



**Environmental
Planning
Commission**

*Agenda Number: 04
Project Number: 1000400
Case Number: 14EPC-40086
February 12, 2015*

Staff Report

Agent	Orcutt / Winslow Architects
Applicant	Sts. Peter & Paul Church
Request	Site Development Plan for Building Permit Amendment
Legal Description	Tract 336, Unit 8, Town of Atrisco Grant
Location	Ouray Road NW, between Maiden Grass Road NW and Estancia Drive NW
Size	Approximately 5 acres
Existing Zoning	SU-1 for Church, School, & Rectory
Proposed Zoning	No Change

Staff Recommendation

APPROVAL of 14EPC 40086, based on the Findings beginning on Page 12, and subject to the Conditions of Approval beginning on Page 16.

Staff Planner
Vicente M. Quevedo, Planner

Summary of Analysis

This request will result in an amendment to an existing Site Development Plan for Building Permit to allow construction of Phase 1 which includes a school building on a 5 acre site located on Ouray Road, between Maiden Grass Road and Estancia Drive. The site comprises Tract 336, Unit 8, Town of Atrisco Grant.

A total of four phases are proposed on the site development plan. The applicant is also requesting that future site development plan review and approval be delegated to the Development Review Board.

The applicant has adequately justified the request to amend the site development plan for building permit for Phase I, based upon applicable policies found in the Comprehensive Plan, WSSP and CCSDP.

A facilitated meeting was not recommended or held. There is no known neighborhood opposition. Staff is recommending approval with conditions.



City Departments and other interested agencies reviewed this application from 1/5/15 to 1/16/15. Agency comments used in the preparation of this report begin on Page 19.

I. AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SU-1 for Church, School, and Rectory	Developing Urban; West Side Strategic Plan, Coors Corridor Plan, East Atrisco, Sector Development Plan	Public Facility
North	SU-1 Nursing Home, SU-1 PRD (Max 288 DU) & C-1 Perm Uses	Same	Public Facility, Multi-Family Residential
South	SU-1 OFF	Same	Single Family Residential, Vacant
East	R-D 10 DU/AC	Same	Single Family Residential
West	R-D 6 DU/AC, SU-1 OFF	Same	Single Family Residential, Vacant

II. INTRODUCTION

Proposal

This request will result in an amendment to an existing Site Development Plan for Building Permit to allow construction of Phase 1 which includes a school building on a 5 acre site located on Ouray Road, between Maiden Grass Road and Estancia Drive. The site comprises Tract 336, Unit 8, Town of Atrisco Grant. A total of four phases are proposed on the site development plan.

As part of Phase I, the applicant intends to build a 5,477 square foot freestanding classroom and the minimum site work necessary to adjust parking and an ADA-compliant drop off zone for the school. The applicant is requesting that the EPC delegate review and approval authority for three future proposed phases of development to the Development Review Board (DRB).

The three subsequent phases are proposed to include the addition of more classrooms, conversion of a Phase 1 classroom into administrative space, an on-site athletic facility and a rectory. At final build-out the school facility is proposed not to exceed 40,938 square feet.

EPC Role

The EPC is hearing this case because site is zoned SU-1, and future development of the site was not delegated to the DRB. The EPC is the final decision-making body unless the EPC decision is appealed [Ref: §14-16-2-22(A)(1), the SU-1 zone and 14-16-4-1, Amendment Procedure]. If so, an appeal would go to the Land Use Hearing Officer (LUHO) then City Council [Ref: § 14-16-4-4-(A)(2)]. This is a quasi-judicial matter.

History/Background

The EPC approved a zone change (Z-98-73) from SU-1 for Office to SU-1 for Church, School, and Rectory in July 1998. A condition was attached to the zone change request that a site development plan for subdivision or a site development plan for building permit shall be submitted for approval by the EPC within one year. In July of 1999 (exactly one year later) an application for a site development plan for building permit was submitted by the applicant to the EPC. A request for approval of a site development plan for building permit (00128 0000 01029, refers to Project 1000400) was denied by the EPC in March 2000. There were concerns about the lack of agreement on the plans between the neighbors and the applicants. The EPC's decision was appealed by the applicant and heard at LUPZ. LUPZ then remanded the case to the EPC. In September of 2000 the EPC approved a site development plan for building permit (00128 0000 01029, refers to Project 1000400) for a church building with conditions. Although the EPC approved a zone change request (Z-98-73) from SU-1 for Office to SU-1 for Church, School, and Rectory in 1998, a certificate of zoning was not issued until March 24, 2010 to change the zoning from SU-1 for Office to SU-1 for Church, School, and Rectory (the record does not indicate the reason for the delay).

On April 8, 2010 the EPC voted to approve an amendment to the site development plan for building permit to build a fellowship hall southeast of the existing church, increase landscaping and add 14 additional parking spaces.

Context

The site is located within the area designated Developing Urban by the Comprehensive Plan and within the boundaries of West Side Strategic Plan (WSSP), the Coors Corridor Sector Development Plan (CCSDP), and the East Atrisco Sector Development Plan (EASDP).

The site is a long rectangular parcel of land surrounded by single family residential on the east and west sides. To the north of the site, across Ouray Road is a nursing home and multi-family residential. To the south of the site, across Miami Road is single family residential and vacant land. To the east of the site is single family residential that is approximately 20 feet from the church property. To the west of the site is single family residential and vacant land.

Transportation System

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

The ILRRS designates Ouray Road as a Collector street, with a right-of-way of 68'.

Estancia Drive and Maiden Grass Road are both local roads.

Comprehensive Plan Corridor Designation

The Comprehensive Plan designates Coors Blvd. as a Major Transit Corridor just east of the subject site.

Trails/Bikeways

The I-40 Multi-use trail is located along I-40 just east of the subject site. There is an existing bicycle lane is located along Ouray Rd.

Transit

There are no bus routes along Ouray Road. There are bus routes along Coors Boulevard, including route 155 (Coors), route 96 (Crosstown Commuter), and route 790 (Rapid Ride Blue Line). The nearest bus stop is approximately 1750 feet away, just north of Quail Road on Coors Boulevard.

Public Facilities/Community Services

See attached Public Facilities Map for details.

III. ANALYSIS

APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The zoning for the site is SU-1 Church, School, and Rectory. Section § 14-16-2-17 – Special Use Zone provides suitable sites for uses that are special, and for which the appropriateness of the use to a specific location depends upon the character of the site design. Development on an SU-1 zone may “only occur in conformance with an approved site development plan” that is subject to EPC review. Any amendment to an approved site development plan for building permit of greater than 10% of the total building square footage constitutes a major amendment and must be approved by the EPC. The requested amendment is greater than the 10% threshold. See Site Development Plan Amendment section for more details.

Albuquerque / Bernalillo County Comprehensive Plan

Policy Citations are in Regular Text; ***Staff Analysis is in Bold Italics***

The subject site is located in the area designated Developing Urban by the Comprehensive Plan with a Goal to “create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.” Applicable policies include:

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

The proposed church school south of the existing church and fellowship hall will respect neighborhood values. The school buildings will be set back a minimum of 20 feet from the residential properties to the east and will also be buffered by landscaping. The proposed school buildings have also been setback 60 feet from the western residential area. The

proposed school building for Phase I is single story and is shown at a maximum height of 23 feet, 3 inches in height. The request furthers Policy II.B.5.d.

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

The church school is proposed to be constructed in phases on vacant land that is contiguous to existing urban facilities serving the existing church, fellowship hall, and surrounding residential development. This will ensure that the integrity of the existing neighborhoods and infrastructure will be ensured. The request furthers Policy II.B.5.d.

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

The use will complement a residential area and has been sited to minimize the effects of noise, lighting and traffic on the residential environment. The majority of school activities and noise will be contained within the proposed buildings. The residential area to the east will be buffered by the proposed Phase I school building. The proposed playground area will be set back approximately 60 feet from the western lot line. The subsequent development phases also include adequate minimum front and rear setbacks to buffer and minimize the effects of noise and activities on the surrounding single family residences. The request furthers Policy II.B.5.i.

Policy II.B.5.1.: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

The applicant states that the intent of the church school development is to construct structures that are of a similar style, color pallet and materiality as the existing church as well as create a cohesive campus that respects the surrounding residences and enhances the neighborhood. The applicant has also provided renderings of the proposed Phase I church school building verifying that this is their intent. While the proposed school building does not necessarily constitute an innovative design, quality materials will be utilized for construction such as split face concrete block, terra cotta-colored tile roofing, and metal doorways. Therefore, the request partially furthers Policy II.B.5.1.

West Side Strategic Plan (Rank 2)

The West Side Strategic Plan was first adopted in 1997 and recently amended in 2002 to help promote development of Neighborhood and Community Activity Centers. The WSSP identifies 13 communities, each with a unique identity and comprised of smaller neighborhood clusters. The subject site is in the Ladera Community. The Ladera Community includes the area between the river on the east roughly aligned with Western Trail on the north, with Unser Boulevard and the National Monument on the west, and with the I-40 corridor on the south. Applicable policies include:

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

The request will have no impact on the Petroglyph National Monument as the proposed development is located approximately 5 miles away from the National Monument. In addition, as previously discussed the site layout will not negatively impact surrounding residential areas. The request furthers Policy 3.25 of the WSSP.

Coors Corridor Sector Development Plan (CCSDP) (Rank 3)

The CCSDP, a Rank 3 Plan, was adopted in 1984, and generally encompasses Coors Boulevard from Central Avenue south to Corrales Road/NM 528 on the north. The purpose of the CCSDP is to provide, “policy and guidelines for the design of Coors Boulevard as a limited access roadway to function efficiently as a major north-south arterial for the Northwest Mesa. The plan provides policy and design guidelines for development within the corridor area which will integrate natural resources with development activities in order to achieve a balance between the built and natural environment.” The corridor has been divided into four segments. The subject site is in Segment 2, between I-40 and Western Trail and is therefore not subject to the view preservation policies contained within the CCSDP. Applicable policies include:

Policy 5.B. - Off-Street Parking / Landscaping:

Design Regulation 1: Landscaping “in” and “around” the paved area. A minimum of 20 percent 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 five feet in width.

Design Regulation 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.

Design Guideline 2: Both perimeter and interior landscaping of canopy-type trees, the location and spacing of trees dependent on type of tree uses. The overall effect should be one of relatively consistent tree cover which will shade the pavement and vehicles.

The request for the Phase I church school building will also include 8 additional parking spaces south of the existing church and fellowship hall. The parking lot area landscaping will need to be increased in order to meet the requirements of the CCSDP. No interior landscaping is proposed within the parking area, this should be increased to meet the intent of design regulation 3. The currently proposed perimeter landscaping meets the intent of design guideline 2. Therefore, the request partially furthers the Off-Street Parking Design Regulations 1 and 3 and Design Guideline 2 of the CCSDP.

Policy 10: Architectural Design

Design Regulation 1: Each phase of a phased development shall attain a visual completeness. Temporary barriers or walls shall be painted and trimmed to complement the permanent construction.

As part of Phase I, the applicant intends to build a 5,477 square foot freestanding classroom, relocate the existing detention basin, and construct additional parking and on-site circulation south of the existing church and fellowship hall. The applicant is requesting that three future proposed phases of development be delegated for Development Review Board (DRB) review and approval. The three subsequent phases are proposed to include the addition of more classrooms, conversion of a Phase I classroom into administrative space, an on-site athletic facility and a rectory. Once completed, each phase of the development is intended to be a visually and structurally complete. In addition, the applicant has provided design standards so that each phase will be designed and constructed with a similar architectural style to match the existing structures on the subject site. No temporary barriers or walls are proposed. The request furthers Architectural Design Regulation 1 of the CCSDP.

Design Guideline 2: The predominate building color should be compatible with other buildings along the corridor and should reinforce the visual character of the environment of the proposed buildings. Differentiation of color should relate to material and/or plane differentiation or some other specific architectural purpose. Prefer – red colors are those used in traditional southwest architecture. Integral coloring of concrete, stucco, and similar materials is encouraged.

The architectural design of the proposed church school will complement the existing church building on the site. The stucco color on the school will match or be compatible with the existing split face CMU block on the church. The proposed mission style terra cotta-colored tile roofing of the school will match the roof of the existing church and fellowship hall. The request furthers Architectural Design Guideline 2 of the CCSDP.

East Atrisco Sector Development Plan (Rank 3)

The East Atrisco Sector Development Plan was adopted in 1984. The Plan is bounded by I-40 on the south, Coors Boulevard on the east, and El Rancho Atrisco subdivision on the north and west. Specific boundaries are shown on page 2 of the Plan. There are no applicable policies in the East Atrisco Sector Development Plan that relate to this request.

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT AMENDMENT

Site Plan Layout / Configuration

The subject site is approximately 5 acres in size, and contains an existing 7,827 square foot church building with a parking lot and landscaping as well as a 5,456 square foot fellowship hall. The subject site is surrounded by single family residential housing (the rear lot line of each residential lot abuts the subject site's lot line) to the east and west.

The church school is proposed to be developed in four separate phases. The request for a site development plan for building permit amendment is for Phase I which includes construction of a 5,477 square foot freestanding classroom, relocation of an existing detention basin to the southern edge of the subject site and additional parking and on-site circulation.

The Phase I school building is proposed to be built approximately 40 feet south of the existing fellowship hall, and approximately 20 feet away from the residential neighborhood to the east. The proposed school building will have a main entrance on the north side of the building with a

10 by 30 foot loading zone located 10 feet north of the main entrance. The building is setback approximately 450 feet from Ouray Road.

Proposed Construction Schedule / Phasing

The church school is proposed to be developed in four separate phases. The three subsequent phases beyond this Phase I request are proposed to include four additional classroom buildings, conversion of a Phase I classroom into administrative space, an on-site athletic facility and a rectory. Design Standards for subsequent phases have been included. See *Proposed Design Standards for Subsequent Development Phases* section below for more details.

Walls/Fences

An existing 6 foot tall wood fence with CMU pilasters separates the residential neighborhoods to the east and the west from the subject site. An existing chain link fence runs along the subject site's southern lot line and includes a swinging gate at the curb cut on Miami Rd. It is unclear from the site development plans as to whether the chain link and gate will remain following final build out of the site. No additional walls or fences are proposed.

Vehicular Access, Circulation and Parking

Vehicular access is provided through an existing 30 foot driveway and a 25 foot driveway on the north side of the property along Ouray Road NW. The driveways provide access to the existing parking lot directly west of the existing church building. Due to heavy traffic on Ouray Rd. the applicant is proposing to develop an asphalt paved access road that will run north to south and connect to the existing curb cut onto Miami Rd. so that additional congestion onto Ouray Rd. can be avoided. As part of Phase I development the applicant is proposing to leave the access road unpaved until phase II development with a note that states "Exit Drive to be Paved Prior to Phase II". This note will need to be modified to state that the exit drive will be completed prior to the commencement of Phase II construction.

The minimum required parking calculations are derived from taking the prior parking approved by the EPC in 2010 (83 spaces) and adding the required spaces for the requested phase 1 building. The off-street parking requirements of the Zoning Code require that one space be provided for each employee for elementary and middle schools. The proposal is for development of an elementary school. The applicant is proposing to add 8 employee parking spaces, as required by the Zoning Code, approximately 50 feet west of the proposed school building. The total number of vehicular spaces required is 99 and the applicant has indicated that 100 will be provided.

A total of 4 handicap and van accessible spaces are required for the site per the Zoning Code. There are 7 existing spaces on the site near the church and fellowship hall north of the proposed school building. While the applicant has indicated that a 20 foot ADA Access Zone and Loading Zone be located approximately 20 feet from the main entry plaza, the Traffic Engineering Department submitted comments recommending that a minimum of one handicapped space be provided near the proposed/future building(s).

In addition, 3 motorcycle spaces are required and 3 are provided per the site development plan. Lastly, 4 bicycle spaces are required and 8 (2 bicycle racks that can each accommodate 4 bicycles each) are provided per the site development plan.

The EPC has discretion over parking requirements in this case, because the site is zoned SU-1.

Pedestrian and Bicycle Access and Circulation, Transit Access

There are sidewalks around the existing church, fellowship hall, and proposed school building. The sidewalk directly in front of the fellowship hall will extend south to the proposed school building. This 6 foot wide sidewalk is proposed to connect directly to the main entry plaza of the school building.

There is an existing bicycle lane along Ouray Road. There is also an existing bicycle trail along Coors Boulevard to the east.

There are no bus routes along Ouray Road. There are bus routes along Coors Boulevard, including route 155 (Coors), route 96 (Crosstown Commuter), and route 790 (Rapid Ride Blue Line). The nearest bus stop is approximately 1750 feet away, just north of Quail Road on Coors Boulevard.

Lighting and Security

The existing lighting consists of 16 foot parking lot lights. A total of 11 lot lights are indicated on the site development plan (8 existing, 3 proposed). No additional parking lot lights are proposed.

Landscaping

A palette of low to medium water use plants is proposed for all four phases of development. Common plant names are identified as required by the Zoning Code and will be watered utilizing a sprinkler system. The property owner will be responsible for maintenance of the landscaping. The applicant is proposing to exceed the 15% minimum landscape coverage requirement by 22,899 sq. ft. as noted on the Landscape Plan which provides landscaping details for all four phases of development.

An existing 20 foot landscape buffer on the eastern edge of the site is proposed to be installed east of the proposed Phase I building. The buffer includes Shurmard Oak trees as well as additional low to medium water use vegetative coverage. The 20 foot buffer will also help to fulfill special buffer landscaping/screening requirements of Section 14-16-3-10(E)(4)(a)(b) of the Zoning Code.

Landscaping for the parking lot area west of the proposed school building will need to be increased in order to meet the requirements of the Coors Corridor Sector Development Plan (CCSDP). No interior landscaping is proposed within the parking area, this should be increased to meet the intent of design regulation 3 of the CCSDP. The currently proposed perimeter landscaping meets the intent of design guideline 2 of the CCSDP.

Overall, the landscaping plan submitted by the applicant meets the requirements of the General Landscape Regulations of the Zoning Code.

Public Outdoor Space

A 620 sq. ft. patio is located in front of the main (north) entrance of the fellowship hall. This patio provides seating for fellowship hall patrons. The existing church also has a patio area in front of the main entrance. A concrete-paved entry plaza is proposed as part of Phase I development and will be located as part of the main entry way to the school building. No additional seating is identified on the site development plan in relation to the school building. Staff recommends that additional seating be provided near the school building.

Grading, Drainage, Utility Plans

Drainage from the site flows south to the sub-surface drain within the Miami road right-of-way. The Miami Road storm system drains into the Rio Grande adjacent to the Interstate 40 bridge over the Rio Grande. An existing drainage pond is currently located southwest of the existing church and fellowship hall and parking lot to facilitate drainage. The drainage pond is proposed to be moved further south from its current location as part of the future phases of development. Hydrology has reviewed this request and stated that the request to relocate the drainage pond can be done so long as the applicant can demonstrate that all of the appropriate run-off rates can be maintained.

Architecture

The architectural design of the proposed church school will complement the existing church and fellowship hall building on the site. The stucco color on the school will match or be compatible with the existing split face CMU block on the church. The proposed mission style terra cotta-colored tile roofing of the school will match the roof of the existing church and fellowship hall.

Signage

No signage is proposed for the Phase I school building at this time. The applicant has stated that they may pursue additional signage for the site in the future as the school population grows. Signage is permitted and regulated at the discretion of the EPC per the Zoning Code.

Proposed Approvals Process (Development Review Board Delegation Request)

The applicant is requesting delegation of approval authority for subsequent phases (II, III & IV) of development to the Development Review Board (DRB) and has submitted a proposed set of design standards for the subsequent phases of development.

Proposed Design Standards for Subsequent Development Phases

The applicant states that the intent of each proposed phase is to continue to create a cohesive campus design that respects the surrounding residences and enhances the aesthetic and appeal of the neighborhood. In order to aid approval consideration of the request for DRB approval authority, the applicant has included sheet AS103 which outline the following:

Architectural Standards:

Phase II (8,060 Square Feet): This phase will consist of additional classrooms that will be designed to match the existing Southwest Spanish Mission Style of the existing church,

fellowship hall and Phase I classroom building. More specifically, wall materials will include a medium-beige split faced CMU masonry block and Navajo white colored stucco. Red terra-cotta tile roofs will also match the existing style of the church and fellowship hall. The maximum building height will not exceed 26 feet. The applicant also states that the design of the proposed classroom building will conform to the design standards listed in Section 14-16-3-18 of the Zoning Code (General Building and Site Design Regulations for Non-Residential Uses).

Phase III (9,880 Square Feet Per Floor): The aforementioned architectural standards outlined for Phase II will also apply to Phase III. The applicant is requesting that the Phase III classrooms be approved with a second story but states that building height will not exceed 26 feet and windows shall be located so that students will not be able to look down into adjacent residential back yards to the east or west. The applicant also states that the design of both buildings will conform to the design standards listed in Section 14-16-3-18 of the Zoning Code (General Building and Site Design Regulations for Non-Residential Uses).

Phase IV (Athletic Facility - 6,241 Square Feet, Rectory – 1,400 Square Feet): The aforementioned architectural standards outlined in Phase II will also apply to Phase IV. The applicant is requesting development of an athletic facility and rectory. The applicant states that the design of both buildings will conform to the design standards listed in Section 14-16-3-18 of the Zoning Code (General Building and Site Design Regulations for Non-Residential Uses).

Site Design:

Phase II: Phase II development will connect directly to Phase I development at the south façade and construct an interior hallway to provide access between phase I and II. All parking shall comply with the Off-Street Parking regulations of the Zoning Code. Lighting, landscaping, walls and fences shall also comply with their respective sections of the Zoning Code.

Phase III: The proposed classroom will be located south of the Phase II classroom. Additional walkways are also proposed for this phase of development to connect the Phase II and Phase III classrooms. All parking shall comply with the Off-Street Parking regulations of the Zoning Code. Lighting, landscaping, walls and fences shall also comply with their respective sections of the Zoning Code.

Phase IV: The athletic facility and rectory will be located at the southern end of the site and east of the future location of the detention pond.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

Agencies reviewed this request from January 5, 2015 to January 16, 2015. The most substantial comments received were from The City Engineer that outlined a number of requirements to improve the site development plan for building permit with regard to signage, parking lot barriers, keyways and queuing information. The items not yet addressed on the site development plan have been included as conditions of approval.

The Fire Department also submitted comments stating that the reviewer was unable to determine hydrant requirements due to lack of information. This has been addressed as part of the conditions of approval section of this report.

Neighborhood/Public

The S.R. Marmon Neighborhood Association and Westside Coalition of Neighborhood Associations were notified of this request. Staff received one letter of support from the public dated January 31, 2015 (see attached).

A facilitated meeting was not requested or held. There is no known neighborhood opposition to this request.

V. CONCLUSION

This request will result in an amendment to an existing Site Development Plan for Building Permit to allow construction of Phase 1 which includes a school building on a 5 acre site located on Ouray Road, between Maiden Grass Road and Estancia Drive. The site comprises Tract 336, Unit 8, Town of Atrisco Grant. A total of four phases are proposed on the site development plan.

As part of Phase I, the applicant intends to build a 5,477 square foot freestanding classroom and the minimum site work necessary to adjust parking and an ADA-compliant drop off zone for the school. The applicant is requesting that the EPC delegate review and approval authority for three future proposed phases of development to the Development Review Board (DRB).

The applicant has adequately justified the request to amend the site development plan for building permit for Phase I, based upon applicable policies found in the Comprehensive Plan, WSSP and CCSDP. Staff is recommending approval with conditions. The request for delegation of future phase review and approval to the DRB is in additional request and as such must be considered by the EPC apart from the Phase I amendment request.

The applicant has supplied Sheet AS103 which outlines the design guidelines for future construction phases. In addition to providing details regarding architectural standards and site design, the applicant has also stated that the design of future phases shall conform to Section 14-16-3-18 of the Zoning Code (General Building and Site Design Regulations for Non-Residential Uses). The general intent of this section is to “...*enhance the visual appearance of non-residential development to promote street and neighborhood character and strengthen the pedestrian environment*”. Additional design standards for service uses are addressed within this section of the Zoning Code as previously outlined.

Staff finds that the combination of architectural standards, site design elements, conformance with Section 14-16-3-18 of the Zoning Code, and DRB review and approval governing the layout and design of future amendments to the site development plan for building permit provides adequate oversight and increases the probability of successful build out of the site. Due to the site’s SU-1 designation, the EPC has full discretion as to whether future site development plans for building permit will be heard by the EPC or delegated to the DRB.

FINDINGS – 14EPC 40086 - February 12, 2015 - Site Development Plan for Building Permit Amendment

1. This request will result in an amendment to an existing Site Development Plan for Building Permit to allow construction of Phase 1 which includes a school building. The site comprises Tract 336, Unit 8, Town of Atrisco Grant located on Ouray Road, between Maiden Grass Road and Estancia Drive and containing approximately 5 acres.
2. As part of Phase I, the applicant intends to build a 5,477 square foot freestanding classroom and the minimum site work necessary to adjust parking and an ADA-compliant drop off zone for the school. The applicant is requesting that the EPC delegate review and approval authority for three future proposed phases of development to the Development Review Board (DRB).
3. The EPC approved a zone change (Z-98-73) from SU-1 for Office to SU-1 for Church, School, and Rectory in July 1998. Although the EPC approved the zone change request in 1998, a certificate of zoning was not issued until March 24, 2010 to change the zoning from SU-1 for Office to SU-1 for Church, School, and Rectory (the record does not indicate the reason for the delay).
4. A request for approval of a site development plan for building permit (00128 0000 01029, refers to Project 1000400) for a church building was denied by the EPC in March 2000. There were concerns about the lack of agreement on the plans between the neighbors and the applicants. The EPC's decision was appealed by the applicant and heard at LUPZ. LUPZ then remanded the case to the EPC. In September of 2000 the EPC approved a site development plan for building permit (00128 0000 01029, refers to Project 1000400) with conditions for a church building.
5. On April 8, 2010 the EPC voted to approve an amendment to the site development plan for building permit to build a fellowship hall southeast of the existing church, increase landscaping and add 14 additional parking spaces.
6. The Albuquerque/Bernalillo County Comprehensive Plan, the West Side Strategic Plan (WSSP), the Coors Corridor Sector Development Plan (CCSDP), the East Atrisco Sector Development Plan (EASDP), and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
7. The subject site is within the area designated Developing Urban by the Comprehensive Plan.
8. The request furthers the following Comprehensive Plan policies for Developing and Established Urban Areas:

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

The proposed church school south of the existing church and fellowship hall will respect neighborhood values. The school buildings will be set back a minimum of 20 feet from the residential properties to the east and will also be buffered by landscaping. The proposed school buildings have also been setback 60 feet from the western residential area. The proposed school building for Phase I is single story and is shown at a maximum height of 23 feet, 3 inches in height. The request furthers Policy II.B.5.d.

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

The church school is proposed to be constructed in phases on vacant land that is contiguous to existing urban facilities serving the existing church, fellowship hall, and surrounding residential development. This will ensure that the integrity of the existing neighborhoods and infrastructure will be ensured. The request furthers Policy II.B.5.d.

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

The use will complement a residential area and has been sited to minimize the effects of noise, lighting and traffic on the residential environment. The majority of school activities and noise will be contained within the proposed buildings. The residential area to the east will be buffered by the proposed Phase I school building. The proposed playground area will be set back approximately 60 feet from the western lot line. The subsequent development phases also include adequate minimum front and rear setbacks to buffer and minimize the effects of noise and activities on the surrounding single family residences. The request furthers Policy II.B.5.i.

9. The request partially furthers the following Comprehensive Plan policies for Developing and Established Urban Areas:

- A. Policy II.B.5.1.: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

The applicant states that the intent of the church school development is to construct structures that are of a similar style, color pallet and materiality as the existing church as well as create a cohesive campus that respects the surrounding residences and enhances the neighborhood. The applicant has also provided renderings of the proposed Phase I church school building verifying that this is their intent. While the proposed school building does not necessarily constitute an innovative design, quality

materials will be utilized for construction such as split face concrete block, terra cotta-colored tile roofing, and metal doorways. Therefore, the request partially furthers Policy II.B.5.1.

10. The request furthers the following West Side Strategic Plan policies:

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

The request will have no impact on the Petroglyph National Monument as the proposed development is located approximately 5 miles away from the National Monument. In addition, as previously discussed the site layout will not negatively impact surrounding residential areas. The request furthers Policy 3.25 of the WSSP.

11. The request furthers the following Coors Corridor Sector Development Plan policies:

- A. Policy 10: Architectural Design

Design Regulation 1: Each phase of a phased development shall attain a visual completeness. Temporary barriers or walls shall be painted and trimmed to complement the permanent construction.

As part of Phase I, the applicant intends to build a 5,477 square foot freestanding classroom, relocate the existing detention basin, and construct additional parking and on-site circulation south of the existing church and fellowship hall. The applicant is requesting that three future proposed phases of development be delegated for Development Review Board (DRB) review and approval. The three subsequent phases are proposed to include the addition of more classrooms, conversion of a Phase I classroom into administrative space, an on-site athletic facility and a rectory. Once completed, each phase of the development is intended to be a visually and structurally complete. In addition, the applicant has provided design standards so that each phase will be designed and constructed with a similar architectural style to match the existing structures on the subject site. No temporary barriers or walls are proposed. The request furthers Architectural Design Regulation 1 of the CCSDP.

- B. Design Guideline 2: The predominate building color should be compatible with other buildings along the corridor and should reinforce the visual character of the environment of the proposed buildings. Differentiation of color should relate to material and/or plane differentiation or some other specific architectural purpose. Prefer – red colors are those used in traditional southwest architecture. Integral coloring of concrete, stucco, and similar materials is encouraged.

The architectural design of the proposed church school will complement the existing church building on the site. The stucco color on the school will match or be

compatible with the existing split face CMU block on the church. The proposed mission style terra cotta-colored tile roofing of the school will match the roof of the existing church and fellowship hall. The request furthers Architectural Design Guideline 2 of the CCSDP.

12. The request partially furthers the following Coors Corridor Sector Development Plan policies:

- A. Design Regulation 1: Landscaping “in” and “around” the paved area. A minimum of 20 percent 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 five feet in width.
- B. Design Regulation 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.
- C. Design Guideline 2: Both perimeter and interior landscaping of canopy-type trees, the location and spacing of trees dependent on type of tree uses. The overall effect should be one of relatively consistent tree cover which will shade the pavement and vehicles.

The request for the Phase I church school building will also include 8 additional parking spaces south of the existing church and fellowship hall. The parking lot area landscaping will need to be increased in order to meet the requirements of the CCSDP. No interior landscaping is proposed within the parking area, this should be increased to meet the intent of design regulation 3. The currently proposed perimeter landscaping meets the intent of design guideline 2. Therefore, the request partially furthers the Off-Street Parking Design Regulations 1 and 3 and Design Guideline 2 of the CCSDP.

13. There are no applicable policies in the East Atrisco Sector Development Plan that relate to this request.

14. The S.R. Marmon Neighborhood Association and Westside Coalition of Neighborhood Associations were notified of this request. Staff has not received any public correspondence regarding this request. A facilitated meeting was not requested or held. There is no known neighborhood opposition to this request.

RECOMMENDATION - 14EPC 40086 - February 12, 2015 - Site Development Plan for Building Permit Amendment

APPROVAL of 14EPC-40086, a site development plan for building permit amendment, for Tract 336, Unit 8, Town of Atrisco Grant, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 14EPC 40086 - February 12, 2015 - Site Development Plan for Building Permit Amendment

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. The note for the exit drive that is located south of the future Phase II classrooms shall be changed to state "EXIT DRIVE TO BE PAVED PRIOR TO THE COMMENCEMENT OF ANY PHASE II CONSTRUCTION".
4. Landscaping for the increased parking spaces west of the proposed Phase 1 school building shall be increased to meet the requirements of Design Regulation 3 of the CCSDP which requires "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.
5. The proposed eastern 20 foot landscape buffer and the western 10 foot landscape buffer shall be amended to include Evergreen trees to create additional screening for the adjacent residential lots (proposed Shurmark Oak trees may be replaced with Evergreen trees). The Planting Legend of sheet AS104 shall also be amended accordingly. Evergreen tree spacing shall be as required by the DRB prior to final sign-off.
6. Additional seating shall be provided near the proposed Phase 1 school building and note added to the site plan keynotes on sheet AS102 denoting the added seating.

7. Recommended Conditions from City Engineer, Municipal Development, and NMDOT:

Project # 1000400

St. Peter & Paul Church & School

14EPC-40086 Site Development Plan for Building Permit

City Engineer/Transportation Development:

-
-
- A. Provide an ADA van accessible sign for the van accessible space and/or spaces. The ADA van accessible sign must have the required language per 66-7-352.4C NMSA 1978 **"Violators Are Subject to a Fine and/or Towing."**
 - B. It is recommended to have a minimum of one handicapped space near the proposed/future buildings.
 - C. The required ADA access aisle shall have the words **"NO PARKING"** in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space so as to be close to where an adjacent vehicle's rear tire would be placed. (66-1-4.1.B NMSA 1978)
 - D. If the drive out onto Miami Road NW is a one-way exiting road, provide pavement directional signage and a posted "Do Not Enter" sign at the point of egress at Miami Road NW, and show the existing 16-foot drive-pad to remain undisturbed. Otherwise, this drive would have to be widened to 24 feet for two-way traffic.
 - E. Provide a min 6" or max 8" high concrete barrier curb or other acceptable barrier between the parking lot and the landscaping, streetlights and/or sidewalk for the new parking lot.
 - F. Please add the following note to the clear sight triangle: "Landscaping and signage will not interfere with clear sight requirements. Therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in this area."
 - G. A five-foot keyway is required for dead-end parking aisles. This applies to both the south side of the new parking facility as part of Phase I and the far east side of the future parking spaces along the Phase III building.
 - H. For the new asphalt parking lot surface, label the proposed pavement thickness and typical section.
 - I. Provide additional information regarding Ouray Road access. Address traffic conflict concerns with Americare Court and Maiden Grass Road given that the easternmost drive is very close to both of these intersections. Queuing information should be provided.
 - J. Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed development site plan, as required by the Development Review Board (DRB).
8. Conditions for Approval for Project #1000400 Site Development Plan for Bldg Permit (Sts Peter and Paul Church School Addition) 14EPC-40086
- A. An existing overhead electric distribution line is located along the eastern boundary of the subject property and an underground distribution line is located along the northern boundary of the site along Ouray NW. It is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service for this project and for any modifications to the existing electric distribution facilities. Any relocation, changes or realignment

regarding existing electric utilities will be the developer's expense. In some cases, relocation or changes to existing facilities may not be feasible due to safety clearances or other physical constraints. The applicant is responsible to abide by any conditions or terms for those distribution easements. Adequate clearances for these electric utilities must be maintained during construction and provided for safe operation and maintenance purposes. PNM will review all technical needs, issues and safety clearances for its electric power systems.

Contact:

PNM – New Service Delivery
4201 Edith Boulevard NE
Albuquerque, NM 87107
Phone: (505) 241-3425

- B. Coordination with PNM will be necessary for this project regarding proposed tree species, tree height at maturity, tree placement and lighting height in order to ensure sufficient safety clearances to avoid interference with the existing electric facilities along the eastern boundary of the property. The proposed tree species is not a compatible height with the existing overhead electric distribution utilities along the eastern boundary of the property. A shorter tree selection at mature height is recommended at this location. PNM's landscaping preference is for trees and shrubs to be planted outside the PNM easement; however, if within the easement, trees and shrubs should be located to minimize effects on electric facility maintenance and repair. New trees planted near PNM facilities should be no taller than 25 feet in height at maturity to avoid conflicts with existing electric infrastructure.
- C. Ground-mounted equipment screening will be designed to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance and repair purposes. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.

Vicente M. Quevedo
Planner

CC List:

St. Peter & Paul Church, 5800 Ouray Road NW, Albuquerque, NM 87120
Tim Scolaro, 3003 N. Central Ave. 16 Floor, Phoenix, AZ 85012
Em Ward, P.O. Box 7434, Albuquerque, NM 87194
Michelle L. Luna, 7008 Porlamar Rd. NW, Albuquerque, NM 87120
Gerald Worrall, 1039 Pinatubo Pl. NW, Albuquerque, NM 87120
Harry Hendriksen, 10592 Rio Del Sole Ct. NW, Albuquerque, NM 87114

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Reviewed, no adverse comments

Office of Neighborhood Coordination

**S.R. Marmon NA
Westside Coalition of NA's**

Long Range Planning

Project 1000400

Reviewed, no adverse comments.

Metropolitan Redevelopment Agency

No comments received.

CITY ENGINEER & DEPARTMENT of MUNICIPAL DEVELOPMENT

Project # 1000400

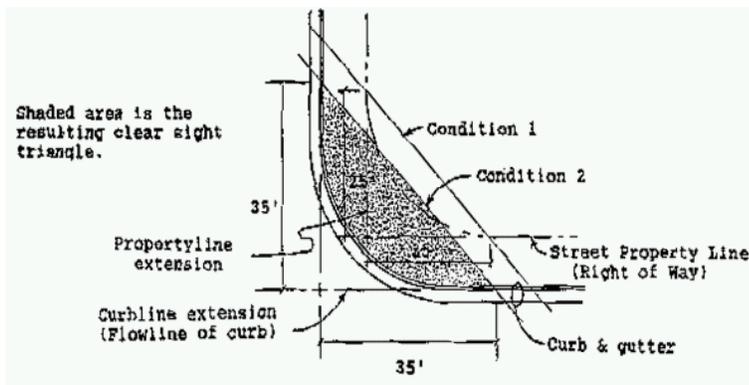
St. Peter & Paul Church & School

14EPC-40086 Site Development Plan for Building Permit

City Engineer/Transportation Development:

- Identify the existing road right-of-way width for Miami Road NW. Also identify existing curb, pavement widths, and sidewalk widths along Miami Road NW.
- Identify existing lane widths for Ouray Road NW and existing sidewalk.
- Label width and length of all parking spaces including the existing parking spaces and new parking spaces. The one required van access aisle for the handicapped spaces must be a minimum of 8 feet wide while all other aisles can be 5 feet in width. All parking spaces must be a minimum of 18 feet in length and 8.5 feet in width.
- Provide an ADA van accessible sign for the van accessible space and/or spaces. The ADA van accessible sign must have the required language per 66-7-352.4C NMSA 1978 **"Violators Are Subject to a Fine and/or Towing."**
- It is recommended to have a minimum of one handicapped space near the proposed/future buildings.

- The required ADA access aisle shall have the words "NO PARKING" in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space so as to be close to where an adjacent vehicle's rear tire would be placed. (66-1-4.1.B NMSA 1978)
- If the drive out onto Miami Road NW is a one-way exiting road, provide pavement directional signage and a posted "Do Not Enter" sign at the point of egress at Miami Road NW, and show the existing 16-foot driveway to remain undisturbed. Otherwise, this drive would have to be widened to 24 feet for two-way traffic.
- Provide a min 6" or max 8" high concrete barrier curb or other acceptable barrier between the parking lot and the landscaping, streetlights and/or sidewalk for the new parking lot.
- The new landscaping surrounding the drive onto Miami Road NW may interfere with the sight distance. Please provide a sight distance exhibit (see the *Development Process Manual, Chapter 23, Section 3, Part D.5 Intersection Sight Distance*).



- Please add the following note to the clear sight triangle: "Landscaping and signage will not interfere with clear sight requirements. Therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in this area."
- A five-foot keyway is required for dead-end parking aisles. This applies to both the south side of the new parking facility as part of Phase I and the far east side of the future parking spaces along the Phase III building.
- For the new asphalt parking lot surface, label the proposed pavement thickness and typical section.
- A 6-foot wide ADA pathway is required from the public sidewalk to the building entrances. Show this 6-foot pathway either from Miami Road or Ouray Road, and also show all doorways to both the existing and the new buildings since these influence pedestrian circulation.

- Provide additional information regarding Ouray Road access. Address traffic conflict concerns with Americare Court and Maiden Grass Road given that the easternmost drive is very close to both of these intersections. Queuing information should be provided.
- A 6-foot wide ADA accessible pedestrian pathway is required from the HC parking stall access aisles to the building entrances. If a ramp is required to provide this accessible pedestrian pathway, please show it on the plan set.
- Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed development site plan, as required by the Development Review Board (DRB).

Hydrology:

- Hydrology met with the engineer to discuss drainage at the site in February of 2014. Our conclusion written on the predesign sheet is still applicable. The site is to keep the runoff rate at or below the 18.93 cfs previously approved for this site. When submitting for DRB, the Conceptual or better drainage plan should demonstrate it meets the runoff rate of 18.93 cfs or less.

DMD Transportation Planning:

- Per the Interim Long Range Roadway System Map Ouray Road is a collector and Miami Road is a local street. Collectors typically require 73 feet of R/W and at least 83 feet when bike lanes are required. From CABQ mapping it appears that adequate R/W existing along the frontage of this property. Ouray Road presently contains bicycle lanes, which is consistent with the Long Range Bikeway Systems Map.

NMDOT:

- Reviewed, no adverse comments

WATER UTILITY AUTHORITY

Utility Services

Project #1000400: All water and fire line extensions will be private lines. No public water lines will be accepted on this property.

ENVIRONMENTAL HEALTH DEPARTMENT

PARKS AND RECREATION

Planning and Design

Reviewed, no adverse comments.

Open Space Division

Reviewed. No adverse comments.

City Forester

No comments received.

POLICE DEPARTMENT/Planning

EPC 1000400 – This project is in the Northwest Area Command.

- Proposed parking lot pole light positioning appear to be in conflict to proposed tree plantings. Recommend illuminating from the plans all tree plantings from light locations. Once trees become mature, they will obstruct available illumination and reduce visibility.
- All low-level landscaping should be maintained no more than three feet off the ground, particularly adjacent to parking lots, walkways, etc.
- Landscaping should be at a minimum around building walk-up and entrances to promote optimal visibility
- Recommend the installation of a video surveillance system. Cameras should be positioned to view all vehicle entrances, parking lots, walkways, common areas, maintenance facilities and building entrances. Each camera should be monitored and recorded for real-time and historical use.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

No comments received.

FIRE DEPARTMENT/Planning

Project# 1000400

All site development plans for subdivisions and site development plans for building permit shall be submitted to the Fire Marshal's Office Plans Checking Division for an official review and approval.

1) Required Hydrants (DPM Ch 25 Sec 8 and Sec 7): The Reviewer was unable to determine hydrant requirements due to lack of information. Please submit plans for an official approval.

2) Apparatus Access (IFC 503 and Appendix D): Fire Department access roads are required to be 26 feet in width when structures exceed 30 feet in height. Please submit plans for an official approval.

TRANSIT DEPARTMENT

Reviewed, no adverse comments.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no adverse comments.

ALBUQUERQUE PUBLIC SCHOOLS

33D 186 P267 Unit 8, Lot 36, is located on Ouray between Maiden Grass and 64th St. Sts. Peter and Paul Church request approval of a Site Development Plan for Building Permit to allow for the development of a 200 student private school. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

No comments received.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

No comments received.

PUBLIC SERVICE COMPANY OF NEW MEXICO

Conditions for Approval for Project #1000400 Site Development Plan for Bldg Permit (Sts Peter and Paul Church School Addition) 14EPC-40086

1. An existing overhead electric distribution line is located along the eastern boundary of the subject property and an underground distribution line is located along the northern boundary of the site along Ouray NW. It is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service for this project and for any modifications to the existing electric distribution facilities. Any relocation, changes or realignment regarding existing electric utilities will be the developer's expense. In some cases, relocation or changes to existing facilities may not be feasible due to safety clearances or other physical constraints. The applicant is responsible to abide by any conditions or terms for those distribution easements. Adequate clearances for these electric utilities must be maintained during construction and provided for safe operation and maintenance purposes. PNM will review all technical needs, issues and safety clearances for its electric power systems.

Contact:

PNM – New Service Delivery
4201 Edith Boulevard NE
Albuquerque, NM 87107
Phone: (505) 241-3425

2. Coordination with PNM will be necessary for this project regarding proposed tree species, tree height at maturity, tree placement and lighting height in order to ensure sufficient safety clearances to avoid interference with the existing electric facilities along the eastern boundary of the property. The proposed tree species is not a compatible height with the existing overhead electric distribution

utilities along the eastern boundary of the property. A shorter tree selection at mature height is recommended at this location. PNM's landscaping preference is for trees and shrubs to be planted outside the PNM easement; however, if within the easement, trees and shrubs should be located to minimize effects on electric facility maintenance and repair. New trees planted near PNM facilities should be no taller than 25 feet in height at maturity to avoid conflicts with existing electric infrastructure.

3. Ground-mounted equipment screening will be designed to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance and repair purposes. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.