



**Environmental
Planning
Commission**

**Agenda Number: 02
Project Number: 1009573
Case #: 16EPC- 40074, 40075, 40076
January 12, 2017**

Staff Report

Agent	Tierra West, LLC
Applicant	Thomas Development Company
Request	Zone Map Amendment (Zone Change), Amended Site Development Plan for Subdivision, Site Development Plan for Subdivision
Legal Description	Lots 1A and 2A1, Block 2, Sunport Park
Location	Transport St. SE, between Flightway Ave. SE and Woodward Rd. SE
Size	Approximately 10.7 acres
Existing Zoning	IP (Industrial Park)
Proposed Zoning	SU-1 for IP Permissive Uses and Multi-Family Residential Development

Staff Recommendation

APPROVAL of Case # 16EPC-40076 based on the Findings beginning on Page #18, and subject to the Conditions of Approval beginning on Page #24.

APPROVAL of Case # 16EPC-40075 based on the Findings beginning on Page #24, and subject to the Conditions of Approval beginning on Page #25.

APPROVAL of Case # 16EPC-40074 based on the Findings beginning on Page #26, and subject to the Conditions of Approval beginning on Page #28.

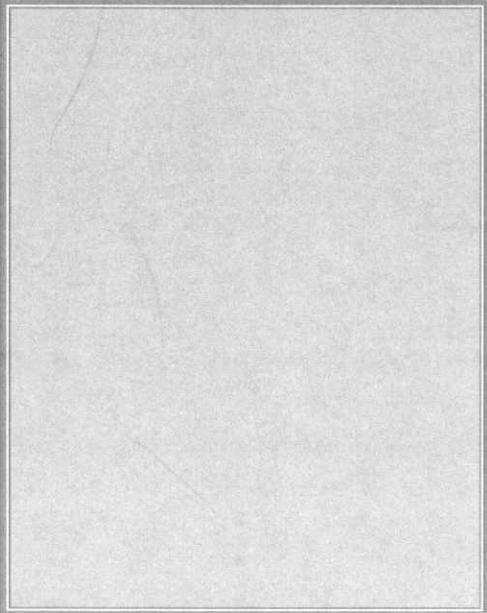
**Staff Planner
Michael Vos, AICP – Planner**

Summary of Analysis

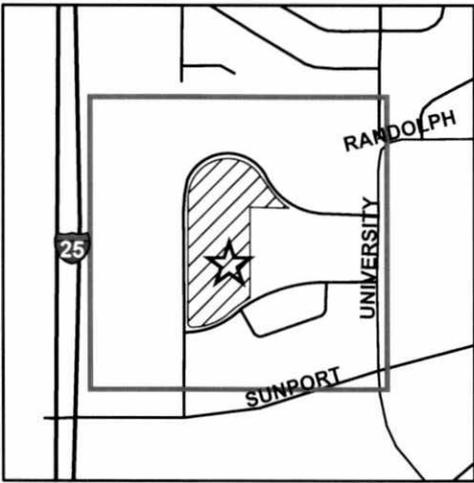
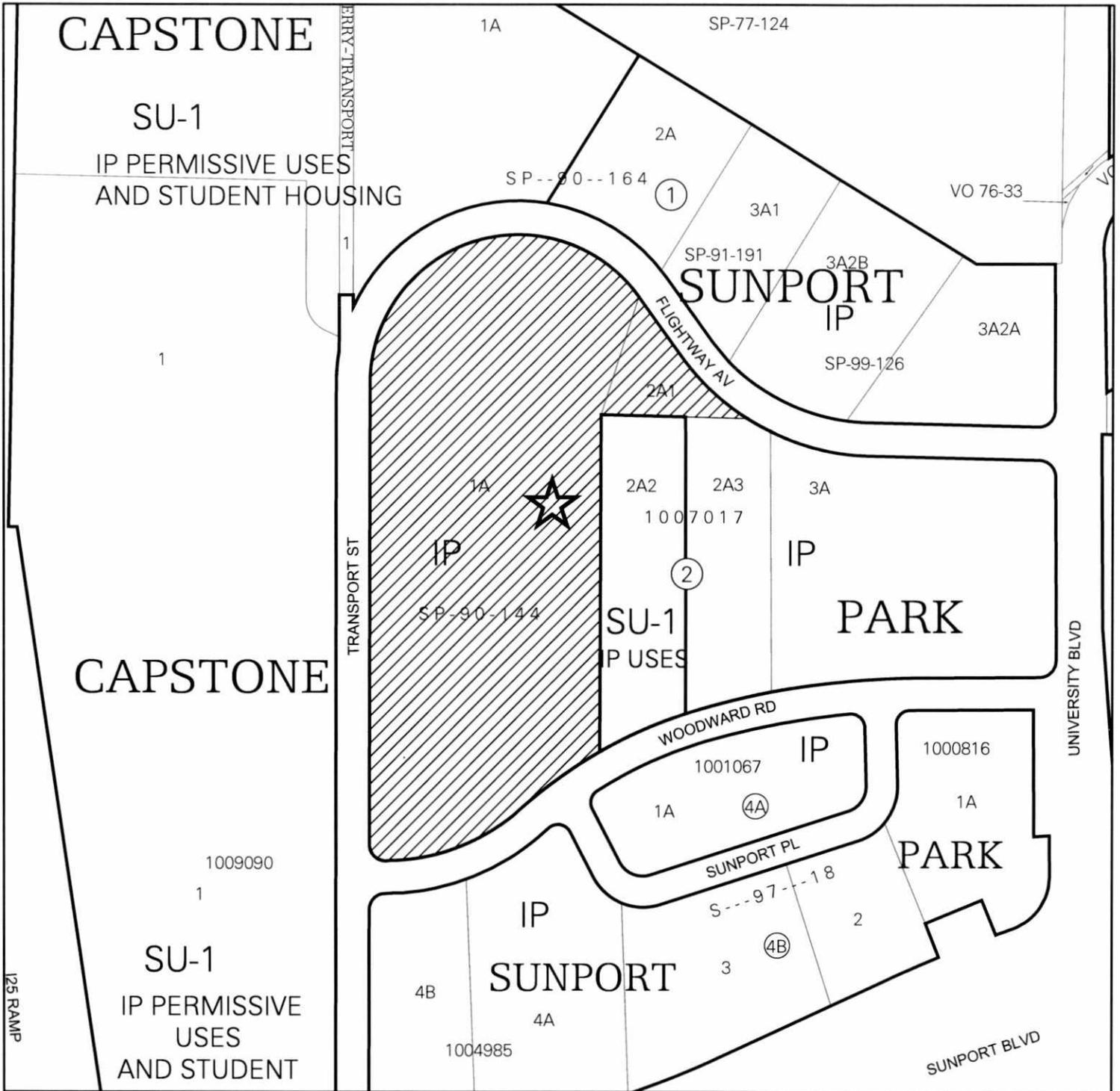
This is a three part request for a Zone Map Amendment from IP (Industrial Park) to SU-1 for IP Permissive Uses and Multi-Family Residential Development, an Amended Site Development Plan for Subdivision, and a new Site Development Plan for Subdivision with design standards for an approximately 10.7 acre site located on Transport St. between Flightway Ave. and Woodward Rd.

The applicant is proposing to combine two existing lots into a single tract in order to develop a multi-family residential housing community of no more than 235 dwelling units.

The applicant has adequately justified the Zone Map Amendment request according to the requirements of R-270-1980, and the new Site Development Plan for Subdivision meets or exceeds the requirements of the Zoning Code. There is no known opposition to this request. Staff is recommending approval subject to findings and conditions.



City Departments and other interested agencies reviewed this application from 12/05/2016 to 12/21/2016
Agency comments used in the preparation of this report begin on Page #30.



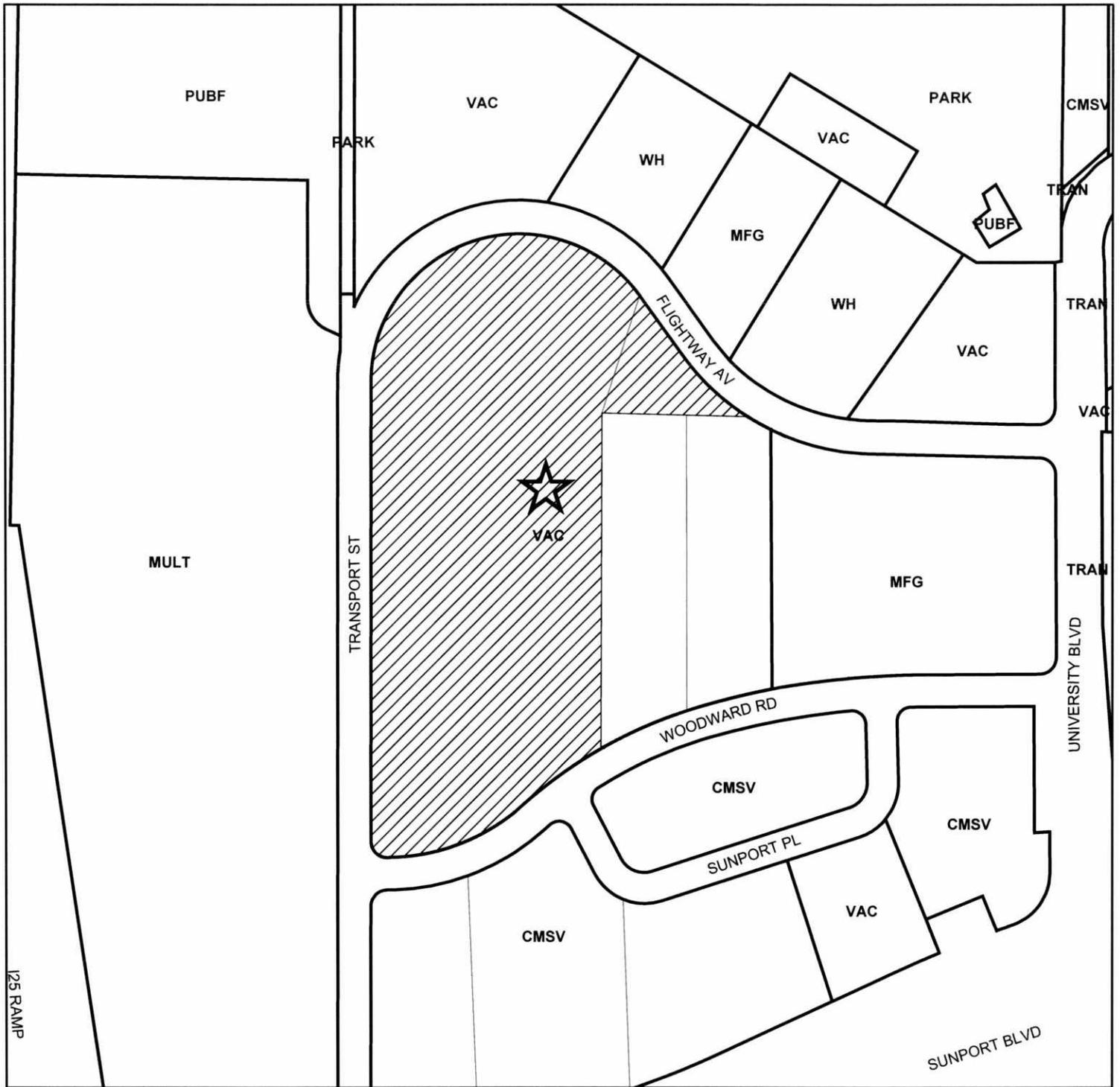
ZONING MAP

Note: Grey shading indicates County.



1 inch = 250 feet

Project Number:
1009573
Hearing Date:
01/12/2017
Zone Map Page: M-15
Additional Case Numbers:
16EPC-40074, 40075 & 40076



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



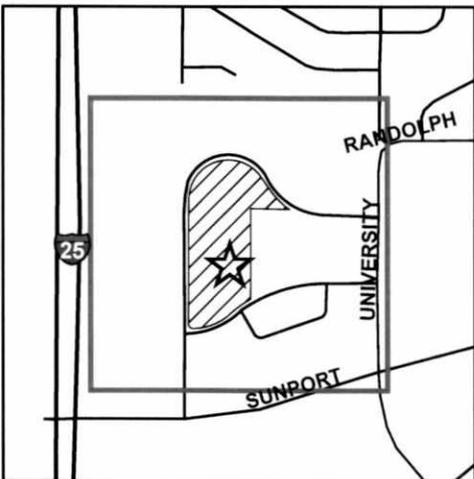
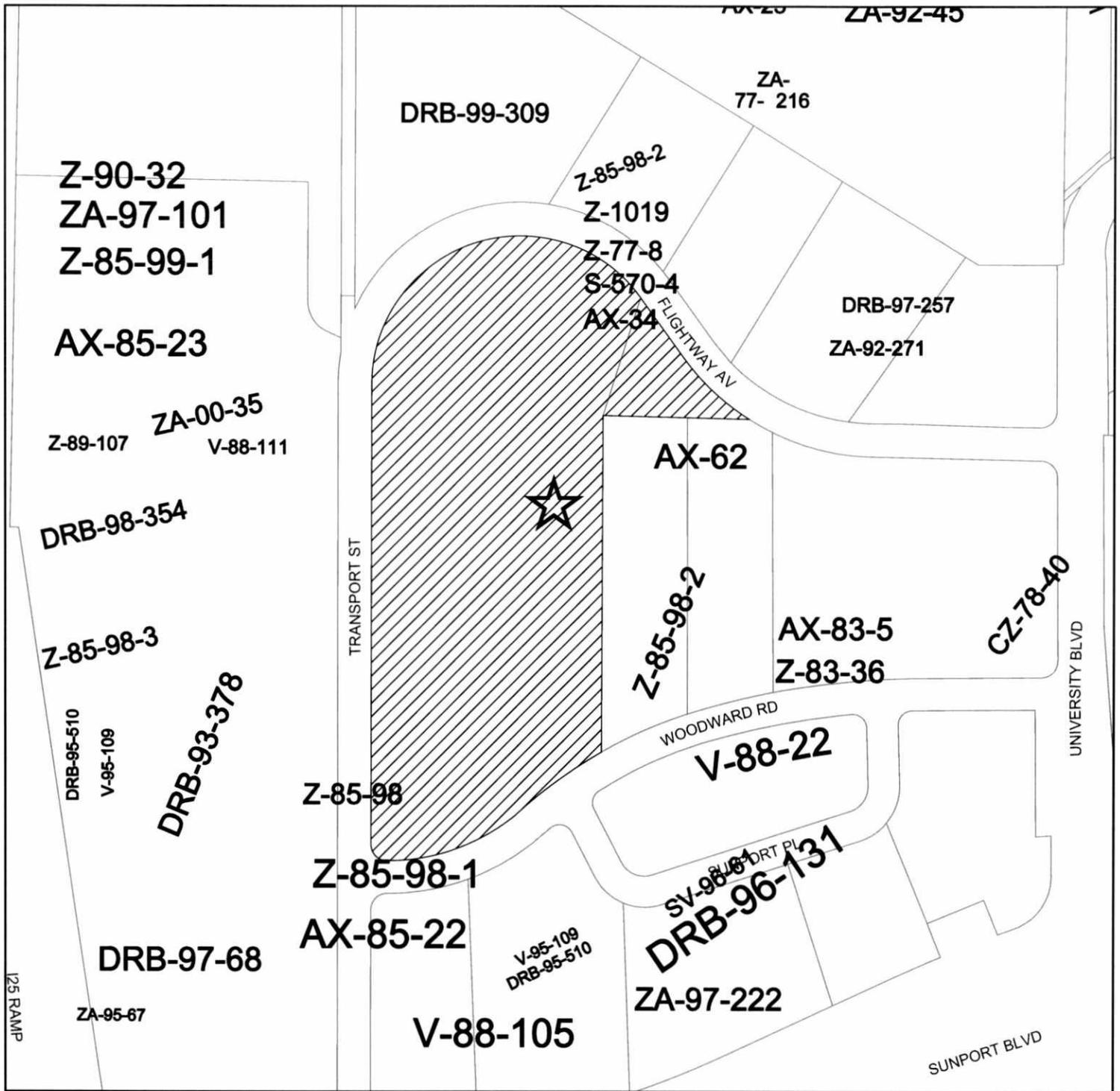
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HISTORY MAP

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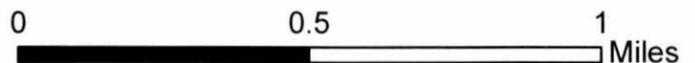


Public Facilities Map with One-Mile Buffer

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



Project Number: 1009573



I. AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II & III Plans</i>	<i>Land Use</i>
<i>Site</i>	IP (Industrial Park)	Developing Urban Area; Sunport Boulevard Design Overlay Zone	Vacant
<i>North</i>	SU-1 for IP Permissive Uses and Student Housing, IP (Industrial Park)	Same	Vacant, Wholesale/Warehousing, and Industrial/Manufacturing
<i>South</i>	IP (Industrial Park)	Same	Commercial Service (Hotel)
<i>East</i>	SU-1 IP Uses	Same	Vacant (Site Plan Recently Approved for Hotel)
<i>West</i>	SU-1 for IP Permissive Uses and Student Housing	Same	Multi-Family Residential

II. INTRODUCTION

Proposal

This is a three part request for a Zone Map Amendment from IP (Industrial Park) to SU-1 for IP Permissive Uses and Multi-Family Residential Development, an Amended Site Development Plan for Subdivision, and a Site Development Plan for Subdivision with design standards for an approximately 10.7 acre site located on Transport Street SE between Flightway Avenue SE. and Woodward Road SE. The purpose of the zone change and site development plan for subdivision amendment requests is to allow for multi-family residential development on the subject site.

The Zoning Code requires that applicants requesting SU-1 Special Use zoning submit a site development plan to the Environmental Planning Commission (EPC) for review and approval. The applicant has submitted a Site Development Plan for Subdivision with design standards to fulfill this requirement. The applicant is proposing to combine the two existing lots into a single tract in order to develop a multi-family residential housing community with up to 235 dwelling units. With the design standards contained in the site development plan for subdivision, the applicant is also requesting that all future site development plans for building permit applications for both IP uses and multi-family be delegated to the Development Review Board for approval. The proposed multi-family project is intended to be developed in a single phase on the entire site.

EPC Role

The Environmental Planning Commission (EPC) has the authority to hear and consider all Zone Map Amendment cases, as well as Site Development Plans associated with an SU-1 site within the City of Albuquerque pursuant to Zoning Code Sections 14-16-4-1 Amendment Procedure and 14-16-2-22 SU-1 Special Use Zone. The EPC is the final decision-making body unless the EPC decision is appealed. If appealed, the Land Use Hearing Officer (LUHO) would hear the appeal and make a recommendation to the City Council, which would make the final administrative decision pursuant to Zoning Code Section 14-16-4-4 Appeal. This is a quasi-judicial matter.

Context

The subject site is located within the Developing Urban Area of the Comprehensive Plan, as well as the Sunport Boulevard Design Overlay Zone. The subject site is mostly surrounded by sites zoned IP and SU-1 for IP Uses, as well as a site to the west of the subject site that is zoned SU-1 for IP Permissive Uses and Student Housing that has been developed with a large multi-family student housing development.

Immediately east of the subject site is a vacant lot that has recently approved by EPC for a site development plan to allow for the construction of a hotel. Five other hotels exist to the south and east of the subject site. Farther east and north of the subject site are more typical industrial park uses, including warehousing, food distribution, and manufacturing.

The site is not located within an activity center, but is located, at its nearest point, approximately 610 feet west of the Sunport/Airport Major Activity Center.

History

The subject site is currently vacant. The subject site and other surrounding lots were annexed and IP zoning established in 1985 (Z-85-98). A Master Site Development Plan with Design Standards was approved on March 6, 1986 (Z-85-98-1). A subsequent amendment action in 1999 updated setback and landscaping guidelines and required that all lots prepare a site development plan for building permit for review by the Development Review Board prior to issuance of a building permit (DRB-97-257).

On November 8, 2012, EPC approved a Zone Map Amendment for the property west of the subject for SU-1 for IP Permissive Uses and Student Housing (Project 1009090, 11EPC-40091). This action was accompanied by an amendment to the Sunport Park Site Development Plan for Subdivision order to allow "residential use for student housing" on Block 1, Lot 1-A, and Block 3, Lots 1 and 2 (11EPC-40093), as well as a Site Development Plan for Building Permit (11EPC-40092).

On August 14, 2015, EPC approved a Site Development Plan for Building Permit application for the new multi-specialty clinic that is currently under construction northwest of the subject site.

Transportation System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways. The LRRS designates Transport Street, Flightway Avenue, and Woodward Road all as local roads.

The LRRS designates University Boulevard to the east of the subject site, and accessible via both Flightway and Woodward, as a minor arterial. University is designated by the Comprehensive Plan as an Enhanced Transit Corridor with the intent of improving transit and pedestrian opportunities for residents, businesses, and other users.

Interstate 25, located just west of the subject site is designated as a freeway and Sunport Boulevard to the south is designated as a regional principal arterial although the subject site will not have any access directly to either. Interstate 25 is designated by the Comprehensive Plan as an Express Corridor with the intent of developing a network of roadways dedicated to higher speeds and fewer interruptions to travel for the car and public transit vehicles.

Trails/Bikeways

Transport Street is a designated bicycle route, and the applicant's justification letter states that a multi-use connection is currently under construction off-site to connect this route to the bicycle route on Mulberry Street to the north. No other trails or bikeways presently exist in the area, but the Bikeways & Trails Facilities Plan proposes trails along Flightway and through the nearby Kirtland Park, as well as along Sunport Boulevard to the south. These trails would provide access to proposed bicycle lanes along University Boulevard.

Transit

The site is near three bus routes operated by Rio Metro. However, as indicated in the agency comments provided by Transit, the nearest bus stop is located on Randolph Road about halfway between University Blvd. and Yale Blvd. approximately a half mile northeast of the subject site.

Public Facilities/Community Services

See the Public Facilities Map in the packet for detail regarding these items.

III. ANALYSIS

APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The existing zoning for the subject site is IP (Industrial Park). The IP zone provides suitable sites for a wide range of industrial and commercial uses, provided such uses are conducted in a compatible and harmonious manner within industrial environments achieved through a Development Plan.

The proposed zoning for the subject site is SU-1 for IP Permissive Uses and Multi-Family Residential Development. The SU-1 zone provides suitable sites for uses which are special because of infrequent occurrence, effect on surrounding property, safety, hazard, or other

reasons, and in which the appropriateness of the use to a specific location is partly or entirely dependent on the character of the site design. A site development plan has been submitted along with the requested zone change in order to meet the requirements of the SU-1 provisions of the Zoning Code and allow for the appropriate density and design standards for future residential development. The IP Uses remaining under the SU-1 designation, if pursued, will be required to adhere to the standards set forth in the zoning code, as they would under the existing zoning designation.

Albuquerque / Bernalillo County Comprehensive Plan

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

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

Policy II.B.5.a: The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

Noting that the current gross density within city limits is approximately 2.0 dwelling units per acre (according to data from the US Census Bureau), the subject site furthers this policy by contributing to the goal of gross density up to 5 dwelling units per acre. This project proposes to develop no more than 235 multi-family residential dwelling units which results in a rate of approximately no more than 22 dwelling units per acre, furthering this goal.

Policy II.B.5.a is furthered by this request because a change in the zoning to allow for multi-family residential development will allow for additional housing needed to increase the overall gross density of housing in the city closer to the density called for in the Comprehensive Plan. In addition, the proposed zoning designation retains the permissive uses of the IP Industrial Park district, which combined with the additional residential uses, contributes to a full range of allowable urban land uses on the subject site including housing, commercial retail and services, offices, limited manufacturing, and warehousing.

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

This policy is furthered by incorporating design criteria through proposed Development Design Standards in a location of “infill development” which is compatible with existing land uses and existing infrastructure with sufficient carrying capacities for the proposed use. Existing infrastructure includes developed roadways, drainage, and wet and dry utilities.

Environmental conditions will be respected by the design of this development which will be aesthetically appropriate for the built environment, providing a transition between the student

housing facility and the more intense IP uses. Its location and access to the existing road network, including its proximity to the University of New Mexico (UNM) and Central New Mexico Community College (CNM), Isotopes Park, The Pit and the UNM Football stadium make this site an ideal location for a higher density development. The proposed layout and design will not impact the scenic resources of the Sandia Mountains.

The request furthers Policy II.B.5.d because the proposed location, intensity, and design of the proposed new development will be compatible with existing surrounding development and serve to support additional uses in the area. The proposed development will also be located in an already developing area near an existing Major Activity Center and utilize existing infrastructure, so it will respect existing neighborhood values, environmental conditions, and resources.

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

The proposed project furthers this policy by inducing development on land which is currently undeveloped and located contiguous to existing urban facilities and services, including roadways, drainage and utility infrastructure. Existing urban facilities include a new multi-specialty clinic (under construction) within walking distance, airport related facilities and services, and in the vicinity of UNM facilities such as the University South Golf Course. A new bike trail is being planned to run within Flightway by DMD. The integrity of existing neighborhoods will be assured by not increasing local street traffic on established single-family neighborhoods and providing a buffer from the IP zoned uses with human scale development of medium intensity.

The request furthers Policy II.B.5.e because the subject site is currently vacant and is located within an area contiguous to existing programmed urban facilities and services including paved roads and utility services. The nearest single-family residential lots are located over 500 feet away from the subject site and no traffic from the proposed development will be diverted through those areas, so the integrity of the surrounding neighborhoods will be ensured.

Policy II.B.5.f: Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.

The proposed development furthers this policy by allowing multi-family dwelling units to be developed, which by their nature promote maximization of open areas on site for active and passive recreation.

The request furthers Policy II.B.5.f because multi-family residential development will result in the clustering of units in multiple buildings around the subject site leaving open space between for recreational opportunities. Pedestrian connections will be made from the entrances of each building through parking areas and to public sidewalks and proposed bicycle routes.

Policy II.B.5.g: Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

The proposed project furthers this policy by taking the topographical features into account in the site design by identifying vehicular and pedestrian access points on Flightway Avenue and Woodward Road which can accommodate interconnectivity both horizontally and vertically. Due to the relatively steep slopes across the property from east to west, a connection to Transport Street is impractical. The Design Standards also require an accessible route to all accessible units, public use spaces, common use spaces, and site amenities.

The request partially furthers Policy II.B.5.g because this request is affected by a particularly steep slope across the site and the design standards will ensure that the appropriate pedestrian and vehicular connections are made through and around the development; however, the primary intent of the policy identified by possible techniques appears aimed toward the implementation of a larger open space and trail system through subdivisions and larger sites with public access, which is not necessarily the case of this single site development, especially if gated.

Policy II.B.5.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 project furthers this policy in several ways although it is not located in an Activity Center. The proposed project is a higher density housing development which has excellent access to a major street network including University Boulevard, Sunport Boulevard, and I-25. It also is located in an area where a mixed density pattern is currently established and in an area not predominately zoned single-family residential. The proposed use is compatible with student housing, industrial uses, and hotels in the immediate vicinity. The project provides additional area to transition between the student housing facility and the existing and future IP uses, which may consist of more intense development such as buildings with greater massing, floor area ratios, and greater percentage of paved surfaces than the proposed project or the existing student housing site. The project will buffer itself from the possible adjacent IP uses by incorporating greater setbacks and landscaping as detailed in the proposed Design Standards.

The request furthers Policy II.B.5.h because the subject site is located near a Designated Activity Center with excellent access to the major street network, and not within an area predominantly zoned for single-family residential. The proposed zoning is compatible with existing area land uses, which is already established with a mix of uses, such as the adjacent student housing development.

Air Quality: The goal is to improve air quality to safeguard public health and enhance the quality of life. Applicable policies identified by the applicant include:

Policy II.C.1.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 project furthers this policy by placing a higher density housing use in an efficient location which will result in an area of mixed use and infill development which can potentially reduce the total vehicle miles traveled. The project location is close to educational and health care institutions such as the new multi-specialty clinic, UNM and CNM; recreational facilities such as the Pit, baseball stadium, and UNM South Golf Course; airport and related facilities; and other employment facilities. This multi-family development will improve the availability of quality housing opportunities while reducing the traffic needs on the surrounding network by reducing the need to travel across the river given most employment is located on the east side of the city.

The request furthers Policy II.C.1.b because it will result in higher density residential development in an efficient location in close proximity to a designated Major Activity Center and various institutions and employers. The request is adding additional housing on the east side of the river with easy access to major roadways, which may help reduce the number of cross river commute trips and associated traffic congestion that should help reduce the adverse effects of auto travel in the future.

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

The proposed project furthers this policy with site design features incorporating multiple access points to an established looped roadway system and by its proximity to the multi-use trail connecting Transport Street to Mulberry Street. Traffic from the site will be directed toward arterial streets by providing access to Flightway Avenue and Woodward Road.

The request partially furthers Policy II.C.1.c because the proposed zone change and related site development plan for subdivision show proposed access points on Flightway Avenue and Woodward Road that will direct traffic from the site out toward University Boulevard and other major roads that can handle the additional traffic and ensure steady, moderate speeds in the area; however, the primary purpose of the policy appears to be aimed at specific improvements to city roads and intersections which could, but may not occur with this site specific application.

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.

The proposed project furthers this goal because the site is located approximately 550 feet from route 222 and 1618 bus route along University Boulevard, to the east of the site and bus route 250 along Sunport Boulevard to the south of the site and bus route 96 along Gibson Boulevard, north of the site. While not close enough for Transit to consider this walking distance in other major metropolitan areas it is quite close. Arguments can be made that it will promote use of public transit. The subject site also has immediate access to the City's bike trail/lane system. Planned accessible pedestrian paths within the proposed development will also increase the ease in which pedestrians can access and utilize elements of the proposed development. These methods of access, including automobile access, provide the desired balance of circulation alternatives to automobile travel while meeting roadway capacity and access needs.

The request partially furthers the Transportation and Transit Goal because the site is relatively close to transit routes, but the closest stop is approximately a half mile from the site making its usefulness questionable. The subject site has access to bicycle routes and proposed paths and bike lanes, and the surrounding roads are easily accessible from the subject site and should have sufficient capacity to handle additional traffic from this development.

Applicable policies identified by the applicant include:

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

The proposed project furthers this policy by incorporating Design Standards that promote pedestrianism such as increased setbacks, shorter continuous parking segments separated by landscape islands, increased bicycle parking requirements, and enhanced accessible routes. Construction of new sidewalks to current public improvements standards along the street frontage will also promote pedestrianism.

The request furthers Policy II.D.4.g because site improvements and associated design guidelines will require the site to be developed for a better pedestrian experience, as well as add sidewalks that do not currently exist, which will improve the overall pedestrian-friendliness of the area.

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. Applicable policies identified by the applicant include:

Policy II.D.5.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.

This goal will be furthered by increasing the number of quality multi-family housing opportunities in the vicinity of an established neighborhood. Our client will develop, own, and operate the development for leasing to qualified residents. Leasing will be available to residents regardless of race, color, religion, sex, national origin, ancestry, or handicapped status.

The request furthers Policy II.D.5.d because additional new multi-family residential housing will increase the supply of quality housing available for individuals without discrimination in accordance with Fair Housing regulations.

Sunport Boulevard Design Overlay Zone

The Sunport Boulevard Design Overlay Zone is intended to provide specialized sign controls for the area surrounding Sunport Boulevard between I-25 and Yale Boulevard.

The subject site must comply with the General Sign Regulations of the Zoning Code, as well as any restrictions set forth by the Overlay Zone. The proposed site development plan for subdivision design standards also create additional more restrictive regulations for the proposed multi-family development. No additional discussion on the Sunport Design Overlay Zone is needed as all these regulations must be followed and will be reviewed with future site development plan, building permit, and sign permit applications.

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 proposed zone change from IP to SU-1 for IP Permissive Uses and Multi-Family Housing Development is consistent with the health, safety, morals and general welfare of the City. It will allow for the development of new, quality multi-family housing that is designed to integrate with the surrounding neighborhood, thus promoting safety and general welfare of adjacent neighborhoods. This zone change will result in more housing choices for area residents while providing a better housing and employment balance. The proposed location is also ideal, considering its proximity to educational institutions, recreational facilities, as well as bike lanes, which promotes health, safety and morals.

The cited policies in the applicant's justification letter and summarized in the staff report and Findings for this project support the statement that the request is consistent with the health, safety, morals, and general welfare of the city.

- 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.

The proposed zone change from IP to SU-1 for IP Permissive Uses and Multi-Family Housing Development would allow for the construction of quality multi-family development, for which there is a strong need in the Albuquerque area. The site's proximity to educational institutions such as UNM and CNM, as well as medical facilities and area businesses for employment would be an asset to residents with limited transportation options. Further, the proposed development will provide stability in land uses by complementing the mixed-use development pattern of the area which more commercial in nature due to hotel, student housing, and clinic land uses, as opposed to a traditional industrial park use. The change in zoning designation would also allow for a stricter, site plan controlled development ensuring area standards are met.

The existing IP zoning designation has been in place on the subject property for over 30 years with no development. Permitting high quality, appropriately scaled infill development at the subject property will put vacant land to beneficial use which may otherwise contribute to urban blight if left undeveloped.

The request achieves land use stability because there are already existing SU-1 zoned parcels to the east and west of the subject site, including one that has been developed with a student housing development that is similar to the requested multi-family housing for the subject site. The subject site is in close proximity to the existing Sunport/Airport Major Activity Center and other potential employment uses that would be complemented by the proposed new housing, and the new development is sufficiently separated from the nearby single-family residential.

- 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.

The proposed change is not in conflict, significant or otherwise, with adopted elements of the Comprehensive Plan, any City Master Plans or any privately developed area plans as discussed in the policy analysis above. The proposed change along with the proposed project furthers numerous policies within the Comprehensive Plan and also complies with the Sunport Boulevard Design Overlay Zone and Sunport Park Master Plan.

Refer to the Policy Analysis section of this Staff Report above.

- 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 pattern of development in the area, especially the construction of the student housing facility directly west of the site for which a Zone Map Amendment was granted (11EPC-40091), has

created a changed neighborhood condition by introducing a residential type use. The proposed zoning requested is more compatible with developed uses.

It is our opinion that the use category sought by this application for this site would be more advantageous to the community. The proposed use is less intense and more compatible with the established neighborhood than a majority of uses allowed under straight IP zoning, and will provide a buffer for the adjacent student housing neighborhood from the more intense land uses permitted beyond the property. The proposed development will bring this land into beneficial use and increase the commercial demand for goods and services in a historically underserved neighborhood. Most importantly, approval of the requested use will allow for new development of much-needed quality housing.

The existing zoning is inappropriate because changed community conditions, including the development of student housing and hotels adjacent to the subject site rather than traditional industrial park uses, have changed the area to a more commercial and residential nature. In addition, the proposed zoning is more advantageous to the community as discussed in the policy analysis because of its compatibility with developed uses and allowing for the development of quality multi-family housing that is needed in the community. Therefore, the proposed zoning is more appropriate for the subject site.

- 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 proposed zone change would have the effect of adding a single, specific, residential use for multi-family housing to the existing allowable uses. This change would not be harmful to the adjacent property since the proposed use is compatible with the uses allowed in the IP zone, as well as the existing student housing facility and the other developed uses around the subject site. With the implementation of the proposed Design Standards, the site has the potential to be designed with careful consideration to respecting the integrity of the existing neighborhood and the overall community by minimizing potential visual, traffic, noise and air quality impacts. Although this change would introduce a residential element into IP zoned land, this area of the city contains an abundance (over 1500 acres) of IP, M-1 zoned property.

Per the requested site plan controlled zoning designation, high-density residential is proposed for the subject site with an allowance for the permissive uses of the existing IP zone to remain. As the surrounding parcels are all zoned IP allowing both permissive and conditional uses, or allowing IP Permissive uses and student housing, the parcels surrounding the subject site are zoned to allow generally more intense development than that of the subject site if the requested zoning is approved. Many of the surrounding parcels have also been developed for uses other than industrial, including the student housing and hotels, so those uses should not be harmful to the multi-family proposed on the subject site. Other properties, if developed with industrial park uses, would be required to place the uses indoors, which combined with the proposed setbacks for the multi-family project sufficiently, buffer this project from surrounding uses. Therefore, the request will not be harmful to adjacent property, the neighborhood, or the community.

- 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 proposed zone change will require no capital expenditures by the City of Albuquerque.

The request will not require major or un-programmed 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.

Economic considerations or land costs are not a factor in this request.

While economic considerations are always a factor with regard to development proposals, they are not the determining factor for the requested change of zone. The applicant has sufficiently demonstrated that the determining factors are changed community conditions regarding compatibility and necessity, as well as the request furthering a preponderance of Comprehensive Plan policies related to the subject site making it more advantageous to the community.

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

The site is located on streets classified as local, and therefore the location on a collector or major street is not a factor in this request.

The request for high-density residential is being made to further multiple Comprehensive Plan policies, and is not located on a major roadway; therefore, its location is not a justification for the request.

- 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 proposed change technically creates a spot zone, with the inclusion of Multi-family Housing to the existing IP zoning. The proposed change will facilitate realization of the Comprehensive Plan, as demonstrated through the numerous applicable policies discussed above. The project is well situated to provide a transition between the student housing facility and the existing and

future IP uses which may consist of more intense development such as buildings with greater massing, floor area ratios, and greater percentage of paved surfaces than the proposed project or the existing student housing site.

SU-1 zones create spot zones by definition as they are unique to the parcel that they are being applied to; however, the request creates a justifiable spot zone because the applicant has demonstrated that the proposed change will clearly facilitate realization of the Comprehensive Plan. In addition, the applicant has stated that the design of the proposed development will provide an additional transition between the student housing development to the west and taller hotels and more intense industrial park uses that may develop to the 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.

The proposed change will not create a strip commercial zone.

The requested zoning includes uses allowed on surrounding properties, and the request would not result in a strip of land along a street, so the request will not create strip zoning.

AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION

Request

This is a request for an Amended Site Development Plan for Subdivision for the Sunport Park subdivision, which includes a total of approximately 104.5 acres and includes the 10.7 acre subject site. The amendment consists of a text change/addition to the approved land uses of the subdivision to allow for multi-family residential on Lots 1 and 3 of Block 2 as shown on the plan, which encompass the subject site. A similar amendment was approved in 2012 to allow for the development of the adjacent student housing site. No other changes are proposed for this prior site development plan for subdivision at this time.

SITE DEVELOPMENT PLAN FOR SUBDIVISION

Request

This is a request for a Site Development Plan for Subdivision for the subject site, which is approximately 10.7 acres in size. The applicant is proposing to combine the two existing lots 1A and 2A1 into a single tract for the purpose of developing a multi-family housing complex on the subject site. The applicant has included a set of design standards, with which to evaluate future Site Development Plans for Building Permit. The applicant is requesting delegation of those future site development plans to the Development Review Board (DRB) for review and approval.

EPC has discretion on whether or not to delegate the future Site Development Plans for Building Permit in accordance with Zoning Code Section 14-16-2-22 SU-1 Special Use Zone.

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 regulations of the Zoning Code. Future Site Development Plans for Building Permit would be submitted to the DRB for review at a major advertised public hearing and would be approved with final sign-off after the applicant demonstrates compliance with the EPC approved Site Development Plan for Subdivision, as well as any applicable Zoning Code requirements. Under the existing IP zoning, site development plans are submitted for review and approval by the DRB, and that process would not change under the requested delegation.

Site Plan Layout / Configuration

The approximately 10.7 acre subject site is oriented length wise from north to south with public roadways located on three sides. The applicant is proposing to develop multi-family residential uses up to a maximum of 235 dwelling units, which is equivalent to less than 22 units per acre density. This density is being limited by the applicant to ensure compatibility with the surrounding neighborhood. The design standards generally reference the R-2 zone, which is a zone intended to allow for medium density apartments up to 30 dwelling units per acre. The building height on the subject site is proposed to be allowed as stated in Zoning Code Section 14-16-2-11(C) R-2 Residential Zone, Height. This allows for a 26-foot tall building in any legal location and taller structures if they comply with the angle plane requirements as stated in the code. The setbacks are generally those in the R-2 Zone, Section 14-16-2-11(E) with a larger 25-foot setback from the western property line along Transport Street. The Woodward Road frontage is specified as the front of the development.

If the applicant or subsequent owner of the property decides not to pursue multi-family, but rather the remaining permissive IP uses, no additional design standards are proposed by this site development plan, and applications would be reviewed strictly by the requirements found on the 1986 Sunport Park Site Development Plan for Subdivision as amended, as well as in Zoning Code Section 14-16-2-19 IP Industrial Park Zone and other general code requirements.

This site is located close to a former private landfill, and within that landfill buffer, so the site should be tested for potential remediation. The student housing site to the west went through intensive site remediation, though after discussing this with the applicants and the Environmental Health Department, there do not appear to be the same issues on the subject site. Staff is recommending a condition of approval to the site plan that a landfill gas assessment/mitigation report be approved by the Environmental Health Department prior to a building permit. Any requirements imposed would be via inspections that would not affect the EPC approval.

Public Outdoor Space

The stated goal of the open space section of the proposed design standards is to satisfy visual, psychological, and recreational need for light and air. The general requirements are to comply with the R-2 Zone as shown in Zoning Code Section 14-16-2-11(H) Usable Open Space, which

stipulates that 400 to 600 square feet of usable open space be provided for each unit depending on the number of bedrooms.

Vehicular Access, Circulation and Parking

There are two vehicular access points proposed for the subject site. An ingress and egress access is proposed off Woodward Road and another is proposed off Flightway Avenue. No specific vehicular circulation requirements within the property are proposed, but requirements regarding the intention to potentially gate the development are included to specify drive aisles on both sides of the keypad island and allowing for visitor parking and turnaround outside of the gate. Parking is required to be broken up into series of smaller areas in order to lessen its visual impact on the site with no more than 20 spaces before being broken by a landscape island.

Basic parking requirements must conform to the requirements of Section 14-16-3-1 (Off-Street Parking Regulations) of the Zoning Code with some additional requirements. A van-accessible space will be provided for each Type A accessible dwelling unit, as well as one for any community building, and one bicycle parking space shall be provided for every dwelling unit.

Pedestrian and Bicycle Access and Circulation, Transit Access

Multi-family development on the subject site must provide pedestrian circulation in order to provide and encourage safe and convenient access throughout the development, and to and from surrounding streets. IP uses would provide circulation in accordance with the overall Sunport Park Site Development Plan for Subdivision as amended and per the guidelines set forth by the Zoning Code and Development Process Manual. General pedestrian connection requirements must comply with Section 14-16-3-1(H) Off-Street Parking Regulations of the Zoning Code and connect pedestrians to buildings with sidewalks that are 8' wide along building facades. An accessible route must be provided to all accessible units, as well as to all public use and common uses spaces of the development. Proposed pedestrian and bicycle ingress and egress access points will coincide with the two vehicular access points with additional pedestrian access to be provided on the western edge of the site along Transport Street.

Walls/Fences

The purpose of the screening, walls, and fences section of the proposed design standards is to enhance the aesthetics of the project and ensure they are well integrated with the rest of the project design. Basic requirements are found in Zoning Code Section 14-16-3-19 General Height and Design Regulations for Walls, Fences and Retaining Walls. Additionally, perimeter walls over four feet tall must be solid for at least 2/3 their height with the remaining 1/3 allowed to consist of an open metal railing. Trash enclosures must comply with Solid Waste requirements.

Per the Zoning Code, no wall can be over 3 feet tall within five feet of the public right-of-way. In addition, parking lots must be screened from the public right-of-way in accordance with Section 14-16-3-1 Off-Street Parking Regulations. A note reflecting these items would be helpful in the design regulations, and staff has recommended a condition of approval to add such a note.

Lighting and Security

The intent of the lighting and security section of the proposed design standards is to maximize safety while avoiding visual nuisances. To achieve this design objective, the applicant is proposing that all freestanding site lighting be consistent in design through the site and complies with Zoning Code Section 14-16-3-9 Area Lighting Regulations and the New Mexico Night Sky Protection Act. The maximum height of free standing lighting on the site shall be limited to 20 feet.

Landscaping

The proposed landscape standards are based on the requirements from Zoning Code Section 14-16-3-10 Landscape Regulations. An increased width landscape buffer is proposed along the western property line adjacent to Transport Street. Plants shall be limited to native, semi-native, or drought tolerant plants and low water use irrigation systems shall be used. Additional requirements are that half of shrubs planted shall be 5-gallon in size, and a minimum of 3 shrubs and 3 ground cover plantings must be installed for every tree.

Grading, Drainage, Utility Plans

The subject site currently slopes from east to west and ultimately drains into the AMAFCA South Diversion Channel through an existing storm drain system. Proposed improvements for the subject site will maintain these general flow patterns while directing runoff into water quality features on site as possible. Drainage will then discharge into the storm system located in Flightway Avenue in compliance with the approved Sunport Park Master Drainage Plan.

Architecture

The intent of the proposed architectural design standards is to demonstrate aesthetic interest and design quality. The design standards call for modern buildings with multi-faceted facades meaning that shape variations must occur at a ratio equivalent to the number of buildings located on the ground floor plane. Zoning Code Section 14-16-3-18(D)(2) General Building & Site Design for Non-Residential Uses shall apply. Additional requirements include the use of multiple low maintenance materials, multiple colors, and preferred materials including stucco. Prohibited building materials include items such as vinyl or plastic siding, plain concrete masonry units, and reflective, colored, or patterned glazing.

Signage

The intent of the proposed signage design standards is to create a sense of arrival and avoid visual nuisances. The development must comply with Zoning Code Section 14-16-3-5 General Sign Regulations, and subsection (D)(7) in particular for apartment premises with more than 24 dwelling units with two freestanding monument signs each with a maximum 20 square foot sign face. The design standards do not stipulate a maximum sign height, so staff has recommended a condition of approval to add a note limiting the freestanding sign height to 8 feet tall in accordance with the height listed in the C-2 zone.

Sustainability

The applicant has added an additional design standard section to address sustainability in the proposed multi-family project in order to minimize environmental impact. The two requirements listed are to provide recycling bins throughout the project, and to achieve LEED Certification for the development. While admirable, after discussions with the agent, there does not appear to be a readily acceptable way to enforce this as a requirement through the City's site development plan processes. As such, staff has included a condition that this be removed as an enforceable requirement, but would encourage the applicant to pursue this option on their own if so desired.

Process

The applicant is requesting delegation of future Site Development Plans for Building Permit to the Development Review Board, which is the current process under the existing IP Industrial Park zoning. The development must meet the requirements of the design standards that are proposed for review and approval by the Environmental Planning Commission with this Site Development Plan for Subdivision.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies

Agencies reviewed this request from December 5, 2016 to December 21, 2016. The most significant agency comments were submitted by Long Range Planning and Transit, as well as by PNM. Long Range Planning commented on the potential loss of employment uses, as well as the general walkability of the area. Transit made similar comments as to the walkability of the area and whether bus transit service truly exists in proximity to the site.

PNM commented that there are overhead electrical lines that cross the subject site that will need to be addressed. Staff has included a recommended condition for the Site Development Plan for Subdivision to address this issue. In general, the applicant is proposing to complete a replat to combine the subject properties at which time PNM must sign off on the proposed platting action whether that includes a vacation of easements or not. Additionally, if the overhead lines are to remain, the applicant must comply with any PNM requirements for placement of buildings or parking areas under those lines.

Albuquerque Public Schools provided comments that the subject site would generate 111 students, but the three schools affected by the development have room to accommodate growth.

Transportation-related comments were addressed with an updated plan that is included in the staff report packet, but will also be backed up by recommended conditions of approval.

Neighborhood/Public

No neighborhood associations were required to be contacted regarding these requests; however, the applicant reached out to the Kirtland Community Association ahead of submitting their application. Property owners within 100 feet were notified of the request, and one phone inquiry has been made by an adjacent property owner although no adverse comments have been received. There is no known neighborhood opposition to this project.

V. CONCLUSION

This is a three part request for a Zone Map Amendment from IP (Industrial Park) to SU-1 for IP Permissive Uses and Multi-Family Residential Development, an Amended Site Development Plan for Subdivision, and a new Site Development Plan for Subdivision with design standards for an approximately 10.7 acre site located on Transport Street SE between Flightway Avenue SE and Woodward Road SE. The applicant is proposing to combine the two existing lots in order to develop a multi-family residential community (235 units maximum).

The applicant has sufficiently justified the zone change request pursuant to the requirements of R-270-1980 by demonstrating that the request furthers a preponderance of applicable Comprehensive Plan goals and policies, as well as fulfilling a need for high-quality multi-family residential. The request is based on changed community conditions and the request being more advantageous for the community.

The Zoning Code requires that applicants requesting SU-1 Special Use zoning submit a site development plan. The applicant has submitted a Site Development Plan for Subdivision with design standards to fulfill this requirement. The applicant has requested that future Site Development Plans for Building Permit be delegated to the DRB for review and approval, which is the process under the existing IP zoning. If delegated, future plans will be reviewed in accordance with the Site Development Plan for Subdivision design standards and the 1986 Site Development Plan for Subdivision as amended, as well as any applicable Zoning Code or Development Process Manual requirements.

Staff is recommending approval of the requested Zone Change, Amended Site Development Plan for Subdivision, and Site Development Plan for Subdivision with design standards and delegation of future Site Development Plans for Building Permit to the Development Review Board subject to the Findings and Conditions outlined in this Staff Report.

FINDINGS - 16EPC-40076 – January 12, 2017 - Zone Map Amendment

1. This is a request for a Zone Map Amendment from IP (Industrial Park) to SU-1 for IP Permissive Uses and Multi-Family Residential Development for Lots 1A and 2A1, Block 2, Sunport Park located on Transport Street SE between Flightway Avenue SE and Woodward Road SE containing approximately 10.7 acres.
2. The Zoning Code requires that applicants requesting SU-1 Special Use zoning submit a site development plan. The applicant has submitted a Site Development Plan for Subdivision to fulfill this requirement.
3. The subject site and other surrounding lots were annexed and IP zoning established in 1985 (Z-85-98). A Master Site Development Plan with Design Standards was approved on March 6, 1986 (Z-85-98-1). A subsequent amendment action in 1999 updated setback and landscaping guidelines and required that all lots prepare a site development plan for building permit for review by the Development Review Board prior to issuance of a building permit (DRB-97-257).

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4. On November 8, 2012, EPC approved a Zone Map Amendment for the property west of the subject for SU-1 for IP Permissive Uses and Student Housing (Project 1009090, 11EPC-40091). This action was accompanied by an amendment to the Sunport Park Site Development Plan for Subdivision order to allow “residential use for student housing” on Block 1, Lot 1-A, and Block 3, Lots 1 and 2 (11EPC-40093), as well as a Site Development Plan for Building Permit (11EPC-40092).
 5. The subject site is mostly surrounded by sites zoned IP and SU-1 for IP Uses, as well as a site to the west of the subject site that is zoned SU-1 for IP Permissive Uses and Student Housing that has been developed with a large multi-family student housing development.
 6. The Albuquerque/Bernalillo County Comprehensive, City of Albuquerque Zoning Code, and Sunport Boulevard Design Overlay Zone are incorporated herein by reference and made part of the record for all purposes.
 7. The subject site is within the Developing Urban Area of the Comprehensive Plan. The request furthers the following applicable goals and policies of the Comprehensive Plan:
 - A. Policy II.B.5.a: The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

Policy II.B.5.a is furthered by this request because a change in the zoning to allow for multi-family residential development will allow for additional housing needed to increase the overall gross density of housing in the city closer to the density called for in the Comprehensive Plan. In addition, the proposed zoning designation retains the permissive uses of the IP Industrial Park district, which combined with the additional residential uses, contributes to a full range of allowable urban land uses on the subject site including housing, commercial retail and services, offices, limited manufacturing, and warehousing.
 - B. Policy II.B.5.d: The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

The request furthers Policy II.B.5.d because the proposed location, intensity, and design of the proposed new development will be compatible with existing surrounding development and serve to support additional uses in the area. The proposed development will also be located in an already developing area near an existing Major Activity Center and utilize existing infrastructure, so it will respect existing neighborhood values, environmental conditions, and resources.

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

The request furthers Policy II.B.5.e because the subject site is currently vacant and is located within an area contiguous to existing programmed urban facilities and services including paved roads and utility services. The nearest single-family residential lots are located over 500 feet away from the subject site and no traffic from the proposed development will be diverted through those areas, so the integrity of the surrounding neighborhoods will be ensured.

- D. Policy II.B.5.f: Clustering of homes to provide larger shared open areas and houses oriented towards pedestrian or bikeways shall be encouraged.

The request furthers Policy II.B.5.f because multi-family residential development will result in the clustering of units in multiple buildings around the subject site leaving open space between for recreational opportunities. Pedestrian connections will be made from the entrances of each building through parking areas and to public sidewalks and proposed bicycle routes.

- E. Policy II.B.5.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 request furthers Policy II.B.5.h because the subject site is located near a Designated Activity Center with excellent access to the major street network, and not within an area predominantly zoned for single-family residential. The proposed zoning is compatible with existing area land uses, which is already established with a mix of uses, such as the adjacent student housing development.

- F. Policy II.C.1.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 request furthers Policy II.C.1.b because it will result in higher density residential development in an efficient location in close proximity to a designated Major Activity Center and various institutions and employers. The request is adding additional

housing on the east side of the river with easy access to major roadways, which may help reduce the number of cross river commute trips and associated traffic congestion that should help reduce the adverse effects of auto travel in the future.

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

The request furthers Policy II.D.4.g because site improvements and associated design guidelines will require the site to be developed for a better pedestrian experience, as well as add sidewalks that do not currently exist, which will improve the overall pedestrian-friendliness of the area.

- H. Policy II.D.5.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 request furthers Policy II.D.5.d because additional new multi-family residential housing will increase the supply of quality housing available for individuals without discrimination in accordance with Fair Housing regulations.

8. The request partially furthers the following applicable goals and policies of the Comprehensive Plan:

- A. Policy II.B.5.g: Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

The request partially furthers Policy II.B.5.g because this request is affected by a particularly steep slope across the site and the design standards will ensure that the appropriate pedestrian and vehicular connections are made through and around the development; however, the primary intent of the policy identified by possible techniques appears aimed toward the implementation of a larger open space and trail system through subdivisions and larger sites with public access, which is not necessarily the case of this single site development, especially if gated.

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

The request partially furthers Policy II.C.1.c because the proposed zone change and related site development plan for subdivision show proposed access points on Flightway Avenue and Woodward Road that will direct traffic from the site out toward University Boulevard and other major roads that can handle the additional traffic and ensure steady, moderate speeds in the area; however, the primary purpose of the policy appears to be aimed at specific improvements to city roads and intersections which could, but may not occur with this site specific application.

- C. 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.

The request partially furthers the Transportation and Transit Goal because the site is relatively close to transit routes, but the closest stop is approximately a half mile from the site making its usefulness questionable. The subject site has access to bicycle routes and proposed paths and bike lanes, and the surrounding roads are easily accessible from the subject site and should have sufficient capacity to handle additional traffic from this development.

9. The subject site is within the Sunport Boulevard Design Overlay Zone. The subject site must comply with the General Sign Regulations of the Zoning Code, as well as any restrictions set forth by the Overlay Zone. The proposed site development plan for subdivision design standards also create additional more restrictive regulations for the proposed multi-family development. No additional discussion on the Sunport Design Overlay Zone is needed as all these regulations must be followed and will be reviewed with future site development plan, building permit, and sign permit applications.
11. The applicant has justified the zone change request pursuant to R-270-1980 as follows:
 - A. The cited policies in the applicant's justification letter and summarized in the staff report and Findings for this project support the statement that the request is consistent with the health, safety, morals, and general welfare of the city.
 - B. The request achieves land use stability because there are already existing SU-1 zoned parcels to the east and west of the subject site, including one that has been developed with a student housing development that is similar to the requested multi-family housing for the subject site. The subject site is in close proximity to the existing Sunport/Airport Major Activity Center and other potential employment uses that would be complemented by the proposed new housing, and the new development is sufficiently separated from the nearby single-family residential.
 - C. The request is generally consistent with and further or partially furthers a preponderance of the applicable goals and policies of the Comprehensive Plan as summarized in Findings 6 and 7.
 - D. The existing zoning is inappropriate because changed community conditions, including the development of student housing and hotels adjacent to the subject site rather than traditional industrial park uses, have changed the area to a more commercial and residential nature. In addition, the proposed zoning is more advantageous to the community as discussed in the policy analysis because of its compatibility with developed uses and allowing for the development of quality multi-family housing that is needed in the community. Therefore, the proposed zoning is more appropriate for the subject site.
 - E. Per the requested site plan controlled zoning designation, high-density residential is proposed for the subject site with an allowance for the permissive uses of the existing

IP zone to remain. As the surrounding parcels are all zoned IP allowing both permissive and conditional uses, or allowing IP Permissive uses and student housing, the parcels surrounding the subject site are zoned to allow generally more intense development than that of the subject site if the requested zoning is approved. Many of the surrounding parcels have also been developed for uses other than industrial, including the student housing and hotels, so those uses should not be harmful to the multi-family proposed on the subject site. Other properties, if developed with industrial park uses, would be required to place the uses indoors, which combined with the proposed setbacks for the multi-family project sufficiently, buffer this project from surrounding uses. Therefore, the request will not be harmful to adjacent property, the neighborhood, or the community.

- F. The request will not require major or un-programmed capital expenditures by the city.
 - G. While economic considerations are always a factor with regard to development proposals, they are not the determining factor for the requested change of zone. The applicant has sufficiently demonstrated that the determining factors are changed community conditions regarding compatibility and necessity, as well as the request furthering a preponderance of Comprehensive Plan policies related to the subject site making it more advantageous to the community.
 - H. The request for high-density residential is being made to further multiple Comprehensive Plan policies, and is not located on a major roadway; therefore, its location is not a justification for the request.
 - I. SU-1 zones create spot zones by definition as they are unique to the parcel that they are being applied to; however, the request creates a justifiable spot zone because the applicant has demonstrated that the proposed change will clearly facilitate realization of the Comprehensive Plan. In addition, the applicant has stated that the design of the proposed development will provide an additional transition between the student housing development to the west and taller hotels and more intense industrial park uses that may develop to the east.
 - J. The requested zoning includes uses allowed on surrounding properties, and the request would not result in a strip of land along a street, so the request will not create strip zoning.
12. No neighborhood associations were required to be notified of this request, but property owners within 100 feet of the subject site were all notified as required.
13. The project was not recommended for facilitation. One phone inquiry has been made regarding the request, but no adverse comments have been received. There is no known opposition to this request.

RECOMMENDATION - 16EPC-40076 – January 12, 2017

APPROVAL of 16EPC-40076, a request for Zone Map Amendment from IP to SU-1 for IP Permissive Uses and Multi-Family Residential Development for Lots 1A and 2A1, Block 2, Sunport Park, based on the preceding Findings and subject to the following Condition of Approval.

CONDITION OF APPROVAL – 16EPC-40076 – January 12, 2017 – ZONE MAP AMENDMENT

1. The zone map amendment does not become effective until the accompanying site development plans are 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 - 16EPC-40075 – January 12, 2017 – Amended Site Development Plan for Subdivision

1. This is a request for an Amended Site Development Plan for Subdivision for Lots 1A and 2A1, Block 2, Sunport Park located on Transport Street SE between Flightway Avenue SE and Woodward Road SE containing approximately 10.7 acres.
2. The Zoning Code requires that applicants requesting SU-1 Special Use zoning submit a site development plan. The applicant has submitted a Site Development Plan for Subdivision to fulfill this requirement.
3. The subject site and other surrounding lots were annexed and IP zoning established in 1985 (Z-85-98). A Master Site Development Plan with Design Standards was approved on March 6, 1986 (Z-85-98-1). A subsequent amendment action in 1999 updated setback and landscaping guidelines and required that all lots prepare a site development plan for building permit for review by the Development Review Board prior to issuance of a building permit (DRB-97-257).
4. On November 8, 2012, EPC approved a Zone Map Amendment for the property west of the subject for SU-1 for IP Permissive Uses and Student Housing (Project 1009090, 11EPC-40091). This action was accompanied by an amendment to the Sunport Park Site Development Plan for Subdivision order to allow “residential use for student housing” on Block 1, Lot 1-A, and Block 3, Lots 1 and 2 (11EPC-40093), as well as a Site Development Plan for Building Permit (11EPC-40092).
5. The subject site is mostly surrounded by sites zoned IP and SU-1 for IP Uses, as well as a site to the west of the subject site that is zoned SU-1 for IP Permissive Uses and Student Housing that has been developed with a large multi-family student housing development.

6. The Albuquerque/Bernalillo County Comprehensive, City of Albuquerque Zoning Code, and Sunport Boulevard Design Overlay Zone are incorporated herein by reference and made part of the record for all purposes.
7. 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." The attached amended site development plan has been evaluated for conformance with applicable goals and policies in the Comprehensive Plan.
8. The subject site, Lots 1A and 2A1 consist of former Lots 1 and 3 as shown on the 1986 Sunport Park Site Development Plan for Subdivision, as amended, that is being amended by this application.
9. The site development plan for subdivision is being amended to add text indicating that multi-family residential uses are allowed on former Lots 1 and 3 to coincide with the requested Zone Map Amendment to allow Multi-Family Residential Development in addition to the permissive uses of the IP zone on the subject site.
10. No neighborhood associations were required to be notified of this request, but property owners within 100 feet of the subject site were all notified as required.
11. The project was not recommended for facilitation. One phone inquiry has been made regarding the request, but no adverse comments have been received. There is no known opposition to this request.

RECOMMENDATION – 16EPC-40075 – January 12, 2017

APPROVAL of 16EPC-40075, a request for an Amended Site Development Plan for Subdivision, for Lots 1A and 2A1, Block 2, Sunport Park, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL – 16EPC-40075 – January 12, 2017 – Amended 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 proposed note being added shall be updated to match the proposed zoning descriptor with more exact wording.
4. Transportation Development Conditions:
 - a. 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).
 - b. Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the Development Process Manual and current ADA criteria.
5. The amended site development plan for subdivision does not become effective until the accompanying new site development plan with design standards 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 EPC approval of the amended site development plan for subdivision is void and the prior version of the site development plan for subdivision will apply. The Planning Director may extend this time limit up to an additional six months upon request by the applicant.

FINDINGS - 16EPC-40074 – January 12, 2017 –Site Development Plan for Subdivision

1. This is a request for a Site Development Plan for Subdivision with design standards for Lots 1A and 2A1, Block 2, Sunport Park located on Transport Street SE between Flightway Avenue SE and Woodward Road SE containing approximately 10.7 acres.
2. The Zoning Code requires that applicants requesting SU-1 Special Use zoning submit a site development plan. The applicant has submitted this Site Development Plan for Subdivision to fulfill the requirement.
3. The subject site and other surrounding lots were annexed and IP zoning established in 1985 (Z-85-98). A Master Site Development Plan with Design Standards was approved on March 6, 1986 (Z-85-98-1). A subsequent amendment action in 1999 updated setback and landscaping guidelines and required that all lots prepare a site development plan for building permit for review by the Development Review Board prior to issuance of a building permit (DRB-97-257).
4. On November 8, 2012, EPC approved a Zone Map Amendment for the property west of the subject for SU-1 for IP Permissive Uses and Student Housing (Project 1009090, 11EPC-40091). This action was accompanied by an amendment to the Sunport Park Site Development Plan for Subdivision order to allow “residential use for student housing” on Block 1, Lot 1-A, and Block 3, Lots 1 and 2 (11EPC-40093), as well as a Site Development Plan for Building Permit (11EPC-40092).

5. The subject site is mostly surrounded by sites zoned IP and SU-1 for IP Uses, as well as a site to the west of the subject site that is zoned SU-1 for IP Permissive Uses and Student Housing that has been developed with a large multi-family student housing development.
6. The Albuquerque/Bernalillo County Comprehensive, City of Albuquerque Zoning Code, and Sunport Boulevard Design Overlay Zone are incorporated herein by reference and made part of the record for all purposes.
7. 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." The attached site development plan and design standards have been evaluated for conformance with applicable goals and policies in the Comprehensive Plan.
8. The applicant is proposing to combine the two existing lots 1A and 2A1 into a single tract for the purpose of developing a multi-family housing complex on the subject site.
9. The applicant has included a set of design standards, with which to evaluate future Site Development Plans for Building Permit for multi-family residential developments. Developments under the remaining IP Permissive Uses are proposed to be done in accordance with the 1986 Sunport Park Site Development Plan for Subdivision, as amended, as well as any applicable Zoning Code and Development Process Manual requirements.
10. The design standards are based on requirements of the City's Zoning Code, but often include additional design requirements to create a development of higher quality and intended design.
11. The applicant is requesting delegation of future Site Development Plans for Building Permit to the Development Review Board (DRB) for review and approval with final sign-off at a major advertised public hearing.
12. The EPC has discretion over whether DRB delegation will be approved in accordance with Zoning Code Section 14-16-2-22(A)(1) SU-1 Special Use Zone.
13. Design standards must be clear and provide sufficient direction with regard to the design and pad site layout for future requests for Site Development Plans for Building Permit.
14. The proposed design guidelines for multi-family residential development with minor changes as discussed in the staff report and addressed by the conditions of approval warrant delegation to DRB as they provide sufficient design regulation for future requests for Site Development Plans for Building Permit. Under the existing IP zoning, site development plans are submitted for review and approval by the DRB, and that process would not change under the requested delegation.
15. The subject site is partially located over and within the buffer of a former private landfill, which may require testing and remediation.

16. PNM submitted agency comments regarding significant overhead utility infrastructure on the subject site that will need to be addressed by the applicant.
17. While admirable, after discussions with the agent, there does not appear to be a readily acceptable way to enforce LEED Certification of the proposed multi-family project as a requirement through the City's site development plan processes.
18. No neighborhood associations were required to be notified of this request, but property owners within 100 feet of the subject site were all notified as required.
19. The project was not recommended for facilitation. One phone inquiry has been made regarding the request, but no adverse comments have been received. There is no known opposition to this request.

RECOMMENDATION – 16EPC-40074 – January 12, 2017

APPROVAL of 16EPC-40074, a request for Site Development Plan for Subdivision with design standards, for Lots 1A and 2A1, Block 2, Sunport Park, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL – 16EPC-40074 – January 12, 2017 – 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. A note shall be added to the design standards indicating the Zoning Code requirements for wall height within five feet of public right-of-way, as well as the need for screening of head-in parking spaces.
4. A note shall be added to clarify the maximum height of the proposed freestanding monument signs as 8 feet tall, which is consistent with the C-2 zone.
5. Transportation Development Conditions:
 - a. Infrastructure and/or ROW dedications may be required at DRB.
 - b. All work within the public ROW must be constructed under a COA Work Order.

-
- c. Skewed entrances are not allowed and should align with existing roads or entrances.
 - d. Please align the South entrance with Sunport Pl SE and the north should align with a logical existing entrance.
6. Public Service Company of New Mexico Conditions of Approval: An existing overhead electric transmission line is located along the western boundary of the subject property along Transport Street SE then turns east and crosses the property. In addition, an overhead electric distribution line crosses the property diagonally along the southern portion of the site. It is also necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service regarding this project. Contact:
- Mike Moyer
PNM Service Center
4201 Edith Boulevard NE
Albuquerque, NM 87107
Phone: (505) 241-3697
7. Because of the subject site's location in proximity to a former private landfill, a landfill gas assessment/mitigation report shall be approved by the Albuquerque Environmental Health Department prior to obtaining a building permit. A note regarding this item shall be added to the process section of the Site Development Plan for Subdivision.
 8. As the enforceability of the requirement for LEED Certification does not appear possible through the City's site development plan processes, the note regarding it in the sustainability section of the design standards shall be removed or modified to indicate that it is desirable but not required that proof be provided to receive approval of any future Site Development Plan for Building Permit.
 9. The replat of the subject site shall comply with the purpose, intent, and regulations of the Subdivision Ordinance (14-14-1-3).
 10. 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.


Michael Vos, AICP
Planner

Notice of Decision cc list:

Tierra West LLC, 5571 Midway Park Place NE, ABQ, NM 87109

Thomas Development Company, 413 W. Idaho, Suite 200, Boise, ID, 83702

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

No comments received.

Office of Neighborhood Coordination

No Neighborhood Associations or Homeowner Associations to contact.

Long Range Planning

- Changing the land use entitlements to residential removes the potential for employment uses.
- The subject site is not within a designated activity center and is isolated from retail and other residential-serving uses, requiring travel by automobile. The area is not walkable.

Metropolitan Redevelopment Agency

No comments received.

CITY ENGINEER

Transportation Development

16EPC-40074 Site Development Plan for Subdivision Amendment

Transportation Development Conditions:

1. 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).
2. Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the Development Process Manual and current ADA criteria.

16EPC-40075 Site Development Plan for Subdivision

Transportation Development Conditions:

1. Infrastructure and/or ROW dedications may be required at DRB.
2. All work within the public ROW must be constructed under a COA Work Order.
3. Skewed entrances are not allowed and should align with existing roads or entrances.
4. Please align the South entrance with Sunport PI SE and the north should align with a logical existing entrance.

14EPC-40076 Amendment to Zone Map (Zone Change)

No objection to the request.

Hydrology Development

DEPARTMENT of MUNICIPAL DEVELOPMENT

Engineering Division

Transportation Section:

Per MRCOG's 2040 Long Range Roadway System Map, Transport St. is a designated Bicycle Route and Flightway Ave. is planned to contain a multi-use trail. The applicant has noted a new MU trail is being constructed from the Transport/Flightway convergence north up to Mulberry, resulting in enhanced connectivity within the neighborhood. The new MU trail designated on Flightway should extend west to connect with the new north-south MU trail mentioned above. DMD has a project that will extend the Bicycle Route on Transport south under Sunport Blvd. From the northern extension to Mulberry, DMD's project will extend the trail east of Mulberry to the Kirtland Park. Both now and in the future on-street parking will not be allowed on any of Transport due to it being a designated Bicycle Route.

Page 2 of the agent's letter briefly states that some traffic will be distributed east to the university area via Randolph Road and Yale Blvd. With the adjoining 80,000 SF medical facility coming on-line next year, the Randolph/Yale intersection is anticipated to experience increased traffic congestion that will likely be exasperated by the additional 235 residential units associated with this request. As a result, DMD suggests mitigation measures be performed at this intersection in connection with this application.

WATER UTILITY AUTHORITY

Utility Services

1. 16EPC-40074 Site Development Plan for Subdivision Amendment
 - a. See comments for 16EPC-40075 Amendment Site Development Plan for Subdivision
2. 16EPC-40075 Amendment Site Development Plan for Subdivision
 - a. Once service is desired, submit a request for an availability statement at the link below. The submittal shall include an approved Fire 1 Plan from the City fire marshal's office.
 - i. http://www.abcwua.org/Availability_Statements.aspx
 - ii. The onsite waterline may or may not be public depending on how the site is to be metered (i.e master meter or individual meters).
3. 16EPC-40076 Zone Map Amendment (Zone Change)
 - a. No adverse comments

ENVIRONMENTAL HEALTH DEPARTMENT

Recommend that you indicate a Landfill Gas Assessment/Mitigation report approved by AEHD prior to building permit.

PARKS AND RECREATION

Planning and Design

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

1) No comment

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Transit Corridor?	Transit Route?	Current Service/Stops	Comments/Support/Requests
Not on a corridor	Proximate to Routes 50, 222, and 250, all operated by Rio Metro	Not served by any route	<p>In their writings, the applicant refers to Comprehensive Plan Policy 5E, where the applicant states: "...the land ...is located contiguous to existing urban facilities including public transit routes, bus stops, and bike lanes." Under Air Quality Policy 1D, the applicant says "the site is...designed to take advantage of the immediately accessible mass transit..." We cannot concur. While the site is surrounded by transit routes, none of them are truly accessible from the site. Route 250, a non-stop route, uses I-25 and Sunport Boulevard to connect the Alvarado Transportation Center to the Sunport. It has no stops anywhere near the subject site. Obviously there are no stops on the freeway and where most proximate to the site, Sunport Boulevard is a full fifteen feet in the air above the local roads and there is neither pedestrian access to it nor bus stops on it. Route 50 connects the Sunport to UNM/CNM by way of Yale and thence west to Downtown by means of MLK Boulevard. The shortest path from the site centroid to a Route 50 stop is a full mile and uphill. Only Route 222 has any promise of serving this site. Route 222 crosses the southern tier of the City from the Rio Bravo Rail Runner Station to the Sunport, the VA and Kirtland Air Force base using Sunport Boulevard, Randolph Road, Girard, and Gibson Boulevard. The nearest stops are the east- and west-bound Route 222 stops on Randolph Road approximately 1/2 mile east of the centroid of the site on a path with significant upgrades. So while transit access looks good on a map, in reality the site is hardly served at all.</p>

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

ALBUQUERQUE PUBLIC SCHOOLS

The proposed multi-family housing development in this area will have impacts to Lowell Elementary School, Wilson Middle School, and Albuquerque High School. Currently, all three schools have capacity to accommodate growth.

- Residential Units: 235
- Est. Elementary School Students: 60
- Est. Middle School Students: 25
- Est. High School Students: 26
- Est. Total # of Students from Project: 111

*The estimated number of students from the proposed project is based on an average student generation rate for the entire APS district.

School Capacity

Loc No	School	2016-17 40th Day	Capacity	Space Available
300	Lowell ES	278	464	186
470	Wilson MS	481	635	154
590	Albuquerque HS	1803	1900	97

MID-REGION COUNCIL OF GOVERNMENTS

MRMPO has no adverse comments.

For informational purposes: According to the Long Range Bikeway System, there is a proposed bicycle route on Transport St SE and a proposed paved trail on Flightway Ave SE in the project area.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

NMDOT

NMDOT has no comments.

PUBLIC SERVICE COMPANY OF NEW MEXICO

Conditions for Approval for Project #1009573 Site Development Plan for Subdivision; Amended Site Development Plan for Building Permit; Zone Change (Multi-family housing development on Transport Ave between Flightway Ave and Woodward SE) 16EPC-40074; 16EPC-40075; 16EPC-40076.

An existing overhead electric transmission line is located along the western boundary of the subject property along Transport Street SE then turns east and crosses the property. In addition, an overhead electric distribution line crosses the property diagonally along the southern portion of the site. It is also necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service regarding this project.

Contact: Mike Moyer
PNM Service Center
4201 Edith Boulevard NE
Albuquerque, NM 87107
Phone: (505) 241-3697



North view looking over the subject site toward the new multi-specialty clinic.

Easterly view looking uphill toward the existing hotels.





New off-site multi-use trail connection from Transport Street north to Mulberry Street.

Southerly view over the subject site.





Southwest view from northeast corner of site shows PNM infrastructure crossing property.

Looking west across the subject site toward the student housing development.



HISTORY

CITY of ALBUQUERQUE
SIXTH COUNCIL

COUNCIL BILL NO. _____ ENACTMENT NO. _____

SPONSORED BY:

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ORDINANCE

AN ORDINANCE ANNEXING ALL OF SUNPORT PARK SUBDIVISION LOCATED BETWEEN I-25 AND UNIVERSITY BOULEVARD, SOUTH OF RANDOLPH ROAD SOUTH EAST, CONTAINING APPROXIMATELY 107.5311 ACRES, TO THE CITY OF ALBUQUERQUE, NEW MEXICO; AND AMENDING THE ZONE MAP OF THE CITY OF ALBUQUERQUE:

WHEREAS, the owner of the area to be annexed and hereinbelow described in this ordinance, which land is contiguous to the boundaries of the City of Albuquerque, New Mexico, has heretofore presented a petition properly signed, petitioning the Governing Body of the City of Albuquerque, New Mexico, to pass and adopt an ordinance annexing said land to the City;

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

Section 1. The following described territory is hereby annexed to and made a part of the City of Albuquerque for all purposes upon filing a copy of this ordinance in the office of the County Clerk of Bernalillo County, New Mexico, and publication of this ordinance according to law:

A. Sunport Park Subdivision as shown on a plat of said subdivision filed in the office of the County Clerk of Bernalillo County, New Mexico, on October 8, 1985.

Section 2. The zone map, adopted by Section 7-14-46.C., R.O. 1974, is hereby amended as follows:

A. Establishment of IP zoning for the lands described in Section 1.A. above.

Underscored Material - New
[Bracketed Material] - Deletion

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

Date: March 7, 1986

NOTIFICATION OF DECISION

Sunport Joint Venture
c/o HB Pete Ford
PO Box 26841
Albuquerque, N.M. 87125

File: Z-85-98-1
Location: Schwartzmans Industrial Area, zoned I-P, located southwest of Randolph Road S.E. between I-25 and University Blvd. S.E., containing approximately 125 acres. (M-15)

On March 6, 1986, the Environmental Planning Commission voted to approve your site development plan based on the following Findings and subject to the following Conditions.

Findings:

1. The proposed subdivision is consistent with accepted site development standards, the requirements of the Comprehensive Zoning Code in general and the I-P zone in particular.
2. The on-site street system is compatible with development plans for the adjacent Albuquerque International Airport.
3. The site development plan provides maximum right of way for both rail and vehicular access to the Albuquerque International Airport.
4. The proposed subdivision precedes several determinations regarding transportation in this area. The applicant has provided adequate consideration for the public welfare, which may be further protected by the site plan review process.

Conditions:

1. The site plan be amended to state that non-organic ground cover shall be used only where required for drainage or pedestrian purposes.
2. The site plan be amended to state that inter-lot access shall be provided.

IF YOU WISH TO APPEAL THIS DECISION, YOU MUST DO SO BY 3/21/86 IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE OF \$40 IS REQUIRED AT THE TIME THE APPEAL IS FILED.

Appeal to the City Council: Any person aggrieved with any determination of the Environmental Planning Commission acting under this ordinance may file an appeal to the City Council by submitting written application on the Planning Division form to the Planning Division within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If it decides that all City plans, policies and ordinances have not been properly followed, it shall hear the appeal. Such appeal, if heard, shall be heard within 60 days of its filing.

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

Sincerely,


Phil Caple
Assistant City Planner

PG/dju
cc: Andrew, Asbury and Robert, Inc., 149 Jackson N.E.; 87108

CITY OF ALBUQUERQUE

PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
600 2nd Street NW, 3rd Floor, 87102
P.O. Box 1293, Albuquerque, NM 87103
Office (505) 924-3860 Fax (505) 924-3339



OFFICIAL NOTIFICATION OF DECISION

November 13, 2012

Capstone Housing
402 Office Park Drive, Suite 199
Birmingham, AL 35223

Project # 1009090

11EPC-40091 Amendment to Zone Map (Zone Change)
11EPC-40092 Site Development Plan for Building Permit
11EPC-40093 Amedment to Site Development Plan for Subdivision

LEGAL DESCRIPTION:

For all or a portion of Lots 1A & 2A, Sunport Park, Parcel 1A Sunport Park, Tract B, Mulberry Properties and Tract A1, Lands of Eisenman Trust, and Lots A-F, 1-6, Unit 3, Kirtland Addition, located on east side of I-25, between Sunport Boulevard SE and Gibson Boulevard SE, containing approximately 35.9 acres.

Chris Hyer, Staff Planner

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov On November 8, 2012, the Environmental Planning Commission voted to APPROVE Project 1009090/11EPC-40091, a request for an Amendment to the Zone Map (Zone Change), 11EPC-40092, a Site Development Plan for Building Permit and 11EPC-40093, an Amendment to the Site Development Plan for Subdivision, based on the following Findings and subject to the following Conditions:

Project #1009090, 11EPC 40091 - Sector Development Plan Map Amendment

FINDINGS:

1. This request is for a sector development plan zone map amendment from IP to SU-1/IP Permissive Uses and Student Housing for all or a portion of Lots 1A & 2A, Sunport Park, Parcel 1A Sunport Park, Tract B, Mulberry Properties, Tract A1, Lands of Eisenman Trust, and Lots A-F, 1-6, Block 10, Unit 3, Kirtland Addition, located on the east side of I-25 between Gibson Boulevard SE and Sunport Boulevard SE, containing 35.9-acres.

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 2 of 14

2. The requested zone change is accompanied by a site development plan for building permit request – Project #1009090, 11EPC-40092 and an amendment to the site development plan for subdivision – Project #1009090, 11EPC-40093. This request is contingent on the approval of those two requests as the site plan controls the zoning on all SU-1 zoned sites. Also, this zone change request applies to this site only – no other sites in the subdivision will be affected.
3. The Albuquerque/Bernalillo County Comprehensive 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 in the Developing Urban Area of the Comprehensive Plan and is governed by the Sunport Boulevard Design Overlay Zone.
5. The request is justified per R-270-1980:
 - A. The proposed zone change is consistent with the health, safety, morals and general welfare of the City as the zone change request maintains the current zoning and adds the student housing use. The request does not disrupt the ability of the Sunport Park to be an industrial park; it allows an additional use on land that remains vacant. The student housing use is compatible with other uses in the IP zone as the IP zone requires all uses to be enclosed in a building. Further, the student-housing site is buffered from adjacent IP zone land by roadways.
 - B. This change will not destabilize the land use and zoning in the area; the requested zone change is consistent with the existing zoning, only adding the student housing use. As the site remains vacant with the straight IP zoning, the additional use of student housing will allow the proposed development and this development must comply with the Sunport Park Master Plan Design Standards, which will facilitate consistency. Further, the student housing use will not cause injury to existing and future uses in the Sunport (industrial) Park and the Sunport Park uses will not cause injury to the proposed student housing use. The site also acts as a buffer between the single-family residential neighborhood to the north and the IP uses to the south.
 - C. The request is not in significant conflict with adopted elements of the Comprehensive Plan or other city master plans including the following:
 - A) The zone change is not in significant conflict with adopted elements of the Comprehensive Plan or the Sunport Boulevard Design Overlay Zone:

COMPREHENSIVE PLAN DEVELOPING URBAN AREA POLICIES

The requested zone change will not have an adverse effect on the surrounding area and will respect existing neighborhood values by allowing new development on a site that is currently vacant. The proposed development will provide a higher density residential use adjacent to an existing single-family residential neighborhood as well as be adjacent

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 3 of 14

to I-25; this will provide a buffer to the Sunport industrial park from the interstate and a buffer to the residential neighborhood from the industrial park. Also, since the IP permissive uses will be maintained and only an additional allowance of student housing, the requested zoning is found to be appropriate and further compliments existing surrounding uses while providing a transition from more intense uses to the single family neighborhood. (Comprehensive Plan Policies II.B.5.a, d, e and h)

C. Environmental Protection and Heritage Conservation

1. Air Quality

The request will contribute to a balanced land use/transportation system that promotes the efficient placement of housing and services. Students will have access to shuttle buses that will transport them to UNM and CNM services, thus reducing vehicle miles traveled. (Comprehensive Plan Policies II.C.1.b, c and d)

D. Community Resource Management

4. Transportation and Transit Policies

City transit routes are further than the ¼-mile distance standard that is considered to be adequate transit service. There will be a private shuttle offering transit service to UNM and CNM campuses (and other destinations) provided by the applicant that create a safe and pleasant non-motorized environment. Bicycle and pedestrian trails are within reasonable distance with planned bicycle and pedestrian paths to be continued throughout various locations within the site. (Comprehensive Plan Policy II.D.4.g)

5. Housing

The provision of additional housing for students will help relieve pressure on other available affordable housing in the City promoting the availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry or handicap status. (Comprehensive Plan Policy II.D.5.d)

B) Sunport Boulevard Design Overlay Zone:

The signs shown on the site development plan comply with this Overlay Zone

- D. The Needs Assessment demonstrates that a changed community condition is the need for additional student housing. Further, the applicant has shown that the proposed zoning is more advantageous to the community by furthering a preponderance of goals and policies in the Comprehensive Plan. The requested zone change will contribute to a quality urban environment that will offer variety and choice in housing, transportation and life styles, while creating a visually pleasing built environment. The request also allows a full range of urban land uses, respect to neighborhood values, complements residential areas by providing an additional residential use and creates an appropriate employment use, improves safety in the local neighborhood and provides residents multi-modal transportation alternatives.

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 4 of 14

- E. There are no permissive uses that would be harmful to the adjacent property, the neighborhood or the community as the site is already zoned IP and the change of zoning will allow an additional residential use, a student-housing village. This residential is consistent with the residential neighborhood to the north and compatible with possible uses on IP zoned land. Also, the surrounding properties uses must be performed in an enclosed building, thus, having a low impact on the surrounding area.
 - F. The request will not result in unprogrammed capital expenditures by the City.
 - G. The cost of land or other economic considerations are not the primary determining factors for the requested zone map amendment.
 - H. The location on a collector or major street is not the sole justification for the request.
 - I. This request would result in a spot zone; however, the student housing use is the only use being added to the current IP zoning. Further, a spot zone is appropriate in this case as it allows the site to act as a buffer between I-25 and other developments in the surrounding Sunport industrial park area. The requested zoning of special use requires a site development plan approval and allows a tailored use. In this case, the spot zone is appropriate as it still allows the original uses as surrounding land.
 - J. The request does not constitute a strip zone.
7. Two facilitated meetings were held January 19, 2012 and February 21, 2012, between the applicant and the San Jose Neighborhood Association and the Kirtland Addition Neighborhood Association – there is not a coalition in this part of the City. There was neighborhood concern expressed over the following topics: effects of the environmental issue and time horizon for remediation; use of Mulberry for vehicular traffic; employment opportunities created by the development. The applicant has been working with the neighborhood to resolve these concerns. The environmental mitigation process is underway with remediation beginning early next calendar year, Mulberry will be vacated as a public right-of-way, there will be employment opportunities created by the development.
8. Staff has received a letters of support to this request and phone calls with concerns over who will live in the village.

CONDITIONS:

- 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)(11) 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.

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 5 of 14

Project #1009090, 11EPC 40092 - *Site Development Plan for Subdivision Amendment*

FINDINGS:

1. There is a request to amend 35.9-acres of a 104.5-acre site development plan for subdivision, Sunport Park, located on the east side of I-25, between Gibson Boulevard and Sunport Boulevard, that was approved by the DRB on April 2, 1986 (Z-85-98-1) and amended July 8, 1999 (DRB 97 257). This amendment is specific to Lots 1A & 2A, Sunport Park, Parcel 1A Sunport Park, Tract B, Mulberry Properties, Tract A1, Lands of Eisenman Trust, and Lots A-F, 1-6, Block 10, Unit 3, Kirtland Addition.
2. The Sunport Park Site Development Plan for Subdivision was approved April 2, 1986 and amended July 6, 1999 and encompasses all land bounded by I-25 on the west, University Boulevard on the east, the Kirtland Addition Neighborhood on the north and Sunport Boulevard on the south. There are Design Standards regulating the permissive uses and site development as to provide consistency of various improvements within the park. The Sunport Park currently has some industrial and warehousing uses as well as hotels; however, over half of the Park remains vacant.
3. This requested amendment will add the language "Except for Block 1, Lot 1-A and Block 3, Lots 1 and 2, which shall also allow residential use for student housing" under the sub-heading Land Use on the Site Development Plan for Subdivision for the Sunport Park. No other amendments are proposed - the applicant intends to keep the design standards that were approved in 1986 (Z-85-98-1) and the proposed development complies with these Design Standards.
4. The subject site is in the Developing Urban Area of the Comprehensive Plan and governed by the Sunport Boulevard Design Overlay Zone (controls signage) and the Master Development Plan of the Sunport Park (provides Design Standards for developments with the park).
5. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
6. The requested site development plan for subdivision amendment is accompanied by an amendment to the Zone Map, Project #1009090, 11EPC-40091, and a site development plan for building permit request - Project #1009090, 11EPC-40093. The zone map amendment is contingent on the approval of this request and the approval of the site development plan for building permit as the site plan controls the zoning on all SU-1 zoned sites. These requests apply only to the subject site of this request- no other sites in the subdivision will be affected.
7. The required depiction of the site, vehicular and pedestrian circulation, ingress/egress points, maximum building heights and minimum setbacks are shown on the amended site development

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 6 of 14

plan for subdivision. These parameters will not change as a result of the current regulations.

8. The request is not in significant conflict with adopted elements of the Comprehensive Plan or other city master plans including the following:

A) The site development plan for subdivision is not in significant conflict with adopted elements of the Comprehensive Plan, the Sunport Boulevard Design Overlay Zone:

COMPREHENSIVE PLAN DEVELOPING URBAN AREA POLICIES

- i. This site development plan for subdivision amendment will allow an additional use to the already current IP permissive uses – it will allow student housing. The proposed development will provide a higher density residential use adjacent to an existing single-family residential neighborhood as well as be adjacent to I-25; this will provide a buffer to the Sunport industrial park from the interstate and a buffer to the residential neighborhood from the industrial park. Since the proposed use is similar to the residential use to the north, it will respect existing neighborhood values by allowing new development on a site that is currently vacant. The proposed development will provide a buffer to the Sunport industrial park from the interstate and a buffer to the residential neighborhood from the industrial park (Comprehensive Plan Policies II.B.5. d and e)
- ii. The cottages will be clustered into “pods” within the student-housing village. These pods have the fronts of the buildings facing the street or sidewalks putting the parking lots in the rear. This design allows for the placement of pedestrian/bicycle trails to be developed throughout and along the perimeter of the site. The higher density housing will also provide a transition between the single-family homes to the north and the IP uses to the south as well as between I-25 to the west and the industrial park to the east. (Comprehensive Plan Policies II.B.5. f, g and h)

C. Environmental Protection and Heritage Conservation

1. Air Quality

The request will contribute to a balanced land use/transportation system that promotes the efficient placement of housing and services. Students will have access to shuttle buses that will transport them to UNM and CNM services, thus reducing vehicle miles traveled.

(Comprehensive Plan Policies II.C.1.b, c and d)

D. Community Resource Management

4. Transportation and Transit Policies

City transit routes are further than the ¼-mile distance standard that is considered to be adequate transit service. There will be a private shuttle offering transit service to UNM and CNM campuses (and other destinations) provided by the applicant that create a safe and pleasant non-motorized environment. Bicycle and pedestrian trails are within reasonable

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 7 of 14

distance with planned bicycle and pedestrian paths to be continued throughout various locations within the site. (Comprehensive Plan Policy II.D.4.g)

5. Housing

The provision of additional housing for students will help relieve pressure on other available affordable housing in the City promoting the availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry or handicap status. (Comprehensive Plan Policy II.D.5.d)

B) Sunport Boulevard Design Overlay Zone:

The signs shown on the site development plan comply with this Overlay Zone

9. Two facilitated meetings were held January 19, 2012 and February 21, 2012, between the applicant and the San Jose Neighborhood Association and the Kirtland Addition Neighborhood Association – there is not a coalition in this part of the City. There was neighborhood concern expressed over the following topics: effects of the environmental issue and time horizon for remediation; use of Mulberry for vehicular traffic; employment opportunities created by the development. The applicant has been working with the neighborhood to resolve these concerns. The environmental mitigation process is underway with remediation beginning early next calendar year, Mulberry will be vacated as a public right-of-way, there will be employment opportunities created by the development.
10. Staff has received a letters of support to this request and phone calls with concerns over who will live in the village.

CONDITIONS:

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. Conditions from City Engineer, Municipal Development, Water Authority and NMDOT:
 - a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 8 of 14

Review Board (DRB).

- b. Concurrent Platting Action required at Development Review Board (DRB).
- c. Reflect Site Development Plan for Subdivision layout with proposed lot configuration.
- d. Site plan shall comply and be designed per current DPM and ADA Standards/ requirements.
- e. Provide/label/detail all dimensions, classifications and proposed infrastructure for Site.
- f. It is not clear that the southern outfall, 48 inch storm drain, has the capacity to support the density proposed. The site may have to detain flows or reduce the amount of impervious area. AMAFCA approval is required for the northern outfall to the South Diversion Channel. A Drainage Report is required for DRB approval.
- g. This site should be re-platted as indicated on the Site Plan for Building Permit submittal. Therefore, the Site Plan for Subdivision should reflect the new plat and proposed Site Plan for Building Permit showing proposed property lines and easements.
- h. All easements need to be shown and labeled on Site Plan.

Project #1009090, 11EPC 40093 - Site Development Plan for Building Permit

FINDINGS:

1. This is a request for site development plan for building permit for all or a portion of Lots 1A & 2A, Sunport Park, Parcel 1A Sunport Park, Tract B, Mulberry Properties, Tract A1, Lands of Eisenman Trust, and Lots A-F, 1-6, Unit 3, Kirtland Addition, an approximately 35.9-acre site located on the east side I-25, between Gibson Boulevard and Sun Port Boulevard.
2. The Sunport Park Site Development Plan for Subdivision was approved April 2, 1986 and amended July 6, 1999 and encompasses all land bounded by I-25 on the west, University Boulevard on the east, the Kirtland Addition Neighborhood on the north and Sunport Boulevard on the south. There are Design Standards regulating the permissive uses and site development as to provide consistency of various improvements within the park. The Sunport Park currently has some industrial and warehousing uses as well as hotels; however, over half of the Park remains vacant.
3. The subject site is in the Developing Urban Area of the Comprehensive Plan and governed by the Sunport Boulevard Design Overlay Zone (controls signage) and the Master Development Plan of the Sunport Park (provides Design Standards for developments with the park).
4. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. The requested site development plan for building permit is accompanied by an amendment to the Zone Map, Project #1009090, 11EPC-40091, and a site development plan for subdivision amendment – Project #1009090, 11EPC-40092. The zone map amendment is contingent on the approval of this request and the approval of the site development plan for subdivision

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 9 of 14

amendment as the site plan controls the zoning on all SU-1 zoned sites. These requests apply only to Lots 1A & 2A, Sunport Park, Parcel 1A Sunport Park, Tract B, Mulberry Properties, Tract A1, Lands of Eisenman Trust, and Lots A-F, 1-6, Block 10, Unit 3, Kirtland Addition – no other sites in the subdivision will be affected.

6. The request is not in significant conflict with adopted elements of the Comprehensive Plan or other city master plans including the following:

A) The site development plan for building permit is not in significant conflict with adopted elements of the Comprehensive Plan or the Sunport Boulevard Design Overlay Zone:

COMPREHENSIVE PLAN DEVELOPING URBAN AREA POLICIES

- i. This site development plan for building permit will provide an additional use to the already current IP permissive uses – it will allow student housing. The proposed development will provide a higher density residential use adjacent to an existing single-family residential neighborhood as well as be adjacent to I-25; this will provide a buffer to the Sunport industrial park from the interstate and a buffer to the residential neighborhood from the industrial park. Since the proposed use is similar to the residential use to the north, it will respect existing neighborhood values by allowing new development on a site that is currently vacant. The proposed development will provide a buffer to the Sunport industrial park from the interstate and a buffer to the residential neighborhood from the industrial park (Comprehensive Plan Policies II.B.5. d and e)
- ii. The cottages will be clustered into “pods” within the student housing village. These pods have the fronts of the buildings facing the street or sidewalks putting the parking lots in the rear. This design allows for the placement of pedestrian/bicycle trails to be developed throughout and along the perimeter of the site. The higher density housing will also provide a transition between the single family homes to the north and the IP uses to the south as well as between I-25 to the west and the industrial park to the east. (Comprehensive Plan Policies II.B.5. f, g and h)

C. Environmental Protection and Heritage Conservation

1. Air Quality

The request will contribute to a balanced land use/transportation system that promotes the efficient placement of housing and services. Students will have access to shuttle buses that will transport them to UNM and CNM services, thus reducing vehicle miles traveled. (Comprehensive Plan Policies II.C.1.b, c and d)

D. Community Resource Management

4. Transportation and Transit Policies

City transit routes are further than the ¼-mile distance standard that is considered to be

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 10 of 14

adequate transit service. There will be a private shuttle offering transit service to UNM and CNM campuses (and other destinations) provided by the applicant that create a safe and pleasant non-motorized environment. Bicycle and pedestrian trails are within reasonable distance with planned bicycle and pedestrian paths to be continued throughout various locations within the site. (Comprehensive Plan Policy II.D.4.g)

5. Housing

The provision of additional housing for students will help relieve pressure on other available affordable housing in the City promoting the availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry or handicap status. (Comprehensive Plan Policy II.D.5.d)

B) Sunport Boulevard Design Overlay Zone:

The signs shown on the site development plan comply with this Overlay Zone

7. Two facilitated meetings were held January 19, 2012 and February 21, 2012, between the applicant and the San Jose Neighborhood Association and the Kirtland Addition Neighborhood Association – there is not a coalition in this part of the City. There was neighborhood concern expressed over the following topics: effects of the environmental issue and time horizon for remediation; use of Mulberry for vehicular traffic; employment opportunities created by the development. The applicant has been working with the neighborhood to resolve these concerns. The environmental mitigation process is underway with remediation beginning early next calendar year, Mulberry will be vacated as a public right-of-way, there will be employment opportunities created by the development.
8. Staff has received a letters of support to this request and phone calls with concerns over who will live in the village.

CONDITIONS:

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

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 11 of 14

3. Provision shall be made for a pedestrian/bicycle linkage to Mulberry Street on the north. No vehicular traffic shall be able to pass through this connection.
4. There shall be a continuous multi-purpose trail along the perimeter of the site.
5. Landscaping:
 - a. More trees shall be added to all parking areas to achieve the requirement that no parking space shall be farther than 100' from a tree trunk (Section 14-16-3-10 (G)).
 - b. The landscaping shall meet the requirement in Section 14-16-3-10 (G)(1)(D) of the zoning code that "at least 75% of the required parking area trees shall be deciduous canopy-type shade trees, capable of achieving a mature canopy of at least 25 feet."
 - c. Additional trees shall be added in the site to achieve "at least one tree be provided per each ground floor dwelling unit and one tree per two second-story dwelling units." Section 14-16-3-10 (G)
 - d. The legend on the Landscaping Plan shall show individual symbols for the types of plants used.
6. Details for the two signs shall be shown on the Detail Sheet – including colors and dimensions.
7. Conditions from City Engineer, Municipal Development, Water Authority and NMDOT:
 - a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
 - b. Concurrent Platting Action required at Development Review Board (DRB).
 - c. Reflect Site Development Plan for Subdivision layout with proposed lot configuration.
 - d. Site plan shall comply and be designed per current DPM and ADA Standards/ requirements.
 - e. Provide/label/detail all dimensions, classifications and proposed infrastructure for Site.
 - f. It is not clear that the southern outfall, 48 inch storm drain, has the capacity to support the density proposed. The site may have to detain flows or reduce the amount of impervious area. AMAFCA approval is required for the northern outfall to the South Diversion Channel. A Drainage Report is required for DRB approval.
 - g. This site should be re-platted as indicated on the Site Plan for Building Permit submittal. Therefore, the Site Plan for Subdivision should reflect the new plat and proposed Site Plan for Building Permit showing proposed property lines and easements.
 - h. All easements need to be shown and labeled on Site Plan.
8. Condition from Public Service Company of New Mexico:

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 12 of 14

- a. As a condition, it is the applicant's obligation to determine if existing utility easements cross the property and to abide by any conditions or terms of those easements.
- b. Existing overhead and underground electric facilities are located on this site including an overhead 115kV transmission line and distribution lines. As a condition, it is necessary for the developer to contact PNM's New Service Delivery Department to coordinate new electric service regarding this project. Any existing or proposed public utility easements are to be indicated on the site plan utility sheet prior to DRB review. PNM's standard for public utility easements for distribution is 10 feet in width to ensure adequate, safe clearances.
- c. As a condition, adequate clearance for electric utilities must be provided for operation and maintenance purposes. Any relocation, changes or realignment regarding existing electric utilities will be the developer's expense. In some cases, relocation or changes to existing facilities may not be feasible due to physical, use or safety clearance constraints. PNM will review all technical needs, issues and safety clearances for its electric power systems.
- d. As a condition, screening should be designed to allow for access to utility facilities. As a condition, 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. Please refer to the PNM Electric Service Guide for specifications.
- e. Proposed buildings on the project site plan are located within very close proximity to existing overhead electric utilities. As a condition, any potential encroachment to existing rights-of-way must be reviewed by PNM for compliance with National Electric Safety Code (NESC) requirements, as well as PNM access for maintenance or future use. This includes buildings and any proposed changes to the existing grade, existing or proposed signs, walls or fences, landscaping, lighting, access, parking and driveway.
- f. As a condition, it is necessary for the applicant to coordinate with PNM's New Service Delivery Department regarding the proposed tree species noted on the Landscape Plan, tree placement and height at maturity, sign location and height, and lighting height in order to ensure sufficient safety clearances and to avoid interference with the existing facilities. PNM's standard is for trees to be planted outside the PNM easement. PNM recommends shorter tree selections and to locate trees outside of PNM easements.

IF YOU WISH TO APPEAL PROTEST THIS DECISION, YOU MUST DO SO BY **NOVEMBER 26, 2012** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 13 of 14

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

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

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

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

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

Sincerely,



Suzanne Lubar
Acting Director, Planning Department

OFFICIAL NOTICE OF DECISION

Project #1009090

November 8, 2012

Page 14 of 14

DS/CH/mc

cc: Tierra West, LLC, 5571 Midway Park Place NE, Albuquerque, NM, 87109
Capstone Housing, 402 Office Park Drive, Suite 199, Birmingham, AL, 35223
Shirley Baty, 1513 Gerald SE, Albuquerque, NM, 87106
Barbara Williams, 1401 Alamo SE, Albuquerque, NM, 87106
Esther Anzures-Abeyta, 2419 William Street SE, Albuquerque, NM, 87102
Deanna Baca, 408 Bethel Drive, Albuquerque, NM 87102
Judy Suiter, 718 Central SW, Albuquerque, NM 87102

ZONING

Refer to Section 14-16-2-19 of the Comprehensive Zoning Code for specifics regarding the IP Industrial Park Zone and Section 14-16-2-22 regarding the SU-1 Special Use Zone.

APPLICATION INFORMATION



Supplemental Form (SF)

SUBDIVISION	S	Z	ZONING & PLANNING
<input type="checkbox"/> Major subdivision action			<input type="checkbox"/> Annexation
<input type="checkbox"/> Minor subdivision action			
<input type="checkbox"/> Vacation	V	<input checked="" type="checkbox"/>	Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)
<input type="checkbox"/> Variance (Non-Zoning)			
SITE DEVELOPMENT PLAN	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
<input checked="" type="checkbox"/> for Subdivision			
<input type="checkbox"/> for Building Permit			
<input type="checkbox"/> Administrative Amendment (AA)			
<input type="checkbox"/> Administrative Approval (DRT, URT, etc.)			
<input type="checkbox"/> IP Master Development Plan	D		Street Name Change (Local & Collector)
<input type="checkbox"/> Cert. of Appropriateness (LUCC)	L A		APEAL / PROTEST of...
STORM DRAINAGE (Form D)			Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other
<input type="checkbox"/> Storm Drainage Cost Allocation Plan			

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): Tierra West LLC PHONE: 505-858-3100
ADDRESS: 5571 Midway Park Place NE FAX: 505-858-1118
CITY: Albuquerque STATE NM ZIP 87109 E-MAIL: _____
APPLICANT: Thomas Development Company PHONE: 208-343-8877 ext 214
ADDRESS: 413 W. Idaho, Suite 200 FAX: 208-343-8900
CITY: Boise STATE ID ZIP 83702 E-MAIL: _____
 Proprietary interest in site: Developer **List all owners:** Contractors Leasing LLC & Larry Gutierrez

DESCRIPTION OF REQUEST: Amended Site Development for Subdivision, Site Development for Subdivision, Zone Map Amendment

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. 1A and 2A1 Block: 2 Unit: _____
 Subdiv/Addn/TBKA: Sunport Park
 Existing Zoning: IP Proposed zoning: SU-1 for uses Multi-Family Housing MRGCD Map No _____
 Zone Atlas page(s): M-15 UPC Code: 101505514525430415 and 101505519726930412

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_Z_, V_, S_, etc.): 1009573

CASE INFORMATION:

Within city limits? Yes Within 1000FT of a landfill? Yes
 No. of existing lots: 2 No. of proposed lots: 1 Total site area (acres): +/- 10.69
 LOCATION OF PROPERTY BY STREETS: On or Near: Transport St
 Between: Flightway Ave and Woodward Rd
 Check if project was previously reviewed by: Sketch Plat/Plan or Pre-application Review Team(PRT) Review Date: 09/27/2016

SIGNATURE [Signature] DATE December 1, 2016
 (Print Name) Joel D. Hernandez, P.E. Applicant: Agent:

FOR OFFICIAL USE ONLY

- INTERNAL ROUTING
- All checklists are complete
- All fees have been collected
- All case #s are assigned
- AGIS copy has been sent
- 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
<u>16 EPC - 40074</u>	<u>SFS</u>		<u>\$385.00</u>
<u>40075</u>	<u>ASBP</u>		<u>\$235.00</u>
<u>40076</u>	<u>AZM</u>		<u>\$745.00</u>
	<u>CMTF</u>		<u>\$50.00</u>
	<u>ADV</u>		<u>\$75.00</u>
			Total
			<u>\$1560.00</u>

Hearing date Jan 12, 2017
[Signature] 12-1-16 Project # 1009573
 Staff signature & Date

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
 - 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 REGULATORY 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.

JOEL HERZOWITZ, PE
Applicant name (print)
[Signature]
Applicant signature & Date



- Checklists complete
 - Fees collected
 - Case #s assigned
 - Related #s listed
- Application case numbers
116 EPC - 40076

[Signature] 12-1-16
Staff signature & Date
Project # 1009573

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

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

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

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

- Collocation evidence as described in Zoning Code §14-16-3-17(A)(6)
 - Notarized statement declaring number of antennas accommodated. Refer to §14-16-3-17(A)(13)(d)(2)
 - Letter of intent regarding shared use. Refer to §14-16-3-17(A)(13)(e)
 - Affidavit explaining factual basis of engineering requirements. Refer to §14-16-3-17(A)(13)(d)(3)
 - Distance to nearest existing free standing tower and its owner's name if the proposed facility is also a free standing tower §14-16-3-17(A)(17)
 - Registered engineer or architect's stamp on the Site Development Plans
 - Office of Community & Neighborhood Coordination inquiry response as above **based on ¼ mile radius**
- EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.**

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

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

JOEL HERNANDEZ, PE
Applicant name (print)

[Signature]
Applicant signature / date



Form revised **November 2010**

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

Application case numbers
16 - EPC - 40074
- - - 40075

[Signature] - 12-1-10
Planner signature / date

Project #: 1009573

PA#16-182

Project Number 1009573

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Chad Weltzin, Erstad Architects DATE OF REQUEST: 10/24/16 ZONE ATLAS PAGE(S): M15

CURRENT:

ZONING IP
PARCEL SIZE (AC/SQ. FT.) 10.69 acres

LEGAL DESCRIPTION:

LOT OR TRACT # 1A & 2A1 BLOCK # 2
SUBDIVISION NAME Sunport Park

REQUESTED CITY ACTION(S):

ANNEXATION []
ZONE CHANGE [X]: From IP To SU-1
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 [X]
EXPANSION OF EXISTING DEVELOPMENT []

GENERAL DESCRIPTION OF ACTION:

OF UNITS: 235 apartment units
BUILDING SIZE: _____ (sq. ft.)

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

APPLICANT OR REPRESENTATIVE 

DATE 2016-11-29

(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:

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

11-29-16
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



City of Albuquerque
P.O. Box 1293 Albuquerque, New Mexico 87103
Planning Department
Suzanne Lubar, Director

Richard J. Berry, Mayor
Administrative Officer
October 25, 2016

Robert J. Perry, Chief

SUBJECT: ALBUQUERQUE ARCHAEOLOGICAL ORDINANCE—Compliance Documentation

Project Number(s): 1009573

Case Number(s):

Agent: Erstad Architects

Applicant: Thomas Development Co.

Legal Description: Lots 1A & 2A1, Block 2, Sunport Park

Zoning: IP (Proposed: SU-1, retaining IP permissive uses, and adding multi-family housing up to 30 units per acre).

Acreage: 10.69 acres

Zone Atlas Page: M-15

CERTIFICATE OF NO EFFECT: Yes No

CERTIFICATE OF APPROVAL: Yes No

TREATMENT PLAN REVIEW:

DISCOVERY:

SUPPORTING DOCUMENTATION:

Phase I Environmental Site Assessment, 10.1029-Acre Undeveloped Property, 2900 Transport Street SE (Lot 1A, Block 2, Sunport Park Subdivision), Albuquerque, Bernalillo County, NM 87106. Prepared for Contractors Leasing, LLC by Real Estate Environmental Services Company (Reesco). Reesco Project No. C08916 August 5, 2016

SITE VISIT: n/a

RECOMMENDATION(S):

- ***CERTIFICATE OF NO EFFECT IS ISSUED ((ref O-07-72 Section 4B(2)—extensive previous land disturbance) .***

NOTE: Provisional Certificate of No Effect previously issued January 28, 2013 to allow for zone change request to be submitted to EPC. Final Certificate required back-up documentation in Phase I environmental report concerning history of previous land disturbance.

MFSchmader

Matthew Schmader, PhD

Superintendent, Open Space Division
City Archaeologist

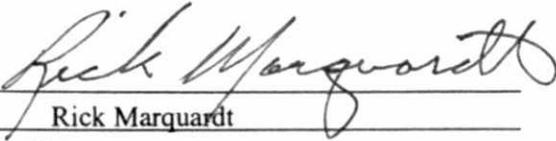
October 21, 2016

LETTER OF AUTHORIZATION

Subject Property: LOT 1A BLK 2 SUNPORT PARK REPL OF LTS 1, 2, & 3 BLK 2 CONT 10.1029
AC M/L

I, the Owner of the subject property referenced above, hereby authorize Thomas Development Company,
as Owner's agent for the filing and processing of an application with the City of Albuquerque for the
change of zoning of the Subject Property from I-P to SU-1/IP Permissive Uses and Multifamily Housing.

OWNER: CONTRACTORS LEASING, LLC

By: 

Rick Marquardt

Printed Name

Its: Chairman and CEO

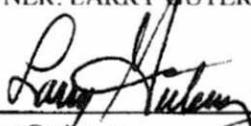
NOVEMBER 8, 2016

LETTER OF AUTHORIZATION

Subject Property: LT 2-A-1 BLK 2 PLAT OF LOTS 2-A-1, 2-A-2 AND 2-A-3 BLK 2 SUNPORT
PARK CONT. 0.5914 ACRE

I, the Owner of the subject property referenced above, hereby authorize Thomas Development Company,
as Owner's agent for the filing and processing of an application with the City of Albuquerque for the
change of zoning of the Subject Property from I-P to SU-1/IP Permissive Uses and Multifamily Housing.

OWNER: LARRY GUTERRIEZ

By: 

Larry Gutierrez

Printed Name

LARRY GUTIERREZ

Its: Owner

November 29, 2016

LETTER OF AUTHORIZATION

Subject Property: LOT 1A BLK 2 SUNPORT PARK REPL OF LTS 1, 2 & 3 BLK 2 CONT. 10.1029 AC
M/L

I, the Contract purchaser of the Subject Property reference above, hereby authorize Tierra West, LLC, as
Owner's agent for the filing and processing of an application with the City of Albuquerque for the change
of zoning of the Subject Property from I-P to SU-1/IP Permissive Uses and Multifamily Housing.

THOMAS DEVELOPMENT CO

By: _____

Thomas C. Mannschreck

Printed Name: _____

Its: President

gaw

TIERRA WEST, LLC

December 29, 2016

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

**RE: SUPPLEMENTAL JUSTIFICATION FOR:
AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION,
SITE DEVELOPMENT PLAN FOR SUBDIVISION, AND
ZONE MAP AMENDMENT; ZONE ATLAS PAGE M-15**

Dear Ms. Hudson:

In response to the comments dated December 19, 2016 this is a supplemental letter of justification incorporating the 18 comments provided. Tierra West LLC, on behalf of Thomas Development Co., requests approval of the Amended Site Development Plan for Subdivision, Site Development Plan for Subdivision and a Zone Map Amendment for Lots 1A & 2A1, Block 2 of Sunport Park from IP to SU-1 for IP Permissive Uses and Multi-Family Housing Development. The Site Development Plan for Subdivision includes Design Standards; we request approval of the Site Development Plan for Building Permit be delegated to the Development Review Board.

Site Location and History

The project site is located on the east side of Interstate 25, between Gibson Boulevard SE and Sunport Boulevard SE and consists of approximately 10.69 acres. The site is bordered on the north both by Flightway Avenue and undeveloped property zoned SU-1 for IP and Student Housing, as well as an existing warehouse on IP zoned property. The site is bordered on the northwest by Transport Street and a multi-story clinic currently under construction, and a student housing development on the west on property zoned SU-1 for IP and Student Housing uses. The site is bordered on the south by Woodward Road and property zoned IP which is fully developed with hotels. The site is bordered on the east by undeveloped property zoned SU-1 for IP Uses.

The currently undeveloped site is zoned IP and is designated as Developing Urban by the Albuquerque Bernalillo County Comprehensive Plan. The subject site also falls within the Sunport Boulevard Design Overlay Zone. The accompanying Amended Site Development Plan for Subdivision proposes a text change to the currently approved Land Uses to allow for the proposed project. The Site Development Plan for Subdivision proposes a multi-family housing development containing up to 235 units with Design Standards. The proposed Zone Map Amendment would retain the IP designation but change to SU-1 for IP Permissive Uses and Multi-Family Housing Development.

Site Orientation and Circulation

The site is oriented lengthwise from north to south bordered on three sides by an improved public roadway network consisting of Flightway Avenue, Transport Street, and Woodward Road. A paved trail connecting Transport Street/Flightway Avenue to Mulberry Street is currently under construction and will provide pedestrian and bicycle access to the established Kirtland Community to the north and the Gibson Boulevard corridor.

Vehicular and pedestrian access is proposed at driveway locations to be on Woodward Road and Flightway Avenue which have the ability to be interconnected within the project site through private driveways and parking facilities for vehicular circulation. Although the public street network adjacent to the site does not currently contain sidewalks, this project is anticipated to construct sidewalks to which future internal walkways may connect.

Traffic Impact and On-Site Parking

The paved trail near the site will connect Transport Street/Flightway Avenue to Woodward Road, however, no vehicular access is permitted and therefore no increase in traffic through the Kirtland

5571 Midway Park Place NE
Albuquerque, NM 87109
(505) 858-3100
Fax (505) 858-1118
1-800-245-3102
tierrawestllc.com

Community is anticipated. Instead, vehicular traffic will have access to I-25 via Sunport Boulevard and University Avenue, and to the university area via Randolph Road and Yale Boulevard. Onsite parking will be accommodated within the project for residents, staff, and visitors.

Drainage and Landscaping

The site generally slopes from east to west and ultimately drains into the AMAFCA South Diversion Channel through an existing public storm drain system which connects to the South Diversion Channel west of the highway. Proposed grading will maintain the general flow patterns and convey drainage within the site by surface flow onto water quality features to the extent possible. Drainage from the water quality features will be conveyed to the existing storm drain system within Flightway Avenue with a peak discharge rate not exceeding the maximum flow allowed by the Sunport Park Master Drainage Plan. In addition to the Zoning Code requirements, landscaping will be subject to proposed Design Standards which require an increased landscape buffer of 10-foot minimum along Transport Street to provide an enhanced buffer between this site and the existing student housing development.

Elevations and Signage

Elevations to be proposed with the Site Development Plan for Building Permit will be subject to the proposed Design Standards which will result in an aesthetically pleasing development with greater articulation and architectural features than the zoning code requires. Elevations are proposed to be on a residential scale; this application seeks no variance from the zoning code requirements. Free-standing signage will be limited to two monument signs (one at each entry).

We are requesting a zone change to include the Multi-family Housing in the IP zoned property and feel that it is advantageous to the community. The following is the analysis to support the proposed addition to the zoning.

Applicable Policy Analysis

Albuquerque Bernalillo County Comprehensive Plan

Land Use

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 project furthers the following policies:

Policy 5a – The Established and Developing Urban areas shown on the plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

Noting that the current gross density within city limits is approximately 2.0 dwelling units per acre (according to data from the US Census Bureau), the subject site furthers this policy by contributing to the goal of gross density up to 5 dwelling units per acre. This project proposes to develop no more than 235 multi-family residential dwelling units which results in a rate of approximately no more than 22 dwelling units per acre, furthering this goal.

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

This policy is furthered by incorporating design criteria through proposed Development Design Standards in a location of "infill development" which is compatible with existing land uses and existing infrastructure with sufficient carrying capacities for the proposed use. Existing infrastructure includes developed roadways, drainage, and wet and dry utilities.

Environmental conditions will be respected by the design of this development which will be aesthetically appropriate for the built environment, providing a transition between the student housing facility and the more intense IP uses. Its location and access to the existing road network, including its proximity to the University of New Mexico (UNM) and Central New Mexico Community College (CNM), Isotopes Park, The Pit and the UNM Football stadium make this site

an ideal location for a higher density development. The proposed layout and design will not impact the scenic resources of the Sandia Mountains.

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

The proposed project furthers this policy by inducing infill development on land which is currently undeveloped and located contiguous to existing urban facilities and services, including roadways, drainage and utility infrastructure. Existing urban facilities include a new multi-specialty clinic (under construction) within walking distance, airport related facilities and services, and in the vicinity of UNM facilities such as the University South Golf Course. A new bike trail is being planned to run within Flightway by DMD. The integrity of existing neighborhoods will be assured by not increasing local street traffic on established single-family neighborhoods and providing a buffer from the IP zoned uses with human scale development of medium intensity.

Policy 5f – Clustering of homes to provide larger shared open areas and houses orient towards pedestrian or bikeways shall be encouraged.

The proposed development furthers this policy by allowing multi-family dwelling units to be developed, which by their nature promote maximization of open areas on site for active and passive recreation.

Policy 5g – Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

The proposed project furthers this policy by taking the topographical features into account in the site design by identifying vehicular and pedestrian access points on Flightway Avenue and Woodward Road which can accommodate interconnectivity both horizontally and vertically. Due to the relatively steep slopes across the property from east to west, a connection to Transport Street is impractical. The Design Standards also require an accessible route to all accessible units, public use spaces, common use spaces, and site amenities.

Policy 5h – Higher density housing is most appropriate in the following situations:

- In designated Activity Centers.
- In areas with excellent access to major street network.
- In areas where a mixed density pattern is already established by the zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.
- In areas not 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 project furthers this policy in several ways although it is not located in an Activity Center. The proposed project is a higher density housing development which has excellent access to a major street network including University Boulevard, Sunport Boulevard, and I-25. It also is located in an area where a mixed density pattern is currently established and in an area not predominately zoned single-family residential. The proposed use is compatible with student housing, industrial uses, and hotels in the immediate vicinity. The project provides additional area to transition between the student housing facility and the existing and future IP uses, which may consist of more intense development such as buildings with greater massing, floor area ratios, and greater percentage of paved surfaces than the proposed project or the existing student housing site. This project will buffer itself from the possible adjacent IP uses by incorporating greater setbacks and landscaping as detailed in the proposed Design Standards.

Air Quality

The goal is improve air quality to safeguard public health and enhance the quality of life. The proposed project furthers the following policies:

Policy 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 proposed project furthers this policy by placing a higher density housing use in an efficient location which will result in an area of mixed use and infill development which can potentially reduce the total vehicle miles traveled. The project location is close to educational and health care institutions such as the new multi-specialty clinic, UNM and CNM; recreational facilities such as the Pit, baseball stadium, and UNM South Golf Course; airport and related facilities; and other employment facilities. This multi-family development will improve the availability of quality housing opportunities while reducing the traffic needs on the surrounding network by reducing the need to travel across the river given most employment is located on the east side of the city.**

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

The proposed project furthers this policy with site design features incorporating multiple access points to an established looped roadway system and by its proximity to the multi-use trail connecting Transport Street to Mulberry Street. Traffic from the site will be directed toward arterial streets by providing access to Flightway Avenue and Woodward Road.

Transportation & 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.

The proposed project furthers this goal because the site is located approximately 550 feet from route 222 and 1618 bus route along University Boulevard, to the east of the site and bus route 250 along Sunport Boulevard to the south of the site and bus route 96 along Gibson Boulevard, north of the site. While not close enough for Transit to consider this walking distance in other major metropolitan areas it is quite close. Arguments can be made that it will promote use of public transit. The subject site also has immediate access to the City's bike trail/lane system. Planned accessible pedestrian paths within the proposed development will also increase the ease in which pedestrians can access and utilize elements of the proposed development. These methods of access, including automobile access, provide the desired balance of circulation alternatives to automobile travel while meeting roadway capacity and access needs.

The proposed project furthers the following Transportation and Transit policy:

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

The proposed project furthers this policy by incorporating Design Standards that promote pedestrianism such as increased setbacks, shorter continuous parking segments separated by landscape islands, increased bicycle parking requirements, and enhanced accessible routes. Construction of new sidewalks to current public improvement standards along the street frontage will also promote pedestrianism.

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 5d – 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.

This goal will be furthered by increasing the number of quality multi-family housing opportunities in the vicinity of an established neighborhood. Our client will develop, own, and operate the development for leasing to qualified residents. Leasing will be available to

residents regardless of race, color, religion, sex, national origin, ancestry or handicapped status.

Resolution 270-1980

- 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 IP to SU-1 for IP Permissive Uses and Multi-Family Housing Development is consistent with the health, safety, morals and general welfare of the City. It will allow for the development of new, quality multi-family housing that is designed to integrate with the surrounding neighborhood, thus promoting safety and general welfare of adjacent neighborhoods. This zone change will result in more housing choices for area residents while providing a better housing and employment balance. The proposed location is also ideal, considering its proximity to educational institutions, recreational facilities, as well as bike lanes, which promotes health, safety and morals.

- 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.

The proposed zone change from IP to SU-1 for IP Permissive Uses and Multi-Family Housing Development would allow for the construction of quality multi-family housing, for which there is a strong need in the Albuquerque area. The site's proximity to educational institutions such as UNM and CNM, as well as medical facilities and area businesses for employment would be an asset to residents with limited transportation options. Further, the proposed development will provide stability in land uses by complementing the mixed-use development pattern of the area which more commercial in nature due to hotel, student housing, and clinic land uses, as opposed to a traditional industrial park use. The change in zoning designation would also allow for a stricter, site plan controlled development ensuring area standards are met.

The existing IP zoning designation has been in place on the subject property for over 30 years with no development. Permitting high quality, appropriately scaled infill development at the subject property will put vacant land to beneficial use which may otherwise contribute to urban blight if left undeveloped.

- 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.

The proposed change is not in conflict, significant or otherwise, with adopted elements of the Comprehensive Plan, any City Master Plans or any privately developed area plans as discussed in the policy analysis above. The proposed change along with the proposed project furthers numerous policies within the Comprehensive Plan and also complies with the Sunport Boulevard Design Overlay Zone and Sunport Park Master Plan.

- D. The applicant must demonstrate that the existing zoning is inappropriate because;
(2) changed neighborhood conditions justify the change

The pattern of development in the area, especially the construction of the student housing facility directly west of the site for which a Zone Map Amendment was granted (11EPC-40091), has created a changed neighborhood condition by introducing a residential type use. The proposed zoning requested is more compatible with the developed uses.

(3) a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan, even though (1) or (2) above do not apply.
It is our opinion that the use category sought by this application for this site would be more advantageous to the community. The proposed use is less intense and

more compatible with the established neighborhood than a majority of uses allowed under straight IP zoning, and will provide a buffer for the adjacent student housing neighborhood from the more intense land uses permitted beyond the property. The proposed development will bring this land into beneficial use and increase the commercial demand for goods and services in a historically underserved neighborhood. Most importantly, approval of the requested use will allow for new development of much-needed quality housing.

- 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 proposed zone change would have the effect of adding a single, specific, residential use for multi-family housing to the existing allowable uses. This change would not be harmful to the adjacent property since the proposed use is compatible with the uses allowed in the IP zone, as well as the existing student housing facility and the other developed uses around the subject site. With the implementation of the proposed Design Standards, the site has the potential to be designed with careful consideration to respecting the integrity of the existing neighborhood and the overall community by minimizing potential visual, traffic, noise and air quality impacts. Although this change would introduce a residential element into IP zoned land, this area of the city contains an abundance (over 1500 acres) of IP, M-1 zoned property.
- 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 proposed zone change will require no capital expenditures by the City of Albuquerque.
- G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.
Economic considerations or land costs are not a factor in this request.
- H. Location on a collector or major street is not in itself sufficient justification of apartment, office, or commercial zoning.
The site is located on streets classified as local, and therefore the location on a collector or major street is not a factor in this request.
- 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 make the site unsuitable for the uses allowed in any adjacent zone.
The proposed change technically creates a spot zone, with the inclusion of Multi-family Housing to the existing IP zoning. The proposed change will facilitate realization of the Comprehensive Plan, as demonstrated through the numerous applicable policies discussed above. The project is well situated to provide a transition between the student housing facility and the existing and future IP uses

which may consist of more intense development such as buildings with greater massing, floor area ratios, and greater percentage of paved surfaces than the proposed project or the existing student housing site.

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 proposed change will not create a strip commercial zone.

Summary

This is a supplemental letter of justification incorporating the comments provided on December 19, 2016. We request approval of the proposed Zone Map Amendment, Site Development Plan for Subdivision and Amended Site Plan for Subdivision to allow for the construction of the Multi-family Housing development. We also request approval of the future Site Development Plan for Building Permit be delegated to the Development Review Board, subject to the Design Standards included in this application. The proposed project furthers numerous policies of applicable plans and also provides for an increase in quality housing opportunities. If you have any questions or need additional information regarding this matter, please do not hesitate to contact me.

Sincerely,



Ronald R. Bohannon, P.E.

Enclosure/s

cc: Tom Mannschreck – Thomas Development Co.
Chad Weltzin, AIA – erstad ARCHITECTS
Elizabeth Aikin – Kirtland Community Assoc.
Kimberly Brown – Kirtland Community Assoc.

JN: 2016085
RRB/JH

NOTIFICATION &
NEIGHBORHOOD INFORMATION



City of Albuquerque

P.O. Box 1293, Albuquerque, NM 87103

PLEASE NOTE: The Neighborhood Association information listed in this letter is valid for one (1) month. If you haven't filed your application within one (1) month of the date of this letter - you will need to get an updated letter from our office. It is your responsibility to provide current information - outdated information may result in a deferral of your case.

November 22, 2016

Planning Department
Plaza Del Sol Building
600 Second St. NW
Second Floor (924-3860)

This letter will serve to notify you that on **November 22, 2016:**

Contact Name: KRISTL WALKER

Company or Agency: TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE ALBUQUERQUE, NM 87109
PHONE: 505-858-3100/FAX: 505-858-1118
E-MAIL: KWALKER#TIERRAWESTLLC.COM

contacted the Office of Neighborhood Coordination requesting the contact names of **ALL Neighborhood and/or Homeowners Associations** who would be affected under the provisions of O-92 by your proposed project at **(EPC SUBMITTAL) LOT 1A AND LOT 2A1, BLOCK 2, SUNPORT PARK, CONT 10.1 AC+/, LOCATED AT 2900 TRANSPORT AVE. BETWEEN FLIGHTWAY AVE SE AND WOODWARD ROAD SE** zone map M-15.

Our records indicate that as of November 22, 2016, there were no Neighborhood and/or Homeowner Associations in this area.

If you have any questions about the information provided, please contact me at (505) 924-3902 or via an e-mail message at vquevedo@cabq.gov or by fax at (505) 924-3913.

Sincerely,

Vicente M. Quevedo

Neighborhood Liaison
OFFICE OF NEIGHBORHOOD COORDINATION
PLANNING DEPARTMENT

Planningnona/hoaform(02/18/13)

!!!Notice to Applicants!!!

SUGGESTED INFORMATION FOR NEIGHBORHOOD NOTIFICATION LETTERS

Applicants for Zone Change, Site Plan, Sector Development Plan approval or an amendment to a Sector Development Plan by the EPC, DRB, etc. are required under Council Bill O-92 to notify all affected recognized neighborhood associations **PRIOR TO FILING THE APPLICATION TO THE PLANNING DEPARTMENT**. Because the purpose of the notification is to ensure communication as a means of identifying and resolving problems early, it is essential that the notification be fully informative.

WE RECOMMEND THAT THE NOTIFICATION LETTER INCLUDE THE FOLLOWING INFORMATION:

1. The street address of the subject property.
2. The legal description of the property, including lot or tract number (if any), block number (if any), and name of the subdivision.
3. A physical description of the location, referenced to streets and existing land uses.
4. A complete description of the actions requested of the EPC:
 - a) If a **ZONE CHANGE OR ANNEXATION**, the name of the existing zone category and primary uses and the name of the proposed category and primary uses (i.e., "from the R-T Townhouse zone, to the C-2 Community Commercial zone").
 - b) If a **SITE DEVELOPMENT OR MASTER DEVELOPMENT PLAN** approval or amendment describe the physical nature of the proposal (i.e., "an amendment to the approved plan to allow a drive-through restaurant to be located just east of the main shopping center entrance off Montgomery Blvd.").
 - c) If a **SECTOR DEVELOPMENT PLAN OR PLAN AMENDMENT** a general description of the plan area, plan concept, the mix of zoning and land use categories proposed and description of major features such as location of significant shopping centers, employment centers, parks and other public facilities.
 - d) The name, address and telephone number of the applicant and of the agent (if any). In particular the name of an individual contact person will be helpful so that neighborhood associations may contact someone with questions or comments.

Information from the Office of Neighborhood Coordination

The following information should always be in each application packet that you submit for an EPC or DRB application. Listed below is a "Checklist" of the items needed.

- [X] ONC's "Official" Letter to the applicant (*if there are associations*). A copy must be submitted with application packet -OR-
- [X] **The ONC "Official" Letter (*if there are no associations*). A copy must be submitted with application packet.**
- [] Copies of Letters to Neighborhood Associations (*if there are associations*). A copy must be submitted with application packet.
- [] Copies of the certified receipts to Neighborhood Associations (*if there are associations*). A copy must be submitted with application packet.

Just a reminder - Our ONC "Official" Letter is only valid for a one (1) month period and if you haven't submitted your application by this date, you will need to get an updated letter from our office.

Any questions, please feel free to contact Vicente at 924-3902 or via an e-mail message at vquevedo@cabq.gov.

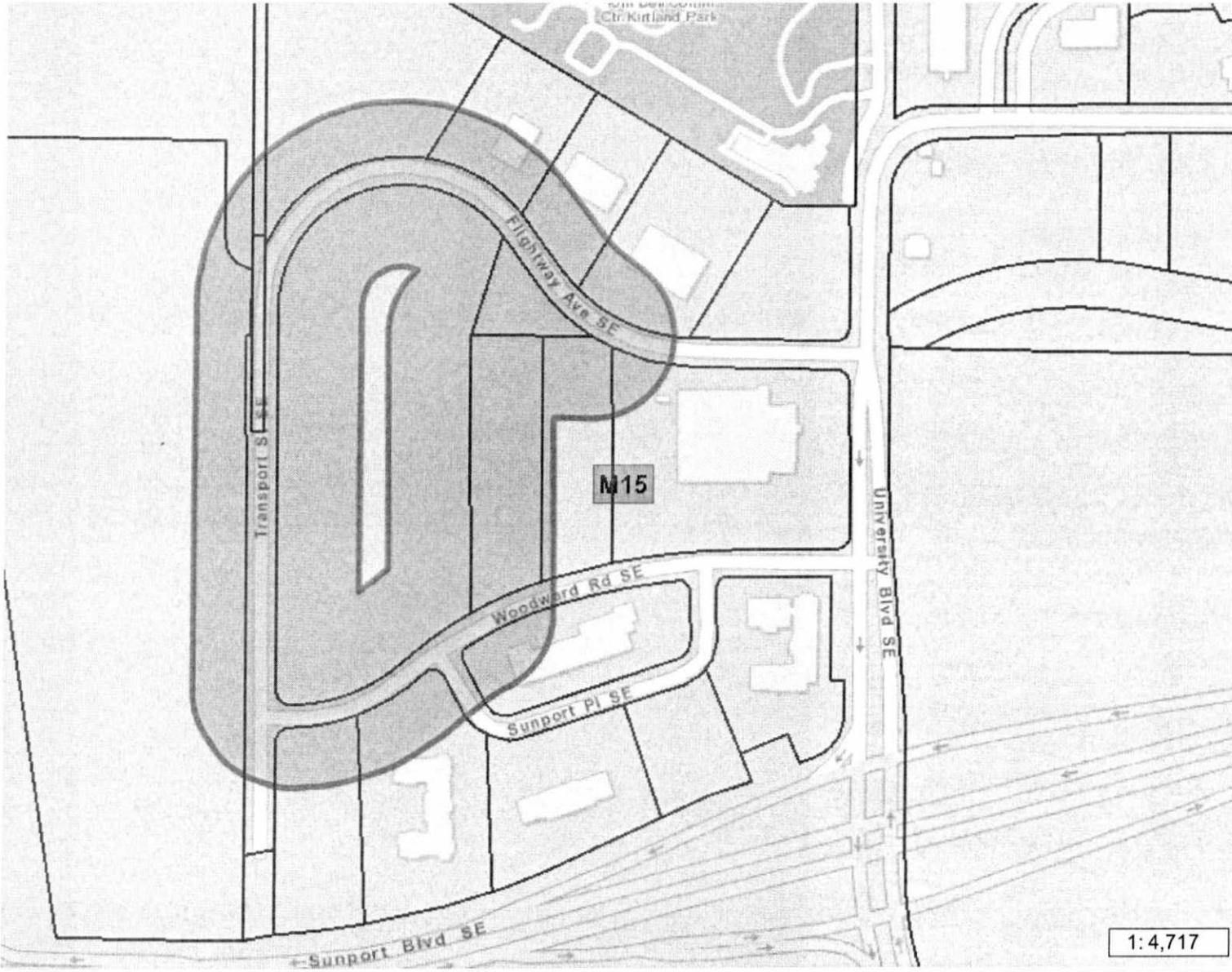
Thank you for your cooperation on this matter.

(below this line for ONC use only)

Date of Inquiry: **11/22/16** Time Entered: **1:00 p.m.** ONC Rep. Initials: **VQ**



1009573



Legend

- Bernalillo County Parcels
- Zone Grid
- Municipal Limits**
- Corrales
- Edgewood
- Los Ranchos
- Rio Rancho
- Tijeras
- UNINCORPORATED
- World Street Map

Notes

Buffer 180ft.
r.o.w. 80 ft

1:4,717

0.1 0 0.05 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
12/6/2016 © City of Albuquerque

This map is a user generated static output from www.cabq.gov/gis and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR LEGAL PURPOSES

1009573

www.avery.com

Repliez à la hauteur afin de révéler le robot personnalisé

Sens de

Utilisez le gabarit AVERY® 5160® Étiquettes faciles à peeler

GUTIERREZ LARRY P
3041 UNIVERSITY BLVD SE
ALBUQUERQUE NM 87106

786 SUNPORT LLC
5345 WYOMING BLVD NE SUITE 204
ALBUQUERQUE NM 87109

GARCIA JAMES P & ROSEMARIE
1341 FLIGHTWAY AVE SE
ALBUQUERQUE NM 87106-5618

AMERITUS HOSPITALITY INC
1501 SUNPORT PL SE
ALBUQUERQUE NM 87106

BERNALILLO COUNTY/NM FOOD DISTRIB INC
C/O FINANCE DEPT ATTN: DAN MAYFIELD
1 CIVIC PLAZA NW FLOOR 10
ALBUQUERQUE NM 87102

QUATRO CHAVEZ LLC
1361 FLIGHTWAY AVE SE
ALBUQUERQUE NM 87106-5618

CONTRACTORS LEASING LLC
2906 BROADWAY BLVD NE
ALBUQUERQUE NM 87107

LESARDE ENTERPRISES LTD
7730 GRAY STONE DR
WEST HILLS CA 91304

SUNPORT PARK HOSPITALITY LLC
3304 W HWY 66
GALLUP NM 87301

NM AIRPORT HOSPITALITY LLC
11750 HOLLY AVE NE
ALBUQUERQUE NM 87122-1582

LAXMI MANAGEMENT LLC
817 CENTRAL AVE NE
ALBUQUERQUE NM 87102

MAST VOYAGER & SIGMA JOINT VENTURE C/O
CHARLES T ASBURY
4121 EUBANK BLVD NE
ALBUQUERQUE NM 87111

CITY OF ALBUQUERQUE
PO BOX 2248
ALBUQUERQUE NM 87103-2248

Tierra West LLC
5571 Midway Park Place NE
Albuquerque, New Mexico 87109

CCC-NEW MEXICO LLC
431 OFFICE PARK DR
BIRMINGHAM AL 35223

GENESIS KC DEVELOPMENT LLC
2000 16TH ST
DENVER CO 80202

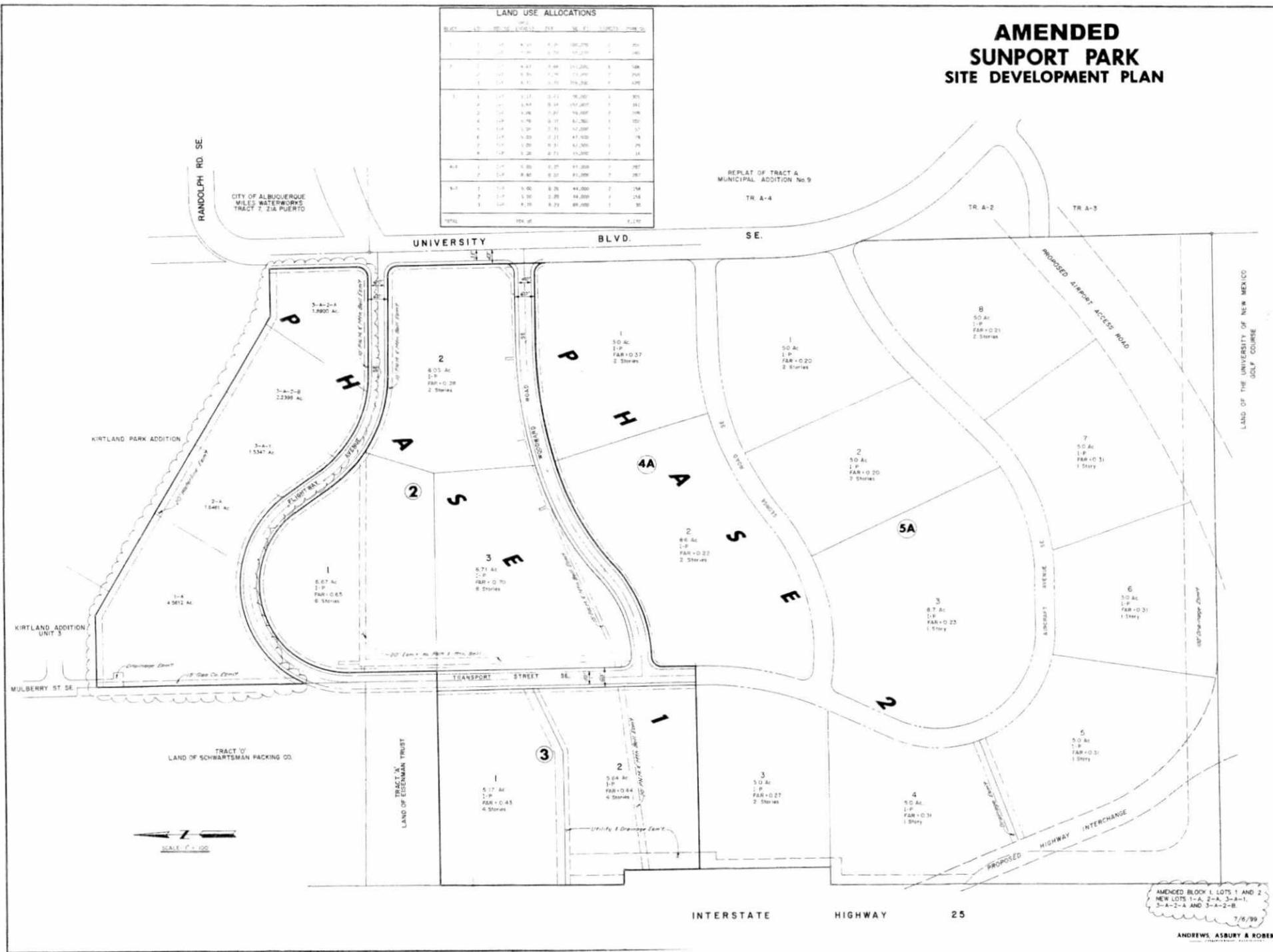
Thomas Development Company
413 W. Idaho, Suite 200
Boise, ID 83702

SITE PLAN REDUCTIONS

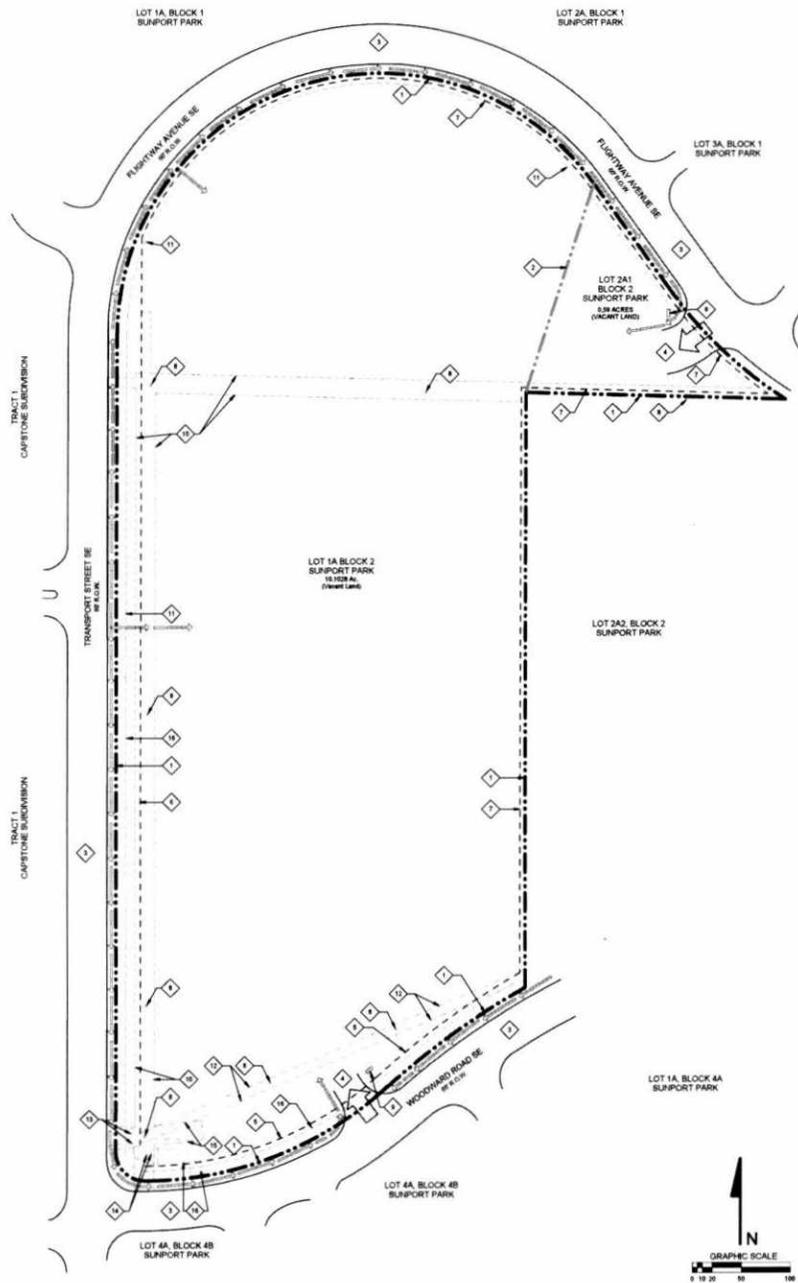
AMENDED SUNPORT PARK SITE DEVELOPMENT PLAN

LAND USE ALLOCATIONS									
BLK	LT	AC	USE	FAR	STORIES	AREA	AREA	AREA	AREA
1	1	1.4	1-P	0.20	1	282,776	1	250	
2	2	1.4	1-P	0.20	1	282,776	1	250	
3	3	1.4	1-P	0.20	1	282,776	1	250	
4	4	1.4	1-P	0.20	1	282,776	1	250	
5	5	1.4	1-P	0.20	1	282,776	1	250	
6	6	1.4	1-P	0.20	1	282,776	1	250	
7	7	1.4	1-P	0.20	1	282,776	1	250	
8	8	1.4	1-P	0.20	1	282,776	1	250	
9	9	1.4	1-P	0.20	1	282,776	1	250	
10	10	1.4	1-P	0.20	1	282,776	1	250	
11	11	1.4	1-P	0.20	1	282,776	1	250	
12	12	1.4	1-P	0.20	1	282,776	1	250	
13	13	1.4	1-P	0.20	1	282,776	1	250	
14	14	1.4	1-P	0.20	1	282,776	1	250	
15	15	1.4	1-P	0.20	1	282,776	1	250	
16	16	1.4	1-P	0.20	1	282,776	1	250	
17	17	1.4	1-P	0.20	1	282,776	1	250	
18	18	1.4	1-P	0.20	1	282,776	1	250	
19	19	1.4	1-P	0.20	1	282,776	1	250	
20	20	1.4	1-P	0.20	1	282,776	1	250	
21	21	1.4	1-P	0.20	1	282,776	1	250	
22	22	1.4	1-P	0.20	1	282,776	1	250	
23	23	1.4	1-P	0.20	1	282,776	1	250	
24	24	1.4	1-P	0.20	1	282,776	1	250	
25	25	1.4	1-P	0.20	1	282,776	1	250	
26	26	1.4	1-P	0.20	1	282,776	1	250	
27	27	1.4	1-P	0.20	1	282,776	1	250	
28	28	1.4	1-P	0.20	1	282,776	1	250	
29	29	1.4	1-P	0.20	1	282,776	1	250	
30	30	1.4	1-P	0.20	1	282,776	1	250	
31	31	1.4	1-P	0.20	1	282,776	1	250	
32	32	1.4	1-P	0.20	1	282,776	1	250	
33	33	1.4	1-P	0.20	1	282,776	1	250	
34	34	1.4	1-P	0.20	1	282,776	1	250	
35	35	1.4	1-P	0.20	1	282,776	1	250	
36	36	1.4	1-P	0.20	1	282,776	1	250	
37	37	1.4	1-P	0.20	1	282,776	1	250	
38	38	1.4	1-P	0.20	1	282,776	1	250	
39	39	1.4	1-P	0.20	1	282,776	1	250	
40	40	1.4	1-P	0.20	1	282,776	1	250	
41	41	1.4	1-P	0.20	1	282,776	1	250	
42	42	1.4	1-P	0.20	1	282,776	1	250	
43	43	1.4	1-P	0.20	1	282,776	1	250	
44	44	1.4	1-P	0.20	1	282,776	1	250	
45	45	1.4	1-P	0.20	1	282,776	1	250	
46	46	1.4	1-P	0.20	1	282,776	1	250	
47	47	1.4	1-P	0.20	1	282,776	1	250	
48	48	1.4	1-P	0.20	1	282,776	1	250	
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70	70	1.4	1-P	0.20	1	282,776	1	250	
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74	74	1.4	1-P	0.20	1	282,776	1	250	
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77	77	1.4	1-P	0.20	1	282,776	1	250	
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81	81	1.4	1-P	0.20	1	282,776	1	250	
82	82	1.4	1-P	0.20	1	282,776	1	250	
83	83	1.4	1-P	0.20	1	282,776	1	250	
84	84	1.4	1-P	0.20	1	282,776	1	250	
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86	86	1.4	1-P	0.20	1	282,776	1	250	
87	87	1.4	1-P	0.20	1	282,776	1	250	
88	88	1.4	1-P	0.20	1	282,776	1	250	
89	89	1.4	1-P	0.20	1	282,776	1	250	
90	90	1.4	1-P	0.20	1	282,776	1	250	
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99	99	1.4	1-P	0.20	1	282,776	1	250	
100	100	1.4	1-P	0.20	1	282,776	1	250	

REPLAT OF TRACT A
MUNICIPAL ADDITION No 9
TR. A-4



AMENDED BLOCK 1 LOTS 1 AND 2
NEW LOTS 1-A, 2-A, 3-A-1,
3-A-2-A AND 3-A-2-B.
7/6/99



SITE DEVELOPMENT PLAN
 1" = 50'-0"

DRAWINGS

SPSD1 SITE PLAN FOR SUBDIVISION
 SPSD2 CONCEPTUAL DRAWING / DRAINAGE PLAN
 SPSD3 SUBDIVISION DESIGN STANDARDS

SHEET KEYED NOTES

1. EXISTING PROPERTY LINE
2. EXISTING PROPERTY LINE TO BE ELIMINATED
3. EXISTING ROADWAY
4. PROPOSED SIDEWALK
5. MINIMUM BUILDING SETBACK SOUTH (FRONT) 10'-0" FROM PROPERTY LINE
6. MINIMUM BUILDING SETBACK WEST (SIDE) 25'-0" FROM PROPERTY LINE
7. MINIMUM BUILDING SETBACK ALL OTHER SIDES 10'-0" FROM PROPERTY LINE
8. EXISTING POWER POLE
9. PROPOSED MOUNTAIN VIEW LIMITED TO 35 SF PER SIGN FACE
10. 20'-0" EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF NEW MEXICO AND MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY BY DOCUMENT FILED NOVEMBER 8, 1975 IN BOOK MISC. 1M, PAGE 235
11. 10'-0" PUBLIC UTILITY EASEMENT GRANTED BY PLAT FILED JULY 12, 1988 IN VOLUME C-1
12. 10'-0" OVERHEAD EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF NEW MEXICO AND MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY BY DOCUMENT FILED JUNE 16, 1987 IN BOOK MISC. 484A, PAGES 28 AND 29 BY PUBLIC UTILITY EASEMENT GRANTED BY PLAT FILED JANUARY 22, 1989 IN VOLUME C-1, FOLIO 102
13. 10'-0" OVERHEAD EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF NEW MEXICO AND MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY BY DOCUMENT FILED JUNE 16, 1987 IN BOOK MISC. 484A, PAGES 28 AND 29
14. 10'-0" OVERHEAD EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF NEW MEXICO AND MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY BY DOCUMENT FILED JUNE 16, 1987 IN BOOK MISC. 484A, PAGES 28 AND 29
15. 20'-0" EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF NEW MEXICO AND MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY BY DOCUMENT FILED JUNE 16, 1987 IN BOOK MISC. 484A, PAGE 28
16. 10'-0" POWER & COMMUNICATION EASEMENT GRANTED BY PLAT FILED JANUARY 22, 1989 VOLUME C-1, FOLIO 102

SITE PLAN LEGEND

PEDESTRIAN ACCESS
 VEHICULAR ACCESS
 EXISTING PROPERTY LINE
 SETBACK
 EASEMENT

SITE INFORMATION

LEGAL DESCRIPTION:
 LOT 1A, BLOCK 2, SUNPORT PARK + LOT 2A1, BLOCK 2, SUNPORT PARK
TOTAL SITE AREA: 15.89 ACRES
 LOT 1A: 12.11 ACRES
 LOT 2A1: 3.78 ACRES

EXISTING ZONING: P
PROPOSED ZONING: R-1 FOR B PERMISSIBLE USES AND MULTI-FAMILY HOUSING DEVELOPMENT

MINIMUM BUILDING SETBACKS: SEE SHEET KEYED NOTES.

MINIMUM BUILDING SETBACKS: STRUCTURE HEIGHTS UP TO 20 FEET IS PERMITTED AT SMALL LOTS. SETBACKS NORTH AND WEST OF THE STRUCTURE SHALL BE 20 FEET. SETBACKS EAST AND SOUTH SHALL BE 25 FEET. SETBACKS SHALL BE MEASURED ALONG EACH INTERNAL BOUNDARY OF THE PREMISES AND EACH EXISTING PUBLIC RIGHT-OF-WAY CENTERLINE OR DRAINAGE/STORMWATER CENTERLINE. TO PROTECT SOLAR ACCESS, A STRUCTURE OVER 20 FEET MAY NOT EXCEED THE NORTHERN BOUNDARY OF THESE PLANNED LOTS, BUT MAY BE SET IN ANY OTHER DIRECTION WITHIN PLANNED LOTS DRAWN AT A 90° ANGLE FROM THE LANE BOUNDARIES OR CENTERLINE.

MINIMUM TOTAL DEVELOPMENT LIMITS: 235 UNITS MAXIMUM (LESS THAN 235 UNITS) WITH 75% OF UNITS OCCUPIED BY THE AGE OF 65 YEARS OR OLDER. (WITHOUT REGARD TO SETBACKS OR EASEMENTS).

VICINITY MAP

ZONE ATLAS PAGE W-15-C

PROJECT NUMBER: 1009573

APPLICATION NUMBER:
 This plan is submitted with the specific Site Development Plan approved by the Environmental Planning Commission (EPC) on [date] and the Findings and Conditions in the Official Resolution of Decision are attached.

Is an Information Letter required? () Yes () No () Yes, then a set of approved DRB plans with a work order is required for any construction within Public Right-of-Way or for construction of public improvements.

DRB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL:

Traffic Engineer, Transportation Division	Date
ABCWJA	Date
Parks & Recreation Department	Date
City Engineer	Date
Environmental Health Department (conditional)	Date
Solid Waste Management	Date
DRB Chairperson, Planning Department	Date

REVISION:
 No. desc. date
 1 STAFF COMMENTS 12.30.19

project: 160804
date: 12.1.19
drawn: CW / CK
checked: AE

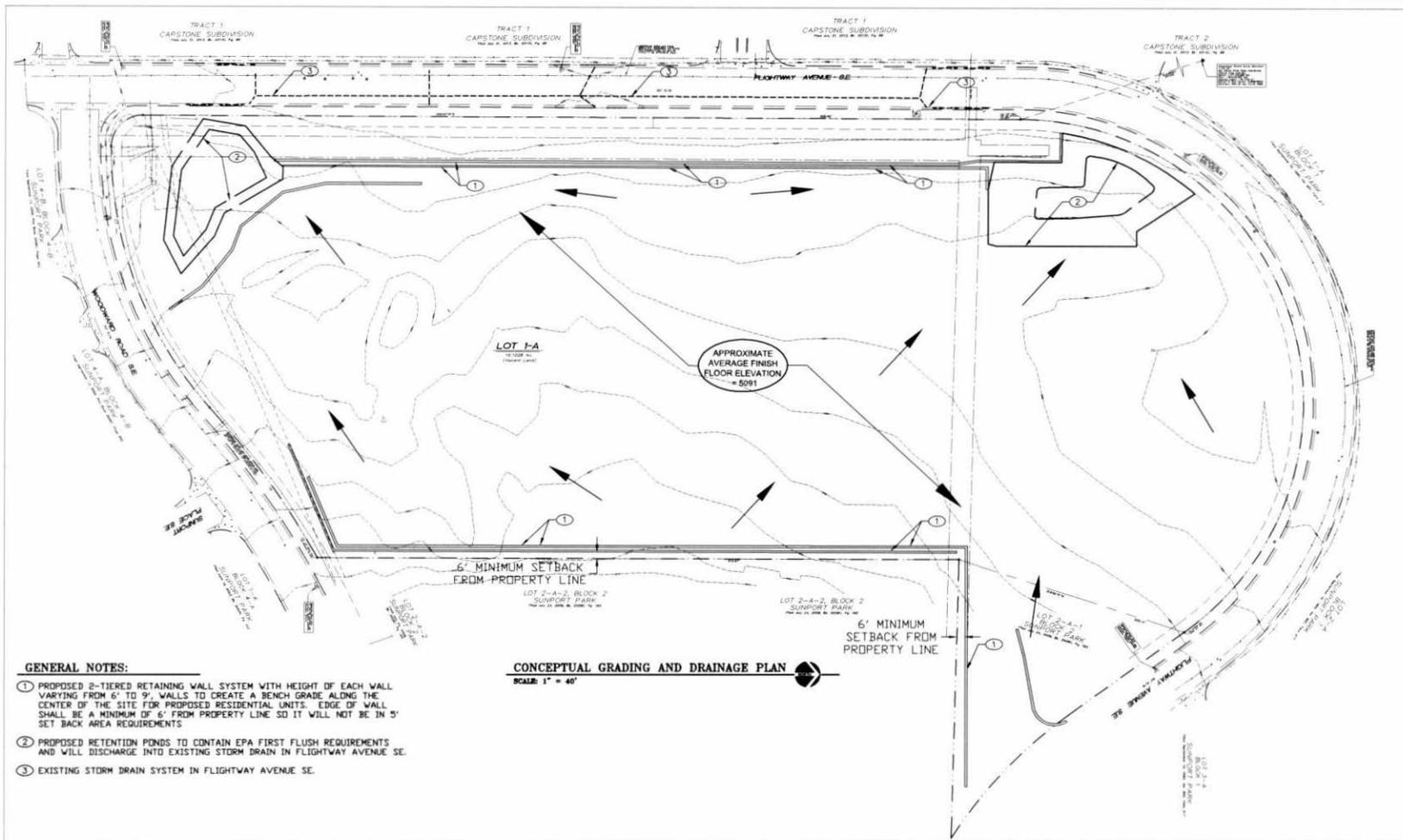


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SOTOGRADE HOUSING
 2900 Transport Street SE

REVISION:
 No. desc. date
 1 STAFF COMMENTS 12.30.19

SITE PLAN FOR SUBDIVISION
SPSD1



GENERAL NOTES:

- ① PROPOSED 2-TIERED RETAINING WALL SYSTEM WITH HEIGHT OF EACH WALL VARYING FROM 6' TO 9'. WALLS TO CREATE A BENCH GRADE ALONG THE CENTER OF THE SITE FOR PROPOSED RESIDENTIAL UNITS. EDGE OF WALL SHALL BE A MINIMUM OF 6' FROM PROPERTY LINE SO IT WILL NOT BE IN 5' SET BACK AREA REQUIREMENTS.
- ② PROPOSED RETENTION PONDS TO CONTAIN EPA FIRST FLUSH REQUIREMENTS AND WILL DISCHARGE INTO EXISTING STORM DRAIN IN FLIGHTWAY AVENUE SE.
- ③ EXISTING STORM DRAIN SYSTEM IN FLIGHTWAY AVENUE SE.

CONCEPTUAL GRADING AND DRAINAGE PLAN
SCALE: 1" = 40'

EXISTING CONDITIONS

THE SITE IS BOUNDED ON THE SOUTH BY WOODWARD ROAD SE ON THE WEST BY TRANSPORT STREET SE AND THE NORTH BY FLIGHTWAY AVENUE SE AND THE EAST BY LOT 2-A-2, BLOCK 2 SUNPORT PARK (SEE ATTACHED VICINITY MAP M-15). THE PARCEL'S LEGAL DESCRIPTION IS LOT 1-A AND LOT 2-A-1, BLOCK 2, SUNPORT PARK, ALBUQUERQUE, NEW MEXICO FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNAILLO COUNTY, NEW MEXICO ON AUGUST 21, 1990 IN MAP BOOK 90C, FOLIO 195. LOT 1A CONTAINS APPROXIMATELY 10.1 ACRES AND LOT 2A1 CONTAINS APPROXIMATELY 0.59 ACRES. AS PART OF THIS DEVELOPMENT LOT 1A AND LOT 2A1 WILL BE REPLATED AND COMBINED FOR A TOTAL ACREAGE OF 10.69ACRES.

PER RECENT SITE VISITS DONE AS PART OF PREPARING THIS DRAINAGE PLAN THE EXISTING SITE IS UNDEVELOPED WITH NATIVE GRASSES AND MINIMAL DISTURBANCE BY OVERHEAD UTILITIES. THE AREA IS RELATIVELY STEEP WITH SLOPES FROM 6% TO 10% IN AN EAST TO WEST DIRECTION.

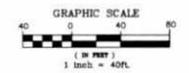
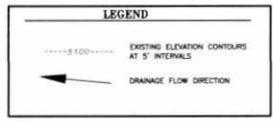
THIS SITE LIES WITH A MASTER DRAINAGE PLAN KNOWN AS SUNPORT PARK - PHASE 1, DATED 1996. IN PARTICULAR THE MAJORITY OF THE SITE LIES WITH DRAINAGE BASINS A-4, A-5 AND A-9, AND A SMALL PORTION WITHIN DRAINAGE BASIN-A-2. A STORMDRAIN SYSTEM WAS CONSTRUCTED ALONG THE WEST BOUNDARY OF THIS SITE ON TRANSPORT STREET SE THAT ACCEPTS THE FLOW FROM THIS SITE ALONG WITH OTHER ADJACENT AREAS THAT DRAIN INTO FLIGHTWAY AVENUE SE AND WOODWARD ROAD SE. DRAINAGE BASINS A-2, A-4 AND A-5 ALLOWS A DISCHARGE RATE OF 3.4CFS/ACRE AND DRAINAGE BASIN A-9 ALLOWS A DISCHARGE RATE OF 3.85CFS/ACRE.

PROPOSED CONDITIONS

THE PROPOSAL FOR REPLATING OF THIS SITE CONSIST OF VACATING THE LOT LINE BETWEEN LOT 1-A AND LOT 2-A-1 IN ORDER TO CREATE ONE LEGAL TRACT FOR THIS MULTI-FAMILY RESIDENTIAL COMPLEX.

DUE TO THE RELATIVELY STEEP 6% TO 10% EAST TO WEST SLOPES THE SITE WILL BE GRADED TO CREATE A RELATIVELY FLAT BENCH SLOPE ALONG THE CENTER OF THE PROPERTY FOR THE COMPLEX BY USING STEPPED RETAINING WALLS THAT VARY IN OVERALL HEIGHT FROM 12' TO 17' ALONG THE EAST AND WEST SIDES OF THIS DEVELOPMENT.

INTERNAL PAVED VEHICULAR CIRCULATION AND PARKING WILL BE PROVIDED FOR THE DEVELOPMENT TO SERVE THE MULTI-FAMILY COMPLEX. DRAINAGE FROM THE UNITS WILL BE DISCHARGED INTO THE INTERNAL PAVED CIRCULATION AND DISCHARGED TO TWO NEW DRAINAGE PONDING AREAS, ONE AT THE NORTHWEST CORNER OF THE SITE AND THE OTHER AT THE SOUTHWEST CORNER OF THE SITE. EACH POND WILL BE RECEIVING ABOUT 50% OF THE SITE DRAINAGE. THE INTENT OF EACH OF THE NEW DRAINAGE PONDS IS TO CAPTURE THE FIRST FLUSH REQUIREMENTS WHICH IS THE 90TH PERCENTILE STORM EVENT (FIRST 0.44 INCHES) ALONG WITH ADDITIONAL FLOW NECESSARY TO REDUCE THE PEAK FLOW DISCHARGE AS PER THE MASTER DRAINAGE PLAN. THE ALLOWABLE PEAK FLOW FROM THIS DEVELOPMENT WILL THEN BE DISCHARGED INTO THE EXISTING STORM DRAIN SYSTEM IN FLIGHTWAY AVENUE SE.



CONSULTANTS
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CIVIL ENGINEERING, LAND SURVEYING, PLANNING AND SURVEYING



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SOTOGRADE HOUSING
2900 Transport Street SE

revision	no.	desc.	date

project: 142804
date: 12.1.16
drawn: hauer
checked: checker

CONCEPTUAL GRADING + DRAINAGE PLAN
SPSD2

DESIGN STANDARDS

IP USES:

Per City of Albuquerque Zoning Code
No changes proposed.

R-2 USES:

Multi-Family Housing Design Standards:

1. PURPOSE AND INTENT

- To provide aesthetic and design consistency throughout the site, to promote safety, and to ensure compatibility with neighboring properties.
- To define basic requirements as defined in the City of Albuquerque Zoning Code.
- To define requirements above and beyond the basic requirements of the City of Albuquerque Zoning Code, specifically above and beyond the basic requirements of the R-2 zone district.

2. DENSITY

- Density shall be limited to ensure compatibility with the surrounding neighborhood.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-2-11(F).
- Additional requirements:
 - Density shall be further limited to 235 dwelling units maximum (less than 22 dwelling units per acre, calculated on the basis of gross acreage, without regard to setbacks and easements).

3. SETBACKS

- Setbacks are required in order to provide a buffer to neighboring properties and rights-of-way.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-2-11(E).
- Additional requirements and clarifications:
 - Front yard shall be defined as that along Woodward Road SE. All other boundaries shall be considered side yards.
 - The westerly property line (the straight portion along Transport Street SE, not including the transition to curve at north end) shall have an increased setback of 25-feet minimum.

4. BUILDING HEIGHT

- Building height shall be limited in order to promote compatibility and ensure solar access to neighboring properties.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-2-11(C).

5. VEHICULAR ACCESS AND PARKING

- Vehicular access and parking shall be regulated in order to promote pedestrian safety, avoid conflicts between vehicles and pedestrians, and to provide adequate emergency vehicle access.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-3-1.
- Additional requirements:
 - Parking rows shall not exceed 20 continuous spaces before being broken with a landscape island.
 - A van-accessible parking space shall be provided for each designated Type A accessible unit, and for the community building.
 - Gated entrances shall have a 20-foot drive lane on both sides of the keypad island.
 - Primary subdivision entrance, if gated, shall allow for visitor parking and turn-around, outside of gates.

6. BICYCLE PARKING

- Bicycle parking is required in order to promote alternative forms of transportation.
- For basic requirements, see City of Albuquerque Zoning Code Sections 14-16-3-1(B) and (G).
- Additional requirements:
 - Bicycle parking shall be provided in an amount equal to 1 space per dwelling unit.

7. PEDESTRIAN CIRCULATION

- Pedestrian circulation is regulated in order to provide and encourage safe and convenient access throughout the development, and to and from surrounding streets.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-3-1(H).
- Additional requirements:
 - An accessible route shall be provided to all accessible units, to all public use spaces, to all common use spaces, and to site amenities (such as mail centers and dumpsters).
 - Pedestrian access shall be provided at vehicular access points.
 - Pedestrian access shall also be provided along the western side of the property, for improved pedestrian circulation.

8. OPEN SPACE

- Open space is regulated in order to satisfy visual, psychological, and recreational needs for light and air.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-2-11(H).

9. SCREENING, WALLS, AND FENCES

- Screening, walls, and fences are regulated in order to enhance the aesthetics of the development, and ensure they are well-integrated into the overall project design.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-3-19.
- Additional requirements:
 - FREE-STANDING PERIMETER WALLS**
 - Free-standing perimeter walls over 4-feet in height shall be solid (stucco over CMU, or split-face block, etc.) for approximately 2/3 of their total height, with the upper 1/3 being an open metal railing.
 - SOLID WASTE ENCLOSURE WALLS**
 - Solid-waste enclosure walls shall meet all standards set forth in City of Albuquerque Solid Waste Enclosure Specifications.

10. LIGHTING & SECURITY

- Lighting is regulated in order to enhance safety and to avoid visual nuisances both on- and off-site.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-3-9.
- Additional requirements:
 - Lighting fixtures shall conform to the requirements of the State of New Mexico Night Sky Protection Act.
 - All free-standing lights throughout the site shall be of a consistent design style.
 - Free-standing light poles shall be limited to 20-feet in height.

11. LANDSCAPING

- Landscaping is regulated in order to provide relief from the built environment, enhance site experience and aesthetics, and to provide a consistent, attractive streetscape.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-3-10.
- Additional requirements:
 - The landscape buffer along the westerly property line (the straight portion along Transport Street SE, not including the transition to curve at north end) shall have an increased minimum width of 10-feet.
 - Native, semi-native, or drought-tolerant plants shall be used.
 - Low water-use irrigation systems shall be used.
 - A minimum of 50% of shrubs installed shall be 5-gallon.
 - A minimum of 3 shrubs and 3 ground cover plantings shall be installed per tree.

12. ARCHITECTURAL DESIGN

- Architectural design is regulated in order to ensure a minimum level of aesthetic interest and design quality.
- Context: The site is surrounded by vacant land to the east, hotels to the south (across Woodward Road SE), industrial/business uses to the north (across Flightway Ave SE), and multi-family student housing to the west (across Transport Street SE).
- Architectural Style: The style of all buildings shall be modern, with references to appropriate southwest details, massing, and materials.
- Additional requirements:
 - Scale, massing, and articulation:
 - Building facades shall be multi-faceted. In no case shall a building shape be confined to a straight rectangle. Building shape variations shall be required at a ratio of not less than the number of bedrooms situated on the ground floor plane.
 - Materials and Colors:
 - Building facades shall utilize not less than three different building materials.
 - Changes in building materials may also satisfy the requirements for shape changes if the materials are not in the same plane.
 - Exterior building materials exposed to the elements shall be low maintenance.
 - Building facades shall be multi-colored. Each building facade shall include not less than two distinct colors. Colors may be from the same hue family, but shall be distinct from each other.
 - Preferred materials include stucco, textured cement board, and face-treated (split- or ground-face, etc.) concrete masonry units. The following materials are not acceptable:
 - Vinyl or plastic siding
 - Plain concrete masonry units
 - Reflective, colored, or patterned glazing

iii. City of Albuquerque Zoning Code Section 14-16-3-18(D) shall apply:

- Major facades greater than 100 feet in length shall break up building mass by including at least two of the following architectural features:
 - Wall plane projections or recesses of at least 2 feet in depth, occurring at least every 100 feet and extending at least 25% of the length of the facade.
 - A vertical change in color, texture, or material occurring every 50 linear feet and extending at least 20% of the length of the facade.
 - An offset, reveal, pilaster, or projecting element, no less than two feet in width and projecting from the facade by at least six inches and repeating at minimum intervals of 30 feet.
 - Three dimensional cornice or base treatments
 - Art such as murals or sculpture to be coordinated through the City Arts Program.
 - A change in visible roof plan or parapet height for every 100 feet in length, however, each distinct roof plane does not have to equal 100 feet in length.
 - Any other treatment that meets the intent of this section and that meets the approval of the Planning Director or his designee.

13. SIGNAGE

- Signage is regulated in order to create a sense of arrival and avoid visual nuisances.
- For basic requirements, see City of Albuquerque Zoning Code Section 14-16-3-5.
- Additional requirements:
 - Signage shall be governed according to City of Albuquerque Zoning Code 14-16-3-5, subsection (D)(7).
 - Monument signs shall be limited to 20 square feet per sign face.

14. SUSTAINABILITY

- Sustainable measures are regulated in order to minimize environmental impact.
- Requirements:
 - Recycling bins shall be provided throughout the project.
 - Project shall be LEED certified.

15. PROCESS

- SITE DEVELOPMENT PLANS FOR BUILDING PERMIT shall be delegated to the Development Review Board and shall be consistent with the Design Standards established by the SITE DEVELOPMENT PLAN FOR SUBDIVISION.



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SOTOGRADE HOUSING
2900 Transport Street SE

revision	no.	desc.	date
1	STAFF COMMENTS		12.26.18

project: 160804
date: 12.1.18
drawn: CW / CK
checked: AE

SUBDIVISION DESIGN STANDARDS
SPSD3