CITY OF ALBUQUERQUE

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OFFICIAL NOTIFICATION OF DECISION

February 12, 2016

COA Metro. Redevelopment Agency
600 Second Street NW
Albuquerque, NM 87102

Project# 1009542
15EPC-40077 Zone Map Amendment (Zone Change)
15EPC-40078 Site Development Plan for Subdivision

LEGAL DESCRIPTION:
The above actions for all or a portion of Tract A Plat of Tracts A Traction City Addn. (Replat of Lots 8A-1A,8A-2A & 8A-3 Block 6 Traction Park & City Electric Addition & a portion of lots 24-39 including Block 3 Westpark Addition), zoned C-2 to SU-1 for C-2 Uses, located on Central Avenue SW, between Rio Grande SW and Rio Grande River, containing approximately 2.8 acres. (J-12) Staff Planner: Maggie Gould

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On February 11, 2016, the Environmental Planning Commission (EPC) voted to APPROVE Project #1009542/15EPC-4007 Zone Map Amendment (Zone Change) and 15EPC-40078 Site Development Plan for Subdivision, based on the following finding:

FINDINGS – 15 EPC 40077, Zone Map Amendment

1. This is a request for a Zone Map Amendment from C-2 to SU-1 for C-2 uses for (all or a portion of Tract A Plat of Tracts A Traction City Addn. (Replat of Lots 8A-1A,8A-2A & 8A-3 Block 6 Traction Park & City Electric Addition & a portion of lots 24-39 including Block 3 Westpark Addition) located (location) and containing approximately (acreage).
2. The request will allow the redevelopment of the historic El Vado Motel and the construction of new housing on the site.
3. The Albuquerque/Bernalillo County Comprehensive Plan, Huning Castle Reynolds Additional Sector Plan, Historic Central Metropolitan Redevelopment Plan, Route 66 Action Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
4. The subject site is within the Established Urban area of the Comprehensive Plan and is also designated as a Special Activity Center. The request is in general compliance with the following applicable goals and policies of the Comprehensive Plan:

Land Use

A. The proposed zoning and design standards further the Established Urban goal because the development allowed on the site will be design to match the historic character of the site and will complement the neighborhood, the commercial development will offer new opportunities for employment and services, the new housing on the site will offer new, affordable housing opportunities in proximity to transit, bike paths and employment and services.
B. Policy II.B5d: 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 concern.

The proposed zoning and design standards will allow the redevelopment and preservation of the historic El Vado motel and will ensure that the new development on the site is compatible with the historic buildings. The site is located on a Major Transit Corridor and within a special activity center; the higher density housing is appropriate in this location. The site has access to a full range of urban services. The request furthers Policy II.B5d.

C. Policy II.B5e: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods and can be ensured.

The site has access to a full range of urban services including water, electric, road network, transit and public safety. The SU-1 zone design guidelines ensure that the future development on the site is consistent with the historical character of the site and compatible with the adjacent residential areas. The request furthers Policy II.B5e.

D. Policy II.B5e f: Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.

The proposed site layout maintains the existing central open space at the El Vado and sites the new housing close to Central Avenue. There is an existing bicycle and pedestrian easement running through the center of the site. The requests further Policy II.B5e.

E. Policy II.B5h: Higher density housing is most appropriate in the following situations:

- In designated Activity Centers
- In areas with excellent access to the major street network.
- In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.
- In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development; up to 10 dwelling units per net acre.
- In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.

The site is located along a Major Transit Corridor and within a Special Activity Center. The site has access to the major street network. The area contains a mix of zoning allowing commercial, residential and institutional use. The request furthers Policy II.B5h.

F. Policy II.B5 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 commercial uses allowed on the site will provide new opportunities for employment and services for area residents. The design standards will ensure that future development is high quality. The site takes vehicle access from Central Avenue and does not direct traffic through the residential neighborhoods. The requests furthers Policy II.B5i.

G. Policy II.B5j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

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

The requested zoning, will allow review and discretion by the EPC for the parking requirements in the Design Standards. The site will create a buffer from Central Avenue to the adjacent neighborhoods and provide for connectivity to the neighborhood from Central Avenue via a pedestrian and bicycle path . The site is on the Rapid Ride and # 66 bus routes and the site is on the proposed route for the ART system. Commercial uses will be located in the El Vado Motel and the ground floors of the two new mixed-use buildings on the Casa Grande portion of the site. The request furthers Policy II.B5j.

H. Policy II.B5k: 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 site plan for subdivision proposes two new multi-story, mixed-use buildings that front Central Avenue, a major arterial street. These two buildings will provide a buffer for the adjacent neighborhoods to the south, which will screen some of the harmful effects of traffic along Central Avenue, which will enhance the livability of the residential neighborhoods. Further, their location along the roadway should have a calming effect on the Central Avenue traffic as the view shed to the south will no longer be open; a similar effect that results from on-street parking. Vehicular access to the site from the adjacent residential neighborhoods is not possible; all vehicular access will be from Central Avenue. The request furthers Policy II.B5k.

I. Policy II.B5o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

The proposed zoning and design standards will allow the redevelopment of a historic structure with commercial uses and development of new mixed use housing option. These uses will add new opportunities for employment, services and housing as well as the revitalization of a currently vacant historic structure. The request furthers Policy II.B5o.

J. Policy II.B5p: Cost-effective redevelopment techniques shall be developed and utilized.

The proposed zoning and Site Development Plan for Subdivision will allow the redevelopment of a historic building and the development of new housing and retail through a public private partnership. The request furthers Policy II.B5p.

Activity Centers

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

A. Policy II.B7f b: Net densities above 30 dwelling units per acre should generally be within Major Activity Centers; lower net densities in areas surrounding all types of Activity Centers will serve as a transition to residential neighborhoods.

The site is within a Special Activity Center, it is adjacent to an existing residential neighborhood. Densities of 30 dwelling units per acre at this site may be too intense for the adjacency to the neighborhood. The proposed density of 11 dwelling units per acre is appropriate and the new housing will act as a transition/buffer to the neighborhood from the more intense uses to the north of the site. The request furthers Policy II.B7f b.

B. Policy II.B7f: The most intense uses in Activity Centers shall be located away from nearby low-density residential development and shall be buffered from those residential uses by a transition area of less intensive development.

The proposed zoning and Site Development Plan for Subdivision will allow the development of medium density housing along Central Avenue. This housing will provide a transition and buffer from the neighborhoods to the southeast of the site. The request furthers Policy II.B7f.

C. Policy II.B7f i: Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

The proposed development includes 30-units of multi-family housing in a Special Activity Center, in close proximity to a Major Activity Center (downtown) and two Community Activity Centers (Old Town and Atrisco). The request furthers Policy II.B7f i.

Air Quality

A. The Goal is to improve air quality to safeguard public health and enhance the quality of life.

Policy II.C.1b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

The goal and policy II.C.1b are furthered by the request because the proposed zoning and Site Development Plan for Subdivision will allow development that balances residential and commercial uses on a Major Transit Corridor, reduces the number of parking on the site, and offer new commercial opportunities within walking and biking distance of existing residential development.

B. Policy II.C.1c: Traffic engineering techniques shall be improved to permit achievement and maintenance of smooth traffic flow at steady, moderate speeds.

The site is located within a Special Activity Center and adjacent to a Major Activity Center, and adjacent to the Community Activity Center. The site is also located on a Major Transit Corridor. Reduced off-street parking is specifically recommended as an air quality reduction technique in the Comprehensive Plan (technique 6).

C. Policy II.C.1d: Air quality 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.

Policy II.C.1e: Motor vehicle emissions and their adverse effects shall be minimized.

Air quality will be protected at this site because of the ease and frequency of mass transit along Central Avenue. Air Quality will be further protected by the convenience of having a pedestrian/bicycle easement running through the site that inter-connects with the larger trail system. Having these methods of transportation available will help to reduce the need for automobiles in and around the site, benefitting available capacity that meets mobility and access needs. The request furthers Policy II.C.1d and e.

Historic Resources

The Goal is to protect, reuse, or enhance significant historic districts and buildings.

A. Policy II.C.5a: Efforts to provide incentives for the protection of significant districts and buildings shall be continued and expanded.

Policy II.C.5a is furthered because the development of this site will allow the El Vado to be redeveloped into a mixed-use facility. As it is a City Landmark and registered with the federal and state registers as being a historic place with historic buildings, the developer will follow the

guidelines set by the Secretary of Interior's Standards for Rehabilitation and the rules set forth by the National Park Service.

The Metropolitan Redevelopment Agency is interested in the redevelopment of this unique site as well. It has found a way to provide several incentives for the selected developer, which include financial incentives and a way to convey the land at minimal cost to the developer. Further, the Metropolitan Redevelopment Agency will take the lead in the City's approval processes as part of the public-private partnership. These incentives will also be applied to the development of the Casa Grande portion of the site, which is not historic.

B. Policy II.C.5c: Increase public and inter-agency awareness of historic resources and preservation concerns.

The redevelopment of the El Vado Motel as a destination will encourage visitation from the public. The public will be able to enjoy the historic architecture and appreciate the Route 66 culture of the El Vado. The City will work with other agencies, such as the State Office for Historic Preservation on the future development of the site. The requests further Policy II.C.5c.

C.7 Cultural Traditions and the Arts

A. The Goal is to emphasize and support unique cultural traditions and arts as viable components of the community's well-being.

Policy II.C.7a: Programs which contribute to the greater understanding of area history and ethnic traditions shall be encouraged.

The redevelopment of the El Vado Motel that has a portion dedicated as a boutique lodge will allow visitors to understand and experience Route 66 motor motels of the 1940s – 1960s. The goal and Policy II.C.7a are furthered because the request will help preserve a historic building that is significant to the history of the area.

C.9 Community Identity and Urban Design

A. The Goal is 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.

Policy II.C.9b.2: : In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following:
Built environment
- Height and massing of buildings
- Setbacks from the street
- Placement of entrances and windows
- Walls and fences

- Parking areas design and relationship to buildings
- Road widths, sidewalks, curb cuts, medians
- Grain of streets/size of parcels
- Patterns of movement (e.g. pedestrian connections, access to transportation/transit)
- Street furniture (e.g. bus stops, street lights, signs)
- Landscaping materials, both planting and hardscape
- Public infrastructure (e.g. drainage facilities, bridges)
- Social interaction opportunities
- Relationship between built and natural environment

The development proposed on the subject site includes the redevelopment of a City Landmark, the El Vado Motel. Each site element proposed as the site develops is meant to highlight the El Vado. There are two other mixed-use buildings proposed for the site that will complement features that are already present on the El Vado site and on Central Avenue. These new buildings will add to the built environment and include similar architectural elements as the El Vado. The overall project will enhance the built environment and further the goal and Policy II.C.9b.2 in the following manner:

- setbacks from the street will be minimal;
- the buildings will address Central Avenue directly;
- the parking area will be behind the newly constructed buildings in order to emphasize the buildings and promote pedestrian access;
- the patterns of movement – pedestrian connections, access to transit, etc. – will be enhanced with multi-modal transportation presented as a primary mode of transportation over the automobile;
- street furniture – bus stops, street lights and signs – will follow the suggestions presented in the Route 66 Action Plan and the Historic Central MR Plan; and
- neon signs will be CAN DOZ compliant.

Policy II.C.9 b.3: Local history
- Architectural styles and traditions
- Current and historic significance to Albuquerque
- Historic plazas and other Activity Centers

The architectural styles used on the two newly constructed mixed-use buildings will complement the El Vado Motel. The El Vado is a City Landmark and is therefore an important part of the history of Albuquerque and iconic to Route 66. Thus, the (re)development at this site will create a unique place within the Special Activity Center at this location. Policy II.C.9 b.3 is furthered because the request will keep the existing historic El Vado Motel's architectural style and ensure that new development will be consistent with that style.

B. Policy II.C.9b.4: Culture and traditions
- Cultural characteristics of residents
- Community celebrations and events

Policy II.C.9b.4 is furthered because the El Vado Motel will be redeveloped into a destination

that can be used as a gathering/entertainment place. It provides a continuation of the cultural characteristics of Route 66 without letting the modern day automobile dominate the very reason it exists – as an auto-oriented motel. Residents and visitors to the City will be able to celebrate this culture on a daily basis by enjoying the space of the original auto-court as an amphitheater/gathering place and then have the option to retire in one of the old Route 66 motel units for a nostalgic experience.

C. Policy II.C.9c: The identity and cohesiveness of each community shall be strengthened through identification and enhancement of community Activity Centers that have a scale, mix of uses, design character, and location appropriate to the unique character of the community.

The proposed development of the site will add directly to the identity and cohesiveness of the Route 66 era businesses and the neighborhoods that include and surround the Albuquerque Country Club. The design standards in the SPS will ensure that the new development is consistent with architectural style of the historic El Vado Motel and will preserve the style of the El Vado Motel.The scale of the El Vado Motel as a single story hospitality use is appropriate for the historic commercial corridor along Central Avenue. The proposed new multi-use buildings on the Casa Grande side of the site will be will be 2- and 3- story. This is appropriate as the adjacent neighborhoods to the south will benefit from the buffer provided by the buildings and the entire site creates an appropriate transition from the intense uses along Central Avenue and within the Special Activity Center. As mentioned in above responses to other policies, this site will have mixed uses that include retail, hospitality and restaurant uses that will be additive to the activity centers and Major Transit Corridor at this location. The request furthers Policy II.C.9c.

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

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

The proposed uses at this site will complement other uses within the activity center, creating a park-once atmosphere. Further, the new buildings on the Casa Grande portion of the site may have other retail shops or civic services that are needed. All these various types of uses at this site will create opportunities for employment. The public pedestrian/bicycle path will provide a direct linkage for residents of the adjacent neighborhoods to uses within the activity center.

The submitted set of redevelopment standards for the El Vado will ensure that the historic portion of the Central Avenue frontage is maintained.

Further, this site is located along a Major Transit Corridor and has a pedestrian/bicycle path running through the site that interconnects with the City's comprehensive trail and bicycle facilities network. These transportation alternatives provide a variety of choice for visitors that frequent the site.

The request furthers Policy II.C.9d.

E. Policy II.C.9e: Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community and that connect the community's Activity Centers shall be designed and developed to reinforce the community's unique identity; streetscape improvements to these roadways shall be designed to:
- minimize water use
- screen parking areas
- create useful and attractive signage and building facades
- facilitate walking safety and convenience

The intended site design will further Policy II.C.9e by utilizing water harvesting and conservation measures; providing on-site parking behind the newly built multi-use buildings; reuse the freshly restored historic El Vado neon sign plus new signs which meet the CAN DOZ criteria and have Design Standards for the new buildings that complement the El Vado Motel architecture along the Central Avenue frontage; and will add to the pedestrian experience by providing adequate sidewalks and walking paths/trails along Central Avenue with connections into the neighborhoods and other destinations that are in the Special Activity Center.

D.4 Transportation and Transit

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

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

This site along a Major Transit Corridor, Central Avenue, furthers this policy and the Transportation and Transit Goal by creating several opportunities for employment through various retail, services and hospitality uses close to Central Avenue, while encouraging

alternative modes of transportation by having a public pedestrian/bicycle path running through the site from Central Avenue to the neighborhoods to the south. Transit service, including the ART, will be a key component to a balanced circulation system that serves the site, in addition to bicycling and walking, as alternatives to automobile travel at this urban, infill redevelopment site. The request furthers the goal and Policy II.D.4a.

B. Policy II.D.4b: The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

Policy II.D.4b is furthered because the request for this site strongly furthers this policy in that the site is currently owned by the City, and through a public-private partnership, the developer is working to develop retail, service, and hospitality employment and a mixed income multi-family housing component along this Major Transit Corridor. The City's objective, through the Metropolitan Redevelopment Agency, is to catalyze additional private sector economic activity within this area.

C. Policy II.D.4c: In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.

Policy II.D.4c is furthered because the requested zone change and the proposed development at the site will result in two additional mixed-use buildings that will front the Central Avenue Major Transit Corridor. These buildings will both have retail and service uses on the ground floor with mixed income multi-family units on the floors above. These additional dwelling units and service uses will encourage increased transit ridership by increasing activity in this appropriate location with proper buffering for and transition to the adjacent neighborhoods to the south

D. Policy II.D.4h: A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

Policy II.D.4h is furthered because the proposed development at this site has a public pedestrian/bicycle trail running through the site, and it will connect the neighborhoods to the south with Central Avenue and the City's comprehensive bicycle and trail network. There are several nearby Activity Centers (Old Town, Historic Central, Bio Park, Atrisco) that are connected through this trail network that can be easily accessed by trail users.

D.5 Housing

The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low income residents; and assure against discrimination in the provision of housing.

A. Policy II.D5a: The supply of affordable housing shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

Policy II.D5a is furthered because the zone change and Site Development Plan for Subdivision will facilitate proposed development that will include 30 units of multi-family housing that will cater to all incomes. There will be units available at 50%, 60% and 80% of Area Median Income (AMI) as well as market rate units.

B. Policy II.D5b: Quality and innovation in new housing design and construction shall be promoted and quality of existing housing improved through concentrated renovation programs in deteriorating neighborhoods.

Policy II.D5b is furthered because the zone change with the design standards in the accompanying Site Development Plan for Building Permit will allow for innovative mixed-use buildings that will be of quality design and construction and will be in addition to the already existing supply of housing in this area. The proposed housing will offer an additional housing type, affordable multi-family units, to the already existing multi-family, detached and attached housing units in the area.

C. Policy II.D5c: The displacement of low income households shall be ameliorated and the objectives of historic preservation and conservation of affordable housing balanced.

Policy II.D5c is furthered because this zone change request will allow the proposed development of housing units that will be available to a mix of incomes, including the lower level of affordability. The site includes the historic El Vado motel. If housing prices rise in the area the affordable units may offer an option for people to remain in the area.

D. Policy II.D5d: Availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry, or handicapped status shall be assured.

Policy II.D5d is furthered because the housing in the proposed development will be available to those who qualify for the respective levels of income regardless of race, color, religion, sex, national origin, ancestry or handicap status.

D.6 Economic Development

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

Policy II.D6a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

The goal and policy II.D6a are furthered because the proposed zoning will allow development that will offer an array of retail, service and hospitality uses as well as food and restaurant

services. All these types of employment require different skill-sets at different salary levels. These jobs will be available to those living at this site, residents of the adjacent neighborhoods and community members traveling either by transit or other alternative modes of transportation. The American Fact Finder community survey shows the 87104 zip as having 24.8% of individuals living below the poverty level.

Currently, the retail services available in the area are not especially diverse requiring current residents to travel out of the area. A reduction of travel should be achieved by having more diverse services available at the site. This should also encourage other services to locate in the area bringing new economic activity to the area.

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

The zone change and the proposed development will provide commercial space for both local businesses and outside firms. The individual food pods at the El Vado Motel will cater to those that are ready to open their own business, but are not yet ready to open their own stand-alone restaurant or invest in a food truck. The retail spaces will be made available to both the micro-retailer and large retail stores alike. The request furthers Policy II.D.6b by providing expanded options for businesses.

C. Policy II.D.6d: Tourism shall be promoted.

Policy II.D6d is furthered because zone change will facilitate redevelopment of the El Vado Motel as a specialty boutique Route 66 lodge, which will attract tourists both nationally and internationally. There are few true Route 66 motels in existence today and tourists seeking a Route 66 motel "experience" will find it at the redeveloped El Vado.

Tourists will additionally benefit from the amenities such as the tap room, food court and amphitheater while enjoying the rehabilitated rooms. All the amenities offered at this site will complement and enhance other tourist attractions in the Special Activity Center of the Bio-park.

D. Policy II.D.6g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

Policy II.D.6g is furthered because the requested zoning will allow redevelopment within a Special Activity Center that will provide a mix of uses including retail, services and hospitality uses as well as mixed income multi-family housing units. This combination of uses will promote a jobs-housing balance and reduce the need to travel.

5. The subject site is within the Central Urban within the Established Urban area of the Comprehensive Plan. The request is in general compliance with the following applicable goals and policies of the Comprehensive Plan

Policy II.B6a: New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

The proposed redevelopment plans by the Metropolitan Redevelopment Agency call for part of the El Vado to be used as a boutique lodge, while other parts will be used as a gathering place oriented towards entertainment. . Some of the motel units will be available to small restaurateurs who are ready to open their own business but are not yet ready to open their own stand-alone restaurant or invest in a food truck. The request furthers Policy II.B6a.

Policy II.B6b: Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/arts/recreation facilities.

A pedestrian/bicycle public easement runs through the site between the El Vado Motel buildings on the south and the area of the old Casa Grande Restaurant to the north. This path will provide pedestrian and bicycle connectivity from the neighborhoods on the south side of Central Avenue to transit facilities that run on Central as well as other amenities in the Special Activity Center (Bio-park and Zoo, Tingley Beach, the Rio Grande, the Bosque Trail, etc.) The site has also excellent access to transit. People will be able to visit different amenities in the area or around the city using a variety of transportation modes and then return to the site for entertainment in the amphitheater and/or gathering place. The request furthers Policy II.B6b.

6. The site is within the boundaries of the Huning Castle and Raynolds Addition Neighborhood Sector Development Plan. The following policies apply to this request:

A. Economic Development Objectives
1. Stabilize and upgrade existing businesses
2. Encourage an economic development strategy for commercial development

B. Recommendations
1. Implement an economic development strategy for commercial areas along Central Avenue.

The zone change and the proposed development will provide new commercial opportunities through newly constructed retail spaces along Central Avenue. These retail, service and hospitality uses will help stabilize existing commercial uses by providing new, complementary economic activity that serves both the adjacent neighborhoods as well as the activity centers. New commercial activity and new housing units at this site may also catalyze other economic activity in the area by creating a need for additional services to be located in this area. The request furthers Economic Development Objectives 1 and 2

B. Land Use & Zoning Objective 2: Evaluate development on Central Avenue to encourage mixed use, neighborhood oriented development.

The proposal furthers Land Use & Zoning Objective 2. The proposed development would contain a mixture of uses-commercial, residential and possibly office. The subject site would be of a neighborhood scale and would have direct access to the neighborhoods to the south and east.

C. Housing and Neighborhood Maintenance Objective 1: Improve the overall appearance of the area.

The proposal furthers Housing and Neighborhood Maintenance Objective 1 and would improve the overall appearance of the area. The proposed design standards would ensure architectural compatibility with the historic character of the subject site and the general area and the new buildings would generally constitute an improvement of the mostly vacant Casa Grande site.

D. Historic Preservation Objective 1: Preserve structures of historic significance.

The requests further Historic Preservation Objective 1 because the zoning and Site Development Plan for Subdivision will allow the redevelopment of the historic El Vado Motel. The design standards in the SPS ensure that the development and redevelopment on the site are consistent with the historic character of the site, including a reduced parking requirement. The El Vado will be reused partly as its original use – a Route 66 motel, and partly as a gathering place that provides opportunities for food vendors surrounding an amphitheater.

6. The subject site is within the boundaries of the Historic Central Metropolitan Redevelopment Area. The subject site is identified as the highest priority area in the MRA. The request is consistent with goals of the MRA because it will improve the image of the area, preserve an iconic building, act as catalyst for additional development in the area, support opportunities for new business and add housing that is accessible to transit.
7. The site is within boundaries of the Route 66 Action Plan. The request furthers the goals of the plan to preserve and protect Route 66 assets, support catalytic business opportunities and contribute to the potential of the local and tourist economy.
8. The applicant has justified the zone change request pursuant to R-270-1980 as follows:

A. The proposed uses are consistent with the with the consistent with the health, safety, morals, and general welfare of the city because the uses facilitated the goals and policies of the applicable plans, specifically the intent to preserve historic structures, provide economic development, improved employment and services and affordable housing

B. The proposal will allow the development of commercial and residential uses on a site that is already zoned for these uses. The reduced parking is appropriate on the site because the site is on a Major Transit Corridor and has bike and pedestrian access. The Site Development Plan for Subdivision will guarantee that the development on site is consistent with the historic character of the area. The new development will have a stabilizing impact on the area.

C. Refer Policy Analysis and findings 4, 5, 6 and 7.

D. The applicant states that sections 2 and 3 apply to the request. The applicant cites changed conditions in the form of the Central Avenue's designation as a Major Transit Corridor, the change in the demand for Route 66 auto oriented motels, the development of

the area with new destinations such as the Bio Park and the improved Tingley Beach. These changes make the suburban parking requirement unnecessary.

The applicant states that the change is more advantageous as articulated in the applicable plans because it will provide for the redevelopment of a historic structure, provide new housing and economic development in a Special Activity Center along a transit corridor, encourage bike and pedestrian use and provide standards for quality development.

E. The proposed uses are nearly identical to the existing allowed uses and so will not be harmful. The reduced parking requirement is appropriate on the site because of the proximity to transit and bike and pedestrian amenities. The accompanying Site Development Plan will provide a clear picture of future development on the site.

F. The requested change of zoning does not require any capital expenditures by the City because the developer has aligned the funding for each aspect of this project and the site has access to existing infrastructure.

G. The applicant has justified the request by demonstrating consistency with applicable plans and has not listed the cost of land of other economic factor as part of the justification.

H. The applicant has justified the request by demonstrating consistency with applicable plans; however the location of on the Major Transit Corridor, in the Special Activity Center does make the parking standards appropriate.

I. The SU-1 zone is considered by the Planning Department to be a "justified spot zone". In this case the intent of the prohibition against the spot zone is clearly satisfied because the proposed zoning allows uses that are identical to the existing zoning but with an appropriately urban parking requirement and design standards. The proposed new housing could act as a buffer from Central Avenue to the residential neighborhoods to the south and east.

J. The proposed zone will be nearly identical to the existing zoning. In this case the intent of the prohibition against the strip zone is clearly satisfied because the proposed zoning allows uses that are identical to the existing zoning but with an appropriately urban parking requirement and design standards. The request will not create a strip zone.

9. A Site Development Plan for Subdivision is heard concurrently with this request.
10. West Park NA , Gardens on the Rio Grande HOA, Historic Old Town Property Owners Assoc., Huning Castle NA, Vecinos Del Bosque NA, Pat Hurley NA, South West Alliance of Neighbors (SWAN), South Valley Coalition of NA and the Westside Coalition of NA's were all notified of the request. A facilitated meeting was offered but declined because respondents were either not opposed to the project or in support of the project.
11. Property owners within 100 feet of the site were notified of the request.

12. Staff received letters in support of the request and also letters expressing concern about the design used to close New York Avenue and the reduced parking.
13. Although not required, the Metropolitan Redevelopment Agency has agreed to to provide additional signage in the area to alert drivers that New York Avenue is not a through street.

CONDITIONS : Zone Map Amendment

1. The zone map amendment does not become effective until the accompanying site development plan is approved by the DRB, pursuant to §14-16-4-1(C)(16) of the Zoning Code. If such requirement is not met within six months after the date of EPC approval, the zone map amendment is void. The Planning Director may extend this time limit up to an additional six months upon request by the applicant.

FINDINGS : 15 EPC 40078, Site Development Plan for Subdivision

1. This is a request for a (request) for (all or a portion of Tract A Plat of Tracts A Traction City Addn. (Replat of Lots 8A-1A,8A-2A & 8A-3 Block 6 Traction Park & City Electric Addition & a portion of lots 24-39 including Block 3 Westpark Addition) located on Central Avenue between Rio Grande Blvd and the Rio Grande River and containing approximately 2.8 acres.

2. The request will allow the redevelopment of the historic El Vado Motel and the construction of new housing on the site.

3. The Albuquerque/Bernalillo County Comprehensive Plan, Huning Castle Reynolds Additional Sector Plan, Historic Central Metropolitan Redevelopment Plan, Route 66 Action Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.

4. The subject site is within the Established Urban area of the Comprehensive Plan and is also designated as a Special Activity Center. The request is in general compliance with the following applicable goals and policies of the Comprehensive Plan:

   Land Use

A. The proposed zoning and design standards further the Established Urabn goal because the development allowed on the site will be design to match the historic character of the site and will complement the neighborhood, the commercial development will offer new opportunities for employment and services, the new housing on the site will offer new, affordable housing opportunities in proximity to transit, bike paths and employment and services.

B. Policy II.B5d: 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 concern.

The proposed zoning and design standards will allow the redevelopment and preservation of the historic El Vado motel and will ensure that the new development on the site is compatible with the historic buildings. The site is located on a Major Transit Corridor and within a special activity center; the higher density housing is appropriate in this location. The site has access to a full range of urban services. The request furthers Policy II.B5d.

C. Policy II.B5e: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods and can be ensured.

The site has access to a full range of urban services including water, electric, road network, transit and public safety. The SU-1 zone design guidelines ensure that the future development on the site is consistent with the historical character of the site and compatible with the adjacent residential areas. The request furthers Policy II.B5e.

D. Policy II.B5e f: Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.

The proposed site layout maintains the existing central open space at the El Vado and sites the new housing close to Central Avenue. There is an existing bicycle and pedestrian easement running through the center of the site. The requests further Policy II.B5e.

E. Policy II.B5h: Higher density housing is most appropriate in the following situations:

- In designated Activity Centers
- In areas with excellent access to the major street network.
- In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.
- In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development; up to 10 dwelling units per net acre.
- In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.

The site is located along a Major Transit Corridor and within a Special Activity Center. The site has access to the major street network. The area contains a mix of zoning allowing commercial, residential and institutional use. The request furthers Policy II.B5h.

F. Policy II.B5 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 commercial uses allowed on the site will provide new opportunities for employment and services for area residents. The design standards will ensure that future development is high quality. The site takes vehicle access from Central Avenue and does not direct traffic through the residential neighborhoods. The request furthers Policy II.B5i.

G. Policy II.B5j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result.
- In freestanding retailing and contiguous storefronts along streets in older neighborhoods
The requested zoning, will allow review and discretion by the EPC for the parking requirements in the Design Standards. The site will create a buffer from Central Avenue to the adjacent neighborhoods and provide for connectivity to the neighborhood from Central Avenue via a pedestrian and bicycle path . The site is on the Rapid Ride and # 66 bus routes and the site is on the proposed route for the ART system. Commercial uses will be located in the El Vado Motel and the ground floors of the two new mixed-use buildings on the Casa Grande portion of the site. The request furthers Policy II.B5j.

H. Policy II.B5k: 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 site plan for subdivision proposes two new multi-story, mixed-use buildings that front Central Avenue, a major arterial street. These two buildings will provide a buffer for the adjacent neighborhoods to the south, which will screen some of the harmful effects of traffic along Central Avenue, which will enhance the livability of the residential neighborhoods. Further, their location along the roadway should have a calming effect on the Central Avenue traffic as the view shed to the south will no longer be open; a similar effect that results from on-street parking. Vehicular access to the site from the adjacent residential neighborhoods is not possible; all vehicular access will be from Central Avenue. The request furthers Policy II.B5k.

I. Policy II.B5o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

The proposed zoning and design standards will allow the redevelopment of a historic structure with commercial uses and development of new mixed use housing option. These uses will add new opportunities for employment, services and housing as well as the revitalization of a currently vacant historic structure. The request furthers Policy II.B5o.

J. Policy II.B5p: Cost-effective redevelopment techniques shall be developed and utilized.

The proposed zoning and Site Development Plan for Subdivision will allow the redevelopment of a historic building and the development of new housing and retail through a public private partnership. The request furthers Policy II.B5p.

Activity Centers

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

A. Policy II.B7f b: Net densities above 30 dwelling units per acre should generally be within Major Activity Centers; lower net densities in areas surrounding all types of Activity Centers will serve as a transition to residential neighborhoods.

The site is within a Special Activity Center, it is adjacent to an existing residential neighborhood. Densities of 30 dwelling units per acre at this site may be too intense for the adjacency to the neighborhood. The proposed density of 11 dwelling units per acre is appropriate and the new housing will act as a transition/buffer to the neighborhood from the more intense uses to the north of the site. The request furthers Policy II.B7f b.

B. Policy II.B7f: The most intense uses in Activity Centers shall be located away from nearby low-density residential development and shall be buffered from those residential uses by a transition area of less intensive development.

The proposed zoning and Site Development Plan for Subdivision will allow the development of medium density housing along Central Avenue. This housing will provide a transition and buffer from the neighborhoods to the southeast of the site. The request furthers Policy II.B7f.

C. Policy II.B7f i: Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

The proposed development includes 30-units of multi-family housing in a Special Activity Center, in close proximity to a Major Activity Center (downtown) and two Community Activity Centers (Old Town and Atrisco). The request furthers Policy II.B7f i.

Air Quality

D. The Goal is to improve air quality to safeguard public health and enhance the quality of life.

Policy II.C.1b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

The goal and policy II.C.1b are furthered by the request because the proposed zoning and Site Development Plan for Subdivision will allow development that balances residential and commercial uses on a Major Transit Corridor, reduces the number of parking on the site, and offer new commercial opportunities within walking and biking distance of existing residential development.

E. Policy II.C.1c: Traffic engineering techniques shall be improved to permit achievement and maintenance of smooth traffic flow at steady, moderate speeds.

The site is located within a Special Activity Center and adjacent to a Major Activity Center, and adjacent to the Community Activity Center. The site is also located on a Major Transit Corridor. Reduced off-street parking is specifically recommended as an air quality reduction technique in the Comprehensive Plan (technique 6).

F. Policy II.C.1d: Air quality 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.

Policy II.C.1e: Motor vehicle emissions and their adverse effects shall be minimized.

Air quality will be protected at this site because of the ease and frequency of mass transit along Central Avenue. Air Quality will be further protected by the convenience of having a pedestrian/bicycle easement running through the site that inter-connects with the larger trail system. Having these methods of transportation available will help to reduce the need for automobiles in and around the site, benefitting available capacity that meets mobility and access needs. The request furthers Policy II.C.1d and e.

Historic Resources

The Goal is to protect, reuse, or enhance significant historic districts and buildings.

A. Policy II.C.5a: Efforts to provide incentives for the protection of significant districts and buildings shall be continued and expanded.

Policy II.C.5a is furthered because the development of this site will allow the El Vado to be redeveloped into a mixed-use facility. As it is a City Landmark and registered with the federal and state registers as being a historic place with historic buildings, the developer will follow the guidelines set by the Secretary of Interior's Standards for Rehabilitation and the rules set forth by the National Park Service.

The Metropolitan Redevelopment Agency is interested in the redevelopment of this unique site as well. It has found a way to provide several incentives for the selected developer, which include financial incentives and a way to convey the land at minimal cost to the developer. Further, the Metropolitan Redevelopment Agency will take the lead in the City's approval processes as part of the public-private partnership. These incentives will also be applied to the development of the Casa Grande portion of the site, which is not historic.

B. Policy II.C.5c: Increase public and inter-agency awareness of historic resources and preservation concerns.

The redevelopment of the El Vado Motel as a destination will encourage visitation from the public. The public will be able to enjoy the historic architecture and appreciate the Route 66 culture of the El Vado. The City will work with other agencies, such as the State Office for Historic Preservation on the future development of the site. The requests further Policy II.C.5c.

C.7 Cultural Traditions and the Arts

A. The Goal is to emphasize and support unique cultural traditions and arts as viable components of the community's well-being.

Policy II.C.7a: Programs which contribute to the greater understanding of area history and ethnic traditions shall be encouraged.

The redevelopment of the El Vado Motel that has a portion dedicated as a boutique lodge will allow visitors to understand and experience Route 66 motor motels of the 1940s – 1960s. The goal and Policy II.C.7a are furthered because the request will help preserve a historic building that is significant to the history of the area.

C.9 Community Identity and Urban Design

A. The Goal is 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.

Policy II.C.9b.2: : In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following:

Built environment

- Height and massing of buildings
- Setbacks from the street
- Placement of entrances and windows
- Walls and fences
- Parking areas design and relationship to buildings
- Road widths, sidewalks, curb cuts, medians
- Grain of streets/size of parcels
- Patterns of movement (e.g. pedestrian connections, access to transportation/transit)
- Street furniture (e.g. bus stops, street lights, signs)
- Landscaping materials, both planting and hardscape
- Public infrastructure (e.g. drainage facilities, bridges)
- Social interaction opportunities
- Relationship between built and natural environment

The development proposed on the subject site includes the redevelopment of a City Landmark, the El Vado Motel. Each site element proposed as the site develops is meant to highlight the El Vado. There are two other mixed-use buildings proposed for the site that will complement features that are already present on the El Vado site and on Central Avenue. These new buildings will add to the built environment and include similar architectural elements as the El Vado. The overall project will enhance the built environment and further the goal and Policy II.C.9b.2 in the following manner:

- setbacks from the street will be minimal;
- the buildings will address Central Avenue directly;
- the parking area will be behind the newly constructed buildings in order to emphasize the buildings and promote pedestrian access;
- the patterns of movement – pedestrian connections, access to transit, etc. – will be enhanced with multi-modal transportation presented as a primary mode of transportation over the automobile;
- street furniture – bus stops, street lights and signs – will follow the suggestions presented in the Route 66 Action Plan and the Historic Central MR Plan; and
- neon signs will be CAN DOZ compliant.

Policy II.C.9 b.3: Local history

- Architectural styles and traditions
- Current and historic significance to Albuquerque
- Historic plazas and other Activity Centers

The architectural styles used on the two newly constructed mixed-use buildings will complement the El Vado Motel. The El Vado is a City Landmark and is therefore an important part of the history of Albuquerque and iconic to Route 66. Thus, the (re)development at this site will create a unique place within the Special Activity Center at this location. Policy II.C.9 b.3 is furthered because the request will keep the existing historic El Vado Motel's architectural style and ensure that new development will be consistent with that style.

B. Policy II.C.9b.4: Culture and traditions
- Cultural characteristics of residents
- Community celebrations and events

Policy II.C.9b.4 is furthered because the El Vado Motel will be redeveloped into a destination that can be used as a gathering/entertainment place. It provides a continuation of the cultural characteristics of Route 66 without letting the modern day automobile dominate the very reason it exists – as an auto-oriented motel. Residents and visitors to the City will be able to celebrate this culture on a daily basis by enjoying the space of the original auto-court as an amphitheater/gathering place and then have the option to retire in one of the old Route 66 motel units for a nostalgic experience.

C. Policy II.C.9c: The identity and cohesiveness of each community shall be strengthened through identification and enhancement of community Activity Centers that have a scale, mix of uses, design character, and location appropriate to the unique character of the community.

The proposed development of the site will add directly to the identity and cohesiveness of the Route 66 era businesses and the neighborhoods that include and surround the Albuquerque Country Club. The design standards in the SPS will ensure that the new development is consistent with architectural style of the historic El Vado Motel and will preserve the style of the El Vado Motel.The scale of the El Vado Motel as a single story hospitality use is appropriate for the historic commercial corridor along Central Avenue. The proposed new multi-use buildings on the Casa Grande side of the site will be will be 2- and 3- story. This is appropriate as the adjacent neighborhoods to the south will benefit from the buffer provided by the buildings and the entire site creates an appropriate transition from the intense uses along Central Avenue and within the Special Activity Center. As mentioned in above responses to other policies, this site will have mixed uses that include retail, hospitality and restaurant uses that will be additive to the activity centers and Major Transit Corridor at this location. The request furthers Policy II.C.9c.

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

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.

3. Buildings designed and arranged to reflect local architectural traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

The proposed uses at this site will complement other uses within the activity center, creating a park-once atmosphere. Further, the new buildings on the Casa Grande portion of the site may have other retail shops or civic services that are needed. All these various types of uses at this site will create opportunities for employment. The public pedestrian/bicycle path will provide a direct linkage for residents of the adjacent neighborhoods to uses within the activity center.

The submitted set of redevelopment standards for the El Vado will ensure that the historic portion of the Central Avenue frontage is maintained.

Further, this site is located along a Major Transit Corridor and has a pedestrian/bicycle path running through the site that interconnects with the City's comprehensive trail and bicycle facilities network. These transportation alternatives provide a variety of choice for visitors that frequent the site.

The request furthers Policy II.C.9d.

E. Policy II.C.9e: Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community and that connect the community's Activity Centers shall be designed and developed to reinforce the community's unique identity; streetscape improvements to these roadways shall be designed to:
   - minimize water use
   - screen parking areas
   - create useful and attractive signage and building facades
   - facilitate walking safety and convenience

The intended site design will further Policy II.C.9e by utilizing water harvesting and conservation measures; providing on-site parking behind the newly built multi-use buildings; reuse the freshly restored historic El Vado neon sign plus new signs which meet the CAN DOZ criteria and have Design Standards for the new buildings that complement the El Vado Motel architecture along the Central Avenue frontage; and will add to the pedestrian experience by providing adequate sidewalks and walking paths/trails along Central Avenue with connections into the neighborhoods and other destinations that are in the Special Activity Center.

D.4 Transportation and Transit

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

Policy II.D.4a: Table 11 of the Comprehensive Plan presents ideal policy objectives for street design, transit service and development form consistent with Transportation Corridors and

Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service and other details of implementation.

This site along a Major Transit Corridor, Central Avenue, furthers this policy and the Transportation and Transit Goal by creating several opportunities for employment through various retail, services and hospitality uses close to Central Avenue, while encouraging alternative modes of transportation by having a public pedestrian/bicycle path running through the site from Central Avenue to the neighborhoods to the south. Transit service, including the ART, will be a key component to a balanced circulation system that serves the site, in addition to bicycling and walking, as alternatives to automobile travel at this urban, infill redevelopment site. The request furthers the goal and Policy II.D.4a.

B. Policy II.D.4b: The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

   Policy II.D.4b is furthered because the request for this site strongly furthers this policy in that the site is currently owned by the City, and through a public-private partnership, the developer is working to develop retail, service, and hospitality employment and a mixed income multi-family housing component along this Major Transit Corridor. The City's objective, through the Metropolitan Redevelopment Agency, is to catalyze additional private sector economic activity within this area.

C. Policy II.D.4c: In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.

   Policy II.D.4c is furthered because the requested zone change and the proposed development at the site will result in two additional mixed-use buildings that will front the Central Avenue Major Transit Corridor. These buildings will both have retail and service uses on the ground floor with mixed income multi-family units on the floors above. These additional dwelling units and service uses will encourage increased transit ridership by increasing activity in this appropriate location with proper buffering for and transition to the adjacent neighborhoods to the south

D. Policy II.D.4h: A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

   Policy II.D.4h is furthered because the proposed development at this site has a public pedestrian/bicycle trail running through the site, and it will connect the neighborhoods to the south with Central Avenue and the City's comprehensive bicycle and trail network. There are several nearby Activity Centers (Old Town, Historic Central, Bio Park, Atrisco) that are connected through this trail network that can be easily accessed by trail users.

   D.5 Housing

The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low income residents; and assure against discrimination in the provision of housing.

A. Policy II.D5a: The supply of affordable housing shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

Policy II.D5a is furthered because the zone change and Site Development Plan for Subdivision will facilitate proposed development that will include 30 units of multi-family housing that will cater to all incomes. There will be units available at 50%, 60% and 80% of Area Median Income (AMI) as well as market rate units.

B. Policy II.D5b: Quality and innovation in new housing design and construction shall be promoted and quality of existing housing improved through concentrated renovation programs in deteriorating neighborhoods.

Policy II.D5b is furthered because the zone change with the design standards in the accompanying Site Development Plan for Building Permit will allow for innovative mixed-use buildings that will be of quality design and construction and will be in addition to the already existing supply of housing in this area. The proposed housing will offer an additional housing type, affordable multi-family units, to the already existing multi-family, detached and attached housing units in the area.

C. Policy II.D5c: The displacement of low income households shall be ameliorated and the objectives of historic preservation and conservation of affordable housing balanced.

Policy II.D5c is furthered because this zone change request will allow the proposed development of housing units that will be available to a mix of incomes, including the lower level of affordability. The site includes the historic El Vado motel. If housing prices rise in the area the affordable units may offer an option for people to remain in the area.

D. Policy II.D5d: Availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry, or handicapped status shall be assured.

Policy II.D5d is furthered because the housing in the proposed development will be available to those who qualify for the respective levels of income regardless of race, color, religion, sex, national origin, ancestry or handicap status.

D.6 Economic Development

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

Policy II.D6a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

The goal and policy II.D6a are furthered because the proposed zoning will allow development that will offer an array of retail, service and hospitality uses as well as food and restaurant services. All these types of employment require different skill-sets at different salary levels. These jobs will be available to those living at this site, residents of the adjacent neighborhoods and community members traveling either by transit or other alternative modes of transportation.

The American Fact Finder community survey shows the 87104 zip as having 24.8% of individuals living below the poverty level.

Currently, the retail services available in the area are not especially diverse requiring current residents to travel out of the area. A reduction of travel should be achieved by having more diverse services available at the site. This should also encourage other services to locate in the area bringing new economic activity to the area.

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

The zone change and the proposed development will provide commercial space for both local businesses and outside firms. The individual food pods at the El Vado Motel will cater to those that are ready to open their own business, but are not yet ready to open their own stand-alone restaurant or invest in a food truck. The retail spaces will be made available to both the micro-retailer and large retail stores alike. The request furthers Policy II.D.6b by providing expanded options for businesses.

C. Policy II.D.6d: Tourism shall be promoted.

Policy II.D6d is furthered because zone change will facilitate redevelopment of the El Vado Motel as a specialty boutique Route 66 lodge, which will attract tourists both nationally and internationally. There are few true Route 66 motels in existence today and tourists seeking a Route 66 motel "experience" will find it at the redeveloped El Vado.

Tourists will additionally benefit from the amenities such as the tap room, food court and amphitheater while enjoying the rehabilitated rooms. All the amenities offered at this site will complement and enhance other tourist attractions in the Special Activity Center of the Bio-park.

D. Policy II.D.6g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

Policy II.D.6g is furthered because the requested zoning will allow redevelopment within a Special Activity Center that will provide a mix of uses including retail, services and hospitality uses as well as mixed income multi-family housing units. This combination of uses will promote a jobs-housing balance and reduce the need to travel.

5. The subject site is within the Central Urban within the Established Urban area of the Comprehensive Plan. The request is in general compliance with the following applicable goals and policies of the Comprehensive Plan:

A. Policy II.B6a: New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

The proposed redevelopment plans by the Metropolitan Redevelopment Agency call for part of the El Vado to be used as a boutique lodge, while other parts will be used as a gathering place oriented towards entertainment. . Some of the motel units will be available to small restaurateurs who are ready to open their own business but are not yet ready to open their own stand-alone restaurant or invest in a food truck. The request furthers Policy II.B6a.

B. Policy II.B6b: Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/arts/recreation facilities.

A pedestrian/bicycle public easement runs through the site between the El Vado Motel buildings on the south and the area of the old Casa Grande Restaurant to the north. This path will provide pedestrian and bicycle connectivity from the neighborhoods on the south side of Central Avenue to transit facilities that run on Central as well as other amenities in the Special Activity Center (Bio-park and Zoo, Tingley Beach, the Rio Grande, the Bosque Trail, etc.) The site has also excellent access to transit. People will be able to visit different amenities in the area or around the city using a variety of transportation modes and then return to the site for entertainment in the amphitheater and/or gathering place. The request furthers Policy II.B6b.

6. The site is within the boundaries of the Huning Castle and Raynolds Addition Neighborhood Sector Development Plan. The following policies apply to this request:

A. Economic Development Objectives
3. Stabilize and upgrade existing businesses
4. Encourage an economic development strategy for commercial development
. Recommendations
2. Implement an economic development strategy for commercial areas along Central Avenue. The zone change and the proposed development will provide new commercial opportunities through newly constructed retail spaces along Central Avenue. These retail, service and hospitality uses will help stabilize existing commercial uses by providing new, complementary economic activity that serves both the adjacent neighborhoods as well as the activity centers. New commercial activity and new housing units at this site may also catalyze other economic activity in the area by creating a need for additional services to be located in this area. The request furthers Economic Development Objectives 1 and 2

B. Land Use & Zoning Objective 2: Evaluate development on Central Avenue to encourage mixed use, neighborhood oriented development.

The proposal furthers Land Use & Zoning Objective 2. The proposed development would contain a mixture of uses-commercial, residential and possibly office. The subject site would be of a neighborhood scale and would have direct access to the neighborhoods to the south and east.

C. Housing and Neighborhood Maintenance Objective 1: Improve the overall appearance of the area.

The proposal furthers Housing and Neighborhood Maintenance Objective 1 and would improve the overall appearance of the area. The proposed design standards would ensure architectural compatibility with the historic character of the subject site and the general area and the new buildings would generally constitute an improvement of the mostly vacant Casa Grande site.

D. Historic Preservation Objective 1: Preserve structures of historic significance.

The requests further Historic Preservation Objective 1 because the zoning and Site Development Plan for Subdivision will allow the redevelopment of the historic El Vado Motel. The design standards in the SPS ensure that the development and redevelopment on the site are consistent with the historic character of the site, including a reduced parking requirement. The El Vado will

be reused partly as its original use – a Route 66 motel, and partly as a gathering place that provides opportunities for food vendors surrounding an amphitheater.

7. The subject site is within the boundaries of the Historic Central Metropolitan Redevelopment Area . The subject site is identified as the highest priority area in the MRA. The request is consistent with goals of the MRA because it will improve the image of the area, preserve an iconic building, act as catalyst for additional development in the area, support opportunities for new business and add housing that is accessible to transit.

8. The site is within boundaries of the Route 66 Action Plan. The request furthers the goals of the plan to preserve and protect Route 66 assets, support catalytic business opportunities and contribute to the potential of the local and tourist economy.

9. West Park NA , Gardens on the Rio Grande HOA, Historic Old Town Property Owners Assoc., Huning Castle NA, Vecinos Del Bosque NA, Pat Hurley NA, South West Alliance of Neighbors (SWAN), South Valley Coalition of NA and the Westside Coalition of NA's were all notified of the request. A facilitated meeting was offered but declined because respondents were either not opposed to the project or in support of the project.

10. Property owners within 100 feet of the site were notified of the request.

11. Staff received letters in support of the request and also letters expressing concern about the design used to close New York Avenue and the reduced parking.

12. Although not required, the Metropolitan Redevelopment Agency has agreed to provide additional signage in the area to alert drivers that New York Avenue is not a through street.

13. Future development on the site will be reviewed and approved administratively.

CONDITIONS : Site Development Plan for Subdivision

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

2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.

3. The applicant shall update the SPS as shown on the 11x17 drawings submitted to the EPC with this request prior to final DRB sign off.

4. A replat is required at DRB to approve the proposed configuration.

5. The Site Development Plan shall comply with the General Regulations of the Zoning Code, the Subdivision Ordinance, and all other applicable design regulations, except as specifically approved by the EPC.

6. A note shall be added to the Site Development Plan for Subdivision stating that Future development on the site will be reviewed and approved administratively.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **FEBRUARY 26, 2016.** The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. 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.

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)(16), a change to the zone map does not become official until the Certification of Zoning (CZ) 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 through the Planning Director that the Planning Commission extend the plan's life an additional five years. Additional design details will be required as a project proceeds through the Development Review Board and through the plan check of Building Permit submittals for construction. Planning staff may consider minor, reasonable changes that are consistent with an approved Site Development Plan so long as they can be shown to be in conformance with the original, approved intent.

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 per case.

Sincerely,

FOR Suzanne Lubar
Planning Director

SL/MG

cc: COA, Metro. Redevelopment Agency, 600 2nd St, NW, ABQ, NM 87102
David Medina Jr, W. Park NA, 2101 New York Av. SW #1, ABQ, NM 87104
Nina Simbana, West Park NA, 2010 Alhambra SW, ABQ, NM 87104
Julia Clarke, Gardens on the Rio Grande HOA, 2630 Aloysia Ln, NW, ABQ, NM 87104
Whitney Hannah, Gardens on the Rio Grande HOA, 2901 Aloysia Ln NW, ABQ, NM 87104
Kathy Hiatt, Historic Old Town Prop. Owners Assoc. 110 San Felipe St NW, ABQ, NM 87104
Jim Hoffsis, Historic Old Town Prop. Owners Assoc. 2012 South Plaza St NW, ABQ, NM 87104
Harvey Buchalter, Huning Castle NA, 1615 Kit Carson, SW, ABQ, NM 87104
Brian Terrell, Huning Castle NA, 400 San Pasquale Av. SW, ABQ, NM 87104
Rod Mahoney, Vecinos Del Bosque NA, 1838 Sadora Rd SW, ABQ, NM 87105
Harrison Alley, Vecinos Del Bosque NA, 1316 Dennison SW, ABQ, NM 87105
George Holly, Pat Hurley NA, 5020 La Bajada NW, ABQ, NM 87105
James Jones, Pat Hurley NA, 309 Rincon Ct NW, ABQ, NM 87105
Marcia Fernandez, S.V. Coalition of NA's, 2401 Violet SW, ABQ, NM 87105
Johnny Pena, SWAN, 6525 Sunset Gardens SW, ABQ, NM 87121
Jerry Gallegos, SWAN, 417 65th St. SW, ABQ, NM 87121
Gerald Worrall, Westside Coalitions of NA's 1039 Pinatubo Pl NW, ABQ, NM 87120
Harry Hendriksen, Westside Coalitions of NA's, 10592 Rio Del Sole Ct. NW, ABQ, NM 87114
David Medina, 2101 New York Av. #1, ABQ, NM 87104
Jim Strozier, 302 8th St. NW, ABQ, NM 87102
Paul Silverman, 6211 San Mateo Blvd NE, ABQ, NM 87109
Valerie Bargas, COA, DFCS