Environmental Planning Commission

Agenda Number: 04
Project Number: 1009542
Case #: 15EPC-40077, 78
February, 11, 2016

Staff Report

Agent	City of Albuquerque Metropolitan Redevelopment Agency
Applicant	Same
Request	**Zone Map Amendment** **Site Development Plan for Subdivision**
Legal Description	Tract A Plat of Tract A Traction City Addn.
Location	Central Ave. SW between Rio Grande Boulevard and the Rio Grande River
Size	2.8 acres
Existing Zoning	C-2
Proposed Zoning	SU-1 for C-2 uses

Staff Recommendation

APPROVAL of Case 15 EPC 40077, ZMA based on the Findings beginning on Page 26, and subject to the Conditions of Approval beginning on Page 40.

APPROVAL of Case 15 EPC 40078 SPS based on the Findings beginning on Page 40 and subject to the Conditions of Approval beginning on Page 54.

Staff Planner
Maggie Gould, Planner

Summary of Analysis

This is request for a Zone Map Amendment and a Site Development Plan for Subdivision for a 2.8 acre parcel located on Central Avenue between Rio Grande Blvd. and the Rio Grande.

The request will allow the redevelopment of the historic El Vado Motel and the development of new housing on the adjacent Casa Grande site.

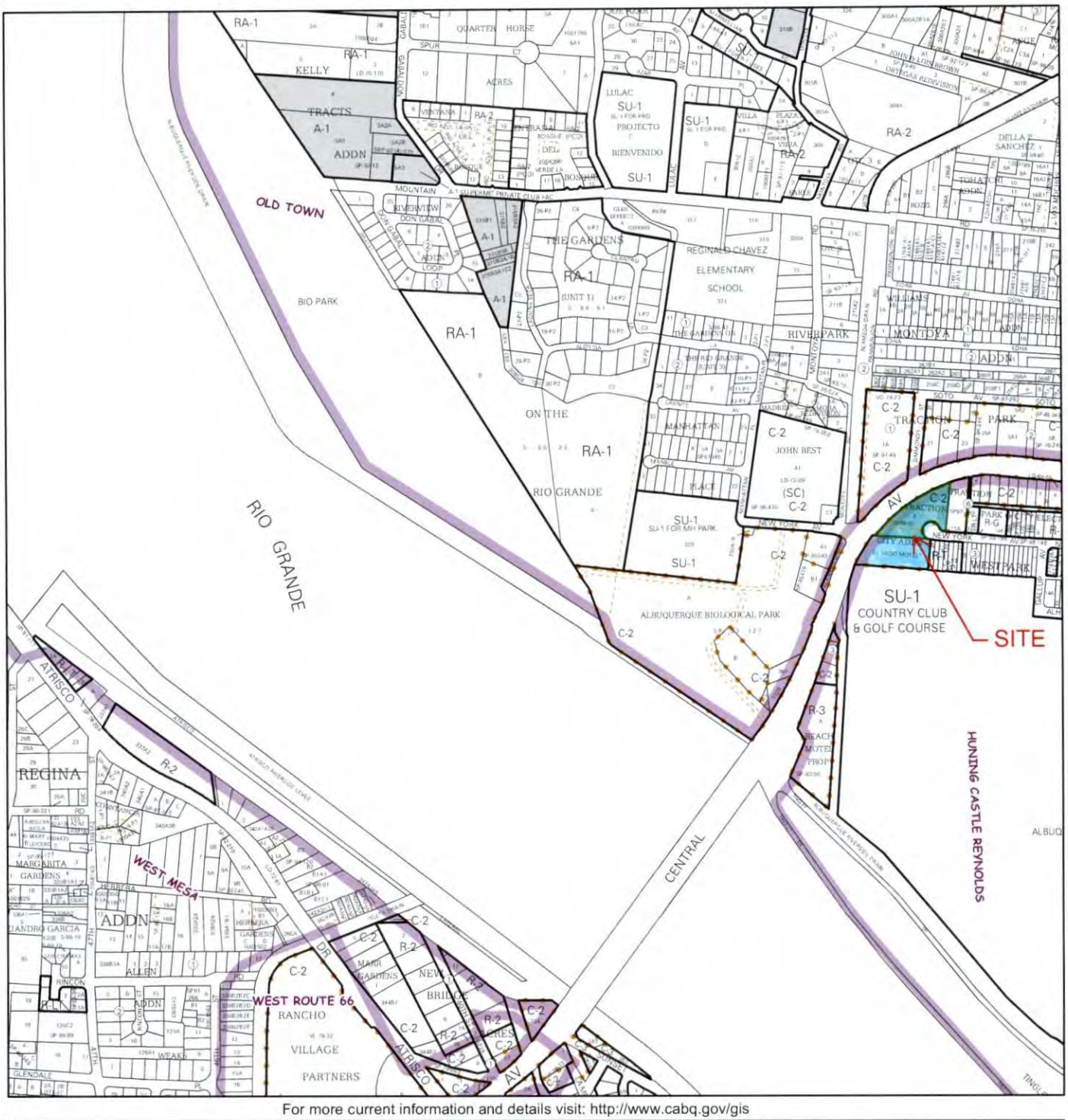
The applicant has justified the request as being more advantageous to the community as articulated in the applicable plans and policies because it will s articulated in the applicable plans because it will allow the redevelopment and preservation of a historic structure, the development of housing, add to the options for goods and services in the area and support the function of the Transit Corridor and Special Activity Center.

The applicant cites changed conditions in designation of the Transit Corridor, the special activity center and the decline in the auto oriented Route 66 style motel.

There is both support for and opposition to this request.

Staff requests approval on both requests

City Departments and other interested agencies reviewed this application from 01/04/16 to 01/15/16
Agency comments used in the preparation of this report begin on Page 56.



For more current information and details visit: http://www.cabq.gov/gis

AGIS
Albuquerque Geographic Information System

Map amended through: 9/2/2014

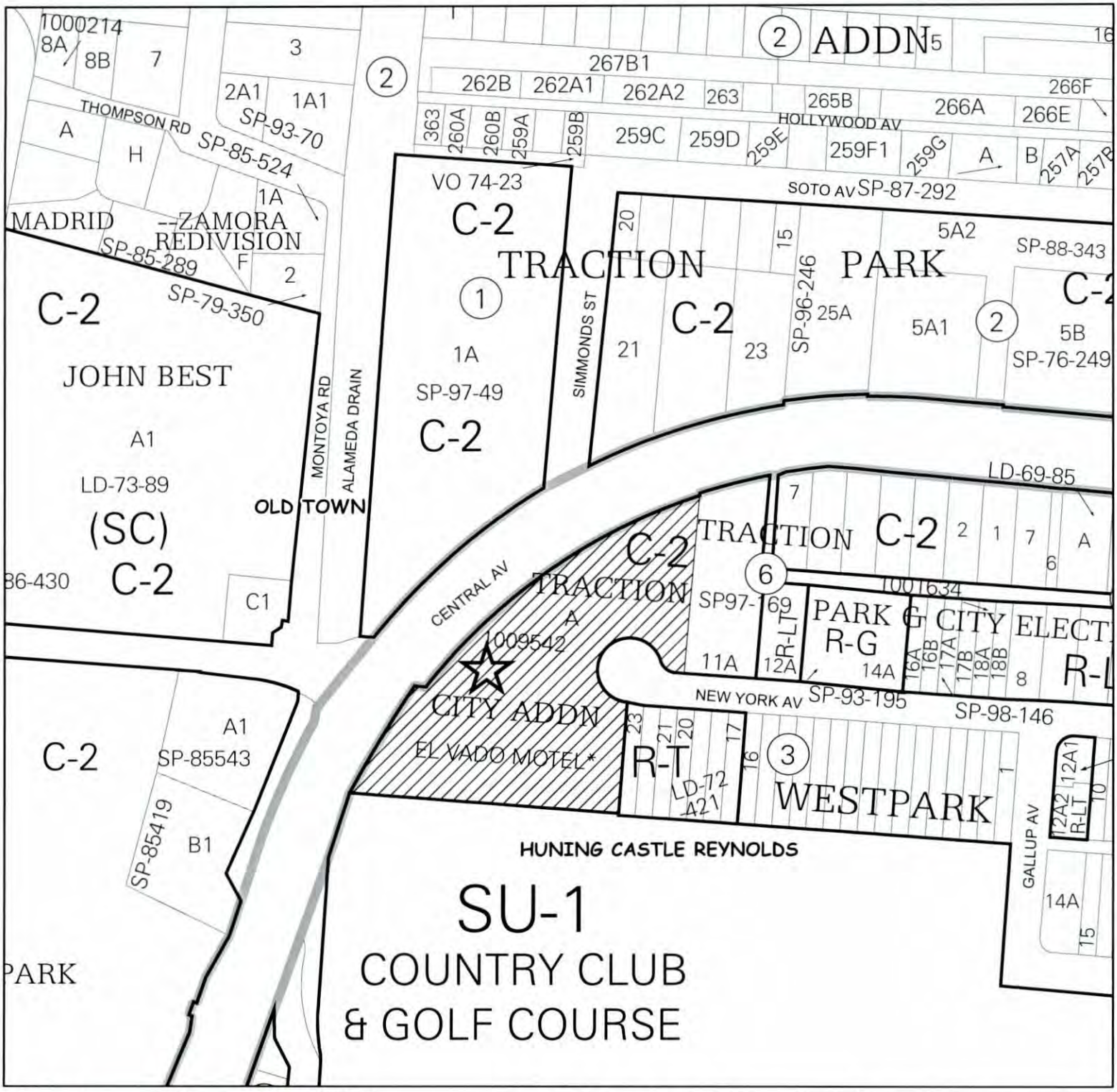
Zone Atlas Page:

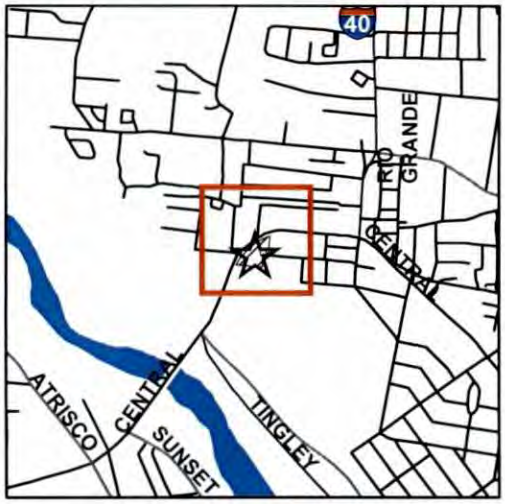
J-12-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

0 750 1,500 Feet



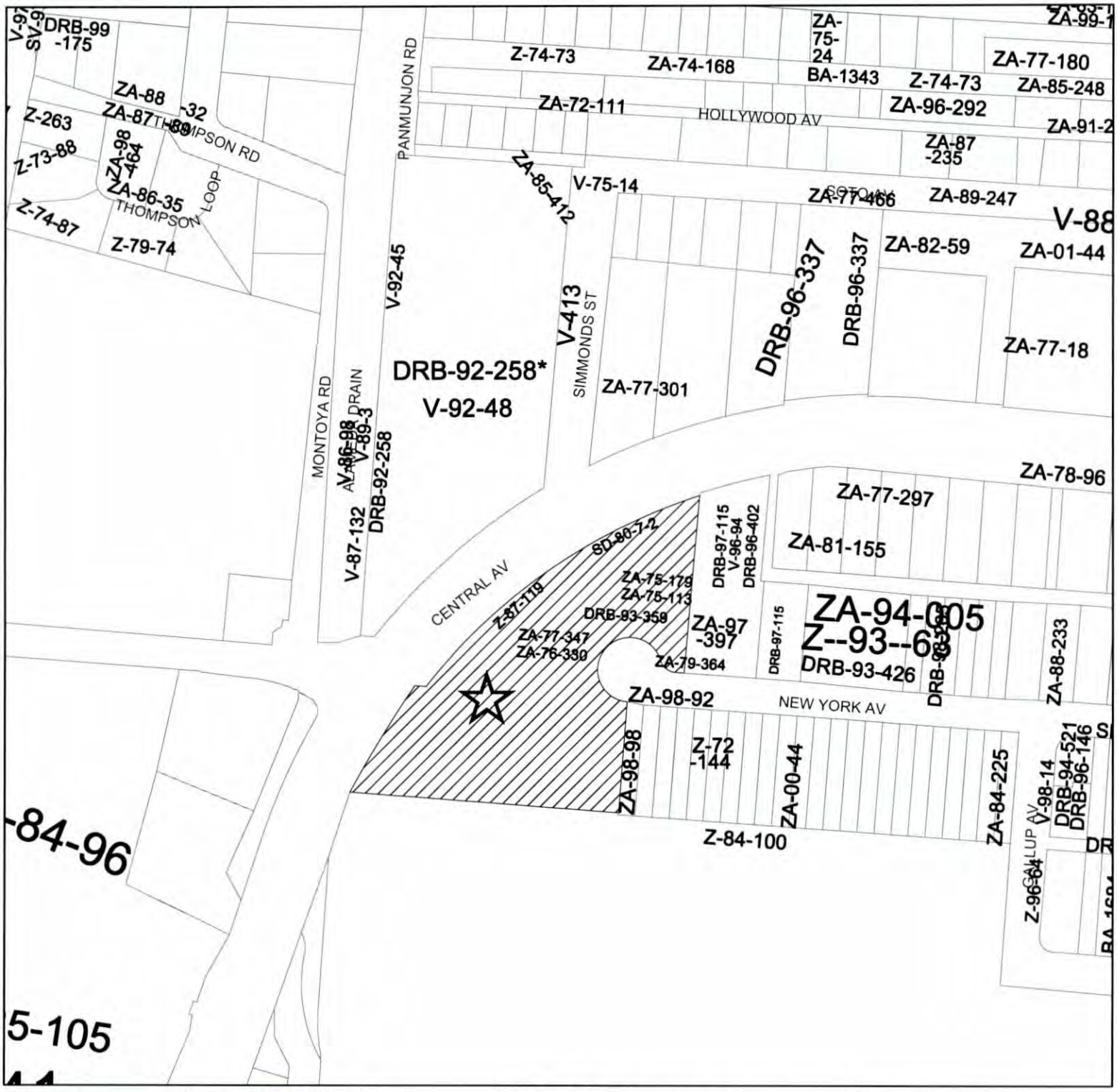


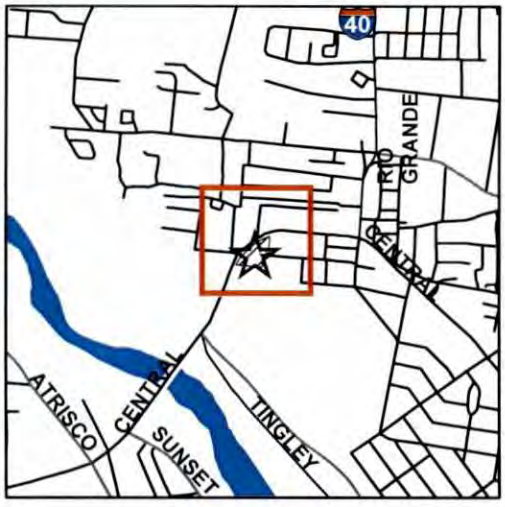
ZONING MAP

Note: Grey shading indicates County.

1 inch = 200 feet

Project Number:
1009542
Hearing Date:
02/11/2016
Zone Map Page: J-12
Additional Case Numbers:
15EPC-40077 &40078





HISTORY MAP

Note: Grey shading indicates County.

1 inch = 200 feet

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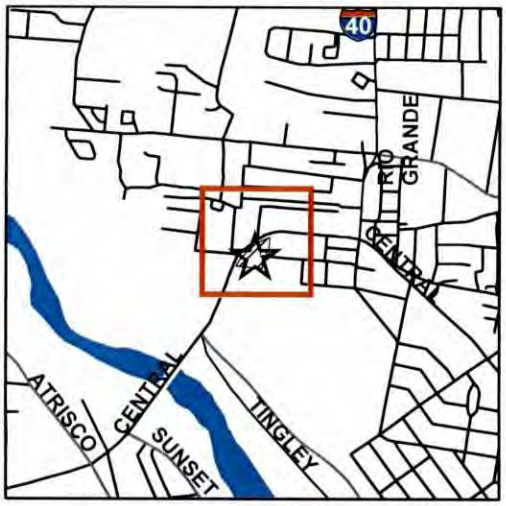

LAND USE MAP

Note: Grey shading indicates County.

KEY to Land Use Abbreviations

AGRI Agriculture
COMM Commercial - Retail
CMSV Commercial - Service
DRNG Drainage
MFG Manufacturing
MULT Multi-Family or Group Home
PARK Park, Recreation, or Open Space
PRKG Parking
PUBF Public Facility
SF Single Family
TRAN Transportation Facility
VAC Vacant Land or Abandoned Buildings
WH Warehousing & Storage

AGIS

1 inch = 200 feet

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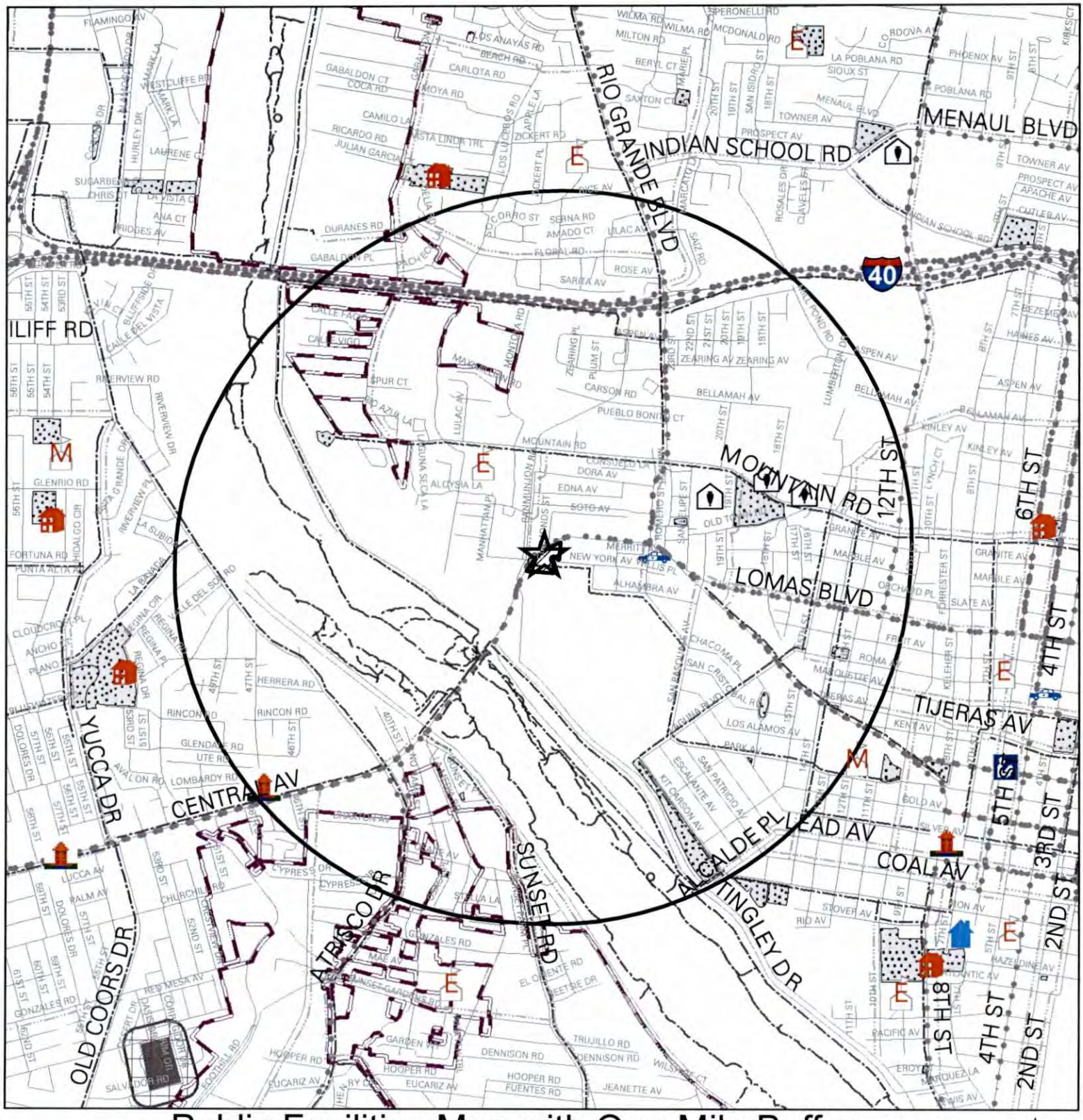


Public Facilities Map with One-Mile Buffer

COMMUNITY CENTER
MULTI-SERVICE CENTER
SENIOR CENTER
LIBRARY
MUSEUM
FIRE
POLICE
SHERIFF
SOLID WASTE
APS Schools
ABQ Ride Routes
ABQ Bike Facilities
Proposed Bike Facilities
Albuquerque City Limits
Landfill Buffer (1000 feet)
Landfills designated by EHD
Developed County Park
Undeveloped County Park
Developed City Park
Undeveloped City Park

Project Number: 1009542

0 0.5 1 Miles

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	C-2	Established Urban, Central Urban	Vacant, Vacant Commercial
North	C-2	Central Urban	Commercial,
South	SU-1 for Country Club and Golf Course	Established Urban	Institutional
East	C-2, R-LT, R-G	Established Urban, Central Urban	Housing
West	C-2	Established Urban, Central Urban	Institutional / Commercial

II. INTRODUCTION

Proposal

The request consists of a Zone Map Amendment and a Site Development Plan for Subdivision (SPS). The applicant proposes to amend the existing C-2 zone to SU-1 for C-2 uses in order to provide design standards for the property and to address the onsite parking requirements.

The SPS contains design standards, parking requirements, setbacks and height limits. The design standards ensure that future development is consistent with the historic El Valdo Motel building.

The applicant is asking that future approval for development on the site be approved administratively Staff has reviewed the SPS and believes that the combination of the SPS and the additional required reviews from State and Federal agencies is sufficient to ensure quality development on the site and therefore recommends the delegation to staff for Administrative Approval of a Site Development Plan for Building Permit.

The El Vado Motel is a historic building and cultural resource. The proposed zoning and Site Development Plan for Subdivision will allow the redevelopment of the site and the preservation of the existing historic structure. 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. The original auto court will become a gathering area with an amphitheater in the middle. 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.

EPC Role

The EPC is hearing this case because the EPC has the authority to hear all Zone Map Amendment (Zone Change) cases, regardless of site size, in the City. The EPC is the final decision-making body unless the EPC decision is appealed [Ref: §14-16-2-22(A)(1) SU-1 Special Use Zone, and 14-16-4-1, Amendment Procedure]. If so, an appeal would go to the Land Use Hearing Officer (LUHO) who then makes a recommendation to City Council [Ref: § 14-16-4-4-(A)(2) Appeal]. The case is a quasi-judicial matter.

History/Background

The subject site consists of the Historic El Vado Motel on the southern portion of the site and the Casa Grande restaurant to the north.

The El Vado Motel opened in 1937 and operated until 2005. The El Vado is an excellent example of both the Pueblo Revival style and the Route 66 era motor court. The El Vado was designated a Historic Landmark by the City in 2007. The City purchased the building to avoid its demolition in 2008.

The portion of the site to the north of the El Vado is referred to as the Casa Grande site because it was home a restaurant of the same name. The site was purchased in conjunction with the Department of Family and Community Services so that a housing component could be development along with the El Vado site. The existing buildings on the Casa Grande site will be demolished to make room for the new proposed housing.

Context

The site is across Central Avenue from the City's Aquarium and Botanic Gardens, adjacent to the West Park Residential neighborhood and the Albuquerque Country Club Golf Course.

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

The Long Range Roadway System designates Rio Grande Boulevard as a Minor Arterial.

The Long Range Roadway System designates Central Avenue as a Principal Arterial.

The Long Range Roadway System designates New York Avenue as a Local street.

Comprehensive Plan Corridor Designation

Central Avenue is a Major Transit Corridor. Rio Grande Boulevard is an Enhanced Transit Corridor.

Trails/Bikeways

There is an existing bike route along New York Avenue, through the center of the site, connecting to San Pasquale. The Paseo del Bosque trail, along the Rio Grande, is .26 miles from the subject site.

Transit

The Rapid Ride, 766 bus route and 66 Central Avenue bus route serve the site. There is an east bound bus stop directly in front of the site and a west bound bus stop across Central Avenue approximately 120 feet from the site.

Public Facilities/Community Services

Refer to the Public Facilities Map in the packet.

III. ANALYSIS

APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The C-2 zone provides sites for offices, most commercial and service activities and certain institutional uses.

The proposed zoning will allow the existing permissive and conditional uses under the C-2 zone but will modify the parking requirements to account for the site's urban location and historic buildings. The SU-1 zone allows the EPC to have full discretion over the parking requirements for SU-1 zoned sites. The proposed zone will be tied to a Site Development Plan for Subdivision with design standards. The design standards will ensure that the development of the site maintains the historic character of the El Vado and that the adjacent housing is designed to be complimentary to the El Vado.

The Site Development Plan for Subdivision (SPS) sets a parking requirement of:

- One automobile space per 400 square feet of net leasable space for commercial development.
- One space for each two units for the boutique lodge
- One space per dwelling unit for the residential development.

The SPS standards reference the zoning code § 14-16-3-1 and allow an additional 10% parking reduction because the site is on a transit line and 5% for a covered bus shelter and 10% for mixed use shared parking. The maximum reduction would be 25%.

The zoning code requirements in §14-16-3-1, Off Street Parking Requirements would be:

- One space per 200 square feet for retail or service use.
- One space per each four seats for a restaurant with full liquor license
- One space per each 200 square feet for office use on the ground floor

The parking requirement for the residential development would be pursuant to 14-16-2-17, the C-2 zone §14-16-2-17(A)(8)(e)(6), at one space per unit. Multi-family development would be allowed on the site pursuant to §14-16-2-17(A)(8) which allows R-3 uses on sites of a minimum of .5 acre provided they are on a Major or Enhanced Transit Corridor or in an Major Activity

Center or in a Metropolitan Redevelopment Area(MRA). The subject site is located in an MRA and is on a Major Transit Corridor.

The parking reductions in §14-16-3-1 would also apply to development under the C-2 zone.

The key difference between the two zones is that the SU-1 zone allows for a more urban parking requirement for commercial uses and the addition of design standards to guarantee that future development is consistent with the historic character of the El Vado Motel. Also the proposed zone will allow both the permissive and conditional uses of the C-2 zone.

The reduced requirement is appropriate in this location because the site has excellent access to transit, pedestrian connectivity into the neighborhoods and is near an activity bike path. The proposed parking standard also allows the central courtyard area of the El Vado to be developed as on site gathering space rather than a parking area.

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 Established Urban by the Comprehensive Plan with a Goal to "to create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment."

Applicable policies include:

Land Use

The proposed zoning and design standards <u>further the E goal</u> 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.

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 <u>furthers Policy II.B5d.</u>

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.

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.

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 requests further Policy II.B5h.

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 further Policy II.B5i.

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 requests further Policy II.B5j.

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 further Policy II.B5k.

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 requests further Policy II.B5o.

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 requests further Policy II.B5p.

Central Urban Area

The subject site is located in the area designated Central Urban (within the Established area) by the Comprehensive Plan with a Goal to "to promote the Central Urban Area as a focus for arts, cultural, and public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City" Applicable policies include:

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

The El Vado Motel is a historic building and cultural resource. The proposed zoning and Site Development Plan for Subdivision will allow the redevelopment of the site and the preservation of the existing historic structure. 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. The original auto court will become a gathering area with an amphitheater in the middle. 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 combination of these uses will make for an inviting gathering place in and around the amphitheater. The requests further 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 requests further Policy II.B6b.

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

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 requests further Policy II.B7f 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 requests further Policy II.B7f.

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 requests further Policy II.B7f i.

Air Quality

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.

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).

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 requests furthers Policy II.C.1d and e.

Historic Resources

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

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.

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

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

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.

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.*

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.

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. For example, visitors to the Bio-Park, Tingly Beach or the Golf Course can enjoy a relaxing atmosphere that the amphitheater/food pods at the El Vado will offer after a long day. 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 proposed site design standards and the redevelopment intention include a Historic Landmark, the El Vado Motel. The El Vado will be restored as per the Secretary of Interior's Standards for Rehabilitation and the stipulations forwarded by the National Park Service. Further, the Landmarks and Urban Conservation Commission has review and approval authority over any and all rehabilitation to the site and the buildings. The submitted set of redevelopment standards for the El Vado will ensure that the historic portion of the Central Avenue frontage is maintained.

The site also proposes two new multi-use buildings that will respect and complement the El Vado Motel. The Design Standards that are included in this application are tailored to reflect the El Vado as the nucleus of the entire site, and any new development shall satisfy the goals of maintaining and respecting the visual and cultural significance of the Central frontage while serving the community with new buildings that are appropriate in scale, height, massing and setbacks in a Special Activity Center.

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 Design Standards are written with attention to site amenities such as landscaping, pedestrian mobility via dedicated sidewalks and paths that are separated from automobiles and various pieces of public art that will be easily accessible in the former auto court, now proposed to be an amphitheater/gathering place. These will all be readily available to those visiting the site and will connect to other paths and sidewalks throughout the Special Activity Center.

The request furthers Policy II.C.9d.

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

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 requests further the goal and Policy II.D.4a.

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.

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*

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.

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.*

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.*

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.*

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

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.

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.

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.

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.

Huning Castle and Raynolds Addition Neighborhood Sector Development Plan (Rank 3)

The Huning Castle-Raynolds Addition Neighborhood Sector Development Plan (HRNSDP) is a rank-three plan adopted by the City Council in January 1981 and amended in 1993, 2000 and 2001. The Plan generally encompasses properties south of Central Avenue between 8th Street and the Rio Grande. The Rio Grande also serves as the southwestern boundary of the Plan area. The area includes the Huning Castle and Raynolds addition neighborhoods and the residential area north of the Albuquerque Country Club.

The Plan's overarching goal is to maintain the area's special qualities such as varied architectural styles, mature landscaping and neighborhood scale. The Plan contains a summary of Objectives and Recommendations in the following categories: Land use and Zoning, Transportation, Social Services, Parks, Housing and Neighborhood Maintenance, Public Facilities, Economic Development and Historic Preservation. The following apply to this request:

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 area surrounding the El Vado Motel is an older part of the City that was once the heart of a thriving economically active historic Route 66. 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. This is also part of the City's objective, to rejuvenate economic activity within this area.

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.

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.

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.

Historic Central Metropolitan Redevelopment Plan

This MR Plan focuses on redeveloping this City Council designated MR area of Central, between Laguna Drive and Sunset Road, with the specific goals as listed below:

- Brand the area as important to City residents and as a travel destination.
- Introduce iconic structures and directional signage near the intersections of Central Avenue and Tingly Drive and Central Avenue and Rio Grande Boulevard, and at either end of the Rio Grande Bridge, to draw attention to the uniqueness of the area.
- Redevelop catalyst areas in the Historic Central corridor in order to spur redevelopment of other vacant or underutilized lots.
- Improve the image, functionality and safety of the Historic Central corridor by developing an attractive and welcoming streetscape with street furnishings, enhanced pedestrian and bicycle facilities and improved transit services to and between tourist attractions and parking.
- Rehabilitate existing building facades and signs.

The Historic Central MR Plan emphasizes the importance of redeveloping the site into an economically feasible project while reflecting the El Vado Motel's historic character and association with Route 66's history. The MR Plan stresses the importance of the redevelopment that is c complementary to the neighborhood and furthers the goals of applicable adopted plans and policies of the City and for the area.

The MR Plan identifies the subject site as "Catalyst Area A" and states that it "is the highest priority area within the Historic Central MRA." It is strategically located near several activity centers and tourist destinations and contains the historically significant El Vado Motel. The MR Plan recognizes that the El Vado can be redeveloped into a tourist motel anchoring and branding Central Avenue with a strong Route 66 theme and adapting the structures and grounds into an outdoor/indoor market for local products, multi-family housing and other uses. The 1.2 acre 'Casa Grande' portion is best suited as a mixed use development, including up to 36 multi-family residential uses and ground floor commercial or office space.

Further, the MR Plan states that "the Central Avenue corridor has the potential for multi-family housing, particularly for commuters interested in taking the bus, Rapid Ride, and possibly the future Bus Rapid Transit line to work, school or other daily activities. Accessibility to transit could cut down on the need for a second or even first car, leaving households more disposable income for rent."

The proposed project on the subject site will implement the strategies offered in the Historic Central MR Plan for Catalyst Area A and strongly furthers the Goals and intents of this Plan.

Route 66 Action Plan

This Plan is a facility plan for the Central Avenue Corridor from the City limits on the east side (Tramway Boulevard) to 116th Street on the City's Westside. The Plan outlines five main Goals that will guide City investments. The zone change and all of the projects proposed through this planning effort will align with applicable Goals:

1. Historic Legacy: Preserve and protect Route 66 assets and interests.
   The restoration and rehabilitation of the El Vado Motel and reuse as a boutique Route 66 motel supports this goal.

5. Business and Development: Support opportunities that are catalytic for a strong and diverse business economy.
   The redevelopment of the El Vado Motel and the construction of two mixed-use buildings on the Casa Grande side of the subject site are direct responses to fulfilling this goal.

6. Promotion and Tourism: Recognize and support the potential Route 66 has to create a thriving local and tourist economy.
   The redevelopment of the El Vado Motel as a boutique Route 66 motel and the corresponding new development will invite tourists to visit Albuquerque and enjoy the Route 66 experience.

Resolution 270-1980 (Policies for Zone Map Change Applications)

This Resolution outlines policies and requirements for deciding zone map change applications pursuant to the Comprehensive City Zoning Code. There are several tests that must be met and the applicant must provide sound justification for the change. The burden is on the applicant to

show why a change should be made, not on the City to show why the change should not be made.

The applicant must demonstrate that the existing zoning is inappropriate because of one of three findings: there was an error when the existing zone map pattern was created; or changed neighborhood or community conditions justify the change; or a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan.

Analysis of Applicant's Justification

Note: Policy is in regular text; Applicant's justification is in *italics*; staff's analysis is in ***bold italics***

A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.

The request is consistent with the health, safety, morals, and general welfare of the City by furthering applicable goals and policies of the Comprehensive Plan, the Huning Castle and Raynolds Addition Neighborhood Sector Development Plan and the Historic Central Metropolitan Redevelopment Plan. This request will provide multi-family and retail uses along a Major Transit Corridor, provide complementary activities and uses in two Special Activity Centers and near a Major Activity Center. Additionally, the developed site will provide a buffer/transition to the established neighborhoods to the south from the intense uses along Central Avenue.

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. Stability of land use and zoning is desirable; therefore the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not on the city to show why the change should not be made.

This change will facilitate the appropriate redevelopment of the El Vado Motel a destination near other destinations. The requested zoning will recognize and codify that this is a unique site and discretion is required to address the necessary parking standards for this location; adoption of a specialized parking metric that is found in the Design Standards is more appropriate for the subject site. The El Vado building and the two proposed multi-use buildings will share the required parking. This coordination among multi-use buildings will help stabilize the area by ensuring that all uses will work together and act as a catalyst for other activities and businesses to locate along this stretch of the Central Avenue corridor.

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. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments thereto, including privately developed area plans which have been adopted by the city.

Refer to policy analysis

D. The applicant must demonstrate that the existing zoning is inappropriate because:

1. There was an error when the existing zone map pattern was created; or
2. Changed neighborhood or community conditions justify the change; or
3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

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. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood, or the community.

The zone change request and the uses provided by this redeveloped project will not be harmful to the adjacent property, the neighborhoods or the community as it will bring new economic activity to an area that has suffered a decline over recent decades and provides many uses that are unique and will be frequented by residents of the neighborhoods and the community. The site is currently zoned C-2 and the request is for SU-1/C-2 Uses, which allows the same uses. This change allows the EPC to use its discretionary review and approval authority for the Design Standards' urban infill metric for parking requirements.

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. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:

1. Denied due to lack of capital funds; or

2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

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.

The subject site has access to a full range of existing services and construction will be funded by the developer.

G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

The cost of land or other economic considerations are not the determining factor for the change, but the proposed housing, at the proposed density does allow for the development to be done cost effectively.

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. Location on a collector or major street is not in itself sufficient justification for apartment, office, or commercial zoning.

The location of this site along a Major Arterial is not the only reason for the zone change request, but Central Avenue's designation as a Major Transit Corridor does support the requested zoning. The site is already zoned C-2, which already allows for apartment, office or commercial uses. The Zoning Code's suburban, general parking requirements are not appropriate for an urban infill redevelopment project in a Special Activity Center in the Central Urban area.

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. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a "spot zone." Such a change of zone may be approved only when:

1. The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan; or
2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones; because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic, or special adverse land uses nearby; or because the nature of structures already on the premises makes the site unsuitable for the uses allowed in any adjacent zone.

The request to change the zoning from straight C-2 to SU-1/C-2 Uses creates a spot zone of SU-1 site plan control, but does not add any additional uses that are already allowed in the existing C-2 zone. This zone change will allow for this urban infill site to be developed with parking

requirements that are specific to the site and appropriate for the area heavy with Activity Center and Corridor designations, clearly facilitating realization of the Comprehensive Plan (see Section C). Further, the development of this site will offer a transition between the more intense traffic and uses along the Central Avenue Corridor and the neighborhoods to the south.

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. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called "strip zoning." Strip commercial zoning will be approved only where:

1. The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and
2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

Applicant's Justification The request will not create a strip zone.

The proposed zone will be nearly identical to the existing zoning. The request will not create a strip zone.

SITE DEVELOPMENT PLAN FOR (SUBDIVISION/BUILDING PERMIT)

Request

This is a request for a Site Development Plan for Subdivision to provide guidance for future development on the site and to ensure that the historic character of the El Vado Motel is maintained and that development on the entire site is consistent with the character of the El Vado.

Section 14-16-3-11 of the Zoning Code states, "...Site Development Plans are expected to meet the requirements of adopted city policies and procedures." As such, staff has reviewed the attached site development plan for conformance with applicable goals and policies in the Comprehensive Plan, Huning Castle and Raynolds Addition Neighborhood Sector Development Plan, Historic Central MRA Plan and the Route 66 Action Plan.

Site Plan Layout / Configuration

The site layout shows the existing El Vado Motel buildings remaining on the site (Tract A-1) around the existing central courtyard area. A 20 foot wide bike and pedestrian easement separates the El Vado site from the Casa Grande site to the north.

The SPS allows a maximum height of 26 at any location and additional height provided the solar angle planes are met pursuant to the R-2 zone. The required setbacks are as shown on the plan, 5 to 11 feet for the new residential construction and El Vado.

The minimum FAR is .3 and 30 dwelling units will be developed on the site.

Public Outdoor Space

The El Vado contains a large, central open area which will be used as an amphitheater Open space for the residential uses will be provide per the R-3 zone , referenced in the C-2 zone at:

200 square feet per each one bedroom or efficiency unit

250 square feet per each two bedroom unit

300 feet for each three bedroom or greater unit.

Vehicular Access, Circulation and Parking

Vehicular Traffic will access the site from Central Avenue via New York Avenue and an additional curb cut on Tract A-2. The residential buildings on Tracts A-2 and A-3 will be adjacent to Central Avenue.

The Site Development Plan for Subdivision (SPS) sets a parking requirement of:

- One automobile space per 400 square feet of net leasable space for commercial development.
- One space for each two units for the boutique lodge
- One space per dwelling unit for the residential development.

The SPS standards reference the zoning code § (14-16-3-1) and allow an additional 10% parking reduction because the site is on a transit line and 5% for a covered bus shelter and 10% for mixed use shared parking. The maximum reduction would be 25%.

The zoning code requirements in §14-16-3-1, Off Street Parking Requirements would be:

- One space per 200 square feet for retail or service use.
- One space per each four seats for a restaurant with full liquor license
- One space per each 200 square feet for office use on the ground floor

Pedestrian and Bicycle Access and Circulation, Transit Access

The site contains a 20 foot wide bicycle and pedestrian easement connecting to New York Avenue. New York Avenue is closed to car traffic where it meets the subject site. Only bike and pedestrian access is allowed from the site to New York Avenue.

Walls/Fences

Site fencing is limited to screen walls and low seat walls, 30 inches in height and stucco finished. Patio walls may be up 5 feet in height with wooden details. Wall must be stucco finished.

Landscaping

The landscaping will comply with section 14-16-3-10, General Landscaping Requirements and will meet design requirements regarding xeric plants, seasonal color and shade.

Grading, Drainage, Utility Plans

These will be required with the building permit process.

Architecture

The SPS requires that future development be "Spanish Pueblo Revival or Pueblo Revival " style to complement the El Vado Motel. This includes specific design features such as portals, stucco finishes, parapets with curvilinear ends or steps and rectangular windows that align with door headers or lintel and roof down spouts consistent with the building style.

Signage

Signage will be regulated by 14-16-3-5 General Signage regulations, except that no illuminated plastic panel signs are allowed and signs facing Central Avenue must comply with the Central Avenue Neon Design Overlay zone.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies

There are no significant outstanding agency comments. The applicant will be required to coordinate with PNM and the ABCWUA for future service on the site. The Long Range Planning Division and the MRCOG are supportive of the reduced parking.

Neighborhood/Public

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. The applicant met with interested parties on January 25th. Attendees were generally supportive of the project but some had concerns about the hammerhead design used to close New York Avenue to traffic. MRA is working with Municipal Development to add signage in the neighborhood clarifying that the New York Avenue is closed to thru traffic.

Staff received several letters from the public, two expressing concern about the hammerhead design used to close New York Avenue and 3 in support of the project. The hammerhead turnaround is an existing piece of built infrastructure in the public right of way.

V. CONCLUSION

This is request to amend the zoning on 2.8 acre site located on Central Ave between the Rio Grande and Rio Grande Boulevard from C-2 to SU-1 for C-2 uses in order to establish design standards that are consistent with the Historic El Vado Motel and to establish a more urban parking requirement that will allow the development the retail and commercial uses on the site. The request includes a Site Development Plan for Subdivision to codify these requirements.

The applicant has justified the request under R-270-1980 as being more advantageous to the community as articulated in the applicable plans because it will allow the redevelopment and preservation of a historic structure, the development of new affordable housing, add to the options for goods and services in the area and support the function of the Transit Corridor and Special Activity Center. The applicant also notes changed conditions in the form of the designation of the Transit Corridor, the development of the area as a special activity center and the decline in the auto oriented Route 66 style motel.

Staff is recommending approval of both requests.

FINDINGS -15EPC-40077 February 11th- 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 <u>further the Established Urabn goal</u> 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 <u>furthers Policy II.B5d.</u>

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 <u>furthers Policy II.C.9d.</u>

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 <u>further Policy II.C.9e</u> 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
      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. 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. Summarize Policy Analysis

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.

10. A Site Development Plan for Subdivision is heard concurrently with this request.

11. 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.

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

13. 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.

RECOMMENDATION - 15EPC-40077 February 11th, 2016

APPROVAL of 15 EPC 40077, a request for (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), based on the preceding Findings.

CONDITIONS OF APPROVAL – February 11th, 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 - 15EPC-40078 February 11 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 <u>further the Established Urabn goal</u> 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 <u>furthers Policy II.B5d.</u>

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 <u>furthers Policy II.B5e.</u>

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 <u>further Policy II.B5e.</u>

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

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
      3. 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.

RECOMMENDATION – 15 EPC 40078, February 11, 2016

APPROVAL of 15EPC-40078, a request for Site Development Plan for Subdivision, 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), based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL – 15 EPC 40078, February 11, 2016- 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.

Maggie Gould
Planner

Notice of Decision cc list:

COA Metropolitan Redevelopment 600 2nd Street NM, ABQ NM, 87102

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Office of Neighborhood Coordination

West Park NA (R)

Gardens on the Rio Grande HOA

Historic Old Town Property Owners Assoc.

Huning Castle NA (R)

Vecinos Del Bosque NA (R)

Pat Hurley NA (R)

South West Alliance of Neighbors (SWAN)

South Valley Coalition of NA's

Westside Coalition of NA's

2/8/16 – Recommended for Facilitation by Staff Planner – siw

2/11/16 – Assigned to Philp Crump - th

Long Range Planning

Long Range Planning strongly supports the redevelopment of this key catalytic site within this Special Activity Center along a Major Transit Corridor and adjacent to the BioPark Special Activity Center.

The proposed parking standards are appropriate for this Central Urban Area site that is served by the Rapid Ride transit service and will be served by the future Albuquerque Rapid Transit (ART).

Metropolitan Redevelopment Agency

CITY ENGINEER

Transportation Development

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).

□ No objection to the Zoning Request.

Hydrology Development

; Will require a full G&D plan review meeting the following criteria and other criteria stated in the Development Process Manual Chapter 22 and the design guidelines given in Standard Specifications when developing this lot all new impervious areas or redesigned areas must meet the following criteria. Staff Planner: Maggie Gould

GENERAL HYDROLOGY CRITERIA:

- Beyond 10' of a structure, all landscape beds to be depressed below grade. Within 10', runoff shall be directed away from the structure.

- All new development projects shall manage the runoff from precipitation which occurs during the 90th Percentile Storm Events, referred to as the "first flush." The Site Plan/Drainage Plan must indicate all areas and mechanisms intended to capture the first flush. For volume calculations, the 90th Percentile storm event is 0.44 inches. For Land Treatment D the initial abstraction is 0.1", therefore the first flush volume should be based on 0.44"-0.1"=0.34" and only consider the impervious areas.
  - State how the first flush will be managed and supporting calculations
  - State the area of Land Treatment D on the plan

- The applicant may request a pre-design meeting with the Hydrology Section. First submit a Conceptual Grading and Drainage plan, and indicate on the DTIS sheet **(in large bold letters at the top)** that a pre-design conference is requested (DTIS sheet is the information sheet required for all Hydrology and Transportation submittals). The reviewer will contact the applicant to set up a meeting.

  - The engineer should research the Master Drainage Plan and/or adjacent sites – essentially practice due diligence prior to meeting. Conceptual Grading and Drainage plans should reference the master drainage plan or other sources that indicate the intended drainage for that area. **The applicant should provide excerpts from the supporting documents and/or grading plans.**
  - Final Drainage Reports should have an appendix with all supporting documentation

- When determining allowable discharge from a site
  - If a Master Drainage Report planned an allowable discharge for a site, determine if the basis for that discharge is still valid or if conditions have since changed.
  - If discharging to the street, determine if the street has capacity. Also determine if the storm drain has capacity.
  - If discharging to the back of inlets, determine if doing so will still provide capacity for the discharge from the street
  - When determinging inlet capacity using the orifice equation, the area for a single grate

should be 3.84 sq. ft.

- All flows must enter a water quality pond/swale before leaving the site or entering the public storm sewer system.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Per MRCOG's 2040 Long Range Roadway System Map, Central Ave. is designated as a Community Principal Arterial. Through the site is a critical bicycle route bypass of Central Ave. between the intersections of New York/Central and San Pasquale/Central. The existing 20' wide public pedestrian and bicycle easement through the site that connects Central Ave. to the existing dead end of New York Ave. east of the site shall be preserved. Refer to ABQ Ride comments regarding left-in and left-out turning movements on Central, which will be restricted with improvements by the ART project.

Traffic Engineering Operations

NM DOT has no Comments

WATER UTILITY AUTHORITY

Utility Services

1. 15EPC-40077 Zone Map Amendment

a. No adverse comments.

2. 15EPC-40078 Site Development Plan for Subdivision

a. Prior to service, an availability statement must be request online at the following link: http://www.abcwua.org/Availability_Statements.aspx. Requests shall include fire marshal requirements.

b. Cross Connection information (contact Jane Rael (505) 289-3439, jrael@abcwua.org or Robert Chavez (505) 289-3454, rfchavez@abcwua.org)

i. Per the Cross Connection Ordinance, all new non-residential premises must have a reduced pressure principle backflow prevention assembly approved by the Water Authority installed at each domestic service connection to the customer's water system or at a location approved by the Water Authority. The developer may request a variance in writing from the cross connection manager. All new fire line services to fire protection systems shall be equipped with a reduced pressure principal backflow prevention assembly approved by the Water Authority and Fire Marshal having jurisdiction at each service connection. A double check valve assembly approved by the Water Authority and Fire Marshal having jurisdiction may be installed instead of a reduced pressure backflow prevention assembly provided the fire protection system contains ANSI/NSF Standard 60 or 61 water piping throughout the entire fire protection system, the fire sprinkler drain discharges into atmosphere, and there are no reservoirs, fire department connections, connections from auxiliary water

supplies, antifreeze nor other additives. The Water Utility Authority requests that all backflow (containment) devices be located above ground just outside the easement or roadway right-of-way.

ENVIRONMENTAL HEALTH DEPARTMENT

PARKS AND RECREATION

Planning and Design

Reviewed no comments

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

No Crime Prevention or CPTED comments concerning the Zone Map Amendment or Site Development Plan For Subdivision requests at this time.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

We need all proposed refuse enclosures clearly noted. All enclosures will need drains. We need square footage of new/existing buildings ,to verify refuse service is sufficient for property. Page SDPS-2.1 appears entrance to enclosure inadequate for truck access, i.e., enclosure off center, curbs hinder proper access.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Adjacent and nearby routes Route #766, Rapid Ride Res Line, Route # 66 Central Route pass site on Central.

Adjacent bus stops There is an existing bus stop adjacent to the property, approximately 230' north east from the southwest corner of the property.

Site plan requirementsTransit requests the applicant to install a Type C bus shelter as per the COA Design standard COA 2355, and associated bench and trash can at the existing bus stop located adjacent to the property on San Mateo. Please provide access from the proposed development to the bus stop via a 5' wide concrete sidewalk.

Large site TDM suggestions None.

Other information None

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

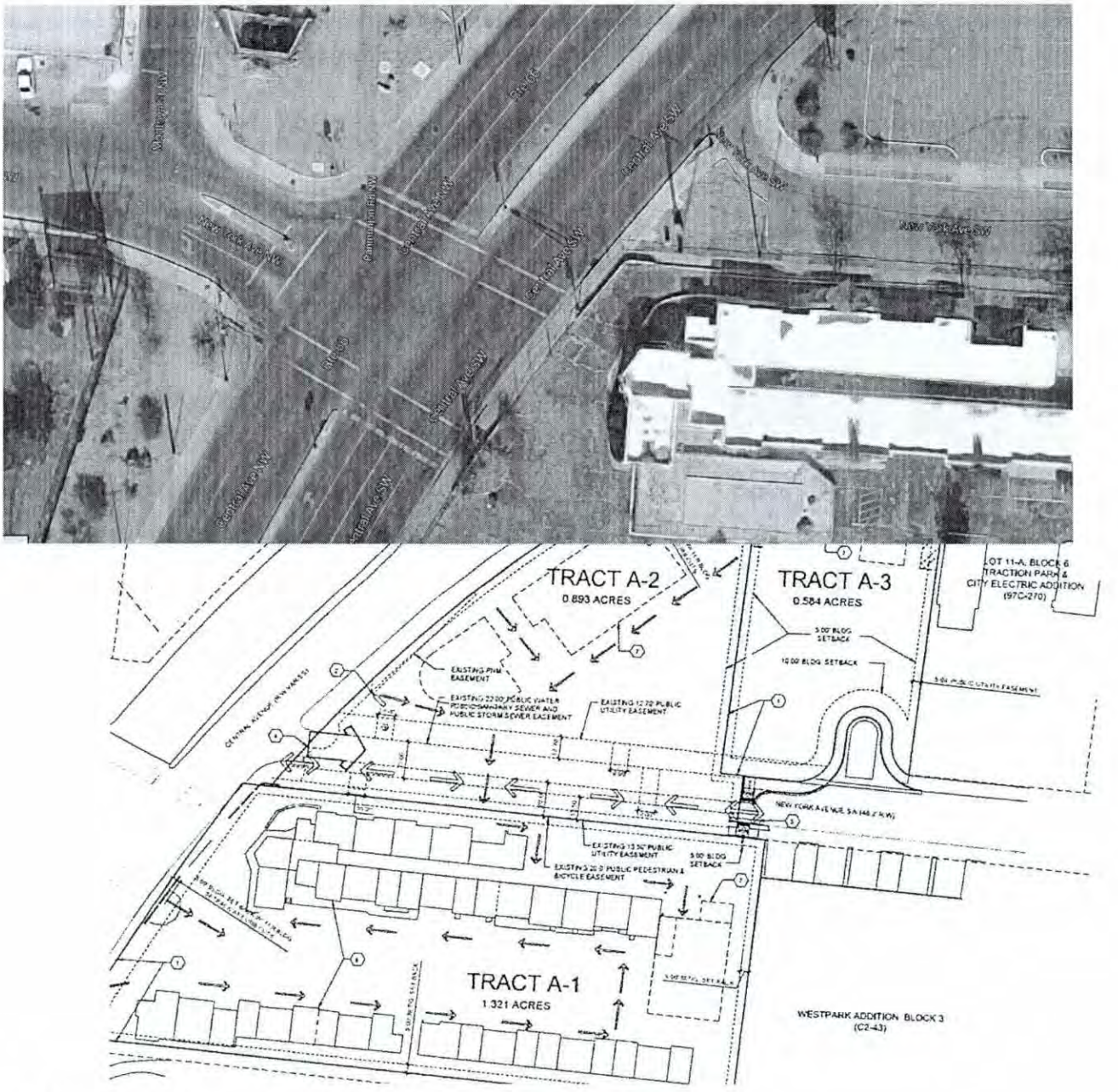
ALBUQUERQUE PUBLIC SCHOOLS

This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MRMPO agrees with the applicant that "the Zoning Code's suburban parking requirements are not suitable nor appropriate for this infill/redevelopment project within this urban context." The site location is well served by bus route 66 and is within a quarter mile of the 766 Rapid Ride stop. Given the described site and the proximity to the City of Albuquerque Aquarium and Bio Park, it is likely to generate foot traffic. MRMPO therefore recommends providing wider sidewalk facilities along Central Ave adjacent to the site to accommodate pedestrian travel.

MRMPO also recommends including a means to help bicyclists travel across Central Ave using New York Ave by providing space for bicyclists use the site to reach the signalized intersection. The current design shows excellent bicyclist accommodation to the site from neighborhoods to the east. However, given that New York Ave is offset and there is a retention wall (and chain link fence) surrounding the site, bicyclists need to use the sidewalk in order to reach the Central Ave - New York Ave NW intersection.



MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

1. An existing overhead electric distribution line is located along the northwestern boundary of the subject site on the Central Avenue south side frontage. An existing overhead electric distribution line is located along the south side of New York Avenue SW which bisects the

project site. A third overhead electric distribution line is located along the eastern boundary of Tract A-3. It is the applicant's obligation to abide by any conditions or terms of those easements.

2. Changes are planned for the Central Avenue roadway and adjacent utility facilities potential relocation at this project location to accommodate the City of Albuquerque's Rapid Transit (ART) Project. Refer to the design for the ART Project to ensure compatibility.

3. It is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service regarding this project and to coordinate proposed sign location and height, tree location and height, and lighting height in order to ensure sufficient safety clearances from existing overhead electric distribution facilities. Contact:

Mike Moyer

PNM Service Center

4201 Edith Boulevard NE

Albuquerque, NM 87107

Phone: (505) 241-3697

4. 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.

3

5. Sheet SDPS-1.1, Overall Grading Plan, indicates that two first flush water harvesting areas are located at PNM existing pole locations on the south side of the existing New York Avenue NW on the project site which is not acceptable

Looking east across Central Avenue at the El Vado

The central courtyard at the El Vado and motel units

Looking south at the northern boundary of the E Vado
Looking west at the rear of the El Vado

Looking northeast at the Casa Grande (New York and Central)
Looking south at the Casa Grade site

Casa Grande site from New York Ave

Casa Grande site along Central AVE.

Casa Grande Site from New York Ave.

HISTORY

CITY of ALBUQUERQUE
EIGHTEENTH COUNCIL

COUNCIL BILL NO. O-07-1 ENACTMENT NO. _____

SPONSORED BY: Isaac Benton, by request

ORDINANCE

DESIGNATING EL VADO MOTEL A CITY OF ALBUQUERQUE LANDMARK.

WHEREAS, the adoption of Council Bill Enactment No. O-2006-003 was reversed by the district court decision of March 21, 2007 in CV-2007-10189, Second Judicial District Court, County of Bernalillo, State of New Mexico, rendering Council Bill Enactment No. O-2006-003 of no force and effect; and

WHEREAS, the district court remanded the El Vado Motel landmark proceedings to the Landmarks and Urban Conversation Commission for new proceedings on the October 5, 2005 application to designate the El Vado Motel as a city landmark.

BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:

Section 1. INTENT.

(A) El Vado Motel, located at 2500 Central Avenue SW, Lots 24-39, Block 3 except the southerly 7.5 feet, Westpark Addition to the City of Albuquerque, has been recommended as a City Landmark by the Landmarks and Urban Conservation Commission; and

(B) El Vado Motel meets criteria for City Landmark designation, as specified in Section 14-12-7(A) ROA 1994, establishing the Landmarks and Urban Conservation Commission and providing for designation of City Landmarks, as follows:

(1) Has historic significance rooted in its architecture and associations with automobile tourism on U.S. Highway 66;

(2) Portrays the environment of a group of people (lodging operators and automobile tourists) in an era of history (Late Depression/World

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War II/Post-War Period) characterized by a distinctive architectural style (Spanish-Pueblo Revival);

(3) Embodies the distinctive characteristics of a type and method of construction; that being an automobile tourist court consisting of stuccoed adobe bearing walls with timber roof beams and wood decking/ceiling and including a multicolor, luminous tube (neon) image on a painted metal sign;

(4) Was listed in the State Register of Cultural Properties and National Register of Historic Places in 1993; and

(5) Its preservation is critical because of its relationship to already designated landmarks.

(C) Significant features of El Vado Motel identified by the Landmarks and Urban Conservation Commission as being worthy of preservation:

(1) All three buildings in the complex;

(2) Spanish-Pueblo Revival styling in the form of buttressed walls with curvilinear parapets, projecting vigas, wood posts and beams, and doors and windows recessed in the adobe bearing walls;

(3) The court space between the buildings and its openness to Central Avenue;

(4) The El Vado Motel pole sign at the Central Avenue frontage;

(5) The pattern and proportion of (window and door) openings in exterior walls facing public streets;

(6) Wood windows and doors that remain or whose design is documented in photographs or drawings of the building;

(7) Characteristic interior features including the reception area space with fireplace, exposed viga ceilings, original interior wood doors with hardware and the plastered walls; and

(8) Open carports between room units.

(D) In addition to the preservation of distinctive features set forth in subsection (C), the following guidelines should be adopted:

(1) New construction may be approved on the premises if it is compatible in scale, style, and exterior finish materials with the historic buildings and aligned with the existing facades. Carports may be enclosed to

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increase heated space, provided that their original openings remain evident and at least one carport remains open for historic interpretation purposes.

(2) The court between existing buildings should remain open to public view from Central Ave. and new construction should further define the court and not destroy historic material, features or spatial relations that define the property.

(3) The federal Secretary of the Interior's Standards for Rehabilitation shall be incorporated into the specific development guidelines for El Vado Motel by reference.

Section 2. DESIGNATION. That El Vado Motel be designated a City Landmark.

Section 3. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this ordinance is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this ordinance. The Council hereby declares that it would have passed this ordinance and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provision being declared unconstitutional or otherwise invalid.

Section 4. COMPILATION. This ordinance shall not be incorporated in and made part of the Revised Ordinances of Albuquerque, New Mexico, 1994.

Section 5. EFFECTIVE DATE. This ordinance shall take effect five days after publication by title and general summary.

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ZONING

Please refer to the Zoning Code for specifics of
The SU-1 and C-2 zones

APPLICATION INFORMATION

City of **Albuquerque**

DEVELOPMENT/ PLAN REVIEW APPLICATION

Updated 4/16/15

Supplemental Form (SF)

SUBDIVISION
- ___ Major subdivision action
- ___ Minor subdivision action
- ___ Vacation
- ___ Variance (Non-Zoning)

SITE DEVELOPMENT PLAN
- X for Subdivision
- ___ for Building Permit
- ___ Administrative Amendment (AA)
- ___ Administrative Approval (DRT, URT, etc.)
- ___ IP Master Development Plan
- ___ Cert. of Appropriateness (LUCC)

STORM DRAINAGE (Form D)
- ___ Storm Drainage Cost Allocation Plan

S Z ZONING & PLANNING
- ___ Annexation
- V X Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)
- P ___ Adoption of Rank 2 or 3 Plan or similar
- ___ Text Amendment to Adopted Rank 1, 2 or 3 Plan(s), Zoning Code, or Subd. Regulations
- D ___ Street Name Change (Local & Collector)

L A APPEAL / PROTEST of...
- ___ Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other

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

APPLICATION INFORMATION:

Professional/Agent (if any): ___ PHONE: ___
ADDRESS: ___ FAX: ___
CITY: ___ STATE ___ ZIP ___ E-MAIL: ___
APPLICANT: COA Metropolitan Redevelopment Agency PHONE: 924 3927
ADDRESS: 600 2nd Street NW FAX: ___
CITY: Albuquerque STATE NM ZIP 87102 E-MAIL: rvelarde@cabq.gov
Proprietary interest in site: owner List all owners: City of Albuquerque

DESCRIPTION OF REQUEST: Zone Change to SU-1/C-2 Uses & SPS w/ Design Standards

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

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

Lot or Tract No. A-1, A-2, A-3 Block: ___ Unit: ___
Subdiv/Addn/TBKA: Traction City Addition
Existing Zoning: C-2 Proposed zoning: SU-1/C-2 Uses MRGCD Map No ___
Zone Atlas page(s): J-12 UPC Code: 101205847826210201

CASE HISTORY:
List **any** current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_,Z_, V_, S_, etc.): ___
Projects: 1009542, 1004369, 1001620

CASE INFORMATION:
Within city limits? X Yes Within 1000FT of a landfill? ___
No. of **existing** lots: 3 No. of **proposed** lots: ___ Total site area (acres): 2.8
LOCATION OF PROPERTY BY STREETS: On or Near: Central Avenue
Between: Rio Grande SW and Rio Grande River
Check if project was previously reviewed by: Sketch Plat/Plan ☐ or Pre-application Review Team(PRT) ☐. Review Date: ___

SIGNATURE [signature] DATE 12/30/15
(Print Name) Chris Hyer Applicant: X Agent: ☐

FOR OFFICIAL USE ONLY **Revised: 11/2014**

- ☐ **INTERNAL ROUTING**
- X All checklists are complete
- X All fees have been collected
- X All case #s are assigned
- X AGIS copy has been sent
- X Case history #s are listed
- ☐ Site is within 1000ft of a landfill
- ☐ F.H.D.P. density bonus
- ☐ F.H.D.P. fee rebate

Application case numbers	Action	S.F.	Fees
1SEPC - ~~AZM~~ 40077	AZM	___	$ 0
1SEPC - 40078	SPS	___	$ ~~[illegible]~~
___ - ___	ADV	___	$ ~~[illegible]~~
___ - ___	CMF	___	$ ~~[illegible]~~
___ - ___	___	___	$ ___
			Total $ 0

Hearing date February 11, 2015

[signature] 12-30-15
Staff signature & Date

Project # 1009542

FORM Z: ZONE CODE TEXT & MAP AMENDMENTS, PLAN APPROVALS & AMENDMENTS

☐ **ANNEXATION (EPC08)**

__ Application for zone map amendment including those submittal requirements (see below).
Annexation and establishment of zoning must be applied for simultaneously.
__ Petition for Annexation Form and necessary attachments
__ Zone Atlas map with the entire property(ies) clearly outlined and indicated
NOTE: The Zone Atlas must show that the site is in County jurisdiction, but is contiguous to City limits.
__ Letter describing, explaining, and justifying the request
NOTE: Justifications must adhere to the policies contained in "Resolution 54-1990"
__ Letter of authorization from the property owner if application is submitted by an agent
__ Board of County Commissioners (BCC) Notice of Decision
__ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts
__ Sign Posting Agreement form
__ Traffic Impact Study (TIS) form
__ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

☐ **SDP PHASE I – DRB CONCEPTUAL PLAN REVIEW (DRBPH1)** (Unadvertised)
☐ **SDP PHASE II - EPC FINAL REVIEW & APPROVAL (EPC14)** (Public Hearing)
☐ **SDP PHASE II - DRB FINAL SIGN-OFF (DRBPH2)** (Unadvertised)

__ Copy of findings from required pre-application meeting (needed for the DRB conceptual plan review only)
__ Proposed Sector Plan (**30** copies for EPC, **6** copies for DRB)
__ Zone Atlas map with the entire plan area clearly outlined and indicated
__ Letter describing, explaining, and justifying the request
__ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts (for EPC public hearing only)
__ Traffic Impact Study (TIS) form (for EPC public hearing only)
__ Fee for EPC final approval only (see schedule)
__ List any original and/or related file numbers on the cover application
Refer to the schedules for the dates, times and places of DRB and EPC hearings. Your attendance is required.

☑ **AMENDMENT TO ZONE MAP - ESTABLISHMENT OF ZONING OR ZONE CHANGE (EPC05)**

✓ Zone Atlas map with the entire property clearly outlined and indicated
✓ Letter describing, explaining, and justifying the request pursuant to Resolution 270-1980.
✓ Letter of authorization from the property owner if application is submitted by an agent
✓ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts
✓ Sign Posting Agreement form
✓ Traffic Impact Study (TIS) form
N/A Fee (see schedule)
✓ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

☐ **AMENDED TO SECTOR DEVELOPMENT MAP (EPC03)**
☐ **AMENDMENT SECTOR DEVELOPMENT, AREA, FACILITY, OR COMPREHENSIVE PLAN (EPC04)**

__ Proposed Amendment referenced to the materials in the Plan being amended (text and/or map)
__ Plan to be amended with materials to be changed noted and marked
__ Zone Atlas map with the entire plan/amendment area clearly outlined
__ Letter of authorization from the property owner if application is submitted by an agent (map change only)
__ Letter describing, explaining, and justifying the request pursuant to Resolution 270-1980 (Sector Plan map change only)
__ Letter briefly describing, explaining, and justifying the request
__ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts (for sector plans only)
__ Traffic Impact Study (TIS) form
__ Sign Posting Agreement
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

☐ **AMENDMENT TO ZONING CODE OR SUBDIVISION REGULATORTY TEXT (EPC07)**

__ Amendment referenced to the sections of the Zone Code/Subdivision Regulations being amended
__ Sections of the Zone Code/Subdivision Regulations to be amended with text to be changed noted and marked
__ Letter describing, explaining, and justifying the request
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

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

Rebecca Velarde
Applicant name (print)
Rebecca Velarde 12/30/15
Applicant signature & Date

Revised: June 2011

☑ Checklists complete
☑ Fees collected
☑ Case #s assigned
☐ Related #s listed

Application case numbers
15EPC - 40077
-
-

12-30-15
Staff signature & Date

Project # 1009542

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

☑ **SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC16)** **Maximum Size: 24" x 36"**
☐ **IP MASTER DEVELOPMENT PLAN (EPC11)**

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

☐ **SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC15)** **Maximum Size: 24" x 36"**
☐ **SITE DEVELOPMENT PLAN and/or WAIVER OF STANDARDS FOR WIRELESS TELECOM FACILITY (WTF) (EPC17)**

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

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

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

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

☐ **AMENDED SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC01) Maximum Size: 24" x 36"**
☐ **AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC02)**

__ Proposed amended Site Plan (folded to fit into an 8.5" by 14" pocket) **20 copies**
__ DRB signed Site Plan being amended (folded to fit into an 8.5" by 14" pocket) **20 copies**
__ DRB signed Site Plan for Subdivision, if applicable (required when amending SDP for Building Permit) **20 copies**
__ Site plans and related drawings reduced to 8.5" x 11" format (**1 copy**)
__ Zone Atlas map with the entire property(ies) clearly outlined
__ Letter briefly describing, explaining, and justifying the request
__ Letter of authorization from the property owner if application is submitted by an agent
__ Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
__ Sign Posting Agreement
__ Completed Site Plan for Building Permit Checklist (not required for amendment of SDP for Subdivision)
__ Traffic Impact Study (TIS) form with required signature
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application

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

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

Rebecca Velarde
Applicant name (print)

Applicant signature / date 12/30/15

Form revised **November 2010**

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

Application case numbers
15EPC - 40078
_____ - _____ - _____
_____ - _____ - _____

12.30-15
Planner signature / date

Project #: 1009542

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: City of Albuquerque **DATE OF REQUEST:** 12/30/15 **ZONE ATLAS PAGE(S):** J-12

CURRENT:

ZONING C-2

PARCEL SIZE (AC/SQ. FT.) 2.8 acres

LEGAL DESCRIPTION:

LOT OR TRACT # A-1, A-2, A-3 BLOCK # _____

SUBDIVISION NAME Truchas City

REQUESTED CITY ACTION(S):

ANNEXATION [ ]

ZONE CHANGE [X]: From C-2 To SU-1/C-2

SECTOR, AREA, FAC, COMP PLAN [ ]

AMENDMENT (Map/Text) [ ]

SITE DEVELOPMENT PLAN:

SUBDIVISION*	[X]	AMENDMENT	[ ]
BUILDING PERMIT	[ ]	ACCESS PERMIT	[ ]
BUILDING PURPOSES	[ ]	OTHER	[ ]

*includes platting actions

PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT [ ]

NEW CONSTRUCTION (Future) [X]

EXPANSION OF EXISTING DEVELOPMENT [X] (Future)

GENERAL DESCRIPTION OF ACTION:

OF UNITS: 30 residential units (new construction)

BUILDING SIZE: 10,000 square feet (sq. ft.) commercial (new construction)
2,450 square feet event center (new const.)
6,769 sq. ft. commercial (existing)
6,420 sq. ft. hosp. bldg. (existing)

Note: changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE Rebecca Valentine DATE 12/30/15

(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section - 2ND Floor West, 600 2nd St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [ ] NO [X] BORDERLINE [ ]

THRESHOLDS MET? YES [ ] NO [X] MITIGATING REASONS FOR **NOT** REQUIRING TIS: PREVIOUSLY STUDIED: [ ]

Notes:

30 apartments, 10,000 sf. retail → replaces restaurant and one strip mall

If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. ***Any subsequent changes to the development proposal identified above may require an update or new TIS.***

TRAFFIC ENGINEER _____ 12-30-15 DATE

Required **TIS must be completed prior to applying to the EPC and/or the DRB.** Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with.

TIS -SUBMITTED ___/___/___

-FINALIZED ___/___/___ TRAFFIC ENGINEER _____ DATE _____

Revised January 20, 2011

CITY OF ALBUQUERQUE

December 23, 2015

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

Dear Mr. Chairman:

The purpose of this letter is to authorize Dekker/Perich/Sabatini to act as agent for the City of Albuquerque for a City owned property located at 2410, 2424 & 2500 Central Avenue SW in Albuquerque, New Mexico. The City is requesting approval of a Zone Map Amendment from C-2 to SU-1/C-2 Uses and a Site Development Plan for Subdivision. The legal description of the property is Tract A-1, A-2 & A-3, Traction City Addition, A Re-Plat of Tract A, Traction City Addition within projected Section 13, Township 10-N, Range 2-E, Town of Albuquerque, Bernalillo County, New Mexico.

Please feel free to contact me should you require any other information.

Sincerely,

Rebecca Velarde

Rebecca Velarde, Manager
Metropolitan Redevelopment Agency

PO Box 1293

Albuquerque

New Mexico 87103

www.cabq.gov

CITY OF ALBUQUERQUE

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

RE: ZONE CHANGE FROM C-2 TO SU-1/C-2 USES
SITE DEVELOPMENT PLAN FOR SUBDIVISION
ZONE MAP AMENDMENT, ZONE ATLAS PAGE J-12

Dear Chairman Nicholls:

The Metropolitan Redevelopment Agency (MRA), on behalf of the City of Albuquerque, requests approvals for a Zone Map Amendment from *C-2* to *SU-1/C-2 Uses* and a Site Development Plan for Subdivision (with design standards) for Tracts A-1, A-2 & A-3, Traction City Addition, a Re-Plat of Tract A, Traction City Addition within projected Section 13, Township 10-N, Range 2-E, Town of Albuquerque, Bernalillo County, New Mexico.

The approximately 2.8-acre subject site is located on the south side of Central Avenue at New York Avenue, between Rio Grande Boulevard and the Rio Grande. The site, at 2410, 2424 and 2500 Central Avenue SW, is adjacent to the Albuquerque Country Club Golf Course and the West Park Neighborhood. The site consists of the City Landmark El Vado Motel, the land of the former Casa Grande Restaurant and adjacent retail building, and a vacated portion of New York Avenue. It is located directly across the street from the Albuquerque Aquarium and Botanical Gardens, which is part of the Bio Park Special Activity Center, and within the Historic Central Special Activity Center. The Comprehensive Plan also designates Central Avenue as a Major Transit Corridor.

PO Box 1293

Albuquerque

New Mexico 87103

www.cabq.gov

The City owns the subject site and utilized a procurement process for redevelopment that included the evaluation of responses to a Request for Proposals (RFP). There were five project proposals and the Albuquerque Development Commission (ADC) selected Palindrome as the developing party to enter into a public-private partnership for the subject site's redevelopment. Palindrome's proposal closely matched specific goals that were provided in the RFP. Below is a pertinent goal of the RFP related to this Environmental Planning Commission (EPC) request:

- **Quality of Design**
  The redevelopment Project must have a high-quality design that respects the historic integrity of the El Vado Motel property, assists in catalyzing additional economic activity for the surrounding area, and furthers the adopted plans and policies for the City and the goals of the neighborhood and the businesses along this portion of historic Central Avenue, while creating minimal adverse impacts on the surrounding area. Any new development on the Casa Grande Site must complement the El Vado Motel.

This goal emphasizes that the redevelopment must achieve several things. Not only must it be of high-quality design with respecting the Historic El Vado Motel, it must be a strong economic driver for the area along Central Avenue and the neighborhoods. The RFP continues with asking for a mixed use development that provides commercial and housing uses and is a destination for visitors. The City has many other amenities that are destinations within the surrounding area, including the Bio Park (Zoo, Tingley Beach, Aquarium, Botanic Gardens), Old Town, Atrisco, and Downtown. Redevelopment of the subject site is intended to complement and reinforce the status and viability of the area's five Activity Centers and the Major Transit Corridor.

Request for the Zone Change

All tracts of the site are currently zoned C-2 and the zone map amendment request is for SU-1/C-2 Uses. One of the reasons behind the requested zone change is to establish a suitable ratio of on-site parking spaces that reflects an urban infill project in an Activity Center and along a Major Transit Corridor, rather than what is required for more suburban uses in the Zoning Code. The proposed metric in the Site Development Plan for Subdivision's design standards for the vehicle parking at this special site allow for a more appropriate, urban-scale development that responds better to pedestrians, transit riders and bicyclists. A careful review and approval of this parking metric by the EPC will allow this site to be economically redeveloped and provide much needed activity to a blighted part of Central Avenue.

The applicant is proposing the parking metric for this unusual site for the following reasons:

- oddly shaped;
- the site of a historic City Landmark that cannot be moved or altered;
- in and adjacent to two designated Special Activity Centers;
- within a Major Transit Corridor;
- on the route of the proposed Bus Rapid Transit system;
- in the Central Urban Area of the Comprehensive Plan;
- the primary catalyst property as identified in the Historic Central Metropolitan Redevelopment Plan;
- a primary buffer from the intense activities along Central Avenue to the neighborhoods to the south; and
- an urban infill project with a variety of mixed uses.

The EPC has full discretion for parking and building height when reviewing an SU-1 site development plan; this request is within the EPC's purview.

Brief Description of the Subject Site

The site is on the south side of Central Avenue along the bend where Central changes direction from an east-west orientation to a north-south orientation. This creates a "quarter piece of pie" triangular shaped site. The Central Avenue frontage is approximately 800' and is relatively uniform in its arc from its north-eastern most point traveling down to its south-western most point. The property lines that intersect Central Avenue on the east side and south side are relatively straight and run along the borders to meet at the south-eastern most point abutting the neighborhood. This

uniquely shaped site presents a challenge for the design to optimize the site's layout as a part of a Special Activity Center while providing some parking that is ancillary and complementary to, transit, bicycle and pedestrian access.

Request for Site Development Plan for Subdivision

The Site Development Plan for Subdivision shows the site and its location, the ingress/egress points for vehicular and pedestrian traffic, any internal circulation requirements, all site improvements, easements and appurtenances. For each tract, the maximum building height, setbacks, total dwelling units and maximum floor area ratio (for the non-residential uses) are also shown. There are also extensive Design Standards on an attached sheet that limit the building types, colors, landscaping, architectural design, etc., of what can be developed on the site. There is also a conceptual grading and drainage plan. From this information, the EPC can see what quality of development will be located at this site. Naturally, the El Vado Motel must remain as it exists, and therefore, no external modifications will be made to it.

Any new development on the site will be required to complement the El Vado Motel and not be overwhelming to it. The El Vado is a City Landmark, which requires any preservation, rehabilitation, demolition or construction to be thoroughly reviewed and approved by the Landmarks & Urban Conservation Commission (LUCC) at a separate public hearing that has yet to occur. Any redevelopment of the El Vado must also meet the National Park Service (NPS) standards for rehabilitation and follow the Secretary of Interior's Rehabilitation Guidelines. In addition, the redevelopment proposed at this site has been and will continue to be presented to the adjacent neighborhoods, which has stringent ideals of how this site should function. In the end, the public-private partnership does not allow the developer much flexibility when redeveloping this site.

The City's Metropolitan Redevelopment Agency is requesting that the EPC approve the Site Plan for Subdivision (along with the requested zone change) and delegate the approval authority for all future approvals, including the Site Development Plan for Building Permit, to administrative review and action for the following reasons:

- the thorough Development Standards are presented for EPC review and approval through this public hearing process;
- the developer is bound by the controls of the site-specific City Landmark standards and the NPS standards;
- the site and building design of any redevelopment of this City Landmark will have to be reviewed and approved by the LUCC at a public hearing; and
- there will be a signed Development Agreement between the City and the developer regarding uses, timelines and restrictions pertaining to the development of this site.

Modes of Transportation Serving the Site

Central Avenue is a Major Transit Corridor with the ABQ Ride, the Rapid-Transit and the proposed Albuquerque Rapid Transit system (ART) running regularly along it. The site is well poised to have frequent ridership from these mass transit sources as there are stops on both sides of Central

Avenue within close walking distance of the site. Also, the ART has a proposed station on Central Avenue adjacent to the El Vado Motel that will serve the Bio-Park and this site.

Quite notably, there is a public easement for a pedestrian/bicycle path that runs along the vacated New York Avenue that will provide connectivity from the West Park, Huning Castle and Raynolds Addition neighborhoods to Central Avenue and the Bio-Park. This linkage is a benefit to the activity center as it lets residents and other visitors use alternative modes of transportation to arrive at various destinations. Visitors to the site will be able to park anywhere within the Special Activity Center and walk, bike or ride transit to various nearby destinations. This fulfills a primary objective of an activity center as presented in the Comprehensive Plan.

Transformation to a more Urban City Core

Albuquerque is seeing a surge of more urban development within its core and along Central Avenue. There are several new multi-family units that have been developed and are very successful. The people living in the core of the City are enjoying an urban life that is less automobile oriented; many of these residents don't even own a car and use other transportation modes to reach destinations. The Downtown 2025 Plan, with no parking required regulations, has demonstrated that urban dwellers are comfortable without automobile dependence. The ADC-selected developer for the subject site has successfully developed other projects in the western United States with similar, or less parking requirements. For these and the other reasons, the MRA submits that the Zoning Code's suburban parking requirements are neither suitable nor appropriate for this, infill/redevelopment project within this urban context.

As this site is also in the Central Urban core of the City, the developer proposes a mixed use environment that includes retail, neighborhood services, entertainment, hospitality and multi-family uses within the proposed development. Visitors and patrons to this urban area are not necessarily traveling to this destination via the automobile for one specific purpose; they are as likely coming from the neighborhood or adjacent destinations within the activity center utilizing other modes of transportation - or they may live at the site. Having a vibrant Central Urban core with multiple modes of transportation options is important for the health of the city and adds to quality of life by putting the pedestrian first for access and on-site circulation.

Justification and Policy Analysis

Below is the R-270-1980 analysis to show how the requested zoning for this development will further the Comprehensive Plan and better benefit the city. Included are responses to applicable goals and policies and how this requested zone change and related site development plan implement the objectives of the City.

Attached is also a letter from the ADC-selected developer describing how the site will be used. Thank you for reviewing this letter that helps demonstrate why we look forward to working with our developer partner in this important urban infill redevelopment project.

R-270-1980 zone change policies and criteria are in regular font and applicant responses are ***bold/italic.***

R-270-1980 Analysis

A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.

The proposed zone change from C-2 to SU-1/C-2 Uses is consistent with the health, safety, morals, and general welfare of the City by furthering applicable goals and policies of the Comprehensive Plan, the Huning Castle and Raynolds Addition Neighborhood Sector Development Plan and the Historic Central Metropolitan Redevelopment Plan. This request is for the redevelopment of the El Vado/Casa Grande site, which will provide multi-family and retail uses along a Major Transit Corridor, provide complementary activities and uses in two Special Activity Centers and near a Major Activity Center. Additionally, the developed site will provide a buffer/transition to the established neighborhoods to the south from the intense uses along Central Avenue.

B. Stability of land use and zoning is desirable; therefore the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not on the city to show why the change should not be made.

This change is to facilitate the appropriate redevelopment of the El Vado Motel as an additional destination joining the Albuquerque Bio-Park and Zoo, Tingley Beach, Old Town, Downtown, Atrisco, and the Albuquerque Country Club and Golf Course. The requested change of zoning will recognize and codify that this is a very unique site within a Special Activity Center and thoughtful discretion is required to address the necessary parking standards for this location; adoption of a specialized parking metric that is found in the Design Standards is more appropriate for the subject site. The El Vado building and the two proposed multi-use buildings will share the required parking. This coordination among multi-use buildings will help stabilize the area by ensuring that all uses will work together and act as a catalyst for other activities and businesses to locate along this stretch of the Central Avenue corridor.

C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments thereto, including privately developed area plans which have been adopted by the city.

Comprehensive Plan Policies

B.5 Developing Urban Areas Policies

The Goal is "to create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment."

The proposed zone change furthers this Goal by facilitating redevelopment of one of the original Route 66 motels along Central Avenue and making it a destination boutique lodge. Other proposed amenities will be created at this lodging site that are destinations themselves. There will be a tap room and food pods established in a portion of the motel that are closest to Central Avenue. The boutique lodge will be at

the rear portion of the site and a new assembly hall will be built at the back of the site that can be used for guest weddings, parties, meetings, special events, etc.

The proposed development on the northern Casa Grande portion of the site will be two new mixed-use buildings that front Central Avenue. The ground floor of each building will be retail with offerings that include community services, retail and restaurants. The floors above will offer two bedroom multi-family units that will be rented as mixed-income housing – affordable units at 50%, 60% and 80% of Area Median Income (AMI) as well as market rate units. These buildings will be designed to complement and enhance the El Vado Motel, which is a City Landmark.

The combination of all these uses will provide a variety of choice of retail uses, hospitality, eating establishments and housing at this site. The site is on a Major Transit Corridor and will support/be supported by the future Albuquerque Rapid Transit (ART) system with an adjacent ART station.

Policy 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, or recreational concern.

The proposed project, including its location, intensity and design, furthers this policy by respecting existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources and resources of other social, cultural, or recreational concerns as well as the historic significance of a City Landmark as follows:

- ***The proposed design standards associated with the SU-1 zoning request are intended to realize the redevelopment and preservation of the historic El Vado motel (social, cultural concern).***
- ***Sustainable development practices of mixed-uses and pedestrian-oriented design will help conserve the scarce resources of land area and water related to the site and promote travel via means other than the automobile.***
- ***This subject site is located in a Special Activity Center and a Major Transit Corridor and helps to promote a higher density in an appropriate location.***

Policy 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 and can be ensured.

The Casa Grande Restaurant building and its adjacent retail building will be demolished shortly and this portion of the site will be vacant. Existing urban facilities surround the site – all utilities are available in the street; sidewalks and pedestrian connectivity surrounds the site; garbage, police and fire protection services are readily available, etc.

Further, the redevelopment of the El Vado and the addition of the two multi-story, mixed-use buildings along Central Avenue will bring new activity to this portion of Central, while creating a transition to the neighborhoods to the south. Activation of this site with uses that include residential will help ensure the integrity of the existing neighborhood by increasing on-site passive surveillance, and "ownership" of the space by legitimate users.

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

The site is unique in having a pedestrian/bicycle public easement running through it connecting Central Avenue to the neighborhoods. The development of the new buildings and the existing El Vado will be situated to allow convenient access and use of the new public trail. There is also a new amphitheater and beer garden proposed for the existing open area in the middle of the El Vado Motel, which will provide an open gathering place for nearby residents and visitors. The site is also adjacent to the Albuquerque Country Club's golf course, which provides a large area of visual relief from the built environment.

Policy g: Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

The proposed site furthers this policy in that it respects all topographical features and provides an easement for a new pedestrian/bicycle trail through the development.

Policy h: 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 proposed development provides housing within a designated Special Activity Center and very near a Major Activity Center (downtown) and a Community Activity Center (Old Town). The site is located on Central Avenue, a Major Transit Corridor and the proposed ART route, giving it excellent access to the major street network. The addition of higher density housing will join a varied density pattern in a continuum that includes an adjacent town house development which is adjacent to a residential neighborhood. Because of its location abutting Central Avenue, adequate infrastructure is readily available. As mentioned above, this site will be a transition between the residential neighborhoods to the south and the more intense development along Central Avenue with a net density of 11.1 dwelling units per acre.

Policy 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.

All automobile access to the site will be from the main entrance point from Central Avenue with a drive going towards a parking area at the back of the site and egress at a single point back to Central Avenue. Employment and service uses will be located away from the residential areas and parking will be confined to the areas behind the buildings. This siting will help to minimize any adverse effects of Central Avenue and on-site noise, lighting, pollution and traffic on the nearby residential environments.

Policy j: 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, SU-1/C-2 Uses, will allow review and discretion by the EPC for the parking metrics in the Design Standards. The site will create a buffer from Central Avenue to the adjacent neighborhoods and provides for connectivity to the neighborhood from Central Avenue via a pedestrian and bicycle path that runs through the site. Mass transit is readily available 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.

Policy k: 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 is proposed to be developed with 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.

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

The neighborhoods surrounding the Albuquerque Country Club have been in existence almost as long as the El Vado Motel – since the 1930s. Redevelopment of the El Vado will help to strengthen the nearby neighborhoods and bring additional activity to this area that can catalyze additional redevelopment and rehabilitation.

Policy p: Cost-effective redevelopment techniques shall be developed and utilized.

The proposed development plan is to adaptively reuse the existing El Vado Motel as it currently exists. Modifications will be made to the HVAC systems, but the original structure will remain the same. Also, the pedestrian/bicycle pathway will use as much of the vacated New York Avenue as possible.

B.6. Central Urban Area Policies

The Goal is "to promote the Central Urban Area as a focus for arts, cultural, and public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City."

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

The El Vado Motel is not a new facility; it was built in 1937 and was operated as a hospitality use until around 2000. Since then, it has remained unused, behind a fence. It is a City Landmark, registered on the state and national registers as a historic place, and is one of the few remaining original Route 66 automobile motels. A renovated El Vado along Central Avenue brings a cultural and historic development back into use. The proposed redevelopment plans 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. The original auto court will become a gathering area with an amphitheater in the middle. 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 combination of these "food pods" with a tap room will make for an inviting gathering place in and around the amphitheater.

Policy b: 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.) For example, residents will be able to visit different amenities in the area or around the city and then return to the site for entertainment in the amphitheater and/or gathering place.

B.7. Activity Centers

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

Policy a: Activity Centers are designated by a Comprehensive Plan map* where appropriate to help shape the built environment in a sustainable development pattern, create mixed use

concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services. Each Activity Center will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.

The site is located within the Historic Central Specialty Activity Center, adjacent to the Bio Park Special Activity Center, and near the downtown Major Activity Center, and the Old Town Community Activity Center. The proposed development for the site provides a mix of uses that are not currently in existence within any of these activity centers. The site is very accessible by other modes of transportation besides the automobile. It has a public pedestrian/bicycle easement running through the site providing connectivity from neighborhoods to the south of the site to Central Avenue and establishments within the activity centers. Since it is located on a Major Transit Corridor, accessibility from mass transit will be very convenient. Those not utilizing other modes of transportation will easily navigate Central Avenue to this site as Central is a Major Arterial. Having many destinations within walking or biking distance will encourage visitors to park once or not drive at all.

Policy 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.

Although 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 would be too intense for the adjacency to the neighborhood. The proposed 11.1 dwelling units per acre is more appropriate and will act as a transition/buffer to the neighborhood from the intense uses that are to the north of the site.

Policy f: 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 development on the subject site will buffer the neighborhoods to the south from the more intense uses in the Special Activity Centers (Historic Central and Bio-Park) by providing a transitional area between the centers and the residential neighborhood. The two new multi-story, mixed-use buildings will front Central Avenue with parking at the rear of the site – adjacent to the neighborhood. They are of a medium density with adequate distance from the neighborhood to be a transition area.

Policy 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).

C.1 Air Quality

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

Policy b: 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 proposed site will help to reduce automobile travel's adverse effect on air quality because:

1) ***The Site is on a Major Transit Corridor. Visitors to the site and residents from the site will have easy availability of public transit as there is a stop adjacent to the site. This will reduce the reliance upon automobiles, and thus, their emissions. This will also reduce the number of automobiles frequenting the site, which in turn reduces the amount of parking that will be required.***
2) ***There are several uses proposed for the site. Retail, hospitality and restaurant uses are proposed for the El Vado portion of the site and retail and multi-family uses are proposed for the Casa Grande portion. These uses will reduce the reliance on automobiles by providing efficient placement of housing, employment and services.***

Policy c: 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, plus is 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).

Policy d: 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.

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.

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

As mentioned in the above policies, there are several ways that automobile use and its adverse effects will be minimized because of the development of this site within the existing context (centers and transit access). This potential for reduction in automobile use means that more of the site can be used for destination uses with a lesser emphasis on vehicular parking.

C.5 Historic Resources

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

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

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.

Policy c: 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 that the El Vado instills first-hand.

C.7 Cultural Traditions and the Arts

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

Policy a: 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.

C.9 Community Identity and Urban Design

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 b: 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:

Policy b.2: 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 also add to the built environment and include similar developed elements as the El Vado. The overall project will enhance the built environment 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 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 b.4: Culture and traditions
- Cultural characteristics of residents
- Community celebrations and events

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.

Policy c: 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 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 designed to complement the El Vado, but 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.

Policy d: 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.

The proposed uses at this site will complement other uses within the activity center, creating a park-once atmosphere. For example, visitors to the Bio-Park, Tingly Beach or the Golf Course can enjoy a relaxing atmosphere that the amphitheater/food pods at the El Vado will offer after a long day. 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.

2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.

The public pedestrian/bicycle path will provide a direct linkage for residents of the adjacent neighborhoods to uses within the activity center.

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.

The proposed site design standards and the redevelopment intention include a Historic Landmark, the El Vado Motel. The El Vado will be restored as per the Secretary of Interior's Standards for Rehabilitation and the stipulations forwarded by the National

Park Service. Further, the Landmarks and Urban Conservation Commission has review and approval authority over any and all rehabilitation to the site and the buildings. The submitted set of redevelopment standards for the El Vado will ensure that the historic portion of the Central Avenue frontage is maintained.

The site also proposes two new multi-use buildings that will respect and complement the El Vado Motel. The Design Standards that are included in this application are tailored to reflect the El Vado as the nucleus of the entire site, and any new development shall satisfy the goals of maintaining and respecting the visual and cultural significance of the Central frontage while serving the community with new buildings that are appropriate in scale, height, massing and setbacks in a Special Activity Center.

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.

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 Design Standards are written with attention to site amenities such as landscaping, pedestrian mobility via dedicated sidewalks and paths that are separated from automobiles and various pieces of public art that will be easily accessible in the former auto court, now proposed to be an amphitheater/gathering place. These will all be readily available to those visiting the site and will connect to other paths and sidewalks throughout the Special Activity Center.

Policy e: 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 this policy 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

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 a: 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.

Policy b: 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.

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.

Policy c: 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.

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

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

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 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.

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

The zone change request will facilitate proposed development at this site 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.

Policy b: 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.

The zone change 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.

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

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.

Policy d: 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.

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

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

Policy a: 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 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. Further, 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.

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.

Policy b: 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.

Policy c: Opportunities for improvement in occupational skills and advancement shall be encouraged.

The zone change will allow the proposed development to have many uses including retail, services and hospitality. These types of uses have a variety of employment specialties, which include various hierarchies of occupational skills.

Policy d: Tourism shall be promoted.

The 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.

Policy g: 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.

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.

Huning Castle and Raynolds Addition Neighborhood Sector Development Plan

This sector plan list several objectives in ways to improve the area. The more relevant are Objective VII, Economic Development, & Objective VIII, Historic Preservation.

VII. Economic Development

A. 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 area surrounding the El Vado Motel is an older part of the City that was once the heart of a thriving economically active historic Route 66. 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 will also catalyze other economic activity in the area by creating a need for additional services to be located in this area. This is also part of the City's objective, to rejuvenate economic activity within this area.

VIII. Historic Preservation

A. Objectives
    1. Preserve structures of historic significance
B. Recommendations
    1. Consider designation of the historic district identified in Map 10.

While this proposal does not designate the Huning Castle and Raynolds Addition Neighborhood as historic, it does recognize the surrounding historic character of the area and fulfills the Objective to "preserve structures if historic significance," namely the historic El Vado motel.

The El Vado Motel is a City Landmark and is registered on the state and national registers of historic buildings and places. This zone change and the development proposal will rehabilitate the El Vado as per the Secretary of Interior's Standards for Rehabilitation and the stipulations as set out by the National Park Service. 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.

Historic Central Metropolitan Redevelopment Plan

This MR Plan focuses on redeveloping this City Council designated MR area of Central, between Laguna Drive and Sunset Road, with the specific goals as listed below:

- Brand the area as important to City residents and as a travel destination.
- Introduce iconic structures and directional signage near the intersections of Central Avenue and Tingly Drive and Central Avenue and Rio Grande Boulevard, and at either end of the Rio Grande Bridge, to draw attention to the uniqueness of the area.
- Redevelop catalyst areas in the Historic Central corridor in order to spur redevelopment of other vacant or underutilized lots.
- Improve the image, functionality and safety of the Historic Central corridor by developing an attractive and welcoming streetscape with street furnishings, enhanced pedestrian and bicycle facilities and improved transit services to and between tourist attractions and parking.
- Rehabilitate existing building facades and signs.

The Historic Central MR Plan emphasizes the importance of redeveloping the Subject Site into an economically feasible project while reflecting the El Vado Motel's historic character and association with Route 66's history. The MR Plan stresses the importance of the redevelopment complementing the neighborhood and furthering the goals of applicable adopted plans and policies of the City and for the area.

The MR Plan identifies the subject site as "Catalyst Area A" and states that it "is the highest priority area within the Historic Central MRA." It is strategically located near several activity centers and tourist draws and contains the historically significant El Vado Motel. The MR Plan recognizes that the El Vado can be redeveloped into a tourist motel anchoring and branding Central Avenue with a strong Route 66 theme and adapting the structures and grounds into an outdoor/indoor market for local products, multi-family housing, and other uses. The 1.2 acre 'Casa Grande' portion is best suited as a mixed use development, including up to 36 multi-family residential uses and ground floor commercial or office space.

Further, the MR Plan states that "the Central Avenue corridor has the potential for multi-family housing, particularly for commuters interested in taking the bus, Rapid Ride, and possibly the future Bus Rapid Transit line to work, school or other daily activities. Accessibility to transit could cut down on the need for a second or even first car, leaving households more disposable income for rent."

The proposed project on the subject site will implement the strategies offered in the Historic Central MR Plan for Catalyst Area A and strongly furthers the Goals and intents of this Plan.

Route 66 Action Plan

This Plan is a facility plan for the Central Avenue Corridor from the City limits on the east side (Tramway Boulevard) to 116th Street on the City's Westside. The Plan outlines five main Goals that will guide City investments. The zone change and all of the projects proposed through this planning effort will align with applicable Goals:

1. Historic Legacy: Preserve and protect Route 66 assets and interests.
   The restoration and rehabilitation of the El Vado Motel and reuse as a boutique Route 66 motel supports this goal.

5. Business and Development: Support opportunities that are catalytic for a strong and diverse business economy.
   The redevelopment of the El Vado Motel and the construction of two mixed-use buildings on the Casa Grande side of the subject site are direct responses to fulfilling this goal.

6. Promotion and Tourism: Recognize and support the potential Route 66 has to create a thriving local and tourist economy.
   The redevelopment of the El Vado Motel as a boutique Route 66 motel and the corresponding new development will invite tourists to visit Albuquerque and enjoy the Route 66 experience.

R-270-1980 (cont.)

D. The applicant must demonstrate that the existing zoning is inappropriate because:

   1. There was an error when the existing zone map pattern was created; or
   2. Changed neighborhood or community conditions justify the change; or
   3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

Section D.1 does not apply; there was not an error when the existing zone map was created. However, D.2 and D.3 are applicable to this request.

Section D.2 calls for a change in the neighborhood or community conditions to support a zone change request. The El Vado Motel was built in 1937 as a Route 66 motel along Route 66. It catered to the motor car traveler by providing carports located next to guest rooms at the perimeter of a large auto court and had amenities such as gas pumps, a café, a pool, etc. geared towards the traveler.

The City has now built several amenities around the El Vado that are destinations for families and extended stay tourists. The zone change and redevelopment proposals for the El Vado add to these amenities by allowing the opportunity for a nostalgic boutique Route 66 motel/lodge experience that will offer a transformed auto court as a gathering place for guests and visitors. Part of the El Vado will be redeveloped to provide opportunities for food vendors that are not yet ready to open an entire restaurant and cannot afford a food truck. There will be several "food pods" created and combined with a micro-brew tap room, a specialty spa/pool and a yet to be built assembly hall. This will be joined by two additional mixed-use buildings that will have commercial uses on the ground floor with multi-family units above. This site will positively add to the Special Activity Center and cater to community residents as well as visitors.

Other notable community changes include Central Avenue becoming a Major Transit Corridor and providing frequent transit services to this site. The City has designated Central Avenue as the route for the Albuquerque Bus Rapid Transit (ART). There is recognition that the established City destinations combined with the high visitation and ridership of the mass transit system has grown the area into a focal point of special activities (Bio-Park, the Zoo, Tingley Beach, Old Town). Thus, this changed condition of this area becoming more urban demonstrates the inappropriateness of the existing, suburban C-2 zoning.

Section D.3 asks why the requested zoning is more advantageous to the community, as articulated by the Comprehensive Plan. See the response to Section C for details about how individual CompPlan Goals and Policies are furthered. In addition, the requested SU-1/C-2 Uses zoning is more advantageous to the community than straight C-2 because it allows the EPC to publicly review the site plan and the Design Standards submitted and to elucidate why this site, in this context, is unique. There are very few Route 66 motels/lodges left in New Mexico, and only this one, the El Vado Motel, is in a Special Activity Center in the heart of Albuquerque's Central Urban Area. The proposed development will provide several different uses, with some not offered any other place in the City or even the state. Many of these uses cater to the patron that is either a pedestrian, bike rider or a transit user because of the location adjacent to a Major Activity Center and along a Major Transit Corridor. The site's location on the edge of established neighborhoods allows it to provide a connection via a public pedestrian/bicycle path to Central Avenue through the site.

The requested SU-1/C-2 Uses zoning allows the EPC to use its discretion to determine the adequacy of the proposed urban infill metric for the calculation of the required number of parking places in the Design Standards for the entire site (El Vado Motel and the two new multi-use buildings). The proposed metric supports the City's Central Urban Core as it becomes more pedestrian/bicycle/transit oriented and less automobile dependent. The proposed redevelopment project, combined with the other destinations in the vicinity, are reasons that those choosing to use an automobile will be more likely to park once and walk.

E. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood, or the community.

The zone change request and the uses provided by this redeveloped project will not be harmful to the adjacent property, the neighborhoods or the community as it will bring new economic activity to an area that has suffered a decline over recent decades and provides many uses that are unique and will be frequented by residents of the neighborhoods and the community. The site is currently zoned C-2 and the request is for SU-1/C-2 Uses, which allows the same uses. This change allows the EPC to use its discretionary review and approval authority for the Design Standards' urban infill metric for parking requirements.

Additionally, new buildings along Central Avenue contribute to activating a Major Arterial while providing a transitional buffer to the adjacent neighborhoods to the south. These buildings may also aid in traffic calming along Central Avenue due to having their massing close to the street.

F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:

1. Denied due to lack of capital funds; or
2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

The requested change of zoning does not require any capital expenditures by the City.

G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

The cost of land or other economic considerations are not the determining factor for the change, but the proposed housing, at the proposed density does allow for the development to be done cost effectively. This zone change request will help provide a higher quality design and construction of the new mixed-use buildings while aiding the rehabilitation and adaptive reuse of the El Vado Motel.

H. Location on a collector or major street is not in itself sufficient justification for apartment, office, or commercial zoning.

The location of this site along a Major Arterial is not the only reason for the zone change request, but Central Avenue's designation as a Major Transit Corridor does support the requested zoning. The site is already zoned C-2, which already allows for apartment, office or commercial uses. The Zoning Code's suburban, general parking requirements are not appropriate for an urban infill redevelopment project in a Special Activity Center in the Central Urban area.

I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a "spot zone." Such a change of zone may be approved only when:

1. The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan; or
2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones; because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic, or special adverse land uses nearby; or because the nature of structures already on the premises makes the site unsuitable for the uses allowed in any adjacent zone.

The request to change the zoning from straight C-2 to SU-1/C-2 Uses creates a spot zone of SU-1 site plan control, but does not add any additional uses that are already allowed in the existing C-2 zone. This zone change will allow for this urban infill site to be developed with parking requirements that are specific to the site and appropriate for the area heavy with Activity Center and Corridor designations, clearly facilitating realization of the Comprehensive Plan (see Section C). Further, the development of this site will offer a transition between the more intense traffic and uses along the Central Avenue Corridor and the neighborhoods to the south.

J. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called "strip zoning." Strip commercial zoning will be approved only where:

1. The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and
2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the

site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

The requested zone change will not create a strip commercial zone.

Conclusion

The subject site is in an important location for redevelopment and revitalization. It contains the historic El Vado Motel and will be combined with two newly constructed multi-story mixed-use buildings. It is included in or adjacent to two Special Activity Centers, near a Major Activity Center and a Community Activity Center, and located along a Major Transit Corridor, where it will provide a buffer for the adjacent neighborhoods to the south. It is a part of the Central Urban Area of the Comprehensive Plan, and the original urban fabric of the City. Although this request is for a change of zoning, it will not be a change of allowed uses. The zone change request is to allow the EPC to publicly review and approve a site specific parking metric that is appropriate for this urban infill site. The development of the site into the mix of uses discussed above is more advantageous to the community as a catalyst for further improvements to this blighted, but critically important area.

Sincerely,

Rebecca Velarde, Manager
Metropolitan Redevelopment Agency
Planning Department, City of Albuquerque

Palindrome
communities

December 24, 2015

City of Albuquerque
Environmental Planning Commission
600 2nd Street NW
Albuquerque, NM 87102

RE: Re-zoning of El Vado/Casa Grande

Dear Commissioners,

Rarely does one property offer so many opportunities to energize a community with so many public benefits as the El Vado Motel and Casa Grande redevelopment. Since the El Vado was closed ten years ago and subsequently purchased by the City of Albuquerque in 2006, the site has remained blighted while many have pondered what to do with the historic landmark. Today, both sites have the unique opportunity to be redeveloped into a commercially viable development that will act as a catalyst at this western end of the historic Central Avenue. In addition to the physical restoration of this Route 66 treasure, the development plan includes numerous features which will immerse guests and visitors in the grand history of El Vado and Route 66. In order to take advantage of this opportunity, a zone change from the current C2 zoning to a more appropriate SU1/C2 zone is required.

PROJECT DESCRIPTION
The redevelopment of the El Vado and Casa Grande sites consists of three components:

- Community Food Court
- Boutique Lodging
- Workforce Housing

COMMUNITY FOOD COURT: Former motel rooms at the El Vado western entrance will be repurposed into retail spaces and restaurant pods. Each restaurant pod will be equipped with the mechanical, electrical and plumbing capacity necessary to house individual mini restaurants and each pod will be leased to small business restaurant operators. Each restaurant entrepreneur will provide a unique cuisine for the public to enjoy in an enclosed outdoor courtyard.

The former motel lobby will be renovated to include a guest reception and a taproom from a local brewery. The taproom will feature the beautifully restored kiva fireplace and will open into the fenced community food court where guests can enjoy craft beer, food from a variety of different restaurant pods and entertainment from the courtyard amphitheatre.

A gently terraced amphitheater will be built into the courtyard and will become a favorite multi-use destination for guests and the community at large. The amphitheater will serve many functions including a water feature, a stage for live performances and a drop down screen to project multi-media entertainment.

BOUTIQUE LODGING: The eastern half of the former motel will be restored to boutique lodging. The lodging will feature single rooms and mini-suites, each restored to its original 1930's charm featuring updated electrical, plumbing, internet and HVAC. Rooms will showcase open beam viga ceilings with finishes consistent with the 1930's classic design.

The original asphalt parking lot will be replaced with lush landscaping and meandering paths, all surrounding a new pool/spa. A new events center will be constructed on the eastern edge of the property, enclosing the lodging courtyard. The events center will become a busy center for the community, hosting events such as weddings, corporate retreats and conferences.

WORKFORCE HOUSING: Thirty (30) units of workforce housing apartments will be built in two separate buildings over approximately 11,000 square feet of commercial space on the Casa Grande site. The buildings' three-story mass will have the desired effect of slowing traffic on Central Avenue and absorbing traffic noise. The architecture for both buildings will be Spanish Pueblo/Territorial and the color scheme will complement the Spanish Pueblo plaster walls of the adjacent El Vado Motel.

The residential units will be a mix of market-rate and affordable units rented to individuals and families earning 50%, 60% and 80% or less of Area Median Income.

El Vado will be restored in line with the development guidelines set forth by the Landmark and Urban Conservation Commission ("LUCC"). Meeting these guidelines is essential for making the project a long-term success. The redeveloped El Vado will be a public use and visiting guests will be able to enjoy the restored property on any given day. As a result, the project concept will meet the LUCC goal of providing educational opportunities for visitors. All motel buildings will be restored to embrace the Spanish-Pueblo Revival style by preserving the existing buttressed walls, curvilinear parapets, projecting viga and wood posts and beams to accentuate historic character

All three components of the development will be beautifully integrated into a cohesive and vibrant community, utilizing common design elements, drive aisles, walkways and shared parking.

BENFITS TO THE COMMUNITY

The immediate and most obvious benefit to the surrounding community from the project is the transformation of a highly visible blighted site into a catalytic multi-use community destination that will draw people back to this forgotten stretch of Route 66. Visitors to the BioPark will have an exciting option for food, beverages and entertainment after they have visited these neighboring venues.

The economic development opportunities from the development are substantial. When completed, the development will employ as many as 20 full and part-time employees. During construction, approximately 100 full and part-time jobs will be created. The El Vado restaurant pods will be targeted specifically to start-up restaurant entrepreneurs. The restaurant pods will provide aspiring restaurant owners their own restaurant operation without the huge upfront capital risk of a stand alone restaurant or food truck.

More tourism revenue will flow into the City as a result of the project. The site is located in a culturally significant area of the City comprised of the Botanical Gardens, Aquarium, Tingley Park and Zoo. The project will increase visits to these cultural destinations.

Activating the Central/New York Avenue access to the development will facilitate safer access to the project. A calmer cross-walk and bicycle crossing will encourage pedestrians and bicyclists travelling from other areas, such as the Bosque bike and walking paths, to cross Central Avenue to El Vado and to other surrounding neighborhoods.

By building the stepped up building mass of the three-story Casa Grande Apartments close to Central Avenue, traffic speeds will be reduced and traffic noise absorbed, benefitting neighboring residents and businesses.

CONCLUSION

The proposed redevelopment of the El Vado and Casa Grande sites is a unique opportunity to repurpose the property into a use that everyone can experience and appreciate. Other uses would surely limit the public's access to the buildings. The El Vado redevelopment will be a lasting treasure that will become a local, state and national model for restoring historic roadside properties. A zoning classification appropriate to accommodate the unique features of this redevelopment is necessary. Therefore, we urge a decision to approve a zone change from the current C2 zoning to SU1 with C2 uses.

Respectfully

Chad I. Rennaker
President

CITY OF ALBUQUERQUE

January 21, 2016

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

RE: Letter of Support for the Request of a Zone Change and Site Development Plan for Subdivision with Design Standards for the El Vado-Casa Grande Site

Dear Ms. Chairwoman:

The purpose of this letter is to inform you of the support of the Albuquerque Development Commission (the "ADC") for the request for a zone change from C-2 to SU-1/C-2 Uses and the required Site Development Plan for Subdivision with Design Standards for the El Vado/Casa Grande site located at 2500 Central Avenue SW (the "Subject Site").

The Metropolitan Redevelopment Agency (the "MRA"), which is a part of the City of Albuquerque, currently owns the Subject Site and released a Request for Proposals ("RFP") seeking a partner to redevelop the Subject Site. The ADC, which is the oversight body of the MRA, reviewed the five proposals received in response to the RFP. The ADC selected Palindrome as the developer for the Subject Site as their proposal presented a unique, mixed-use development that leverages the opportunity of the Subject Site's location along a Major Transit Corridor and adjacent to two Major Activity Centers. No other developer proposed such a well-designed mixed-use development that included an urban form but also respected the historic integrity of the El Vado Motel.

The ADC believes the proposed development follows the City goals very closely for the Central Urban Core of Albuquerque. In partnership with the City, Palindrome will repurpose the historic El Vado Motel into a culinary and hospitality destination and convert the auto-court into a gathering place serving patrons of the Subject Site. The El Vado Motel will again become a Route 66 tourist destination and will also serve families visiting local Albuquerque amenities, including the Albuquerque BioPark, Old Town, Tingley Beach and the Bosque. Just north of the El Vado Motel, the Subject Site will include two mixed-use buildings that will offer commercial uses on the ground floors and affordable housing units above.

The proposed development will act as a buffer between the established neighborhoods to the south of the Subject Site and the intense uses along Central Avenue. Further, there is a pedestrian/bicycle path through Subject Site from these neighborhoods to Central Avenue that will provide connectivity for users of alternative modes of transportation. This coupled with transit services along Central Avenue should reduce the number of car trips and allow the Subject Site to extend the urban form that has been created in Downtown. We are already seeing this central urban form take place along Central Avenue, and we believe that this site will catalyze further high quality, mixed-use redevelopment activity.

The ADC is excited to see such a project happen and thinks that it is vital to the City to allow this project to move forward. We urge your support in helping to make this project become a reality. Thank you for your consideration.

Yours Truly,

Sherman McCorkle, Chairman
Albuquerque Development Commission

PO Box 1293
Albuquerque
New Mexico 87103
www.cabq.gov

CITY OF ALBUQUERQUE

January 28, 2016

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

RE: Letter of Support for the Request of a Zone Change and Site Development Plan for Subdivision with Design Standards for the El Vado-Casa Grande Site

Dear Chairwoman Hudson:

The purpose of this letter is to inform you of the support and agreement from the City of Albuquerque's Cultural Services Department ("CSD") for the request of a zone change from C-2 to SU-1/C-2 Uses and the required Site Development Plan for Subdivision with Design Standards for the El Vado/Casa Grande site located at 2500 Central Avenue SW (the "Subject Site").

Planning Department staff and the selected developer met with me and my staff to discuss the redevelopment of the Subject Site. CSD strongly supports the redevelopment of this site as it is currently blighted and unused – not making it a good neighbor to the BioPark. In particular, CSD strongly supports the developer's proposed mixed-use development of the Subject Site, and my understanding is that a zone change is necessary to allow the proposed development to move forward.

The location of the Subject Site is ideal for the proposed development. As the Subject Site is adjacent to the Bio-Park Special Activity Center, the redevelopment of the entire site will add to and benefit the synergy of uses and activities in the area. The Subject Site is also on Central Avenue, a designated Major Transit Corridor, and the Albuquerque Rapid Transit ("ART") route, which expands transportation options to and from the area for residents and visitors.

I am aware the proposed Design Standards in the application will reduce the number of required parking spaces for the redevelopment compared to a C-2 zone. Furthermore, we are in discussions for potential shared parking and event coordination that will be mutually beneficial. We believe this type of agreement should alleviate any overflow parking concerns by the Environmental Planning Commission ("EPC") and any surrounding property owners. Needless to say, any agreement between CSD and the Subject Site's developer must not disrupt BioPark activities and operations.

CSD is excited to see the proposed redevelopment of the El Vado/Casa Grande site move forward. We urge your support in helping to make this project become a reality by approving the request of a zone change and Site Plan for Subdivision with Design Standards. Thank you for your consideration.

Yours Truly,

Dana Feldman, Director
Cultural Services Department

PO Box 1293
Albuquerque
New Mexico 87103
www.cabq.gov

NOTIFICATION &
NEIGHBORHOOD INFORMATION

ATTACHMENT A

(EPC SUBMITTAL) – TRACTS A-1, A-2, A-3, TRACT ON CITY ADDITION, A REPLAT OF TRACT A, TRACT ON CITY ADDITION, WITHIN PROJECTED S13T10-N, RZ-E, TOWN OF ALBUQUERQUE LOCATED ON THE SOUTH SIDE OF CENTRAL AVENUE SW AT NEW YORK AVENUE SW BETWEEN RIO GRANDE BOULEVARD SW AND THE RIO GRANDE RIVER Zone Map: **J-12**for Chris Hyer, Staff Planner.

WEST PARK N.A. "R"
***David Medina Jr.**
2101 New York Ave. SW, #1/87104 203-3533 (c)
Nina Simbana
2010 Alhambra SW/87104 507-5143 (c)

GARDENS ON THE RIO GRANDE H.O.A.
Julia Clarke
2630 Aloysia Ln. NW/87104 842-6620 (h)
Whitney Hannah
2901 Aloysia Ln. NW/87104 801-680-1458 (c)

HISTORIC OLD TOWN PROPERTY OWNERS ASSOC.
Kathy Hiatt
110 San Felipe St. NW/87104 715-1609 (c)
Jim Hoffsis
2012 South Plaza St. NW/87104 242-7204 (w)

HUNING CASTLE N.A. "R"
***Harvey Buchalter**
1615 Kit Carson SW/87104 247-2602 (h)
Brian Terrell
400 San Pasquale Ave. SW/87104 980-8340 (h)

VECINOS DEL BOSQUE N.A. "R"
***Rod Mahoney**
1838 Sadora Rd. SW/87105 681-3600 (c)
Harrison (Tai) Alley
1316 Dennison SW/87105

PAT HURLEY N.A. "R"
***George Holly**
5020 La Bajada NW/87105 831-1560 (h)
James W. Jones
309 Rincon Ct. NW/87105 836-1620 (h)

SOUTH VALLEY COALITION OF NEIGHBORHOOD ASSOCIATIONS
***Rod Mahoney**, 1838 Sadora Rd. SW/87105 681-3600 (c)
Marcia Fernandez, 2401 Violet SW/87105 877-9727 (h) 235-6511 (c)

SOUTH WEST ALLIANCE OF NEIGHBORS (SWAN)
***Johnny Pena**, 6525 Sunset Gardens SW/87121 321-3551 (c) 836-3281 (h)
Jerry Gallegos, 417 65th St. SW/87121 261-0878 (c) 831-5406 (h)

WESTSIDE COALITION OF N.A.'S
***Gerald C. (Jerry) Worrall**, 1039 Pinatubo Pl. NW/87120 839-0893 (h) 933-1919 (c)
Harry Hendriksen, 10592 Rio Del Sole Ct. NW/87114-2701 890-3481 (h) 221-4003 (c)

***President of NA/HOA/Coalition**

CITY OF ALBUQUERQUE

December 28, 2015

To Whom It May Concern:

You are receiving this notification letter because you either: 1) Are an adjacent property owner to the El Vado Motel and Casa Grande site, or; 2) Represent a neighborhood that the Office of Neighborhood Coordination (ONC) includes on its list for nearby neighborhoods to the El Vado Motel and Casa Grande site (See zone map on reverse side).

The Metropolitan Redevelopment Agency (MRA), on behalf of the City of Albuquerque, is submitting an application to the Environmental Planning Commission (EPC) requesting approval of a zone change and a site plan for subdivision for the El Vado Motel and adjacent Casa Grande Restaurant site.

The requested zone change is from C-2 to SU-1 for C-2 uses. The MRA is requesting this zone change to allow the EPC to review the site plan and design standards.

In addition to the zone change request, the MRA is requesting approval of a site plan for subdivision. The site plan for subdivision will be accompanied by design standards for the site that will shape the development. As the El Vado Motel is a City Landmark and on the National Register of Historic Places, the design standards for both the El Vado and Casa Grande sites must ensure any new development respects and complements the El Vado.

The MRA's application will be heard at the February 11, 2016 EPC hearing that begins at 8:30 am. The hearing will be held in the Plaza del Sol Basement Hearing Room at the Planning Department. The Planning Department is located in the Plaza del Sol building at 600 2nd Street NW, Albuquerque, NM, 87102.

If you have any questions regarding these requests, please contact either Mr. Chris Hyer at chyer@cabq.gov or (505) 924-3927 or the Staff Planner when one is assigned to this case.

Thank you for allowing me to contact you.

Sincerely,

Rebecca Velarde

Rebecca Velarde, Manager
Metropolitan Redevelopment

PO Box 1293
Albuquerque
New Mexico 87103
www.cabq.gov

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SOUTH VALLEY COALITION OF NEIGHBORHOOD ASSOCIATIONS
Street, Apt. or PO Box: 1838 Sadora Rd. SW
City, State: Albuquerque, NM 87105

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City, State: Albuquerque, NM 87105

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SOUTH WEST ALLIANCE OF NEIGHBORS (SWAN)
Street, Apt. or PO Box: 6525 Sunset Gardens SW
City, State: Albuquerque, NM 87121

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Sent To: Jerry Gallegos
SOUTH WEST ALLIANCE OF NEIGHBORS (SWAN)
Street, Apt. or PO Box: 417 65th St SW
City, State: Albuquerque, NM 87121

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Street, Apt. or PO Box: 1039 Pinatubo Pl. NW
City, State: Albuquerque, NM 87120

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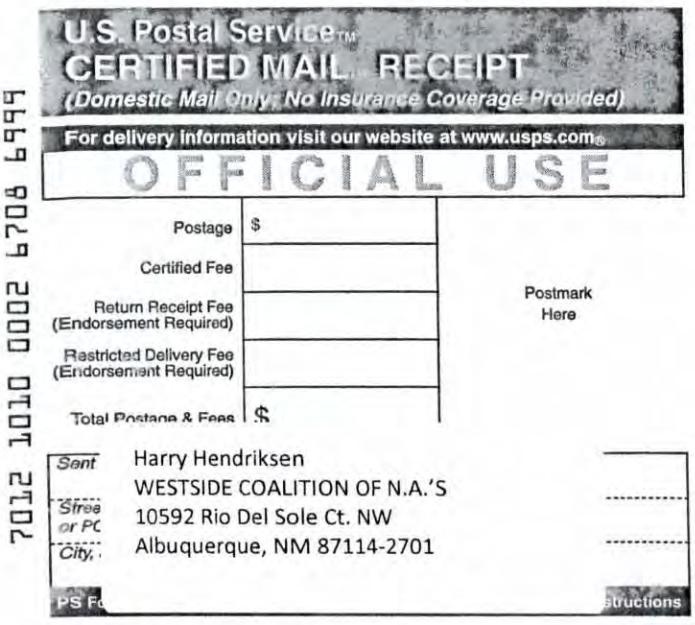
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Albuquerque, NM 87114-2701
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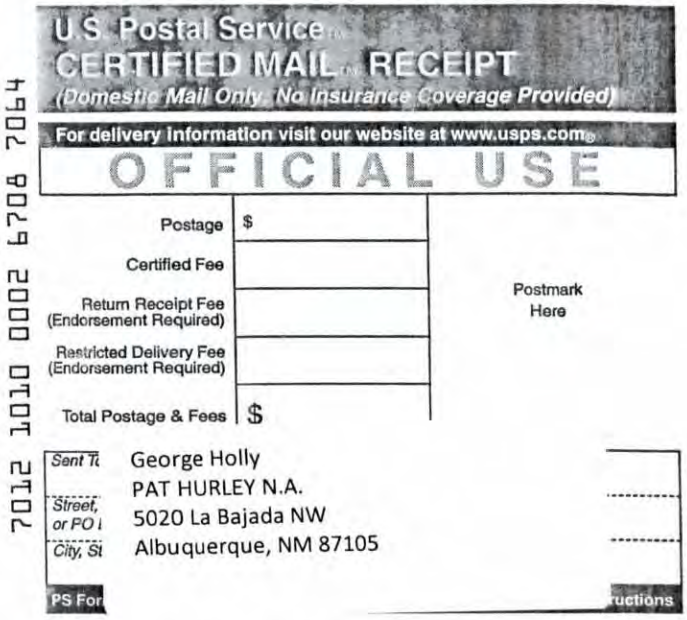
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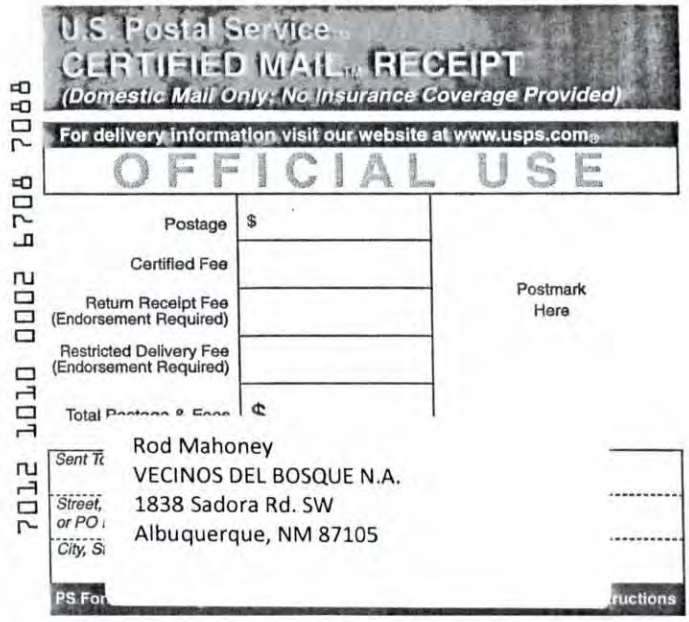
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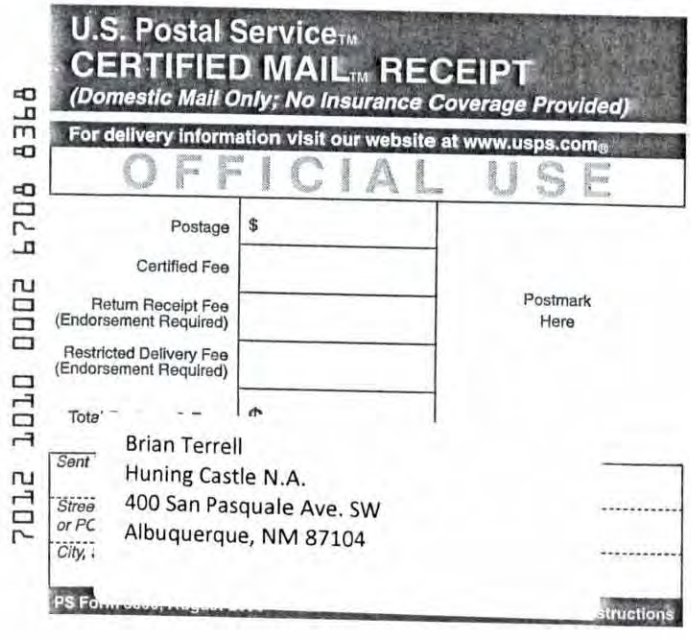
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Brian Terrell
Huning Castle N.A.
400 San Pasquale Ave. SW
Albuquerque, NM 87104
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Harvey Buchalter
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Street or PO Historic Old Town Property Owners ASSOC.
City, S 2012 South Plaza St. NW
Albuquerque, NM 87104

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Sent To Kathy Hiatt
Street, A Historic Old Town Property Owners ASSOC.
or PO B 110 San Felipe St. NW
City, Sta Albuquerque, NM 87104

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Sen Whitney Hannah
Stre Gardens on the Rio Grande H.O.A.
or P 2901 Aloysia Ln. NW
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Sent To Julia Clarke
Street, A Gardens on the Rio Grande H.O.A.
or PO B 2630 Aloysia Ln. NW
City, Sta Albuquerque, NM 87104

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Sent T Nina Simbana
Street West Park N.A.
or PO 2010 Alhambra SW
City, S Albuquerque, NM 87104

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Sent To David Medina Jr.
Street, Aj West Park N.A.
or PO Bo 2101 New York Ave SW, #1
City, Stat Albuquerque, NM 87104

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City Of Albuquerque Land Use Facilitation Program

NO MEETING REPORT

Project #: Project# 1009542:
15EPC-40077 Zone Map Amendment (Zone Change)
15EPC-40078 Site Development Plan for Subdivision
Schedule for EPC hearing on 11 February 2016

Submitted: 21 January 2016

Facilitator: Philip Crump

Case Planner: Maggie Gould

Parties: Applicant: COA Metropolitan Redevelopment Agency
Agent: Dekker/Perich/Sabatini

Neighborhood Associations: 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 Valley Coalition of NA's, South West Alliance of Neighbors (SWAN), Westside Coalition of NA's.

Summary:
This is an application for Zone Map Amendment and Site Development Plan for Subdivision, for rehabilitation and remodel of the El Vado Motel on Central SW across from the BioPark, and construction of adjacent apartment buildings.

After emailing the parties a notice of the application with request for response regarding a facilitated meeting, and a follow-up emailing to neighbors, there has been no request for a facilitated meeting to date.

Two organizations (Huning Castle NA and Gardens on the Rio Grande HOA) responded. One of them indicated no opposition to the project, while the other indicated approval. With no additional responses, the assumption is that the other organizations share one or both of these perspectives.

Environmental Planning Commission – Comments for 2/11/2016 meeting

RE: El Vado Project Zoning Variance Request

We are one of seven townhouse owners at the very end of New York Ave next to the El Vado Motel. We are concerned about new traffic problems at the end of New York. Our neighbors have similar concerns.

Our observations since New York was closed:

Hammerhead turn has not been utilized so our driveways have become a de facto cul-de-sac.

Some drivers are turning into and across our front yards which are between driveways.

Drivers do not know how to use a hammerhead turn and instead turn into our driveways.

We anticipate MORE traffic problems when the development is completed:

People will learn it's a dead end BUT will still use it as drop-off and pick-up point for the apartments and El Vado activities.

Additionally, even if a permit parking system is used on this end of New York Ave, drivers will still come to the end looking for parking or because it's the only place to turn around.

New York is already used for parking during BioPark events (i.e., River of Lights).

There is not room for multiple cars to come to the end and turn around like there would be with a cul-de-sac. How will multiple cars turn around?

With cars parked on both sides of New York, it is difficult to impossible for cars coming from each direction to pass without pulling over and stopping. This is not a problem now, but will be much more often with additional traffic on the street.

THERFORE, we request the EPC require maximum parking spaces on the El Vado/Casa Grande site and deny the variance to reduce the required spaces. This will help relieve some of the future increased pressure on New York Ave.

Despite our concerns over traffic on our end of New York, we are very supportive of the El Vado project. We believe in providing affordable housing and think revitalizing the El Vado itself is wonderful.

Thank you for considering our feedback.

Robert and Cris Amburgey
2412 New York Ave SW
253-312-0902
253-312-1991

Gould, Maggie S.

From: John Nellos <johndhisbbq@yahoo.com>
Sent: Sunday, January 31, 2016 6:13 PM
To: Gould, Maggie S.
Subject: Case number 1009542 el vado motel

Att. Karen Hudson, EPCchair person

I am writing this on behalf my wife and I ,John and Alaura Nellos we have lived for over ten years at 2026-Alhambra-sw-87104 we are both in favor of a zoning Change from C1 to SU1 as well as the variance for the el vado motel . PLEASE HELP THIS HAPPEN SO WE CAN REMOVE A EYE SORE IN OUR NEIGHBORHOOD !!!!!!!! Thanks john and Alaura

Sent from my

Gould, Maggie S.

From: robert c <rj.c@hotmail.com>
Sent: Tuesday, January 26, 2016 5:48 PM
To: Velarde, Rebecca; crennaker@palindromecommunities.com; rick@rdaviscompanies.com; Gould, Maggie S.
Subject: Impact of hammerhead turn-around on NY Ave. SW

Rebecca Velarde, Chad Rennaker, Rick Davis, Maggie Gould,

I own the 2nd to last townhouse on the west end of NY Ave. (now directly across NY Ave. from the new 'hammerhead' turn-around.) Once the hammerhead closed off NY Ave., I had vehicles driving on the rocks and cactus planted in my front yard as they crossed multiple driveways to make u-turns back in to the street. Last Saturday, I purchased $800.00 worth of boulders to hopefully prevent this from continuing.

So, to answer your question Chad, 2 months was too long for me to wait to see if this problem would somehow correct itself – and I found your suggestion of a 2 month interval presumptuous and insulting. I doubt you would wait 2 months if it was happening in your front yard.

It now seems like the site developers have got what they wanted; namely, NY Ave. is not a cul-de-sac (as some residents destined to be most impacted had requested) and your decision to eliminate the cul-de-sac has instead turned yards and driveways in to impromptu cul-de-sacs.

I have spent significant money attempting to fix this problem of your creation. This is not the friendly way to impact my townhouse and expect me to "want" it to be this way.

For what it's worth to make another request, I would like there to be fewer parking spaces than what has been proposed.

Robert Crammer
2420 New York Ave SW
ABQ, NM 87104
505-818-8855

Gould, Maggie S.

From: David Medina <davidmedina61@yahoo.com>
Sent: Friday, January 29, 2016 8:47 AM
To: Gould, Maggie S.
Subject: Case # 1009542 El Vado Motel

Karen Hudson, EPC Chairperson
City Planning Department, attn EPC

I live at 2101 New York Ave. S.W., Albuquerque, and am writing the EPC to voice my support FOR the approval of zoning change and variance for the El Vado Motel and Casa Grande projects. Approval of the changes will allow this wonderful project to move forward, and end the eyesore and nuisance our neighborhood deals with on a daily basis.Thank you.

Sincerely,
David Medina
2101 New York Avenue, Albuquerque, New Mexico 87104

Subject: Support for Zoning Change Request for El Vado Project

From: jhholverson@yahoo.com (jhholverson@yahoo.com)

To: mgould@abq.gov;

Date: Friday, January 29, 2016 11:12 AM

As an interested neighbor I am writing in support for the proposed zoning change to SU-1 for the Casa Grande Project
and the variance for the historic El Vado Motel Project.

Please see my attached letter of support addressed to Ms. Karen Hudson, EPC Chairperson.

Thank You.

John Holverson
207 Gallup Avenue S.W.
Albuquerque, New Mexico, 87104
505-615-5090

Attachments

- El Vado zoning change 29 January 16.docx (10.40KB)

29 January, 2016

Ms. Karen Hudson, EPC Chairperson
City of Albuquerque

RE: ***El Vado Case # 1009542***

Dear Ms. Hudson,

As a member of the West Park Neighborhood organization, and neighbor of the historic El Vado Motel and proposed Casa Grande project,

I am writing in support of the requested zoning change to SU-1 for the Casa Grande project and variance for the beloved El Vado Motel.

I have followed this important adaptive use project from the beginning and very much support the creative energy and neighborhood compatibility this proposal demonstrates. It is highly visible as Central crosses the Rio Grande and its proximity to the BioPark operations across Central Avenue.

John Hickerson

207 Gallup Ave S.W
ABQ 87104

January 28, 2016

To: Ms. Karen Hudson
EPC Chairperson
City of Albuquerque, new Mexico
Re; El Vado care number 1009542
Sent by e-mail to: mgould@cabq.gov

Hi.

I am a neighbor of the old El Vado motel and also a member of the West Park Neighborhood Association. I live around the corner at 207 Gallup Avenue S.W., 87104.

I am writing to support the pending request for a zoning change to SU-1 for the Casa Grade project on Central, and the variance for the El Vado Motel.

Please grant this zoning change as this project means a lot to all of us in the neighborhood.

Thank you for your consideration. I plan to attend the hearing on February 11th.

Sincerely,

Tom U. Renner

Tom U. Renner
207-967-9986

207 Gallup Avenue S.W.
Albuquerque, New Mexico, 87104

SITE PLAN REDUCTIONS

A1 SITE DEVELOPMENT PLAN

GENERAL NOTES

A. APPLICABLE PLANS: REFER TO DESIGN STANDARDS, SHEET 3 OF 3 PROJECT DESIGN STANDARDS, THIS PACKAGE.

KEYED NOTES

1. EXISTING PROPERTY LINE
2. PRIMARY DEVELOPMENT SIGN FOR CASA GRANDE; EXISTING SIGN TO REMAIN AT EL VADO
3. RIGHT-IN / RIGHT-OUT / LEFT-IN / LEFT-OUT ACCESS
4. RIGHT-IN / LEFT-IN ACCESS
5. EXISTING BICYCLE - PEDESTRIAN ACCESS ONLY
6. EXISTING EL VADO MOTEL
7. PROPOSED NEW BUILDING APPROXIMATE LOCATION

SITE DATA

LEGAL DESCRIPTION:
TRACT A-1 1.321 ACRES; TRACT A2 .893 ACRES; TRACT A3 .584 ACRES; TOTAL SITE 1.457 CASA GRANDE; 1.321 ACRES-EL VADO

ZONE:
REQUESTING ZONE CHANGE FROM C-2 TO SU-1 FOR C-2 USES

MAXIMUM BUILDING HEIGHT: SEE DESIGN STANDARDS
BUILDING SETBACKS: SEE DESIGN STANDARDS
PROPOSED USES: COMMERCIAL, RETAIL, LOCAL TAP ROOM AND APARTMENTS
MINIMUM FAR: 0.3
DWELLING UNITS PROPOSED FOR TRACTS A-1 AND A-2 = 30 DU TOTAL

SITE PLAN LEGEND

PEDESTRIAN INGRESS / EGRESS
BICYCLE INGRESS / EGRESS
VEHICULAR INGRESS / EGRESS
PROPERTY LINE (EXISTING AS NOTED)
EXISTING EASEMENTS AS NOTED

LEGEND

VICINITY MAP
Zone Atlas Map J-12 -Z

FORMER PROJECT NUMBER:
PROJECT NUMBER:
APPLICATION NUMBER:

As an Infrastructure List Required? ( ) Yes ( ) No. If Yes, then a set of approved DRC plans with a work order is required for any construction within Public Right-of-Way or for construction of public improvements.

SITE DEVELOPMENT PLAN APPROVAL

TRAFFIC ENGINEER, TRANSPORTATION DIVISION	DATE
ABCWUA	DATE
PARKS AND RECREATION DEPARTMENT	DATE
CITY ENGINEER	DATE
SOLID WASTE MANAGEMENT	DATE
DRB CHAIRPERSON, PLANNING DEPARTMENT	DATE

DEKKER
PERICH
SABATINI
7601 JEFFERSON NE, SUITE 100
ALBUQUERQUE, NM 87109
505.761.9700 / WWW.DPSDESIGN.COM
ARCHITECT
ENGINEER

EPC SUBMITAL
DECEMBER 30, 2015

PROJECT

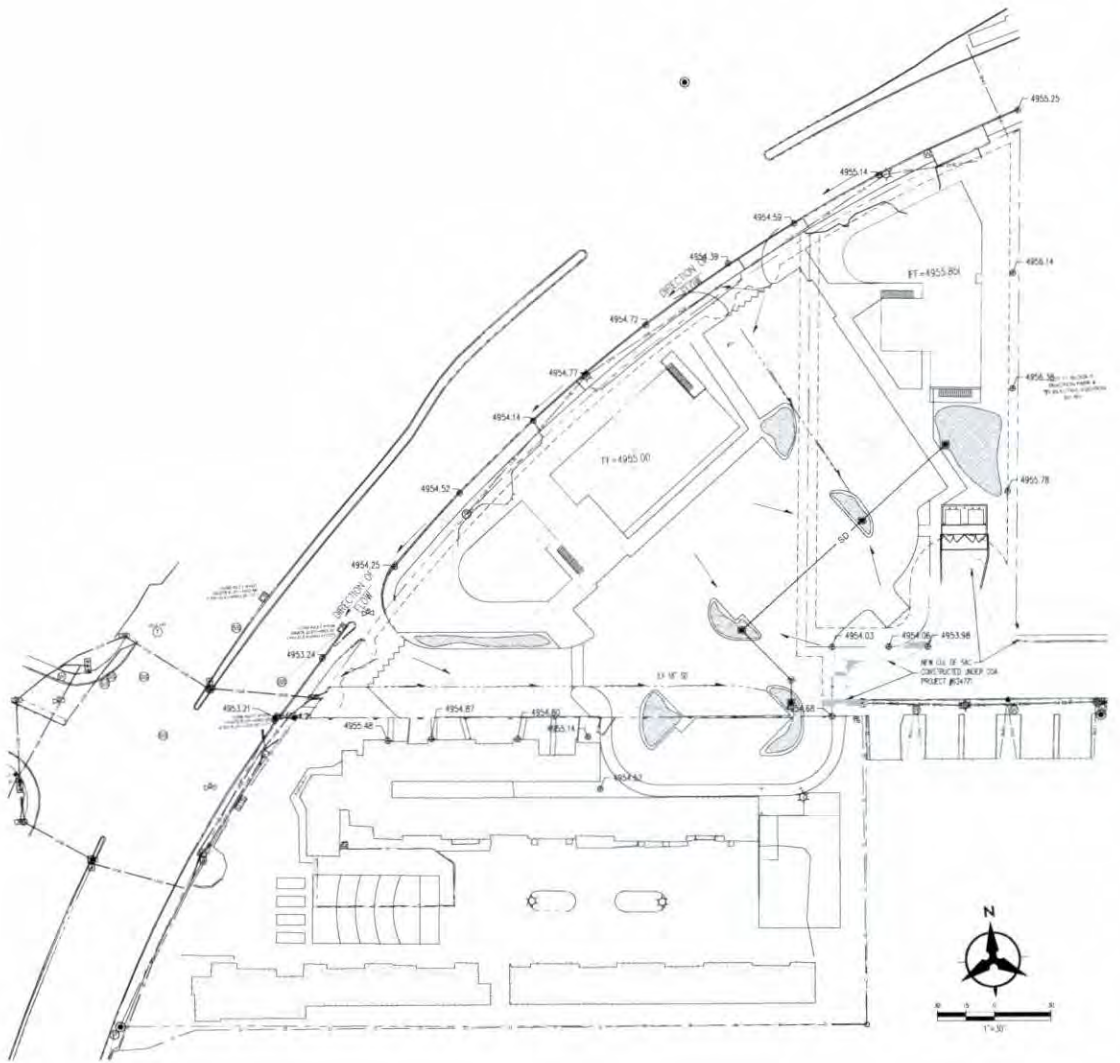
2400 CENTRAL AVE. SW
CASA GRANDE AND EL VADO MOTEL
ALBUQUERQUE, NM

REVISIONS
1
2
3
4

DRAWN BY:	MJH
REVIEWED BY:	RAW
DATE:	12/30/2015
PROJECT NO.:	15-0147

DRAWING NAME:
SITE DEVELOPMENT PLAN FOR SUBDIVISION

SHEET NO.
SDPS-1.1
1 OF 3



EXISTING CONDITIONS:
THE APPROXIMATELY 2.8 ACRES OF THE ENTIRE DEVELOPMENT IS CURRENTLY FULLY DEVELOPED IT CONSISTS OF TWO COMPONENTS, THE EXISTING EL VADO SITE (SOUTHERN 1.32 ACRES) AND THE NEW CASA GRANDE TRACTS (NORTHERN 1.47 ACRES). THE CURRENT CONDITIONS OF THE SITE ARE ENTIRELY FLAT. BASED ON THE EXISTING SURVEY THERE ARE A NUMBER OF EXISTING INLETS LOCATED AT THE INTERSECTION OF CENTRAL AND NEW YORK AVE AS WELL AS TWO ADDITIONAL CURB INLETS LOCATED WITHIN NEW YORK AVE EAST OF THE SITE. THESE INLETS TIE TO AN EXISTING 18" RCP STORM DRAIN THAT RUNS DOWN NEW YORK AVE AND DRAINS TO THE EAST. BASED ON ASBUILT INFORMATION, CITY OF ALBUQUERQUE SYSTEM MAPS, AND THE SITE'S DESIGN SURVEY, THE SITE APPEARS TO DRAIN ENTIRELY INTO THIS EXISTING PIPE BY EITHER THE EXISTING INLETS AT CENTRAL OR THE INLETS FURTHER DOWN STREAM WITHIN NEW YORK AVE. DURING LARGER STORM EVENTS, DRAINAGE APPEARS TO BE CONVEYED IN NEW YORK AVE. VIA SURFACE FLOW UNTIL IT HAS AN OPPORTUNITY TO DRAIN INTO FURTHER DOWN STREAM INLETS.

PROPOSED CONDITIONS:
THE DEVELOPED FLOWS FOR BOTH THE EL VADO SITE AND THE CASA GRANDE SITE WILL CONTINUE TO DRAIN TO THE EXISTING 18" STORM DRAIN. WATER HARVESTING AREAS WILL BE PLACED THROUGHOUT THE LANDSCAPING AREAS AND MEDIAN ISLANDS IN AN ATTEMPT TO MEET THE "FIRST FLUSH" REQUIREMENTS BY THE CITY. THE FLAT SLOPES AROUND THE SITE WILL REQUIRE ADDITIONAL INLETS AS NECESSARY. DUE TO THE EXISTING EL VADO SITE IS A REMODEL, SITE CONSTRAINTS WILL MAKE THE "FIRST FLUSH" REQUIREMENTS A CHALLENGE. CLOSE COORDINATION WITH THE ARCHITECT AND CITY WILL BE NECESSARY. THE DEVELOPED FLOWS FROM THE SITE WILL NOT ADVERSELY EFFECT THE DOWNSTREAM INFRASTRUCTURE AND WILL SAFELY PASS THE 100YR STORM EVENT.

LEGEND

- PROPERTY LINE (BASED ON LATEST PLATTING EFFORT)
- EXISTING CONTOURS
- 95.23 PROPOSED SPOT ELEVATION TC=TOP OF CURB, FL=FLOW LINE TW=TOP OF WALL, BW=BOTTOM OF WALL EX=EXISTING, TG=TOP OF GRADE
- PROPOSED DIRECTION OF FLOW
- WALKWAY SLOPE
- PROPOSED WATER HARVESTING AREAS (FIRST FLUSH REQUIREMENT)
- PROPOSED CURB & GUTTER
- EASEMENT/SETBACK
- PROPOSED LIGHTING
- PROPOSED STORM DRAIN LINE

P:\2015\0315\CDP\Plans\General\2015031SDPS1.dwg, Layout1
December 29, 2015 - 6:36pm
Plotted by: MBRASHEARS

Bohannan Huston
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ENGINEER

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DECEMBER 30, 2015

PROJECT

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CASA GRANDE AND EL VADO MOTEL
ALBUQUERQUE, NM

REVISIONS

DRAWN BY
REVIEWED BY
DATE 12/30/2015
PROJECT NO. 15-0147
DRAWING NAME

OVERALL GRADING PLAN

SHEET NO.

SDPS-2.1
2 OF 3

El Vado Motel and Casa Grande Design Standards

Overall Design Theme and Land use Concept:

The purpose of these design standards is to establish a development guideline for a mixed-use retail and multi-family community known as Casa Grande as shown on the site development plan for subdivision. These design standards are intended to provide guidance toward a unified and respectful relationship between the existing Historical El Vado Motel and the new Casa Grande mixed use development.

pedestrian and bicycle friendly area to live/work/play and provide an enriching social and community hub. The development consists of affordable rental apartments, small retail and entrepreneurial shops, local taproom, event center, performance area and boutique lodge. It is intended to become a destination live, work, play area near bike trails, prime city amenities and historically significant areas.

Off-Street Parking:

Commercial: One space per 400 net leasable square feet of commercial space, motorcycle parking per off-street zoning regulation (14-16-3-1), bicycle parking as determined by the off-street regulation (14-16-3-1).

Boutique Lodge: one vehicular parking space per two lodging units.

Residential: one vehicular parking space per dwelling unit, one bicycle parking space per two dwelling units.

Required parking may be reduced 10% for proximity to public transportation and an additional 5% for a covered bus shelter, and may be further reduced 10% for mixed use shared parking per off-street zoning regulation (14-16-3-1). Maximum reduction is 25% total.

Landscape:

The landscape design will strive to engage the users by providing a welcoming environment for the residents and public. Through the use of xeric plants outdoor spaces shall have seasonal color, texture and scale, and compliment the architecture. Trees will be used to provide shade in pedestrian areas, highlight intersections and establish hierarchy of vehicular drives. Accent plants will be used to emphasize entries and provide sculptural interest. The remainder of the plant palette will be a mixture of shrubs, ornamental grasses and groundcovers. The landscape design will comply with the intent of the city of Albuquerque Water Conservation, Landscaping and Water Waste ordinance and 14-16-3-10 of the city of Albuquerque General Regulations.

Site Lighting:

In order to enhance the safety, security, and visual aesthetics, careful consideration must be given to both the daytime and nighttime appearance of the lighting design and fixtures. The primary design objective of the site lighting system shall be to maximize public safety while not affecting adjacent properties, buildings, or roadways with unnecessary glare or reflection. In order to accomplish the lighting goals, the following guidelines shall be required for the design of the lighting system:

- Placement of fixtures and standards shall conform to state and local safety and illumination standards.
- All lights shall be shielded source to prevent spillage onto adjoining properties or light pollution of the existing "dark sky".
- Fixtures shall comply with the City of Albuquerque's Dark Skies requirements.
- The height of street lights and parking area lights shall be kept to the minimum necessary to meet safety requirements.
- Individual site lighting standards shall blend with the architectural character of the buildings and other site fixtures.
- Perimeter parking: 25' high maximum pole with cutoff features provided that the lighting fixture does not directly shine on any residential premises.
- Site lighting poles shall be 16' high maximum pole height when within 100' of properties zoned residential
- Buildings and adjacent pedestrian areas: Building mounted fixtures, bollards.
- Site wall to comply with the Area Lighting Regulations, 14-16-3-9 of the Zoning Code
- No lighting of any kind is prohibited.

Placement of Mechanical Units

Care shall be made to hide the view of exposed mechanical units, riders, and other equipment from the ground directly adjacent to the building whenever possible, whether roof or pad mounted units are used. Ground level units shall be screened from public view through free-standing dense evergreen foliage or on "green walls". Roof mounted units shall be screened from public view through the use of parapet walls or roof screens that are architecturally coordinated with the building they serve.

Signage

The following standards were developed to regulate the size, location, type and quality of sign elements within the overall development. The goal is to provide consistency in appearance and quality, and complements the visual character of the development.

- All signs shall comply with section 14-16-3-5 General Sign Regulations of the Zoning Code.
- Signs identifying the principal use of a building may be free-standing or wall-mounted.
- The design of the interior directional signs shall be coordinated with the design of the site signage.
- No illuminated plastic panel signs are allowed.
- All signs facing Central are to comply with CANDOZ. Neon or neon-like LED is required for all signs to be CANDOZ compliant

Screen Walls and Fences

maximum height where screening is not required. Site wall shall be stucco with

with section 14-16-3-19 in the Zoning Code to be harmonious with the development & adjacent properties.

Patio walls shall reflect the same use of stucco finish to complement that of the buildings. Use of small opening or wood detailing may be used to articulate semi-private patios and balconies. Patio walls shall not exceed 5' unless provided with portal style gates or openings. Color shall be harmonious with the adjacent building. Refuse container walls will be stucco over CMU wall with rounded edges consistent in color and finish with the buildings. Enclosure gates will be perforated metal or woven metal mesh in a metal frame, painted with colors used on the buildings.

Trails and Sidewalks

Public and private walks provide important connectivity within the project as well as in and out of the site. All private trails and sidewalk shall be concrete, with a minimum of 6'-0" width and link all buildings on site. Sidewalks will be no less

prohibited. Concrete or compacted crusher fines with stabilizer are acceptable materials. All hard surface pedestrian paths shall be designed to be handicapped accessible, except where topography makes this unfeasible. Pedestrian crossings shall be clearly demarcated with contrasting paving treatment.

A two-way bicycle lane will be clearly demarcated through the site connecting New York Ave. to Central Ave. within the existing bicycle and pedestrian easement.

Public Open Space

An important design of this community is the inclusion of open spaces for resident recreation: opportunities for residents to meet their neighbors and visitors to the site. Common area amenities will be located on the street level. Residents and visitors will also access a shared bike and pedestrian trail connection to the greater Albuquerque trail system. Open space shall be provided per SU-1 zoning requirements.

Exterior Wall Materials and Colors

Exterior design requirements specifically for the El Vado Motel will be in compliance with requirements as mandated by SHPO and LUCC. The exterior building style for new construction on the El Vado site was well as for Casa Grande, will reflect a *"Spanish Pueblo Revival or Pueblo Revival"* vernacular, and be respectful and complementary to the existing El Vado motel style and scale. Articulation of massing shall be composed of multiple volumetric forms that step back in plane, flat roofs with irregular parapet heights, thick walls with rounded

entry way. Other characteristics may include exposed beam ends (vigas), recessed window and door openings, and exposed timber lintels with carved corbels at posts. Entry portals provide shade and cover to the occupant and pedestrian, and enrich the building planes with changes in light and shadows at entry locations. Stucco wall finish system (or synthetic version) reinforces the vernacular architectural expression through rounded corners, irregular massing primarily through defined square or rectangular masses , parapets that are straight with curvilinear ends or steps, buttressed or battened walls, rectangular windows with square corners that align with door headers or lintels, and roof canales and downspouts consistent with the style. Retail spaces within the new construction may incorporate storefront glazing along the ground floor level. (Storefront glazing shall not be less than 20% and shall not exceed 50% of the overall ground floor walls.)

Exterior wall color shall reflect a consistent overall palette of medium to dark browns, with some light gold or creams and gray earth tones to complement the

the grouping of the building's different masses and color changes shall occur only at inside corners or pilasters. Horizontal color changes shall occur only at massing articulations or change in material. Highly saturated color or highly contrasting hues should be used sparingly, as accents only. Balcony, patio and stair enclosures shall have solid stucco walls with small openings, and may have wood details consistent with the style. Reflective glass shall not be permitted.

Building Height

~~Mixed-use and Residential buildings shall be per 4U zoning~~ requirements. Structure heights up to 26 feet permitted. Structure heights above 26 feet ~~shall fall within 45 degree angle planes on all sides except the northern~~ boundary which shall be a 60 degree angle plane.

Commercial shall be per SU-1 zoning or as dictated by the historical preservation authority having jurisdiction.

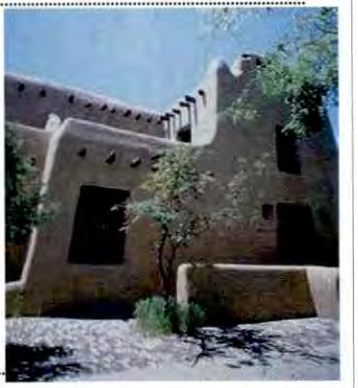
Building Setbacks

Building setbacks shall be as shown on the site plan for subdivision.

Roof materials

Roof materials and colors shall be reminiscent of the Spanish Pueblo Revival style with the dominant design being low pitch roofs (heat reflective and light colored) concealed from view with building parapets.

The following images show examples of buildings with elements of Spanish Pueblo Revival and Pueblo Revival Architecture



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SHEET NO

SDPS-3.1

3 OF 3