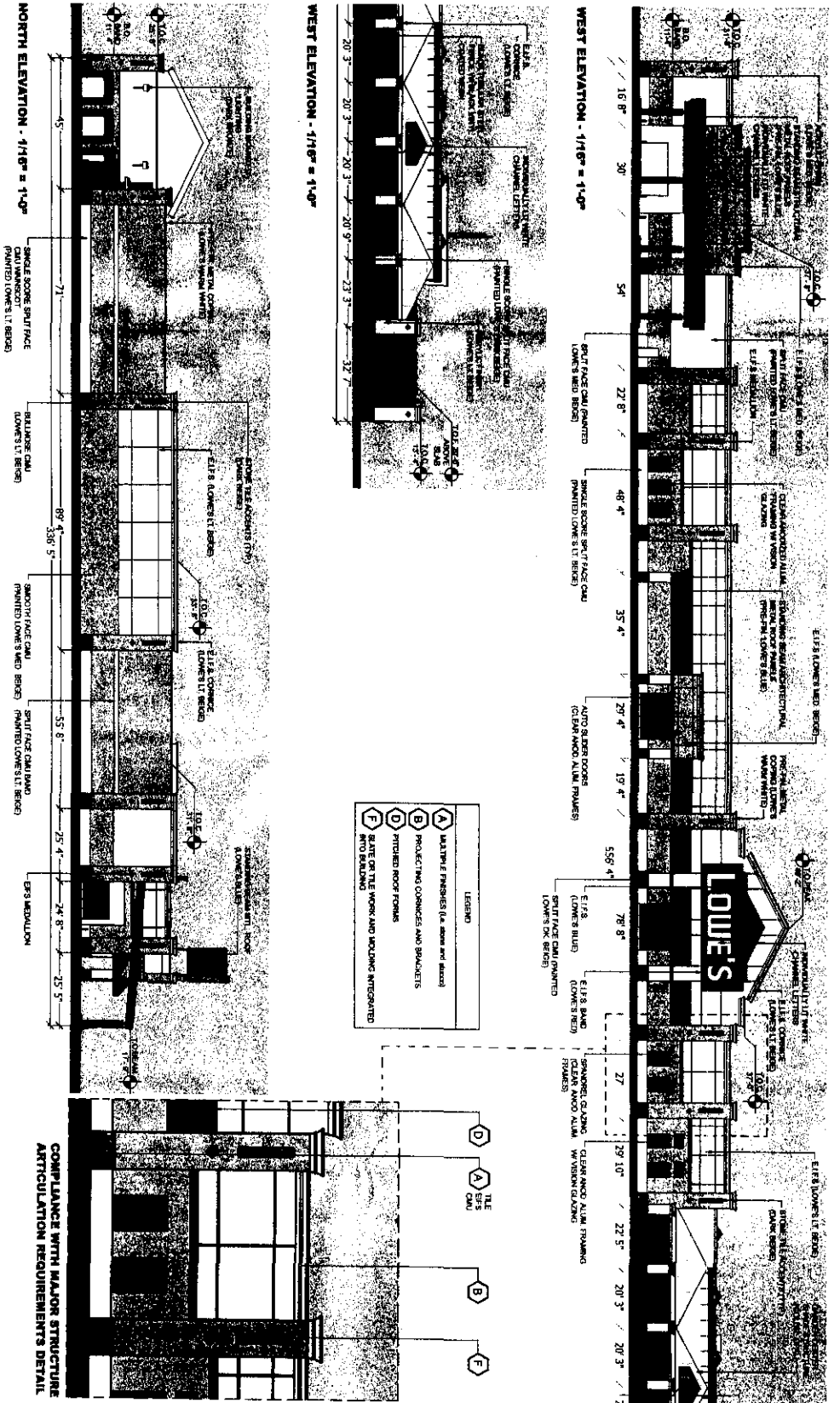
LOWE'S OF:  
Market Center East  
Albuquerque, NM



**Bohannon & Huston**  
Engineering & Spatial Data • Advanced Technologies

PROJECT TEAM	DRAWING DATE
Dan Wynn Project Engineer Dan Meyer Field Estimator Matthew Griffin Site Development Manager Steven Hall Field Estimator	JUNE 9, 2008 REVISIONS SEPTEMBER 9, 2008

B | R | R



LEGEND

- (A) MULTIPLE FINISHES (E.g. stone and stucco)
- (B) PROJECTING CORNICES AND BRACKETS
- (C) TYPICAL ROOF FORMS
- (D) STATE OR THE WORK AND INCLUDING INTEGRATED AND BALDING

SHOULDER SCHEDULE

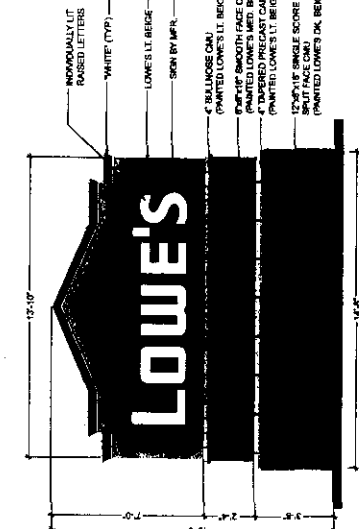
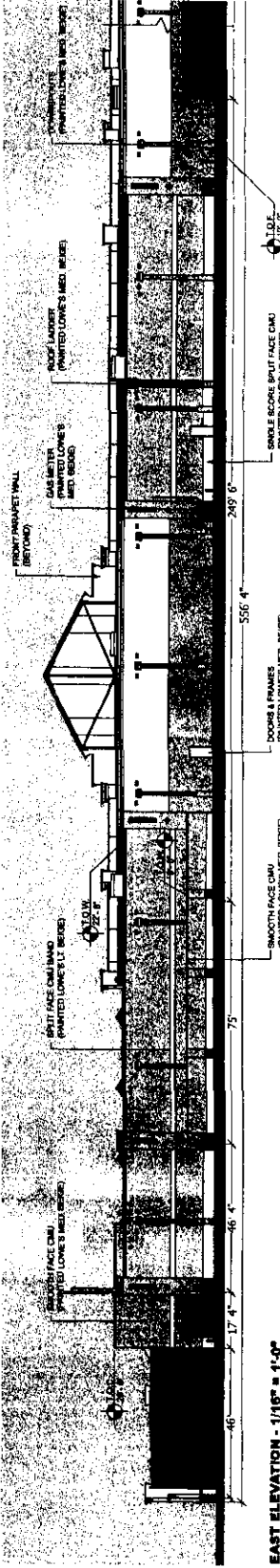
NO.	SHOULDER	HEIGHT	AREA
1	LOWEST	9'-4 1/8" 0"	368.5 SF
2	CARDON CENTER	8'-6 5/8" 5"	61.96 SF
3	BACKON LUMBER VARD	2'-2'-11" 8"	82.97 SF
<b>TOTAL SHOULDER</b>			<b>482.32 SF</b>

SCALE: 1/8" = 1'-0"

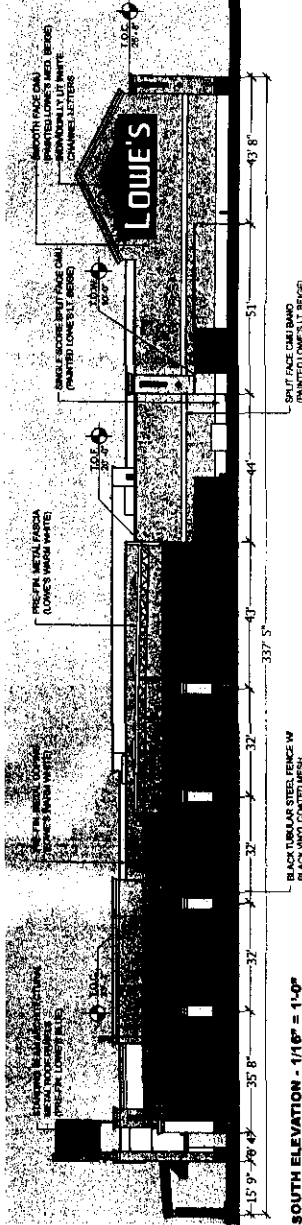
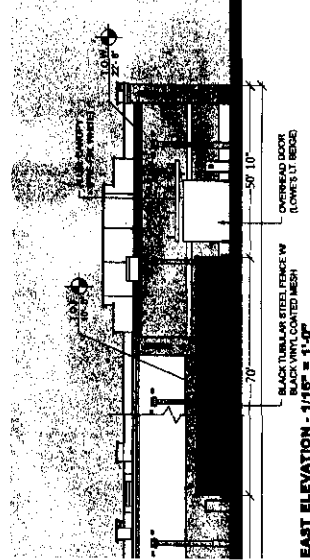
REPRESENTATION ONLY  
NOT FOR CONSTRUCTION

BUILDING IMAGES SHOW ARE A REPRESENTATION OF THE DESIGN INTENT AND MAY NOT REFLECT ANY SUBTLE VARIATIONS IN COLOR, MATERIAL OR CONSTRUCTION THAT MAY OCCUR DUE TO LOCAL MATERIAL OR DESIGNER'S OWN DESIGN DECISIONS.

<p>LOWE'S OF: Market Center East Albuquerque, NM</p>		<p><b>Bohannon &amp; Huston,</b> Consulting Engineers &amp; Architects 1700 Johnson Blvd. NE, Albuquerque, NM 87108-0208 ARCHITECTS - DESIGN DATE - ADVANCED TECHNOLOGIES</p>	<p><b>PROJECT TEAM</b></p> <p>Gary Wyatt Sr. VP Real Estate, Eng. &amp; Const. Date: 6/1/06 Real Estate Manager</p> <p>Matthew Bentley Site Development Manager</p> <p>Brian Hill Real Estate Director</p>	<p><b>DRAWING DATE:</b> JUNE 6, 2006</p>
		<p>PROJECT NO. 06-001</p>	<p>DATE: 6/1/06</p>	<p>SCALE: 1/8" = 1'-0"</p>



MONUMENT SIGN ELEVATION NOT TO SCALE

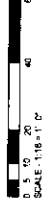


BLACK WIRE MESH

**LOWE'S**  
 Market Center East  
 Project #10000000000000000000  
 PROJECT NUMBER  
 A-102  
 DRAWING NUMBER  
 PROJECT TEAM  
 DRAWING DATE  
 PROJECT MANAGER  
 PROJECT ENGINEER  
 PROJECT ARCHITECT  
 PROJECT OWNER  
 PROJECT ADDRESS  
 PROJECT CITY  
 PROJECT STATE  
 PROJECT ZIP  
 PROJECT PHONE  
 PROJECT FAX  
 PROJECT EMAIL  
 PROJECT WEBSITE  
 PROJECT CONTACT  
 PROJECT DATE  
 PROJECT STATUS  
 PROJECT DESCRIPTION  
 PROJECT NOTES  
 PROJECT REVISIONS  
 PROJECT COMMENTS  
 PROJECT APPROVALS  
 PROJECT SIGNATURES  
 PROJECT STAMPS  
 PROJECT SCALES  
 PROJECT UNITS  
 PROJECT METERS  
 PROJECT FEET  
 PROJECT INCHES  
 PROJECT MILLIMETERS  
 PROJECT CENTIMETERS  
 PROJECT DECIMETERS  
 PROJECT HECTOMETERS  
 PROJECT KILOMETERS  
 PROJECT MEGAMETERS  
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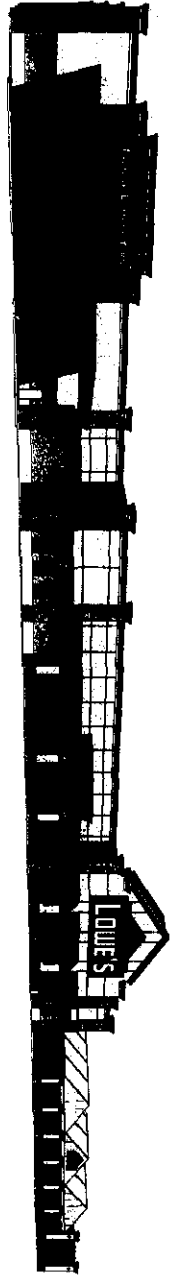
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 INTENT AND NOT A CONTRACT DOCUMENT. CONSTRUCTION MAY OCCUR DUE TO LOCAL MATERIAL  
 DIFFERENCES AND FINAL DESIGN DETAILING.

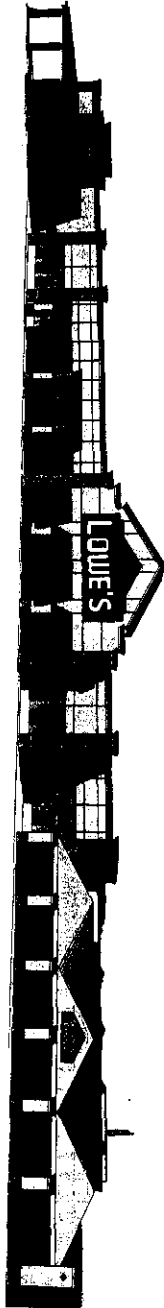


B | R | R

LEFT PERSPECTIVE VIEW



RIGHT PERSPECTIVE VIEW



REPRESENTATION ONLY  
 NOT FOR CONSTRUCTION  
 BUILDING MAKES SHOWN ARE A REPRESENTATION OF THE DESIGN  
 AND NOT A GUARANTEE OF THE DESIGN. THE DESIGN IS SUBJECT TO  
 MATERIAL OR CONSTRUCTION THAT MAY OCCUR DUE TO LOCAL MATERIAL  
 DIFFERENCES AND FINAL DESIGN DETAILING.

A-103

LOWE'S OF:  
 Market Center East  
 Albuquerque, NM



**Behanman & Huston**

Company | 7600 Avenida B, NE Albuquerque, NM 87109-4388  
 ENGINEERS • SPATIAL DATA • ADVANCED TECHNOLOGIES

PROJECT TEAM DRAWING DATE

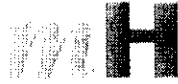
Gary Wyatt Sr. VP. Real Estate, Eng. & Const.	JUNE 8, 2008
Don Mayhew Real Estate Manager	
Matthew Snyder Site Development Manager	
Kevin Ann Real Estate Director	

## History of the Southeast Corner of Coors and Montano

- 1984- The Coors Corridor Plan was significant for four reasons:
1. Policy 5 indicated appropriate intersection spacing, and designated Dellyne Ave/Coors as the appropriate location for a signalized intersection south of Coors/Montano (Fig. 14).
  2. Policy 5 also indicated that the Dellyne Ave/Coors intersection should function as a “loop” or bypass road around the Coors/ Montano intersection (Fig 14).
  3. Policy 8 indicates that a 100’ buffer strip should be established on the west of the Lower Corrales drain in order to protect and preserve the Bosque and its wildlife from encroachment from development.
  4. Fig. 32 shows that the Coors/Montano area was intended to be master planned under a sector plan.
- 1985- The Northwest Mesa Annexation was approved by the Municipal Boundary Commission in October 1985. Annexed properties included Parcel 4-D (southeast corner of Coors/Montano). Zoning for Parcel 4-D was approved as: commercial and office uses at the southeast corner of Coors/Montano, residential (up to 20 DU), and open space between the Lower Corrales drain and the Rio Grande. The annexation records are significant because they show a comprehensive intent to locate commercial uses east of Coors per the Northwest Mesa Area Plan. In fact, the Planning Division opposed allowing commercial uses on Parcel 4-A, west of Coors, precisely because commercial uses were planned (and approved) east of Coors at Parcel 4-D in conformance with the Northwest Mesa Area Plan. Parcel 4-D—as well as other lands annexed and not annexed—were owned by Ray A. Graham, III.
- 1992- The City granted easements to Ray A. Graham, III allowing him vehicular, pedestrian and livestock access to his property from the Montano Road and Montano Bridge (not yet built) Right-of-Way. The importance of this document is that it reiterates the Coors Corridor Plan’s intent for a road intersecting with Winterhaven to be built on Mr. Graham’s property.
- 1998- Mr. Graham continued annexing and zoning his property holdings. In 1998, Tracts 1, 2, 3, and 4 (later sold to Bosque School) were the subject of a Road Agreement between Mr. Graham and the City. This Agreement involves access into Mr. Graham’s property from Coors—a road now known as Learning Road—aligned in accordance with the Coors Corridor Plan. This Agreement is clear: the intent of Mr. Graham in reserving a “Private Road Parcel” was that it could later be dedicated to the City in connection with the subdivision plat process.
- 1999- In 1999, Tracts 1, 2, 3, and 4 were deeded to Bosque Preparatory School, who replatted the Tracts into Lot 4A. The Plat references a Private Road Easement at note 8. This Private Road Easement allowed the School to use the private portion of Learning Road. The Easement is important because it reaffirms the intent that the private portion of Learning Road is supposed to be dedicated to the City. Also, in Paragraph 5, the School acknowledges that its property “is part of a master planned community.”
- 2002- Mr. Graham’s master planned community became closer to reality when he platted 230.8 acres in January 2002. This plat states at Sheet 2, in conformance with the Coors Corridor Plan, that

“Learning Road shall be extended in the future to provide a connection to Montano Road at existing Winterhaven Road.”

- 2003- Similarly, the 2003 Site Plan for Subdivision shows Learning Road connecting to Winterhaven, looping around Tract 6B which is 68 acres zoned for commercial, office, and higher density residential (PRD) uses. The “Vehicular Access” note at Sheet 1 indicates that “Learning Road is a signalized intersection and the main entry road off Coors Boulevard to the [228 acre] project.” Also important in this site plan—and reflected in subsequent proposed site plans—is the 100’ buffer strip established on the west of the Lower Corrales drain in accordance with the Coors Corridor Plan. This buffer strip is required to protect and preserve the Bosque and its wildlife from encroachment from development.
- 2004- By 2004, Silver Leaf Ventures, LLC had acquired an interest in the Ray Graham properties. They proposed commercial and office uses in the northerly portion of Tract 6B totaling 256,405 sq ft. A Traffic Impact Study was prepared for this proposal. The proposal was later scaled back, approved at EPC (in the scaled-back form), but never advanced.
- 2005- In 2005, Silver Leaf replatted the property to include: the roads that are now paved on the property (Antequera, which runs parallel to Learning Road, and Mirandela), a new buffer lot west of the School property (Tract 7), and a separately platted lot equal to the private portion of Learning Road (Tract 8). Bosque School then acquired Tracts 7 and 8, as well as Tract 9 north of the School. (It subsequently subdivided Tract 9 and sold a portion of it to the ABCWUA.)
- 2006- An Agreement between the Daskalos family (Silver Leaf Ventures) and Bosque School relates to easements and other arrangements between the parties relating to Silver Leaf’s desire to develop its real estate located at Coors and Montano. Included in this Agreement is a \$25,000 payment to Bosque School to plant landscaping to “shield Bosque School from the commercial development planned by Silver Leaf.” This provision is an important indication that the School prefers to be shielded from the commercial project, not incorporated into it.



MHenrie | Land • Water • Law

January 9, 2012

Carmen Marrone, Current Planning Manager  
Catalina Lehner, Senior Planner  
Planning Department  
600 2nd St. NW  
Albuquerque, NM 87102

*Re: North Andaluacia at La Luz, Project #1003859 (Amendment to the North Andaluacia at La Luz Site Development Plan for Subdivision and Site Development Plan for Building Permit- Large Retail Facility)*

Dear Ms. Marrone and Ms. Lehner:

For the Record in the above-referenced matter, would you please include either (a) this letter or (b) the text of Zone Code's provisions relating to permissive uses allowed in property zoned for O-1 uses (§ 14-16-2-15, Office and Institution Zone)? The relevant portions of Section 14-16-2-15 read as follows:

“(A) Permissive Uses...

(12) Parking lot, providing it complies with the following:

(a) Paving, all of which shall be maintained level and serviceable.

1. The lot must be graded and surfaced with one of the following:

a. Blacktop or equal: Two inches of asphalt concrete on a prime coat over a four inch compacted subgrade, or a surface of equal or superior performance characteristics.

b. For parking lots of 20 or fewer spaces, Gravel: A layer at least two inches thick of gravel sized from 3/8 minimum to one inch maximum diameter, at least 1/2 inch of which shall be maintained on the surface; gravel shall be kept off the right-of-way.

2. If street curbs and gutters exist adjacent to the parking lot property on a side where lot egress is allowed, the surfacing shall be blacktop for the width of the egress drive(s) and shall extend inward from the property line a minimum of 25 feet along all normal lines of egress traffic flow from the lot.

(b) The lot shall have barriers which prevent vehicles from extending over the sidewalk or abutting lots, or beyond the sides of a parking structure.

(c) A solid wall or fence at least six feet high shall be erected on sides which abut land, other than public right-of-way land, in a residential zone. (See also § 14-16-3-10 of this Zoning Code.) However:

1. Such wall or fence shall be three feet high in the area within 11 feet of a public sidewalk or planned public sidewalk location.

2. If the wall or fence plus retaining wall would have an effective height of over eight feet on the residential side, the Zoning Hearing Examiner shall decide the required height; such decision shall be made by the same process and criteria required for a conditional use.

(d) In a parking structure there shall be a six-foot solid wall on every parking level where the structure is within 19 feet of privately owned land in a residential zone.


(e) Ingress or egress shall be designed to discourage parking lot traffic from using local residential streets for more than 150 feet, unless no reasonable alternative is available.

(f) A parking lot hereafter developed shall include landscaping planted and maintained according to a Landscaping Plan approved by the Planning Director; however, the Planning Commission may waive this requirement where it is found not useful to achieving the intent of this Zoning Code."

The other relevant provision is the definition of "parking lot" contained at Section 14-16-1-5, which reads: "An area or structure used for temporary parking of automobiles and pickup-size trucks, providing four or more parking spaces, not within the public right-of-way, none of which are required off-street parking."

Yours sincerely,

MICHELLE HENRIE, LLC



Michelle Henrie, Attorney

cc. Ron Bohannon, Tierra West, LLC, Applicant's agent





MHenrie | Land • Water • Law

January 9, 2012

Carmen Marrone, Current Planning Manager  
Catalina Lehner, Senior Planner  
Planning Department  
600 2nd St. NW  
Albuquerque, NM 87102

*Re: North Andaluca at La Luz, Project #1003859 (Amendment to the North Andaluca at La Luz Site Development Plan for Subdivision and Site Development Plan for Building Permit- Large Retail Facility)*

Dear Ms. Marrone and Ms. Lehner:

For the Record in the above-referenced matter, would you please include the text of Zone Code's Large Retail Facility Regulations, (§ 14-16-3-2), including the pre-application requirements contained at Section 14-8-2-7? A copy of these provisions as of September 13, 2001 is attached to this letter (I do not believe there have been any amendments since that date).

Yours sincerely,

MICHELLE HENRIE, LLC

A handwritten signature in black ink, appearing to read 'Michelle Henrie', written over a horizontal dotted line.

Michelle Henrie, Attorney

enclosure

cc. Ron Bohannon, Tierra West, LLC, Applicant's agent

November 30, 2011

Deborah L. Stover, Planning Director  
City of Albuquerque  
Planning Department  
600 2nd St. NW  
Albuquerque, NM 87102

*Re: Extension Request for North Andalucia at La Luz Site Development Plan for Subdivision  
In Connection with Project #1003859 (Amendment to the North Andalucia at La Luz Site  
Development Plan for Subdivision and Site Development Plan for Building Permit- Large  
Retail Facility)*

Dear Ms. Stover:

This firm represents the applicant for Project #1003859.

The Albuquerque Zone Code allows for extensions of Site Plans for Subdivision at §14-16-3-11(C). The relevant text reads as follows:

(1) If less than one-half of the approved square footage of a Site Development Plan has been built or less than one-half of the site has been developed, the plan for the undeveloped areas shall terminate automatically when specified below unless extended as provided below:

(a) Seven years after adoption or major amendment of the plan: within six months prior to the seven-year deadline, the owners of the property shall request in writing through the Planning Director that the Planning Commission extend the plan's life an additional five years. At an advertised public hearing the Planning Commission shall grant approval if it deems that the Site Development Plan remains appropriate and the owner intends to fully develop the site according to the plan concept. The Planning Commission shall be less likely to terminate a site plan if there is little flexibility in how the site can be developed or if there is a strong architectural or landscaping character on the site which should be preserved.

Project #1003859, now pending before the EPC, involves an amendment to the North Andalucia at La Luz Site Development Plan for Subdivision. The Environmental Planning Commission (EPC) approved the North Andalucia at La Luz Site Development Plan for Subdivision on May 19, 2005.

We acknowledge that as of the date of this letter, less than less than one-half of the North Andaluca at La Luz site has been developed.

We do not know whether a Court would consider the date of "adoption" for the North Andaluca at La Luz Site Development Plan for Subdivision to be the date of the EPC's approval (May 19, 2005) or the subsequent sign-off by the Development Review Board. Thus, out of an abundance of caution, we are submitting this letter and this extension request within six months prior to the seven-year deadline of the EPC's approval of the North Andaluca at La Luz Site Development Plan for Subdivision, which would be May 19, 2012.

Thus, the applicant for Project #1003859 respectfully requests that the EPC extend the life of the North Andaluca at La Luz Site Development Plan for Subdivision an additional five years, i.e., until May 19, 2017.

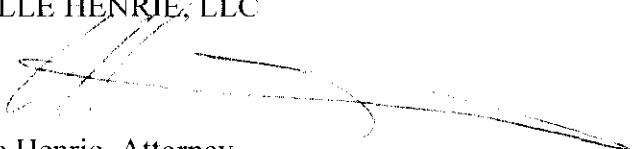
The applicant further requests that this extension be advertised for and considered at the EPC's public hearing for Project #1003859, which is scheduled for January 5, 2012.

This extension request should be granted for the following reasons.

- First, as shown by the proposed Amendment to the North Andaluca at La Luz Site Development Plan for Subdivision, as well as the proposed Site Development Plan for Building Permit, the original North Andaluca at La Luz Site Development Plan for Subdivision remains appropriate and the owner intends to fully develop the site according to the original plan concept.
- Second, a Traffic Impact Study (TIS) for North Andaluca at La Luz was prepared and submitted to the City of Albuquerque in 2005, and was finalized and approved in 2007. The mitigation measures that were identified and required by the original TIS have already been constructed and installed in reliance on build-out under the approved North Andaluca at La Luz Site Development Plan for Subdivision.
- Third, an updated TIS dated November 22, 2011 was submitted in connection with Project #1003859. Offsite mitigation measures to address impacts projected through 2017 are addressed therein and can become EPC conditions of approval in connection with Project #1003859.

Yours sincerely,

MICHELLE HENRIE, LLC



Michelle Henrie, Attorney

Ms. Stover  
November 30, 2011  
Page 3 of 3

cc. Carmen Marrone, Current Planning Manager, Planning Department  
Catalina Lehner, Senior Planner, Planning Department  
Ron Bohannon, Tierra West, LLC

TRAFFIC STUDY INFORMATION

# CITY OF ALBUQUERQUE

## TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Silver Leaf Ventures, LLC DATE OF REQUEST: 10/26/11 ZONE ATLAS PAGE(S): E-12

**CURRENT:**

ZONING SU-1 for C-2, D-1 + PRD  
PARCEL SIZE (AC/SQ. FT.) +/- 23.89 ac

**LEGAL DESCRIPTION:**

LOT OR TRACT # 1, 2 + 3 BLOCK # \_\_\_\_\_  
SUBDIVISION NAME North Andaluia @ LaLuz

**REQUESTED CITY ACTION(S):**

ANNEXATION [ ]  
ZONE CHANGE [ ]: From \_\_\_\_\_ To \_\_\_\_\_  
SECTOR, AREA, FAC, COMP PLAN [ ]  
AMENDMENT (Map/Text) [ ]

**SITE DEVELOPMENT PLAN:**

SUBDIVISION\* [X] AMENDMENT [X]  
BUILDING PERMIT [X] ACCESS PERMIT [ ]  
BUILDING PURPOSES [ ] OTHER [ ]

\*includes platting actions

**PROPOSED DEVELOPMENT:**

NO CONSTRUCTION/DEVELOPMENT [ ]  
NEW CONSTRUCTION [X]  
EXPANSION OF EXISTING DEVELOPMENT [ ]

**GENERAL DESCRIPTION OF ACTION:**

# OF UNITS: 1  
BUILDING SIZE: 98,911 (sq. ft.)

**Note:** changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE Keel D. Krueger DATE 10/26/11  
(To be signed upon completion of processing by the Traffic Engineer)

**Planning Department, Development & Building Services Division, Transportation Development Section -**  
2<sup>ND</sup> Floor West, 600 2<sup>ND</sup> St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [X] NO [ ] BORDERLINE [ ]

THRESHOLDS MET? YES [X] NO [ ] MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: [ ]

Notes: TIS completed & accepted by City of Albuquerque (June 2007). Proposed use apparently generates less traffic than use proposed in June 2007 study. An updated study to be completed based on proposed uses. Study to be submitted by November 7, 2011 - TIS will need to be accepted by City prior to EPC HEARING of this case  
If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. **Any subsequent changes to the development proposal identified above may require an update or new TIS.**

[Signature]  
TRAFFIC ENGINEER

10-26-11  
DATE

Required TIS **must be completed prior to applying to the EPC and/or the DRB.** Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with. -

TIS -SUBMITTED   /  /   TRAFFIC ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
-FINALIZED   /  /

## Andalucia, Tract 6 Development TRAFFIC IMPACT STUDY (UPDATE)

### STUDY PURPOSE

The study is being conducted as an update to the former Traffic Impact Study entitled Montano Shoppes / Andalucia, Tract 6 (Montano Rd. / Coors Blvd.) Traffic Impact Study dated June 1, 2007. The former approved study was associated with development plans proposing two new commercial centers including the Andalucia, Tract 6 project as shown conceptually in the Appendix (Pages A-81) of this report. The approved Andalucia, Tract 6 plan is proposed to be amended to implement the current proposed plan as shown on Page A-3 in the Appendix of this report. The purpose of this study is to re-evaluate the impact of the current proposed development on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system resulting from the implementation of the site development plan. This study is being prepared to meet the requirements of the City of Albuquerque Transportation Development Section and the New Mexico Department of Transportation, District 3 Office.

### STUDY PROCEDURES

A scoping meeting was held with City of Albuquerque staff including the City Engineer, the traffic engineer, prior to beginning the study to discuss scope and methodology to be utilized within the report. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition. In reviewing the generated trips for the center a more conservative approach was used to separate the proposed Wal-Mart store into its components of grocery and discount, which resulted in more trips being generated than the stand alone store. Bosque School was considered as existing back ground traffic in the analysis.

The basic procedure followed is described as follows:

- 1) Calculate the generated trips for the proposed development consisting of the following described lane uses:
  - *An approximately 40,000 S.F. Supermarket\**
  - *An approximately 59,000 S.F. Free-standing Discount Store\**  
*NOTE: The Supermarket floor space and the Free-standing Discount Store floor space combined constitute the Walmart Store. These two land use categories were utilized in the determination of the trip generation rates for the project to provide a conservatively high trip generation rate. This trip generation calculation method results in a 25% or higher trip generation rate than a Supercenter Trip Generation Rate would yield.*
  - *Approximately 69,700 S.F. of general in line retail commercial building floor space*
  - *A Drive-In Bank (3 Drive-In Windows).*

- *High Turnover Sit-Down Restaurants (Approximately 25,100 S.F for three different facilities.)*
  - *A 345 unit Apartment Complex*
- 2) Analysis included in this Traffic Impact Study will consist of considering an implementation year of 2015 (full build out of the center will be accomplished over that time period).
  - 3) Calculate trip distribution for the newly generated trips by these developments. The new commercial trips will be distributed based on year 2015 population within a two (2) mile radius boundary of the proposed site as shown on Page A-16 in the Appendix of this report. In addition, an adjusted boundary was used for the proposed Walmart store based on locations of other adjacent Walmart stores. The new residential trips will be distributed based on year 2015 employment citywide inversely proportional to the distance of the employment subarea from the proposed project location.
  - 4) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site (See Pages A-16 thru A-38 in the Appendix of this report).
  - 5) Acquire a recent traffic count for the intersection of Montano Rd. / Coors Blvd.
  - 6) Perform new traffic counts (turning movement counts) for the intersections of Dellyne Ave. / Coors Blvd., Montano Rd. / 4<sup>th</sup> St and Montano Rd. / Winterhaven Rd.
  - 7) A 1.2% growth rate was used in this study based on Traffic Flow data and recent traffic count data in the area based upon the historic traffic growth in the area.
  - 8) Determine 2015 NO BUILD Volumes by growing the existing turning movement counts to the year 2015 utilizing the appropriate annual historic growth rate for the area. Additionally, the trips generated by the U. S. New Mexico Credit Union project at Learning Rd. / Coors Blvd. were added in to the 2015 background volumes in this study.
  - 9) Add in data from Trip Assignments Maps and Tables to the 2015 NO BUILD Volumes to obtain 2015 BUILD Volumes for this project.
  - 10) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
3) Montano Rd. / Coors Blvd.	Traffic Signal	2015	2015
4) Dellyne Ave. / Coors Blvd.	Traffic Signal	2015	2015
7) Montano Rd. / 4 <sup>th</sup> St.	Traffic Signal	2015	2015
8) Montano Rd. / Winterhaven Rd.	Stop Sign	2015	2015
9) Montano Rd. / Antequera Rd	Stop Sign	N/A	2015
10) E-W Street / Coors Blvd.	Stop Sign	N/A	2015
11) Mirandela St / Coors Blvd.	Stop Sign	N/A	2015

**PREVIOUS RELATED TRAFFIC IMPACT STUDIES**

Included in the background traffic volumes for this project are the trips generated by the following previous Traffic Impact Study:

- 1) *U. S. New Mexico Credit Union at Dellyne Ave / Coors Blvd*



The Implementation Year Trips Generated Volumes from those reports were added into the 2015 Background Subtotal Volumes in this report to obtain the 2015 NO BUILD Volumes. The proposed U. S. New Mexico Credit Union project is being developed on a parcel of land that was included in the 2007 Traffic Impact Study for the Montano Shoppes / Andalucia, Tract 6 project. The Credit Union tract is located on the south end of the Andalucia project. This study considers the Credit Union trips as included in the 2015 background traffic volumes.

### **GENERAL AREA CHARACTERISTICS**

The proposed requested site development plan is at the southeast corner of Montano Rd. / Coors Blvd. as shown on the Vicinity Map on Page A-1 of the Appendix of this report. Properties surrounding this site are a mix of commercial, school, and residential uses. The property to the east of Andalucia, Tract 6 is the existing Bosque Prep Private School. The proposed ABCWA (Albuquerque Bernalillo County Water Authority) treatment plan will generate nominal maintenance traffic and was considered to be included in the annual background traffic growth increases. Most of the land surrounding this site to the north and west is substantially developed or being developed. The property to the south is being developed into apartments and the school will have more expansion plans to the east of the site. In conversations with the property owner, the apartments should break ground for development this year. More detailed zoning information may be obtained upon inspection of the Vicinity Maps on Page A-1 and A-2 in the Appendix.

### **AREA STREET NETWORK**

Coors Boulevard is classified as a Principal Arterial roadway south of Alameda Blvd. on the Long Range Roadway System for the Albuquerque Urban Area. It is generally a six lane paved urban roadway with curbs and gutters on both sides of the roadway and raised medians in the center. There is a paved shoulder and bicycle lanes on each side of Coors Blvd.

Montano Road is classified as a Limited Access Minor Arterial Roadway on the Long Range Roadway System for the Albuquerque Urban Area. It is a four lane paved urban section roadway with curbs and gutters on both side of the street and a raised median. The posted speed limit on Montano Rd. from Taylor Ranch Rd. to Coors Blvd. is 40 MPH.

Dellyne Ave. is classified as a Collector Street on the Long Range Roadway System for the Albuquerque Metropolitan Area. It is currently a two lane paved facility west of Coors Blvd.

4<sup>th</sup> St. from Central Ave. to Alameda Blvd. is classified as a Minor Arterial Roadway on the Long Range Roadway System for the Albuquerque Metropolitan Area. It is currently a four lane urban roadway with curbs and gutters on both sides of the street and raised medians.

**EXISTING TRAFFIC VOLUMES**

2010 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-5 of the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for this project were acquired from recent field counts conducted by the consulting engineer.

Existing AM and PM Peak Hour turning movement counts were provided by the City of Albuquerque for the following intersections:

*Montano Rd. / Coors Blvd. (2010)*

Additionally, AM and PM Peak Hour turning movement counts for 2011 were obtained by field traffic counts taken for the following intersections:

*Dellyne Ave. (Learning Rd.) / Coors Blvd. (2011)*

*Montano Rd. / 4<sup>th</sup> St. (2011)*

*Montano Rd. / Winterhaven Rd. (2011)*

**EXISTING (2011) LEVELS OF SERVICE**

The Highway Capacity Manual defines Level of Service (LOS) for signalized intersections in terms of average controlled delay per vehicle as follows:

LOS A	10.0" or less	Most Vehicles do not stop
LOS B	10.1 to 20.0"	Some Vehicles stop
LOS C	20.1 to 35.0"	Significant number of vehicles stop
LOS D	35.1 to 55.0"	Many vehicles stop.
LOS E	55.1 to 80.0"	Limit of acceptable delay.
LOS F	> 80.0"	Increased delay with multiple cycle waits .

Level of Service D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study. In addition to consideration of the overall level-of-service of the signalized intersection, the levels-of-service of each individual movement should be considered.

The existing levels-of-service were not calculated for this report. An approximation of the existing levels of service can be acquired from the 2015 NO BUILD levels-of-service since the annual growth rates in this area are so low.

**PROPOSED DEVELOPMENT**

The proposed location is at the southeast corner of the existing signalized intersection of Montano Rd. / Coors Blvd. It is called Andalucia, Tract 6 in this study. This Traffic Impact Study Update considers the entirety of the Andalucia, Tract 6 land, but the primary application for approval by the City of Albuquerque Environmental Planning Commission is the retail commercial component on the north half of the project. The

following commercial uses are proposed for this property (as mentioned the proposed Wal-Mart store has been separated into its component parts):

- *An approximately 40,000 S.F. Supermarket\**
- *An approximately 59,000 S.F. Free-standing Discount Store\**
- *Approximately 69,700 S.F. of retail commercial building floor space*
- *A Drive-In Bank (3 Drive-In Windows).*
- *High Turnover Sit-Down Restaurants (Approximately 25,100 S.F.)*

*\*NOTE: The Supermarket floor space and the Free-standing Discount Store floor space combined constitute the Walmart Store. These two land use categories were utilized in the determination of the trip generation rates for the project to provide a conservatively high trip generation rate. This trip generation calculation method results in a 25% or higher trip generation rate than a Supercenter Trip Generation Rate would yield.*

See the conceptual site development plan on Page A-3 in the Appendix of this report to acquire more detailed information about the proposed development plan.

The site plan is conceptual at this point in time and is subject to minor changes as progress takes place in the design process. The plan and level of traffic generation should, however, provide a reliable basis upon which to analyze the impact of the development on the adjacent transportation system and provide guidelines for mitigating the impact and establishing access criteria. The conceptual site plan as it is shown in this report proposes four (4) primary access points or driveways into the sites from arterial roadways.

The proposed retail commercial plan will be accessed from Montano Rd. at Winterhaven Rd. and Antequera; from Coors Blvd. at two proposed driveways located between Dellyne Ave. and Montano Rd. The driveway at Mirandela / Coors Blvd. is an approved right-in, right-out, left-in only unsignalized driveway. A second proposed driveway to the north is designated as a right-in, right-out only access, and requires T.C.C. approval by the Mid-Region Council of Governments.

The proposed driveway configuration can be seen on the site development plan on Page A-3 in the Appendix of this study.

### **TRIP GENERATION**

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation report (8th Edition, 2008). Trips for the development were determined based on land uses defined on the Conceptual Site Development Plan on Page A-3 in the Appendix of this report. This project is rather unique in that it is an updated plan for Andalucia, Tract 6. The previous Andalucia, Tract 6 plan was proposed in 2005, and the previous Traffic Impact Study evaluated the trips generated by that plan. This study will consider not only the trips being generated under this new plan, but will provide a comparison to the trips generated in the 2007 Traffic Impact Study. The resulting number of trips generated for the currently proposed development (and comparison with the previous plan in the 2007 TIS) are summarized in the following table:

*Andalucia, Tract 6 Update (Montano / Coors)*  
**Trip Generation Data (ITE Trip Generation Manual - 8th Edition)**

COMMENT	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
<b>Summary Sheet</b>		Units				
Walmart (Grocery)	Supermarket (850)	40.00	4,070	88	56	251 241
Walmart (Dry Goods)	Free-Standing Discount Store (815)	59.00	2,363	43	20	148 148
NORTH TRACT	Shopping Center (820)	70.24	5,398	76	49	246 256
NORTH TRACT	Drive-In Bank (912)	3	418	16	12	40 42
NORTH TRACT	High Turnover (Sit-Down) Restaurant (932)	24.10	3,064	144	133	159 110
SOUTH TRACT	Drive-In Bank (912)	12.37	1,833	86	67	160 160
SOUTH TRACT	General Office Building (710) - Less than 51,000 S.F.	10.00	147	18	2	4 20
Apartments	Apartment, Post-1973 (220)	345	2,214	35	138	135 73
<b>Subtotal</b>			<b>19,507</b>	<b>506</b>	<b>477</b>	<b>1,143 1,050</b>
<b>Subtotal (Commercial Trips)</b>			<b>17,146</b>	<b>453</b>	<b>337</b>	<b>1,004 957</b>
Pass-by Trip Reduction		30%	(5,144)	(136)	(101)	(301) (287)
Net New Commercial Trips on Adjacent Transportation System			12,002	317	236	703 670
New Office Trips on Adjacent Transportation System			147	18	2	4 20
New Residential Trips on Adjacent Transportation System			2,214	35	138	135 73
<b>Total New Trips on Adjacent Transportation System</b>			<b>14,363</b>	<b>370</b>	<b>376</b>	<b>842 763</b>
Net New Trips Utilized in Original Traffic Impact Study			19,363	502	620	1,038 906
Net Increase (Decrease) in Traffic Generated			(5,000)	(132)	(244)	(196) (143)
Percentage Increase (-Decrease) in Traffic Generated			-26%	-26%	-39%	-19% -16%

Pass-by trip credits were taken for the 2015 analysis due to the size of the development considered and types of commercial uses. Pass-by trip credits taken for retail commercial uses only the ITE manual allows this percentage to grow as high as 50 percent but a more conservative 30 percent was used for this analysis.

*NOTE: The Supermarket floor space and the Free-standing Discount Store floor space combined constitute the Walmart Store. These two land use categories were utilized in the determination of the trip generation rates for the project to provide a conservatively high trip generation rate. This trip generation calculation method results in a 25% or higher trip generation rate than a Supercenter Trip Generation Rate would yield.*

More detailed information regarding trip generation rates for this project can be viewed in Pages A-6 thru A-15 in the Appendix of this report.

**TRIP DISTRIBUTION**

**Primary and Diverted Linked Trips:**

Trips were distributed as follows:

**Commercial Land Use / Walmart Use**

Primary and diverted linked trips for the both the commercial land use development were distributed proportionally to the 2015 projected population of Data Analysis Subzones within a two mile radius of the proposed development. Population data for the years 2015 and 2025 Data were taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico supplied by the Middle Rio Grande Council of Governments (MRGCOG). Population data from the years 2015 and 2025 was interpolated linearly to obtain 2015 population data to utilize for this analysis. Population Subzones were grouped based on

the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of subareas and data analysis subzones is shown on Appendix Pages A-16 and A-18 thru A-21.

In addition, the same analysis was performed for the Walmart store, but with an expanded and uneven boundary established approximately midway between this proposed Walmart facility and the nearest three adjacent existing Walmart facilities. See Trip Distribution Map on Page A-16 in the Appendix and Trip Distribution Worksheets on Pages A-22 thru A-24 in the Appendix of this report.

### **Residential Land Use**

Primary and diverted linked trips for residential development have been distributed proportionally to the 2015 projected employment of Subareas citywide. Employment data for 2015 and 2025 Data were taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico supplied by the Middle Rio Grande Council of Governments (MRGCOG). Employment data was interpolated linearly between the 2015 and 2025 data to obtain 2015 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas and data analysis subzones are shown on Appendix Pages A-17 and A-25 thru A-28.

### **TRIP ASSIGNMENT**

Trip assignments are made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments including pass-by trip assignments are shown on Appendix Pages A-29 thru A-38.

### **BACKGROUND TRAFFIC GROWTH**

The annual growth rate utilized in this Traffic Impact Study is 1.2% annually. This annual growth rate was determined by evaluating historic traffic flow data from the Mid-Region Council of Governments (MRCOG) annually published Traffic Flow Maps to determine a recent historic growth trend over the most recent five-year period of time (2006 – 2010). Most of the growth rate analyses yielded recent historic growth trends of less than 1%. It is the conclusion of this study that a 1.2% annual growth rate will be the best model of actual traffic growth in the area which again reflects a more conservative approach.

### **PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2015 BUILDOUT**

The established growth rates were applied to the most recent peak hour traffic counts (furnished by the consulting engineer and conducted for this study), and then the trips from the *Credit Union (Dellyne Ave / Coors Blvd) Traffic Impact Study* were added in to establish the 2015 background NO BUILD traffic volumes. To these volumes, the generated trips based on implementation of the proposed Andalucia, Tract 6 development

was added to obtain 2015 BUILD volumes for the intersection analyses. See Appendix Pages A-39 thru A-54 for further information regarding 2015 turning movement counts. The 2015 BUILD Conditions turning movement counts include trips generated by 100% implementation of the Andalucia, Tract 6 development (currently proposed plan).

### **INTERSECTION CAPACITY ANALYSIS**

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000, using Synchro 7 software. Synchro 8 software has recently been released which conforms with the 2010 Highway Capacity Manual, but there are several significant inconsistencies or bugs in the software. Trafficware, Inc., producers of Synchro 8 software are working on the computational engine to rectify the known issues with the program. Fixes are not expected before the end of the year. Therefore, this analysis was performed using Synchro 7. For signalized intersections, the operational method of analysis was used for implementation year (2015) conditions (NO BUILD and BUILD).

Capacity analyses were performed for the following traffic conditions.

Andalucia, Tract 6 Implementation Year – 2015  
Implementation Year (2015) - NO BUILD  
Implementation Year (2015) – BUILD of 2005 Approved Plan  
Implementation Year (2015) – BUILD of Current Proposed Plan

The results of the implementation year (2015) for the Andalucia, Tract 6 developments' capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses*.

## **CONCLUSIONS**

The comparison of the NO BUILD with the BUILD condition results of this analysis for the adjacent transportation system associated with the proposed commercial / residential development indicate that there will be minimal increases in average intersection delays along Coors Blvd. at the intersections analyzed in this study. When compared with the approved 2007 Traffic Impact Study evaluating the 2005 plan (which generates more traffic than this plan), the implementation of the currently proposed 2011 Plan will result generally in less delay and more favorable conditions on the adjacent transportation system. The roadway improvements constructed by this developer at the intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. and at Montano Rd. / Coors Blvd. have reduced the impact of the additional traffic generated by the Andalucia, Tract 6 project (2005 and 2011 Plans).

The implementation year for this study was determined to be 2015 since that is the expected year that the project will be fully implemented. Consideration of the 2017 conditions would be very similar to those of the 2015 in this study since minimal background traffic growth is expected from 2015 to 2017, especially in this economic climate.

In summary, the proposed site development plans for the Andalucia, Tract 6 Project present minimal adverse impact to the adjacent transportation system provided that recommendations are implemented as follows:

## **RECOMMENDATIONS**

- All design and construction for this project shall insure that adequate site distances at the proposed driveways along Montano Rd. and along Coors Blvd. are provided.
- Driveways shall be constructed using a minimum of 25-foot radius curb returns or the minimum required by the City of Albuquerque Development Process Manual (D.P.M.) or the New Mexico Department of Transportation's State Access *Management Manual*. Larger radii may be required to accommodate delivery trucks.

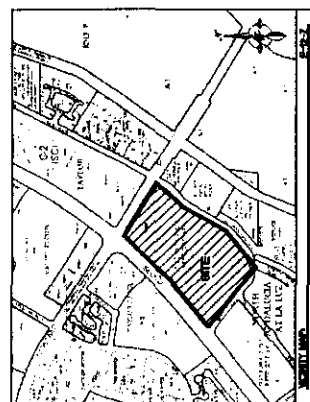
### **General Access:**

- The Andalucia, Tract 6 Commercial / Residential Development should be accessed via four existing or proposed intersections / driveways along Coors Blvd. and Montano Rd. The primary access to the commercial component at the extreme northwest corner of the project will be via an existing extension of Winterhaven Rd. (Mirandela) to the south of Montano Rd. and the existing approved right-turn-in, right-turn-out, left-turn-in driveway (Mirandela St.) on Coors Blvd. approximately midway between Montano Rd. and Dellyne Ave. (Learning Rd.). Additionally an existing right-turn-in, right-turn-out driveway approximately midway between Mirandela St. and Montano Rd. along the east side of Coors Blvd. will serve the commercial component of this development. The residential component (multi-family) of Andalucia, Tract 6 to the south of the commercial tract is accessed primarily via the existing signalized intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. as well as the previously mentioned right-turn-in, right-turn-out, left-turn-in driveway (Mirandela St.). Proposed access is demonstrated on the site plan on Page A-3 in the Appendix of this study.

For the 2015 Analysis:

- **Dellyne Ave. (Learning Rd.) / Coors Blvd.** – Lengthen the existing westbound dual left turn lanes as far as possible to try to achieve a total length of 200 feet plus transition. Extend the northbound left turn lane as far as possible to try to achieve a total length of 475 feet plus transition.
- **Montano Rd. / Winterhaven Dr. (Mirandela St.)** – lengthen the westbound left turn lane on Montano Rd. to a minimum total length of 175 feet plus transition.
- **Montano Rd. / Antequera** – Acquire approval from the Transportation Coordinating Committee to construct the driveway on Montano Rd. as a right-in, right-out unsignalized driveway.
- **Montano Rd. / Coors Blvd.** – construct pedestrian push buttons in the medians on Coors Blvd. (Widening of median may be necessary.)
- **Dellyne Ave. (Learning Rd.) / Coors Blvd.** - construct pedestrian push buttons in the medians on Coors Blvd. (Widening of median may be necessary.)





**LOCAL LOTS MAP**  
 NORTH ARROW AT LA USE - TRACTS 1, 2 AND 3

**PROJECT PHASING**  
 PHASE 1 - LOT 1 WILMART  
 PHASE 2 - LOTS 2 THRU 12

**PROJECT NUMBER**  
 APPLICATION NUMBER

**INDEX TO DRAWINGS**

C1	AMENDED SITE PLAN FOR SUBDIVISION	Date
C2	AMENDED SITE PLAN FOR SUBDIVISION	Date
C3	APPROVED SITE PLAN FOR SUBDIVISION	Date
C4	APPROVED SITE PLAN FOR SUBDIVISION	Date
C5	APPROVED SITE PLAN FOR SUBDIVISION	Date
C6	APPROVED SITE PLAN FOR SUBDIVISION	Date
C7	LANDSCAPING PLAN	Date
C8	LANDSCAPING PLAN	Date
C9	GRADING AND DRAINAGE PLAN	Date
C10	GRADING AND DRAINAGE PLAN	Date
C11	BUILDING ELEVATIONS	Date
C12	MASTER UTILITY PLAN	Date
C13	DETAIL SHEET	Date
C14	DETAIL SHEET	Date

**INDEX TO DRAWINGS**

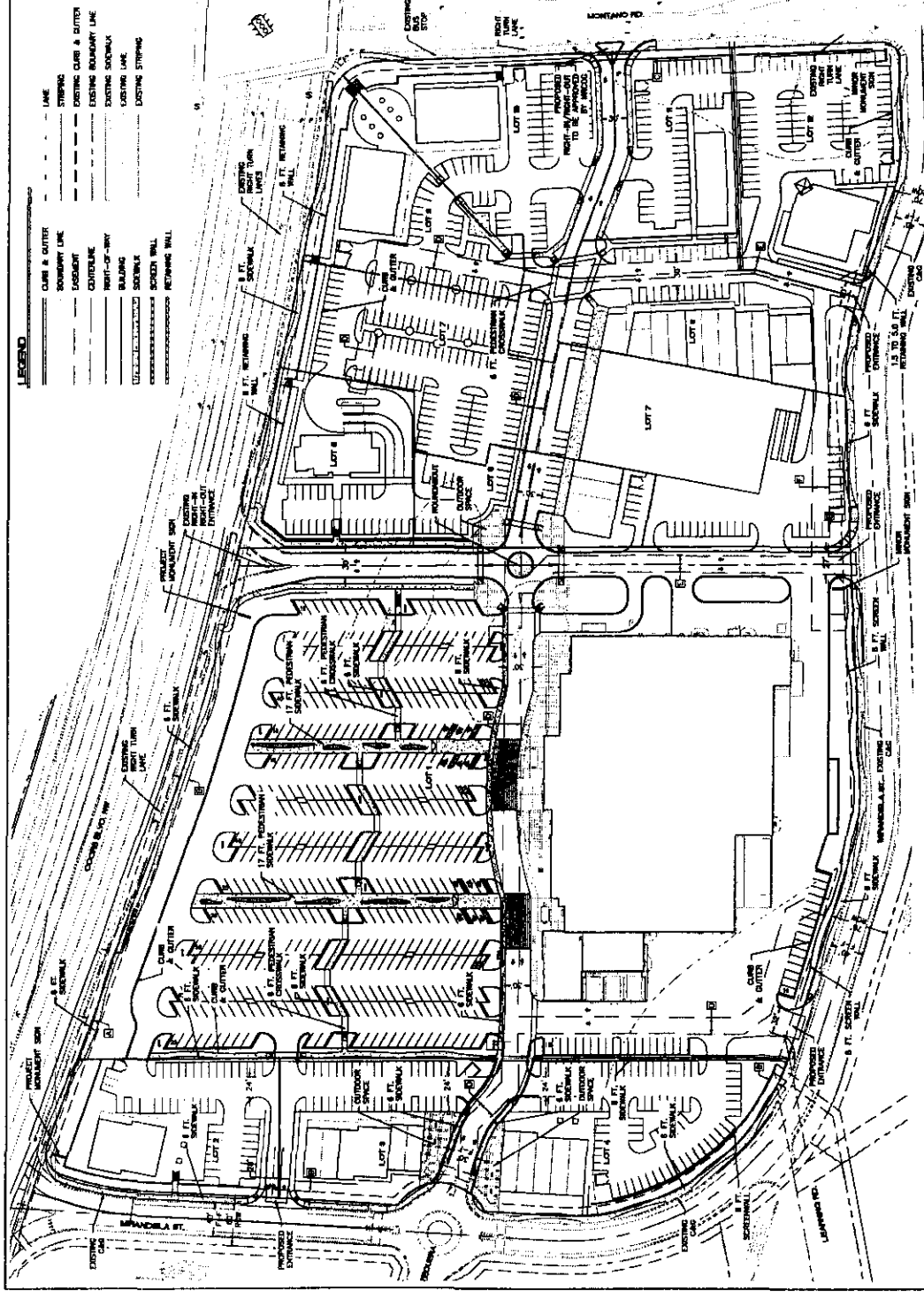
C1 AMENDED SITE PLAN FOR SUBDIVISION  
 C2 AMENDED SITE PLAN FOR SUBDIVISION  
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 C5 APPROVED SITE PLAN FOR SUBDIVISION  
 C6 APPROVED SITE PLAN FOR SUBDIVISION  
 C7 LANDSCAPING PLAN  
 C8 LANDSCAPING PLAN  
 C9 GRADING AND DRAINAGE PLAN  
 C10 GRADING AND DRAINAGE PLAN  
 C11 BUILDING ELEVATIONS  
 C12 MASTER UTILITY PLAN  
 C13 DETAIL SHEET  
 C14 DETAIL SHEET

**WILMART #5690**  
 ALBUQUERQUE, NEW MEXICO

**AMENDED SITE PLAN FOR SUBDIVISION**

DATE: 10/24/11  
 SHEET # C1  
 OF 1

OWNER: TERRA WEST, LLC  
 3711 WEST PARK PLACE, NE  
 ALBUQUERQUE, NM 87110  
 www.terrawest.com



**LEGEND**

---	LINE
---	STRIPE
---	EXISTING CURB & GUTTER
---	EXISTING BOUNDARY LINE
---	EXISTING SIDEWALK
---	EXISTING DRIVE
---	EXISTING STRIPING
---	EXISTING CURB & GUTTER
---	EXISTING SIDEWALK
---	EXISTING DRIVE
---	EXISTING STRIPING
---	EXISTING CURB & GUTTER
---	EXISTING SIDEWALK
---	EXISTING DRIVE
---	EXISTING STRIPING

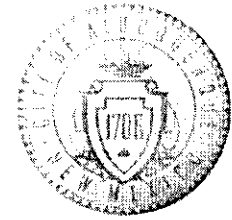
**EASEMENTS**

1. 10' EASEMENT (11/24/11) W/ MDC  
 2. 10' EASEMENT (11/24/11) W/ MDC  
 3. 10' EASEMENT (11/24/11) W/ MDC  
 4. 10' EASEMENT (11/24/11) W/ MDC  
 5. 10' EASEMENT (11/24/11) W/ MDC  
 6. 10' EASEMENT (11/24/11) W/ MDC  
 7. 10' EASEMENT (11/24/11) W/ MDC  
 8. 10' EASEMENT (11/24/11) W/ MDC  
 9. 10' EASEMENT (11/24/11) W/ MDC  
 10. 10' EASEMENT (11/24/11) W/ MDC

**DATE DATA TABLE**

LOT	DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION
LOT 1	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 2	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 3	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 4	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 5	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 6	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 7	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 8	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 9	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 10	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 11	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN
LOT 12	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN	11/24/11	AMENDED SITE PLAN

# CITY OF ALBUQUERQUE



November 15, 2011

Terry Brown, P.E.  
P.O. Box 92051  
Albuquerque, New Mexico 87199

Subject: Andalucia Tract 6 (Montano/Coors) Traffic Impact Study Update,  
Dated November 7, 2011

Dear Mr. Brown,

Following are my comments for the above referenced subject:

- 1) Provide an Executive Summary.
- 2) Provide an explanation for your intersection numbering system.
- 3) Table of Contents should be labeled as Page i.
- 4) Page 1 –
  - a. 2005 Plan should be referenced in the Appendix as Page A-81;
  - b. Delete "and the impact fee administrator" from STUDY PROCEDURES text;
  - c. Delete reference to horizon year analysis. There is no City requirement for this analysis;
  - d. Add explanation of why Supermarket and Free-Standing Discount Store were utilized to calculate the trip generation rate for the new Wal-Mart store.
- 5) Page 2 – change "building" to "build".
- 6) Page 4 – Add explanation of why Supermarket and Free-Standing Discount Store were utilized to calculate the trip generation rate for the new Wal-Mart store.
- 7) Page 5 –
  - a. Add text denoting that the second driveway on Montano Rd. requires TCC Approval;
  - b. "Page A-2" should read "Page A-3" with reference to the Conceptual Site Development Plan;
  - c. Change "plan proposed and approved in 2005" to read "trips generated in the 2007 TIS";
  - d. Last sentence parenthetical phrase – add "in the 2007 TIS" at end.

PO Box 1293

Albuquerque

NM 87103

[www.cabq.gov](http://www.cabq.gov)

8) Page 6 and Appendix A-6 –

- a. Use pass-by trip reduction of 30% consistent with the 2005 Plan;
- b. Add explanation of why Supermarket and Free-Standing Discount Store were utilized to calculate the trip generation rate for the new Wal-Mart store.

9) Page 9 –

- a. Clarify Note under Montano Rd. / Coors Blvd. Existing Geometry Table (i.e. NB thru lanes vs. NB dual rt. turn lanes);
- b. Clarify description of developer's improvements at bottom of page (i.e. NB thru lanes vs. NB dual rt. turn lanes).

10) Page 13 – Second paragraph – "Montano Rd." should read "Dellyne Ave."

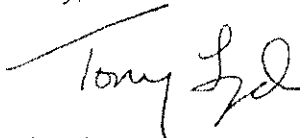
11) Page 15 – Explain why the description of percentage contribution of traffic to Montano / 4<sup>th</sup> St. is in report.

12) Page 21 – Revise wording of first sentence as discussed (i.e. approved and constructed under 2005 plan).

13) Page 22 – Clarify that you are comparing the 2015 NO BUILD with the BUILD conditions in the Conclusions (i.e. minimal operational problems along Coors Blvd. such as LOS and Delays are relatively consistent between proposals when 2015 No Build vs. Build are compared).

Should you have any questions, please feel free to contact me at 924-3934.

Sincerely,



Tony Loyd  
Impact Fee Administrator  
Planning Department  
Development Services Division  
For Transportation Development Section

## Andalucia, Tract 6 / Montano Shoppes Developments TRAFFIC IMPACT STUDY

### STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of two site development plans proposing two new commercial centers as shown conceptually in the Appendix (Pages A-2 & A-3) of this report. The purpose of this study is to identify the impact of the Developments on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system resulting from the implementation of the site development plan. This study is being prepared to meet the requirements of the City of Albuquerque Transportation Development Section.

### STUDY PROCEDURES

A scoping meeting was held on Friday, September 24, 2004 with City of Albuquerque staff (Tony Loyd and Steele Nowak) prior to beginning the study to discuss scope and methodology to be utilized within the report. Tony Loyd summarized the meeting and defined the requirements and procedures for the study his in letter dated September XX, 2004 (See Appendix Page Z-1 thru Z-3). Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition. A horizon year analysis was not required for this study.

The basic procedure followed is described as follows:

- 1) Calculate the generated trips for the proposed development consisting of the following described lane uses:
  - Montano Shoppes Development
    - *Approximately 25,000 S.F. of retail commercial building floor space.*
    - *An automobile parts store (7,000 S.F. Floor Area)*
    - *Drive-In Bank (4 Drive-In Windows)*
  - Andalucia, Tract 6
    - *An approximately 44,000 S.F. Supermarket*
    - *Approximately 46,000 S.F. of Specialty Retail Commercial Floor Space*
    - *A Drive-In Bank (4 Drive-In Windows)*
    - *Approximately 134,000 S.F. of retail commercial building floor space.*
    - *A Drive-In Bank (5 Drive-In Windows)*
    - *High Turnover Sit-Down Restaurants (Approximately 38,000 S.F.)*
- 2) Analysis included in this Traffic Impact Study will consist of considering two implementation years. The first implementation year will be the anticipated year of full implementation of the Montano Shoppes (2006). It will consider 100% implementation of the Montano Shoppes development and 10% development of Andalucia, Tract 6. The second implementation year will be the anticipated year of full development of Andalucia, Tract 6. It will consider 100% implementation of both the Montano Shoppes and Andalucia, Tract 6.
- 3) Calculate trip distribution for the newly generated trips by these developments. The new commercial trips will be distributed based on year 2006 population within a two

(2) mile radius boundary of the proposed site as shown in Appendix "C" of this report. The new Residential trips will be distributed based on year 2006 employment citywide inversely proportional to the distance of the employment subarea from the proposed project location.

- 4) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site (See Appendix C of this report).
- 5) Acquire recent traffic counts for the intersections of Western Trail / Coors Blvd., Dellyne Ave. / Coors Blvd., Montano Rd. / Coors Blvd., Montano Plaza / Coors Blvd., La Orilla Rd. / Coors Blvd., Montano Rd. / Taylor Ranch Rd., and Montano Rd. / 4<sup>th</sup> St.
- 6) Perform new traffic counts (turning movement counts) for the intersections of Montano Rd. / Winterhaven Rd. and Montano Rd. / existing driveway west of Winterhaven Rd.
- 7) Calculate historic growth rates based on 1999 – 2003 Traffic Flow Data from the Mid-Region Council of Governments (MRCOG) or by utilizing established growth rate for the area (3.3% per year) from the Fortis Development Traffic Impact Study (DRAFT) dated March 11, 2004.
- 8) Consider trips generated from the following recently approved developments that have no been fully implemented at this time
  - a) Andalucia, Phase 1
  - b) Fortis Development
  - c) La Orilla / Coors Commercial Developments
- 9) Determine 2006 NO BUILD Volumes by growing the existing turning movement counts to the year 2006 utilizing the appropriate annual historic growth rate for the area, and then adding in generated traffic volumes from the other two approved projects.
- 10) Add in data from Trip Assignments Maps and Tables to the 2006 NO BUILD Volumes to obtain 2006 BUILD Volumes for this project. The 2006 BUILD Volumes will include 100% of the traffic generated by the Montano Shoppes project plus 10% of the total trips generated by Andalucia, Tract 6.
- 11) Determine 2010 NO BUILD Volumes by growing the existing turning movement counts to the year 2010 utilizing the appropriate annual historic growth rate for the area, and then adding in generated traffic volumes from the other two approved projects.
- 12) Add in data from Trip Assignments Maps and Tables to the 2010 NO BUILD Volumes to obtain 2010 BUILD Volumes for this project. The 2010 BUILD Volumes will include 100% of the traffic generated by the Montano Shoppes project plus 100% of the total trips generated by Andalucia, Tract 6.

- 13) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Western Trail / Coors Blvd.	Traffic Signal	2006 / 2010	2006 / 2010
2) Dellyne Ave. / Coors Blvd.	Traffic Signal	2006 / 2010	2006 / 2010
3) Montano Rd. / Coors Blvd.	Traffic Signal	2006 / 2010	2006 / 2010
4) Montano Plaza / Coors Blvd.	Traffic Signal	2006 / 2010	2006 / 2010
5) La Orilla Rd. / Coors Blvd.	Traffic Signal	2006 / 2010	2006 / 2010
6) Montano Rd. / Taylor Ranch Rd.	Traffic Signal	2006 / 2010	2006 / 2010
7) Montano Rd. / 4 <sup>th</sup> St.	Traffic Signal	2006 / 2010	2006 / 2010
8) New Signal / Coors Blvd.*	Traffic Signal	2006 / 2010	2006 / 2010
9) Montano Rd. / Winterhaven Rd.	Stop Sign	2006 / 2010	2006 / 2010
10) Driveway "A" / Coors Blvd.	Stop Sign	2006 / 2010	2006 / 2010

\* New Signal installed with Andalucia, Phase 1

- 14) Evaluate the intersection of Montano Rd. / Winterhaven Rd. to determine if it is appropriate to construct a new traffic signal at the intersection.
- 15) Evaluate the intersection of Driveway "A" / Coors Blvd. to determine if it is appropriate to construct the new driveway as a right-turn-in, right-turn-out, left-turn-in only intersection.

#### **PREVIOUS RELATED TRAFFIC IMPACT STUDIES**

Base data for this Traffic Impact Study were obtained from the previous Traffic Impact Study:

- 1) *Andalucia Traffic Impact Study* by BHI.
- 2) *Fortis Development Traffic Impact Study (DRAFT)* by BHI dated March 11, 2004.
- 3) *La Orilla / Coors Commercial Developments (DRAFT)* by Terry O. Brown, P.E. dated August 19, 2004.

The Implementation Year Trips Generated Volumes from those reports were added into the 2006 and 2010 Background Subtotal Volumes in this report to obtain the 2006 and 2010 NO BUILD Volumes.

#### **GENERAL AREA CHARACTERISTICS**

The proposed requested site development plans are for two different properties. One is at the northwest corner of Montano Rd. / Winterhaven Rd. as shown on the Vicinity Map on Page A-1 of Appendix A of this report. The second one is at the southeast corner of Montano Rd. / Coors Blvd. as shown on the Vicinity Map on Page A-1 of Appendix A of this report. Properties surrounding this site are a mix of commercial, school, and residential uses. The property to the east of Andalucia, Tract 6 is the existing Bosque Prep Private School. Most of the land surrounding this site is substantially developed or being developed. More detailed zoning information may be obtained upon inspection of the Vicinity Maps on Page A-1 in Appendix A.

## AREA STREET NETWORK

Coors Boulevard is classified as a Principal Arterial roadway south of Alameda Blvd. on the Long Range Roadway System for the Albuquerque Urban Area. It is currently a six lane paved urban roadway with no curbs and gutters on either side of the roadway and raised medians in the center. There is a paved shoulder on each side of Coors Blvd.

Montano Road is classified as a Limited Access Principal Arterial Roadway on the Long Range Roadway System for the Albuquerque Urban Area. It is a four lane paved urban section roadway with curbs and gutters on both side of the street and a raised median. The posted speed limit on Montano Rd. from Taylor Ranch Rd. to Coors Blvd. is 40 MPH.

Dellyne Ave. is classified as a Collector Street on the Long Range Roadway System for the Albuquerque Metropolitan Area. It is currently a two lane paved facility west of Coors Blvd.

Taylor Ranch Rd. / Golf Course Rd. from Montano Rd. to Paseo del Norte is classified as a Minor Arterial Roadway on the Long Range Roadway System for the Albuquerque Metropolitan Area. It is currently a four lane urban roadway with curbs and gutters on both sides of the street and raised medians.

4<sup>th</sup> St. from Central Ave. to Alameda Blvd. is classified as a Minor Arterial Roadway on the Long Range Roadway System for the Albuquerque Metropolitan Area. It is currently a four lane urban roadway with curbs and gutters on both sides of the street and raised medians.

Montano Plaza Drive and Bosque Meadows are not classified on the Long Range Roadway System for the Albuquerque Urban Area. Montano Plaza Drive is currently a paved urban roadway with curbs and gutters on both sides of the street and no median. Bosque Meadows is a two-lane paved roadway with curbs and gutters on both sides of the street and no medians.

## **EXISTING TRAFFIC VOLUMES**

2003 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-4 of the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for this project were acquired from recent field counts conducted by the Mid-Region Council of Governments (M.R.C.O.G.).

Existing AM and PM Peak Hour turning movement counts were provided by the City of Albuquerque for the following intersections:

*Western Trail / Coors Blvd. (2003)*  
*Dellyne Ave. / Coors Blvd. (2003)*  
*Montano Rd. / Coors Blvd. (2003)*  
*Montano Plaza Dr. / Coors Blvd. (2002)*  
*Montano Rd. / Taylor Ranch Rd. (2001)*  
*Montano Rd. / 4<sup>th</sup> St. (2002)*

Additionally, AM and PM Peak Hour turning movement counts for 2004 were obtained by field traffic counts taken for the following intersections:

*Montano Rd. / Winterhaven Rd.*  
*Montano Rd. / Walgreen's Driveway*

The counts are included after the City of Albuquerque Transportation Development Division Scoping Letter in Appendix Z.

## **EXISTING (2004) LEVELS OF SERVICE**

The Highway Capacity Manual defines Level of Service (LOS) for signalized intersections in terms of average controlled delay per vehicle as follows:

LOS A	10.0" or less	Most Vehicles do not stop
LOS B	10.1 to 20.0"	Some Vehicles stop
LOS C	20.1 to 35.0"	Significant number of vehicles stop
LOS D	35.1 to 55.0"	Many vehicles stop.
LOS E	55.1 to 80.0"	Limit of acceptable delay.
LOS F	> 80.0"	Unacceptable delay.

Level of Service D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study. In addition to consideration of the overall level-of-service of the signalized intersection, the levels-of-service of each individual movement should be considered.



Following is a series of tables indicating the current (2004) levels-of-service being experienced by the intersections targeted for analysis in this report:

\*\*\*\*\*

**Existing Geometry (Western Trail / Coors Blvd.)**

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Western Trail	1	0	0	1	0
WB Namaste	1	0	0	1	0
NB Coors Blvd.	1	0	3	0	1
SB Coors Blvd.	1	0	3	0	1

Western Trail / Coors Blvd.	Existing Conditions (2004)	
	A.M.	P.M.
Existing Geometry	A - 4.0	A - 9.0

***D - 30.7*** - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

\*\*\*\*\*

**Existing Geometry (Dellyne Ave. / Coors Blvd.)**

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Dellyne Blvd.	1	0	0	1	0
WB Learning Dr.	1	0	1	0	1
NB Coors Blvd.	1	0	3	0	1
SB Coors Blvd.	1	0	3	0	1

Dellyne Ave. / Coors Blvd.	Existing Conditions (2004)	
	A.M.	P.M.
Existing Geometry	C - 30.2	C - 29.1

***D - 30.7*** - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

\*\*\*\*\*

**Existing Geometry (Montano Rd. / Coors Blvd.)**

Approach	Left Turn	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn
	Lanes				Lanes
EB Montano Rd.	2	0	2	0	1
WB Montano Rd.	2	0	1	1	0
NB Coors Blvd.	2	0	3	0	1
SB Coors Blvd.	2	0	3	0	1

Montano Plaza Dr. / Coors Blvd.	Existing Conditions (2004)	
	A.M.	P.M.
	Existing Geometry	<b><i>D - 54.1</i></b>

***D - 30.7*** - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

\*\*\*\*\*

**Existing Geometry (Montano Plaza / Coors Blvd.)**

Approach	Left Turn	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn
	Lanes				Lanes
EB Montano Plaza	1	0	1	0	1
WB Montano Plaza	1	0	1	0	1
NB Coors Blvd.	1	0	3	0	1
SB Coors Blvd.	1	0	2	1	0

\* - Right turns are free rights that are subject to a Yield sign and not the signal.

Montano Plaza / Coors Blvd.	Existing Conditions (2004)	
	A.M.	P.M.
	Existing Geometry	B - 12.3

***D - 30.7*** - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

\*\*\*\*\*

**Existing Geometry (La Orilla Rd. / Coors Blvd.)**

Approach	Left Turn	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn
	Lanes				Lanes
EB La Orilla Rd.	1	0	0	1	0
WB La Orilla Rd.	1	0	0	1	0
NB Coors Blvd.	1	0	2	1	0
SB Coors Blvd.	1	0	3	0	1

La Orilla Rd. / Coors Blvd.	Existing Conditions (2004)	
	A.M.	P.M.
	Existing Geometry	B - 14.7

***D - 30.7*** - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

\*\*\*\*\*

**Existing Geometry (Montano Rd. / Taylor Ranch Rd.)**

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	2	0	1	1	0
WB Montano Rd.	1	0	2	0	1
NB Taylor Ranch Rd.	1	0	1	0	1
SB Taylor Ranch Rd.	2	0	1	0	1

Montano Rd. / Taylor Ranch Rd.	Existing Conditions (2004)	
	A.M.	P.M.
Existing Geometry	C - 29.7	D - 36.5

***D - 30.7*** - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

\*\*\*\*\*

**Existing Geometry (Montano Rd. / 4<sup>th</sup> St.)**

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	1	0	2	0	1
WB Montano Rd.	1	0	1	1	0
NB 4 <sup>th</sup> St.	1	0	2	0	1
SB 4 <sup>th</sup> St.	1	0	1	1	0

Montano Rd. / 4 <sup>th</sup> St.	Existing Conditions (2004)	
	A.M.	P.M.
Existing Geometry	D - 39.2	<b><i>F - 105</i></b>

***D - 30.7*** - Bold Italicized Level-of-Service indicates that one or more individual turning movements is Level-of-Service E or worse.

\*\*\*\*\*

## PROPOSED DEVELOPMENT

There are two separate locations of land proposed for development addressed by this study. The first location is at the northwest corner of the existing unsignalized intersection of Montano Rd. / Winterhaven Rd. This proposed development is approximately 4.0 acres developed into approximately 38,000 S.F. of retail commercial floor space. The floor-area ratio is approximately 0.22. The following uses are proposed for this property:

- a) *A Banking Facility with 4 Drive-In Windows*
- b) *An Auto Parts Store (7,000 S.F. Floor Area)*
- c) *Various retail commercial businesses (25,000 S.F.)*

See the conceptual site development plan on Page A-2 in the Appendix of this report to acquire more detailed information about the proposed development at the northwest corner of Montano Rd. / Winterhaven Rd.

The second location is at the southeast corner of the existing signalized intersection of Montano Rd. / Coors Blvd. It is called Andalucia, Tract 6 in this study. This proposed development is approximately 51 acres developed into approximately 275,000 S.F. of retail commercial floor space plus approximately 500 residential apartments. The following uses are proposed likely land uses for this property:

- a) *A Supermarket (44,000 S.F. Floor Area)*
- b) *Specialty Retail Floor Space (46,000 S.F. Floor Area)*
- c) *Drive-In Bank Facility with 4 Drive-In Windows*
- d) *General Retail Commercial Businesses (134,000 S.F. Floor Area)*
- e) *Drive-In Bank Facility with 5 Drive-In Windows*
- f) *High Turnover Sit-Down Restaurants (38,000 S.F. Floor Area Total)*

See the conceptual site development plan on Page A-3 in the Appendix of this report to acquire more detailed information about the proposed development of Andalucia, Tract 6 at the southeast corner of Montano Rd. / Coors Blvd.

Both site plans are conceptual at this point in time and are subject to some changes as progress takes place in the design process. The plans should, however, provide a reliable basis upon which to analyze the impact of the development on the adjacent transportation system and provide guidelines for mitigating the impact and establishing access criteria. The conceptual site plans as they are shown in this report propose four (4) primary access points or driveways into the sites.

The Montano Shoppes project will be access from Montano Rd. at Winterhaven and at the existing driveway to the west of Winterhaven next to the existing Walgreen's store. Additionally, the Montano Shoppes can be access from within the Montano Plaza Shopping Center parking lot. However, that is not assumed in this study. The intersection of Montano Rd. / Winterhaven Rd. is a full access unsignalized intersection. The driveway to the west of Montano Rd. / Winterhaven Rd. is a right-turn-in, right-turn-out driveway onto Montano Rd.

Andalucia, Tract 6 will be access from Montano Rd. at Winterhaven Rd. and from Coors Blvd. at Learning Drive (Dellyne Ave.) and at a proposed right-turn-in, right-turn-out, left-

turn-in only driveway located approximately midway between Dellyne Ave. and Montano Rd.

The proposed driveway configuration can be seen on two site development plans on Pages A-2 and A-3 in Appendix "A" of this study.

**TRIP GENERATION**

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation report (7th Edition, 2003). Trips for the development were determined based on land uses defined on the Conceptual Site Development Plan on Pages A-2 and A-3 in the Appendix of this report. The resulting number of trips generated for the proposed development are summarized in the following tables:

*Montano Shops (Montano Rd. / Winterhaven Dr.)*  
**Trip Generation Data**

USE (ITE CODE)	DESCRIPTION	24 HR VOL GROSS	A. M. PEAK HR.		P. M. PEAK HR.		
			ENTER	EXIT	ENTER	EXIT	
<b>Summary Sheet</b>		Units					
	Shopping Center (820)	25.00	2,758	42	27	121	131
	Automobile Parts Sales (843)	7.00	416	7	7	20	21
	Drive-In Bank (912)	4.00	1,563	54	41	127	127
	<b>Subtotal</b>		<b>4,737</b>	<b>103</b>	<b>75</b>	<b>268</b>	<b>279</b>

*Andalucia Tract 6 - Daskalos Development*  
**Trip Generation Data**

COMMENT	USE (ITE CODE)	DESCRIPTION	24 HR VOL GROSS	A. M. PEAK HR.		P. M. PEAK HR.		
				ENTER	EXIT	ENTER	EXIT	
<b>Summary Sheet</b>		Units						
Bldg. A		Supermarket (850)	44.00	4,337	92	59	249	239
Bldg. B, C, E, H, M		Specialty Retail Center (814)	46.00	2,006	150	191	58	74
Bldg. D		Drive-In Bank (912)	4.00	1,563	54	41	127	127
Bldg. F, G, L		Shopping Center (820)	134.00	8,214	114	73	366	396
Bldg. S		Drive-In Bank (912)	5.00	2,101	67	51	158	158
Bldg. J, K, N, P, Q, R		High Turnover (Sit-Down) Restaurant (832)	38.00	4,953	183	169	248	165
		<b>Subtotal Commercial</b>		<b>23,174</b>	<b>660</b>	<b>584</b>	<b>1,206</b>	<b>1,159</b>
		Pass-by Trip Adjustment	30%	(6,952)	(198)	(175)	(362)	(348)
		<b>Adjusted Commercial Trips</b>		<b>16,222</b>	<b>462</b>	<b>409</b>	<b>844</b>	<b>811</b>
Residential		Apartment, Post-1973 (220)	500.00	3,131	40	211	194	95
		<b>Total New Trips</b>		<b>19,353</b>	<b>502</b>	<b>620</b>	<b>1,038</b>	<b>906</b>

Pass-by trip credits were taken for the 2010 analysis but not the 2006 analysis due to the size of the development considered at those levels.

## **TRIP DISTRIBUTION**

### **Primary and Diverted Linked Trips:**

Trips were distributed as follows:

#### **Commercial Land Use**

Primary and diverted linked trips for the both the commercial land use development were distributed proportionally to the 2006 projected population of Data Analysis Subzones within a two mile radius of the proposed development. Population data for the years 2005 and 2020 were taken from the 2020 Socioeconomic Forecasts for Data Analysis Subzones in State Planning and Development District 3, TR-125 (March, 1997), Appendix C and Appendix D, supplied by the Middle Rio Grande Council of Governments (MRGCOG). Population data from the years 2005 and 2020 was interpolated linearly to obtain 2006 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of subareas and data analysis subzones is shown in Appendix C.

#### **Residential Land Use**

Primary and diverted linked trips for residential development have been distributed proportionally to the 2006 projected employment of Subareas citywide. Employment data for 1995 and 2005 were taken from the 2020 Socioeconomic Forecasts for Data Analysis Subzones in State Planning and Development District 3, TR-125 (March, 1997), Appendix B, supplied by the Middle Rio Grande Council of Governments (MRGCOG). Employment Data was interpolated linearly between the 1995 and 2005 data to obtain 2006 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas and data analysis subzones are shown in Appendix C.

## **TRIP ASSIGNMENT**

Trip assignments are made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments are shown in Appendix C.

## **BACKGROUND TRAFFIC GROWTH**

In order to remain consistent with recent Traffic Impact Studies performed in the area, the established annual growth rate from the Fortis Development Traffic Impact Study was utilized for this study. The annual growth rate utilized in the Fortis Development Traffic Impact Study and for this study is 3.3% annually. Historic growth rates were calculated for this project specifically using 1999 thru 2003 traffic flow data. The results were substantially consistent with the 3.3% area rate utilized in the Fortis Development Traffic Impact Study.

## **PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2006 and 2010 BUILDOUT**

The established growth rates were applied to the most recent peak hour traffic counts (furnished by the City of Albuquerque and conducted for this study), and then the trips from the *Andalucia Traffic Impact Study*, *Fortis Development Traffic Impact Study*, and the *La Orilla / Coors Commercial Development Traffic Impact Study* were added in to establish the 2006 and then the 2010 background NO BUILD traffic volumes. To these volumes, the generated trips based on implementation of the proposed Montano Shoppes and Andalucia, Tract 6 developments were added to obtain 2006 and 2010 BUILD volumes for the intersection analyses. See Appendix E for further information regarding 2006 and 2010 turning movement counts. The 2006 BUILD Conditions turning movement counts include trips generated by 100% implementation of the Montano Shoppes development plus 10% of the Andalucia, Tract 6 development. The 2010 BUILD Conditions turning movement counts include trips generated by 100% implementation of the Montano Shoppes development plus 100% of the Andalucia, Tract 6 development.

## **INTERSECTION CAPACITY ANALYSIS**

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000, using TEAPAC Signal 2000, Version 2.02 for signalized intersections and HiCAP2000 version 2.0 for unsignalized intersections. For signalized intersections, the operational method of analysis was used for implementation year (2007) conditions (NO BUILD and BUILD).

Capacity analyses were performed for the following traffic conditions.

Montano Shoppes Implementation Year – 2006:  
Implementation Year (2006) - NO BUILD  
Implementation Year (2006) – BUILD

Andalucia, Tract 6 Implementation Year – 2010  
Implementation Year (2010) - NO BUILD  
Implementation Year (2010) – BUILD

The results of the implementation year (2006 and 2010) for the Montano Shoppes / Andalucia, Tract 6 developments' capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses*.

## CONCLUSIONS

The results of this analysis of the adjacent transportation system associated with these two proposed commercial / residential developments indicate that there will be moderate operational problems along Coors Blvd. at the intersections analyzed in this study. The major factor contributing to these problems is the shortage of thru lanes on Coors Blvd. from Dellyne Ave. to Paseo del Norte. Coors Blvd. should be an eight-lane facility north of Western Trail to accommodate 2010 NO BUILD volumes. Most of the capacity shortfalls revealed in this study were as a result of the NO BUILD Volumes. The Montano Shoppes Commercial Development is a smaller project that will generate significantly less traffic than will Andalucia, Tract 6. Therefore, the impact of the Montano Shoppes Commercial Development will be significantly less than the impact of Andalucia, Tract 6.

In summary, the proposed site development plans for these developments present minimized adverse impact to the adjacent transportation system if the recommendations (for the years 2006 and 2010) are implemented as follows:

## RECOMMENDATIONS

- All design and construction for this project shall insure that adequate site distances at the proposed driveways along La Orilla Rd. and along Coors Blvd. are provided.
- Driveways shall be constructed using a minimum of 25-foot radius curb returns or the minimum required by the City of Albuquerque Development Process Manual (D.P.M.).

### General Access:

- The Montano Shoppes Commercial Development should be accessed via the existing unsignalized full access intersection of Montano Rd. / Winterhaven Rd. and the existing unsignalized right-turn-in, right-turn-out driveway onto Montano Rd. east of Coors Blvd. Site specific driveways to the Montano Shoppes site should intersect with Winterhaven Rd. north of Montano Rd. and the driveway east of Coors north of Montano Rd. Proposed access is demonstrated on the site plan on Page A-2 in Appendix "A" of this study.
- The Andalucia, Tract 6 Commercial / Residential Development should be accessed via four existing or proposed intersections / driveways along Coors Blvd. or Montano Rd. The primary access to the commercial component at the extreme northwest corner of the project will be via an extension of Winterhaven Rd. to the south of Montano Rd. and a proposed new right-turn-in, right-turn-out, left-turn-in driveway (Driveway "A") on Coors Blvd. approximately midway between Montano Rd. and Dellyne Ave. (Learning Rd.). Driveway "A" should be located approximately 1,425 feet south of Montano Rd. (centerline to centerline). Additionally a right-turn-in, right-turn-out driveway is proposed approximately midway between Driveway "A" and Montano Rd. along the east side of Coors Blvd. that will serve the commercial component of this development. The residential component (multi-family) of Andalucia, Tract 6 is access primarily via the existing signalized intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. as well as the previously mentioned right-turn-in, right-turn-out, left-turn-in driveway (Driveway "A"). Proposed access is demonstrated on the site plan on Page A-3 in Appendix "A" of this study.



For the 2006 Analysis:

- **Montano Rd. / Coors Blvd.** – Construct a fourth northbound and southbound thru lane on Coors Blvd. and a third eastbound and westbound thru lane on Montano Rd. This recommendation is consistent with the mitigation measures considered in the Andalucia, Phase 1 Traffic Impact Study dated March 21, 2004.
- **Montano Rd. / 4<sup>th</sup> St.** – Construct a third eastbound, westbound, northbound, and southbound thru lane at each of the four legs of the intersection. Also, construction dual northbound left turn lanes on 4<sup>th</sup> St. at Montano Rd.

For the 2010 Analysis:

- **Western Trail (Namaste) / Coors Blvd.** – Construct a fourth northbound thru lane on Coors Blvd. at Western Trail (Namaste). This recommendation is similar to, but somewhat different than the mitigation measures considered in the Andalucia, Phase 1 Traffic Impact Study dated March 21, 2004. The major difference appears to stem from the fact that the Andalucia, Phase 1 Traffic Impact Study utilized 2000 traffic count data as a basis for their analysis. This study utilized October, 2003 traffic count data.
- **Dellyne Ave. (Learning Rd.) / Coors Blvd.** - Modify the existing intersection to provide the geometry summarized in the following table:

**Existing Geometry (Dellyne Ave. / Coors Blvd.)**

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Dellyne Ave.	2	0	1	0	1
WB Learning Rd.	2	0	1	0	1
NB Coors Blvd.	2	0	4	0	1
SB Coors Blvd.	2	0	4	0	1

- **Montano Rd. / Coors Blvd.** - Modify the existing intersection to provide the geometry summarized in the following table:

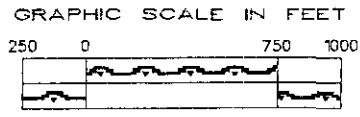
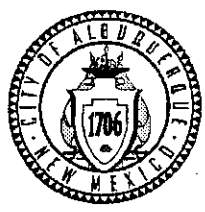
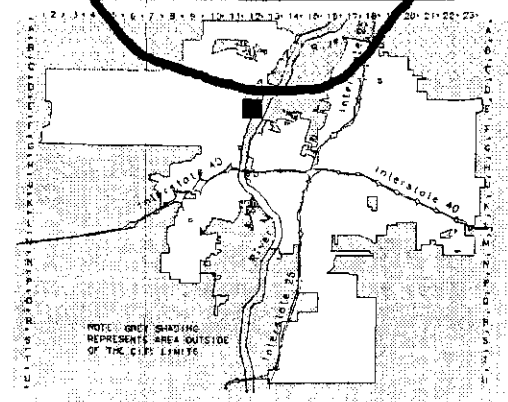
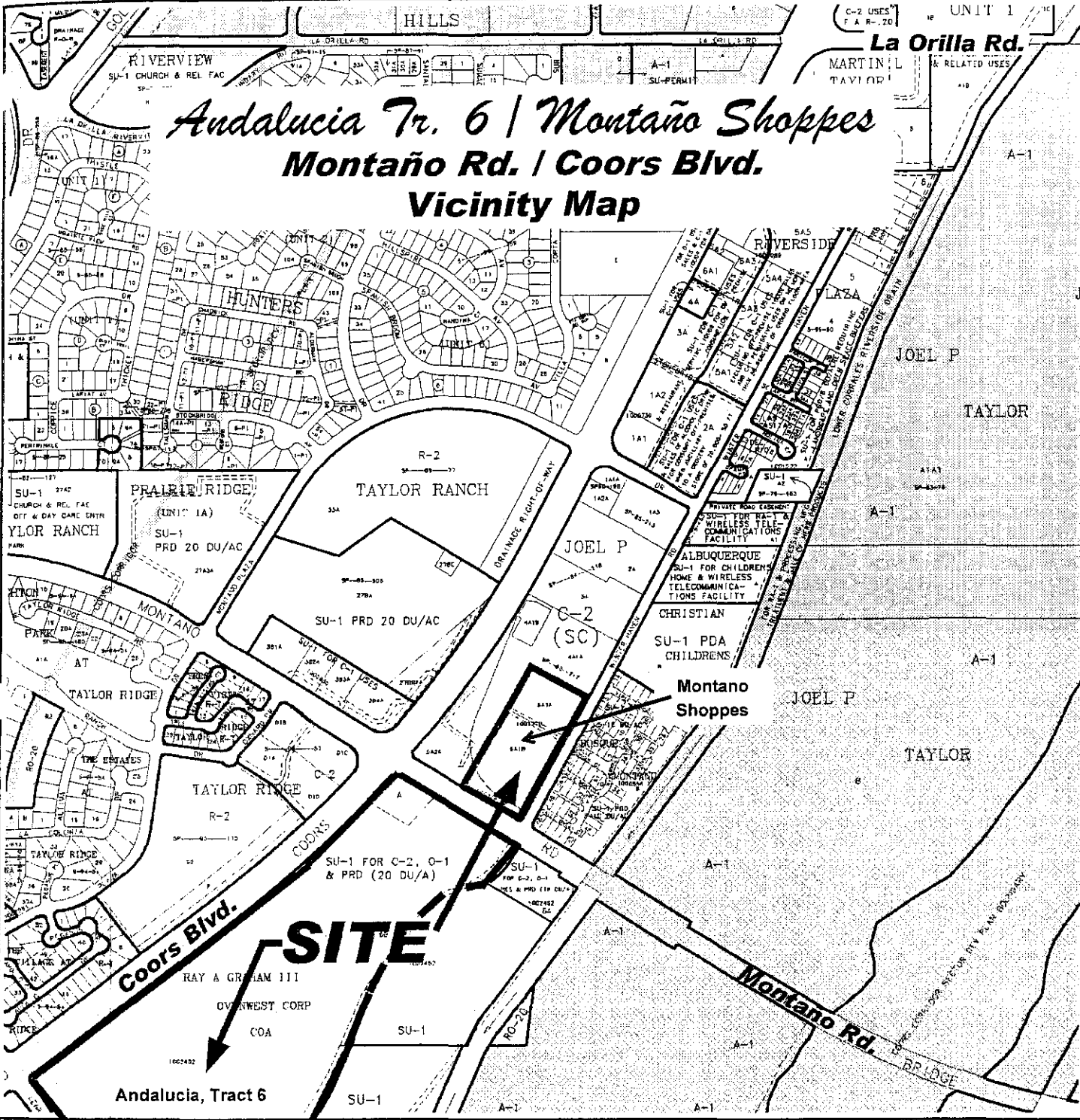
**Existing Geometry (Montano Rd. / Coors Blvd.)**

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	3	0	3	0	1
WB Montano Rd.	3	0	2	1	0
NB Coors Blvd.	3	0	4	0	1
SB Coors Blvd.	2	0	4	0	1

It is important to note that the intersection of Montano Rd. / Coors Blvd. is designated as a future interchange on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area.

- **Montano Plaza / Coors Blvd.** - Construct a 4<sup>th</sup> northbound thru lane and dual southbound left turn lanes at the intersection of Montano Plaza / Coors Blvd.
- **Montano Rd. / Taylor Ranch Rd.** - Convert the northbound right turn lane on Taylor Ranch Rd. to a northbound thru / right turn lane and construct dual westbound right turn lanes at the intersection of Montano Rd. / Taylor Ranch Rd. An alternative to constructing dual westbound right turn lanes would be to construct a westbound free right turn with a northbound add lane.

- **Montano Rd. / 4<sup>th</sup> St.** – Construct a third eastbound, westbound, northbound, and southbound thru lane at each of the four legs of the intersection. Also, construct dual northbound left turn lanes on 4<sup>th</sup> St. at Montano Rd., dual eastbound left turn lane on Montano Rd. at 4<sup>th</sup> St., and westbound and southbound exclusive right turn lanes.



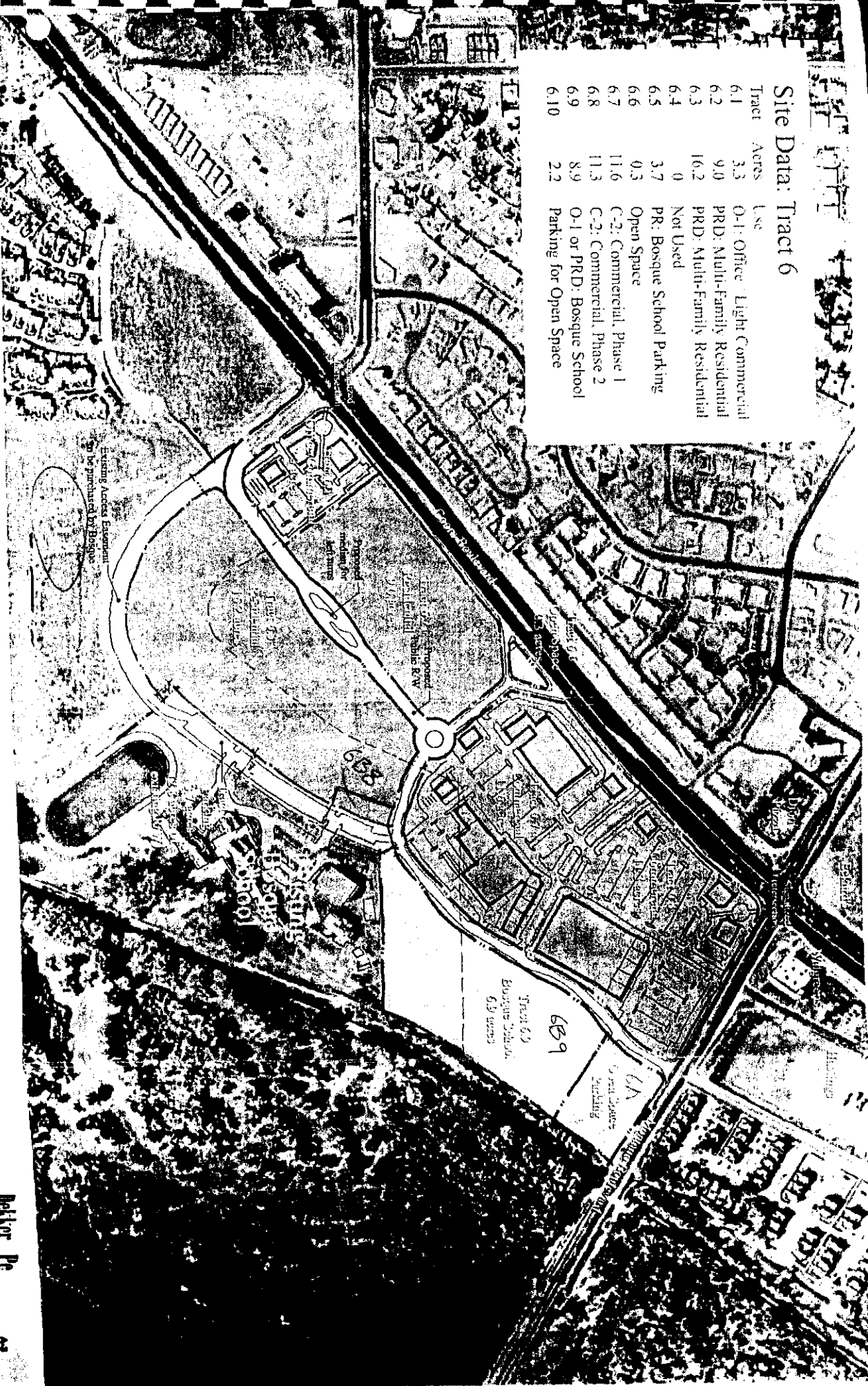
**A G I S**  
 Geographic Information System  
**PLANNING DEPARTMENT**  
 © Copyright 2003

**Zone Atlas Page**  
**E-12-Z**

Map Amended through December 01, 2003

### Site Data: Tract 6

Tract	Acre	Use
6.1	3.3	O-1: Office, Light Commercial
6.2	9.0	PRD: Multi-Family Residential
6.3	16.2	PRD: Multi-Family Residential
6.4	0	Not Used
6.5	3.7	PR: Bosque School Parking
6.6	0.3	Open Space
6.7	11.6	C-2: Commercial, Phase 1
6.8	11.3	C-2: Commercial, Phase 2
6.9	8.9	O-1 or PRD: Bosque School
6.10	2.2	Parking for Open Space

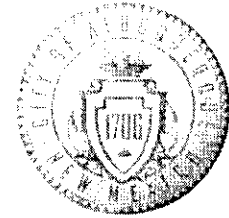


Existing Access Easement  
 to be purchased by Bosque



AGENCY COMMENTS

# CITY OF ALBUQUERQUE



November 15, 2011

Terry Brown, P.E.  
P.O. Box 92051  
Albuquerque, New Mexico 87199

Subject: Andalucia Tract 6 (Montano/Coors) Traffic Impact Study Update,  
Dated November 7, 2011

Dear Mr. Brown,

Following are my comments for the above referenced subject:

- 1) Provide an Executive Summary.
- 2) Provide an explanation for your intersection numbering system.
- 3) Table of Contents should be labeled as Page i.
- 4) Page 1 –
  - a. 2005 Plan should be referenced in the Appendix as Page A-81;
  - b. Delete "and the impact fee administrator" from STUDY PROCEDURES text;
  - c. Delete reference to horizon year analysis. There is no City requirement for this analysis;
  - d. Add explanation of why Supermarket and Free-Standing Discount Store were utilized to calculate the trip generation rate for the new Wal-Mart store.
- 5) Page 2 – change "building" to "build".
- 6) Page 4 – Add explanation of why Supermarket and Free-Standing Discount Store were utilized to calculate the trip generation rate for the new Wal-Mart store.
- 7) Page 5 –
  - a. Add text denoting that the second driveway on Montano Rd. requires TCC Approval;
  - b. "Page A-2" should read "Page A-3" with reference to the Conceptual Site Development Plan;
  - c. Change "plan proposed and approved in 2005" to read "trips generated in the 2007 TIS";
  - d. Last sentence parenthetical phrase – add "in the 2007 TIS" at end.

PO Box 1293

Albuquerque

NM 87103

[www.cabq.gov](http://www.cabq.gov)

8) Page 6 and Appendix A-6 –

- a. Use pass-by trip reduction of 30% consistent with the 2005 Plan;
- b. Add explanation of why Supermarket and Free-Standing Discount Store were utilized to calculate the trip generation rate for the new Wal-Mart store.

9) Page 9 –

- a. Clarify Note under Montano Rd. / Coors Blvd. Existing Geometry Table (i.e. NB thru lanes vs. NB dual rt. turn lanes);
- b. Clarify description of developer's improvements at bottom of page (i.e. NB thru lanes vs. NB dual rt. turn lanes).

10) Page 13 – Second paragraph – “Montano Rd.” should read “Dellyne Ave.”

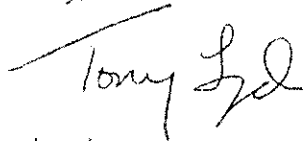
11) Page 15 – Explain why the description of percentage contribution of traffic to Montano / 4<sup>th</sup> St. is in report.

12) Page 21 – Revise wording of first sentence as discussed (i.e. approved and constructed under 2005 plan).

13) Page 22 – Clarify that you are comparing the 2015 NO BUILD with the BUILD conditions in the Conclusions (i.e. minimal operational problems along Coors Blvd. such as LOS and Delays are relatively consistent between proposals when 2015 No Build vs. Build are compared).

Should you have any questions, please feel free to contact me at 924-3934.

Sincerely,



Tony Loyd  
Impact Fee Administrator  
Planning Department  
Development Services Division  
For Transportation Development Section

**STANDARD LETTER**  
**SCOPE OF TRAFFIC IMPACT STUDY (TIS)**

**TO:** Terry Brown, PE  
P.O. Box 92051  
Albuquerque, NM 87199

**MEETING DATE:** October 6, 2011 (by phone)

**ATTENDEES:** Terry Brown; Richard Dourte, City Engineer, COA; Tony Loyd, Impact Fees/Transportation Development, COA.

**PROJECT:** Andalucia, Tract 6 (Montano/Coors)

**REQUESTED CITY ACTION:** \_\_\_ Zone Change     Site Development Plan

\_\_\_ Subdivision    \_\_\_ Building Permit    \_\_\_ Sector Plan    \_\_\_ Sector Plan Amendment

\_\_\_ Curb Cut Permit    \_\_\_ Conditional Use    \_\_\_ Annexation     Site Plan Amendment

**ASSOCIATED APPLICATION:** Site Development Plan for Subdivision Amendment and Site Development Plan for Building Permit for proposed 99k sq. ft. Wal-mart.

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study. As each item identified in the scoping letter is completed, check the appropriate (box).

- 1. Trip Generation - Use ITE Trip Generation Manual, current edition.  
Consultant to provide.
- 2. Appropriate study area:  
Signalized Intersections: Montano/Coors, Dellyne/Coors and Montano/4<sup>th</sup> St.;  
  
Unsignalized Intersections: Montano/Winterhaven, Montano/Antequera, E/W Street/Coors and Mirandela/Coors;  
  
Driveway Intersections: all site drives.
- 3. Intersection turning movement counts.  
Intersections provided: none.  
  
Intersections that need to be counted by consultant: all applicable.
- 4. Existing traffic signal timing and synchronization.  
Intersections provided: consultant to determine signal timing and synchronization or coordinate with Traffic Operations to obtain.
- 5. Type of intersection progression and factors to be used.  
Type III arrival type (see HCM 2000 or equivalent as approved by Transportation Development Staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data or equivalent. If not available, consultant will need to calculate/provide.
- 6. Boundaries of area to be used for trip distribution.  
City Wide - residential, office or industrial;  
2 mile radius - commercial;  
Modified (as discussed) for Wal-mart  
Interstate or to be determined by consultant - motel/hotel.



- 7. Basis for trip distribution.  
Residential – Use inverse relationship based upon distance and employment. Use employment data from 2030 Socioeconomic Forecasts, MRCOG (S-07-01).  
  
Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2030 Socioeconomic Forecasts, MRCOG (S-07-01).  
  
Commercial - Use relationship based upon population. Use population data from 2030 Socioeconomic Forecasts, MRCOG (S-07-01).  
  
Residential -  
$$T_s = (T_t) (S_e / D) / (S_e / D)$$
$$T_s = \text{Development to Individual Subarea Trips}$$
$$T_t = \text{Total Trips}$$
$$S_e = \text{Subarea Employment}$$
$$D = \text{Distance from Development to Subarea}$$
  
  
Office/Industrial -  
$$T_s = (T_t) (S_p / D) / (S_p / D)$$
$$T_s = \text{Development to Individual Subarea Trips}$$
$$T_t = \text{Total Trips}$$
$$S_p = \text{Subarea Population}$$
$$D = \text{Distance from Development to Subarea}$$
  
  
Commercial -  
$$T_s = (T_t) (S_p) / (S_p)$$
$$T_s = \text{Development to Individual Subarea Trips}$$
$$T_t = \text{Total Trips}$$
$$S_p = \text{Subarea Population}$$
- 8. Traffic Assignment. Logical routing on the major street system.
- 9. Proposed developments which have been approved but not constructed that are to be included in the analyses: US New Mexico Credit Union
- 10. Method of intersection capacity analysis - planning or operational (see HCM 2000 or equivalent as approved by Transportation Development Staff). Must use latest version of design software and/or current edition of design manual.  
Implementation Year: 2015.
- 11. Traffic conditions for analysis:
  - a. Existing analysis \_x\_yes \_\_\_no - year (2011);
  - b. Project completion year without proposed development (yr. 2015);
  - c. Project completion year with proposed development (yr. 2015).  
2005 and 2011 plan
- 12. Background traffic growth.  
Method: use 5-year historical growth based on standard data from the MRCOG Traffic Flow Maps (2005 to 2010 w/5 years of standard data). If not available, use 5-year historical growth based upon MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.
- 13. Planned (programmed) traffic improvements.  
List planned CIP improvements in study area and projected project implementation year: none.



# Montaño Rd.

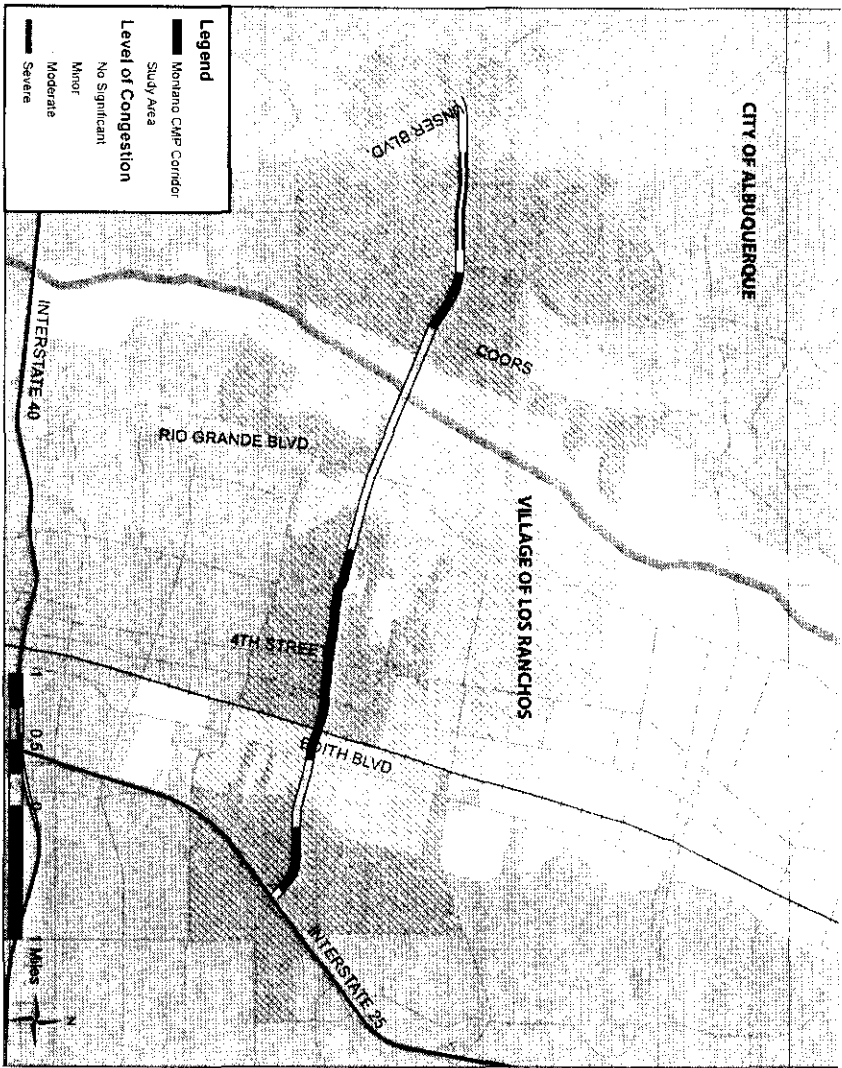
#2

## Profile & Statistics

Corridor Profile			
Study Area	16.24 Sq. Miles		
Length	6.33 Miles		
Functional Class	Principal Arterial		
Access Control	Unlimited access: Coors to Gregos Drain		
Lanes	4 - 6 lanes		
Total Capacity	3200-4800 vehicles/hour		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - F, CCTV, DMS, VDS		
Transit	ABQ Ride : Route 157 (local)		
Bicycle Facilities	Lanes: Entire corridor		
<b>Summary Data</b>			
Daily Volume	13,000 - 47,000		
Average Speed (PM East)	12 - 46 mph		
Average Speed (PM West)	12 - 45 mph		
Total Delay (PM East)	111 seconds (18 sec./mile)		
Total Delay (PM West)	197 seconds (31 sec./mile)		
<b>Demographic Trends</b>			
<i>Measure</i>	<b>2000</b>	<b>2008</b>	<b>2035</b>
Population	38,947	42,165	43,512
Employment	17,858	19,065	23,625
<b>Corridor Ranks</b>			
Volume/Capacity Ratio	4 / 30		
Speed Differential	8 / 30		
Crash Rates	8 / 30		
Overall Rank	2 / 30		

## Transit Characteristics

- ABQ Ride operates two routes along Montaño (157 and 162) and several commuter routes which intersect Montaño.
- Route 157 provides service between Kirtland AFB and the Northwest Transit Center and passes along Montaño between Golf Course and I-25.
- Route 162 provides commuter service between CNM West in Rio Rancho and Coors/Montaño and passes along Montaño between Unser and Coors



## Corridor Notes

- Montaño is an east-west principal arterial in the City of Albuquerque. Montaño provides access from the region's Westside to the I-25 corridor and is one of nine river crossings in the AMPA.
- The CMAP corridor runs between Unser and I-25.
- Predominant movement along Montaño is eastbound in the AM and westbound in the PM.
- Congestion is most severe west of I-25 and between Rancho Caballero and Edith.
- Montaño experiences high volume-to-capacity ratios and speeds below posted limits across the stretch between Coors and I-25.
- The highest volume segment of Montaño is west of I-25 (47,000 daily vehicles).
- Crash rates along the corridor are 33% above the regional average. Intersections at 4th St. and Coors have rates more than three times the regional average.
- Projected growth in the study area is mostly in the form of additional employment. However, future growth across the Westside may result in additional traffic along Montaño.

from MRCC (Comments)

# Coors Blvd.

#8

## Profile & Statistics

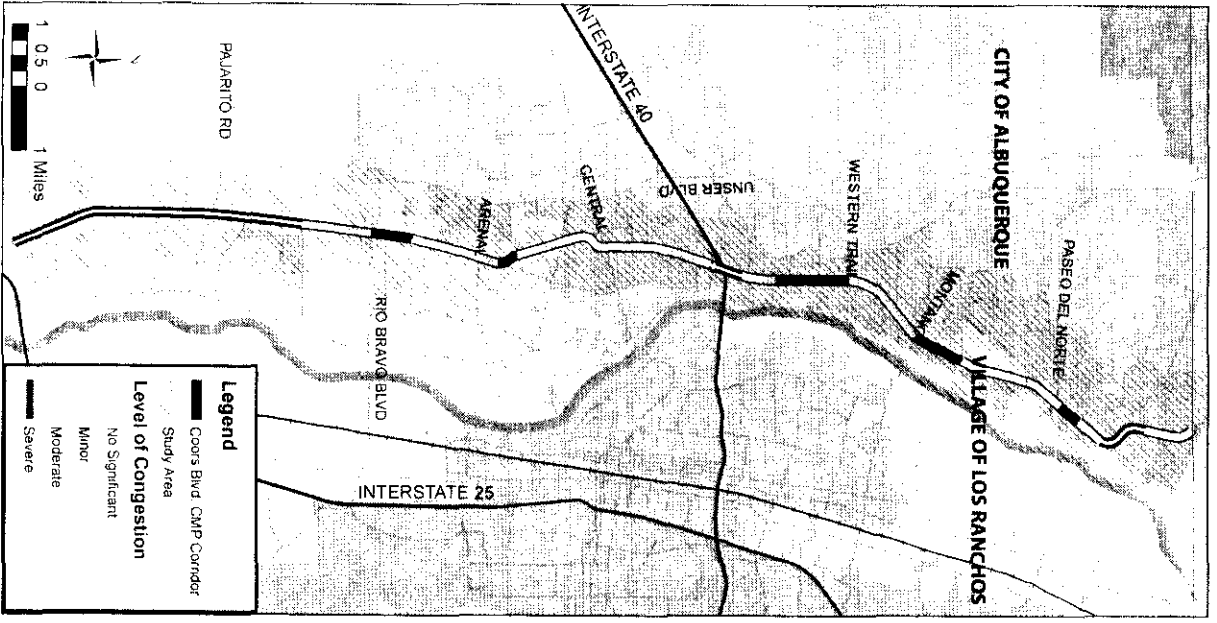
Corridor Profile	
Study Area	32.5 Sq. Miles
Length	19.63 Miles
Functional Class	Principal Arterial
Access Control	Limited Access: Rio Bravo to Coors Bypass
Lanes	4 - 7 lanes Majority of corridor is 6 lanes
Total Capacity	3200-5600 vehicles/hour
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PE, CCTV, DMS, VDS
Transit	ABQ Ride - 790 (Rapid Ride Blue), 155 (local) Northwest Transit Center at Coors/Elison
Bicycle Facilities	Lanes: South of Sage to Central Lanes: Ladera to Paseo del Norte
<b>Summary Data</b>	
Daily Volume	5,000 - 80,500
Average Speed (PM North)	19 - 56 mph
Average Speed (PM South)	19 - 59 mph
Total Delay (PM North)	404 seconds (21 sec./mile)
Total Delay (PM South)	529 seconds (27 sec./mile)
<b>Demographic Trends</b>	
<i>Measure</i>	<b>2000</b> <b>2008</b> <b>2035</b>
Population	78,171      95,142      108,417
Employment	20,892      30,467      42,619
<b>Corridor Ranks</b>	
Volume/Capacity Ratio	14 / 30
Speed Differential	12 / 30
Crash Rates	2 / 30
Overall Rank	8 / 30

### Corridor Notes

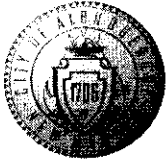
- Coors Blvd is the primary north-south facility in the AIMP Area west of the Rio Grande.
- The Coors CMP corridor extends nearly 20 miles from I-25 to NM 528. The corridor covers parts of unincorporated Bernalillo County and the City of Albuquerque, and provides access to the City of Rio Rancho (via NM 528).
- The most severe congestion occurs between I-40 and the Coors Bypass. There is very little congestion south of Rio Bravo Blvd.
- Congestion is tied to overall slow speeds across the corridor and particularly high volumes during the peak periods between Montañito and Paseo del Norte.
- Sections of Coors at Paseo del Norte and I-40 have daily volumes of more than 60,000 and 80,000 respectively.
- Crash rates across the corridor are significantly above the regional average and a major source of non-recurring congestion. The intersections at Central and Paseo del Norte both have crash rates more than four times the regional average.
- A considerable amount of infill development is projected along corridor with more than 13,000 new residents and 12,000 jobs piecemeal by 2035.

### Transit Characteristics

- ABQ Ride operates two routes along Coors Blvd (additional commuter routes run along small portions of northern Coors).
- The Rapid Ride Blue Line (Route 790) originates at the Northwest Transit Center and runs south on Coors to I-40 before connecting to Downtown and the University of New Mexico. Ridership on the Blue Line surpasses 2,000 on weekdays while UNM is in session. The vast majority of Blue Line riders board at the Northwest Transit Center or at Cottonwood mall and travel to UNM. Route 155 provides north-south local service along the Coors CMP corridor between Rio Bravo and Elison and averaged more than 1,100 riders per weekday in April 2011.
- The Northwest Transit Center at Coors and Elison is a major regional transit facility. A total of nine routes, four of which are commuter, operate out of the facility.



from MRC CG (comment)



Richard J. Berry  
Mayor

City of Albuquerque  
ABQ RIDE  
100 First Street  
Albuquerque, New Mexico 87102  
505.724.3100



Bruce Rizzieri  
Director

January 6, 2012

Ms. Catalina Lehner, Senior Planner  
City of Albuquerque  
Planning Department  
P.O. Box 1293  
Albuquerque NM 87103

*By electronic facsimile*

Re: Project #1003859  
Walmart at Coors and Montano  
Amended Comments

Ms. Lehner:

The Department wishes to expand on the original comments submitted to you for the December 8, 2011 hearing.

We have been in contact with the applicant's agent for several months, and during that time we discussed many theoretical ideas, including moving the existing bus stop on Montano, the creation of a Rapid Ride-sized stop (in anticipation of future traffic across the river) and even the possibility of an on-site park-and-ride on the Montano frontage. The application as actually submitted is somewhat smaller in scope, rendering many issues related to the Montano frontage moot, but allowing us opportunity to comment more precisely regarding Coors Boulevard.

With regard to the Amended Site Plan for Subdivision (SPS): The Department has no objection to the increase in the proposed number of lots. However: Nowhere on the two sheets of the Amended SPS does it state that the requirements of the original SPS (signed and dated by the DRB chair on June 22, 2005) consisting of three sheets of administrative and design guidelines is to be made part of the amended SPS. This is important to the Department in light of the "Transit Access" paragraph on page C-3, which makes an affirmative requirement for coordination of access and service with this Department at time of Site Plan for Building Permit.

With regard to the Site Plan for Building Permit (SPBP) itself:

As the SPBP request is now limited to the 11.5± acres of the Walmart site, the Department requests the applicant to include on the Coors frontage an 8 foot by 20 foot (8'x20') easement

Ms. Catalina Lehner  
January 6, 2012  
Project #1003859

for a "local" stop and shelter, behind the proposed six-foot sidewalk on Coors, centered approximately 90 feet (90') north of the north property line of Proposed Lot 2. *(We assume the meandering sidewalk will be placed in a public sidewalk easement.)* We would ask the applicant, at their cost, to construct the shelter pad, and construct and install a "Type C" standard transit shelter (including bench and trash receptacle) in accordance with the City's "Standard Specifications for Public Works Construction". Further, an ADA-compliant pedestrian connection on private land from the shelter location or the contiguous sidewalk to the southernmost "17 FT. Pedestrian Sidewalk" in the parking lot should be shown on the SPBP, and constructed.

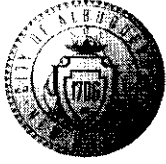
The Department would also request that the applicant grant , concurrent with the approval of the SPBP, a "paper" easement, for a 10 foot by 40 foot (10'x40') "Rapid Ride" shelter easement on Montano Road, behind the right-of-way line, and centered on the proposed property line between Lot 11 and Lot 12. For the present the Department intends only to construct the pad in the easement and relocate the current Montano bus stop to this location. In future, when the applicant proposes a SPBP for proposed Lots 10, 11, or 12, the Department would wish to re-open the discussion of [1] providing the shelter [2] providing electrical power to the shelter pad and [3] developing a "shared park-and-ride" somewhere on the site.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Lawrence Kline', with a long horizontal flourish extending to the right.

(s) Lawrence Kline FAICP, Principal Planner ABQ Ride

Cc: Andrew De Garmo  
Shabih Rizvi



Richard J. Berry  
Mayor

City of Albuquerque  
ABQ RIDE  
100 First Street  
Albuquerque, New Mexico 87102  
505.724.3100



Bruce Rizzieri  
Director

### MEMORANDUM

To: Ms. Catalina Lehner  
From: Lawrence Kline FAICP  
Re: Project #1003859 Walmart on Coors  
Date: December 6, 2012

Ms. Lehner:

Here are the more prosaic ramblings distilled into bullets for the Notice of Decision:

- The administrative and design requirements of the original Site Plan for Subdivision, dated June 22, 2005, shall have full force and effect in the Amended Site Plan for Subdivision.
- The applicant shall grant an 8 foot by 20 foot (8'x20') easement behind the proposed sidewalk on Coors Boulevard, centered approximately 90 feet (90') north of the north property line of Proposed Lot 2.
- The applicant shall install a shelter pad and Type C shelter within the shelter easement on Coors.
- The applicant shall construct an ADA-compliant path from the shelter or sidewalk to the southern-most 17' pedestrian path in the parking lot.
- The applicant shall grant a 10 foot by 40 foot (10'x40') shelter easement behind the current sidewalk on Montano, centered on the proposed property line between Lots 11 and 12. Construction needs in the easement on Montano will be determined when that frontage is developed.

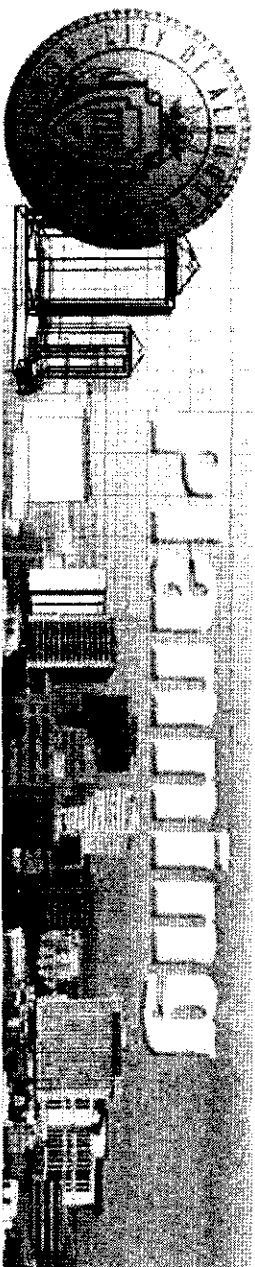
*(Catalina: We note that the applicant did take the 10% transit line reduction, but did not take the 5% transit shelter reduction, and therefore, strictly speaking, we cannot require them to install shelters.)*

CITY INFORMATION



## Albuquerque - Official City Website

### Planning Department



The Albuquerque Planning Department provides a full range of services from the processing of building permits to the development of long-range, regional plans and policies. The department also houses several quasi-judicial boards and commissions. The Department is comprised of several divisions, all of which are located in the Plaza del Sol Building, 600 Second Street NW. Business hours are **Monday - Friday, 8:00 a.m. to 5:00 p.m.** Our mailing address is P. O. Box 1293, Albuquerque, New Mexico 87103, **505-924-3860.**

#### Notices

##### EPC Public Hearing to be held Thursday, January 19, 2012

At Mayor Richard J. Berry's request - the EPC Hearing for the proposed Wal-Mart Store at Coors Boulevard NW and Montano Road NW **was deferred** from **Thursday, January 5, 2012 to Thursday, January 19, 2012, beginning at 3 p.m.**

The EPC Hearing will be held in the **San Miguel Room, Upper East Level** at the **Albuquerque Convention Center, 401 Second Street NW, Albuquerque, New Mexico.**


**PARKING:** Parking is available at the **East Albuquerque Convention Center Parking Structure** or the **Underground Parking Structure** at **One Civic Plaza. The City will not validate parking.** Parking is also available at paid private parking structures and meters.

The Planning Department Staff Reports regarding the Wal-Mart Project will be available on-line at <http://www.cabq.gov/planning/epc/epcagenda.html> on **Thursday, January 12, 2012.**

Paper copies of the staff report will also be available at the **Plaza Del Sol Building, Planning Department, 600 Second NW, Third Floor.**


For more information contact Catalina Lehner at [clehner@cabq.gov](mailto:clehner@cabq.gov).

**Project #1003859 - Proposed Site Development Plan (Updated 12-23-11)**  [pdf, 20.3MB] for **Large Retail Facility (LRF) at Coors Boulevard NW and Montano Road NW.**

» **Scope of Traffic Impact Study (TIS)**  [pdf, 32.9KB]

» **TIS update**  [pdf 8.08MB]

» **Traffic Engineer Comments regarding original TIS Update**  [pdf, 44.0MB]

» **TIS Update revision in response to Traffic Engineer comments**  [pdf, 24.2MB]

**Note:** The complete file is available for viewing at the Planning Department, Plaza del Sol Building, 600 Second Street NW, Albuquerque, New Mexico, 3rd floor.

For more information on this proposed project, please contact co-Staff Planners **Carmen Marrone, 505-924-3814** or **Catalina Lehner, 505-924-3935.**

#### **Project #1008887/11EPC-40051**

**The Albuquerque Bikeways and Trails Master Plan, 2011 Update** has been withdrawn to allow additional time to finalize the Plan. Is a Rank II facility plan that describes the bikeway system serving Albuquerque and contains a list of proposed projects.

This plan combines the City's two previous planning documents – the Trails and Bikeways Facility Plan and the On-Street Bicycle Plan – into one resource. Combining these plans will help the City better manage the growth of the bikeway and multi-use trail system. The overarching purpose is to ensure a well-connected, enjoyable and safe non-motorized transportation and recreation system throughout the metropolitan area. The plan includes design guidelines for both on-street bicycle facilities and multi-use trails. Key recommendations address education and outreach, closing gaps in the system, maintenance, and wayfinding. There is also a detailed list of projects to improve the bicycle system and individual facilities.

If you have questions concerning the proposed Plan update, please email **Carrie Barkhurst**, Planner, or call her at **505-924-3879** for more information.

#### **Get Your House In Order**

Do you have more than one house, a guesthouse or apartment on your property? If so, do you know that it might be illegal? You need to make sure all the homes on your property are allowed to remain.

The Zoning Code, which regulates all land use within the City of Albuquerque, was first adopted on March 27, 1959. Adoption of

**Lehner, Catalina L.**

**From:** Winklepleck, Stephani I.  
**Sent:** Tuesday, December 13, 2011 11:14 AM  
**Subject:** Project #1003859/11EPC-40067 & 11EPC-40068 & 04EPC-01845 - Tierra West, LLC for Silver Leaf Ventures LLC

**Importance:** High

Greetings to All:

I was asked by Ms. Marrone to please send the following notice to all affected parties regarding the proposed Wal-Mart at Coors Boulevard NW and Montano Road NW.

Stephani Winklepleck, ONC

\*\*\*\*\*

At Mayor Richard J. Berry's request - the EPC Hearing for the proposed Wal-Mart Store at Coors Boulevard NW and Montano Road NW has been deferred from **Thursday, January 5, 2012** to **Thursday, January 19, 2012**. beginning at 3 p.m.

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Paper copies of the staff report will also be available at the **Plaza Del Sol Building, Planning Department, 600 Second Street NW, Third Floor.**

For more information contact Catalina Lehner at [clehner@cabq.gov](mailto:clehner@cabq.gov).

*Carmen Marrone, Manager  
Current Planning Section  
Urban Design & Development Division  
Planning Department*

## Carruthers, Madeline

---

**From:** Conrad, Matt A.  
**Sent:** Friday, December 09, 2011 4:09 PM  
**To:** Carruthers, Madeline  
**Subject:** Fw: Coors and Montano Deferral

Here you go.

---

**From:** Ron Bohannon <rrb@tierrawestllc.com>  
**To:** Conrad, Matt A.; Marrone, Carmen M.  
**Cc:** michelle@mhenrie.com <michelle@mhenrie.com>  
**Sent:** Fri Dec 09 15:55:38 2011  
**Subject:** Coors and Montano Deferral

Carmen and Matt we have reviewed your request and my client has agreed to the deferral of the hearing to Jan 19<sup>th</sup>. We would propose the hearing to start at 3 pm in the afternoon. That time will allow all of the presentations and public comment period in one meeting. If the meeting starts later the hearing may go late into the evening. Please let us know when you can the final details when you can.

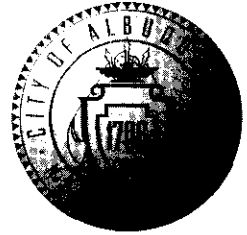
Call if there are any questions.

Ronald R. Bohannon, P.E.  
President  
Tierra West LLC (WOBE)  
5571 Midway Park Place  
Albuquerque, NM 87109  
505-858-3100 ext 203  
800-245-3102  
[www.tierrawestllc.com](http://www.tierrawestllc.com)

# CITY OF ALBUQUERQUE

## Planning Department

Deborah L. Stover, Director  
600 2<sup>nd</sup> Street NW – 3<sup>rd</sup> Floor  
Albuquerque, NM 87102



Richard J. Berry, Mayor

December 8, 2012

Ronald R. Bohannon, P.E.  
Tierra West LLC  
5571 Midway Park Place NE  
Albuquerque NM 87109

RE: Project #1003859

Dear Mr. Bohannon,

Please accept this as a formal request by the Planning Department, on behalf of Mayor Berry, for your consideration and acceptance of a rescheduling of the Environmental Planning Commission (EPC) hearing for the site development plan submittals for the site at Montano and Coors Boulevards until January 19, 2012 at 5:00 pm.

PO Box 1293

Several neighborhood groups have expressed the concern that the currently scheduled hearing date of January 5, 2012 may be too close to the end of the Holiday Season and is during the first week that schools restart after their break. These two additional weeks may allow for better public participation in the development review process, which could benefit the applicant, the public, and the process.

Albuquerque

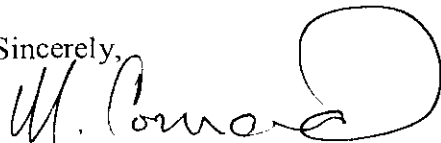
Please respond by the morning of Friday December 9, 2012, as the legal advertisement will have to be altered in the event of a positive response from you and your client.

NM 87103

Thank you for your careful and thoughtful consideration of this request.

[www.cabq.gov](http://www.cabq.gov)

Sincerely,

  
Matthew Conrad  
Acting Planning Director

cc: Richard J. Berry, Mayor

# CITY OF ALBUQUERQUE



Mr. Ron Bohannon, P.E.  
Tierra West LLC  
5571 Midway Park Place NE  
Albuquerque, NM 87109

**RE: Project No. 1003859**

November 10, 2011

Dear Mr. Bohannon:

The City of Albuquerque Planning Department has reviewed your application for a Site Development Plan for Subdivision and Site Development Plan for Building Permit in the North Andalucia @ La Luz Subdivision, Project #1003859. On the day the application was submitted, 10/27/11, it lacked an updated Traffic Impact Study (TIS) and a View Analysis, as required by the *Coors Corridor Plan*, a Rank 3 Sector Development Plan. The updated TIS was submitted on Monday, November 7 and is under preliminary review by our Transportation Staff.

Several members of the public have requested copies of the updated TIS and a View Analysis demonstrating compliance with the View Regulations of the *Coors Corridor Plan*. The Planning Department intends to provide copies of the TIS to the public early next week. However, we are still lacking the View Analysis. City staff cannot complete their review of the application without the View Analysis and the public needs sufficient time to review and comment on the TIS and the View Analysis in time for the December 8, 2011 EPC Hearing.

Under the EPC Rules of Conduct, Section B.11, "All written materials including petitions, legal analysis, and other documents should be submitted to the Planning Department at least 10 days prior to the EPC hearing, in time for full consideration by staff and presentation to the EPC at its Study Session." The EPC Study Session is scheduled for December 1. Under the best circumstances, if the updated TIS and the View Analysis are available to the public by the middle of next week, the public would have two weeks, at best, to review, analyze, and comment on the information in order to comply with EPC Rule B.11. Given the complexities of the application, two weeks may not be enough time for the public and Planning Staff to perform a thorough analysis on the late information and may raise issues of the public's due process.

In order to provide adequate time for review and analysis of the updated TIS and the not-yet-available View Analysis, the Planning Department is requesting a 4-week deferral of this request to January 5, 2012, at a Special EPC Hearing. We feel the additional time will allow a thorough understanding of the critical information that has not yet been made public.

PO Box 1293

Albuquerque

NM 87103

[www.cabq.gov](http://www.cabq.gov)

I hope you understand our concern and will agree with a 4-week deferral of this matter which will mean that the case will not be discussed at the December 8 EPC hearing. If you have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,



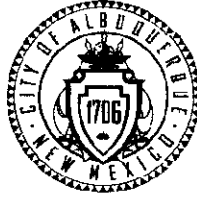
Carmen Marrone, Manager  
Current Planning Section  
Urban Design & Development Division  
City of Albuquerque, Planning Department

cc:

Catalina Lehner, Senior Planner  
Anita Miller, Assistant City Attorney

NOTIFICATION





**City of Albuquerque**  
P.O. Box 1293, Albuquerque, NM 87103

October 26, 2011

Cynthia Abeyta  
Tierra West, LLC  
5571 Midway Park Place NE/87109  
Phone: 505-858-3100/Fax: 505-858-1118  
E-Mail: [cynthia.abeyta@tierrawest.com](mailto:cynthia.abeyta@tierrawest.com)

Dear Cynthia:

Thank you for your inquiry of **October 26, 2011** requesting the names of **ALL Neighborhood and/or Homeowner Associations and Coalitions** who would be affected under the provisions of O-92 by your proposed project at **(EPC SUBMITTAL) – TRACT 1B-1, PARADISE HILLS NORTH, LOCATED ON GOLF COURSE ROAD NW BETWEEN McMAHON BOULEVARD NW AND IRVING BOULEVARD NW** zone map

**A-12.**

Our records indicate that the **Neighborhood and/or Homeowner Associations and Coalitions** affected by this proposal and the contact names are as follows:

**SEE “ATTACHMENT A” FOR NAMES OF NEIGHBORHOOD AND/OR HOMEOWNER ASSOCIATIONS AND COALITIONS TO CONTACT FOR THIS (EPC SUBMITTAL) – swinklepleck – 10-26-11.**

Please note that according to O-92 you are required to notify each of these contact persons by **certified mail, return receipt requested, before** the Planning Department will accept your application filing. **IMPORTANT! Failure of adequate notification may result in your Application Hearing being deferred for 30 days.** If you have any questions about the information provided, please contact me at (505) 924-3902 or via an e-mail message at [swinklepleck@ciabq.org](mailto:swinklepleck@ciabq.org) or by fax at (505) 924-3913.

Sincerely,  
*Stephani Winklepleck*  
Stephani Winklepleck  
Neighborhood Liaison  
OFFICE OF NEIGHBORHOOD COORDINATION  
Planning Department

**PLEASE NOTE:** The Neighborhood and/or Homeowner Association information listed in this letter is valid for one (1) month. If you haven't filed your application within one (1) month of the date of this letter – you will need to get an updated letter from our office. It is your responsibility to provide current information – outdated information may result in a deferral of your case.

**LETTERS MUST BE SENT TO BOTH CONTACTS OF EACH NEIGHBORHOOD AND/OR HOMEOWNER ASSOCIATION.**

# !!!Notice to Applicants!!!

## SUGGESTED INFORMATION FOR NEIGHBORHOOD NOTIFICATION LETTERS

Applicants for Zone Change, Site Plan, Sector Development Plan approval or an amendment to a Sector Development Plan by the EPC, DRB, etc. are required under Council Bill O-92 to notify all affected neighborhood and/or homeowner associations **PRIOR TO FILING THE APPLICATION TO THE PLANNING DEPARTMENT**. Because the purpose of the notification is to ensure communication as a means of identifying and resolving problems early, it is essential that the notification be fully informative.

### WE RECOMMEND THAT THE NOTIFICATION LETTER INCLUDE THE FOLLOWING INFORMATION:

1. The street address of the subject property.
2. The legal description of the property, including lot or tract number (if any), block number (if any), and name of the subdivision.
3. A physical description of the location, referenced to streets and existing land uses.
4. A complete description of the actions requested of the EPC:
  - a) If a **ZONE CHANGE OR ANNEXATION**, the name of the existing zone category and primary uses and the name of the proposed category and primary uses (i.e., "from the R-T Townhouse zone, to the C-2 Community Commercial zone").
  - b) If a **SITE DEVELOPMENT OR MASTER DEVELOPMENT PLAN** approval or amendment describes the physical nature of the proposal (i.e., "an amendment to the approved plan to allow a drive-through restaurant to be located just east of the main shopping center entrance off Montgomery Blvd.").
  - c) If a **SECTOR DEVELOPMENT PLAN OR PLAN AMENDMENT** a general description of the plan area, plan concept, the mix of zoning and land use categories proposed and description of major features such as location of significant shopping centers, employment centers, parks and other public facilities.
  - d) The name, address and telephone number of the applicant and of the agent (if any). In particular the name of an individual contact person will be helpful so that neighborhood associations may contact someone with questions or comments.

## Information from the Office of Neighborhood Coordination

The following information should always be in **each** application packet that you submit for an EPC or DRB application. Listed below is a "Checklist" of the items needed.

- ONC's "Official" Letter to the applicant (if there are associations). A copy must be submitted with application packet -OR-**
- The ONC "Official" Letter (if there are no associations). A copy must be submitted with application packet.
- Copies of Letters to Neighborhood and/or Homeowners Associations (if there are associations). A copy must be submitted with application packet.**
- Copies of the certified receipts to Neighborhood and/or Homeowners Associations (if there are associations). A copy must be submitted with application packet.**

**Just a reminder - Our ONC "Official" Letter is only valid for a one (1) month period and if you haven't submitted your application by this date, you will need to get an updated letter from our office.**

Any questions, please feel free to contact Stephani at 924-3902 or via an e-mail message at [swinklepleck@cabq.gov](mailto:swinklepleck@cabq.gov).

Thank you for your cooperation on this matter.

\*\*\*\*\*  
(below this line for ONC use only)

Date of Inquiry: **10/26/11** Time Entered: **8:35 a.m.** ONC Rep. Initials: **siw**

# “ATTACHMENT A”

Cynthia Abeyta  
Tierra West, LLC  
5571 Midway Park Place NE/87109  
Phone: 505-858-3100/Fax: 505-858-1118  
E-Mail: [cynthia@tierrawest.com](mailto:cynthia@tierrawest.com)  
Zone Map: E-12

## **LA LUZ DEL SOL N.A. (LDS) “R”**

### **\*Suzanne Fetsco**

23 Wind NW/87120 831-6622 (h)

Art Woods

33 Wind Rd. NW/87120 890-8664 (h)

## **LA LUZ LANDOWNERS ASSOC. (LUZ) “R”**

### **\*Heather Badal**

4 Tennis Ct. NW/87120 881-7892 (h)

Rae Perls

15 Tennis Ct. NW/87120 898-8833 (h)

## **TAYLOR RANCH N.A. (TRN) “R”**

### **\*David Waters**

5601 La Colonia Dr. NW/87120 897-5771 (h)

Rene Horvath

5515 Palomino Dr. NW/87120 898-2114 (h)

## **RIO OESTE H.O.A. (ROH)**

### **\*Eric Speck**

4104 Zarzuela NW/87120 508-0031 (h) 214-755-3455 (w)

Sandra Tinlin

4105 Moncloa Ct. NW/87120 980-1526 (c)

## **\* ANDALUCIA H.O.A., INC. (AND)**

Ann Prinz

4611 Mijas Dr. NW/87120 352-0625 (h)

Kahleedah Clarke

2823 Richmond Dr. NE/87107 266-0000 (o)

## **NORTHWEST ALLIANCE OF NEIGHBORS**

**\*Dan Serrano**, 4409 Atherton Way NW/87120 249-7994 (c)

## **WESTSIDE COALITION OF N.A.'S**

**\*Gerald C. Worrall**, 1039 Pinatubo Pl. NW/87120 839-0893 (h)

Candy Patterson, 7608 Elderwood NW/87120 321-1761 (c)

**\* denotes president of association**

# TIERRA WEST, LLC

October 27, 2011

Heather Badai  
La Luz Landowners Assoc.  
4 Tennis Ct. NW  
Albuquerque, NM 87120

**RE: Lots 1, 2 & 3  
North Andalusia @ La Luz  
Project # 1002484  
Zone Atlas Page C-18**

Dear Heather:

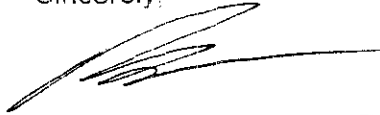
The purpose of this letter is to inform you and the members of the La Luz Landowners Association that Tierra West, LLC has submitted a request for an Amended Site Development Plan for Subdivision and Site Development Plan for Building Permit to the Environment Planning Commission (EPC) for Lots 1, 2 & 3, North Andalusia @ La Luz. The site is 23.9 acres and located at the southeast corner of Coors Boulevard and Montano Road.

The Amended Site Development Plan for subdivision proposes the creation of twelve lots (see enclosed Amended Site Development Plan for Subdivision). All three lots are currently zoned SU-1 for C-2, O-1 and PRD (20 du per acre) are proposed to contain smaller retail, restaurant, and service uses consistent with the C-2 and O-1 zones.

The Site Development Plan for Building Permit covers Lot 1 of the subject site and is comprised of 11.47 acres. The proposal is for a Walmart store that will serve as the major anchor of the proposed center. The architectural style proposed is consistent with the approved Designed Standards established for North Andalusia @ La Luz. The buildings are designed with stucco surfaces, stacked stone wainscot and interesting changes in wall planes. Shaded outdoor seating areas are provided adjacent to the Walmart store

The EPC hearing for this application will be held on December 8, 2011 at 8:30 AM, located at the Plaza Del Sol Building, 600 2<sup>nd</sup> Street NW. Please feel free to call me at 858-3100 to schedule a meeting on this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ronald R. Bohannon', with a long horizontal flourish extending to the right.

Ronald R. Bohannon, P.E.

Enclosure/s

JN: 2011001  
RRB/jg/kdk

Candy Roberts  
Westside Coalition of N.M.  
7508 Enderwood NW  
Albuquerque, NM 87121

7009 2820 0000 7578 7073

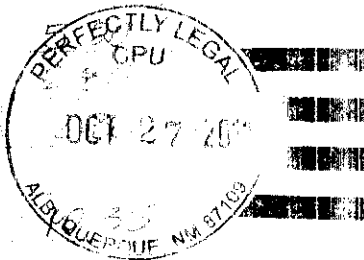


Rae Perls  
La Luz Landowners Assoc.  
15 Tennis Ct. NW  
Albuquerque, NM 87120

PS Form 3800, August 2006 See Reverse for Instructions

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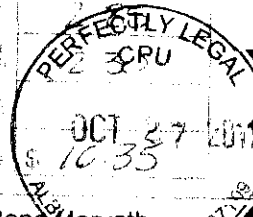


Heather Badal  
La Luz Landowners Assoc  
4 Tennis Ct. NW  
Albuquerque, NM 87120

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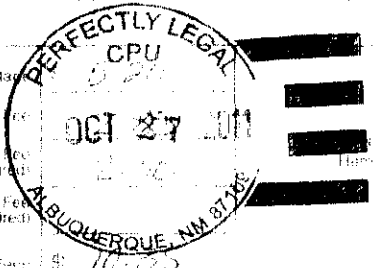


Rene Horvath  
Taylor Ranch N.A.  
5515 Palomino Dr. NW  
Albuquerque, NM 87120

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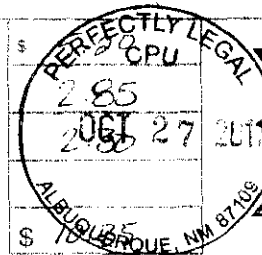


Eric Speck  
Rio Oeste N.A.  
4104 Zarzuela NW  
Albuquerque, NM 87120

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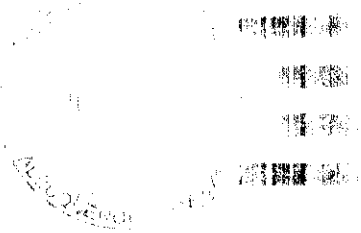
For delivery information visit our website at [www.usps.com](http://www.usps.com)



Sandra Tinlin  
Rio Oeste N.A.  
4105 Moncloa Ct. NW  
Albuquerque, NM 87120

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7009 2620 0000 7578 7103



Suzanne P. ...  
La Luz Del Sol N.A.  
23 Wind Rd. NW  
Albuquerque NM 87120

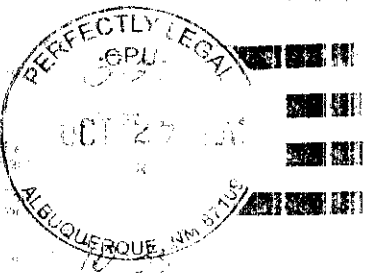


Art Woods  
La Luz Del Sol N.A.  
33 Wind Rd. NW  
Albuquerque, NM 87120

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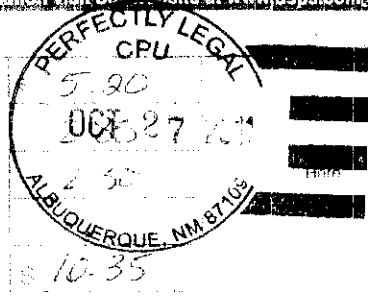
U.S. Postal Service  
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Kahleelah Clarke  
Andalucia H.O.A., Inc.  
2823 Richmond Dr. NE  
Albuquerque NM 87120

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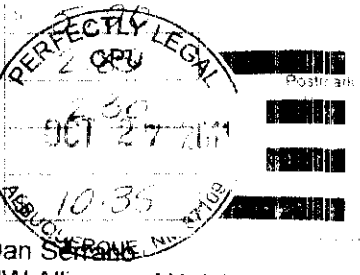
Send to  
David Waters  
Taylor Ranch N.A.  
5601 La Colonia Dr. NW  
Albuquerque, NM 87120

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7009 2620 0000 7578 7026

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Send to  
Dan Serrano  
NW Alliance of Neighbors  
4409 Atherton Way NW  
Albuquerque, NM 87120

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7009 2620 0000 7578 7011

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Postage	\$ 2.85	
Certified Fee	2.50	
Return Receipt Fee (Endorsement Required)	2.50	
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$ 10.35	

Send to  
Gerald C. Worrall  
Westside Coalition of N.A.'s  
1039 Pinatubo Pl. NW  
Albuquerque, NM 87120

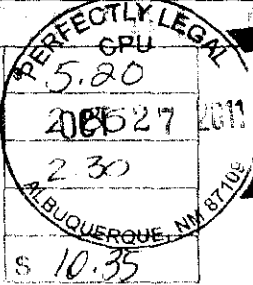
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7011 0470 0002 3320 8976

Postage	5.20
Certified Fee	208527
Return Receipt Fee (Endorsement Required)	2.30
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$ 10.35



Sent To: **Ann Prinz**  
Street, Apt. No.: **Andalucia H.O.A., Inc.**  
or PO box No.: **4611 Mijas Dr. NW**  
City, State, ZIP+4: **Albuquerque, NM 87120**



gaw

# TIERRA WEST, LLC

December 27, 2011

Gerald Worrall  
Westside Coalition of N.A.'s  
1039 Pinataubo Pl. NW  
Albuquerque, NM 87120

**RE: Lots 1, 2 & 3  
North Andaluca @ La Luz  
Project # 1003859  
Zone Atlas Page C-18**

Dear Gerald:

As a result of facilitated meetings and discussions with Planning Staff, Tierra West, LLC has made several revisions to the plans for North Andaluca @ La Luz. These revisions include: eliminating a truck access point from Learning Road (across from the Bosque School); modifying parking fields on all sides of the building; providing additional clarification in response to Staff's initial review; adding more details or clarification notes throughout the plans; modifying the front building elevations and pedestrian areas; and clarifying the view plane cross section locations and elevations.

Sincerely,



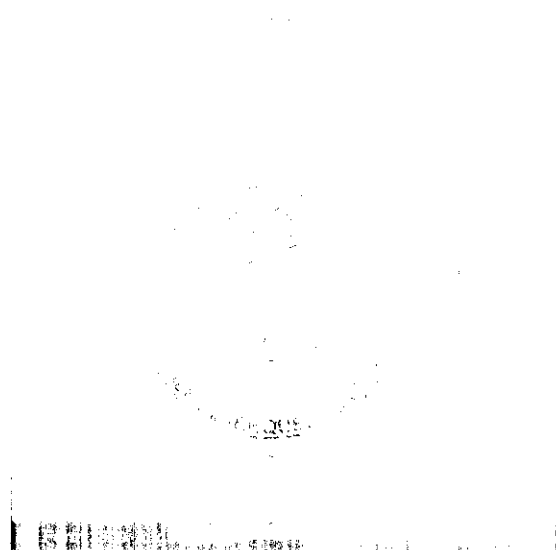
Ronald R. Bohannon, P.E.

Enclosure/s

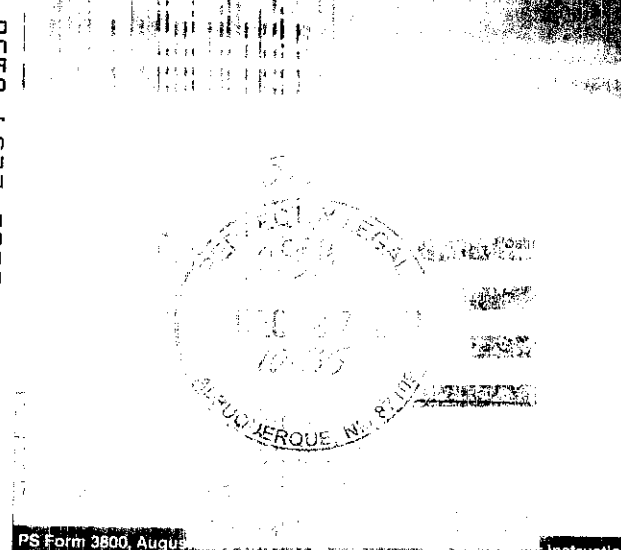
JN: 2011001  
RRB/jg/kdk

5571 Midway Park Place NE Albuquerque, NM 87109  
(505) 858-3100 Fax (505) 858-1118 1-800-245-3102  
tierrawestllc.com

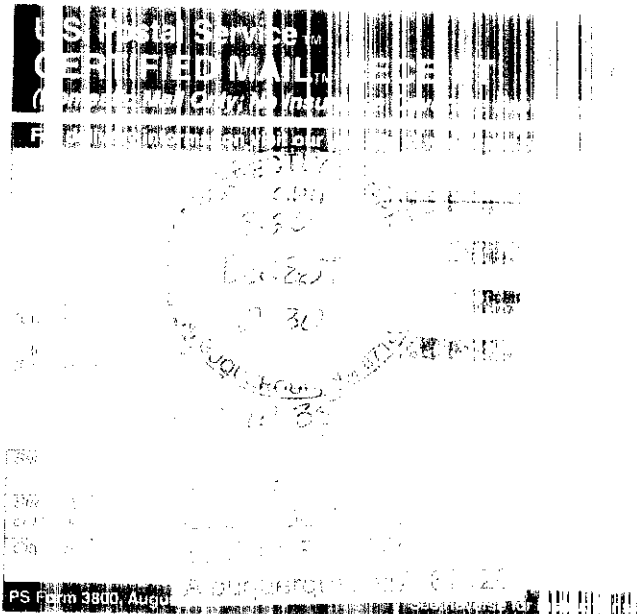
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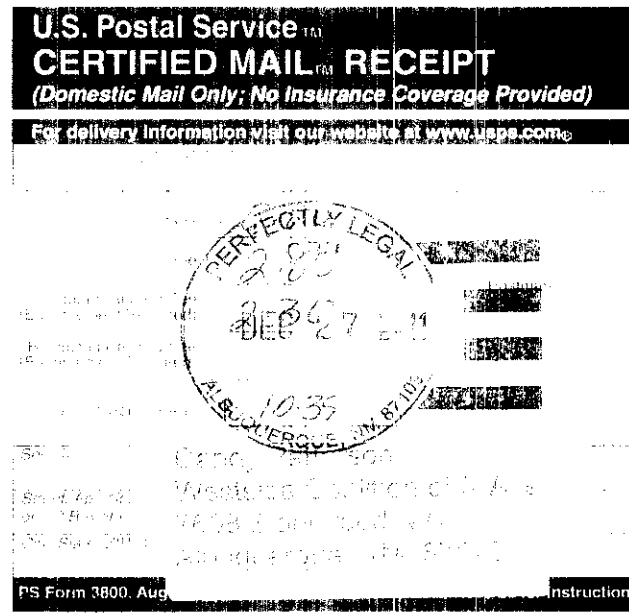
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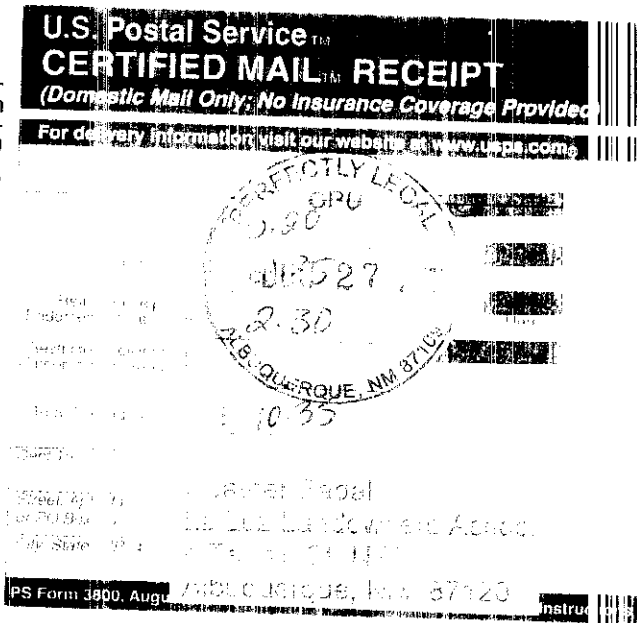
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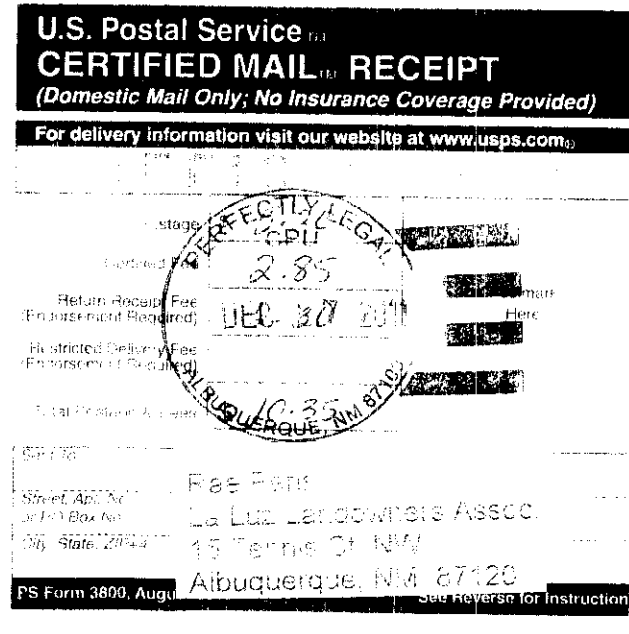
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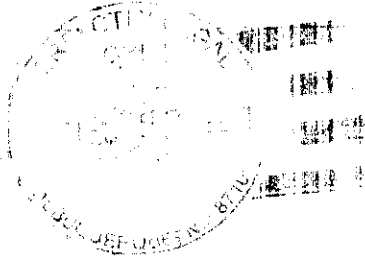
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7010 2780 0003 2259 8178

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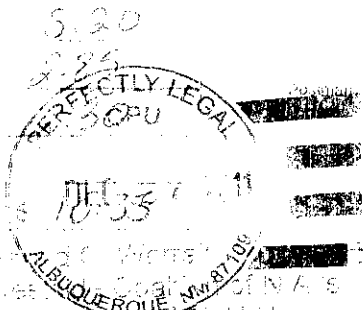


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7010 2780 0003 2259 8710

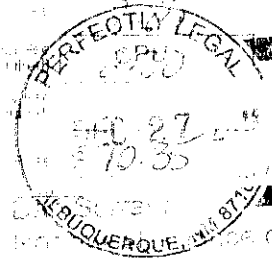


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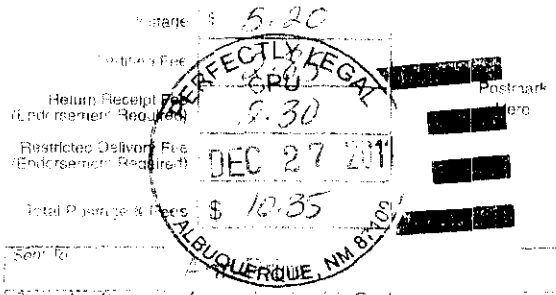


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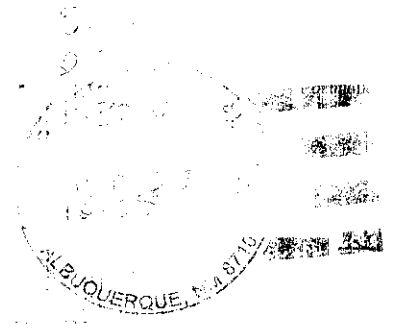
Andalucia H.O.A.  
4800 Mijs Dr. NW  
Albuquerque, NM 87120

7010 2760 0003 2259 9007

Form 8800, August 1973

7010 2760 0003 2259 8758

Form 8800, August 1973 Instructions



**CITY OF ALBUQUERQUE  
PLANNING DEPARTMENT  
PROPERTY OWNERSHIP LIST**

**Meeting Date:** Thursday, January 19, 2012 **Project# 1003859**  
**Zone Atlas Page:** E-12  
**Notification Radius:** Neighborhood Associations  
**100ft plus r.o.w**

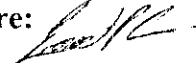
**Cross Reference and Location:** Coors Blvd Between Montano Rd. NW and Learning Rd.

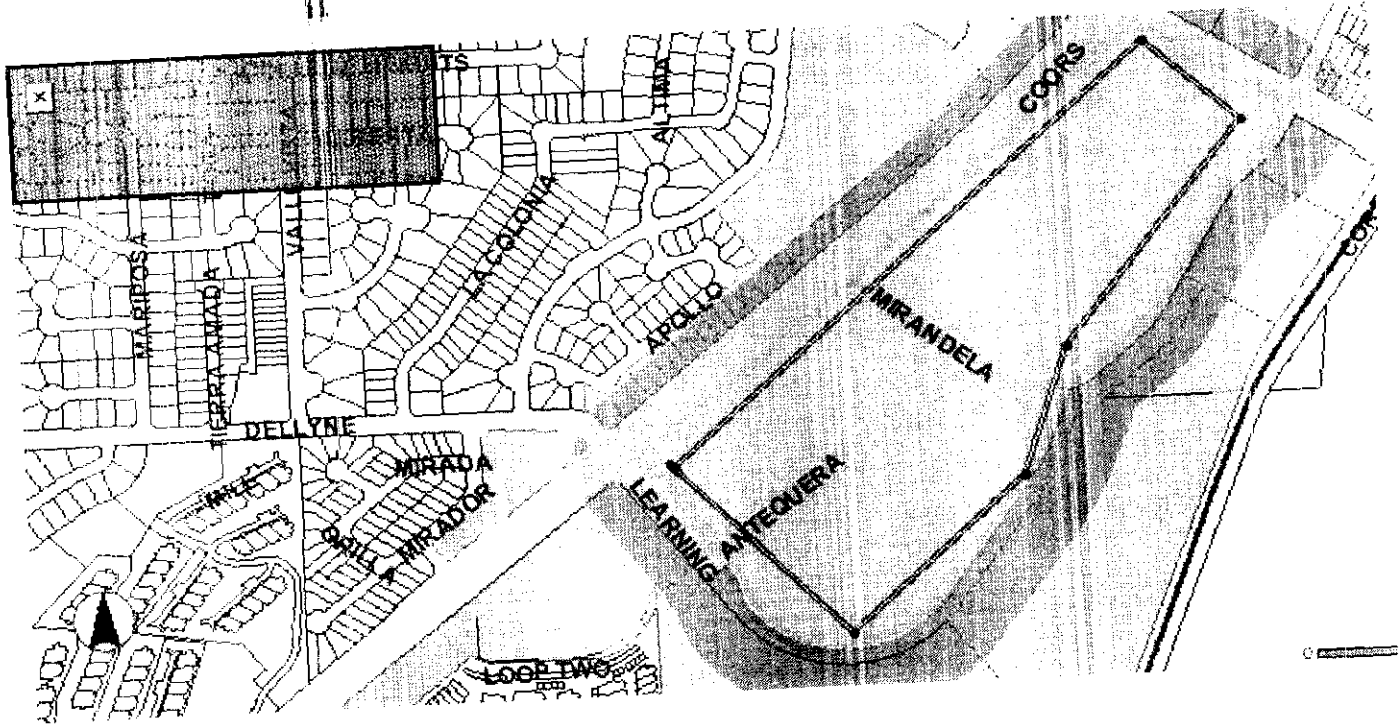
**Applicant:** Silver Leaf Ventures LLC  
5319 Menaul Blvd NE  
Albuquerque, NM 87110

**Agent:** Tierra West LLC  
5571 Midway Park Place NE  
Albuquerque, NM 87109

**Special Instructions:**

**Notice must be mailed from the  
City's 15 day's prior to the meeting.**

**Date Mailed:** 12-28 11  
**Signature:** 



KARA AZIM  
Or Current Occupant  
5336 APOLLO DR NW  
ALBUQUERQUE NM 87120

SPS INVESTMENTS LLC & COORS  
ROAD LAND INVESTMENTS LLC  
Or Current Occupant  
8300 CARMEL AVE NE SUITE 401  
ALBUQUERQUE NM 87122

BOSQUE SCHOOL  
Or Current Occupant  
4000 LEARNING RD  
ALBUQUERQUE NM 87120

GUZMAN DAVID L & MARIA E  
Or Current Occupant  
5300 APOLLO DR NW  
ALBUQUERQUE NM 87120

CORDOVA LOUIE  
Or Current Occupant  
5236 APOLLO DR NW  
ALBUQUERQUE NM 87120

SANCHEZ DEREK & FELIX ANDREA  
Or Current Occupant  
5320 APOLLO DR NW  
ALBUQUERQUE NM 87120

RAMOS CHARLES L  
Or Current Occupant  
1024 BADGER CT  
SANTA ROSA CA 95409

BOSQUE SCHOOL  
Or Current Occupant  
4000 LEARNING RD  
ALBUQUERQUE NM 87120

ARVIDSON DENISE LYNN & HICKS  
SHERYL MARLENE  
Or Current Occupant  
5324 APOLLO DR NW  
ALBUQUERQUE NM 87120

BOSQUE SCHOOL  
Or Current Occupant  
4000 LEARNING RD  
ALBUQUERQUE NM 87120

HALLE PROPERTIES LLC DEPT 1100  
NMA07  
Or Current Occupant  
20225 N SCOTTSDALE RD  
SCOTTSDALE AZ 85255

JPS LLC C/O MAESTAS & WARD  
PROP. MGMT.  
Or Current Occupant  
PO BOX 91090  
ALBUQUERQUE NM 87199

SILVER LEAF VENTURES LLC  
Or Current Occupant  
5319 MENAUL BLVD NE  
ALBUQUERQUE NM 87110

THELEN MELANIE  
Or Current Occupant  
3616 CALLE OVEJA CT NW  
ALBUQUERQUE NM 87120

SILVER LEAF VENTURES LLC  
Or Current Occupant  
5319 MENAUL BLVD NE  
ALBUQUERQUE NM 87110

WOLVERINE LAND COMPANY LLC  
Or Current Occupant  
8525 JEFFERSON NE  
ALBUQUERQUE NM 87113

DADIAN PATRICIA A  
Or Current Occupant  
5332 APOLLO DR NW  
ALBUQUERQUE NM 87120

MONTOYA BENITO O & PATRICK G  
PADILLA  
Or Current Occupant  
3615 CALLE OVEJA CT NW  
ALBUQUERQUE NM 87120

SAAVEDRA HENRY & CHARISSA  
Or Current Occupant  
5316 APOLLO DR NW  
ALBUQUERQUE NM 87120

JPS LLC  
Or Current Occupant  
7600 JEFFERSON NE  
ALBUQUERQUE NM 87109

SANDOVAL RUBEN & SHANNON  
Or Current Occupant  
10901 CARTAGENA AVE SW  
ALBUQUERQUE NM 87121

GARCIA JOHN & ROSE MARIE  
Or Current Occupant  
5304 APOLLO DR NW  
ALBUQUERQUE NM 87120

SILVER LEAF VENTURES LLC  
Or Current Occupant  
5319 MENAUL BLVD NE  
ALBUQUERQUE NM 87110

SISNEROS MANUEL E  
Or Current Occupant  
5228 APOLLO DR NW  
ALBUQUERQUE NM 87120

WRIGHT REAL ESTATE LLC  
Or Current Occupant  
4959 E RED ROCK DR  
PHOENIX AZ 85018

CAVALIER INVESTMENTS LLC  
Or Current Occupant  
PO BOX 35754  
ALBUQUERQUE NM 87176

GIL VIRGILIO S  
Or Current Occupant  
6506 CALLE REDONDA NW  
ALBUQUERQUE NM 87120

BLEA WALTER A & FLORA  
Or Current Occupant  
5308 APOLLO DR NW  
ALBUQUERQUE NM 87120

WRIGHT MICHAEL S & PAREO  
SHANNYN C  
Or Current Occupant  
5416 FAIR AVE APT 1122  
NORTH HOLLYWOOD CA 91601

BOSQUE MONTANO HOMEOWNERS  
ASSOCIATION INC C/O CAROL  
RICKERT & ASSOCIATES  
Or Current Occupant  
4121 EUBANK BLVD NE  
ALBUQUERQUE NM 87111

SILVER LEAF VENTURES LLC  
Or Current Occupant  
5319 MENAUL BLVD NE  
ALBUQUERQUE NM 87110

GONZALES JOHNNY MITCHELL  
Or Current Occupant  
1417 SAMOA WAY  
LAGUNA BEACH CA 92651

LA LUZ LANDOWNERS  
ASSOCIATION  
Or Current Occupant  
1 LOOP ONE NW A  
ALBUQUERQUE NM 87120

BROUGHTON RANDALL J  
Or Current Occupant  
5224 APOLLO DR NW  
ALBUQUERQUE NM 87120

BOSQUE SCHOOL  
Or Current Occupant  
4000 LEARNING RD  
ALBUQUERQUE NM 87120

CORDOVA ROGER S  
Or Current Occupant  
3609 CALLE OVEJA CT NW  
ALBUQUERQUE NM 87120

PEKNIK GEORGE & SABINA  
Or Current Occupant  
3612 CALLE OVEJA CT NW  
ALBUQUERQUE NM 87120

TAYLOR JOEL P ETUX ETAL TRUST %  
WELLS FARGO BNK NM N.A.  
Or Current Occupant  
PO BOX 1968  
ALBUQUERQUE NM 87103

CARLSON DENNIS L & SANDRA M  
Or Current Occupant  
5232 APOLLO DR NW  
ALBUQUERQUE NM 87120

AMERICAN REALPROP  
Or Current Occupant  
5601 TAYLOR RANCH DR NW  
ALBUQUERQUE NM 87120

SILVER LEAF VENTURES LLC  
Or Current Occupant  
5319 MENAUL BLVD NE  
ALBUQUERQUE NM 87110

SULEIMAN IMAN  
Or Current Occupant  
5328 APOLLO DR NW  
ALBUQUERQUE NM 87120

MARRIOTT JOHN T & MARRIOTT  
MARY M  
Or Current Occupant  
3602 CALLE OVEJA CT NW  
ALBUQUERQUE NM 87114

RAVER JOHN R  
Or Current Occupant  
5220 APOLLO DR NW  
ALBUQUERQUE NM 87120

Tierra West LLC  
5571 Midway Park Place NE  
Albuquerque, NM 87109

Silver Leaf Ventures LLC  
5319 Menaul Blvd NE  
Albuquerque, NM 87110

Candy Patterson  
Westside Coalition of N.A.'s  
7608 Elderwood NW  
Albuquerque, NM 87120

Rae Perls  
La Luz Landowners Assoc.  
15 Tennis Ct. NW  
Albuquerque, NM 87120

Heather Badal  
La Luz Landowners Assoc.  
4 Tennis Ct. NW  
Albuquerque, NM 87120

Rene Horvath  
Taylor Ranch N.A.  
5515 Palomino Dr. NW  
Albuquerque, NM 87120

Eric Speck  
Rio Oeste N.A.  
4104 Zarzuela NW  
Albuquerque, 87120

Sandra Tinlin  
Rio Oeste N.A.  
4105 Moncloa Ct. NW  
Albuquerque, NM 87120

Suzanne Fetsco  
La Luz Del Sol N.A.  
23 Wind Rd. NW  
Albuquerque, NM 87120

Art Woods  
La Luz Del Sol N.A.  
33 Wind Rd NW  
Albuquerque, NM 87120

Kahleetah Clarke  
Andalucia H.O.A. Inc.  
2823 Richmond Dr. NE  
Albuquerque, NM 87107

David Waters  
Taylor Ranch N.A.  
5601 La Colonia Dr. NW  
Albuquerque, NM 87120

Dan Serrano  
NW Alliance of Neighbors  
4409 Atherton Way NW  
Albuquerque, NM 87120

Gerald C Worrall  
Westside Coalition of N.A.'s  
1039 Pinatubo Pl. NW  
Albuquerque, NM 87120

Ann Prinz  
Andalucia H.O.A Inc.  
4611 Mijas Dr. NW  
Albuquerque NM 87120





NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Albuquerque Environmental Planning Commission (EPC) will hold a **Public Hearing on Thursday, January 19, 2012 at 3:00 p.m.**, in the San Miguel Room, Upper East Level at the Albuquerque Convention Center, 401 Second Street NW, Albuquerque, NM to consider the items described below.

**PARKING:** Parking is available at the East Albuquerque Convention Center Parking Structure or the Underground Parking Structure at One Civic Plaza. The City **will not** validate parking. Parking is also available at paid private parking structures and paid meters.

The Planning Department staff reports regarding the following items will be available on **Thursday, January 12, 2012**, on-line at [cabq.gov/planning](http://cabq.gov/planning). Limited hard copies of the staff reports will also be available at the Planning Department, 600 Second Street NW, 3<sup>rd</sup> Floor, Albuquerque, NM.

**Project# 1003859**  
11EPC-40067 Site Development Plan for Building Permit  
11EPC-40068 Site Development Plan for Subdivision Amendment

Tierra West LLC, agent for Silver Leaf Ventures LLC, requests a site development plan for building permit for all or a portion of Tracts 1-3, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 & PRD (20 du/ac), located on Coors Blvd. NW between Montano Rd. NW and Mirandela St., containing approximately 24 acres; and a site development plan for subdivision amendment for all or a portion of Tracts 1-6, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 & PRD (20 du/ac), located on Coors Blvd. NW between Montano Rd. NW and Learning Rd., containing approximately 60 acres. (E-12) Carmen Marrone and Catalina Lehner, Staff Planners

**Project# 1003859**  
04EPC-01845 Site Development Plan for Subdivision

Tierra West LLC, agent for Silver Leaf Ventures LLC, requests a five year extension of the life of a site development plan for subdivision for all or a portion of Tracts 1-9, North Andalucia at La Luz, zoned SU-1 for C-2, O-1 & PRD (20 du/ac), located on Coors Blvd. NW between Montano Rd. NW and Learning Rd., containing approximately 70 acres. (E-12) Carmen Marrone and Catalina Lehner, Staff Planners

Details of these applications may be examined at the Current Planning Division of the Planning Department, 3rd Level, Plaza Del Sol Building, 600 Second Street NW, between 8:00 a.m. and 5:00 p.m., Monday through Friday, or you may call 924-3860. **INDIVIDUALS WITH DISABILITIES** who need special assistance to participate at the public hearing should call 924-3860.

Doug Peterson, Chair  
Environmental Planning Commission

**TO BE PUBLISHED IN THE ALBUQUERQUE JOURNAL DECEMBER 28, 2011.**

APPROVED

Carmen Marrone, Manager  
Planning Department

NEIGHBORHOOD ORGANIZATIONS  
& BOSQUE SCHOOL

Date: 1/9/2012

To: Carmen Marrone & Catalina Lehner

From: Felix Franco, Taylor Ranch Neighborhood Association (TRNA) Secretary

Regarding: Petitions against Big Box Store at Coors/Montano

Dear Carmen and Catalina,

I am submitting to you copies of a local effort by the Taylor Ranch community to collect signatures against a Big Box Store at the SE Corner of Coors/Montano. The petition was formulated on July 28<sup>th</sup>, 2011 at our TRNA meeting and it reads as follows:

---

*If the Environmental Planning Commission and the City Council are to approve commercial development at the southeast corner of Coors and Montano, we believe that:*

- 1. The scale and the architecture of the project be similar to Riverside Plaza in respect the beautiful setting of the Bosque and the property values of adjacent neighbors.*
- 2. The traffic generated by the project be fully studied with necessary traffic improvements to ensure the intersection of Coors and Montano will not totally fail during peak hours.*
- 3. The stores operate during normal retail hours, with no 24 hour operations. The purpose is to reduce the impact on the ecology of the Bosque.*
- 4. We believe that a Wal-Mart led project will not fulfill the above objectives and the goals in the Coors Corridor Plan.*

---

We submit to you 725 total signatures aligned with the four objections stated above.

Thank you

Felix Franco

TRNA, Secretary

sample

Petition for participants of a community meeting held by the Taylor Ranch Neighborhood Association - July 2011

If the Environmental Planning Commission and the City Council are to approve commercial development at the southeast corner of Coors and Montano, we request that:

1. The scale and the architecture should reflect the beautiful setting of the Bosque and the property value of adjacent neighbors.
2. The traffic generated by the project be fully studied with necessary traffic improvements to ensure the intersection of Coors and Montano will not totally fail during peak hours.
3. The stores operate during normal retail hours, with no 24 hour operations. The purpose is to reduce crime and reduce the impact on the ecology of the Bosque.
4. We are greatly opposed to a Walmart led project because it will not fulfill the above objectives and the goals in the Coors Corridor Plan.

Print Name	Address & Zip	Telephone	Email	Signature
BRIAN HAUCK	PO BOX 1702 87048	897-9793		
DENNIS GAGGIN	P.O. Box 3043 87048	249-0282		
Anne Salopek	5035 Mirador Dr. NW, 87120	922-8603		
Toshua Han	918 Sandia Rd NW 87107	702-305-0651		
Veronica Rice	150 CALLE VADITO 87120	505-833-0094		
Veronica Rice	"	"		
Patricia	4353 7th Ct NW		FULLZON	
DROTHY WILSON	5552 MAIN ST NW			
Heather Andrich	5100 Holmes NW, 87120	764-8451		
Angelina Aguila	256 Chaparral Loop SE	994-1637		
Alejandra Aguila	256 Chaparral Loop SE	994-1637		
BOBBY JAGGULL	4847 Quail Ridge Dr	264-7385		
Walter Johnson	5833 Street Road 87114			
Jennifer Gable	5700 Piedra Drive 87114	573-8837		
MARIE MYERS	7432 Longview DR NW	899-1128		
Merul Kahn	5508 Pegasus Pl. NW 87120	922-4973	Kahn.sacks	
Bill Walsh	6100H Coors Rd NW 87120	898-6121		
Jan Delillo	1015 27th ST SE RR	892-9099		
Judy Bach	10228 Maria Dr NW 87114	550-9414		
David Grimes	1861 Alexander Rd NW 87107	343-1284		
Russell Reagan	7540 Thornwood Dr NW 87120	385-0990	rust_reagan@usa.net	
SUSAN CAPAND	2115 Monserate NW 87120	897-7279		
Judith Katona	10237 La Jolla N.W. 87120	836-1997		
Frances A. Fahm	6716 Sanique Rd NW 87120	505-249-1663		
Nancy Reiback	3609 Yippa Calle NW 87120	899-2659		
Urraine Colonick	4808 (North) NW 87114			
Bruce E Fox	5427 Vista Verde Pl NW 87120	917-2586		
WILLIAM KELLY	5281 Calle Vista NW	562-7056		
Bill Bowdich	2313 E Nido Ct NW	803-7215		
Burt Kelley	26 Canada Del Bosque SE			
Jennifer Hartman	5817 Western Trail NW	977-8683		
Karen Blissen	400 15th St.			

Return completed petitions to TRNA secretary, Felix Franco (run\_nm@yahoo.com)

**PLEASE NOTE: THIS LETTER AND ATTACHED SUMMARY REPLACES THE SAME DATED JAN. 3, 2012.**

**3 ADDITIONAL PETITIONS WERE TURNED-IN SINCE THEN AND THOSE NUMBERS ADDED TO THE TOTALS.**


January 5, 2012

To: Catalina Lehner and Carmen Marrone

City of Albuquerque Planning Department

Re: Petition Opposing Project #1003859

Please place these petitions and summary of the data gathered in the project file.

Thank you, 

Diane Flynn for Las Casitas del Rio I and Las Casitas del Rio II

3604 Grama Ct NW

Albuquerque, NM 87120 505-977-5705

PETITION SUMMARY:

1162 signatures were gathered between November 1, 2011 and January 1, 2012. Of the total, 1030 individuals are citizens of the City of Albuquerque, residing in 1 of the 9 City Council Districts. The 132 others were primarily from the Albuquerque Metro area, most living in Los Ranchos, Corrales and Rio Rancho. Those who volunteered to gather signatures were registered voters and residents of the west side, all residing in Council District 5.

The full language of the petition follows:

“We are Albuquerque City residents who live by, or benefit from using Rio Grande Valley State Park. We enjoy being part of a river city and appreciate the cultural heritage that follows the beautiful Rio Grande. We enjoy using the Bosque for many activities and pursuits. We use this resource as individuals, and as members of various clubs or social groups. **We use our State Park and our Bosque and our Nationally Ranked Paseo del Bosque Bike Trail for: Walking-Running-Relaxation-Bicycling-Bird Watching-Hiking-Photography-Horseback Riding-Family Fun-Education-Tourism-Quality of Life for all Albuquerque Residents, Visitors and Stakeholders.** We ask that developments at the southeast corner of Coors and Montano ONLY be approved if they reflect the vision, goals and objectives set forth by the existing Albuquerque City Rank 1, 2, and 3 Plans concerning this unique and valuable property. These plans clearly provide guidelines and procedures to “preserve the unique features and encourage the appropriate development of the Coors Corridor.” (Quote is from Coors Corridor Plan.)

**Appropriate development does NOT include a big box store in the middle of a heavy traffic intersection, a bridge crossing, a school, and a State Park with natural and cultural heritage value. We DO understand this southeast corner will be commercially developed, but WE ASK FOR SMART DEVELOPMENT that highlights existing resources and further supports the recommendations laid out in the above plans.**

**By signing this petition, I declare I am an Albuquerque resident and in support of the above statements and ask the Environmental Planning Commission and Albuquerque City Council Members to vote against big box development at Coors and Montano.”**

Signatures were gathered at the entrances to Rio Grande Valley State Park at Coors and Montano, and at Alameda. Among other places signatures were gathered were businesses in the Montano Plaza, events featuring recreational paths near the River, and door-to-door in neighborhoods close to the southeast corner of Coors and Montano.

Council Districts with the most signatures are Districts 5 and 2. Sixty-six % of the 1030 City of Albuquerque signatures are from those 2 districts.

Council District distribution of the 1030 City residents who signed is as follows:

Council District 1	92 (8.93%)
Council District 2	206 (20.00%)
Council District 3	75 (7.28%)
Council District 4	80 (7.77 %)
Council District 5	472 (45.83%)
Council District 6	34 (3.30%)
Council District 7	31 (3.01%)
Council District 8	32 (3.11%)
Council District 9	8 (0.78%)

Besides Council District, the 1032 City residents who signed also reported favorite Bosque activities. The list includes walking, biking, dog walking, horseback riding, jogging, sketching, bird watching, wild life spotting, ballooning, hiking, running, enjoying scenery and views, and quiet meditation.

This petition, by virtue of asking for Council District and favorite Bosque activities, yields survey-like data, though no claim is made that this is a representative sample. It is a sample of people who live close to, use and value the Bosque. It carries 1030 signatures of Albuquerque citizens who do not think a big box store is the right commercial development for the southeast corner of Coors and Montano.



PETITION TO ALBUQUERQUE ENVIRONMENTAL PLANNING COMMISSION AND CITY COUNCIL MEMBERS, SIGNED BY ALBUQUERQUE RESIDENTS AND BOSQUE SCHOOL COMMUNITY MEMBERS WHO ARE AGAINST A BIG BOX STORE, AND FOR BETTER LAND USE AT THE SOUTHEAST CORNER OF COORS AND MONTANO NORTHWEST.

We are Albuquerque City residents who live by, or benefit from using Rio Grande Valley State Park. We enjoy being part of a river city and appreciate the cultural heritage that follows our beautiful Rio Grande. We are also committed to this land and its surroundings in a much bigger way. Our children/grandchildren/nieces/nephews or I, myself, attend(ed) or teach at Bosque School, which is adjacent to the proposed building site. As a community we are not only involved in this property as we come and go to school each day, but we have enjoyed the educational opportunities that abound in the natural ecosystem of the Rio Grande Bosque and its habitat. Not only do Bosque students study and collect real scientific data near this site, but over 6,000 students and their teacher from 40 local public, private, pueblo schools participate in the Bosque Ecosystem Monitoring Program (BEMP) on a yearly basis. The founders of Bosque School understood and embraced the significant responsibility that we were given when we chose to create a school on this land. Bosque students, along with other New Mexico students and teachers, provide real scientific data to resource managers who use the data to make multi-million dollar decisions regarding the restoration and preservation of this ecosystem. We are proud to be connected and providing real data critical to this unique environmental gem in New Mexico.

Bosque School families come from 37 different zip codes to participate in a college preparatory education that contributes to the greater good of the community. As community members, we enjoy using the *bosque* for many activities and pursuits. We use this resource as individuals, classmates, and as members of various clubs or social groups. Along with the educational benefits of this area, we use our State Park, our *bosque* and our Nationally Ranked (in the Top 10) Paseo del Bosque Bike Trail for: Walking - Running - Relaxation - Bicycling - Bird Watching - Hiking -Photography - Horseback Riding - Family Fun - Education - Tourism - Quality of Life for all Albuquerque Residents, Visitors and Stakeholders.

We ask that developments at the Southeast Corner of Coors and Montano ONLY be approved if they reflect the vision, goals and objectives set forth by the existing Albuquerque City Rank 1, 2 and 3 Plans concerning this unique and valuable property. These plans clearly provide guidelines and procedures to "preserve the unique features and encourage the appropriate development of the Coors Corridor" - Quote from Coors Corridor Plan. PLAN SMART FOR FAMILIES, RESIDENTS, AND VISITORS. PLAN SMART FOR RESOURCES, FOR ALBUQUERQUE AND FOR NEW MEXICO. Appropriate Development does NOT include a big box store in the middle of a heavy traffic intersection, a bridge crossing, a school (6th through 12th) and a state park with natural and cultural heritage value. We DO understand this southeast corner will be commercially developed, but WE ASK FOR SMART DEVELOPMENT that highlights existing resources and further supports the recommendations laid out in the above plans. "By signing this petition, I declare that I am an Albuquerque Resident and in support of the above statements and ask the Environmental Planning Commission and Albuquerque City Council Members to vote against big box development at Coors and Montano.

Check the district-map to see which district you live in.



sample



35 + 1  
 1 = 4  
 2 = 7  
 3 = 0  
 4 = 1  
 5 = 18  
 6-9 = 0  
 other = 8

**PETITION TO ALBUQUERQUE ENVIRONMENTAL PLANNING COMMISSION AND CITY COUNCIL MEMBERS,  
 SIGNED BY ALBUQUERQUE RESIDENTS WHO ARE AGAINST A BIG BOX STORE,  
 AND FOR BETTER LAND USE AT THE SOUTHEAST CORNER OF COORS AND MONTANO**

We are Albuquerque City residents who live by, or benefit from using Rio Grande Valley State Park. We enjoy being part of a river city and appreciate the cultural heritage that follows our beautiful Rio Grande. We enjoy using the Bosque for many activities and pursuits. We use this resource as individuals, and as members of various clubs or social groups. We use our State Park and our Bosque and our Nationally Ranked (in the Top 10) Paseo del Bosque Bike Trail for: Walking - Running - Relaxation - Bicycling - Bird Watching - Hiking - Photography - Horseback Riding - Family Fun - Education - Tourism - Quality of Life for all Albuquerque Residents, Visitors and Stakeholders. We ask that developments at the Southeast Corner of Coors and Montano ONLY be approved if they reflect the vision, goals and objectives set forth by the existing Albuquerque City Rank 1, 2 and 3 Plans concerning this unique and valuable property. These plans clearly provide guidelines and procedures to "preserve the unique features and encourage the appropriate development of the Coors Corridor" - Quote from Coors Corridor Plan. **PLAN SMART FOR FAMILIES, RESIDENTS, AND VISITORS. PLAN SMART FOR RESOURCES, FOR ALBUQUERQUE AND FOR NEW MEXICO.**

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"By signing this petition, I declare that I am an Albuquerque Resident and in support of the above statements and ask the Environmental Planning Commission and Albuquerque City Council Members to vote against big box development at Coors and Montano.

Check the district map to see which district you live in.

	RESID NAME SIGNATURE	CITY NAME PRINT NAME	STREET ADDRESS	ZIP CODE	DISTRICT	FAVORITE BOSQUE ACTIVITY
1	[Signature]	Heather Kucmer	4824 Sunnyside NW <del>7708 7714</del>	87114	5	
2	[Signature]	Kravis Baez	7308 Tellez NW	87114	5	
3	[Signature]	Amy Stumpf	10800 V. Stadel Norte NE	87113	2	Biking
4	[Signature]	[Signature]	[Signature]	[Signature]	[Signature]	[Signature]
5	[Signature]	ST XAVIER	1155 DANIELS	87120	5	Walking
6	[Signature]	GINA T. COZZALI	1514 Gringos Rd NW	87107	2	hiking, jogging
7	[Signature]	Stephanie Thomson	4516 Rio Rancho North Tr. NW	87120	5	Biking, walking
8	[Signature]	Dir. Bonadini	274 Sheridan NW	87104	2	Walking
9	[Signature]	M. Binkley	2245 Sterling St NW	87104	2	Hiking Biking
10	[Signature]	Gary Bowles	6515 Astair NW	87120	5	Being There
11	[Signature]	Robert Mitchell	5137 Vista De Luz NW	87120	5	Walking
12	[Signature]	Steve Zabinsky	1000 Las Guitas Ct NW	87107	2	every thing
13	[Signature]	Carson Peares	5825 Voltaire St NW	87107	2	Biking, Hiking
14	[Signature]	Arden Weermann	8027 Linda Ave NW	87120	1	biking, walking
15	[Signature]	Brian Carey	6019 Mustang Ln NW	87120	5	
16	[Signature]	Julie Bretz	1309 Rock Falls St. NW	87120	1	Walking
17	[Signature]	Susan Wagner	5436 Alameda Dr NW	87120	5	Walking
18	[Signature]	Howard Higgins	1904 Ortega NW	87114	co #1	Biking
19	[Signature]	Dan Bergsund	5704 Elva Del Rey NW	87120	5	Photography
20	[Signature]	Dennis Salazar	5112 Fifth NE	87113	co #1	Walking
21	[Signature]	Walker	10336 day-liver Dr NW	87114	-	Walking, Biking
22	[Signature]	Paulsen	3740 Laureano Ridge St	87114	-	Walking/biking
23	[Signature]	Thompson	1421 Avenida de Compadres	87107	-	Biking
24	[Signature]	Emily Spade	4315 Brigandine NW	87114	5	Biking
25	[Signature]	Miles King	" "	87114	5	Biking
26	[Signature]	Roseanna Avila	6017 Mera Guzman NW	87120	-	Biking
27	[Signature]	Cristina Sedillo	5153 Avenida Mirada	87114	4	Walking
28	[Signature]	Chavez	6301 Kenney	87120	1	Walking
29	[Signature]	Thompson	9812 Sunshin Vista Dr NW	87114	5	
30	[Signature]	Johnston	5201 Stallion NW RD	87120	5	Walking
31	[Signature]	THE SEUNGER	5326 S. Alameda NW	87120	5	all of it
32	[Signature]	Robert King	4th Kirtland	87102	-	
33	[Signature]	Anita Hamel	5329 Canada Vista Pl NW	87120	5	Walking
34	[Signature]	John Cook	4915 Prairie Hill Pl	87114	5	Walking
35	[Signature]	John & Castle	9101 Lower L'Angeles Trl	87111	-	Biking
36	[Signature]	Ann Russell	5155 Levy Ct NW AQ NW	87120	1	Walking - running - bike
37	[Signature]					
38	[Signature]	WURTEL, RINA	5709 CALLE OLIGUEN NW	87120	5	
39	[Signature]	NEW DESTELLER	897 ALAMOS RD. NW	87107	2	BIKING/WALKING
40	[Signature]	NEIL MADSLARIN	4820 W. 115th St NW	87120	5	Biking



B O S Q U E S C H O O L

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Duane L. Ross  
Joan B. Woodard  
Peggie Ann Findlay  
*Founder*  
William B. Handmaker  
*Head of School*

January 5, 2012

Ms. Catalina Lehner  
City of Albuquerque  
Planning Department  
600 2nd St. NW  
Albuquerque, NM 87102

Dear Ms. Lehner,

Enclosed is a petition filled with <sup>(31)</sup>signatures from Albuquerque residents who are also associated with Bosque School. These signatures represent opposition to project #1003859 as it is proposed by the developer. A massive big box retail store and large parking lot is not an acceptable option for this busy intersection at Coors and Montano NW.

We ask that EPC strongly consider the objections of these Albuquerque residents. Please only consider a development proposal that makes sense for Albuquerque's Westside neighborhoods and businesses. This particular project clearly does not.

Sincerely,

Marisa Gay  
Director of Communications and Marketing  
Bosque School  
4000 Learning Road NW  
Albuquerque, NM 87120

4000 Learning Rd NW  
Albuquerque, NM 87120  
Tel: 505.898.6388  
Fax: 505.922.0392

[www.bosqueschool.org](http://www.bosqueschool.org)

January 9, 2011

To: **Environmental Planning Commission**  
c/o **Catalina Lehner**, Project Analyst

Re: **Project # 1003859/Coors-Montano**: Amended Site Development Plan for Subdivision and Site Development Plan for Building Permit on 23.9 acres at the corner of Coors and Montano.

From: **West Side Coalition of Neighborhood Associations**  
Dr. Joe L. Valles, Land-use Chair

**Position: OPPOSED**

The West Side Coalition of Neighborhood Associations **OPPOSES** the proposed 'Big Box Development' at the corner of Coors and Montano.

This proposed project is of *Regional Significance* to the integrity of the West Side and indeed the City of Albuquerque. The WS Coalition's position is **based on reasonable concerns for the detrimental impacts of traffic to an already bottle-necked major intersection and river crossing on the only continuous north/south corridor on the West Side.**

**Opposition is also evidenced by participation on the part of hundreds of residents in at least three well-publicized Facilitated Meetings where not one person spoke in favor of this proposed development while raising other significant concerns.**

1. Regarding the West Side's most pressing current issue of *Regional Significance*, the proposed Big Box (Walmart) development at Coors and Montano, the following excerpts were published in the **Albuquerque Journal** on December 29, 2011.

**RIVER CROSSINGS MOST CONGESTED IN METRO AREA** (Dec. 29, 2011)

- West Side commuters will find plenty of familiar names atop the list of central New Mexico's most-congested corridors.

- Alameda, Montañ​o, Paseo del Norte, Bridge and U.S. 550 – in that order – lead the rankings for congested roads in the metropolitan area, according to a report issued this month. Each of the five roads provides a crucial crossing for people who live and work on opposite sides of the Rio Grande.
- City Councilor Dan Lewis, whose district covers northwest Albuquerque, said the congestion will get worse unless action is taken.
- The traffic report, issued by the Mid-Region Council of Governments, examined the 30 most-congested corridors in the metropolitan area. They were ranked based on three criteria: the ratio of traffic volume to capacity, the speed at which traffic moves compared to the speed limit and crash rates.
- Montañ​o and Paseo, ranked No. 2 and 3, have similar profiles, but with higher crash rates playing a role in their congestion. Paseo is particularly bad for safety, with crash rates that are 80 percent higher than the regional average.
- “The next step is for the different agencies to look at these corridors and develop different strategies to reduce congestion and improve traffic flow,” Pennella said. Another river crossing, he said, is “highly unlikely at this point” because of funding and political challenges.
- Computer models, meanwhile, suggest the number of lanes crossing the river might have to at least double by 2035 to handle all the traffic from single-occupancy vehicles. However, adding that many crossings or lanes may not be practical because connecting roads would also have to be expanded to avoid bottlenecks, according to the Council of Governments.
- The goal is to look “at every possible way of improving the movement of people from one side of the river to the other,” Pennella said. “... Like all metropolitan areas in the United States, we are trying to grapple with how to address congestion on various arterial roads with the limited amount of funding we have available.”

(This article appeared on page A1 of the Albuquerque Journal)

2. For this and other valid reasons in the record, **we strongly urge the *Environmental Planning Commission* to deny this application.**

Respectfully submitted, Dr. Joe L. Valles

WSCONAs Land-use Chair and President: Grande Heights NA

**Lehner, Catalina L.**

**From:** JOEVALLES@aol.com  
**Sent:** Monday, January 09, 2012 3:25 PM  
**To:** Lehner, Catalina L.  
**Cc:** abqwscboard@yahoogleroups.com; aboard10@juno.com  
**Subject:** West Side Coalition of NAs: OPPOSITION to Project #1003859/Coors-Montano

January 9, 2011

**To: Environmental Planning Commission**  
c/o **Catalina Lehner**, Project Analyst

**Re: Project # 1003859/Coors-Montano:** Amended Site Development Plan for Subdivision and Site Development Plan for Building Permit on 23.9 acres at the corner of Coors and Montano.

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opposite sides of the Rio Grande.

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- “The next step is for the different agencies to look at these corridors and develop different strategies to reduce congestion and improve traffic flow,” Pennella said. Another river crossing, he said, is “highly unlikely at this point” because of funding and political challenges.
- Computer models, meanwhile, suggest the number of lanes crossing the river might have to at least double by 2035 to handle all the traffic from single-occupancy vehicles. However, adding that many crossings or lanes may not be practical because connecting roads would also have to be expanded to avoid bottlenecks, according to the Council of Governments.
- The goal is to look “at every possible way of improving the movement of people from one side of the river to the other,” Pennella said. “... Like all metropolitan areas in the United States, we are trying to grapple with how to address congestion on various arterial roads with the limited amount of funding we have available.”

(This article appeared on page A1 of the Albuquerque Journal)

2. For this and other valid reasons in the record, **we strongly urge the *Environmental Planning Commission* to deny this application.**

Respectfully submitted, Dr. Joe L. Valles

WSCONAs Land-use Chair and President: Grande Heights NA

**Marrone, Carmen M.**

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**From:** Westbrook, Sara on behalf of Lewis, Dan P.  
**Sent:** Wednesday, January 04, 2012 8:27 PM  
**To:** Marrone, Carmen M.  
**Subject:** FW: BCC Reminder: WS Coalition Meeting Tonight & (Big Box-Walmart) Land-use Report

For the record.

Sara Westbrook  
Policy Analyst - Councilor Dan Lewis  
City Council District 5  
(505) 768-3189 (w)  
(505) 768-3227 (f)  
swestbrook@cabq.gov (e-mail)

---

**From:** JOEVALLES@aol.com [mailto:JOEVALLES@aol.com]  
**Sent:** Wednesday, January 04, 2012 4:08 PM  
**To:** abqwsboard@yahoogroups.com  
**Subject:** BCC Reminder: WS Coalition Meeting Tonight & (Big Box-Walmart) Land-use Report

Greetings,

1. Regarding the West Side's most pressing current issue of *Regional Significance*, the **proposed Big Box (Walmart) development at Coors and Montano** (EPC Hearing January 19), the following excerpts were published in the **Albuquerque Journal** on December 29, 2011.

**River Crossings Most Congested in Metro Area, By Dan McKay Dec 29, 2011**

- West Side commuters will find plenty of familiar names atop the list of central New Mexico's most-congested corridors.
- Alameda, Montaño, Paseo del Norte, Bridge and U.S. 550 – in that order – lead the rankings for congested roads in the metropolitan area, according to a report issued this month. Each of the five roads provides a crucial crossing for people who live and work on opposite sides of the Rio Grande.
- City Councilor Dan Lewis, whose district covers northwest Albuquerque, said the congestion will get worse unless action is taken.
- The traffic report, issued by the Mid-Region Council of Governments, examined the 30 most-

congested corridors in the metropolitan area. They were ranked based on three criteria: the ratio of traffic volume to capacity, the speed at which traffic moves compared to the speed limit and crash rates.

- Montañño and Paseo, ranked No. 2 and 3, have similar profiles, but with higher crash rates playing a role in their congestion. Paseo is particularly bad for safety, with crash rates that are 80 percent higher than the regional average.
- “The next step is for the different agencies to look at these corridors and develop different strategies to reduce congestion and improve traffic flow,” Pennella said. Another river crossing, he said, is “highly unlikely at this point” because of funding and political challenges.
- Computer models, meanwhile, suggest the number of lanes crossing the river might have to at least double by 2035 to handle all the traffic from single-occupancy vehicles. However, adding that many crossings or lanes may not be practical because connecting roads would also have to be expanded to avoid bottlenecks, according to the Council of Governments.
- The goal is to look “at every possible way of improving the movement of people from one side of the river to the other,” Pennella said. “... Like all metropolitan areas in the United States, we are trying to grapple with how to address congestion on various arterial roads with the limited amount of funding we have available.”

This article appeared on page A1 of the Albuquerque Journal

2. Various strategies in opposition to the ‘Big Box’ development have been initiated—all legitimate and justified. Unfortunately, historically most of these decisions have been predisposed to some form of politics and influence.

Also historically, the West Side has too often suffered ultimately by majority decisions of the City Council weighted heavily by Council representatives from the far Eastside Districts that have no pulse of conditions that exist on the West Side.

**The Bosque School has a student population representative of all sectors of Albuquerque. While we here on the West Side do our diligent work to protect our integrity, a sound strategy would be to have the parents and relatives of Bosque School’s students make it very clear to their Eastside representatives that they too have a stake in the ultimate decision regarding this proposed development.**

For now, Dr. Joe L. Valles



**Lehner, Catalina L.**

**From:** JOEVALLES@aol.com

**Sent:** Monday, November 07, 2011 4:17 PM

**To:** Lehner, Catalina L.; abqWSCboard@yahoo.com

**Subject:** Request Deferral: Project #1003859 Coors/Montano Traffic Impact Study (TIS)

Environmental Planning Commission

c/o Catalina Lehner, COA Planning Dept.

Greetings Catalina,

It's our understanding that the Application for the 'Big Box' development at Coors/Montano did not include a *critical* Traffic Impact Study (TIS). It's also our understanding that the TIS would be forthcoming this week—perhaps as early as today. We do not know if or why the Planning Department may have waived the requirement to only accept *complete applications*.

It's essential that neighborhood coalitions, neighborhoods, residents, the Bosque School— and all interested parties have a *meaningful opportunity to review this analysis*. With an EPC Hearing sandwiched between the pressing Thanksgiving and Christmas Holidays, unless the EPC Hearing is deferred to a more reasonable date, *the untimely submittal of this TIS does not allow sufficient time to thoroughly review or otherwise examine and respond* to the complicated data in this critical TIS Analysis. Given that the '10-day rule' for us to submit evidence and written comment comes right after Thanksgiving, this effectively means we only have a few days in which to analyze the TIS.

The West Side Coalition of Neighborhood Associations at our November 2 meeting, by a 19-2 majority, voted to oppose a high traffic generating 'Big Box' development at the intersection of Coors and Montano. At issue for the Coalition is this— this is a *regionally significant development* that would severely burden an *already bottle-necked intersection* at Montano and Coors— on the West Side's only continuous North/South corridor. Other significant issues aside, that alone should give the city substantial reason to critically examine the impacts of this whole proposal— and stop it altogether or scale the development down considerably.

The Traffic Impact Study is a crucial piece of this Application. It would be prudent— and in the best interest of fairness and good faith— to *defer the EPC Hearing and any related facilitated meetings until such time that we have a meaningful opportunity to examine the Applicant's TIS analysis*.

Respectfully submitted, Dr. Joe L. Valles

Land-use Chair: West Side Coalition

(CC: WSCONA Executive Committee, Facilitator and Extensive E-mail List)

**Winklepleck, Stephani I.**

---

**To:** Marrone, Carmen M.; Lehner, Catalina L.  
**Cc:** Nason, Deborah A.  
**Subject:** FW: [abqwscona] BCC FW: Response to Reporter's Request for Comment on Walmart

Ladies,

Here is a message that I received yesterday in regards to the proposed project #1003859 for the Walmart.

I checked Channel 7 news this morning beginning at 4:30 a.m. and saw no news report in regards to this.

Just a FYI for you.

Catalina - will be bringing up the file that I have in regards to this EPC Project later this week and will give to you. I have everything in date order - any e-mails in regards to this. You can pull what you want and need for your files - I basically just kept everything.

Have a good one!

Stephani

*Stephani Winklepleck*

Neighborhood Liaison  
COA/Planning, Office of Neighborhood Coordination  
Physical: 600 Second St. NW, Rm. 120/87102  
Mailing: P.O. Box 1293/87103  
Albuquerque, New Mexico  
Phone: (505) 924-3902, Fax: (505) 924-3913  
e-mail: [swinklepleck@caba.gov](mailto:swinklepleck@caba.gov)

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**From:** [abqwscona@yahoogroups.com](mailto:abqwscona@yahoogroups.com) [mailto:[abqwscona@yahoogroups.com](mailto:abqwscona@yahoogroups.com)] **On Behalf Of** [joevalles@aol.com](mailto:joevalles@aol.com)  
**Sent:** Tuesday, November 01, 2011 4:59 PM  
**To:** [abqwsboard@yahoogroups.com](mailto:abqwsboard@yahoogroups.com)  
**Subject:** [abqwscona] BCC FW: Response to Reporter's Request for Comment on Walmart

---

From: [JOEVALLES@aol.com](mailto:JOEVALLES@aol.com)  
To: [cileto@hearst.com](mailto:cileto@hearst.com)  
CC: [joevalles@aol.com](mailto:joevalles@aol.com)  
Sent: 11/1/2011 12:16:05 P.M. Mountain Daylight Time  
Subj: Re: written statement

Greetings Christie...just opened your e-mail...I would respond thusly...Dr. Joe 720-0253:

"...people on the West Side have heard it before...a big-box store uses a 'hired-gun' traffic

11/2/2011

engineer who then minimizes traffic impacts...the city approves...and the taxpayers pay to fix the traffic mess created...as they did with the re-construction of Coors-I-40 at a cost to taxpayers of \$120M with the Walmart problems created there...this is a **regionally significant development** because it would severely burden an *already bottle-necked intersection* at Montano and Coors...the West Side's only continuous North/South corridor...other significant issues aside...that alone should give the city a reason to stop it or scale the development down significantly..."

Dr. Joe L. Valles,

Land-use Chair: West Side Coalition of Neighborhood Associations

President: Grande Heights Neighborhood Association

In a message dated 11/1/2011 11:34:48 A.M. Mountain Daylight Time, cileto@hearst.com writes:

Hi Joe—

I heard the Walmart hearing is happening next month on the 8<sup>th</sup> of December.

Can you give written statement so we can run it in our morning show tomorrow/

Christie Iletto

862 3349

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**Winklepleck, Stephani I.**

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**From:** abqwscona@yahoogroups.com on behalf of joevalles@aol.com  
**Sent:** Tuesday, November 01, 2011 4:59 PM  
**To:** abqwscboard@yahoogroups.com  
**Subject:** [abqwscona] BCC FW: Response to Reporter's Request for Comment on Walmart

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From: JOEVALLES@aol.com  
To: cileto@hearst.com  
CC: joevalles@aol.com  
Sent: 11/1/2011 12:16:05 P.M. Mountain Daylight Time  
Subj: Re: written statement

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362 3349

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11/2/2011

**Winklepleck, Stephani I.**

**From:** abqwscona@yahoogroups.com on behalf of candypatt@aol.com  
**Sent:** Wednesday, October 05, 2011 12:38 PM  
**To:** abqwscona@yahoogroups.com  
**Subject:** [abqwscona] Proposal/motion to Support Neighborhoods in Opposition of "Big Box"

City Council meets tonight and will discuss LED sign legislation. Renee Horvath, Dr Joe Valles, and other Taylor Ranch Neighborhood Association members, will attend the meeting in support of our Community.

Alameda, Griegos, Rio Grande, and Tramway are listed as roadways prohibiting LED signs. The 4 roadways idea came from the Cell tower regulations which had a total of 11 roadways that restricted cell towers. Coors, Unser, Paseo del Norte and Central were also on that list. Why were these roadways left out of the LED regulation? Coors is the scenic road on the Westside. Unser is a 4-lane parkway through the Petroglyphs, Paseo del Norte also goes through the Petroglyphs,

\*\*\*\*\*  
 Based on the facilitated meeting held September 28 (I attended), and information provided below, I would like to propose that the Coalition draft a motion in opposition to the proposed "Big Box" store - our Community of neighborhoods and Bosque Prep School need our undivided support.

Candelaria Patterson  
 Vice President  
 West Side Coalition of NAs.

*Message from Dr Valles:*

*Greetings Renee and all you folk that support maintaining the integrity of our West Side Community, There certainly was an emotional punch at the meeting...and that's important...but I'm also encouraged that some folk cited specific standing policies...we'll need them. Because in my opinion it's important that we don't make this just a "Walmart issue" but rather about the impacts of a "high traffic generating 'Big Box' store" in a location ill-suited to handle the traffic impacts that will occur."*

*It's also important...and correct...to begin to erode confidence in the resultant accuracy of traffic projections by the developers' hired traffic experts...and...the choke-held traffic engineers for the City of Albuquerque that historically have wrongfully accepted and approved (with a nod and a wink) whatever deficient Traffic Impact Analysis provided for their 'analysis'...and almost always subsequent acceptance and approval on our public welfare's behalf...with a nod and a wink...*

*As I've stated before...our Councilors and Mayor are not the least bit in the dark on these matters (those breakfasts and lunches have already been had). A project of this magnitude...with this much at stake...did not happen in a vacuum. And it's fundamentally unfair for any City Councilor to run from playing a part on these matters...neglecting their responsibility to answer to their constituency...under the guise that they can't interact in*

*the process because they will be involved in making a decision. Heck...the application hasn't even been formally submitted. That excuse is bunk!*

*The following is my written notes which I paraphrased from when I had the opportunity to speak...Dr. Joe L. Valles*

### **Proposed 'Big Box' Development at Coors and Montano**

*With three other Walmarts in near vicinity to this site (North, South and West), it's difficult to believe this particular store is intended to serve this particular area. One can safely assume that it's intended to serve the North Valley where a large "Big Box" store with the same name was blocked by active members of that community. And that means more traffic to this area. The key words here— "more traffic."*

*It's unfortunate that Walmart has decided on this particular location when folk are supporting commercial development at Unser Crossing located at Unser/Central. People there have discretionary income to spend as well— and begging for commercial development.*

*This is a Regionally Significant development impacting the entire Coors Corridor and hence the West Side. I remain very leery of Traffic Impact Studies (TIS) or Traffic Impact Analysis (TIAs) as have been traditionally conducted within the City of Albuquerque's land-use approval process— in this virtual analytical world they tend to shift the problems elsewhere. On an already congested intersection— and corridor— we need to know what questions can and should be raised by the City and State about the current traffic model— and how the public welfare is served in any positive way by building such a high traffic generator at an already bottlenecked location. A couple of questions comes to mind:*

- *How wide of an area are Traffic Impacts taken into account in this Traffic Impact Analysis?*
- *Will the NMDOT— the State— be asked to submit an analysis of the impacts on Coors Blvd., a State Highway? They need to.*

*The Traffic Engineer providing analysis on this project is the same Traffic Engineer that conducted the Traffic Impact Analysis on the West Bluff Shopping Center at Coors/I-40 in 1999. Based on that analysis— and against common sense and policy— developers claimed then that traffic improvements to the intersection would actually "make traffic better in the area." The City Traffic Engineers actually bought it (with a nod and a wink). And we all know how that turned out— the taxpayers had to fork out \$120 M for the reconstruction of Coors/I-40 in order to fix the mess left behind.*

*We don't have that same kind of money available in this economy to fix this pending mess.*

*Respectfully, Dr. Joe L. Valles*

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10/5/2011

November 3, 2011

City of Albuquerque Environment Planning Commission

Re: **EPC Project #1003859 11EPC-40067** (Site Development Plan for Building Permit) and **11EPC-40068** (Amending the Site Development Plan for Subdivision)

The La Luz Del Sol (LLDS) Neighborhood Association solicited input from our 50 homeowners and found consensus on the following concerns:

1. At evening rush hour, it seems that the left turn lanes into the development from Montañño onto Mirandela Street would not be of adequate approach length; since traffic would be backed up from the left turning vehicles, we believe that the Montañño bridge congestion would increase and the accident rate at this intersection could be significantly higher than the current count from cars turning into the Bosque school and the open space
2. Light pollution caused by lighting the high density parking area, diminishing the natural ambiance of the Bosque
3. Public involvement in development of the other 11 lots since we do not understand this process beyond Wal Mart's lot 1
4. Traffic study data that was presented at two preliminary meetings was not included in the mailings. Why not?
5. Potential sale of alcohol so close to the Bosque School
6. Potential sale of guns and ammunition so close to the Bosque School
7. If the Wal Mart development of the entire Coors/Montañño complex were to create traffic issues such that a Paseo del Norte type overpass was required for Montañño, then the development of 12 lots versus the original 3 lots would be opposed
8. Wal Mart parking areas are generally a mess, caused by garbage flying around, high density parking and encouragement of overnight recreational vehicle parking creating an RV park-like atmosphere within the general confines of residential neighborhoods.

In general, the residents of the LLDS neighborhood association do not oppose the development of the Coors/ Montañño site assuming that the development is done in accordance with the original site development plan approved in 2005. We are not sure that breaking the 3 tracts into 12 tracts still does meet the original site plan. Wal Mart, and the rest of the Silver Leaf development, could be a good neighbor to Bosque School, La Luz, La Luz Del Sol and other surrounding residential communities by considering light pollution and traffic mitigation beyond the Silver Leaf work previously designed. Additional mitigation could include adding pedestrian & bike paths consistent with the La Luz access to the river trail system.

Thank you for your consideration of our concerns.

*Art Woods*

Art Woods, President Pro Tem

La Luz Del Sol Neighborhood Association

CC: Wally Ford (LLDS NA), Ross Henke (President, LLDS Homeowners Association), Diane Glover, Stephani Winklepleck



**Lehner, Catalina L.**

**From:** Colette Schobbens [CSchobbens@nmml.org]  
**Sent:** Friday, December 30, 2011 1:54 PM  
**To:** Lehner, Catalina L.; Marrone, Carmen M.  
**Cc:** Sanchez, Ken; O'Malley, Debbie; Benton, Isaac; Winter, Brad D.; Lewis, Dan P.; Garduno, Rey; Cook, Michael D.; Jones, Trudy; Harris, Don  
**Subject:** Project # 1003859

Please include the following comments in the Coors/Montano Walmart application file - project #1003859.

To our Albuquerque City Planners, EPC and Council members,

**When we choose a life partner, it is OK to wait until the right one comes along!**

I am writing on behalf of the Las Casitas del Rio II Home Owners Association located off of Winterhaven NW, less than 300 yards North of the proposed Walmart development at Coors and Montano.

We are very concerned about the above project and strongly oppose the development of any large retail facility on the corner of Coors and Montano. Our main points supporting our position are listed hereunder:

1. The proposed site represents some of the last few acres of property right along the Bosque on Coors; allowing a large retail facility to be built there would eliminate the unique opportunity we have for the City of Albuquerque to preserve and protect precious resources and/or to build instead a community oriented and environmentally friendly development.
2. Allowing an LRF to be built at this site, when the same business is already available a couple of miles north and south of this location, would simply bring more traffic (and accidents, and crime, and trash) to the already very congested Coors Corridor and to this intersection in particular. Businesses of this type are needed further West; a Walmart Supercenter further West would help alleviate traffic on Coors instead of making it worse.
3. The applicant was only required to provide a traffic study extending projections to 2015 when the development would barely be completed. Traffic projections provided at the recent Coors Corridor Plan Update meetings were predicting the Coors-Montano intersection traffic flow to be severely impaired within 10-15 years or sooner (not even considering the proposed Walmart development). Project #1003859 will only make these alarming projections in regards to traffic flow occur sooner.
4. The proposed site development goes against a very long list of regulations and recommendations provided in the Albuquerque Zoning Code and plans (Albuquerque-Bernalillo, West Side and Coors Corridor). Approving this application would certainly mean bending many of these regulations and recommendations, which is neither the role of the City Planners or the EPC members, nor in the best interest of Albuquerque as a whole.

- The pristine views enjoyed by all residents coming down from Taylor Ranch on Montano going East would be destroyed; with the proposed development you would now look at an immense roof-top scattered with HVAC equipment, and an even larger parking lot. The Coors Corridor Plan clearly calls for protecting the views of the Bosque and Mountains on Coors; it also calls for "Village" feel type developments. An LRF isn't, has never been, and never will be a synonym to anything "Village-like".
- The parking area of an LRF is not supposed to dominate the overall view, yet it clearly does on the proposed site plan.
- In order to allow for traffic flow, the Coors Corridor Plan recommends at least ¼ mile between right-in right-out access to Coors, and ½ mile between intersections. Yet the site plan is suggesting additional curb cuts on both Coors and Montano, much closer to the Coors Montano intersection than the recommended minimum ¼ mile. This will create a traffic nightmare and many more accidents.
- The proposed site plan calls for a zoning change from O-1 to SU-1 for a significant portion of the site; why allow this to happen when it clearly was not intended to happen?
- Many more deficiencies showing the lack of a match between the proposed development and the intent and recommendations of the 3 plans in place have been pointed out by the Planning Department staff and other concerned residents (see documents submitted in this regard).

We ask our City-Planners, the EPC and Council members to look at the short and long-range detrimental effects of the proposed development.

The destruction of views and environment, the loss of jobs and small locally owned businesses and worsening of traffic conditions in this area clearly outweigh the highly questionable benefits of the proposed development.

It is not right to build an LRF right next to a State Park entrance, it does not belong there.

**Please make the right decision for the future of Albuquerque. We can do better: let's have a West Side Plaza surrounded by small, locally owned shops and businesses, maybe a Youth Conservation Center.**

**When we choose a life partner, it is OK to wait until the right one comes along!**

Thank you for your consideration

Sincerely,

Colette M. Schobbens  
For Las Casitas del Rio II HOA  
6155 Deergrass Circle NW  
Albuquerque, NM 87120

Rae Perls, Chairperson  
La Luz External Committee  
15 Tennis Court,NW  
Albuquerque, NM 87120

September 2011

Regarding the Big Box proposal for the corner of Coors & Montano the La Luz Landowners Board of Directors is strongly on record opposing the revised plan for that commercial development . The following issues are of most concern:

1. Traffic at that intersection is already at a critical point with large back-ups at several different heavily traffic hours each week day. The proposal requests an additional exit cut onto Montano between the current light and the cut at Winterhaven. Children from the school use for foot traffic across as well as normal in and out from Bosque School. An added cut with added traffic will further back up traffic and be an added safety concern. We need an updated traffic study.
2. The size of the proposed Walmart Store at 90,000 sq. feet creates more parking and concrete than that site should allow given the natural beauty of the location. It defies the Coors Corridor Plan ideas of protecting the views and the natural beauty of that remaining land near to the bosque.
3. A Big Box store brings with it not only added traffic, but 24 hour traffic, increased crime, and the danger from the fire arms and ammunition sold at all hours along side alcohol sales.
4. The Special Use designation was intended to bring commercial opportunities that add to the surrounding neighborhoods. Given that there is a Super Walmart five minutes to the south of this site and a large Target six minutes to the north, this does not offer anything that adds to the quality of life of the neighborhoods nearby. The original concept called for a "village" kind of neighborhood commercial area. It appears this Walmart is intended to draw shoppers from across the Montano bridge from the north valley rather than serve the west side of town. A neighborhood grocery store would be most welcome and likely would be in the 12,000 to 30,000 square feet size range.

raeperls@aol.com

January 9, 2012

Catalina Lehner, Staff Planner  
City of Albuquerque Planning Department  
600 Second Street NW  
Albuquerque, New Mexico 87102

Project Number #: 1003859 North Andalucia at La Luz - Large Retail Facility

Dear Ms. Lehner,

The Taylor Ranch Neighborhood Association does not support the proposed big box development at Coors and Montano and requests that this project be denied. This project is out of character with the existing built structures in the surrounding area and does not blend with the natural environment of the Bosque. The project is not considered a pedestrian friendly development but rather an auto oriented development that produces much more traffic than our nearby shopping centers. The Taylor Ranch area cannot afford intensive traffic generating developments. We need developments that produce less amounts of traffic and are more pedestrian friendly like the Riverside Plaza, which is located north of this site. This site is not only near the Bosque, a natural amenity, but it also has the best views in town. The nationally recognized La Luz town home complex, designed by the well known architect, Antoine Predock, is located just south of the site. Bosque School has also upheld the same high architectural standards for the Bosque area. This area is a source of pride for the Taylor Ranch Community. Our expectation was that any new development on this site would maintain the same high standard as the first two developments. The proposed big box development goes against all the values and expectations that we have held for this area. We believe that there are enough goals and policies already in place depicting the vision of a pedestrian friendly village style shopping center at this site rather than an auto oriented big box development. Below are the reasons why the large retail facility is inappropriate at this location:

**(1) Traffic congestion:** On December 29<sup>th</sup> 2011 the Albuquerque Journal listed the 5 most congested corridors in the Albuquerque region. All five are river crossings. Three of the river crossings are in our area: Alameda, Montano, and Paseo del Norte. Montano is listed as the second most congested in the City. It can take a commuter between 20 to 30 minutes just to get across the river between Taylor Ranch and 4<sup>th</sup> Street during rush hour. We have met with MRCOG many times. They say this situation will only get worse. No other river crossings are planned. There are only so many road improvements that can be done to alleviate the situation. No matter how many lanes are built on Coors, traffic will still have to funnel onto the narrow bridges. MRCOG says that better land use planning is needed. This includes more transit planning and better pedestrian friendly developments.”

**(2) Coors Access:** There is no direct signalized access for the Coors/ Montano commercial site. The only way to exit the site to travel south on Coors is at the signalized light at Coors and Learning road. The commercial traffic will have to travel through

several local roads to gain access to the traffic light on Coors. **The Large Retail facility regulations under 14-16-3-2 Shopping Center Regulations also known as the Big Box Ordinance states:** *"Large retail facility with a square footage of 90,001 to 124,999 sq. ft. is required to be located adjacent to and have primary and full access in all directions to a street designated as at least a collector street in the Mid Region Council of Governments MTP and having at least four through traffic lanes."* While there is access to Coors Blvd. at Mirandela it is not a full access signalized intersection. **The Coors Corridor Plan, Policy 5, pg. 23 states:** *"There shall be a minimum distance of approximately one-half mile for signalized intersections."* Mirandela is only a ¼ mile away from the Coors/Montano traffic light. Therefore the only way the commercial traffic can get to a signalized intersection is at Coors and Learning road, but they have to travel along Antequera to get there. Antequera and Learning road are also local roadways, which are not designed for this high level of traffic. La Luz and the Bosque School rely on the local roads to get to the traffic signal on Coors and Learning road. These narrow roadways also have traffic circles, which are difficult for large trucks to use. A residential apartment complex will soon be built along Antequera this year. Those residents will also be using the local roads to get to the one traffic light. **The Big Box ordinance states:** *"Large retail facilities shall be located to secure adequate street capacity to transport pedestrians and vehicles to and from the large retail facilities, and discourages traffic from cutting through residential neighborhoods."* The apartment complex is a residential neighborhood. Sharing these roads with the commercial and truck traffic will overly burden the local roads that are used by La Luz, Bosque School, and the future apartment complex. It has been our observation that the Walmart Supercenters create a lot more traffic than the usual shopping center. This is another traffic burden that we just can't handle.

**(3) Montano access:** The applicant is seeking approval for another driveway onto Montano. Montano is one of only four river crossings between I-40 and Alameda. **The Transportation Planning Department** states that Montano is designated a limited access road. The current access policy prohibits access between Coors and Rio Grande Blvd. Any access along Montano will require approval by the MRCOG Transportation Coordination Committee (TCC). On December 6<sup>th</sup>, Taylor Ranch residents attended a meeting with the Coors Corridor Transportation Planning team at the Community Center to discuss the traffic congestion along Coors Blvd. and the river crossings. They said it would get worse. One option presented to help improve traffic flows, is a grade separation at the Coors and Montano intersection. Montano would go under Coors in order to line up with the bridge. Wouldn't the grade separation and the driveway access at this location interfere with each other? Allowing additional access along Montano into this site seems premature and we advise against it.

**(4) The Rio Grande Bosque:** One of the most cherished features in Albuquerque is the Rio Grande Bosque. The Coors/ Montano area is very special to Taylor Ranch and surrounding communities. It is the gateway to the Taylor Ranch area, and an entrance to the Rio Grande. The City of Albuquerque invested in acquiring the open space parking area for visitors to enjoy the river and Bosque. There are tree sculptures in the open space area. Last November, the Albuquerque Journal, did a story on the ABQ Plan. It

said that the City issued a request for proposals to design improvements near parts of the river where there are bridge crossings with an eye toward creating spots where people can stop, rest, eat or get something to drink. The Mayor said that *"ABQ the Plan is about spurring private investment in our city, increasing quality of life, promoting tourism and creating economic development opportunities."* The North Andaluca site has the best potential to provide such a development that would lend itself to the vision of the Mayor's "ABQ Plan" Bosque initiative. This is the best place for such a development, and is probably the only place left along the river to do a development with these goals in mind.

**(5) 2005 Design Standards:** The Design Standards for North Andaluca at La Luz was approved in 2005. It states that *"The primary goal for this property is to achieve a vibrant, mixed use community that fosters pedestrian accessibility, and maintains a village type character. The Design Standards should be used to facilitate the design of buildings which respect to the natural conditions of the site, maintain and highlight the spectacular views of the Sandia and Manzano Mountains and to leave significant areas dedicated to open space. These standards are intended to be complementary to La Luz, Albuquerque's the first cluster housing project in Albuquerque, and the Bosque School."* Both La Luz and the Bosque School were designed to blend with the Bosque environment. Because of their unique design they have been consistent in upholding a higher standard for the area. The proposed big box development does not in any way match the quality of these two community complexes, and would lower standards for the whole area. This would affect the amount of pride the community holds for this special place.

**(6) I've outlined below the Goals and Policies of three existing City Plans which dictate the type of development envisioned for this site: *All three plans mention how important it is to achieve a community identity, a pedestrian scale development for community activity centers and to blend with the existing built and natural environment:***

**Rank I Plan, Albuquerque Bernalillo County Comprehensive Plan:** It provides the Goals and policies for the greater Albuquerque area. **(A)Pg. I-1 Context:** *"A City's quality is not measured by its size but by its livability and by the opportunities it offers residents. Albuquerque's future in this regard is considered positive by its citizens." The City's future will largely be determined by the choices made by its citizens; achieving those choices requires a plan.* **(B) Pg. I-2 Purpose:** *"The purpose of the Comprehensive Plan is to guide and accomplish a coordinated, adjusted and harmonious development of the city, which will, in accordance with existing, and future needs, best promote health, safety, morals, other, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development."* **(C) Pg. I-33 Activity Centers:** *"It should be the focus of the City and County efforts to build upon existing locations and develop future Activity Centers as vibrant, transit oriented urban places that encourage walking to destinations throughout each center."* **(D) Pg. I-34: Community Activity Centers:** *"The ideal Community Activity Center would have parcels and buildings scaled to pedestrians, small enough to encourage parking once and walking to more than one*

*destination. Parking located between and behind buildings would permit people to walk more safely and comfortably between uses that fronts on sidewalks rather than parking lots. Seating and shade along pedestrian routes also promote walking and informal gathering. The successful multi-use Community Activity Center is a vibrant people place especially serving the surrounding community area as defined by the Plan's "Community Identity and Urban Design."*

**Rank II Plan, Westside Strategic Plan (WSSP) - (PDF -Amended thru 2009):** This Plan provides the goals and policies for Albuquerque's Westside. The WSSP labels the Coors/ Montano site as a **Community Activity Center**. **(A) Page 33 of the WSSP includes a sidebar stating:** *"Community Activity Centers provide focus, identity and sense of character."* The same page includes an illustration of *"New Mexico Plaza Style Development."* Clearly, the proposed development, with a retail store of nearly 100,000 square feet, together with a massive parking lot, is not the development style anticipated by the Plan for Community Activity Centers (CACs.) **(B) Also on page 33** is a statement that *"The plaza model of development, with services enclosing a pedestrian oriented public space, is the desirable form for neighborhood and community centers."* Again, this plaza model cannot be achieved with the scale of the proposed *"big box."* **(C)** Also on **page 33** is a statement that *"The ideal Community Activity Center...would have parcels and buildings in scale with pedestrians, small enough to encourage parking once and walking to more than one destination."* The proposed development is of a totally different scale than that envisioned by the plan. This concept is restated in Policy 1.12 of the Plan (page 41). **(D)** With respect to parking, the WSSP Plan uses the same statement as the Comprehensive plan stating, *"Parking located between and behind buildings permits people to walk more safely and comfortably between uses that front on sidewalks, rather than parking lots."* As proposed, the development does not satisfy that standard. **(E) Page 38 of the WSSP states,** *"Through design of the commercial site, the development should...avoid long expanses of parking lots at their street frontages."* This is nearly impossible to do with big-box development. **(F) Policy 1.2 of the WSSP pg. 38 states:** *"A transit feasibility and access plan shall be provided with each development plan..."* If approved as presented the City will miss an opportunity to facilitate a bona fide "transit-oriented development" (TOD), in favor of yet another unimaginative auto-centric shopping center. This Coors/Montano location presents some unique TOD opportunities. It lies within the intersection of two important transit corridors, Coors Blvd. with Route 155 and the west side's only Rapid Ride line, #790 (with access to Old Town, Downtown and UNM) and Montano Rd. with Route 157 (providing regular service to Uptown, and Kirtland AFB). Looking ahead, Route 157, is also ideally situated to provide access to the proposed Rail Runner station on Montano, east of 2nd Street. All transit routes cited above also connect this Community Activity Center to Cottonwood Mall and surrounding commercial development via the Northwest Transit Center. Given the poor prospects for new bridges, or even additional lanes crossing the Rio Grande, more consideration needs to be given to development patterns that are not so auto-dependent. This may be a good location to start with. **(G) Policy 1.9, on page 40:** includes additional directions concerning the scale of developments, stating *"Both Community and Neighborhood Centers shall be very accommodating to the pedestrian, even within predominantly off-street parking areas."* Given the expanse of parking

required for big box development, it's difficult to "accommodate" pedestrians to the extent suggested by the policy. **(H) Policy 1.18 of the Plan on page 42:** sets the policy in Community Activity Centers for mixed use development and cites the importance of *"Clustered buildings and meaningful plazas and sheltering forms to promote pedestrian friendly environments..."* **(I) Policy 3.18, pg. 61:** states *"Protection and Preservation of the Bosque is critical. Development east of Coors Boulevard should be sensitive to this community asset."* While this statement is true, it doesn't go far enough to acknowledge the significance of the Bosque--the largest cottonwood forest in America, possibly the world. Given the proximity of the proposed development to the Bosque, it makes sense that standards of development be set commensurately high. There won't be a second opportunity to "get it right."

**Rank 3 Plan, Coors Corridor Plan:** This plan was developed specifically for the Coors Corridor providing more details and promoting the view preservation and sensitive developments near the Bosque. **Issue 4 visual impressions and urban design pg. 82:** *"The Coors Corridor has the potential for developing into one of the most desirable and unique places in Albuquerque for locating businesses and residences. This presents an opportunity to establish standards for quality design that will attract the kind of businesses, industries and residential development that are so desirable for Albuquerque. The goal of the design regulations and guidelines is to promote visual harmony between new and existing buildings, and between the built environment and natural scene. Building forms should respect and improve the integrity of adjacent existing or potential development, open spaces, and other public areas."* **Policy 2 views beyond the corridor, pg.84:** *"Significant views beyond the corridor which includes the Bosque, Rio Grande valley, the Sandia mountains as viewed from Coors Blvd, should be preserved and enhanced."* **Policy 3, new development pg.86:** *"New development in the Coors Corridor should be designed to be compatible with the natural landscape and the built environment in accordance with the design regulations and guidelines. Development which is compatible with the natural landscape and with the built environment provides a sense of design harmony pleasing to the eye, creating desirable property values and fostering community pride."* **Policy 1: for site planning and architecture, pg. 88:** *"Natural amenities should be incorporated into the site design. Policy 2: Buildings should be designed to provide a pleasing and functional relationship to the roadway, the site, and to adjacent or related buildings and structures. Appropriate building location and design are essential to preserving and establishing desirable visual impressions of the Coors corridor and to establishing a well designed relationship among buildings and the roadway."* **Policy 10 of the Coors Corridor Plan on Pg. 99:** states that: *"architectural design should contribute to the enhancement of the overall visual environment of the Coors Corridor."* All building designs are encouraged to achieve a sense of human scale.

**(7) The 8 ft. screen wall:** The Parks and Recreation Department and the Open Space Department state that the 8ft. screen wall (behind Walmart), *"should be extended on the eastern side of the Walmart footprint along Mirandela street toward Montano to provide visual relief and litter control between the public open space property and future commercial development."* It is a shame that such a huge wall will have to be erected in



order to screen the activity associated with the Walmart development. This is another example of why this development is not pedestrian friendly. TRNA has stated many times at public meetings that the Westside is too walled up, making it less pedestrian friendly and giving it a monotonous unattractive look. Both Bosque School and La Luz have common areas with no walls. They both provide visual relief for the whole area by not having a wall, and it makes for a better pedestrian experience to walk through. It's nice to see open areas with nice architecture and landscape without it being hidden from view with a high wall. While it is easy to understand why a wall is needed to separate the Walmart hustle bustle activity of commercial traffic and delivery trucks from the school and open space visitors, it wouldn't be necessary if it wasn't an intensive auto oriented big box development. If the proposed development was actually a village style development there would be no need for the 8 ft. screen wall. This is another example why this development is inappropriate for this area and should be denied.

Sincerely,  
Rene' Horvath  
Land Use Director for TRNA

**Lehner, Catalina L.**

**From:** Dan Shaw [Dan.Shaw@bosqueschool.org]  
**Sent:** Monday, January 09, 2012 4:48 PM  
**To:** Lehner, Catalina L.  
**Cc:** Marisa Gay  
**Subject:** Big Box proposal at Coors and Montano for EPC Record

Dear Ms. Lehner

I am requesting that the attached two documents be included in the record provided to the Environmental Planning Commission concerning

**Project # 1003859/Coors-Montano:** Amended Site Development Plan for Subdivision and Site Development Plan for Building Permit on 23.9 acres at the corner of Coors and Montano.

Yours truly,

Daniel Shaw  
Co-Director Bosque Ecosystem Monitoring Program (BEMP)  
Director Black Institute for Environmental Studies  
Bosque School  
4000 Learning Road, NW  
Albuquerque, NM 87120  
Voice (505) 898-6388  
FAX (505) 922-0392

# The Albert J. and Mary Jane Black Institute for Environmental Studies

2010 - 2011 School Year Report



## **Mission Statement:**

*The Albert J. and Mary Jane Black Institute for Environmental Studies at Bosque School is a center for bosque, riparian, and watershed research, environmental education, and sustainability with a primary focus on the Rio Grande watershed.*

B O S Q U E   S C H O O L



scholarship • community • integrity

# The Albert J. and Mary Jane Black Institute for Environmental Studies



As a center for *bosque* and environmental education and research, the **Albert J. and Mary Jane Black Institute at Bosque School (Black Institute)** strives to build connections between students, their community, and the riverside forest and associated watersheds that sustains and binds them all.

The work of the Black Institute does three things;

First, it orchestrates learning opportunities to help people understand river ecosystems and their supporting watersheds.



Second, it provides community members with time in an urban, riverside forest to allow them to have first hand experiences with their local environment and develop a sense of place within it.

And third, the Institute supports people as they take action to restore and sustain the ecological integrity of the Rio Grande and its watershed.



The Institute works under the premise that to be wise stewards of their home environment, people must both know facts about how a particular ecosystem functions and also have a personal connection with that place. The Black Institute readily and consistently seeks out schools, community groups, government agencies and other organizations to partner with in meeting its goals. In the 2009-2010 school year the Black Institute supported over **6,800** people as they participated in its programs.

# Primary Programs within the Black Institute:

## The Bosque Ecosystem Monitoring Program (BEMP)

Science, Education, Stewardship

The Bosque Ecosystem Monitoring Program (BEMP) is a joint project of the University of New Mexico's Biology Department and Bosque School's Black Institute. Annually BEMP involves over 5,000 people in research, education, and stewardship of the Rio Grande and its riverside forest, the *bosque*. This includes supporting over 2,000 K-12 grade students and their teachers in direct environmental field monitoring of the bosque. Key data and findings about the functioning of the Rio Grande and its *bosque* are compiled, analyzed, and presented in scientific publications issued by the University of New Mexico (reports available online at [www.bosqueschool.org](http://www.bosqueschool.org)) and then subsequently used by government agencies to inform multi-million dollar decisions about this ecosystem.



*Each month hundreds of students conduct field research in the Bosque Ecosystem Monitoring Program*

## The Cebrin Goodman Youth, Leadership, and the Environment Project

The Goodman Project - Responsible Action for Ecological Integrity

The Goodman Project is a series of educational and hands-on events to support and sustain the restoration of the ecological integrity of the Rio Grande and its watershed. The Goodman Project is committed to advocacy emphasizing the importance of students and others taking direct action to create a more sustainable human and environmental community. It also works under the premise that humans are a part of and not apart from the environment. The Goodman Project emphasizes that the path to responsible action is built upon passion guided by accurate information and respectful dialogue and behavior. Goodman Project events are practical examples of hope in the modern era and its complicated environmental realities.



*The Goodman Project supports students who take steps to restore ecological integrity such as direct work with endangered species*

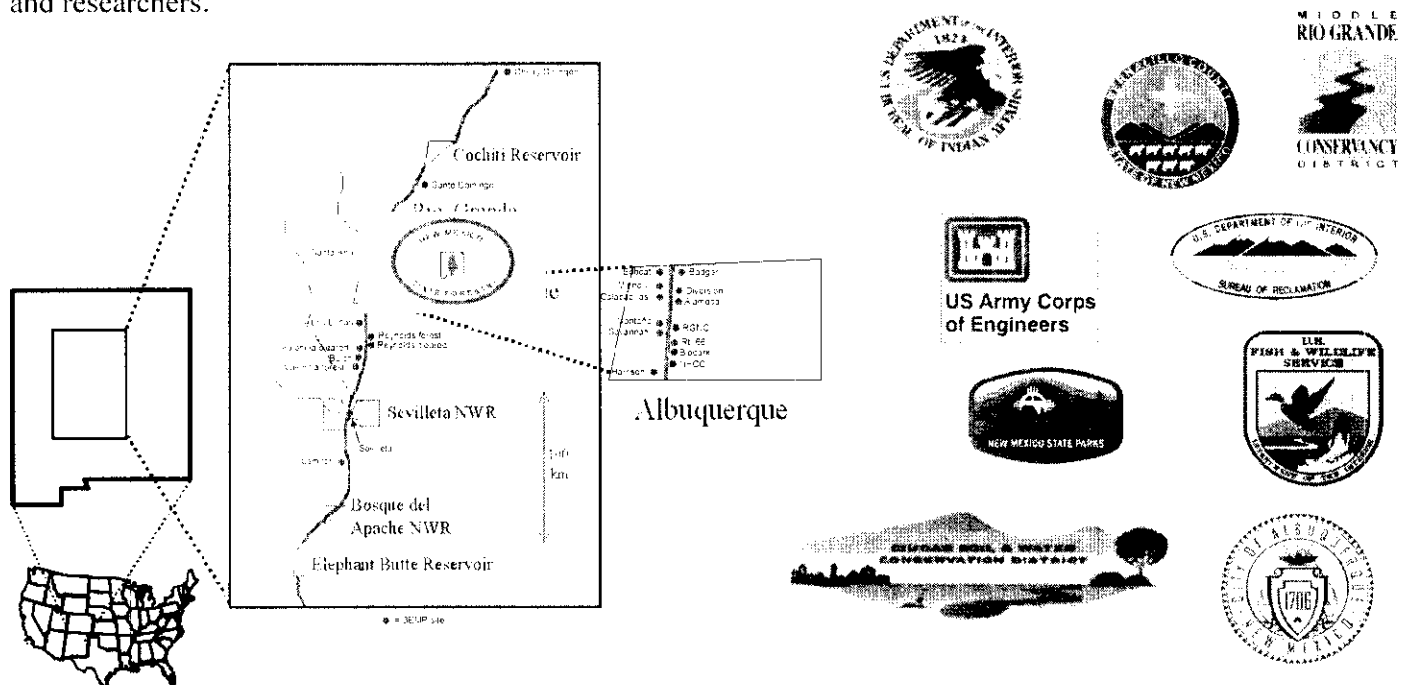
## 2009-2010 Bosque Ecosystem Monitoring Program (BEMP) Overview

The Bosque Ecosystem Monitoring Program (BEMP) completed its 14<sup>th</sup> year in the 2009-2010 school year. Partnerships remain central to the program's success. The University of New Mexico Biology Department and its National Science Foundation funded Sevilleta Long Term Ecological Research (LTER) program remain the cornerstones of BEMP's science programs providing significant quality control and rigor to BEMP's monitoring and research efforts. Bosque School serves as the educational hub for the thousands of BEMP students. Several dozen schools from across New Mexico participate in BEMP.



The University of New Mexico

BEMP maintained 25 sites located along a 140 mile stretch of the Rio Grande between Ohkay Owingeh Pueblo and Lemitar. The sites are located in urban, rural, agricultural, and tribal communities and settings. Each site offers researchers and managers a unique perspective on the Rio Grande and its bosque. Of the BEMP sites, 18 were put into operation at the request of a government agency to monitor either a restoration, management, or other concern. End data users continue to include federal, tribal, state, regional, and local government agencies and researchers.



Map depicting the 25 current BEMP sites

BEMP Government Partners and End Data Users

### BEMP Research

BEMP research continues to consider the impacts of climate, fire, flood, restoration, and management activities as ecological drivers acting upon the Rio Grande and its riverside forest. BEMP works in partnership and uses the protocols and research methods developed or needed by the Rio Grande's and bosque's natural resource managers.

Key BEMP research areas include:

- Vegetation distribution
- Vegetation composition
- Cottonwood tree abundance
- Plant production (biomass)
- Fuel load and wildland fire risk
- Surface active arthropods (biodiversity)
- Groundwater depth
- Ground and surface water quality
- Temperature (sub-surface & air)
- Soil characteristics
- Ancillary wildlife studies
- Precipitation

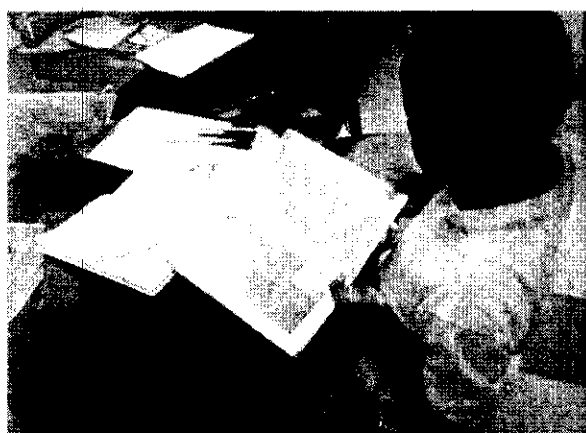
## 2009-2010 Bosque Ecosystem Monitoring Program (BEMP) Outreach

### 2009-2010 BEMP Education & Outreach Participant

Type of Outreach	students	adults	total
Long term multiple days	681	159	840
Short term (1-2 days)	769	145	914
Summer programs	214	30	244
Wildlife programs	60	37	97
Adult/teacher training	0	21	21
Festivals, events, etc.	1733	560	2293
Conferences, meetings, etc.	546	201	747
<b>Total Participants</b>			<b>5156</b>



*Each BEMP participant's experience should be memorable, content rich, and engaging*

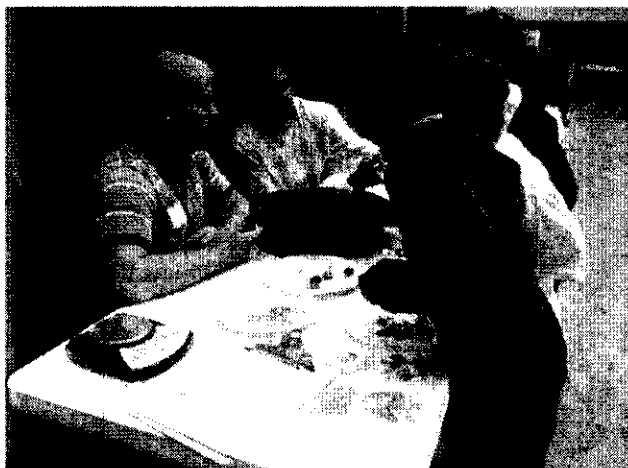


*Classroom and lab work led by BEMP staff includes pre and post field visit work.*

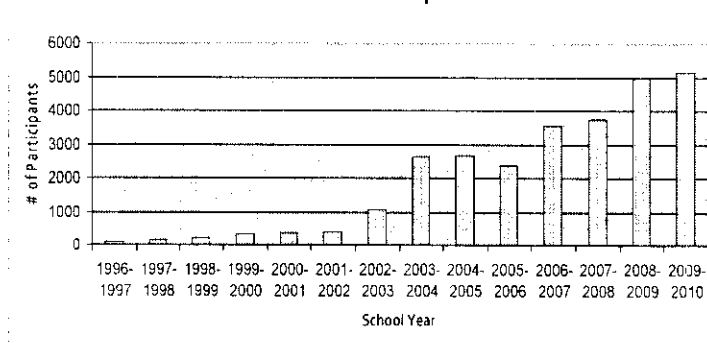
For the second year in a row, total BEMP participants numbered around 5,000 people (see charts this page). Although the overall participation numbers remain impressive we are most concerned with the quality of the BEMP experience for each individual. UNM graduate and upper level undergraduates who are students in UNM Biology's "Bosque Internship" class 408L/508L help with quality control efforts, mentoring, and program delivery.

We put particular emphasis on helping students build direct connections with the bosque. Classroom and lab work are content rich and directly tie back to the bosque. All BEMP education efforts strive to help students become wise stewards of water, the Rio Grande and its bosque. Our goal is that all BEMP curriculum is engaging and consistent with educational reform efforts.

BEMP directly connects students to their home watershed. The majority of BEMP participants are from groups underrepresented in the sciences.



**BEMP Annual Participation**



## The Cebrin Goodman Youth, Leadership, and the Environment Project The Goodman Project – Responsible Action for Ecological Integrity 2009-2010 Programs and Accomplishments

The 2009-2010 school year marked the third year of the Cebrin Goodman Youth, Leadership, and the Environment Project. It was a successful year as measured by participant numbers, program activities, and outreach success. In 2009-2010 there were over 1,800 participants in Goodman Project events. This includes about 500 people who participated in both BEMP and Goodman Project activities.

### New Mexico Watershed Watch Partnership

The Goodman Project provided support to the **New Mexico Watershed Watch** program by assisting with the training of 20 teachers so that they could lead their 1,000 students in stream monitoring across New Mexico. This initial training taught teachers how they and their students would assess stream quality and quantity and how it relates to human and fisheries health.

The training permitted those participating teachers and their students to take appropriate action to protect surface water quality in their local communities based on their scientific field investigations. Additional support from the Goodman Project and Black Institute staff helped make possible the annual New Mexico Watershed Watch and Bosque Ecosystem Monitoring Program (BEMP) Joint Student Congress where over 250 students from across New Mexico gathered to share findings.



*Monitoring river quality*

### Student & Public Environmental Education Events

For the third year the Goodman Project partnered with Earth's Birthday Project to host a "**Welcome Back Otter-Earth Day Celebration.**" This provided support to over 1,000 elementary students to learn about local conservation issues and raise money to protect river otter habitat by purchasing water rights in perpetuity for wildlife. Over 300 of those students participated in an Earth Day Festival at the Bosque School campus where high and middle school students taught the visiting elementary students about how they can take action to protect water quality, habitat, and wildlife.



*Learning about public policy*

For the second year, the Goodman Project supported the Youth **Water Future Symposium at the New Mexico Legislature** in conjunction with River Source. In addition to learning about water issues, students learned how to respectfully engage with elected officials and policy makers to effect change. This included a project where students chose an environmental topic of concern to them and wrote a letter expressing their own opinion on the topic. Where possible the students hand delivered their letters to their State Legislator at the State Capitol.

In mid-November about 100 students from the Socorro, Albuquerque, and Santa Fe region gathered at Bosque School for the third annual **Next Generation Making a Green Trail Conference.** Students from various schools and youth organizations presented to their peers what positive steps they are taking to reduce carbon emissions, address climate change, start and maintain composting and recycling programs at their schools, support local agriculture, and protect and study local wildlife and habitat. The presentations emphasized how students at other schools could replicate the various actions to support positive environmental stewardship.



*Students teaching about norms and composting*



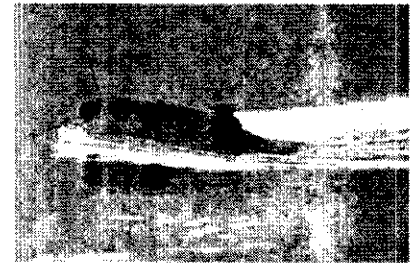


*Students presenting at a conference*

As a part of the **Aldo Leopold Centennial Celebration**, the Goodman Project supported student participation in the events, writing contest, and other activities that took place to support the continuation the legacy of the great conservationist Aldo Leopold. This included having high school students prepare posters related to Aldo Leopold's land ethic and presenting them at the Annual Quivara Conference. Students were filmed as part of a PBS documentary on Aldo Leopold where they spoke about their views related to conservation. The documentary is slated for release in February 2011.

Bosque School, through the Goodman Project, hosted the 2009 annual **New Mexico Wilderness Alliance Conference**. Over one hundred people participated in a variety of workshops and were able to hear author Charles Bowden and see the work of landscape photographer Michael Berman.

In cooperation with Animal Protection of New Mexico the Goodman Project co-presented **Beaver in New Mexico – Living With a Keystone Species**. This half day workshop, attended by about 35 people presented the research findings of Bosque School students, why beaver are important ecological components in New Mexico, and how to humanely manage beaver in an urban landscape. This served as a pilot test for a public education effort that has now been funded by the New Mexico Department of Game and Fish Share With Wildlife program for 2010-2011 school year.



*Beaver as a keystone species*

### **Wildlife & Conservation Biology: Education, Research, and Action**

The Goodman Project supported a variety of initiatives to help students take direct action to support wildlife and habitat. This included supporting **original student research** on habitat connectivity, wildlife corridors, wildland-urban interface and related topics in the Albuquerque metropolitan area. Students presented their scientific findings in a joint professional meeting of the New Mexico and Arizona chapters of the American Fisheries and Wildlife Societies in Flagstaff, Arizona.



Additional work included putting students in the field to work directly with federal, state, and university biologists to take concrete steps to support the recovery of listed endangered species including the **boreal toad**, **Mexican gray wolf**, and the **Rio Grande cutthroat trout**. Students also assisted with research efforts considering the effects of climate change on amphibian populations in the southwest and did site visits to learn about using algae as a source for bio-diesel.



*Working with the endangered boreal toad and Rio Grande cutthroat trout*

In cooperation with BEMP Program Assistant Melanie Keithley, the Goodman Project is supporting the care of a non-releasable red tailed hawk. Ms. Keithley has obtained the necessary federal and state permitting and training to use the hawk for educational purposes. She has already trained several students on the bird's care and appropriate use as an educational bird. She and the trained older students have done presentations for several hundred students on raptors and their importance in healthy ecosystems. Like all Goodman Project efforts, the hawk programs emphasize specific steps individuals can take for a more sustainable human, wildlife, and ecological community.

Because of internal issues at the University of New Mexico Press, the publication of the book *Eco-Tracking: On the Trail of Habitat Change* (formally *Citizen Science: On the Trail of Changing Habitat*) was delayed until December of 2010. This book profiles the work of the Black Institute's BEMP, and Goodman Projects and describes how young people across the country can take responsible environmental action by participating in environmental monitoring and stewardship programs.



During the 2009-2010 school year a second book in the science for young readers series at UNM Press was written by Black Institute/Goodman Project staff. The new book is *Fish in a Desert: On the Trail of Aquatic Habitat*. Like *Eco-Tracking*, *Fish in a Desert* uses the stories of actual student monitors involved in Black Institute and Goodman Project activities to demonstrate that young people can take action on important issues such as water quality and conservation and the protection of fish, other wildlife, and habitat. *The Fish in a Desert* manuscript has been completed. UNM Press will likely set a publication date for it of late in 2011.



**The Albert J. and Mary Jane Black Institute for Environmental Studies  
at Bosque School**

*Building connections between students, their community, and the riverside forests and associated watersheds that sustains and binds us all.*



January 9, 2011

To: **Environmental Planning Commission**

c/o **Catalina Lehner**, Project Analyst

Re: **Project #1003859/Coors-Montano**: Amended Site Development Plan for Subdivision and Site Development Plan for Building Permit on 23.9 acres at the corner of Coors and Montano.

From: **Bosque Ecosystem Monitoring Program**

Daniel Shaw, Co-Director

**Position: OPPOSED**

The proposed big box development at Coors and Montano falls completely within both the Coors Corridor and West Side Strategic Plans documents that are clear in this community's adoption of strict protections, "with teeth," of a "Sensible balance between desired land use patterns and preservation of the sensitive environmental characteristics of the site."

As such those documents along with the current approved sub-division plans must drive the decision making regarding that site.

- Policy 7.1 WSSP – "That the protection and preservation of the bosque is critical." On page 59 the WSSP states, "The vacant land between Coors and the river should be designed and developed to maintain the view plane and to preserve the woodland edge."
- Policy 3.18 The design of "Vacant land between Coors and the river should be sensitive to (the bosque as a) community asset." There is also specific language about protecting the transition woodland to upland mesa areas in this zone.

The Coors Corridor Plan is explicit that development shall be:

- Done so there is compatibility between natural landscape and the built environment
- Designs will be appropriate to abutting and adjacent sites
- Development will create relationships that link to natural site amenities such as the bosque
- Appropriateness of design, massing, view plane integrity, and transportation

In each of these cited examples this big box proposal fails to comply with our great city's duly deliberated and adopted land use plans. As a whole, this big box proposal is intrusive, unwanted by most of its would be neighbors, kills the prospect of an already approved pedestrian and bicycle friendly community center – village plan, and intrudes upon the bosque.

The Coors and Montano area is where thousands of our citizens access the bosque. It is an aesthetic and ecological element that cannot be moved somewhere else. At the city's Pueblo Montano Park, firefighters and nature are honored through wood carvings. Just east of that is an AIDS memorial cottonwood grove. A big box is without a soul and honors not our heroes, our departed love ones, or nature itself.

South of those wood carvings is the Bosque School campus. Although 550 students embrace their responsibilities as ecological stewards at that location, they are joined throughout the school year by **thousands of APS and other area students in participating in the Bosque Ecosystem Monitoring Program (BEMP)**. Weekly, school bus loads of students from throughout the city and state come to this part of the bosque to conduct science and involve themselves in service learning projects. Each year, within BEMP, over 6,000 people, mostly K-12 students, partner with the University of New Mexico Biology department to conduct technical research of the Rio Grande and its riverside forest. Federal, state, tribal, and local governments use the collected student data. Findings are published through UNM and stand up to technical and peer review. It is at the very doorstep of that ecological monitoring and education that a big box is proposed.

If I tie a feather on a cow it does not make it a chicken. A portale here, talk of a solar panel there, an architectural flourish that is reminiscent of the very pueblo and its now buried inhabitants that this developer wants to build right on top of might all sound nice around the edges. But at its core, this proposal is a cumbersome beast. It is a big box that has no place in a sacred landscape along our treasured riverside forest, the bosque.

Daniel Shaw  
*Co-Director*

**Bosque Ecosystem Monitoring Program (BEMP)**  
**4000 Learning Road, NW**  
**Albuquerque, NM 87120**

505.898.6388 ext. 129 [dan.shaw@bosqueschool.org](mailto:dan.shaw@bosqueschool.org)

**BEMP Mission Statement**

The mission of the Bosque Ecosystem Monitoring Program (BEMP) is collaborative long-term ecological monitoring of key abiotic and biotic processes and characteristics to promote continued education, understanding and stewardship of the riparian ecosystem to scientists, teachers, students, policy makers and the public.

[www.bosqueschool.org/bemp.htm](http://www.bosqueschool.org/bemp.htm)

**Lehner, Catalina L.**

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**From:** Candypatt@aol.com  
**Sent:** Monday, January 09, 2012 3:38 PM  
**To:** Lehner, Catalina L.  
**Cc:** abqWSCboard@yahogroups.com  
**Subject:** SCAN0003.PDF - Re: Project # 11- 074 Westside Coalition Resolution in Opposition

Ms Lehner,

Please find a attached a Resolution from the West Side Coalition of Neighborhood Associations for submission as part of the EPC record in opposition to the subject project.

At a general meeting held Wednesday, November 2, 2011 the Coalition drafted and voted on the subject Resolution in opposition to the Big Box Retail store proposal for Coors/Montano (project #11-074).

Thank you kindly.

Candelaria "Candy" Patterson  
Vice President  
West Side Coalition of  
Neighborhood Associations  
Cell#: 505/321-1761  
e-mail: [candypatt@aol.com](mailto:candypatt@aol.com)

**RESOLUTION OF THE WESTSIDE COALITION OF  
NEIGHBORHOOD ASSOCIATIONS URGING THE  
ENVIRONMENTAL PLANNING COMMISSION (EPC) TO  
DECLINE APPROVAL OF PROJECT #11-074.**

The mission of our Coalition is to provide the City of Albuquerque Westside Neighborhood and Homeowner Associations a means to communicate with each other on civic and neighborhood matters and to provide for a means to preserve, protect, and enhance the quality of life of the residents within our boundaries. The Coalition provides a unified voice on important issues such as the proposed big box development at Coors and Montano and continues to be liaisons with local, state, and federal government. Our boundaries encompass the area of Bernalillo County west of the Rio Grande.

**WHEREAS**, the Coalition is unified in its strong opposition to the proposed big box development of Tracts 1 and 2 PLAT OF NORTH ANDALUCIA AT LA LUZ CONT 10.2332 Acres, also known by the City of Albuquerque Planning Department as Project #11-074. The Westside Coalition believes a big box development for this parcel would pose safety risks and a negative environmental impact to surrounding neighborhoods, Bosque School, public pedestrian/bicycle recreational trails, as well the natural habitat of the Rio Grande bosque itself.

The proposed big box development parcel abuts the largest research tract among the Bosque Ecosystem Monitoring Program (BEMP), coordinated through Bosque School and the University of New Mexico. This site represents one of the twenty-five sites that are supported by this collaborative environmental science initiative involving over six thousand area students and their teachers from over forty public, private, pueblo, and home schools. This tract, serves as a major gateway to this ongoing research and educational program that benefits students and teachers state-wide, as well as the federal, state, and local government agencies that use the data to make decisions on the care and restoration of the bosque.

Project #11-074 does not meet City of Albuquerque Big Box Guidelines, nor does it meet Form Base Code. Original master planning for the former agricultural tracts identified this site as a Village concept, not a big box development.

The traffic congestion at Coors NW and Montano NW continues to increase, and this intersection is presently recognized by the City as the fourth most dangerous intersection in Albuquerque. The Coalition requests that an updated traffic study be undertaken that addresses pedestrian and bicycle traffic, as well as the flow of vehicles.

**WHEREAS**; the Westside Coalition recognizes the important economic, ecological, educational, social and cultural benefits of this land and urges the Environmental Planning Commission to decline approval for a development of this nature at this particular site.

DATE:

January 9, 2012

BY:

Candelaria "Candy" Patterson  
Candelaria "Candy" Patterson  
Westside Coalition of Neighborhood  
Associations (WSCONA)

**Lehner, Catalina L.**

**From:** Kelly Kuchar [kelly@kellyjodesigns.com]

**Sent:** Monday, January 09, 2012 4:13 PM

**To:** Lehner, Catalina L.

**Cc:** Marrone, Carmen M.

**Subject:** Jan. 19 EPC hearing , submittal of paper

Good afternoon, Catalina.

I will be speaking at the hearing on Jan.19 on behalf of the 4th Street retail merchants.

I will be citing key points from the attached research document regarding the negative consequences to local small businesses in the near vicinity of the proposed big box development.

I will also be briefly discussing the impact the increased traffic on Montano bridge will have on our businesses.

Regards,

Kelly

--

Kelly Jo Kuchar

Principal

**Kelly Jo Designs, Inc.**

6829 4th St. NW

Los Ranchos de Albuquerque, NM 87107

(800)844-5060 toll free

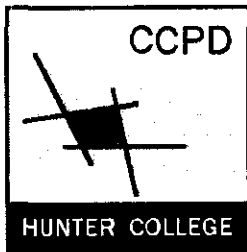
(505)341-2737 main

(505)341-2738 fax

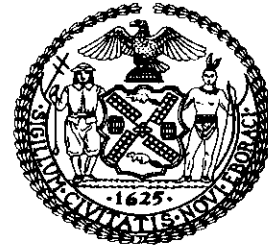
(505)934-0665 cell

[kelly@kellyjodesigns.com](mailto:kelly@kellyjodesigns.com)

<http://www.kellyjodesigns.com>



Center for Community Planning and Development  
Hunter College  
ccpd@hunter.cuny.edu



THE PUBLIC ADVOCATE FOR THE  
CITY OF NEW YORK  
Bill de Blasio -- PUBLIC ADVOCATE

**JANUARY 10, 2010**

**Wal-Mart's Economic Footprint:**  
**A literature review prepared by Hunter College Center for**  
**Community Planning & Development and New York City**  
**Public Advocate Bill de Blasio**



**Prepared By:**

**Tom Angotti, Ph.D.**

*Professor of Urban Affairs & Planning and Center Director at Hunter College*

**Brian Paul**

*Center Fellow and Masters of Urban Planning Candidate at Hunter College*

**Tom Gray**

*Director of Land Use at the Office of the New York City Public Advocate*

**Dom Williams**

*Senior Advisor at the Office of the New York City Public Advocate*

## Executive Summary

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Wal-Mart is the world's largest retailer with more than 4,300 stores in the United States and over 8,000 worldwide, with global sales topping \$400 billion in 2009.<sup>1</sup> It is the largest retailer in the U.S., where more than half its revenue comes from grocery sales.<sup>2</sup> Wal-Mart's formula for financial success includes: low-wage labor, limited health benefits, and leveraging of government subsidies

Hundreds of studies, reports, and articles have been written about the negative impacts of Wal-Mart. This document represents a thorough review of key literature between 2002 and 2010, and points to many of the retail giant's negative impacts. It examines over fifty studies conducted over the past seven years on Wal-Mart's impact on both local and national economies. It represents research encompassing all fifty states, including the first research conducted regarding Wal-Mart in a major U.S. City: Chicago.

Since opening its first store in Bentonville, Arkansas in 1962, Wal-Mart has steadily spread from its base in the South and Midwest to dominate the suburban and rural retail market across the U.S. Having effectively saturated these markets, Wal-Mart's most lucrative opportunities for growth are now outside the U.S.. However, the company has also begun to move aggressively into those more densely populated central cities that have so far been off limits, either for lack of space in which to shoe-horn the mall-size Wal-Mart outlets or due to local antipathy to the company because of its negative impact on small businesses and the local economy.

Wal-Mart is addressing the first obstacle – store size – by changing its standard big box model to a more flexible one involving stores of widely varying sizes, perhaps even as small as a few thousand square feet, the size of many local grocery stores. According to Garrick Brown, Vice President of Research at Colliers International, “Smaller designs, in the twenty thousand square-foot range, and mostly groceries – that's where the money is.”<sup>3</sup> For example, four stores are planned for the Washington, DC area, including multi-story buildings in both central city and suburban settings.<sup>4</sup> Twenty-four new stores are planned for the San Francisco Bay Area. Several years ago the company opened its first store in Chicago and is planning a dozen more.<sup>5</sup>

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<sup>1</sup> Wal-Mart. “Corporate Facts: Wal-Mart by the Numbers.” March, 2010. <http://Wal-Martstores.com/download/2230.pdf>

<sup>2</sup> ABMN Staff. “BusinessNews: Wal-Mart Hopes to Expand to San Francisco.” September 22, 2010. [www.americanbankingnews.com/2010/09/22/wal-mart-nyse-wmt-hopes-to-expand-to-san-francisco/](http://www.americanbankingnews.com/2010/09/22/wal-mart-nyse-wmt-hopes-to-expand-to-san-francisco/)

<sup>3</sup> *ibid*

<sup>4</sup> Dan Malouf. “Will Wal-Mart be Urban? Part 1: Brightwood.” Greater Greater Washington. November 21, 2010. <http://greatergreaterwashington.org/post/8208/will-Wal-Mart-be-urban-part-1-brightwood/>

<sup>5</sup> *ibid*; Stephanie Clifford. “Wal-Mart Gains in its Wooing of Chicago.” The New York Times. June 24, 2010. <http://www.nytimes.com/2010/06/25/business/25-Wal-Mart.html>

Although Wal-Mart has overcome the challenge of fitting its stores into urban environments, these smaller stores continue to bring negative overall economic impacts on the communities where they are located. The retail giant is undertaking a major public relations campaign; however, the corporation has made only minor concessions and their promises about job creation and tax revenues are not realized.

The overwhelming weight of the independent research on the impact of Wal-Mart stores on local and national economies – including jobs, taxes, wages, benefits, manufacturing and existing retail businesses – shows that Wal-Mart depresses area wages and labor benefits contributing to the current decline of good middle class jobs, pushes out more retail jobs than it creates, and results in more retail vacancies. There is no indication that smaller “urban” Wal-Mart stores scattered throughout a dense city in any way diminish these negative trends. Rather, such developments may actually result in more widespread economic disruption.

### **1. Wal-Mart’s Economic Impacts: Net Loss of Jobs, Fewer Small Businesses**

- Wal-Mart store openings kill three local jobs for every two they create by reducing retail employment by an average of 2.7 percent in every county they enter.<sup>6</sup>
- Wal-Mart’s entry into a new market does not increase overall retail activity or employment opportunities.<sup>7</sup> Research from Chicago shows retail employment did not increase in Wal-Mart’s zip code, and fell significantly in those adjacent.
- Wal-Mart’s entry into a new market has a strongly negative effect on existing retailers.<sup>8</sup> Supermarkets and discount variety stores are the most adversely affected sectors, suffering sales declines of 10 to 40% after Wal-Mart moves in.<sup>9</sup>

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<sup>6</sup> Neumark, David, Junfu Zhang, and Stephen Ciccarella, January 2007. “The Effects of Wal-Mart on Local Labor Markets.” Institute for the Study of Labor Discussion Paper #2545, University of Bonn. [http://papers.ssrn.com/sol3/papers.cfm?abstract\\_id=958704](http://papers.ssrn.com/sol3/papers.cfm?abstract_id=958704).

<sup>7</sup> Julie Davis, David Merriman, Lucia Samyoa, Brian Flanagan, Ron Baiman, and Joe Persky. “The Impact of an Urban Wal-Mart Store on Area Businesses: An Evaluation of One Chicago Neighborhood’s Experience.” Center for Urban Research and Learning, Loyola University Chicago. December 2009. [http://luc.edu/curl/pdfs/Media/Wal-MartReport21010\\_01\\_11.pdf](http://luc.edu/curl/pdfs/Media/Wal-MartReport21010_01_11.pdf); David Neumark, Junfu Zhang, and Stephen Ciccarella. “The Effect of Wal-Mart on Local Labor Markets.” IZA Discussion Paper No. 2545 (January 2007). <http://ftp.iza.org/dp2545.pdf>

<sup>8</sup> Srikanth Parachuri, Joel A.C. Baum, and David Potere. “The Wal-Mart Effect: Wave of Destruction or Creative Destruction?” *Economic Geography* 85.2 (2009): 209-236.

<sup>9</sup> Kenneth E. Stone, Georgeanne Artz, and Albery Myles. “The Economic Impact of Wal-Mart Supercenters on Existing Businesses in Mississippi.” Mississippi University Extension Service. 2002. [http://Wal-Mart.3cdn.net/6e5ad841f247a909d7\\_bcm6b9fdo.pdf](http://Wal-Mart.3cdn.net/6e5ad841f247a909d7_bcm6b9fdo.pdf); O. Capps, and J.M. Griffin. “Effect of a Mass Merchandiser on Traditional Food Retailers.” *Journal of Food Distribution* 29 (February 1998): 1-7;

- Stores near a new Wal-Mart are at increased risk of going out of business. After a single Wal-Mart opened in Chicago in September 2006, 82 of the 306 small businesses in the surrounding neighborhood had gone out of business by March 2008.<sup>10</sup>
- The value of Wal-Mart to the economy will likely be less than the value of the jobs and businesses it replaces. A study estimating the future impact of Wal-Mart on the grocery industry in California found that, “the full economic impact of those lost wages and benefits throughout southern California could approach \$2.8 billion per year.”<sup>11</sup>
- Chain stores, like Wal-Mart send most of their revenues out of the community, while local businesses keep more consumer dollars in the local economy: for every \$100 spent in locally owned businesses, \$68 stayed in the local economy while chain stores only left \$43 to re-circulate locally.<sup>12</sup>

## 2. Wal-Mart’s Costs to Taxpayers

- Wal-Mart has thousands of associates who qualify for Medicaid and other publicly subsidized care, leaving taxpayers to foot the bill.<sup>13</sup> For instance in Ohio Wal-Mart has more associates and associate dependents on Medicaid than any other employer, costing taxpayers \$44.8 million in 2009.<sup>14</sup>
- According to estimates, Wal-Mart likely avoided paying \$245 million in taxes 2008 by paying rent to itself and then deducting that rent from its taxable income.<sup>15</sup>

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Vishal P. Singh, Karsten T. Hansen, and Robert C. Blattberg. “Impact of a Wal-Mart Supercenter on a Traditional Supermarket: An Empirical Investigation.” February 2004.

<http://chicagobooth.edu/research/workshops/marketing/archive/WorkshopPapers/hansen.pdf>; Kusum L.

Ailawadi, Jie Zhang, Aradhna Krishna, and Michael W. Kruger. “When Wal-Mart Enters: How Incumbent Retailers React and How This Affects Their Sales Outcomes.” *Journal of Marketing Research* 47.4 (August 2010).

<sup>10</sup> Davis et al, id

<sup>11</sup> Martin Boarnet, and Randall Crane. “The Impact of Big Box Grocers on Southern California: Jobs, Wages, and Municipal Finances.” Orange County Business Council. September 2009.

[http://www.coalition4c.org/big\\_box\\_study.pdf](http://www.coalition4c.org/big_box_study.pdf)

<sup>12</sup> Civic Economics. “The Andersonville Study of Retail Economics.” October 2004.

<http://www.andersonvillestudy.com/AndersonvilleSummary.pdf>

<sup>13</sup> “Good Jobs First” reports that in 21 of 23 states which have disclosed information, Wal-Mart has the largest number of employees on the Medicaid rolls of any employer.

[http://www.goodjobsfirst.org/corporate\\_subsidy/hidden\\_taxpayer\\_costs.cfm](http://www.goodjobsfirst.org/corporate_subsidy/hidden_taxpayer_costs.cfm)

<sup>14</sup> Ohio Department of Jobs and Family Services. “Ohio Medicaid Recipients by Employer.” September 2009.

[http://pnohio.3cdn.net/5ddd17f44b6d3a8a58\\_sjm6bx1ew.pdf](http://pnohio.3cdn.net/5ddd17f44b6d3a8a58_sjm6bx1ew.pdf)

<sup>15</sup> United Food and Commercial Workers International Union. “Outline of Data and Methodology for Estimating Amount of Tax Avoided By Wal-Mart.” <http://wakeupal-Mart.com/facts/statebudgetsappendix.html>.

- Wal-Mart has admitted a failure to pay \$2.95 billion in taxes for fiscal year 2009.<sup>16</sup>

### 3. Wal-Mart's low paying jobs contribute to the decline of the middle class

- Median household income declined by 1.8% nationally and 4.1% in New York City in 2009.<sup>17</sup> This decline will be exacerbated by low paying Wal-Mart jobs.
- Wal-Mart's average annual pay of \$20,774 is below the Federal Poverty Level for a family of four.<sup>18</sup>
- A Wal-Mart spokesperson publicly acknowledged in 2004 that, "More than two thirds of our people... are not trying to support a family. That's who our jobs are designed for."<sup>19</sup>
- Wal-Mart's 2010 health care offerings have a high annual deductible of \$4,400 which means a family would have to spend \$5,102 of their own money on health care before Wal-Mart's insurance pays anything. Based on the average salary of a Wal-Mart employee this payment represents almost 25% of their annual income.<sup>20</sup>

For these reasons, we conclude that the entry of even a single Wal-Mart store in New York City could have a snowball effect and result in a negative long-term cumulative impact on the city's economy and continued decline of the middle class. A single small Wal-Mart, or a single superstore, could mean the demise of existing food retailers, end local retail, and hurt working families. Considering Wal-Mart's aggressive plans for expansion into urban markets all across the country, there is no reason to believe the company would be satisfied with only one store in the nation's largest city.

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<sup>16</sup> Tom English, and Mark J. Cowan. "The Challenges of Transparency in Corporate Tax Departments," The CPA Journal, October 2007; Wal-Mart Stores Inc. Form 10-K for fiscal year ended January 31, 2010. Consolidated Financial Statements, Note 8, pg. 36

<sup>17</sup> <http://www.craigslist.com/article/20100809/FREE/100809838>

<sup>18</sup> The calculation assumes that a full-time Wal-Mart worker works an average of 34 hours a week, 52 weeks a year. The average of 34 hours a week is obtained from an internal Wal-Mart memo <http://www.nytimes.com/packages/pdf/business/26Wal-Mart.pdf>

<sup>19</sup> Transcript of PBS Newshour, 23 August 2004

<sup>20</sup> The calculation was performed for a family with one earning member who earns the Wal-Mart average wage of \$11.24/hour, and works an average of 34 hours a week for 52 weeks a year.

<sup>21</sup> This information is taken from the guide to annual enrollment that Wal-Mart distributed to its associates in September-October 2009 for benefit year 2010.

## **The Negative Socio-Economic Impacts of Wal-Mart**

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### **Net Loss of Jobs, Fewer Small Businesses**

While City representatives may have engaged in discussions with Wal-Mart or its agents, there has been no public review of Wal-Mart's plans or assessment of potential impacts. However, the case of the new Wal-Mart store in Chicago strongly suggests negative impacts that New York City could expect to experience with the introduction of Wal-Mart stores. A 2009 study by the Center for Research & Urban Learning at Loyola University surveyed a four-mile radius before and after the opening of Chicago's first Wal-Mart in September 2006.<sup>22</sup> The survey found that Wal-Mart's entry led to local business failures, no measurable increase in retail employment or sales in the immediate area of the new store, and a noticeable drop in jobs and sales in surrounding areas. To be more precise, 25% of retail businesses within a mile of the Wal-Mart closed within a year.

The Loyola study confirmed a basic principle of retailing in urban areas: total sales are for the most part based on a finite pool of disposable consumer income, and new retailers cannot simply create new sales without taking them away from others. "For Wal-Mart's own zip code, 60639, there is no evidence of an overall upturn in sales," concluded the researchers. Retail employment also declined overall: "Retail employment levels in Wal-Mart's own zip code show no significant change, presumably because of the addition of Wal-Mart's own employees. But retail employment trends in neighboring zip codes show a negative effect after Wal-Mart's opening. This effect is significant in the period 2003-2008."<sup>23</sup> The researchers found that the hardest-hit businesses were selling electronics, toys, office supplies, general merchandise, hardware, home furnishings and drugs. A University of Illinois analysis of a proposed Wal-Mart in Chicago in 2004 had accurately predicted that the megastore's arrival would lead to a net job loss and only a minimal increase in net tax revenues.<sup>24</sup>

Other research shows that Wal-Mart's arrival in a new market has a particularly damaging effect on ethnic retailers including supermarkets, bodegas, electronics and furniture stores.<sup>25</sup> A recent study in Florida found that drugstores and stores specializing in apparel, sporting goods, home furnishings, cards and gifts, and other essential consumer household goods are likely to suffer the

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<sup>22</sup> Davis et al, id

<sup>23</sup> ibid.

<sup>24</sup> UIC Center for Urban Economic Development. "The Economic Impact of Wal-Mart: An Assessment of the Wal-Mart Store Proposed for Chicago's West Side. March 2004. <http://www.uic.edu/cuppa/uicued>

<sup>25</sup> Center for Research & Urban Learning & Loyola University, 2009.

most.<sup>26</sup> Take a stroll down neighborhood retail strips in Washington Heights, Flushing, or East New York and it's clear that these are the products most commonly sold by locally-owned retail shops in New York City.

Another study that examined the impact of new Wal-Mart stores in seven markets around the country found that Wal-Mart's entry had substantial negative impacts on sales of mass-produced consumer staples by local vendors: "In the year following entry, mass stores suffer a median sales decline of 40% and supermarkets suffer a median sales decline of 17%, while drug stores experience a much smaller median decline of 6%. This magnitude of sales impact is broadly consistent with prior research"<sup>27</sup>

Small locally-owned businesses are not the only Wal-Mart victims. Other chain stores and discount retailers also suffer from Wal-Mart's manipulation of prices. One study of a nationwide dataset of Wal-Mart's effect on previously existing discount retailers found that roughly half of small discount stores closed after Wal-Mart's arrival.<sup>28</sup> The unfortunate result is a reduction of competition and many empty storefronts.

Independently owned local businesses are an essential part of New York City's vibrant residential neighborhoods. Chain stores are concentrated in a few outer-borough malls and in heavily-trafficked parts of Midtown and Lower Manhattan, while independent retailers predominate in most of the rest of the city. Independent retailers flourish, for example, in the dense commercial districts serving immigrant communities, in Flushing and Corona (Queens), Sunset Park (Brooklyn), Melrose (The Bronx) and Washington Heights (Manhattan).

As Jane Jacobs observed in her classic work *The Death and Life of Great American Cities*:

"Commercial diversity is, in itself, immensely important for cities, socially as well as economically...wherever we find a city district with an exuberant variety and plenty in its commerce, we are apt to find that it contains a good many other kinds of diversity also, including variety of cultural opportunities, variety of scenes, and a great variety in its population and other users. This is more than a coincidence." (p. 148)

The benefits of the small business economy are clear to see in districts like Downtown Flushing where small business has served as the engine of neighborhood growth and has led to the emergence of a uniquely diverse urban center that attracts residents and visitors from throughout the city and region. Linkages among small businesses strengthen them and help sustain them in hard times. Linkages between small businesses and civic and social organizations in

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<sup>26</sup> Parachuri et al, id

<sup>27</sup> Ailawadi et al, id

<sup>28</sup> Panle Jia. "What Happens When Wal-Mart Comes to Town: An Empirical Analysis of the Discount Retailing Industry." *Econometrica* 76.6 (November 2008): 1263-1316.

communities' help neighborhoods thrive and develop. Innumerable personal ties between local merchants and residents are enormous assets to a thriving urban environment.

Locally owned businesses are crucial to the vitality of our economy because they keep a higher percentage of their resources in the local economy by procuring their goods and services from the local area. Locally-owned businesses recirculate dollars in the neighborhood while chain stores send revenues to corporate headquarters. A 2004 study found that for every \$100 spent in locally owned businesses, \$68 stayed in the local economy while chain stores only left \$43 to recirculate locally. The local owners tend to live in the community, spend more on labor, are twice as likely to use local supply networks, and contribute more to local charities.<sup>29</sup>

Small businesses are the engines of local economic development, leaders in innovation and change, and are more productive than large chains.<sup>30</sup> In New York City, small retail businesses are a particularly important means of economic and social advancement for immigrant families.

Even if Wal-Mart imitates the appearance of our small business retailers by subdividing into small outlets, it will still operate as a global monopoly with the same giant supply chain, and the same low wages and substandard labor policies.

Our observations about the critical importance of locally-owned businesses are widely shared among those who have studied urban economies in depth. According to economists at Winthrop University, States with a higher percentage of very small businesses, those with 20 employees or less, have a more productive workforce and higher levels of GDP growth than states with lower levels of very small businesses. Furthermore, states that are rich in very small businesses have lower rates of unemployment.<sup>31</sup>

Wal-Mart is trying to take advantage of the current economic downturn by promising an immediate infusion of jobs and investment dollars in city neighborhoods that have been hit hard by the recession. Considering the body of independent research that clearly demonstrates Wal-Mart's negative long-term impacts on local economies, it would be shortsighted to allow this destructive retail monopolist to enter the New York City market via the Trojan Horse of "job creation."

Lastly, Wal-Mart typically sells promotable products below their cost as a loss leader to draw in customers.<sup>32</sup> Wal-Mart has the ability to lower these prices, even if it means losing money for up to ten years, something small businesses cannot afford.<sup>33</sup> After driving out competition, the

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<sup>29</sup> Civic Economics, id

<sup>30</sup> Parachuri et al, id

<sup>31</sup> D.K. Robbins, L.J. Pantuosco, D.F Parker, and B.K. Fuller. "An Empirical Assessment of the Contribution of Small Business Employment to U.S. State Economic Performance". *Small Business Economics* 15 (2000): 293–302.

<sup>32</sup> B. Lund. "Predatory Pricing Practices and the Toy Industry." *Global Toy News*. August 27, 2010 <http://www.globaltoynews.com/2010/08/Wal-Mart-predatory-pricing-and-the-toy-industry.html>

<sup>33</sup> MacPherson; Lintereur, id



company increases prices on those products. Artificially lowering prices impacts not only small local businesses, but has major ramifications on manufacturing and the global economy.

Predatory pricing forces competing retailers to sell at a loss, or cancel orders for promotable products because they cannot compete with the artificially low prices. This hurts those small businesses and has major implications for manufacturers. Consumer products will ultimately sell fewer units because Wal-Mart will be the only store left selling these products. This causes losses for manufacturers by devaluating goods and impacting quantities.<sup>34</sup>

According to Bloomberg News, this was done on a massive scale this holiday season. Wal-Mart managers in the U.S. received instructions to mark up an average of 1,800 types of toys per store this holiday season, according to a company e-mail sent the month before Christmas.<sup>35</sup>

Wal-Mart's power to sell products below their typical market value has led to the laying off of employees and the closure of U.S. plants in favor of outsourcing products from overseas.<sup>36</sup> Eighty-five percent of Wal-Mart's items are made overseas. The mega-retailer has faced numerous accusations of unacceptable conditions in the factories of their suppliers. Reported abuses include: "forced overtime, locked bathrooms, starvation wages, pregnancy tests, denial of access to health care, and workers fired and blacklisted if they try to defend their rights."<sup>37</sup>

## Costs to Taxpayers

Because many of Wal-Mart's employees do not earn enough to make ends meet they often turn to public assistance. Each Wal-Mart store, averaging 200 employees, costs taxpayers approximately \$420,750 annually in public social services used by store employees.<sup>38</sup> Wal-Mart has thousands of associates who qualify for Medicaid and other publicly subsidized care, leaving taxpayers to foot the bill.<sup>39</sup> For instance, Wal-Mart has the greatest number of associates and associate dependents on Medicaid in Ohio, costing taxpayers \$44.8 million in 2009.<sup>40</sup>

According to the group Wal-Mart Subsidy Watch, a non-profit watchdog group, Wal-Mart has already received subsidies worth about \$52 million in New York State. At least eight Wal-Mart locations in New York have challenged their property tax assessment, recouping about \$766,000.<sup>41</sup> Wal-Mart has already cost New Yorkers millions of dollars, even before entering the state's largest marketplace.

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<sup>34</sup> D. Moberg. "The Wal-Mart Effect: The How's and Whys of Beating the Bentonville Behemoth." June 10, 2004

<sup>35</sup> M. Boyle. "Wal-Mart Raising Prices on Toys, Squeezing More Out of Holidays." Bloomberg News. December 15, 2010

<sup>36</sup> Fishman, id

<sup>37</sup> United Food and Commercial Workers International Union. "Wal-Mart and Sweatshops." [http://www.ufcw.org/take\\_action/Wal-Mart\\_workers\\_campaign\\_info/facts\\_and\\_figures/Wal-Mart\\_sweatshops.cfm](http://www.ufcw.org/take_action/Wal-Mart_workers_campaign_info/facts_and_figures/Wal-Mart_sweatshops.cfm)

<sup>38</sup> Congressman G. Miller. "Everyday Low Wages: The Hidden Price We All Pay For Wal-Mart" February 16, 2004.

<sup>39</sup> Good Jobs First, id

<sup>40</sup> Ohio Department of Jobs and Family Services., id.

<sup>41</sup> [www.Wal-Martsubsidywatch.org/index.html](http://www.Wal-Martsubsidywatch.org/index.html)

Wal-Mart also uses controversial methods to reduce the taxes it pays. They use a Capital Real Estate Investment Trust (REIT) where the corporation pays rent to itself and then deducts that rent from its taxable income.<sup>42</sup> It is estimated that Wal-Mart likely avoided paying \$245 million in 2008 using this strategy nationwide.<sup>43</sup> By its own admission, Wal-Mart likely owes billions in taxes.

Wal-Mart's entry into the New York City market may also negatively affect the tax base by displacing the better compensated employees of the existing retail sector. This is especially relevant for the unionized workers of the grocery sector. A study of Wal-Mart's potential entry into the San Francisco market estimated that if Wal-Mart were to take ten to twenty percent of the grocery markets and replace thousands of union supermarket employees with Wal-Mart workers, the region would lose \$300 to \$576 million dollars in employee wages and benefits.<sup>44</sup>

### **Wal-Mart's low paying jobs contribute to the decline of the Middle Class**

According to the 2009 Census Bureau's survey of income and poverty in the United States, Median household income is falling in the vast majority of U.S. states and in virtually every single major U.S. city, representing a shocking decline of the middle class. Unemployment has also skyrocketed in recent years and it has become much harder to get a good middle class job.<sup>45</sup>

According to the Census Bureau, median household income declined in thirty four U.S. states in 2009 and almost all U.S. Cities.

- In New York City, median household declined 4.1% to \$55,980.
- In Detroit, median household income declined 10% to \$48,535.
- In Orlando, median household income dropped almost 10% to \$46,856.
- In Cleveland, median household income fell 8.5% to \$45,395.
- In Miami, median household income declined 8.2% to \$45,946.
- In Indianapolis, median household income dropped 7.1% to \$50,140.

With an average annual pay of \$20,774, significantly below the Federal Poverty Level for a family of four, Wal-Mart's workforce can largely be classified as working poor.<sup>46,47</sup> Wal-Mart's 1.3 million employees being forced to accept poverty level wages and bare bones health benefits

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<sup>42</sup> Drucker, id

<sup>43</sup> Good Jobs First. "Wal-Mart Subsidy Watch." <http://wakeupWal-Mart.com/facts/statebudgetsappendix.html>

<sup>44</sup> Marlon Boarnet, Randall Crane, Daniel G. Chatman, and Michael Manville. "Emerging Planning Challenges in Retail: The Case of Wal-Mart." *Journal of the American Planning Association* 71.4 (2005): 433-449.

<sup>45</sup> U.S. Census Bureau "Income, Poverty, and Health Insurance Coverage in the United States: 2009" September, 2010.

<sup>46</sup> The calculation assumes that a full-time Wal-Mart worker works an average of 34 hours a week, 52 weeks a year. The average of 34 hours a week is obtained from an internal Wal-Mart memo.

<http://www.nytimes.com/packages/pdf/business/26Wal-Mart.pdf>

<sup>47</sup> U.S. Department of Labor Bureau of Labor Statistics "A Profile of the Working Poor, 2000" March 2002

will only exacerbate the continuing decline of the middle class, including in New York City.<sup>48</sup> A Wal-Mart spokesperson was quoted in 2004 saying, "More than two thirds of our people...are not trying to support a family, that's who our jobs are designed for."<sup>49</sup>

A study done by the UC Berkeley Institute of Industrial Relations compared Wal-Mart's wages to other large retailers, as well as other industry segments. Wal-Mart employees constitute of 55% of all general merchandise workers, and 71% of large general merchandise workers. The study found a significant gap in pay for Wal-Mart employees. Looking at comparable retailers and adjusting wages for local labor markets, Wal-Mart employees earned less than their counterparts at other retailers. On average, general merchandise workers made 17.4% more and large general merchandise workers made 25.6% more than the Wal-Mart average for similar employees<sup>50</sup>.

Not only are employees being paid less than fair wages, only half of Wal-Mart employees are receiving healthcare. And those who do receive benefits are enrolled in plans that provide inadequate coverage.

Wal-Mart's 2010 health care offerings include low premiums of \$27 per pay period for family coverage, or \$702 per year; however this plan has a high annual deductible of \$4,400.<sup>51</sup> With a \$4,400 annual deductible, a family would have to pay \$5,102 of their own money before Wal-Mart's insurance pays for anything. For a family whose only income comes from a Wal-Mart associate, making Wal-Mart average wages of \$11.75 an hour, this equals almost 25% of their annual income.<sup>52</sup> New Yorkers cannot afford to devote one forth of their incomes to healthcare before their insurance kicks in.

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<sup>48</sup> Arindrajit Dube, and Steve Wertheim. "Wal-Mart and Job Quality – What Do We Know and Why Should We Care?" UC Berkeley Center for Labor Research and Education. October 16, 2005.

[http://laborcenter.berkeley.edu/retail/Wal-Mart\\_jobquality.pdf](http://laborcenter.berkeley.edu/retail/Wal-Mart_jobquality.pdf)

<sup>49</sup> Transcript of PBS Newshour, 23 August 2004

<sup>50</sup> *ibid*

<sup>51</sup> This information is taken from the guide to annual enrollment that Wal-Mart distributed to its associates in September-October 2009 for benefit year 2010.

<sup>52</sup> The calculation was performed for a family with one earning member who earns the Wal-Mart average wage of \$11.24/hour, and works an average of 34 hours a week for 52 weeks a year.

# TIMOTHY V. FLYNN-O'BRIEN

Attorney at Law  
817 Gold Avenue SW  
Albuquerque, New Mexico 87102-3014  
Phone: 505-242-4088 / Fax: 866-428-7568  
January 9, 2012

REC'D JAN 09 2012

## HAND-DELIVERED

Environmental Planning Commission  
c/o Doug Peterson, Chair  
Laurie Moyer, Vice Chair  
Ron O. Garcia  
Jonathan Siegel  
Moises A. Gonzalez  
Joe Yardumian  
Hugh Floyd  
Michael Dickson  
Planning Department  
City of Albuquerque  
600 2<sup>nd</sup> Street NW  
Albuquerque, New Mexico 87103

**RE: Project No. 1003859**

Dear Chairman Peterson and Members of the EPC:

I represent Bosque School. Bosque School is an interested party as it is located adjacent to the proposed development, owns land within 300 feet of the development and therefore has standing. *See EPC Rule B(12)(a)(2)*. In addition, Bosque School has an interest in traffic and safety issues for its students and community. *See EPC Rule B(12)(a)(3)*. The North Andalucia at La Luz Subdivision, as approved, contains specific bargained for restrictions and limitations (hereafter referred to as "Andalucia Regulations") intended to protect Bosque School, the La Luz Development and the community and to comply with adopted City Plans.

The application<sup>1</sup> should be denied. The application:

- violates the Andalucia Regulations as well as City Plans and Ordinances
- does not meet minimum access criteria under the Zoning Code
- will exacerbate already critical traffic issues at Coors and Montano and on the Montano Bridge

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<sup>1</sup> The Applicant has submitted two sets of plans. One set dated 10/26/11 and another dated 12/23/11. Unless otherwise indicated references herein are to the set dated 12/23/11.

The TIS indicates that over 37% of the traffic for the Walmart will come from the North Valley east of the river across the Montano bridge. *See* TIS p. A-29. *See also* TIS A-16. The traffic attributed to the North Valley is underestimated because the City limited the scope of the TIS on the east to 4<sup>th</sup> Street. *See* TIS p. A-29 (“Montano Rd. east of Fourth St. is beyond the 2 mile limit of this distribution.”) *See also* TIS at p. 2 at No. 2 limiting trip distribution to two (2) mile radius. Coors and Montano are two of the most congested roadways in the metropolitan area. If this application is approved the City will create traffic issues similar to Paseo del Norte and I-25 and accelerate the timeline for grade separation of Coors and Montano. The City has no funding source for such a project. Gridlock will result. Approval would set a precedent for converting O-1 zoned land to shopping center and other commercial use. Finally, approval will set a precedent for eviscerating any ability of the EPC and city to enforce sector plan goals and requirements or design standards.

A. Andalucia Subdivision Requirements.

The North Andalucia at La Luz Subdivision was proposed and approved as a comprehensive plan for development of a mixed-use, pedestrian oriented village center. The present application is for a suburban automobile oriented big box retail development and does not meet Andalucia’s mixed-use, pedestrian oriented village center concept, does not meet the Andalucia design regulations and abandons the vision underlying the Andalucia Regulations that were essential and integral components of the EPC’s approval of Andalucia Subdivision. These design standards in many ways mirrored the goals of the West Side Strategic Plan (WSSP). The proposed plan is inconsistent with the Andalucia Regulations, Comprehensive Plan and WSSP.

When the City approved the Andalucia Subdivision it expressly approved a pedestrian oriented mixed-use village development. The Andalucia Subdivision (at Sheet 2 of 3) states: “The primary goal for this property is to achieve a vibrant mixed-use community that fosters pedestrian accessibility and maintains a village-type character.”<sup>2</sup> Under the Plan’s Design Standards future development is “intended to be complimentary to La Luz, Albuquerque’s first cluster housing project and the Bosque School.” To further ensure a village character the Andalucia Regulations provide that there will be “separate vehicle and pedestrian circulation systems in order to support the creation of a village-type character.” *See also* EPC Finding No. 3, May 20, 2005 (“The applicant is proposing design guidelines with the site development plan for subdivision that will help guide for consistency and quality that is complimentary of the subject site area.”) (Site Plan for Subdivision 04EPC-01845-attached under Tab C.)

Instead of developing a pedestrian oriented village center the application seeks to move lot lines in order to develop a big box supercenter oriented to automobile traffic. Both the proposed subdivision amendment and the application for building permit are inconsistent with a

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<sup>2</sup> *See* pages C-1 through C-3 of present submittal.

mixed-use pedestrian oriented village. Any change in the lot lines should not change the original design, vision and other regulations of the Andalucia Subdivision. The applicant's approach appears to be that if sidewalks are eight feet wide, not of asphalt and if the required number of trees are in the plans the city must approve the application regardless of the end result. One look at the plan and it is plain that the focus is not a village with a fine grain network of streets and the result is not pedestrian oriented or of pedestrian scale but a big box retail center with acres of parking between the building and Coors. Sidewalks exist for one purpose only—to facilitate people to enter the proposed big box after parking their cars. There is no natural connection within the subdivision. Pedestrians are given no reason to walk through the area. There is no central plaza. The so-called "plaza" provided is not a genuine pedestrian amenity or a central gathering place for the subdivision but is simply the front of the Walmart gussied up with planter boxes. Is a concrete area in which patrons are rolling shopping carts the pedestrian plaza envisioned by the Andalucia regulations? *See also* Big Box Shopping Center Regulations and WSSP all of which require pedestrian oriented development and central plazas. Illustrative of the fact that the proposed "plazas" are not genuine pedestrian plazas is the fact that one such "plaza" is adjacent to a drive through lane for the pharmacy and another is adjacent to shopping cart storage and the front of the store. This "plaza" has large concrete poles to protect the store from a vehicle driving through the doors. While the poles may be necessary for store security they illustrate that that area is not a plaza or gathering place for pedestrians. The requirements, conditions and Design Standards of the Andalucia Plan are binding. *See* §14-16-3-2(A)(1) ("Once approved, such a plan or subsequent amended plan is binding on the entire area of the original site development plan.").

Applicant seeks to amend the Andalucia Subdivision site plan to change Tracts 1, 2 and 3 into eight tracts (Tracts 1A, 1B, 1C, 1D, 2A, 2B, 2C and 3A). Applicant also requests building permit approval for an auto oriented big box with assorted future retail pads and contends that the big box site plan meets the design standards of the Andalucia Regulations (which require a pedestrian oriented mixed-use village with trails and pedestrian connections). Therefore the application for subdivision amendment presents a question of whether the proposed tract configuration is consistent with a pedestrian oriented village development. Similarly, the site plan for building permit presents the question of whether the suburban big box is consistent with the Andalucia Regulations. Is the intent to appear to not amend the design regulations but then to later argue that by allowing a subdivision amendment EPC implicitly "found" that a big box was consistent with the Design Standards? In any case what is to be amended should be made clear with a justification for each change. This application does not meet the Andalucia Regulations and there is no justification for changing them or amending the subdivision site plan. The EPC should deny the proposed subdivision amendment and site plan for building permit as inconsistent with the Andalucia Regulations.

B. Big Box Ordinance and Shopping Center Regulations of Zoning Code.

Even though the application for site plan for building permit (for a 98,901 square foot large retail facility) is governed by the Big Box Ordinance and regulations set forth at ZC §14-16-3-2 the applicant does not address those regulations. This should raise concern and scrutiny since the location proposed is adjacent to a school, the environmentally sensitive bosque, to a newly approved residential neighborhood and proximate to the residential community of La Luz. This site is also at the critical Montano/Coors intersection which is severally overcapacity. The retail center will impact the Montano Bridge and North Valley neighborhoods. Thus, the site presents issues of traffic, architectural scale and compatibility governed by the Big Box regulations but ignored by the applicant.

The City adopted the Big Box Ordinance to address the problems uniquely associated with development of large retail facilities or supercenters. *See* C/S2 O-06-53 attached as Exhibit A. The City Council found that “[l]arge retail facilities... have created unique problems related to traffic congestion, architectural scale, compatibility with adjoining neighborhoods, and noise...” *Id.* Exhibit A. All four concerns, i.e., traffic congestion, architectural scale, compatibility, and noise, are presented by this application. The Ordinance adopted specific regulations “to manage the location and design of large retail facilities.” *See* Z.C. §14-16-3-2 (D)(2). The City made specific findings that location and traffic congestion necessitates that a large retail facility only be approved at locations that meet specified criteria. With regard to location and traffic congestion the city found that: “These regulations are necessary for the proper functioning and enjoyment of the community. They protect the quality of life within surrounding residential areas, support efficient traffic flows.... Large Retail facilities shall be located to secure adequate street capacity to transport pedestrians and vehicles to and from large retail facilities, and discourage traffic from cutting through residential neighborhoods.” *Id.* **The Ordinance requires that a large retail facility of this size (>98,000 s.f.) must have *primary and full access* to a collector with four through lanes. In this case that means Coors or Montano. The proposed Walmart supercenter (on proposed Tract 2A) does not have the required full access to Coors or Montano. The proposed large retail facility is therefore prohibited.**

The proposed site plan for building permit and amended subdivision site plan also fail to meet design and other requirements of the Big Box Ordinance as described *infra*. The major issues are summarized in Section E below.<sup>3</sup>

#### C. Zone Map Amendment.

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<sup>3</sup> Each issue is discussed in more detail under the tab corresponding to the issue. Evidence concerning each issue and references to the Zoning Code or other controlling authority is also under the respective tab.

The application to amend the Andalusia subdivision is a zone map amendment. This area consists of three tracts:

- Tract 1 SU-1 (10.23 ac.) for C-2 uses
- Tract 2 SU-1 (12.28ac.) for C-2 uses
- Tract 3 SU-1 (1.38 ac.) for O-1 uses

Tract 3 is a buffer tract limited to O-1 use. In addition general note 3 of Andalusia Subdivision created a 300 foot O-1/PRD buffer along Learning Road and adjacent to Bosque School to protect Bosque School from commercial activity. The applicant seeks to amend the zone map by eliminating Tracts 1, 2 and 3 and creating eight new tracts. Tracts 2A and 3A are proposed to have mixed zoning with some areas limited to O-1 use and others available for C-2 use. Pursuant to ZC §14-16-2-22(A)(2) the specific use permitted under SU-1 zoning is recorded on the zone map ("The specific use shall be recorded on the zone map.") This subdivision would amend the uses recorded and the tracts to which those uses are attached and, therefore, amends the zone map. Res. 270-1980 applies to any zone map change. Since the subdivision amendment would amend the zone map applicant bears the burden of demonstrating error, changed neighborhood conditions or that the change is more advantageous as articulated in the Comprehensive Plan or other City master plan. Applicant has not justified the zone change.

Applicant apparently tries to avoid Res. 270-1980 by calling Tracts 2A and 3A mixed zoning tracts – splitting the 1.38 acre Tract 3 (zoned SU-1 for O-1) between new tracts 2A and 3A with both tracts having mixed C-2 and O-1 uses and referring to Andalusia Subdivision General Note No. 3 to indicate which areas are C-2 and O-1. By claiming that the underlying land would still be used for O-1 uses applicant attempts to avoid Res. 270-1980. Since the proposed amendment would eliminate Tract 3, the zone map has to be amended to reflect the changes. In addition in fact the "buffer" O-1 land from Tract 3 that would be in Tract 2A will be used for C-2 shopping center purposes. Finally since the Credit Union recently approved at Coors and Learning Road is a commercial use the effect of that approval reduces the 23.3 ac of C-2 uses available throughout the subdivision so the current application in effect increases C-2 usage.

#### D. Traffic Analysis.

The applicant should be required to submit a new TIS addressing bicycle and pedestrian safety, should be required to use the latest tools and software available, and required to submit a three year accident analysis. The applicant should also be required to submit a truck access and impact study. Applicant assumes new access to Montano and does not address access when Winterhaven is grade separated. All studies should be based on approved access (not access



points not approved) and should consider the effect of grade separation at Winterhaven and Montano. [Grade separation would also eliminate the new proposed Montano access.]

Bicycle and Pedestrian Safety. Prior to the filing of this application Bosque School advised the City and applicant that the 2007 TIS did not address bicycle and pedestrian safety. *See* Tab B-1. There have been two 2011 updates to the TIS (November 7, 2011 and November 22, 2011). The November 22, 2011 study was made available on November 29, 2011. Neither of the studies addresses bicycle and pedestrian safety even though the location is adjacent to a school and even though the Andalucia plan identifies public and private trails as a *defining element* of the development. (“Public and private trails and sidewalk systems are a defining element to Andalucia at La Luz. Private trails for use by residents are designed to lessen the need for vehicular use and will provide pedestrian connectivity throughout the project.”) *See* also Andalucia Regulations (requiring businesses to post the city trail map and bus routes and to provide conveniently located bicycle racks and facilities to encourage bicycle commuting). The Subdivision requirement to encourage pedestrian and bicycle commuting makes it imperative that the TIS address pedestrian and bicycle safety. The tools to study and address bicycle and pedestrian safety exist. *See* Exhibit B-1.

Although the TIS failed to address pedestrian safety *per se* the TIS analysis is incomplete to the extent it addresses pedestrian impact. The TIS suggests widening medians. *See* Exhibit B-2 at p. 4. (“There is no explanation as to the number of pedestrians expected, or how many persons would be accommodated by widening one or more medians.”) The TIS does not consider student pedestrian traffic to and from the development and conflicts between students, patrons of the development and delivery trucks. *See* Exhibit B-2, p. 4.

Bicycles are not addressed in the TIS update even though there is a bicycle path and bicycle access is supposed to be a defining element and TMD guidelines encourage bicycle commuting. (Andalucia p. 3 of 3 at C5).

The TIS Should Utilize Current Review Methodology. The TIS utilized outdated review tools. The November 22, 2011 (and prior TIS) do not use the latest version of the Highway Capacity Manual (HCM) software. *See* Report of David Albright attached as Exhibit B-2. This was required by the City scoping letter and therefore violates the City’s scoping requirement. The author of the TIS justifies this by claiming that a commercial software package utilizing latest HCM software is not “operational”. *See* TIS update November 22, 2011, p. 8. *See also* Exhibit B-2 at p. 2. The author of the TIS is incorrect. Software is available that implements the current Highway Capacity Manual. As Mr. Albright explains in his report this deficiency is particularly important since the proposed development is at the critical Coors/Montano

intersection is adjacent to a school and involves the confluence of pedestrians, bicycles and automobiles. Albright, Exhibit B-2 at p. 2.<sup>4</sup>

Accident Analysis. A new TIS is required and should include an accident analysis.

No accident analysis was included in the TIS. See Exhibit B-2 at p. 3. (“An accident analysis is fundamental for proposed development located next to a school. An accident analysis is also important for any proposed development next to a bike route.” See NMDOT “State Access Management Manual” Ch. 6 E§3(c); “Safety Analysis: Three years of accident history should be reviewed for the major study area intersections. Intersection collision diagrams should be prepared showing the number of accidents, accident type, date and time of each accident and accident severity.” The Mid-Region Council of Government CMP Review (Vol. 4, Issue No. 1, March 2011) (see Exhibit B-4) provides Congested Corridor Rankings. These rankings compare actual traffic volume to design capacity, speed differential (difference between posted and actual speed) and crash data. Montano is the second worst road and Coors is the eighth worst in the Mid-Rio Grande region. Coors was second highest in crash points. The volume to capacity ratio (V/C) for Montano is 18.7 and Coors is 24.4. Volume to capacity is the ratio of actual traffic to design capacity. A ratio of greater than “1” indicates a level of traffic greater than the roadway was designed to handle. The absence of an accident analysis or safety analysis and use of outdated software are more glaring and potentially more dangerous in terms of lives because this intersection is already failing and the access roads are severally overcapacity. As Mr. Albright states:

“Since the decision by the developer was to not use the current design manual and available software, the TIS should be redone. As a part of the new study, accident analysis in the study area should be conducted. Given the relatively random nature of accidents, it is important that the analysis be over a minimum of three years and over the entire study area. An emphasis should be on bicycle and pedestrians incidents.” Exhibit B-2 at p. 4.

Incomplete analysis of truck access. The TIS admits that the 25-foot curb radii may not accommodate delivery trucks. (11/22/2011 TIS update “Larger radii may be required to accommodate delivery trucks.”) TIS by Terry Brown at p. 22. Applicant has not addressed this issue. Trucks cannot enter from or exit to Montano (truck restriction, future grade separation at Winterhaven). This leaves two possible access points on Coors. Mirandela and the right in/right out driveway between Mirandela and Montano. The site plan provides a 25 foot radii entrance on the northern corner of the site. Can trucks make this right in from the right lane? They would have to drive over the roundabout at the northwest corner of the Walmart (Note that there is no “defining monument” shown for this roundabout. See Design Standards at C-3 “Because these

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<sup>4</sup> Andaluca required the entire development to provide trails and sidewalk systems as a “defining element.”

[roundabout] locations will be focal points, a character defining monument element will be located at the center of the traffic circle.”) The northeast corner of the Walmart shows radii of 15’ from Miradela/Winterhaven and no radii for the 90 degree turn from the Walmart north side. If trucks enter from the south side they are forced to make 180 degree turns to enter the loading docks. This requires about 100 feet for a standard semi truck. **A truck access and impact study should be required utilizing the Federal Highway Administration vehicle classifications so the radii can be compared with proposed access points and internal turns required.** Projected number of truck trips by truck type and Gross Vehicle Weight should be stated and evaluated as well as potential conflicts with school, pedestrian, bicycle and auto traffic. Day/time of delivery should be considered. *See B-2 at p. 5.*

Other TIS Issues:

- The TIS discusses widening medians but fails to address what impact this will have on traffic flow.
- As concluded by Mr. Albright a new TIS update should be required to answer “the more pressing concerns about safety as well as operational efficiency of increased vehicles, delivery trucks, bicycles and pedestrians.”
- This site plan is premised on a new right-in/right out onto Montano. Approval for this entrance to Montano has not been given. Since the site plan and TIS are premised on an entrance/exit that has not been approved the application should not be considered.
- The site is not designed as required by TDM standards adopted by Andalusia Regulations so as to encourage bicycle commuting. (There are no separate bicycle paths, bicycles must travel the auto-oriented lanes through the site to access the buildings). Note: There is no crosswalk across Winterhaven to Bosque School, no crosswalk/pedestrian connections to “future retail”.

E. Summary of Issues.

The application should be denied for the following reasons:

1. The site does not have full access as required by Z.C. §14-16-3-2(D)(2)(b) (requiring a large retail facility “to be located adjacent to and have primary and *full access* to a street designated as at least a collector ...”) (emphasis added). This site does not have full access to Coors or Montano or to a collector meeting the requirements of the ordinance and as a result is prohibited.

The subdivision application shows access to Montano which has not been approved. Approval of a subdivision amendment predicated on a new access to Montano should not proceed until there is approval of the proposed new access by MRCOG. See detailed discussion and supporting materials under Tab 1.

2. Andalusia Regulations and Design Standards. The application for subdivision amendment and building permit for a large retail facility violates the pedestrian oriented **village character** requirements of the Andalusia Regulations. The size or scale of the large retail facility, vast area of parking and design of the center do not create the pedestrian oriented, walkable, village character environment required by the Andalusia Regulations. See discussion and materials under Tab 2.

This application proposes two phases of suburban automobile oriented development but contains no planning or phasing to a finer-scaled pedestrian oriented development. Were there no Andalusia requirement for a pedestrian oriented village character and no activity center under the Comprehensive Plan or WSSP applicant could propose a Phase I auto oriented Big Box. In this case applicant proposes two phases of auto oriented retail development.<sup>5</sup> The zoning code provides that large retail facilities can provide for phasing and transition to a mixed-use pedestrian oriented development. See Z.C. §14-16-3-2(D)(4)(a) and §14-16-3-2(D)(4)(b) (providing for phasing to a finer-scaled, pedestrian oriented, mixed-use development). Pedestrian oriented development is required under the Comprehensive Plan and WSSP and Andalusia Regulations. Approval would also eliminate any hope for future office defeating the true mixed use nature of the original approval.

What applicant proposes is not the fine-scaled, pedestrian oriented mixed use development described in Z.C. §14-16-3-2(D)(4)(a) and §14-16-3-2(D)(4)(b) or the Andalusia regulations. Both the subdivision amendment and the site plan for building permit should be denied. This auto oriented strip commercial development also violates the Comprehensive Plan and WSSP (see for example, definitions of linear v. nodal development, strip commercial development, WSSP Policy 1.3 (p. 39); Policy 1.9 (Scale, p. 40), Policy 1.12 (p. 41); Policy 4.6g (p. 175). Definitional p. 299, Policy 4.6h (p. 175) and WSSP generally including but not limited to pp. 21-40.

3. The application locates semi-truck loading and parking on current Tract 3 (zoned O-1) and in the in the O-1/PRD buffer zone (within 300 feet of Bosque School/Learning Road) adopted by Andalusia Subdivision General Note 3. This area cannot be used for C-2 retail purposes, C-2 parking or for semi-truck loading and parking as

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<sup>5</sup> There is an area reserved of about a half acre of "office" on the otherwise retail zoned Tract 3A but this is so minimal in relation to the rest of the development as to be inconsequential.

proposed. Tract 3 was created as a separate tract to enforce these limitations/protections and should not be eliminated. Parking for the retail center is a C-2 use. Loading dock access and semi-truck loading and unloading and ingress to loading docks is also a C-2 use. See discussion under Tab 3. Tract 3 was to be used as a buffer area and an area for offices. Converting the area to parking for the retail big box and to loading dock use is contrary to the intent of the subdivision site plan and the zoning code.

Not only does the application violate the O-1 zoning of Tract 3 it violates the intent of the buffer requirement. The land of Tract 3 is not being used as a buffer area under this proposal. Its proposed use does not meet the definition of "parking lot." Access to the loading dock and general shopping center access is not a parking lot. Applicant also proposes to use the O-1 buffer area for part of retail garden center which is also not an O-1 use. The original size of the curb cut (24') to a Tract 3 demonstrates that there was never any intent that this buffer O-1 lot be accessed by large trucks and become just part of a retail shopping center site without offices. The proposed use of Tract 3 for retail parking, for loading dock access, truck loading, unloading and other intense C-2 uses is contrary to the zoning code and Andalusia regulations. See Tab 3. [Note: staff opined (11/23/2011 memo) that the O-1 buffer area can be diverted to C-2 shopping center uses "if the activity is mitigated." There is no provision for a variance of the zoning requirements of an SU-1 plan or of zoning to allow C-2 uses in the O-1 zone "if mitigated."] Note that in Project No. 1003859 the EPC required a zone map amendment. To devote this area to C-2 use needs a subdivision amendment and zone map amendment.

4. The Subdivision Amendment application is (as described above) a request to amend the zone map and therefore Res. 270-1980 applies to this request. Applicant has not met its burden for a zone map amendment under Res 270-1980. *See* Tab 4.
5. The applicant has failed to demonstrate effective and sufficient access for large trucks that must supply the supercenter. *See* discussion under Tab 5.
6. The site plan for subdivision is incomplete because it does not address the entire site included in the original subdivision and does not address the Andalusia regulations/standards. *See* discussion under Tab 6.
7. The proposed plan does not create separate vehicle and pedestrian circulation systems so as to support a pedestrian-oriented village character as required by the Andalusia Regulations. *See* discussion under Tab 7.

8. The proposed plan is not complimentary to La Luz and Bosque School as required by Andalusia regulations/standards. *See* discussion under Tab 8.
9. Site design. Z.C. §14-16-3-2(D)(3) provides for a large retail facility site to be designed with a block/street design to promote both pedestrian activity and ultimate evolution to a mixed use. This proposed plan gives nominal attention to blocks of parking but does not meet that requirement. ZC§14-3-2(D)(5) requires pedestrian connections throughout the site, connections to neighborhoods and landscaping compatible with the site's scale. The end result is to be "as active pedestrian street life, replace large off-street parking filled with parking structures ...." *See* Tab9.
10. The application does not meet the zoning code requirements for pedestrian connections and distribution of parking. ZC §14-16-3-2(D)(4) and §14-16-3-2(D)(5). *See* Tab 10.
11. Building articulation does not meet required criteria of the Big Box Ordinance. ZC §14-16-3-2(D)(b). *See* discussion under Tab 11.
12. The public space or plaza calculations are misleading and do not meet the requirements of Andalusia or of the zoning code. Some of the areas calculated as public space do not function as public space and do not meet view requirements of bosque view. *See* Tab 12.
13. A drive through for the large retail facility is inconsistent with the Andalusia requirements. *See* Tab 13.
14. Approval would have the effect of exceeding the maximum allowable C-2 uses provided for (23.3 ac) by the Andalusia Subdivision. There is no justification to increase C-2 uses and doing so is inconsistent with the Andalusia Regulations requirements for mixed use, vibrant pedestrian orientation and village character. *See* Tab 14.
15. Drainage. The plans (C-10) states that Walmart will use passive water harvesting whenever possible. The importance of harvesting and of the quality of water to be discharged into the public drainage pond and the river should be part of any approval of a site plan for building permit. The Development Process manual (DPM)) requires structural measures to address storm water pollution and water quality. Silver Leaf's default regarding its obligations raises concern for further compliance as it is the applicant. *See* Tab 15.

16. Outdoor storage proposed in the nursery area is prohibited. See Tab 16.
17. The application should not be approved but, if approved, the following conditions should be adopted:

Camping and parking of overnight trailers as is typical of Walmarts is incompatible with the zoning and Andalusia Regulations and should be expressly prohibited in any development.

24-hour operating is incompatible with the community and the retail center house should be restricted to 8:00 a.m. to 9:00 p.m.

Liquor sales next to a school are not complimentary and should be expressly prohibited.

Any drive up for pharmacy sales is contrary to the pedestrian village concept and should be prohibited. Any other drive through beyond those already approved should be prohibited.

Additional documents which may be referenced are under Tab 17. Bosque School also adopts issues raised by the Westside Coalition and other neighborhood groups and citizens.

E. Procedure for EPC hearing.

The fundamental requirement of procedural due process is a fair hearing. Although the applicant's complete submittal is required to be included in their application the Commission allows the applicant substantial time to address the Commission to explain their position and illustrate their arguments. As set forth above Bosque School has a vested interest in this application and has standing under EPC rules. I have tried to list major issues in this letter but should have sufficient time to advocate and explain these issues. In order to provide Bosque with due process, I request that the Chair provide me with ten minutes address the Commission.<sup>6</sup>

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<sup>6</sup> Bosque School recognizes the EPC often enlarges time for neighborhood associations. EPC Rules, however, do not expressly provide the same consideration for an adjoining property owner even though the adjoining property owner has a more direct interest in the proceeding and standing under EPC rules. Due process requires some balance in the time allotted Bosque as an interested party with a vested interest to present an intelligent argument and not to be simply limited to 2 minutes of "comment." Counsel recognizes that the Chair typically provides additional time to a property owner represented by counsel and has no reason not to expect the same practice to be followed in this hearing but since the rules applicable to appeals require every issue to be raised administratively Bosque documents its request here. Counsel requests 10 minutes to provide a cogent presentation that focuses on relevant issues.

Environmental Planning Commission  
January 9, 2012  
Page 13 of 13

For all of the reasons discussed herein the proposed plan is not complimentary to Bosque School and the La Luz Development as required by Andalusia Regulations.

Very truly yours,



Timothy V. Flynn-O'Brien

TVFOB/mlg  
Enclosures as stated



# TIMOTHY V. FLYNN-O'BRIEN

Attorney at Law  
817 Gold Avenue SW  
Albuquerque, New Mexico 87102-3014  
Phone: 505-242-4088 / Fax: 866-428-7568

November 9, 2011

Ms. Catalina Lehner  
City of Albuquerque  
Planning Department  
600 2nd Street NW  
Albuquerque, New Mexico 87102

[dehner@cabq.gov](mailto:dehner@cabq.gov)

Ms. Carmen Marrone  
Division Manager, Current Planning  
City of Albuquerque Planning Department  
600 2nd Street NW  
Albuquerque, New Mexico 87102

[cmarrone@cabq.gov](mailto:cmarrone@cabq.gov)

**RE: Project No. 1003859**

Dear Ms. Lehner and Ms. Marrone:

I will be representing Bosque School with regard to Project #1003859. Project #1003859 concerns land adjacent to Bosque property. Bosque School is an Interested Party owning land within 300 feet of the project. I have reviewed Silver Leaf's October 27, 2011 submission and believe it is incomplete for the following reasons:

- The application did not include the required traffic study update.
- The application does not include sufficient view plane information to demonstrate compliance with Coors Corridor Plan view plane preservation requirements.

Under EPC rules any evidence to be submitted in opposition to the application must be submitted ten (10) days before the hearing. The EPC filing schedule, therefore, allows interested parties and the public about 30-32 days to review the submission, consult with experts and submit written evidence. If the City schedules this matter for December 8 interested parties will not have the required time to obtain evidence. This will deny Bosque School, other interested parties and the public due process.

In the past the City has issued a notice of deficiency and rescheduled a project when the application was incomplete. The project should be set for hearing based on the date when all required information is submitted. In this case if the missing information is submitted by Wednesday November 23, 2011 the case could be heard on January 12, 2012. See attached EPC

schedule. The attendance of several hundred people at the facilitated meeting and the demonstrated interest of several neighborhood associations and coalitions indicate that several hundred people will attend the hearing. In a case with this level of participation it is appropriate for City staff to make the "incomplete application decision" as soon as possible and not to shift that decision to the beginning of an EPC hearing forcing the public to take the day off work for a hearing that will not occur.

With regard to the updated traffic study we understand it was filed on Monday November 7, 2011. That late filing in and of itself would not provide sufficient time for interested parties. To further complicate and frustrate matters, City staff would not provide a copy to our representative on November 8, 2011. At that time we were told that the City preferred to review the traffic study update first and would provide us our requested copy on Friday November 11. Now that date has changed to early next week (the week of November 14). (See attached email from Russell Brito.) This is just two weeks before the last date for our written submission. The traffic study update is not just some non-controversial information but is a centerpiece of required information critical to public input and to a complete analysis of this proposed Big Box project. I realize applicant has put the City in this position but the solution is to consider the application incomplete and reschedule for January-assuming all required information is submitted before November 23, 2011.

I contacted applicant to ask them to voluntarily defer but have not received a response so I do not know if they oppose this request.

In sum, on behalf of Bosque School I request that a notice of deficiency be issued and this not be scheduled for December. Interested parties should have the full period provided by the EPC schedule to review all material prior to the deadline for submitting evidence.

**Please include this in the EPC record as it raises procedural and due process issues that need to be made part of the record.**

Very truly yours,



Timothy V. Flynn-O'Brien

TVFOB/mlg

xc: Debroah Stover, Director  
Russell Brito  
Ron Bohannon  
Michelle Henrie  
Kevin Curran



Tim Flynn-O'Brien &lt;tim@flynnobrien.com&gt;

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## Project #1003859

---

**Brito, Russell D.** <RBrito@cabq.gov>

Wed, Nov 9, 2011 at 11:35 AM

To: tim@flynnobrien.com

Cc: "Lehner, Catalina L." &lt;CLehner@cabq.gov&gt;, "Marrone, Carmen M." &lt;CMarrone@cabq.gov&gt;, "Stover, Debbie L." &lt;DStover@cabq.gov&gt;, "Dourte, Richard H." &lt;RDourte@cabq.gov&gt;, "Loyd, Tony J." &lt;TLoyd@cabq.gov&gt;

Tim,

The revised/updated TIS for the Coors/Montaño site has been submitted for Tony Loyd's staff review.

This updated TIS will be available for public review early next week. Please contact Tony (924-3934) to coordinate.

Thanks,

- Russell

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**From:** Brito, Russell D.**Sent:** Monday, November 07, 2011 4:49 PM**To:** 'tim@flynnobrien.com'**Cc:** Lehner, Catalina L.; Marrone, Carmen M.; Stover, Debbie L.; Dourte, Richard H.**Subject:** RE: Project #1003859

Tim,

In regards to your inquiry:

- The Planning Director did not waive a requirement that a Traffic Impact Study (TIS) accompany the site development plan application. It is a general policy that can be adjusted to address different situations.
- An approved TIS was done for the subject site in 2007 based on a then-proposed development. An update of this 2007 TIS is required to reflect the current proposal.
- The site development plan application was accepted at the front counter, but the updated TIS will need to be completed, submitted, and then be reviewed by Transportation Development staff before the EPC hears the case.
- The existing 2007 TIS is currently available for review.

Thank you,

- Russell

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Russell D. Brito, Manager  
*Urban Design & Development Division*

City of Albuquerque Planning Department  
600 Second Street NW, 3rd Floor  
Albuquerque NM 87102  
505-924-3337  
505-924-3339 fax  
rbrito@cabq.gov

"Violence is the last refuge of the incompetent."  
-- Isaac Asimov

---

**From:** Lehner, Catalina L.  
**Sent:** Monday, November 07, 2011 8:55 AM  
**To:** Marrone, Carmen M.; Brito, Russell D.  
**Subject:** FW: Project #1003859

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**From:** Tim Flynn-O'Brien [mailto:[tim@flynnobrien.com](mailto:tim@flynnobrien.com)]  
**Sent:** Monday, November 07, 2011 7:30 AM  
**To:** Lehner, Catalina L.  
**Cc:** Bill Kraemer; Marisa Gay  
**Subject:** Project #1003859

Ms. Lehner,

I represent Bosque School in this matter.

Did the Planning Director waive the requirement that the TIS accompany the application? The delay in having the traffic study is hampering review, study and preparing written submissions within the required time.

Thanks,

Tim

--  
Timothy Flynn-O'Brien  
817 Gold Ave. S.W.  
Albuquerque, N.M. 87102  
Work: 505 242-4088  
Cell: 505 228-1477  
Fax 866 428-7568

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# CITY OF ALBUQUERQUE

## TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Silver Leaf Ventures, LLC DATE OF REQUEST: 10/26/11 ZONE ATLAS PAGE(S): E-12

### CURRENT:

ZONING SU-1 for C-2, D-1 + PRD  
PARCEL SIZE (AC/SQ. FT.) +/- 23.89 ac

### LEGAL DESCRIPTION:

LOT OR TRACT # 1, 2 + 3 BLOCK # \_\_\_\_\_  
SUBDIVISION NAME North Andaluia @ LaLuz

### REQUESTED CITY ACTION(S):

ANNEXATION [ ]  
ZONE CHANGE [ ]: From \_\_\_\_\_ To \_\_\_\_\_  
SECTOR, AREA, FAC, COMP PLAN [ ]  
AMENDMENT (Map/Text) [ ]

### SITE DEVELOPMENT PLAN:

SUBDIVISION\* [X] AMENDMENT [X]  
BUILDING PERMIT [X] ACCESS PERMIT [ ]  
BUILDING PURPOSES [ ] OTHER [ ]

\*includes platting actions

### PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT [ ]  
NEW CONSTRUCTION [X]  
EXPANSION OF EXISTING DEVELOPMENT [ ]

### GENERAL DESCRIPTION OF ACTION:

# OF UNITS: 1  
BUILDING SIZE: 98,911 (sq. ft.)

**Note:** changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE Heidi D. Krueger DATE 10/26/11  
(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -  
2<sup>ND</sup> Floor West, 600 2<sup>ND</sup> St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [X] NO [ ] BORDERLINE [ ]

THRESHOLDS MET? YES [X] NO [ ] MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: [ ]

Notes: TIS completed + accepted by City of Albuquerque (June 2007). Proposed use apparently generates less traffic than use proposed in June 2007 study. An updated study to be completed based on proposed uses. Study to be submitted by November 7, 2011 - TIS will need to be accepted by City prior to EPC HEARING of this case  
If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. **Any subsequent changes to the development proposal identified above may require an update or new TIS.**

[Signature]  
TRAFFIC ENGINEER

10-26-11  
DATE

Required TIS **must be completed prior to applying to the EPC and/or the DRB**. Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with. --

TIS -SUBMITTED   /  /    
-FINALIZED   /  /  

TRAFFIC ENGINEER \_\_\_\_\_

DATE \_\_\_\_\_

## FACILITATED MEETING REPORTS

## **CITY OF ALBUQUERQUE LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT**

**Project #:** 1003859 WalMart  
**Property Description/Address:** Coors Blvd NW between Montano Rd. NW and  
Mirandela St. NW; Approximately 23.89 acres  
Lots 1-3, North Andalucia at La Luz

**Date Submitted:** November 23, 2011  
**Submitted By:** Diane Grover

**Meeting Date/Time:** November 21, 2011, 6:30 to 9:00  
**Meeting Location:** Cibola High School  
**Facilitator:** Diane Grover  
**Co-facilitator:** Kathleen Oweegon  
Philip Crump  
Jessica Eaton Lawrence  
Pilar Vaile  
Jutta Lehmer

**Parties:**

WalMart, Josh Phair, Applicant  
Tierra West, LLC, Ron Bohannon, Agent  
Scott and Goble Architects, Scott Klemple  
La Luz del Sol N.A. ("LDS")  
La Luz Landowners Assoc ("LUZ")  
Taylor Ranch N.A. ("TRN")  
Rio Oeste H.O.A. ("ROH")  
Andalucia H.O.A., Inc. ("AND")  
Northwest Alliance of Neighbors ("NWA")  
Westside Coalition of N.A.s  
Bosque School  
Las Casitas del Rio II ("LCR")  
Ventura Ranch ("VR")  
Los Verdes H.O.A. ("LVH")  
Horizon Academy ("HZA")  
New Life Baptist Academy  
Bosque Meadows Subdivision  
Bosque Environment Monitoring Program  
Santa Fe Village N.A. ("SFV")  
North Valley Community Association  
Alban Hills N.A. ("AHN")  
Oxbow Village  
Escuela del Sol  
Alameda Neighbors  
Corrales Neighbors



West Bluff N.A.  
Tierra Viva Association  
Los Ranchos  
Paradise Hills  
Alvarado Gardens N.A.

Note: Individual names can be found at the end of this report.

***NOTE: This report is intended as a supplement to the initial pre-application meeting report #PA11-074. Any issues brought up in this meeting that were included in the last report, without new information or responses associated with it from this meeting, will be omitted from this report.***

### **Background/Meeting Summary:**

This meeting was the second meeting in connection with this project, the first being a pre-application meeting on September 28, 2011, where there were over 500 people in attendance. This project was intended to go before the EPC on December 8, 2011, but was deferred, in part because of a Traffic Impact Study (“TIS”) which had not been released to the public prior to this meeting. The re-scheduled EPC Hearing date is January 5, 2012. At this hearing this project #1003759-WalMart, is the only one on the agenda. The Albuquerque Journal stated that the meeting will be held in the City Council Chambers at City Hall however **the location of this meeting is yet to be decided and will be announced to the neighborhood contact people and posted on the City web site at [www.cabq.gov/planning](http://www.cabq.gov/planning) .**

This meeting was attended by approximately 320 people. Applicant Silver Leaf Ventures requests a Site Development Plan for Building Permit and an Amendment to the Site Development Plan for Subdivision through its agent Ron Bohannon of Tierra West LLC, for a proposed WalMart at property located on Coors Blvd NW between Montano Road NW and Mirandela Street NW, containing approximately 23.89 acres.

The meeting began with the applicant team responding to questions raised at the pre-application meeting for which they did not have the opportunity to respond. (See “**Meeting Specifics” 1 through 4**) below). They also stated that they will set up a web site to allow people to follow the progress in the project, should it continue to move forward.

Neighbors were then given the opportunity to ask questions concerning traffic, the TIS and miscellaneous items. There was a great deal of concern over the fact that the TIS had not been released to the general public. Tony Loyd, Traffic Engineer for the City, stated that the study had been submitted on November 7, 2011, was reviewed with comments made and was in the hands of Terry Brown, Traffic Engineer on the project for his modifications. It will be reviewed again by the City and then released. Tony said the original report was released to Timothy Flynn-O’Brien, attorney for the Bosque School and could be released to anyone, although he wondered what the benefit might be of the original other than to compare it to the revised plan when released.. Tony expected the revised plan could be released soon.

HEARING MONTH	Application Deadline NOON	Agency Distribution (Internal) 10:00 A.M.	Agency Comments Due	Legal Ad Due to Newspaper 9:00 A.M.	Pre-Hearing Discussion 1:30 P.M.	Legal Ad Published in Newspaper	Legal Notice Mail Out	Draft Reports Due (Internal)	EPC Study Session (Afternoon) *3:00 P.M.	EPC Public Hearing (All Day) 8:30 A.M.	Appeal Deadline 5:00 PM	Transmittal Packet Due to Director
JANUARY	WEDNESDAY 11-24	11-29	12-10	12-17	12-15	12-22	12-22	12-30	1-6	1-13	1-28	2-11
FEBRUARY	12-30	1-3	1-14	1-14	1-19	1-19	1-19	1-27	2-3	2-10	2-25	3-11
MARCH	1-27	1-31	2-11	2-11	2-16	2-16	2-16	2-24	3-3	3-10	3-25	4-8
APRIL	2-24	2-28	3-11	3-18	3-16	3-23	3-23	3-31	4-7	4-14	4-29	5-13
MAY	3-31	4-4	4-15	4-15	4-20	4-20	4-20	4-28	5-5	5-12	5-27	6-10
JUNE	4-28	5-2 TUESDAY	5-13	5-13	5-18	5-18	5-18	5-26	6-2	6-9	6-24	7-8
JULY	5-26	5-31 TUESDAY	6-10	6-17	6-15	6-22	6-22	6-30	7-7	7-14	7-29	8-12
AUGUST	6-30	7-5 TUESDAY	7-15	7-15	7-20	7-20	7-20	7-28	8-4	8-11	8-26	9-9
SEPTEMBER	7-28	8-1	8-12	8-12	8-17	8-17	8-17	8-25	9-1	9-8	9-23	10-7
OCTOBER	8-25	8-29	9-9	9-16	9-14	9-21	9-21	9-29	10-6	10-13	10-28	11-14
NOVEMBER	9-29	10-3	10-14	10-14	10-19	10-19	10-19	10-27	11-3	11-10	11-28	12-12
DECEMBER	10-27 WEDNESDAY	10-31	11-10	11-10	11-16	11-16	11-16	11-23	12-1	12-8	12-23	1-6
JANUARY '12	11-23 WEDNESDAY	11-28	12-9	12-16	12-14	12-21	12-21	12-29	1-5	1-12	1-27	2-10

\* Time subject to change

Neighbors had many additional questions relating to compliance with the Westside Strategic Plan (“WSSP”) the Coors Corridor Plan (“CCP”) and the 2005 Site Development Plan; safety and crime; the difference between a Community Center and a Big Box Store, and various other topics detailed in “**Meeting Specifics, 5) and 6)** below.

One neighbor asked about the applicant’s November 30, 2011, DRB meeting as evidenced by a yellow sign she saw posted near the site. Ron Bohannon stressed that they have no DRB meeting scheduled and that he would research to find out more about that sign. He was adamant that it did not pertain to any Tierra West, LLC project and certainly not the proposed WalMart.

If not all, then a huge majority of the people in attendance at this meeting were opposed to the WalMart being built at this location. No one at the meeting chose to speak in favor of this project.

**Outcome:**

**Areas of Agreement:**

- None noted

**Unresolved Issues, Interests and Concerns:**

- Neighbors and student families in attendance stated clear opposition to this project

**Meeting Specifics:**

**1) Operations questions from prior meeting – Applicant response**

- a) RV Parking
  - i) Will not be allowed at this site – staff will enforce this
  - ii) Site should not be RV destination because site is removed from highway
- b) Background checks for truck drivers
  - i) All employees are subject to criminal background checks and drug tests
  - ii) Truck drivers are included in i) above
  - iii) Drivers are monitored for moving violations and receive random drug testing
  - iv) Any driver involved in an accident is drug tested within 24 hours
- c) Store Size
  - i) WalMart with full grocery component
  - ii) Less than ½ the size of West Bluff store
  - iii) 99,000 sq. ft. facility
- d) Hours of operation
  - i) 24 hours (monitored at all times by security team)
- e) Delivery times
  - i) Will vary based on needs of other stores in the area and when trucks are filled at distribution center
  - ii) Most large stores receive 1-2 deliveries per day
  - iii) 1 delivery or less per day is anticipated for this store
- f) Alcohol
  - i) Intend to apply for license to sell alcohol

- ii) Application will require a separate hearing
- iii) Will be in compliance with state law and reviewed by City Council
- g) Firearms
  - i) WalMart is federally licensed to sell firearms
  - ii) Will have background checks in compliance with the Brady Act
  - iii) No customer under the age of 18 can purchase firearms
- h) Saturation
  - i) Both nearby stores operate above anticipated customer volume
  - ii) Hoping to help facilitate better shopping experience.
- i) Product selection
  - i) Full grocery
  - ii) Bakery
  - iii) Deli
  - iv) Produce
  - v) Dry goods
  - vi) General merchandise
  - vii) Hardware
  - viii) Housewares
  - ix) Sporting goods
  - x) Organic products
  - xi) Locally manufactured products
    - (1) WalMart spent \$18 million last year with NM suppliers
- j) Future expansion
  - i) No plans to expand store in the future
  - ii) Site plan makes future expansion difficult
- k) Security
  - i) Staffed with asset protection 24/7
  - ii) State of the art monitoring systems
  - iii) Proactive approach to dealing with Albuquerque police department
- 2) Architectural/sustainability questions from prior meeting – Architect**
  - a) Looking at several technologies/designs specifically for site
    - i) Will try to have exhaustive listing on web site
  - b) Energy consumption/lighting
    - i) Using LEDs for all refrigeration cases
      - (1) Reduces heat and energy load
      - (2) Lasts longer
    - ii) Daylight harvesting
      - (1) WalMart has been doing this for some time
      - (2) Increasing efficiency of HVAC
      - (3) Utilizes skylights
    - iii) Refrigeration equipment
      - (1) Located on top of building
        - (a) Reduces amount of refrigerant, copper tubing
        - (2) Use energy in tubing to heat water for building needs
    - iv) White roofs
    - v) Restroom toilets

- (1) Research technologies and work with manufacturers for efficient fixtures
- vi) Flooring
  - (1) Exposed polished concrete
  - (2) Reduces amount of chemicals associated with flooring materials
- vii) Construction demolition recycling program
  - (1) Contractor is required to recycle
    - (a) Utilize series of containers for different substances
- viii) Looking at rainwater harvesting
- ix) Looking at technologies
  - (1) For creative design of site
  - (2) To reduce other energy impacts
- 3) Response to prior meeting questions – Agent**
  - a) Lighting
    - i) Will be compliant with Night Sky Ordinance
    - ii) Will be compliant with CCP
  - b) Quiet asphalt
    - i) Rubberized asphalt content (includes crushed tire mix)
    - ii) Currently used on Coors; applicant is investigating use on the site
  - c) View Corridor
    - i) Submitted view analysis
    - ii) Review with City in process
    - iii) Anticipates that project will be within view corridor limits
- 4) Response to traffic questions from last meeting – Traffic Engineer**
  - a) TIS still under review by the City
  - b) Vibration and house foundations
    - i) Excavation of building pad only
    - ii) Nearest house is 800' away
    - iii) Based on review, will not affect any structures
  - c) Scope of study
    - i) Collected new traffic counts
    - ii) Study based on new counts and proposed plans
    - iii) Quantifies and evaluates traffic through intersection of Montano and 4<sup>th</sup> Street from east of Rio Grande
  - d) TIS submitted November 7, 2011
  - e) City commented the middle of last week
  - f) Terry will address comments and resubmit to City
    - i) Hoping to resubmit later this week
  - g) City will review again
  - h) Discussion will begin on mitigation issues
  - i) Intersections analyzed
    - i) Montano and Coors
    - ii) Dellyne and Coors
    - iii) Montano and 4<sup>th</sup>
    - iv) Winterhaven and Montano
    - v) All access points
- 5) Traffic - neighbors' questions and comments (responses as available)**

- a) CCP and WSSP
  - i) Neighbor states purpose of Coors is as north/south arterial and includes
    - (1) Pedestrian safety
    - (2) Bike safety
    - (3) Vehicle safety
    - (4) Traffic safety
  - ii) Neighbor feels all are detrimentally affected by WalMart at this location
  - iii) Applicant response – Traffic Engineer
    - (1) Construction on Coors implements all safety measures necessary for pedestrian and bicycle safety
    - (2) Some pedestrian issues may be addressed in TIS
- b) TIS
  - i) Was supposed to be available to Bosque School attorney and community
    - (1) Has been withheld
    - (2) Disadvantages school and community
    - (3) City is not representing community interests
    - (4) Big Box Ordinance requires information provided in timely manner
  - ii) Response – City Engineer
    - (1) Lack of availability is, to some extent, his fault (has been out on leave)
    - (2) TIS submitted November 7, 2011
    - (3) Currently being reviewed and revised
    - (4) Generally available to public once revised
    - (5) One reason project deferred was delay on TIS
    - (6) Want to make original draft, comments, revised draft available this week
      - (a) Would allow 45 days to review prior to EPC Hearing
      - (b) Tim Flynn O'Brien, Bosque School attorney, has original draft
        - (i) Can be made available to anyone
    - (7) City Traffic Engineer questions value of original draft besides comparing to revised
  - iii) Is TIS based on 24 hour operation?
  - iv) Traffic Engineer states that data is per City requirements
    - (1) Policies mandate how study is done
    - (2) Policies define peak hours (7-9 a.m.; 4-6 p.m.)
    - (3) TIS facilitates peak hour traffic
  - v) Did TIS take into consideration future development on West Mesa, Rio Rancho and other Westside areas; regional traffic projections; Montano Bridge
  - vi) Response – Traffic Engineer
    - (1) TIS does not take into account specific future development
    - (2) Takes into account traffic growth rate
      - (a) Uses growth trend over last 5 years OR MRCOG regional model
      - (b) Some future development included in numbers but nothing specific
      - (c) Implementation year for entire development is 2015; projected traffic to 2015
    - (3) Montano Bridge
      - (a) When 2-lane facility in 2004-2005 daily traffic was 26,000 vehicles/day
      - (b) Now with 4 lanes almost 30,000 vehicles/day
      - (c) Still has plenty capacity on bridge

- (d) Congestion is at signals, not on the bridge
- vii) Response – City Traffic Engineer
  - (1) Regional traffic studies vs. site-specific studies
    - (a) Regional studies by MRCOG (FABS document) – guided development of regional transportation facilities
    - (b) City does site-specific studies with limited study area
    - (c) City interested in peak hours
    - (d) Try to mitigate the impacts caused by development at peak times
    - (e) COG deals with short and long range planning and congestion management
    - (f) COG deals with alternative transportation
- viii) Regional 35 year projects
  - (1) Neighbor states traffic projections across bridge could result in 2-3 hour commute cross the river.
  - (2) MRCOG has data on long range story on this intersection
- ix) Time of year TIS counts were taken
- x) Response – Traffic Engineer
  - (1) All except Montano/Coors were in October, 2011
  - (2) Montano/Coors was in November 2010
- xi) Response – City Traffic Engineer
  - (1) Counts are taken when school is in session
  - (2) Avoid special event times like holidays and Balloon Fiesta
- xii) Neighbor wants traffic study to recognize cumulative impact to west side neighborhoods.
- c) Trucks going southbound on Coors would have to go through residential area
  - i) Agent states truck delivery route is down Alameda or I-40.
  - ii) Trucks enter from Coors
  - iii) Can exit back to Alameda and access river
  - iv) Can use Learning Blvd
- d) Will WalMart provide bicycle racks
  - i) Have done so in the past
  - ii) Will work with City to ascertain appropriate location
  - iii) Bike locker issues would have to be addressed with client – will look at this
- e) View from the school
  - i) Rob states want to be in compliance and sensitive to surroundings
    - (1) Looking at additional design for back of building
    - (2) Holistic approach to design
    - (3) Want layering effect between street edge and building
      - (a) 3' berm
      - (b) 8' high wall
      - (c) Landscape and shrubbery between street edge and wall as buffer
      - (d) 60-80' from back of building to street edge
      - (e) Buffer of 25-40' in depth with landscaping, trail, buffer
      - (f) Hope this will mitigate view
- f) Trucks
  - i) Neighbor finds 1-2 trucks per day hard to believe
  - ii) Asks about supply trucks

- iii) Other stores have 50' trucks and refrigerated trucks with cabs running
  - (1) Causes pollution
  - (2) Does WalMart have policy for idling trucks running
- iv) Does City regulate idling trucks or audit number of trailers going in and out
- g) Response - Applicant:
  - i) Vendor trucks are much smaller
  - ii) 50' trailers will be one per day
  - iii) Fleet has 5-minute governors for idling
    - (1) If idling longer something is wrong
    - (2) Josh will follow up with logistics team
    - (3) Josh will look at stores to check into idling and post answer on web site
- h) Response – City Traffic Engineer:
  - i) City takes into consideration truck traffic in intersection analysis
  - ii) Looks at circulation in and out of site as part of site plan review
- i) Neighbor does not believe possible for big trucks to go down Montano
- 6) **Miscellaneous topics – neighbor's questions and comments (responses as available)**
  - a) Neighbor states West Bluff neighborhood has been negatively impacted by WalMart
  - b) Environment – how is a huge store with huge parking lot positive for environment?
  - c) Response - Applicant
    - i) Store will be 40-60% more efficient than a similar store built 5 years ago
    - ii) WalMart takes its role very seriously as example of how stores should be constructed and operated
    - iii) Work hard with suppliers to reduce packaging and carbon footprint
  - d) Safety/crime
    - i) Bosque student loves freedom at school
      - (1) No security guards
      - (2) No fences
    - ii) Big Box store could bring changes
      - (1) Don't want lockdowns
      - (2) Don't want crimes associated with big box stores
      - (3) Want friends and community safe
    - iii) Neighbor states police receive 40% of calls from WalMart and WalMart area crime
      - (1) What happens outside of store is concern
    - iv) Bosque School Teacher states students are scared for their safety
      - (1) Coors/Montano intersection is already the 4<sup>th</sup> most dangerous in the City
        - (a) Per UNM and NMDOT
  - e) Response - Applicant:
    - i) WalMart takes safety seriously
    - ii) No one will shop at unsafe stores
    - iii) WalMart addresses incidents immediately
    - iv) WalMart will be proactive with APD
    - v) Coverage inside and outside of store is comprehensive providing deterrent for criminal activity
  - f) Increase in sales tax revenue for Albuquerque and New Mexico
    - i) Neighbor questions how using proposed store to reduce load on other stores will add to overall sales tax revenue



- ii) Neighbor asked if WalMart pays state income tax
- g) Response - Applicant
  - i) WalMart complies with all state and federal tax laws
  - ii) WalMart is audited every quarter
  - iii) Representative does not know what percent taxes are paid
- h) Seems revenue from New Mexico suppliers in WalMart would have miniscule impact on New Mexico Suppliers
  - i) Response - Applicant
    - i) The \$18 million to New Mexico suppliers supports 9000 jobs which is not trivial
- j) Locally owned businesses
  - i) Neighbor states economists say local businesses generate greater per capita income for residents of communities
  - ii) Bernalillo County has 19% poverty rate
  - iii) Big box negatively impacts per capita income
- k) Response - Applicant
  - i) WalMart purpose is to save people money so they can live better
  - ii) Folks in poverty spend less at WalMart to provide more for their families
- l) Misrepresentation of site plan as “village”
  - i) Village is small town
  - ii) WalMart is contrary to essence of village
  - iii) WalMart does not depict what corridor represents to residents
- m) Response - Agent
  - i) Andalusia project has been evolving
  - ii) Town center is 50 acres with
    - (1) School component
    - (2) Housing component
    - (3) Senior housing
    - (4) Government
    - (5) Open space
    - (6) Commercial component
  - iii) Attempting to create a commercial component to the Town Center
- n) Concern for sale of alcohol/tobacco/firearms so close to school
  - i) Applicant states haven’t had single underage tobacco, alcohol, firearms violation at any Albuquerque store in the past 5 years
  - ii) Zero tolerance policy
  - iii) Sale to anyone underage constitutes immediate firing
  - iv) Checking into required buffer between school and alcohol sales
    - (1) Alcohol sales is not a part of this proceeding
    - (2) Applying for license to sell alcohol is separate proceeding
      - (a) Public meeting will be required at that time
- o) Will Auto Care be component of store?
  - i) Applicant states will have no Auto Care component
- p) Store expansion
  - i) Neighbor has seen WalMarts starting small and later expanding
- q) Response - Applicant
  - i) No plans for future expansion

- ii) No room on site for future expansion
- r) WSSP
  - i) States protection of the Bosque is critical
  - ii) View plane is important
  - iii) Development must be appropriate to adjacent sites
  - iv) Big Box fails to comply with this plan
  - v) Big box doesn't belong near treasured Bosque
  - vi) WSSP Promotes
    - (1) Collaboration with neighborhoods
    - (2) Diverse commercial and residential development
    - (3) Small business and diverse retail
    - (4) Neighborhood centers
    - (5) Regional planning for regional needs
  - vii) Refers to site as a Community Center
  - viii) Neighbor challenges City planning to reaffirm WSSP as guiding document
- s) Response - Agent
  - i) Working hard to make this a pedestrian oriented development
  - ii) WalMart will be one component of this site with other commercial
- t) CCP
  - i) Neighbor believes plans in violation of CCP
  - ii) Top of buildings is 28' – doesn't account for rooftop elements (mechanics)
  - iii) Want applicant to revisit the CCP requirements for height, view and openness
- u) Response - Applicant
  - i) Working with City to show that view corridor is in compliance
  - ii) Scanned in photos by professional surveyor and will add elevations to City web page
  - iii) EPC Process makes sure all development is in compliance with plans
- v) Drainage; Water use and recovery outside of store
  - i) We are in or near a drought
  - ii) How will runoff be dealt with
    - (1) Gas and oil can contaminate the Bosque and the river
  - iii) Is Drainage at school adequate for such a large project?
  - iv) Who will maintain pond?
  - v) How will chemical contamination be dealt with?
  - vi) Will it meet 100 year storm requirements?
- w) Response - Applicant
  - i) Overall site drains to drainage retention pond at Bosque School
  - ii) Commercial and residential drains to pond on east side of Mirabela
  - iii) Does not drain to river
  - iv) WalMart will comply with water drainage ordinance
  - v) Facility was done for entire master plan
  - vi) Designed for 100-year storm
- x) Trees in parking lot irresponsible with drought conditions
- y) Underground parking would reduce footprint
- z) WalMart has abandoned stores across the country – what guaranty won't happen here
- aa) Response - Applicant
  - i) Abandoning stores is not good for WalMart or community

- ii) Can never offer any guarantee
- bb) Community suggestion
  - i) Move store further west where neighbors want a WalMart
- cc) Amended Site Plan for Subdivision
  - i) Turning Tracts 1-3 into 12 more lots for more intensive use of site
  - ii) 2005 Site Plan required 300' buffers between intensive uses and school.
  - iii) 100' setback should be along the entire eastern property line of the WalMart site
  - iv) Bosque School planning decisions based on 2005 Site Development Plan
    - (1) May not be able to use school land to its best use
- dd) Response - Applicant
  - i) Buffering is taken into account
  - ii) Working with City on buffering techniques
  - iii) Believe we are in compliance with 2005 Site Development Plan
- ee) Camouflage technologies for screening
  - i) Neighbor submitted photo to applicant showing camouflage technologies in screening large structures into sensitive landscaping
  - ii) Recommend architect explore these technologies
- ff) 35' Buffer and Retaining Walls
  - i) How will buffer be designed
  - ii) How big will retaining walls be
  - iii) How will they look from the street?
- gg) Response - Applicant
  - i) 35' buffer is in compliance with CCP
  - ii) Will have buried buffer in back of site
  - iii) Few retaining walls along access road
    - (1) In compliance with City drainage ordinance plus enhancements
- hh) WalMart approved at Coors and La Orilla for grocery store
- ii) Response - Applicant
  - i) WalMart will not be built at Coors and La Orilla
- jj) The Bosque
  - i) Cannot be recreated
  - ii) 90% of wildlife in the state uses the Bosque at some point in its life cycle
  - iii) Bosque is the Jewel of the City
- kk) Transit Feasibility
  - i) WSSP requires transit feasibility and access study for developments within community activity centers.
  - ii) Didn't see one included with plans
  - iii) Wondering if one was included in 2005
  - iv) More compatibility with public transportation can reduce cars
- ll) Response – Agent
  - i) We will look at bike lanes and transit feasibility
- 7) **Stated opposition to this project**
  - a) Comments from State Representative of several affected neighborhoods
    - i) Concerned that many are talking as if this WalMart is a done deal
    - ii) Feels WalMart needs to listen to community as a good corporate citizen
    - iii) Wants developers to re-consider application with so much community opposition

- b) “No Big Box” sign at the back of the room
    - i) Neighbor asked who agreed with sign – generated great support/applause
  - c) Westside Coalition of NAs
    - i) Represent 30 Neighborhood Associations
    - ii) Coalition voted almost unanimously to oppose Big Box construction at this location
    - iii) Have responsibility to stand together and be heard.
  - d) Audience either applauded or gave standing ovation each time a speaker said the WalMart did not belong on this site.
  - e) No meeting attendees spoke out in favor of this project.
- 8) Closing remarks from Agent**
- a) Working to make a compatible development that will work with community
  - b) We hear that you feel otherwise
  - c) Property is zoned C-2 and will not be a park
  - d) With or without WalMart it will be a center
  - e) We will post web site with questions and responses
    - i) Will provide that information to City and they will disseminate to contacts
  - f) City also has web site with all plans and all that has been released for public record

**Next Steps:**

- Applicant will proceed with hearing on January 5, 2012 and follow action plan and action items.

**Action Plan:**

- Applicant will set up web site for questions and answers as project continues

**Action Items:**

- TIS is being modified and will be resubmitted to City
- TIS will be reviewed by City and released to public soon
- Applicant will work with City to find appropriate locations for bicycle racks
- Applicant will look into feasibility of bicycle lockers
- Josh will follow up with logistics team on trucks idling
- Josh will post follow up on trucks idling on web site
- Applicant will look into bike lanes and transit feasibility

**Application Hearing Details:**

1. Hearing scheduled for January 5, 2012, **Location to be determined and announced at [www.cabq.gov/planning](http://www.cabq.gov/planning)**
2. Hearing Time to be determined and announced at [www.cabq.gov/planning](http://www.cabq.gov/planning)
3. Hearing Process:
  - a. Comments from facilitated meetings will go into a report which goes to the City Planner.
  - b. City Planner includes facilitator report in recommendations.

- c. The Commission will make a decision and parties have 15 days to appeal the decision.
- 4. Resident Participation at Hearing:
  - a. Written comments must be received by 9:00 AM December 22, 2011, to be included in the planner's report. Comments may be sent to:

Catalina Lehner, Co-staff Planner  
600 2<sup>nd</sup> Street NW, Third Floor  
Albuquerque, NM 87102  
[clehner@cabq.gov](mailto:clehner@cabq.gov)  
(505) 924-3935

OR

Carmen Marrone, Co-staff Planner  
600 2<sup>nd</sup> Street NW, third Floor  
Albuquerque, NM 87102  
[cmarrone@cabq.gov](mailto:cmarrone@cabq.gov)  
(505) 924-3814

OR

Doug Peterson, Chair, EPC  
Laurie Moye, Vice Chair, EPC  
% Planning Department  
600 2<sup>nd</sup> St, NW, Third Floor  
Albuquerque, NM 87102

**Comments:**

**Names & Affiliations of Attendees:**

**Sign in sheets will be posted on the City web site, along with this report.**

**Winklepleck, Stephani I.**

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**From:** abqwscona@yahoogroups.com on behalf of candypatt@aol.com  
**Sent:** Monday, November 28, 2011 2:34 PM  
**To:** abqwscona@yahoogroups.com  
**Subject:** [abqwscona] Fwd: Facilitator's Report Project #1003859-WalMart  
**Attachments:** Facilitator'sRept#1003859WalMart11-11.doc; Facilitator'sRept#PA11-0749-11.doc

Attached is the summary report for the subject facilitated meeting held Monday, November 21,  
 If you have questions related to the summary, please contact the facilitator.

Thank you.

Candy

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From: lifedancelessons@aol.com  
 To: Lifedancelessons@aol.com  
 CC: cmarrone@cabq.gov, clehner@cabq.gov, sbeaucaire@cabq.gov, swinklepleck@cabq.gov,  
 NParada@cabq.gov, oweegon@bridgesofpeace.com, phcrumpsf@gmail.com, jess.lawrence@gmail.com,  
 pilar@pilarvailepc.com, jutta@auroradesign.us  
 Sent: 11/24/2011 4:02:12 P.M. Mountain Standard Time  
 Subj: Facilitator's Report Project #1003859-WalMart

Hi, Folks,

HAPPY THANKSGIVING

Attached please find the facilitated meeting report from Monday night's meeting.

Please note that this report is intended to be a summary, not a transcript, of Monday's meeting, so not all comments will appear. It is also intended as a supplement to the initial pre-application meeting report #PA11-074. Any issues brought up in Monday night's meeting that were included in the last report, without new information or responses associated with them from this meeting, will be omitted from this report.

I refer the gentleman who was concerned about his comments not appearing in the report from the prior meeting, to that report (which I am also attaching). Please refer to section 9)w) where you will see your comments in their entirety.

Should you read something in the report that you feel is an inaccurate representation of what was said in the meeting, please be aware of the amendment parameters stated below.

I also include the following links to the applicant survey for Jim, Shannon, Kim, Shawndy and the rest of the applicant team, and the participant survey for everyone else who attended the meeting:

Applicant Survey: <http://www.cabq.gov/legal/adr/luf/land-use-facilitation-program-applicant-survey>

Participant Survey: <http://www.cabq.gov/legal/adr/luf/land-use-facilitation-program-participant-survey>

11/29/2011

**Please take a moment and give the City the feedback that helps us all to serve you best.** It is quick and easy and you need only respond to the questions on line and submit it on-line. The City has worked hard to make this process as user friendly as possible. Your input is invaluable to the City ADR department, in meeting their goals for continuous improvement to the Land Use Facilitation Program; and to your facilitator who is always looking to increase ways to meet your needs. Please be sure to include the project 1003859 and facilitator's name (Diane Grover) at the top of the form.

Thank you so much for your participation in this meeting. I and my co-facilitators enjoyed working with you.

Sincerely,

*Diane Grover*  
*Lifedance Mediation Services*  
 298-0051  
[www.lifedancemediation.com](http://www.lifedancemediation.com)

#### CLARIFICATION OF AMENDMENT PARAMETERS:

In this program, I have limits placed on how I can utilize people's input on my reports. These limits are in place to preserve the integrity of my role and of my reports. My parameters are:

1. **I can never change a report, but**
2. **If a correction is offered on something that occurred at the facilitated meeting, and is reflected in the notes that I have** (i.e. I mis-communicated in the report what I have in my notes), I then write an amendment to the report, which goes out to the same people as the report.
3. **If a correction is based strictly on objective fact** (i.e., I got the name of a street wrong), I then write an amendment to the report, which goes out to the same people as the report.
4. **If a correction or clarification is offered on something that for some reason is not reflected in my notes or that did not actually occur at the facilitated meeting, I must then request that a letter be written to the City Planner, by the person offering the clarification.**
5. **If something was said at the meeting, but omitted from the report, please send those comments directly to the planner listed at the end of the report.**

It is entirely possible that I or my co-facilitator may mis-hear things, yet we must let that clarification come from the speaker, directly to the Planner - again so that we maintain the integrity of the process. This is especially important because other meeting participants may have a contrasting correction or clarification, and I have no way to determine which I should represent, unless I stay consistent in only representing what the facilitators heard.

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11/29/2011

# CITY OF ALBUQUERQUE LAND USE FACILITATION PROGRAM PROJECT MEETING REPORT

**Project #:** PA11-074  
**Property Description/Address:** SE Intersection of Coors and Montano  
**Date Submitted:** October 2, 2011  
**Submitted By:** Diane Grover  
**Meeting Date/Time:** September 28, 2011  
**Meeting Location:** Cibola High School, 1510 Ellison NW  
**Facilitator:** Diane Grover  
**Co-facilitator:** Kathleen Oweegon  
**Co-facilitator:** Philip Crump  
**Co-facilitator:** Jesse Eaton-Lawrence  
**Co-facilitator:** Pilar Vaile

**Parties:**

WalMart, Applicant  
Tierra West LLC: Ron Bohannon, Agent  
Jonathan Niski, Agent  
La Luz del Sol N.A.  
La Luz Landowners Assn.  
Rio Oeste H.O.A.  
Taylor Ranch N.A.  
Northwest Alliance of Neighbors  
Westside Coalition of N.A.s  
Bosque School  
Cottonwood Classical Preparatory School  
Oxbow Village HOA  
Oxbow North HOA  
Santa Fe Village  
Las Casitas del Rio  
Tres Placitas HOA  
Volcano Vista  
La Luz HOA  
Ladera Heights N.A.  
Rancho Serano N.A.  
Alban Hills N.A.  
Undesignated residents and neighbors

Note: Individual names can be found at the end of this report.

**Background/Meeting Summary:**



This pre-application meeting concerns the potential application by WalMart, through agent Tierra West, LLC., for an Amendment to the Site Development Plan for Subdivision for a Large Retail Facility (LRF) approximately 95,000 sq. ft. for retail space. Proposed tenants include a Large Company Bank and a smaller version of a Super Wal-Mart along with a few restaurants and other retail stores located at the corner of Montano Road NW and Coors Blvd. NW.

The meeting began with facilitator reading a statement concerning the scheduling of this meeting which, unfortunately, coincided with the first evening of Rosh Hashanah (see addendum #1)

Following the reading of this comment, and prior to the facilitator's introduction, the Headmaster of the Bosque School giving a five-minute presentation summarizing his perspective on this project so that he could leave to observe the holiday. He stressed his concerns for the safety of the community and the students; his personal commitment and the commitment of the school to the environment and ecosystem; traffic concerns; concerns for crime related to Big Box stores and the history of and potential for school lockdowns in relation to such businesses. (the Headmaster's more detailed concerns are included below, under "**Meeting Specifics**" 2), 5), 7) and 9), along with community comments). The headmaster was very distressed that students could not be accommodated, as requested ½ hour prior to the start of this meeting, to present their PowerPoint presentations and hand out fliers to the attendees. He felt this was an affront to what we should be teaching our students about the democratic process. Facilitator did commit to doing anything possible to accommodate these presentations at the next meeting, should the applicant continue with their application and a second meeting be convened. The students' teacher took facilitator's card and promised to work with facilitator in advance of the next meeting to accommodate this. Students were also invited to leave their fliers at the front desk for people to pick up on their way out, rather than hand them out during other presentations at this meeting.

Ron Bohannon from Tierra West LLC., agent for WalMart, introduced his team to include Chris Green with Consensus Planning; architect Rob Klemple with Scott and Goble Architects; Attorney Michelle Henrie; Traffic Engineering consultant Terry Brown; Civil Engineer Jonathan Niske with Tierra West LLC and, by Skype, WalMart Director of Corporate Affairs, Delia Garcia.

The store will be a C-2 Center with a WalMart in the Center. This store is ½ the size of a super center. There will be pedestrian element. Surrounding the Center will be commercial; financial institutions; sit-down restaurants; in-line stores and Jr. anchor tenants. Nothing is under contract at this time.

Design will be contemporary pueblo with some color, texture and detail variations. They are planning nice pedestrian corridors and pedestrian friendliness. They are trying to include massing that creates interest and complies with City ordinances. Landscaping will meet city codes and requirements and comply with Coors Corridor Plan. There will be streetscape on the back side facing Bosque School and they will attempt heavy screening.

Traffic engineer Terry Brown stated that the Traffic Impact Study (“TIS”) was originally approved by the City and NMDOT and was based on a plan completed in 2004 and approved in 2005. The developer spent \$2 million constructing improvements based on mitigation measures from the City and NMDOT. The old plan consisted of 270,000 sq. ft. of commercial property, and the proposed plan is 189,000 sq. ft. of commercial. Terry stated that trip generation of the new plan shows a 30-35% reduction in traffic generated and that the numbers are based on the Institute of Traffic Engineers approved traffic generation rates and reviewed by the City and NMDOT.

Community members, including 5 students from the Bosque School, raised many concerns and questions. Concerns included those associated with traffic and the increase in both numbers of vehicles and numbers of accidents that would be brought by a big box store at that location. Neighbors felt that roads in the location were already over-stressed and that, since there were already sufficient WalMarts in the area to meet their needs, the new one would primarily attract those from the North Valley and many from the Unser Crossing area, whose residents very much want and need a WalMart in their area. Additional traffic concerns and the applicant and City responses to them are detailed below in “**Meeting Specifics 2), 3) and 4)**”.

Proximity to the Bosque School was a big issue for many in the room, with concerns for traffic safety for newly driving students; traffic safety for parents and community members and parents; crime associated with Big Box ventures including severe and violent crimes and student safety in relation to those crimes; sales of guns, tobacco and alcohol so close to the school; the school and student commitment to reducing carbon footprint and additional issues. Additional concerns regarding the proximity to the school and the applicant’s response to these are listed below in “**Meeting Specifics 5) and 6)**”.

Another large issue for many was the current saturation of WalMart stores in the area and the impact on local business. Community members note there are 15 WalMarts in Albuquerque, with one being 2 miles north; one 2 miles south and one ½ mile to the east. Several residents observed that this store would be redundant in this area. Additional issues and the applicant’s response to these are listed below in “**Meeting Specifics 7) and 8)**”.

Miscellaneous issues included but were not limited to the effect on Montano open space; environmental issues; burdens on taxpayers for road improvements, cost to taxpayers for Medicare for WalMart employees without benefits; effect on the Bosque ecosystem; unemployment caused by WalMart’s effect on other businesses; and noise pollution, among others. One neighbor quoted a statement from a WalMart rep in the Albuquerque Journal on 9/22 stating “it’s about serving our customers conveniently and close to home” and assured WalMart they have already achieved that mission. A variety of other miscellaneous items are detailed below along with the applicant response in “**Meeting Specifics 9)**”

Neighbors in attendance at the meeting appeared to be fairly unified in their concerns and unwillingness to consider a WalMart at this location. There were no comments of support for this project made at the meeting.

**Outcome:**

### **Areas of Agreement:**

- No agreements between the applicant and the community were stated by any participant of this meeting

### **Unresolved Issues, Interests and Concerns:**

- Will City reduce speed limits to accommodate bicycle/pedestrian safety?
- How will the bridge handle intense new developments?
- How to address issues of vibration that could harm house foundations?
- What will be done for noise mitigation
- Traffic Impact Study – neighbors want TIS for cumulative area, not just immediate
- Can overnight RV parking be disallowed?
- WalMart policy for background checks on truck drivers
- Policies for chemical incidents
- Will “quiet asphalt” be utilized in construction
- Water Harvesting

### **Meeting Specifics:**

#### **1) Applicant Presentation**

- a) Site Plan
  - i) Coors to the West
  - ii) Montano to the North
  - iii) Bosque School to the Southeast
  - iv) Albuquerque sewage treatment plant to the east adjacent to the Bosque
  - v) Master planned development to the west of the school
- b) Plans
  - i) C-2 Center
  - ii) WalMart in the center
    - (1) “Neighborhood market on steroids”
    - (2) ½ the size of a super center
  - iii) Surrounding center
    - (1) Commercial
    - (2) Financial institutions
    - (3) Sit-down Restaurants
    - (4) In-line stores
    - (5) Jr. anchor tenants
    - (6) Nothing under contract at this time
  - iv) Pedestrian elements
  - v) Details
    - (1) Contemporary pueblo design
      - (a) Some color, texture and detail variations
      - (b) Nice pedestrian corridors and accessible routes
      - (c) Softscape and hardscape

- (d) Patio
- (e) Pergolas
- (f) Sitting places for people
- (g) Successful routes to store
- (2) Looked at architectural context of corridor
  - (a) Attempting to create massing that creates interest and complies with City ordinance
  - (b) Trying to break down largeness of site
- (3) Signage for store is somewhat minimal; directional at entry
- (4) Components
  - (a) Vigas
  - (b) Landscaping in pedestrian corridors
  - (c) Glazing
  - (d) Trying to create composition that works well
- (5) Some details will change – not set in stone
  - (a) Will be some fine tuning to architecture
  - (b) Concept is strong but needs refinement
- vi) Landscaping - Chris Green
  - (1) Meets all city codes and requirements
  - (2) Complies with Coors Corridor Plan
  - (3) Meets guidelines of La Luz Site Development Plan
  - (4) Pedestrian streetscape in front of store
    - (a) Connection between roundabout at Mandela to Montano
  - (5) Goal is for pedestrian friendliness
  - (6) Streetscape on back side facing Bosque School
    - (a) Attempt to have heavy screening and less negative impact to school
  - (7) Trying to be consistent with planting at Bosque School
- c) Traffic (Terry Brown, Traffic Engineer)
  - i) Traffic impact study (“TIS”) approved by City and NMDOT
  - ii) Based on plan completed in 2004, approved in 2005
  - iii) Consists of numerous commercial establishments
  - iv) Based on TIS, City and DOT determined list of mitigation measures that developer should construct
    - (1) Developer spent 2 million constructing improvements
  - v) Old plan consisted of 270,000 sq. ft. of commercial
    - (1) Proposed plan is 189,000 sq ft. commercial
  - vi) City asked how trip generation rate of new plan would compare to old plan
    - (1) 30-35% reduction in traffic generated
    - (2) Numbers based on Institute of Traffic Engineers approved traffic generation rates
    - (3) Reviewed by City and NMDOT
  - vii) Ron Bohannon acknowledged that Traffic is generally biggest issue for communities and wanted to hear concerns, so opened up for questions and comments.
- 2) Traffic: Community Questions and Concerns**
  - a) Existing roadways not adequate for additional big box traffic
  - b) Additional traffic would bring about additional accidents

- c) Community wants information provided to neighborhood associations and Bosque School
- d) Concern that plan doesn't address
  - i) Intersection at Learning Rd. and Coors
    - (1) Trucks will be required to enter/exit off Learning Rd. and Coors
  - ii) Intersection of Coors and Montano
- e) Coors/Montano Intersection
  - i) Designated Community Activity Center for some time now
  - ii) Development plans for the flyover – planned elevation on Montano
- f) Pedestrian and bicycle safety
  - i) Will City lower speed limits to control traffic on these very busy streets?
  - ii) Coors/Montano intersection already very dangerous
  - iii) Store will bring additional traffic from North Valley and Unser Cross
- g) Traffic Impact Study
  - i) Existing traffic issues at Coors/Montano intersection due to development on top of mesa and throughout Rio Rancho
  - ii) How will bridges handle intense new developments?
  - iii) Existing congestion around stores and parking lots
  - iv) Need overall TIS, not just piecemeal studies
- h) Streets cannot handle existing load at peak hours
- i) Volume of traffic on Coors – how to address issues of vibration that could harm house foundations
- j) Element of 2004 plan was a Transportation Demand Management Program
  - i) Grocery store was anticipated
  - ii) Would be mixed-use project
  - iii) Mixed-use creates abilities to reduce trips and share parking
  - iv) WalMart is standalone where cohesive mixed-use environment was intended
  - v) Also lost all office anticipated in 2004
  - vi) Concerned will wind up with very auto-oriented use with no vision of community center for neighborhood
  - vii) Want opportunity for real community center
- k) Another access point is Coors and Dellyne
  - i) Currently dangerous intersection
  - ii) Students, parents and delivery trucks at peak hours will create accidents – harm students and neighbors
  - iii) Concern for large vehicles entering and exiting at same time as community vehicles
- l) Concerns of speaker who is Regional Faculty Member for Traffic Support Course
  - i) National statistics indicate increased traffic flow, especially in school zones, risks dramatic increase in accidents
  - ii) Risk of EMS resources to have delayed response times to get to children due to traffic flows
  - iii) Does WalMart have policy for truck drivers to go through background checks to keep children safe?
  - iv) EMS courses teach that most hazardous truck is big box store vehicle.
  - v) Policies for chemical incidents and risk to nearby children
- m) WalMart policy to allow overnight RV parking

- i) Can that be restricted?
  - ii) WalMart employees have background checks; can't regulate overnight parkers
  - iii) Encourages/attracts possible bad element to "hang out"
- n) 2005 plan that was adopted
  - i) Divided parcel into 2 parts.
  - ii) Tract 61 was withdrawn from application
  - iii) Footprint shown by traffic engineer was never approved by City
  - iv) Largest footprint approved by City was approximately 55,000 sq. ft.
- o) Parking lot cracks in asphalt allow for gas and oil leaks damaging the earth
- p) Resident is leery of TIS
  - i) Traffic engineer is the same who did the 1999 Coors/I40 study
  - ii) Developer claimed improvements "would make traffic better in the area"
  - iii) Taxpayers paid 120 million to fix the problems that this traffic analysis created
  - iv) Intersection is in dire need of reconfiguration
  - v) This is imposition of major traffic generator
  - vi) Not enough money to fix this situation
  - vii) Analysis should be run through the state traffic engineers as well
- 3) Traffic Issues: Applicant response**
  - a) Terry Brown
    - i) Large part of reason for reported reduction in trips is that old plan had 270,000 sq. ft. of retail commercial. New plan has 189,000 sq. ft.
      - (1) Also has to do with other mix of land uses compared to 2005 TIS
    - ii) Assured folks that after TIS was performed safety issues were addressed and incorporated into improvements
  - b) Ron Bohannan
    - i) Traffic study was implemented in 2007
    - ii) Looked at trip generation
    - iii) Initial analysis is that reduction in size of center shows that we are within original approval levels
    - iv) Applicant meets with Richard and his staff and generates new TIS
      - (1) Will be public review
      - (2) City and State will review and approve if it meets criteria
      - (3) All is used in EPC review
    - v) This is horizontal mixed-use
      - (1) 540 multi-family units approved on this overall site
      - (2) 15 acres going to be construction just immediately south of commercial site
      - (3) WalMart is part of larger mixed-use area
- 4) City Traffic Engineer Response, Richard Dourte**
  - a) TIS has not been submitted to the City to date
  - b) Comments will be taken into consideration
  - c) Process for approval
    - i) Engineer makes submittal
    - ii) City makes comments
    - iii) DOT will be included
    - iv) After comments are addressed and TIS is approved, formal submittal can be made
    - v) There is opportunity for public comment at EPC hearing

- 5) Proximity to Bosque School: Community Questions and Concerns**
- a) BEMP – Bosque Ecosystem Monitoring Program
    - i) Monitors ecosystem
    - ii) Collaborate with UNM biology department, schools and agencies
    - iii) Accompanied students from APS to
      - (1) See porcupine in natural habitat
      - (2) Measure groundwater levels
      - (3) View impact on Bosque
    - iv) Coordinator of BEMP works with over 6000 students all over state
      - (1) One office at UNM; one at Bosque School
      - (2) Bring in 2000 students
      - (3) States wilderness experience should not be in close proximity to big box (with seemingly unanimous agreement from attendees)
  - b) Bosque School design
    - i) Complementary to land
    - ii) Minimizes environmental footprint
    - iii) Complements neighbors
  - c) Big box not consistent with the area, school or surrounding communities
  - d) Safety
    - i) Large number of student drivers and parents
    - ii) Students come from 37 zip codes
    - iii) Attraction of crime associated with big box stores threatens students
    - iv) 1/3 of students on financial aid – store will increase need for security and money spent on security will reduce financial aid
    - v) Students are new drivers who do not need increase in traffic and accidents
  - e) School commitment to reducing carbon footprint
    - i) School advises students to reduce carbon footprint by walking; biking; public transportation
  - f) Criminal activity related to big boxes
    - i) 2 campus lockdowns last year due to shopping center just north of Bosque Schools
  - g) Firearms Sale not wanted so close to school by Bosque school administration, parents and students
  - h) Cigarette Sales are not wanted close to school
  - i) Alcohol Sales are not wanted close to school
  - j) Head of Bosque Middle School stated vision for public performance space; community gardens; locally owned shops; growers market; new elementary school; space that will enhance interconnectedness of community
  - k) Mother of 2 Bosque students who bike to school across Rio Grande and Montano bridge
    - i) Fearful of higher incidence of police reports at big box retailers
    - ii) Fearful that criminals would flee into Bosque through school endangering school community.
- 6) Proximity to Bosque School: Applicant response**
- a) In 1985 property was zoned for commercial
  - b) 2005: zoned for North Andalucía project
    - i) 35 acres of raw land set there for 6 years
    - ii) Developers have worked to improve with infrastructure

- iii) Has always been planned for development
- c) Ron Bohannon expressed desire to hear and work with community as best they can, starting this weekend
- d) Environmental impacts
  - i) Ron has represented WalMart for 17 years
  - ii) Worked with them on sustainability program for 8 years
    - (1) Would be happy to share information about sustainability efforts
  - iii) Working on solar; bio-swells
  - iv) Entire area drains to one central pond
  - v) Opportunity to reduce hydrocarbons and litter in drainage
- e) There are many ways of working pedestrian elements into the plan; they are listening and analyzing community comments
- 7) **WalMart Saturation/Existing Business: Community Questions and Concerns**
  - a) Development not necessary nor beneficial
    - i) Proposes harm in numerous areas
    - ii) WalMart, Target and grocery stores nearby
    - iii) Proposed store is redundant
  - b) WalMart in West Bluff area is only 2 miles away
  - c) 15 WalMart stores/centers in Albuquerque
    - i) WalMart 2 miles to the north
    - ii) WalMart 2 miles to the south
    - iii) WalMart ½ mile to the east
    - iv) Neighbor wants to know who is not served
  - d) Loss of local viable businesses owned by friends and neighbors
    - i) Times are tough
    - ii) Want to support existing economy and businesses
    - iii) Fear WalMart will produce abandoned buildings as others are put out of business
  - e) President of Taylor Ranch N.A. stated WalMarts are everywhere and that an article in the Wall Street Journal a dozen years ago quoted Sam Walton saying he wouldn't build in an area where WalMart wasn't welcomed
    - i) Requested for applause from people opposed to project resulted in loud applause
    - ii) Wants WalMart to consider that they are unwelcomed in this neighborhood and that these people are their customer base.
  - f) Neighbor states SU designation was intended to bring commercial that would add opportunities for community
    - i) With WalMart 5 minutes to the south; Target 5 minutes to the north, does not see opportunity or gain for community with proposed WalMart
  - g) WalMart goal of "serving our customers conveniently and close to home"
    - i) Quote from 9/22/11 Albuquerque Journal
    - ii) Neighbor assured WalMart that had already been achieved
- 8) **WalMart Saturation/Existing Business: Applicant response** Delia Garcia, WalMart representative appearing by Skype
  - a) Unable to participate in person as is 37 weeks pregnant; unable to travel
  - b) Appreciates everyone's passion
  - c) Intend to have a second facilitated meeting after application
  - d) Regarding saturation



- i) Area has been envisioned for commercial use
  - ii) Are trying to better serve customers
  - iii) Looking at how to make compatible development
  - iv) Research shows this store will be successful in the area even though there are other stores
  - v) Proposed store is under 100,000 sq. ft.
    - (1) Very few stores in the entire U. S. that are that small
    - (2) Reduction in size is to address traffic
  - vi) Store will coexist with other stores across New Mexico
  - vii) 2008 study demonstrates that there is economic activity and vibrancy
    - (1) Stores open because WalMart is anchor tenant
    - (2) Businesses thrive
    - (3) Thousands of businesses in New Mexico have coexisted with WalMart for as long as WalMart has been in the state
- 9) **Miscellaneous Issues: Community Question and Concerns**
- a) Adjacent to Montano open space
    - i) People of all ages walking and biking on trail
  - b) Environmental issues
    - i) Lights on 24/7 creates waste of electricity
  - c) Loss of tax revenues from existing businesses when people use big box stores
  - d) Big Box store cannot make up for loss of revenue from other businesses
  - e) Expenses to taxpayers
    - i) Maintenance of roads
    - ii) Hook up of lights
  - f) Unemployment when existing stores close due to Big Box stores
    - i) Jobs are lost
    - ii) WalMart pays low wages
    - iii) Many WalMart employees do not have health insurance
      - (1) Medicaid lists include Big Box workers, costing taxpayers
  - g) Relationship between WalMart stores and crime
    - i) Anecdotal news raises public concern that WalMart stores may be a “magnet for crime”
    - ii) Study called “Is WalMart safe?”
      - (1) Found that stores have a significant number of police incidents compared to other stores
      - (2) Costs taxpayers in increased policing costs
      - (3) Top 10 WalMart stores reported serious or violent police incidents
        - (a) Number 10 on the list is a WalMart in Albuquerque with 30 serious incidents
        - (b) Serious incidents include rape, attempted rape, murder, kidnapping
  - h) Noise mitigation/noise pollution from increased traffic
    - i) Will “quiet asphalt” be utilized?
  - i) Air pollution from increased traffic effects Bosque ecosystem
    - (1) Impacts health conditions
  - j) Ecosystem
    - i) Energy consumption from lighting and signage affects night ecosystem
    - ii) WalMart will negatively affect Bosque ecosystem

- k) Waste and litter going into the Bosque
- l) Zoning -- SU-1
  - i) Gives community no legal recourse
  - ii) Believes is disingenuous to use mixed-use term when talking about this much parking and 334,000 sq. ft. of impervious surface
  - iii) Recommendation: Make property truly mixed-use
    - (1) Incorporate residential and office in project plan
- m) Village feel
  - i) La Luz resident on board of Bosque School stresses village feel of La Luz
  - ii) States 2005 plans were supposed to have village feel and collaboration with community which is what she wants
- n) Community safety
  - i) Concerned about huge retail center existing onto residential roads
  - ii) Neighbor suggested WalMart would attract drug dealers, rapists and burglars to the area
- o) Quality of life
  - i) Enjoying community on NM historical registry
  - ii) Walks in Bosque
  - iii) Travel by school seeing children
  - iv) Weekends seeing women with babies; small children
  - v) Pregnant women enjoying community
  - vi) After WalMart fears loss of quality of life; loss of feelings of safety; fear of rape or abduction
- p) Drainage and water-harvesting: want to hear more about this topic
- q) Neighbor stated design was not a pueblo design, which was met with loud applause
- r) Pedestrian areas – not achieved with a little covered walkway
- s) Grocery store, 12,000-30,000 sq. ft. would be welcomed
- t) Lighting – 24 hour lighting opposed by near neighbors
- u) Concern for 3 nice shopping centers in neighborhood since report by CUNY college states research shows WalMart
  - i) Depresses wages and labor benefits
  - ii) Pushes out retail jobs
  - iii) Results in retail vacancies
- v) “Albuquerque has grown too big for it’s bridges”
  - i) Does not want Montano widened
- w) WalMart good neighbor policy and recommendation
  - i) Have WalMart purchase property and deed to the City
  - ii) Establish fund for design, construction and maintenance for a park in perpetuity
  - iii) Erect stone monument “From WalMart to the children and citizens of Albuquerque)
  - iv) Met with loud applause and partial standing ovation
- x) Water Conservation
  - i) Statement from Albuquerque zoning code for large facilities: “Water conservation techniques shall be utilized where possible and as approved by city hydrologist. Water harvesting, permeable paving, water from roofs should be directed and used for landscapes
  - ii) There is no indication that you’re considering these things in your plan.

- iii) Water conservation is a critical issue
- y) Cost for the City
  - i) Would encourage City to do economic impact analysis
- z) Commercial development on the scale of Riverside Plaza
  - i) Neighbor stated would be welcomed
  - ii) Traffic should be studied to ensure intersection of Coors and Montano will not fail
  - iii) Want store to operate at normal retail hours
  - iv) This will protect the Bosque
  - v) WalMart project will not accomplish these
  - vi) Petition is being circulated ( stated 500 names to date)
- aa) Questions
  - i) If project is approved, will company be obligated to construct buildings consistent with drawings?
  - ii) Will company complete parking lot landscaping consistent with drawing?
  - iii) Will new GIS look into the future and address how construction will impact traffic from the project?
  - iv) How does the project move forward from here?
    - (1) Facilitator will get City input and relay
- bb) View Preservation
  - i) Appears WalMart would be in the view plane
  - ii) Development needs to honor plan
- cc) WalMart needed at Unser Crossing: Unser and Central
  - i) Newspaper quoted resident in SW mesa requesting this
- dd) 2005 approval
  - i) Resident disagrees that proposal in compliance with 2005 approval
  - ii) 2005 subdivision proposal articulates goals for this site and vision of
    - (1) Vibrant mixed-use community and village-like character
    - (2) Pedestrian access
    - (3) Honors natural conditions
    - (4) Maintain spectacular views
    - (5) Leave area devoted to open space
    - (6) Encourage innovative techniques like in La Luz and Bosque School
    - (7) Water harvesting
    - (8) Green development
    - (9) Architecture complimentary to La Luz and Bosque School
    - (10) Much smaller scale store
- ee) Attraction of North Valley and Unser Crossing shoppers to area
  - i) Store not needed in Taylor Ranch and surrounding areas
  - ii) Will mainly serve residents of North Valley and Unser Crossing
    - (1) Will add substantial traffic
  - iii) Unser Crossing has no commercial development
    - (1) Residents are pleading for this
- ff) Uniqueness of area
  - i) Bosque school has made many improvements
    - (1) Planted trees
    - (2) Incorporated Bosque into the curriculum

- ii) Open space shouldn't be filled with concrete and commerce
- gg) Necessities for follow-up by City and WalMart prior to developing
  - i) New traffic study from the City, not a hired consultant
  - ii) Study regarding pueblo ruins
  - iii) Ability to view open space

**Next Steps:**

- Applicant will decide whether to continue with application
- Once application is made, another facilitated meeting will be offered
- Should neighbors or applicant want meeting, one will be scheduled
  - Applicant has stated commitment to additional meeting
- Meeting report will be issued and will be posted at [www.cabq.gov](http://www.cabq.gov)
- 

**Action Plan:**

None noted

**Action Items:**

None noted

**Application Hearing Details:**

No hearing has been scheduled as no application has been made. Hearing will be scheduled and staff planner assigned when and if application is made.

Until a planner is assigned, please direct all comments for the file to:

Stephani Winklepleck, Neighborhood Liaison  
 Office of Neighborhood Coordination  
 PO Box 1293  
 Albuquerque, NM 87103  
 (505) 924-3902  
[swinklepleck@cabq.gov](mailto:swinklepleck@cabq.gov)

**Comments:**

- More than one community member urged others to get involved in their Neighborhood Associations
- President of Westside Coalition urged neighborhood associations to join coalitions

**Names & Affiliations of Attendees:**

Please see attached PDF file of sign in sheets



## REDUCTIONS



**Design Standards**

**MINIMUM TREE SPACING STANDARDS**

1. The minimum tree spacing standards are based on the following assumptions:

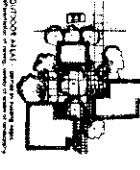
- The trees are planted in a regular grid pattern.
- The trees are planted in a regular grid pattern.
- The trees are planted in a regular grid pattern.

**PROTECTION AND SITE ADJUSTMENTS**

- The trees shall be protected from damage during construction.
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- The trees shall be protected from damage during construction.

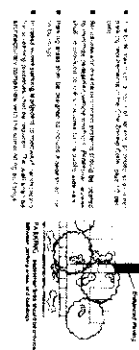
**LANDSCAPE**

- The landscape shall be designed to complement the building.
- The landscape shall be designed to complement the building.
- The landscape shall be designed to complement the building.



**PARKING**

- The parking area shall be designed to accommodate the number of vehicles.
- The parking area shall be designed to accommodate the number of vehicles.
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**SCREENING, WALLS AND FENCES**

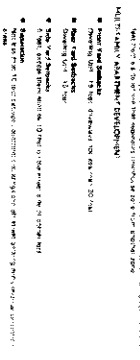
- The screening walls and fences shall be designed to provide privacy.
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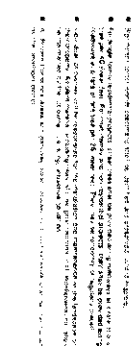
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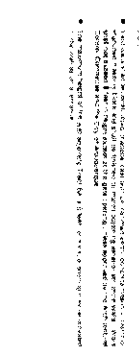
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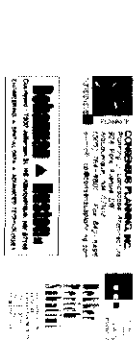
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**North**  
**Andalucia**  
*at Ca Cruz*

Prepared for: SilverLad Ventures, LLC

CONCRETE PLANET, INC.  
10000 W. 10th Avenue, Suite 100  
Denver, CO 80202  
Tel: 303.751.1111  
www.concreteplanet.com

PARKMAN & BISHOP  
10000 W. 10th Avenue, Suite 100  
Denver, CO 80202  
Tel: 303.751.1111  
www.parkmanandbishop.com

Sheet 2 of 3  
July 6, 2008



**ARCHITECTURE**



Architectural elevation drawing showing the building facade with various architectural details and materials.



Architectural elevation drawing showing the building facade with various architectural details and materials.



Architectural elevation drawing showing the building facade with various architectural details and materials.

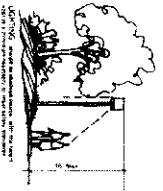


Architectural elevation drawing showing the building facade with various architectural details and materials.

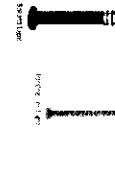
- Essential and Recommended Standards**
- 1. The building shall be constructed in accordance with the applicable building code.
  - 2. The building shall be constructed in accordance with the applicable fire code.
  - 3. The building shall be constructed in accordance with the applicable electrical code.
  - 4. The building shall be constructed in accordance with the applicable plumbing code.
  - 5. The building shall be constructed in accordance with the applicable mechanical code.
  - 6. The building shall be constructed in accordance with the applicable energy code.
  - 7. The building shall be constructed in accordance with the applicable accessibility code.
  - 8. The building shall be constructed in accordance with the applicable environmental code.
  - 9. The building shall be constructed in accordance with the applicable safety code.
  - 10. The building shall be constructed in accordance with the applicable security code.

**LANDSCAPE ARCHITECTURE STANDARDS**

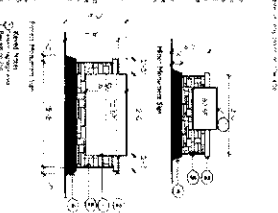
- 1. The landscape shall be designed to complement the building architecture.
- 2. The landscape shall be designed to provide a functional and aesthetically pleasing environment.
- 3. The landscape shall be designed to provide a safe and secure environment.
- 4. The landscape shall be designed to provide a sustainable and environmentally friendly environment.
- 5. The landscape shall be designed to provide a healthy and vibrant environment.
- 6. The landscape shall be designed to provide a peaceful and relaxing environment.
- 7. The landscape shall be designed to provide a sense of community and belonging.
- 8. The landscape shall be designed to provide a sense of pride and ownership.
- 9. The landscape shall be designed to provide a sense of history and tradition.
- 10. The landscape shall be designed to provide a sense of identity and character.



- LIGHTING**
- 1. The lighting shall be designed to provide adequate illumination for all areas.
  - 2. The lighting shall be designed to provide a safe and secure environment.
  - 3. The lighting shall be designed to provide a functional and aesthetically pleasing environment.
  - 4. The lighting shall be designed to provide a sustainable and environmentally friendly environment.
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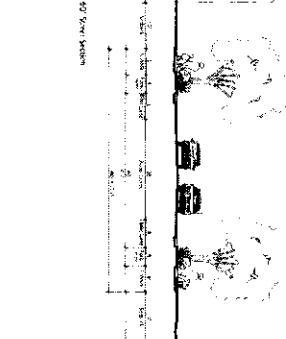
- NOISE**
- 1. The noise level shall be maintained at or below the applicable noise code.
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- UTILITIES**
- 1. The utilities shall be installed in accordance with the applicable utility code.
  - 2. The utilities shall be installed in accordance with the applicable utility code.
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  - 9. The utilities shall be installed in accordance with the applicable utility code.
  - 10. The utilities shall be installed in accordance with the applicable utility code.

- PRIVATE COMMON AREAS**
- 1. The private common areas shall be designed to provide a functional and aesthetically pleasing environment.
  - 2. The private common areas shall be designed to provide a safe and secure environment.
  - 3. The private common areas shall be designed to provide a sustainable and environmentally friendly environment.
  - 4. The private common areas shall be designed to provide a healthy and vibrant environment.
  - 5. The private common areas shall be designed to provide a peaceful and relaxing environment.
  - 6. The private common areas shall be designed to provide a sense of community and belonging.
  - 7. The private common areas shall be designed to provide a sense of pride and ownership.
  - 8. The private common areas shall be designed to provide a sense of history and tradition.
  - 9. The private common areas shall be designed to provide a sense of identity and character.
  - 10. The private common areas shall be designed to provide a sense of history and tradition.

- UNIQUE STREET AND TRAFFIC CALMING STANDARDS**
- 1. The street and traffic calming standards shall be designed to provide a functional and aesthetically pleasing environment.
  - 2. The street and traffic calming standards shall be designed to provide a safe and secure environment.
  - 3. The street and traffic calming standards shall be designed to provide a sustainable and environmentally friendly environment.
  - 4. The street and traffic calming standards shall be designed to provide a healthy and vibrant environment.
  - 5. The street and traffic calming standards shall be designed to provide a peaceful and relaxing environment.
  - 6. The street and traffic calming standards shall be designed to provide a sense of community and belonging.
  - 7. The street and traffic calming standards shall be designed to provide a sense of pride and ownership.
  - 8. The street and traffic calming standards shall be designed to provide a sense of history and tradition.
  - 9. The street and traffic calming standards shall be designed to provide a sense of identity and character.
  - 10. The street and traffic calming standards shall be designed to provide a sense of history and tradition.



Site plan diagram showing building layout and landscaping.



Site plan diagram showing building layout and landscaping.

- MANIPULATION DEMAND MANAGEMENT**
- 1. The manipulation demand management standards shall be designed to provide a functional and aesthetically pleasing environment.
  - 2. The manipulation demand management standards shall be designed to provide a safe and secure environment.
  - 3. The manipulation demand management standards shall be designed to provide a sustainable and environmentally friendly environment.
  - 4. The manipulation demand management standards shall be designed to provide a healthy and vibrant environment.
  - 5. The manipulation demand management standards shall be designed to provide a peaceful and relaxing environment.
  - 6. The manipulation demand management standards shall be designed to provide a sense of community and belonging.
  - 7. The manipulation demand management standards shall be designed to provide a sense of pride and ownership.
  - 8. The manipulation demand management standards shall be designed to provide a sense of history and tradition.
  - 9. The manipulation demand management standards shall be designed to provide a sense of identity and character.
  - 10. The manipulation demand management standards shall be designed to provide a sense of history and tradition.

**North**

**Andalucia**

**at Ca Lutz**

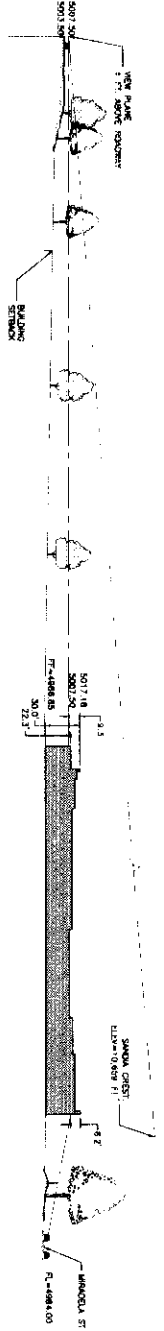
Prepared for: Silver Leaf Ventures, LLC

CONCRETE PLANNING INC.  
10000 W. 10th Avenue, Suite 100  
Denver, CO 80202  
Tel: 303.440.4444  
Fax: 303.440.4445  
www.concreteplanning.com

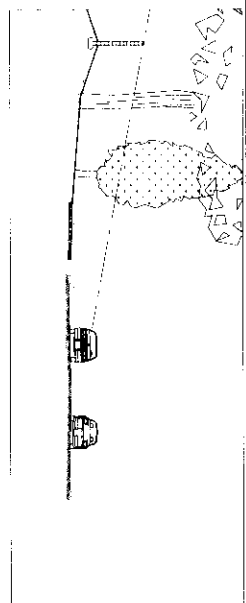
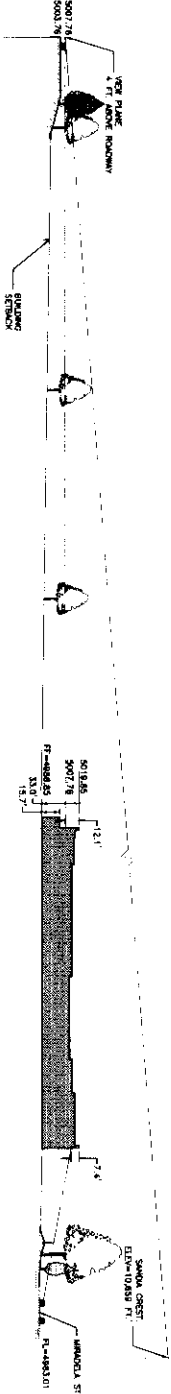
Sheet 3 of 3  
June 8, 2006  
C3



VIEW PLANE B



VIEW PLANE A

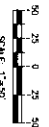


SCALE: 1"=10'

**NOTES:**  
 1. THE ARCHITECT HAS CONDUCTED VISUAL ANALYSES OF THE PROPOSED PROJECT AND HAS IDENTIFIED AREAS WHERE VISUAL IMPACTS MAY BE SIGNIFICANT. THESE AREAS ARE SHOWN ON THE ATTACHED MAPS AND SHOULD BE CONSIDERED IN THE DEVELOPMENT OF VISUAL IMPACT STATEMENTS AND MITIGATION MEASURES.  
 2. THE ARCHITECT HAS CONDUCTED VISUAL ANALYSES OF THE PROPOSED PROJECT AND HAS IDENTIFIED AREAS WHERE VISUAL IMPACTS MAY BE SIGNIFICANT. THESE AREAS ARE SHOWN ON THE ATTACHED MAPS AND SHOULD BE CONSIDERED IN THE DEVELOPMENT OF VISUAL IMPACT STATEMENTS AND MITIGATION MEASURES.  
 3. THE ARCHITECT HAS CONDUCTED VISUAL ANALYSES OF THE PROPOSED PROJECT AND HAS IDENTIFIED AREAS WHERE VISUAL IMPACTS MAY BE SIGNIFICANT. THESE AREAS ARE SHOWN ON THE ATTACHED MAPS AND SHOULD BE CONSIDERED IN THE DEVELOPMENT OF VISUAL IMPACT STATEMENTS AND MITIGATION MEASURES.

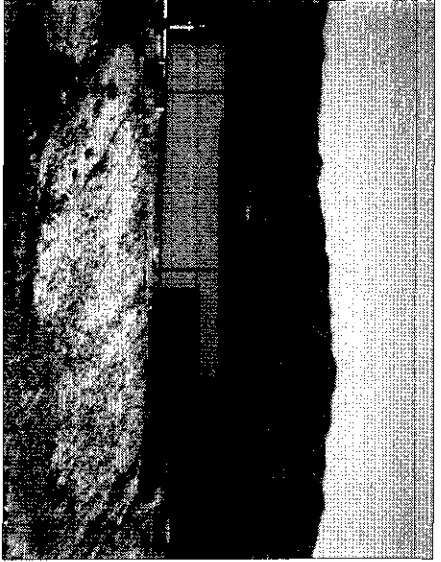
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GRAPHIC SCALE

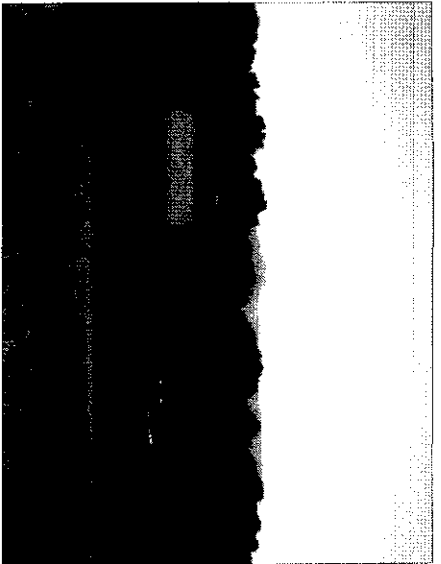


NOTE:  
 BUILDING STRUCK AREA IS 10 FT BELOW COORS

DRAWN BY BR DATE 12/20/11	CHECKED BY JG DATE 12/20/11
PROJECT NO. 11111111111111111111	SHEET NO. 05
PROJECT NAME ALABAMA STATE UNIVERSITY 11111111111111111111	PROJECT LOCATION 11111111111111111111
ARCHITECT HOK	ARCHITECT HOK



STATION 1959 LOOKING EAST



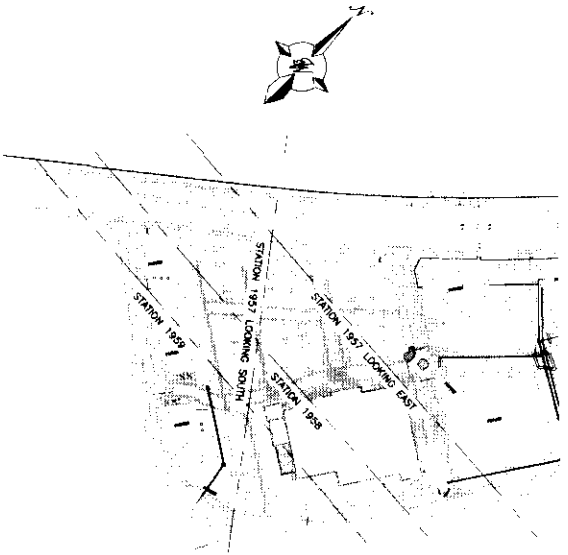
STATION 1957 LOOKING SOUTH



STATION 1959 LOOKING EAST



STATION 1957 LOOKING EAST

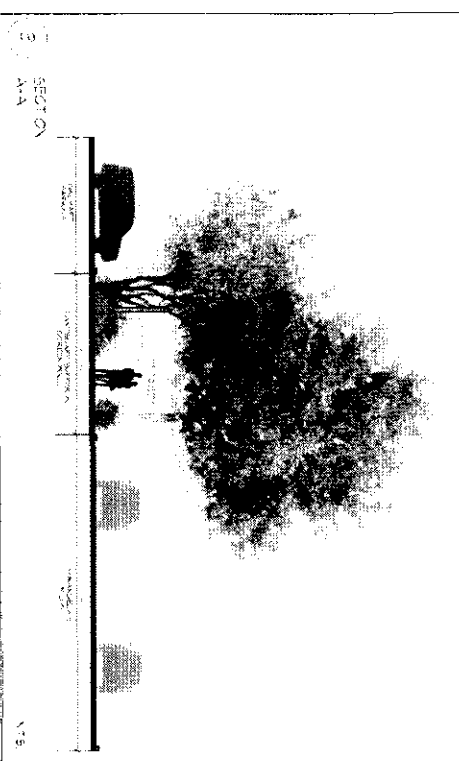
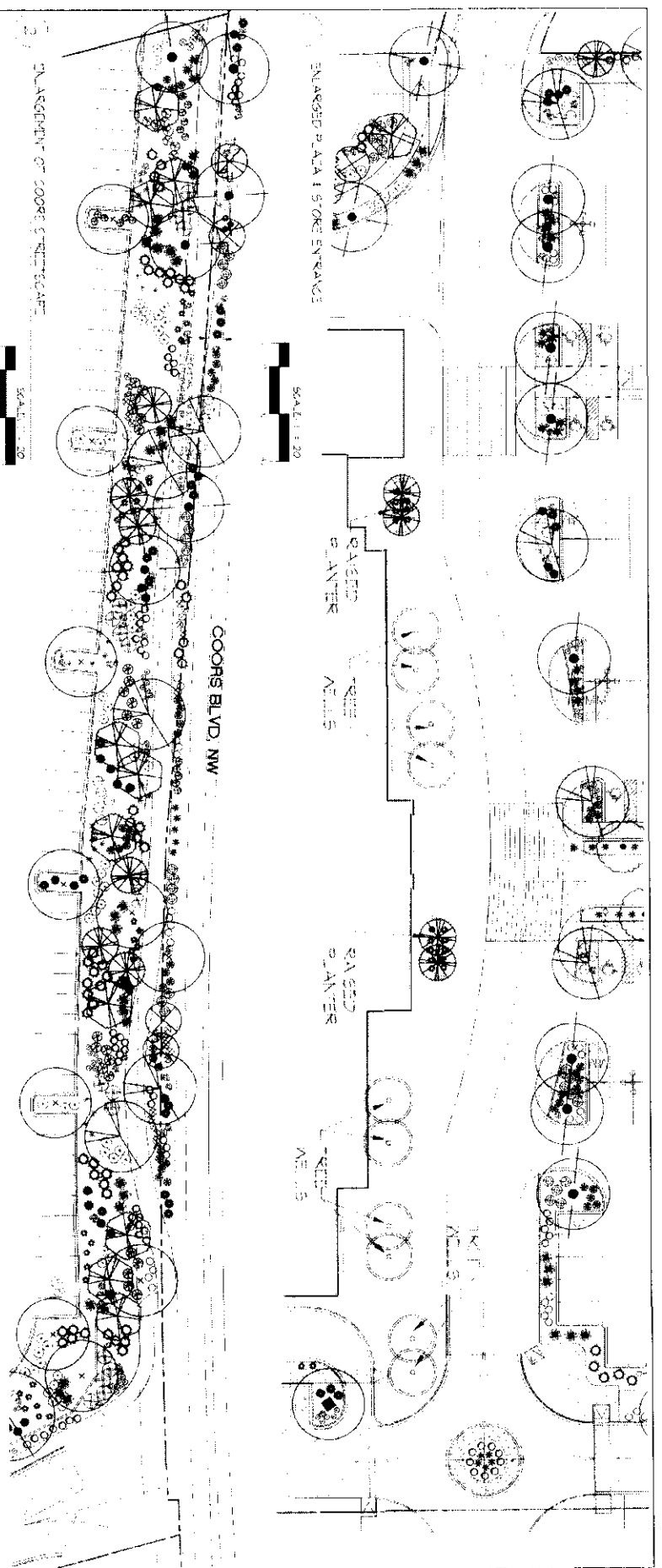


GRAPHIC SCALE  
 0 25 50  
 SCALE 1"=50'

DESIGNER'S SON	<b>Wahner &amp; Associates</b> ALBUQUERQUE, NEW MEXICO	DRAWN BY JF
DATE	1/23/11	
VIEW PLANE EXHIBIT	20' 0" x 20' 0" PLAN SCALE: 1"=20'	
STATIONING MANAGEMENT AND DESIGN CONSTRUCTION	STATIONING MANAGEMENT AND DESIGN CONSTRUCTION	DATE 1/23/11
PROJECT NO. 10000000000000000000	PROJECT NO. 10000000000000000000	DATE 1/23/11

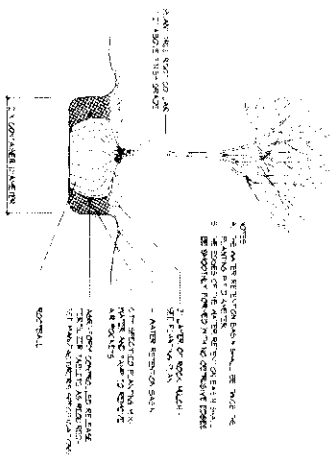
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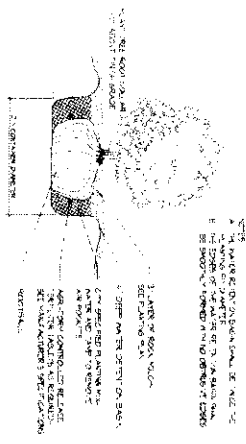


**CONSENSUS PLANNING INC.**  
 10000 W. 10TH AVENUE, SUITE 100  
 DENVER, CO 80202  
 TEL: 303.751.1100  
 FAX: 303.751.1101  
 WWW.CONSensusPLANNING.COM

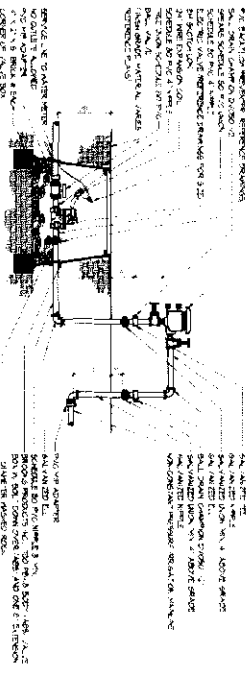
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	<p>LANDSCAPING PLAN 2</p>
<p>3011 W. WALMART PARK, #6          ALBUQUERQUE, NM 87109          WWW.WALMART.COM</p>	<p>DATE: 1/17/07</p>
<p>SCALE: 1" = 10'</p>	<p>DATE: 1/17/07</p>



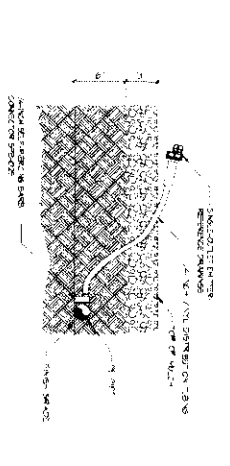
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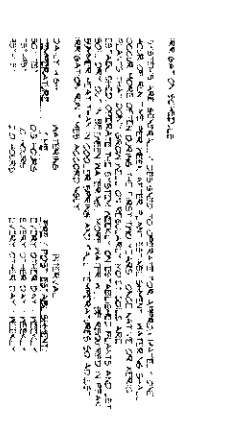
2. TREE PLANTING & SPACING



3. TREE PLANTING & SPACING



4. SITE PLAN



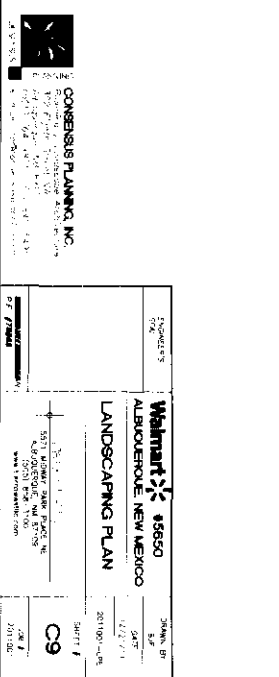
5. SITE PLAN



6. SITE PLAN



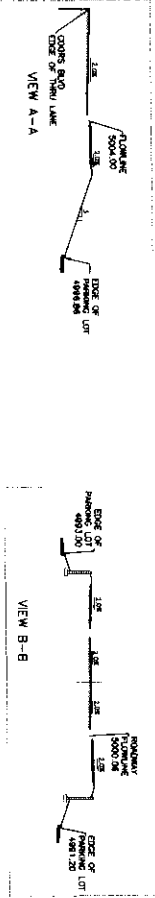
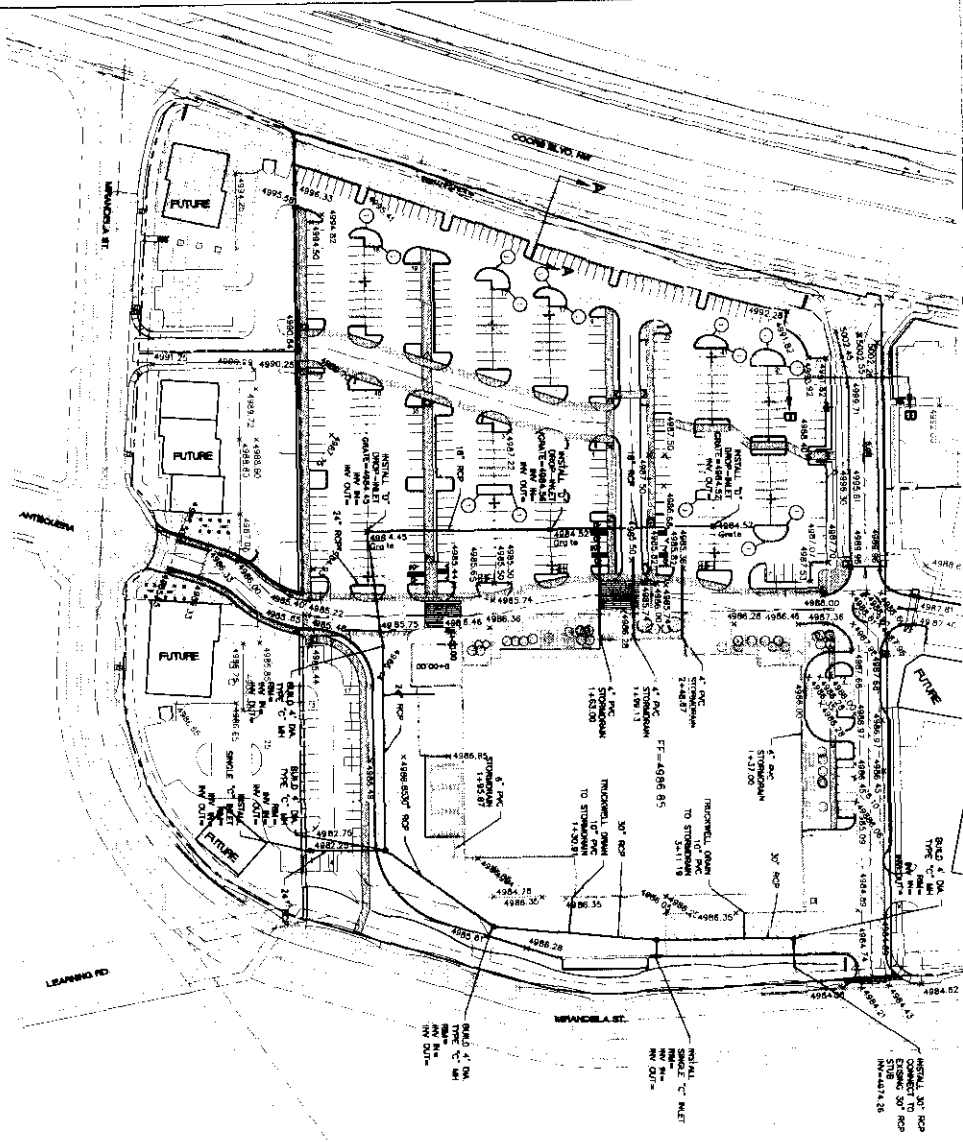
7. SITE PLAN



8. SITE PLAN

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 10000 W. 10th Street, Suite 100  
 Denver, CO 80202  
 Phone: (303) 751-1111  
 Fax: (303) 751-1112  
 Website: www.consensusplanning.com

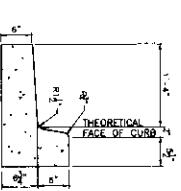
Client's Name	Walmart	Address	16650 ALBUQUERQUE NEW MEXICO
Project Name	LANDSCAPING PLAN		
Sheet No.	C9	Scale	AS SHOWN
Date	02/27/11	Author	201100-048



**LEGEND**

- CURB & GUTTER
- BOUNDARY LINE
- EASEMENT
- CENTERLINE
- RIGHT OF WAY
- BUILDING
- DRIVEWAY
- SCREEN WALL
- REPAIRING WALL
- CONCRETE WALKWAY
- SIDEWALK
- SPILT ELEVATION
- FLOW ANTIION
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING CONCRETE WALKWAY
- EXISTING CONCRETE WALKWAY
- EXISTING SPILT ELEVATION

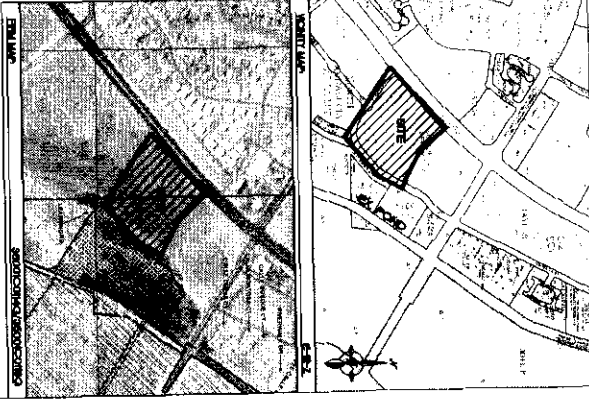
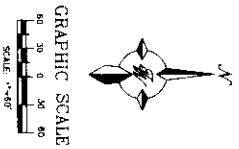
① 1" LT. CURB OF THE LANDSCAPE SLAB WITH UNDERNEATH SLOPE SHOWN



**CURB GENERAL NOTES:**

1. ALL CURB TO BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE.
2. PROVIDE CONCRETE JOINTS 12" MAX. SPACING 1/2" FROM FACE OF CURB VERTICAL AND EACH SIDE OF SPAN.
3. SPAN SHALL BE GIVEN PAGES ON TYPICAL & GENERAL NOTES.
4. ALL TYPICAL CURB SHALL BE PLACED BETWEEN SIDEWALK AND CURB WHEN OVER ADJACENT TO EACH OTHER.

**STANDARD CURB / GUTTER**



**CHANGE HISTORY:**

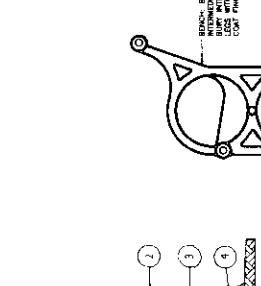
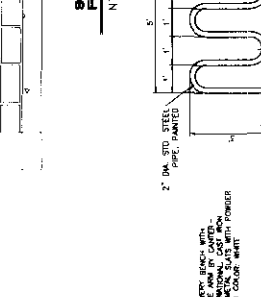
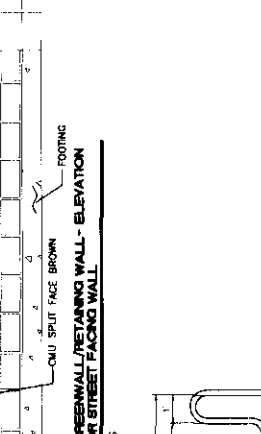
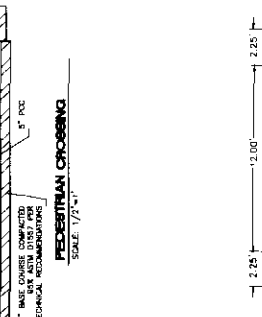
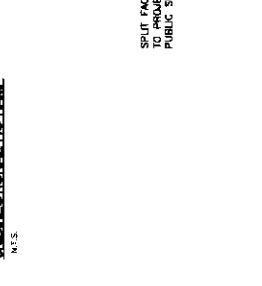
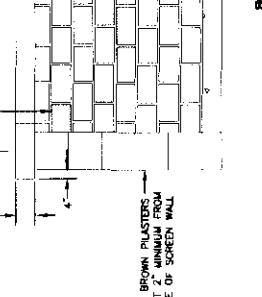
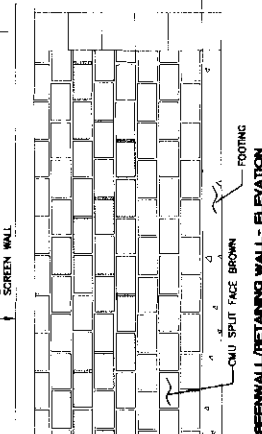
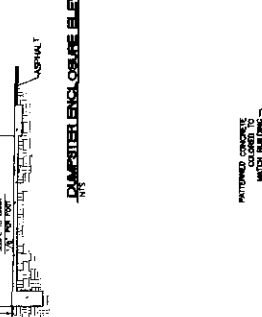
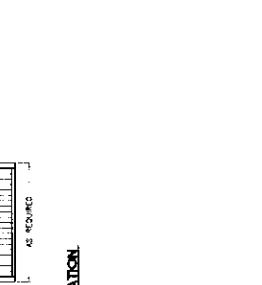
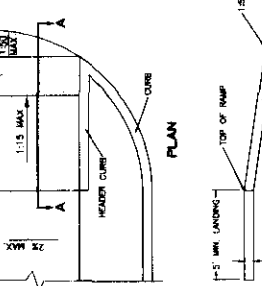
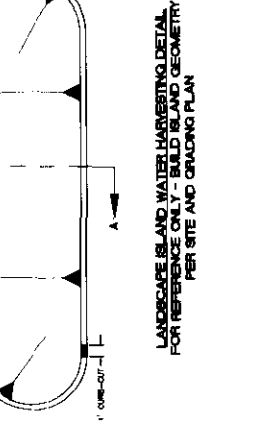
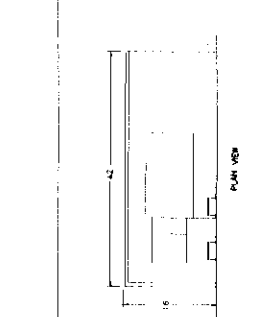
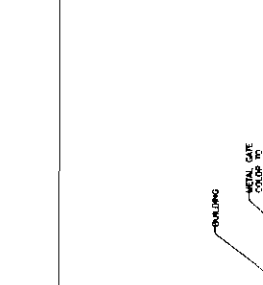
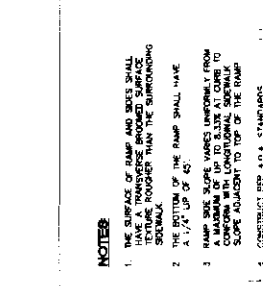
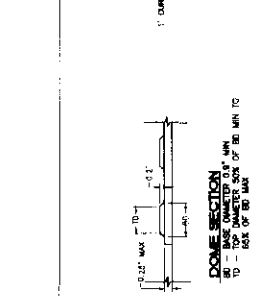
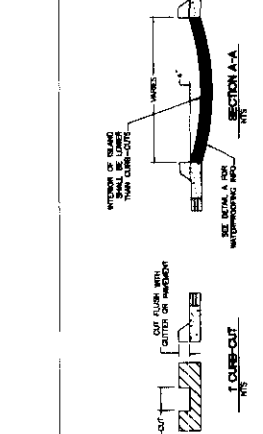
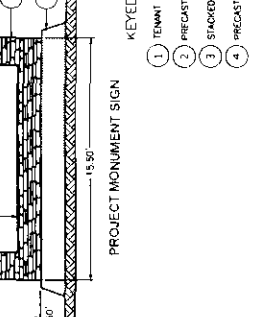
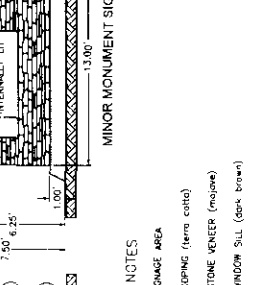
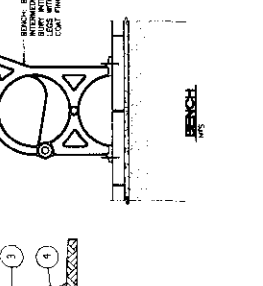
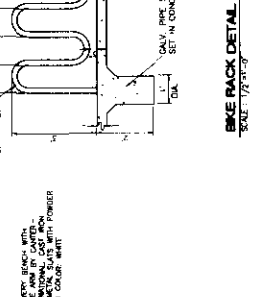
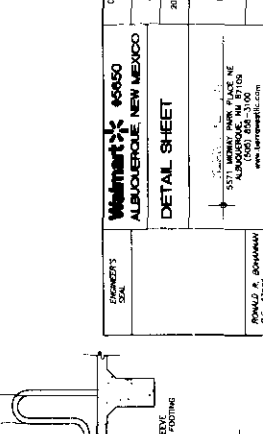
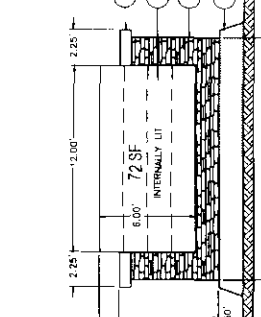
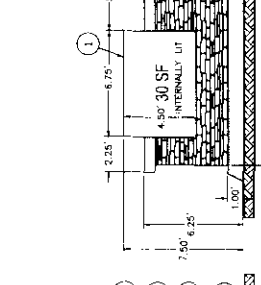
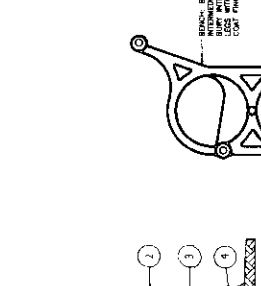
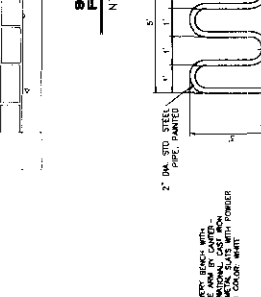
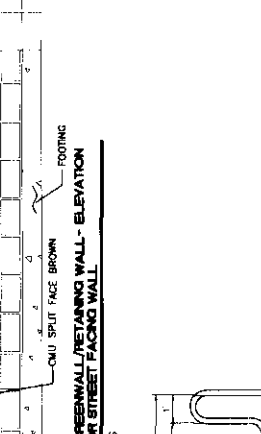
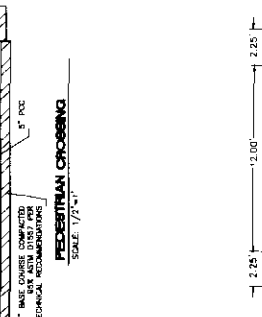
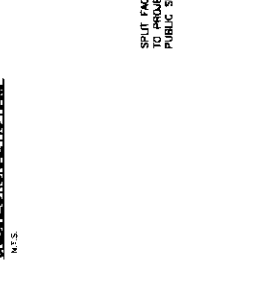
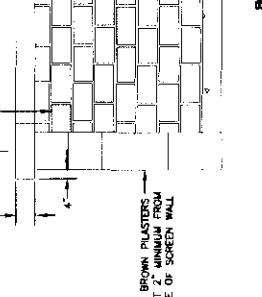
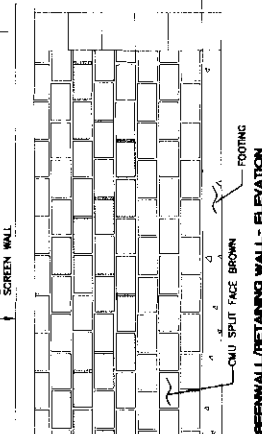
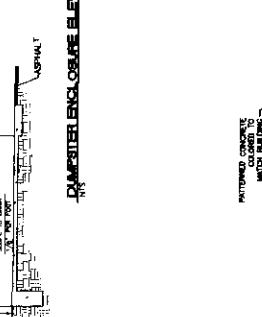
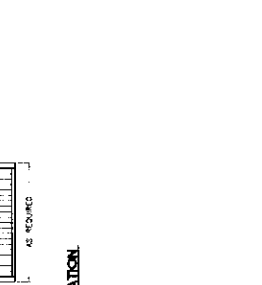
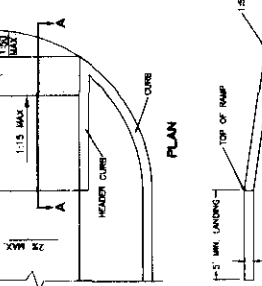
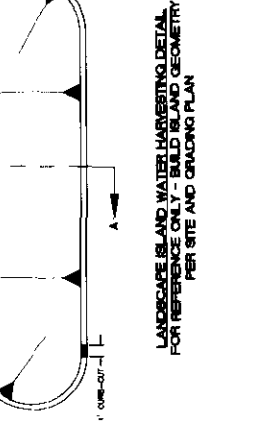
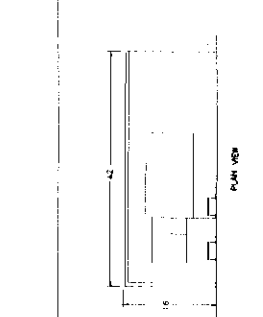
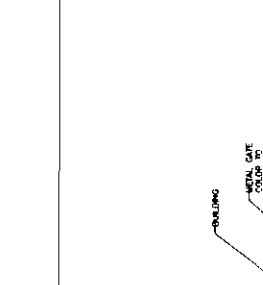
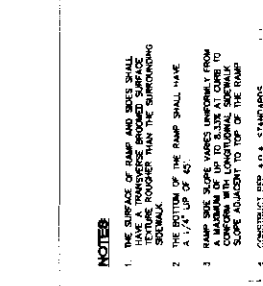
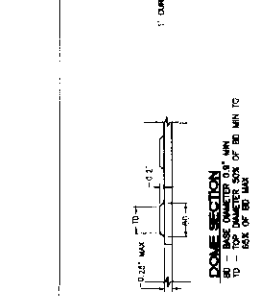
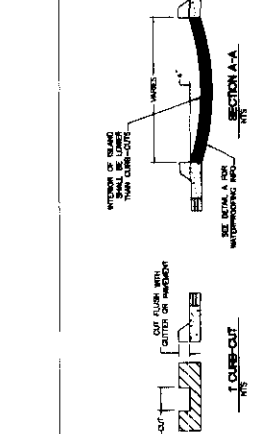
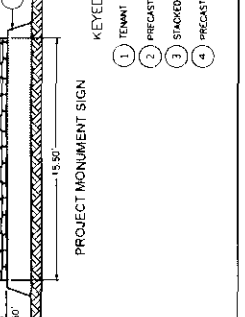
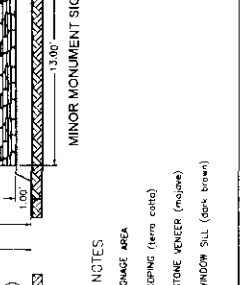
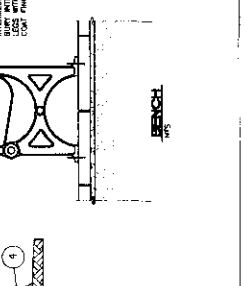
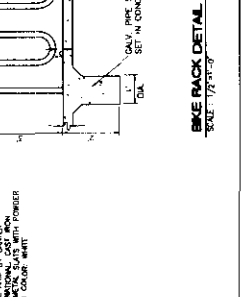
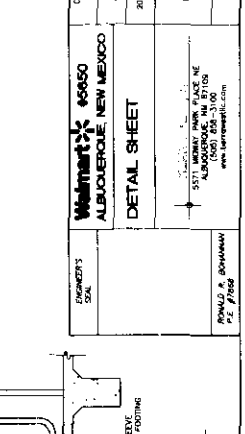
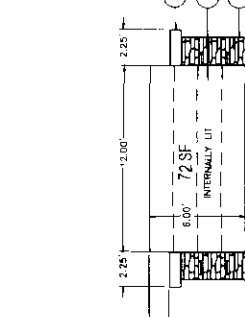
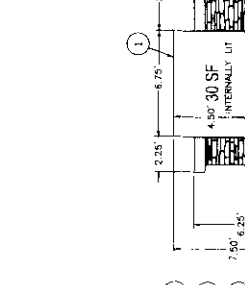
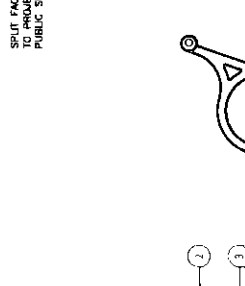
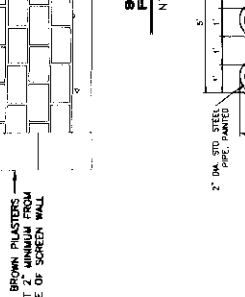
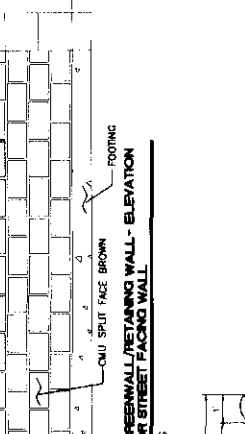
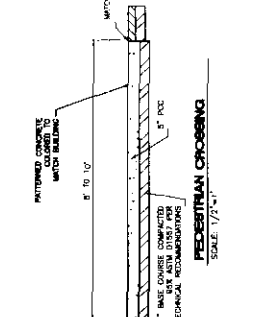
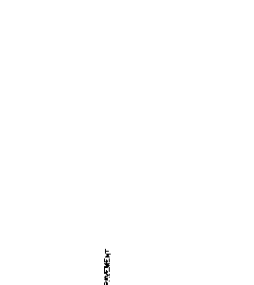
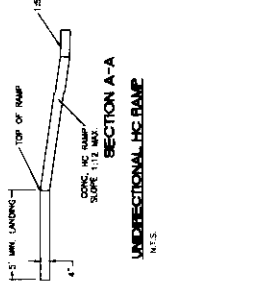
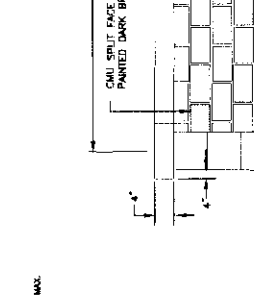
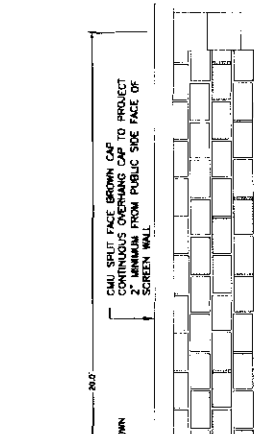
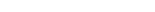
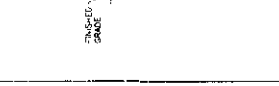
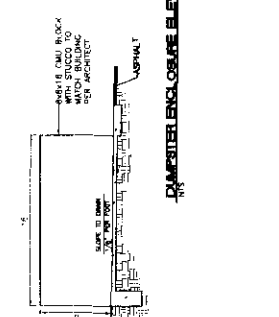
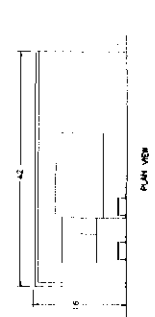
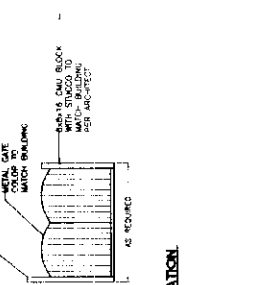
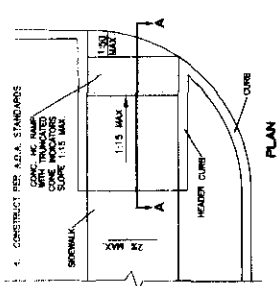
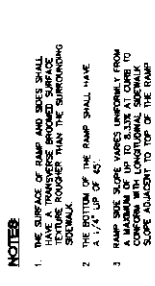
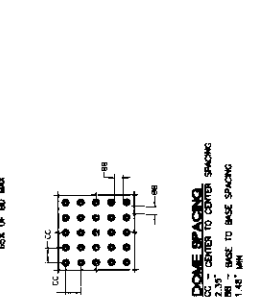
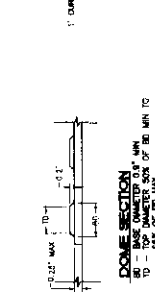
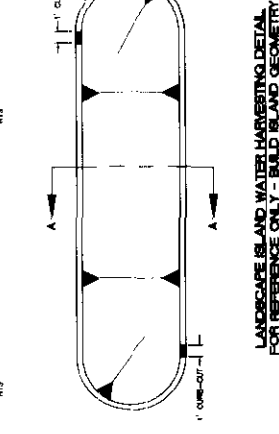
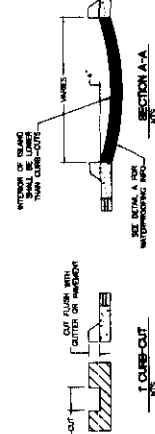
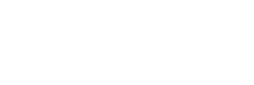
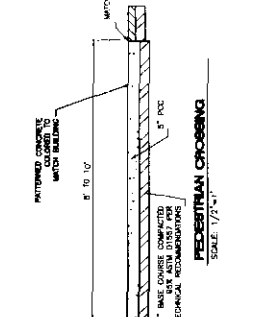
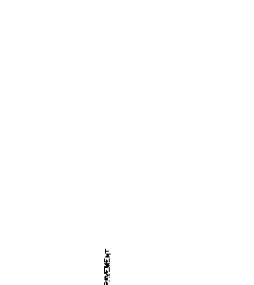
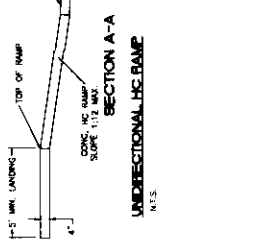
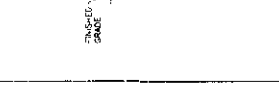
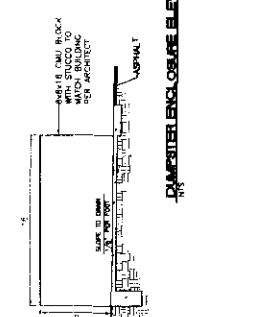
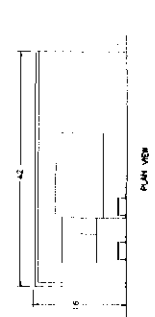
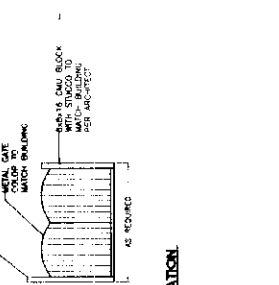
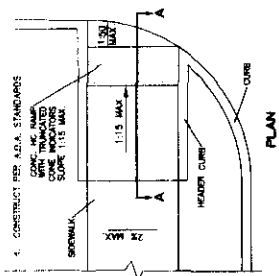
THIS PROJECT IS PART OF THE APPROVED NORTH ADDITION AT 14 LIZ MASTIS DRIVE...  
 1. THE CURB AND GUTTER...  
 2. THE CURB AND GUTTER...  
 3. THE CURB AND GUTTER...  
 4. THE CURB AND GUTTER...

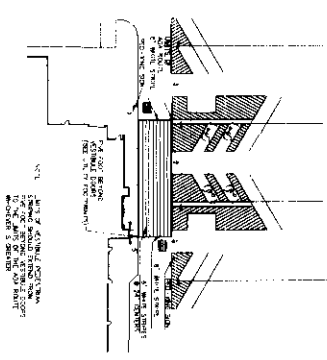
OWNER'S WALDMAN 69650 ALBUQUERQUE, NEW MEXICO	DATE 1/27/11	SHEET # C10
CONCEPTUAL GRADING AND DRAINAGE PLAN	DATE 01/10/11	OF 101
PROJECT LOCATION 3571 WOODLAND BLVD. NE ALBUQUERQUE, NM 87110	SCALE 1" = 10'	



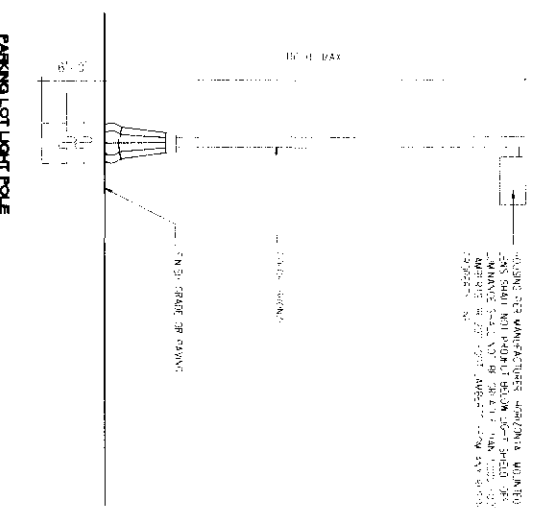


- NOTES**
1. THE SURFACE OF RAMP AND SIDES SHALL HAVE A TRANSVERSE BROOKED SURFACE SIMILAR TO THAT OF THE SURROUNDING SIDEWALK.
  2. THE BOTTOM OF THE RAMP SHALL HAVE A 1/4" UP OF 4'.
  3. RAMP SIDE SLOPE VARIES UNIFORMLY FROM 1:15 TO 1:12.5. THE RAMP SHALL BE CONFORM WITH LOCAL DRAINAGE SURVEY TO SLOPE ADJACENT TO TOP OF THE RAMP.
  4. CONSTRUCT PER ADA STANDARDS.

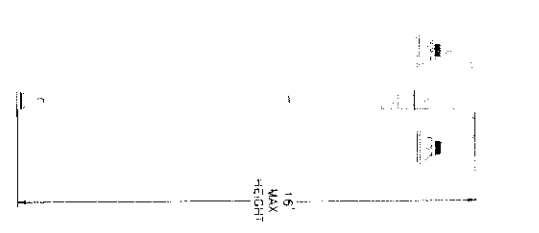




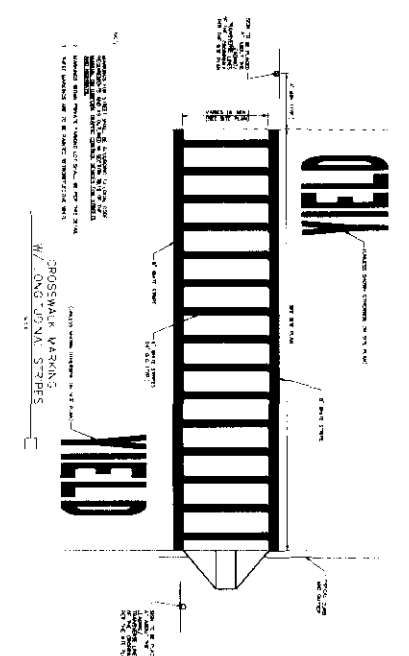
VERTICAL CROSSWALK SIGNING  
SCALE: NTS



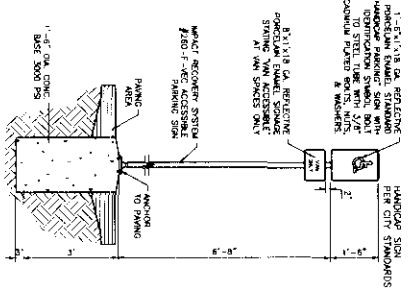
PARKING LOT LIGHT POLE  
SCALE: NTS



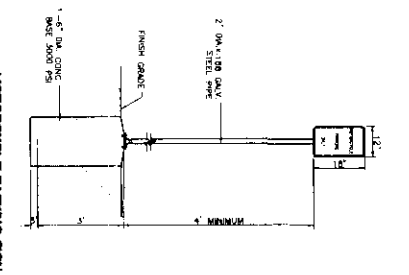
PEDESTRIAN LIGHT POLE  
SCALE: NTS




CROSSWALK MARKINGS  
W/ ONSIGNAL STRIPES  
SCALE: NTS



HANDICAP SIGN  
SCALE: NTS



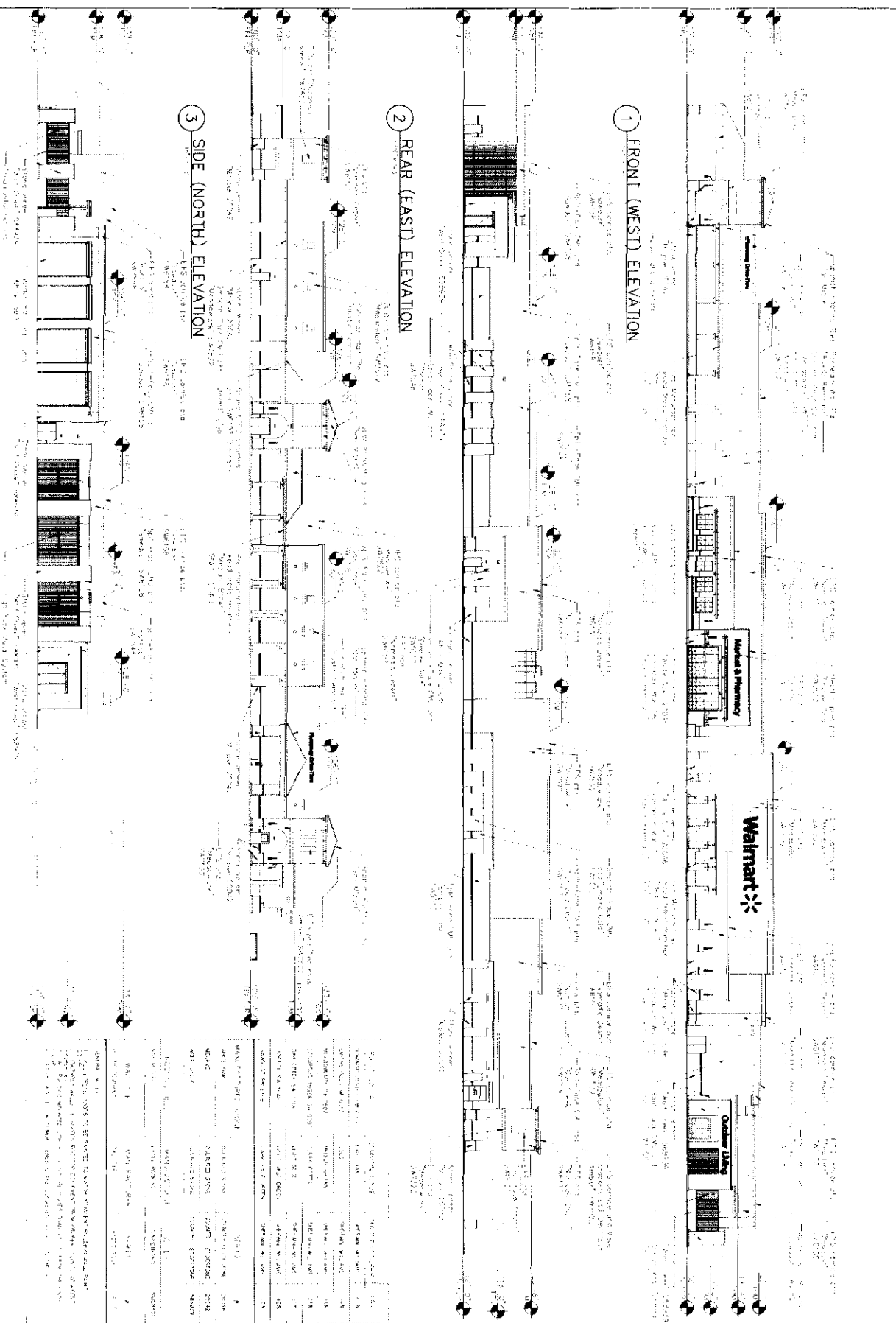
MOTORCYCLE PARKING SIGN  
SCALE: NTS

<p>  <b>45650</b>          ALBUQUERQUE, NEW MEXICO       </p>	<p>         DRAWN BY          DATE          12/23/11       </p>
<p> <b>DETAIL SHEET</b> </p>	<p>         SHEET #  <b>C13</b> </p>
<p>         5577 ALBUQUERQUE, NEW MEXICO          TEL: 505.263.1111          WWW.WAHLERT.COM       </p>	<p>         DONALD R. SCHWANN          PE 4788       </p>

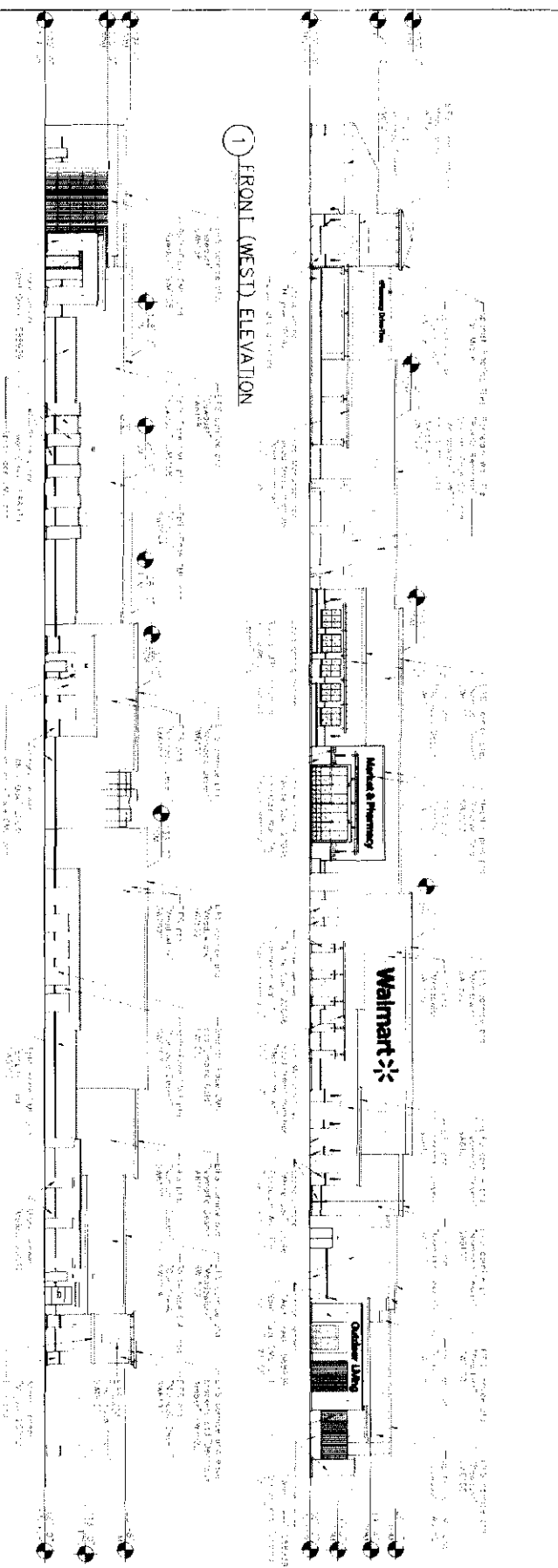




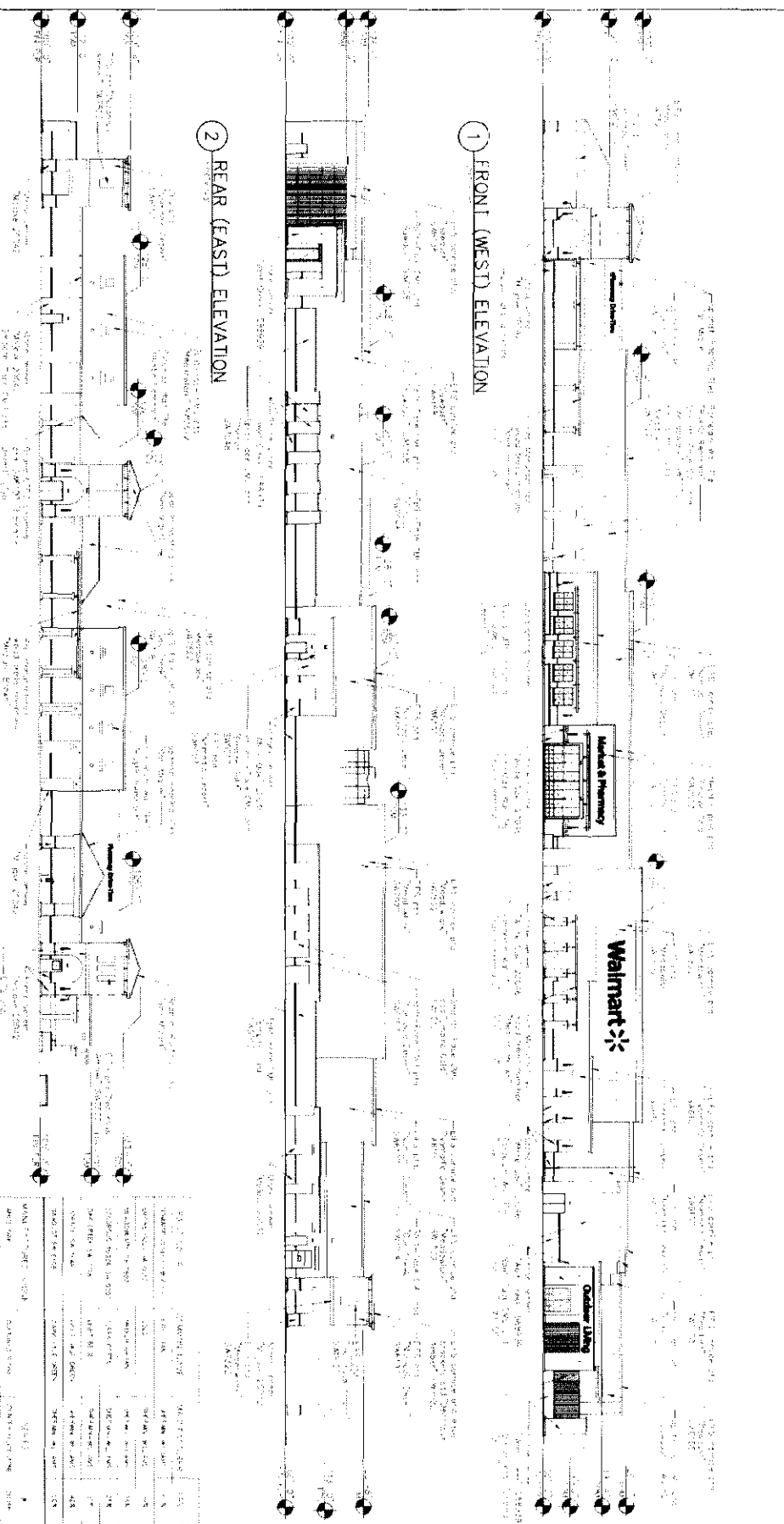
① FRONT (WEST) ELEVATION



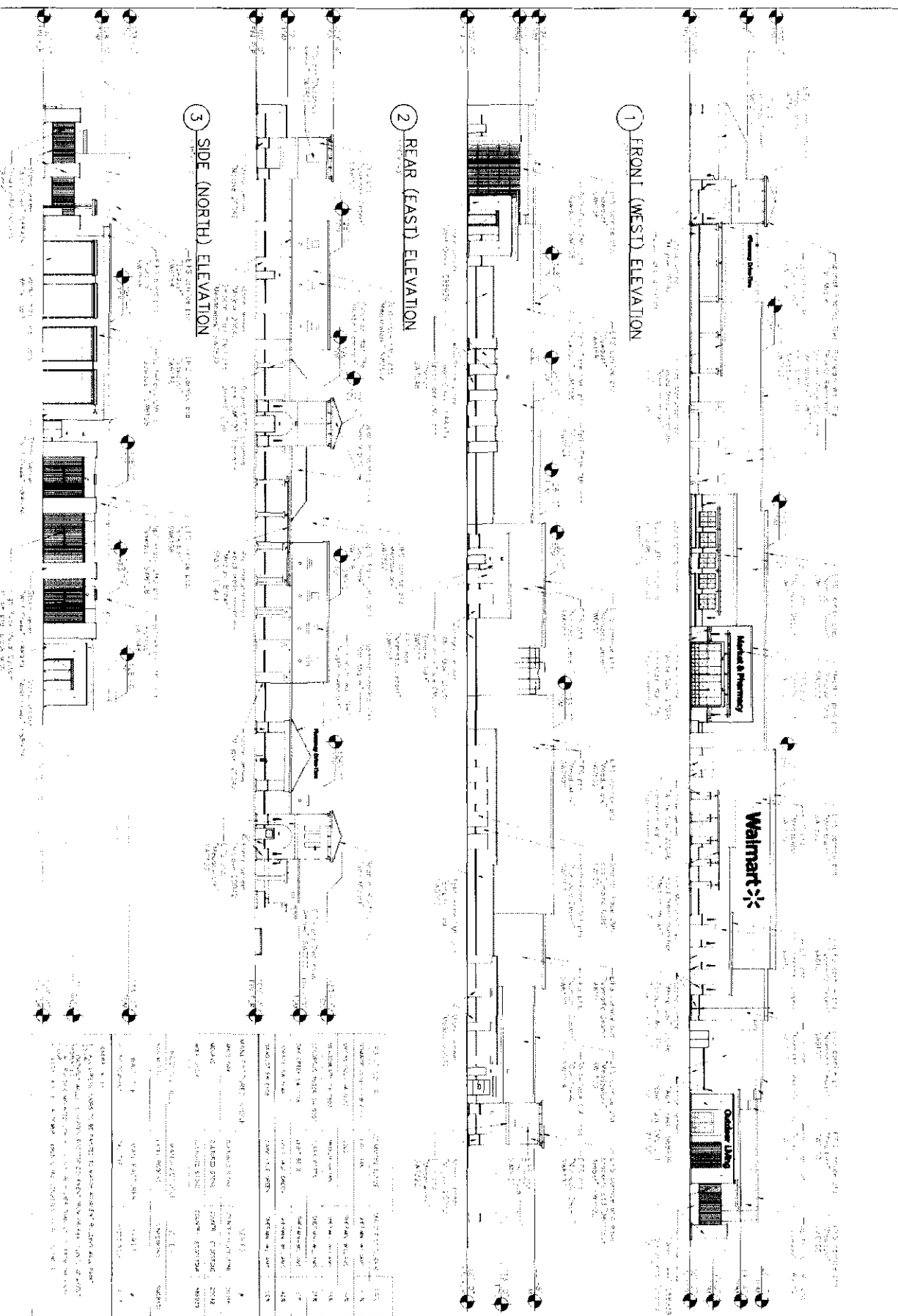
② REAR (EAST) ELEVATION



③ SIDE (NORTH) ELEVATION



④ SIDE (SOUTH) ELEVATION



NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE	100	YD	120.00	12000.00
2	STEEL	50	TON	200.00	10000.00
3	BRICK	200	1000	1.50	3000.00
4	GLASS	100	SQ FT	100.00	10000.00
5	PAINT	100	GA	10.00	1000.00
6	ROOFING	100	SQ FT	10.00	1000.00
7	MECHANICAL	100	HR	10.00	1000.00
8	ELECTRICAL	100	HR	10.00	1000.00
9	PLUMBING	100	HR	10.00	1000.00
10	LANDSCAPE	100	HR	10.00	1000.00
11	PERMITS	1	SET	1000.00	1000.00
12	INSURANCE	1	MONTH	1000.00	1000.00
13	UTILITIES	1	MONTH	1000.00	1000.00
14	CONTINGENCY	1	PERCENT	10000.00	10000.00
15	TOTAL				40000.00



Albuquerque, NM.  
STORE NO. 5460

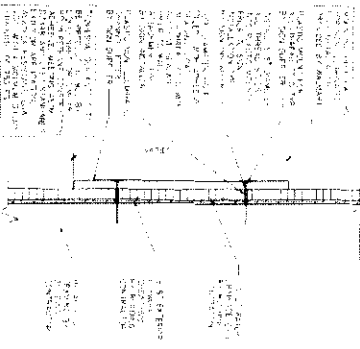
JOB NUMBER 1120012 PHOTO 00



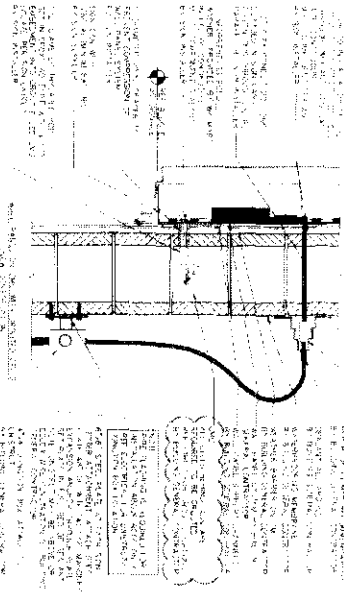
SCOTT & GEHLE ARCHITECTS P.C.  
10000 1st Avenue  
Suite 100  
Albuquerque, NM 87112  
505-263-1100  
www.sga.com

BUILDING ELEVATIONS  
C16

NO.	DESCRIPTION	DATE	BY
1	DESIGN	11/20/02	...
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...



7 SIGN ATTACHMENT



6 SIGN ATTACHMENT

Pharmacy Drive-Thru

5 SIGNAGE

Pharmacy Drive-Thru

4 SIGNAGE

Outdoor Living

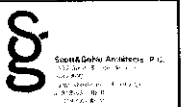
3 SIGNAGE

Market & Pharmacy

2 SIGNAGE



1 SIGNAGE



NO.	DESCRIPTION	DATE	BY
1	DESIGN	11/20/02	...
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...

SIGNAGE