



**Environmental
Planning
Commission**

**Agenda Number: 01
Project Number: 1011232
Case Number: 17EPC-40011
Hearing Date: July 13, 2017**

Supplemental Staff Report to be read with the June 8, 2017 Staff Report

Agent	Design Workshop
Applicant	Garcia Auto Group
Request	Zone Map Amendment (Zone Change) Tracts 224D3B, 225B2A1A1 & 226C2B, 225B2A1A2, 225B2B, 225B2C, 225B2D, 225B2E, 225B2F & 225B2A2, 225B2G, 225B2H, 225B2I, 226A, 227, 228, 232, 233A, 236-A, 236-B, and Land of J A Garcia Tract A, MRGCD Map #35
Legal Description	North of I-40 and East of Rio Grande Blvd between the Alameda Drain and Campbell Ditch
Location	
Size	20 acres
Existing Zoning	M-1 and R-1
Proposed Zoning	C-2 and R-2

Staff Recommendation

**APPROVAL of Project # 1011232
Case # 17EPC-40011
based on the
Findings and subject to the
Condition of Approval
in this report**

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

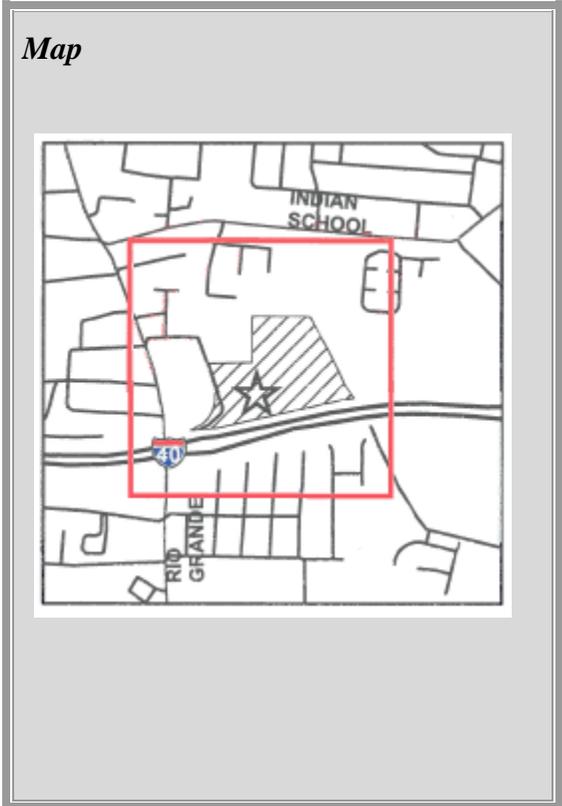
Summary of Analysis

This project was deferred from the June 8, 2017 EPC hearing, so the applicant could continue discussions with neighborhood groups and allow for completion of a traffic study they had started. The traffic study was not required for the zone change request. No changes to the applicant’s application or justification occurred during the deferral period.

A second facilitated meeting was held on June 29, 2017 to discuss the results of the traffic study with neighbors. The facilitator’s report is attached to this supplemental staff report. The traffic study indicates Rio Grande Blvd has enough capacity to handle the additional traffic generated from the proposed development.

A number of additional letters and other public comment have been received and are included with this staff report. There is known opposition to this request primarily based on the intensity of the development, need for the proposed uses, rural character of the North Valley, property values, use of the irrigation ditches, and concerns about access and traffic.

Staff is recommending approval with the findings in this report and one condition to replat the properties.



***CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
CURRENT PLANNING SECTION***

***ENVIRONMENTAL PLANNING COMMISSION
Project #: 1011232 Case #: 17EPC-40011
Hearing Date: July 13, 2017***

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I. INTRODUCTION

A. Overview

This supplemental staff report is intended to be read in conjunction with and provide additional information to the original, June 8, 2017 staff report, which is available online:

<http://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/epc-staff-reports>

On June 8, 2017, the Environmental Planning Commission (EPC) voted to defer this request to the July 13, 2017 hearing to give the applicant additional time for further discussions with neighborhood groups regarding traffic and other issues related to the development proposal.

In the time since, the applicant completed a Traffic Impact Study (TIS) and held a second facilitated meeting with neighbors on June 29, 2017. An overview of that meeting and public comments that have been received for this request is found below.

II. ANALYSIS of APPLICABLE ORDINANCES, PLANS AND POLICIES

Please refer to the original June 8, 2017 staff report and the recommended Findings in this supplemental staff report for an analysis of the applicant's justification against applicable ordinances, plans, and policies.

III. AGENCY & NEIGHBORHOOD CONCERNS

A. Agency

No new agency comments have been received for this request.

B. Neighborhood/Public

The Near North Valley, Sawmill Area, Los Duranes, and West Old Town Neighborhood Associations, Symphony HOA, and the North Valley Coalition were notified of the request, as well as property owners within 100 feet.

A facilitated meeting was held on May 23, 2017 and the meeting report was attached to the June 8, 2017 staff report. A second facilitated meeting was held on June 29, 2017 at the Los Duranes Community Center to review two traffic studies commissioned by the applicant. These studies were not required by the City for this zone change request, but the applicant requested a deferral from the June 8th hearing in order to complete these studies and present the information to the neighbors.

Approximately 130-plus sign-ins were recorded at the second facilitated meeting. The traffic engineer made a presentation of the results and distributed an Executive Summary, which is attached to this supplemental report along with the Land Use Facilitation

Program Meeting Report. A letter from the applicant – also attached – was made available to attendees.

The meeting report indicates there remains considerable concern over the amount of traffic from the proposed development and the impact that traffic would have on the surrounding roads, as well as concerns over the value of the project in general. No areas of agreement were reached.

The first Traffic Impact Study (TIS) generally showed that delays and Levels-of-Service (LOS) were acceptable with signalized intersections at LOS D or better. There are delays for neighborhood traffic turning onto Rio Grande, and the I-40 interchange is a significant bottleneck that affects the whole corridor. The second TIS looked at traffic conditions with or without direct access for the proposed development along the Campbell Ditch. The study showed that such a connection did not yield enough benefit to warrant an alternative connection and there is sufficient capacity on Rio Grande to handle the trips generated from the project site. The potential for access along the Campbell ditch is a major concern of many neighbors, particularly those who currently access their homes along the existing gravel drive adjacent to the ditch, the Symphony subdivision, and the Paseo del Prado solar townhome development on the north side of Indian School Road.

Staff talked with 8 individuals about the request in person or over the phone at the time of writing the original June 8, 2017 staff report. Since that time a number of other individuals have called or come in, mostly to discuss submitting written comments. Five letters of support were included with the original staff report, as well as a sixth letter that was forwarded to the EPC with the deferral request. Four letters in opposition to the request were included with the original staff report – two of which are from the owner and family of the closest neighboring R-1 zoned properties. One of those letters of opposition from the North Valley Coalition expressed a desire for the deferral that occurred. The Los Duranes and Near North Valley Neighborhood Associations also supported the deferral.

Since the deferral, approximately 32 new instances of public input have been received. All letters and emails that have been received since the June 8, 2017 hearing are attached to this supplemental staff report. Six of the comments are in support of the development for the potential to create a quality, walkable, mixed-use village center at the subject site.

Two of the letters from the Los Duranes Neighborhood Association and a few homeowners within the Symphony subdivision offer conditional support for the request. The Symphony homeowners would like to ensure that no public access is granted to Rio Grande Crossing directly from Indian School along the Campbell Ditch. Los Duranes asks that the EPC consider three conditions of approval of the request regarding traffic and types of uses. It should be noted that the applicant has requested a “straight” zone change, so such conditions are not possible for this project as currently requested. The applicant could work out a private agreement, but that is not within the purview of the City’s review process.

Four of the comments take a more neutral tone asking questions and offering alternatives to be considered.

Three letters, including one from the West Old Town Neighborhood Association, ask for and support an additional deferral to better understand the traffic studies that were presented on June 29th and to allow for more conversations between the applicant and neighbors to try and work out remaining differences.

17 letters are in opposition to the request including letters from the Near North Valley Neighborhood Association (that would also support a deferral), the North Valley Coalition, Paseo del Prado Homeowner's Association, and residents that currently access their homes along the Campbell Ditch. Reasons for opposition to the request include traffic impacts on Rio Grande and the I-40 interchange, congestion, the potential closure of the Campbell Ditch to accommodate vehicular ingress/egress, the scale of development and density allowed by the requested zones, and the proposal taking away from the rural character of the North Valley and potential conflicts with the North Valley Area Plan.

IV. CONCLUSION

The request is for a Zone Map Amendment (Zone Change) for 21 contiguous parcels of land within MRGCD Map #35, generally located to the north of Interstate 40 and east of Rio Grande Blvd between the Alameda Drain and Campbell Ditch containing approximately 20 acres (the "subject site").

The property is currently zoned a combination of M-1 Light Industrial and R-1 Residential, and the applicant is proposed to change the zoning of 11.61 acres at the southern portion of the site to C-2 Community Commercial with approximately 7.85 acres of R-2 Residential located to the north of that. A portion of the subject properties closest to the existing single-family residential homes at the northern edge of the project are proposed to remain with R-1 zoning. The request is generally consistent with and furthers numerous goals of the updated 2017 Comprehensive Plan, and is well justified in accordance with R-270-1980 as analyzed in the June 8, 2017 staff report.

In order to align the proposed zoning boundaries with property lines, a condition for a replat is suggested.

Staff recommends approval of the request based on the findings and subject to the condition of approval outlined in this supplemental staff report. Changes from the Findings included in the original June 8, 2017 staff report are in **bold font**.

FINDINGS, Zone Map Amendment

Project # 1011232, Case # 17EPC-40011

1. This is a request for a Zone Map Amendment (Zone Change) for Tracts 224D3B, 225B2A1A1 & 226C2B, 225B2A1A2, 225B2B, 225B2C, 225B2D, 225B2E, 225B2F & 225B2A2, 225B2G, 225B2H, 225B2I, 226A, 227, 228, 232, 233A, 236-A, 236-B, and Land of J A Garcia Tract A, MRGCD Map #35 located north of Interstate 40 and east of Rio Grande Blvd between the Alameda Drain and Campbell Ditch and containing approximately 20 acres.
2. The subject site is currently zoned a combination of R-1 (Residential Zone) and M-1 (Light Industrial Zone). The request is for a zone change for approximately 11.61 acres to C-2 (Community Commercial Zone) and 7.85 acres to R-2 (Residential Zone). The R-2 zone would allow townhomes and apartments in addition to what is currently allowed under the R-1 designation, and the C-2 zone would allow for a wide variety of office, commercial and service, and some institutional uses generally of a lower intensity than is allowed by the existing M-1 zone.
3. The existing R-1 zoning is the original zoning of the subject site. The M-1 zoning was the subject of a zone change request in 1957 (Z-440) and pre-dated the existence of I-40.
4. The 2017 Albuquerque/Bernalillo County Comprehensive Plan (Comprehensive Plan), North Valley Area Plan, Alameda Drain and Trail Master Plan, and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. The subject site is just northwest of the I-40 and Rio Grande Blvd interchange, which is the nexus of three Comprehensive Plan Corridors. Rio Grande Blvd immediately west of the subject site from I-40 going north and then east on Indian School Road, which is a Multi-Modal Corridor, Rio Grande Blvd south of I-40 and heading west on I-40 is a Major Transit Corridor, and I-40 east of Rio Grande Blvd is a Commuter Corridor.
6. The subject site is within both the Area of Change and the Area of Consistency of the Comprehensive Plan. The request is in compliance with and furthers the following applicable goals and policies of the Comprehensive Plan:

Policy 5.1.1 Desired Growth: Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.

(c) Encourage employment density, compact development, redevelopment, and infill in Centers and Corridors as the most appropriate areas to accommodate growth over time and discourage the need for development at the urban edge.

The request furthers Policy 5.1.1 c) because the subject site is a large infill site in close proximity to multiple corridor types, including Major Transit, and the change in zoning will allow for additional employment and housing density in a location not at the urban edge.

Policy 5.1.10 Major Transit Corridors: Foster corridors that prioritize high-frequency transit service with pedestrian-oriented development.

(b) Minimize negative impacts on nearby neighborhoods by providing transitions between development along Transit Corridors and abutting single-family residential areas.

The request furthers Policy 5.1.10 b) because the requested zone change creates a step-down from more intense commercial uses adjacent to I-40 and Rio Grande Boulevard to medium density residential down to single-family residential to the north.

(c) Encourage mixed-use development in Centers and near intersections.

The request furthers Policy 5.1.10 c) because the combination of Community Commercial and medium density multi-family development would foster more active mixed-use development near the intersection of three different Comprehensive Plan corridor types at the I-40 and Rio Grande Blvd interchange.

Policy 5.2.1 Land Uses: Create healthy, sustainable, and distinct communities with a mix of uses that are conveniently accessible from surrounding neighborhoods.

(a) Encourage development and redevelopment that brings goods, services, and amenities within walking and biking distance of neighborhoods and promotes good access for all residents.

The request furthers Policy 5.2.1 a) because the requested zone change will facilitate redevelopment of long vacant land with goods, services, and amenities that is accessible to nearby residents within the Los Duranes neighborhood, as well as farther away, via walking and along a number of existing and proposed bicycle facilities.

(b) Encourage development that offers choice in transportation, work areas, and lifestyles.

The request furthers Policy 5.2.1 b) because the subject site is within ¼ mile of multiple transit stops, adjacent to convenient bicycle facilities, and close to a major interchange between I-40 and an arterial roadway that offers easy access for automobiles allowing for choice in transportation and lifestyles for both those residents living in the proposed development and those who live elsewhere and will travel to the development for employment and other activities.

(d) Encourage development that broadens housing options to meet a range of incomes and lifestyles.

The request furthers Policy 5.2.1 d) because changing some of the zoning from R-1 to R-2 will allow for a wider variety of housing options than currently exists on the subject site including single-family houses, townhomes, and medium density apartments.

(e) Create healthy, sustainable communities with a mix of uses that are conveniently accessible from surrounding neighborhoods.

The request furthers Policy 5.2.1 e) because the combination of R-2 and C-2 zoning requested allows for a wide mix of uses that will benefit the surrounding neighborhoods that can access the site via automobile, transit, bicycle, or walking.

(f) Encourage higher density housing as an appropriate use in the following situations:

- iii. In areas where a mixed density pattern is already established by zoning or by use, where it is compatible with existing area land uses, and where adequate infrastructure is or will be available;
- iv. In areas now predominately zoned single-family only where it comprises a complete block face and faces onto a similar or higher density development;
- v. In areas where a transition is needed between single-family homes and much more intensive development;

The request furthers Policy 5.2.1 f) because it includes higher density housing at the subject site in an area with a mix of uses already established, infrastructure in place, is of a size comparable to an entire block face, and will abut and be a transition between more intensive commercial development and existing developed single-family homes.

(n) Encourage more productive use of vacant lots and under-utilized lots, including surface parking.

The request furthers Policy 5.2.1 n) because it will facilitate redevelopment of long vacant and under-utilized lots.

Policy 5.3.1 Infill Development: Support additional growth in areas with existing infrastructure and public facilities.

The request furthers Policy 5.3.1 because rezoning the vacant subject site supports growth in an infill location surrounded by existing infrastructure including paved roads and various utilities.

Policy 5.6.1 Community Green Space: Provide visual relief from urbanization and offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside publicly-owned Open Space, parks, trail corridors, and open areas throughout the Comp Plan area as mapped in Figure 5-3.

(a) Maintain existing irrigation systems as Community Green Space and to help ensure agricultural lands in rural areas.

The request furthers Policy 5.6.1 a) because the development will maintain and enhance the Alameda Drain and Campbell Ditch adjacent to the subject site thus offering recreation and some visual relief from the surrounding urbanization, as well as contributing to the vision for this section of the Alameda Drain as described in the Alameda Drain and Trail Master Plan.

Policy 5.6.2 Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

(b) Encourage development that expands employment opportunities.

The request will allow for development of long vacant parcels with a more productive use, including commercial uses that will expand employment opportunities on land that is partially designated as an Area of Change thus furthering Policy 5.6.2 b).

(c) Foster a range of housing options at various densities according to each Center and Corridor type.

The request includes R-2 zoning, which allows for a variety of housing options and densities up to medium density apartments thus furthering Policy 5.6.2 c).

(d) Encourage higher-density housing and mixed-use development as appropriate land uses that support transit and commercial and retail uses.

The request furthers Policy 5.6.2 d) because the combination of R-2 and C-2 zoning requested will allow for higher-density housing and mixed-use development that will support transit along Rio Grande Boulevard, as well as supporting the existing and future commercial and retail uses in the area.

(f) Minimize potential negative impacts of development on existing residential uses with respect to noise, stormwater runoff, contaminants, lighting, air quality, and traffic.

The proposed zoning steps down in intensity from south to north and development of the vacant parcels will add an additional buffer between the existing residential and Interstate 40. Future development proposals will need to address stormwater, lighting that is in compliance with Night Sky and zoning regulations, and traffic circulation. In particular, a Traffic Impact Study has **been completed for all of the proposed Rio Grande Crossing and shows that the transportation system can support this request** thus furthering Policy 5.6.2 f).

(g) Encourage development where adequate infrastructure and community services exist.

The request furthers Policy 5.6.2 g) because redevelopment of the subject site will utilize existing available infrastructure including water, sewer, and electricity, as well as better utilizing other existing services as an infill location rather than new edge development.

Policy 5.6.3 Areas of Consistency: Protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, parks, and Major Public Open Space.

(b) Ensure that development reinforces the scale, intensity, and setbacks of the immediately surrounding context.

The requested R-2 and C-2 zones reinforce the surrounding context by allowing similar uses and intensities of development as the commercial zoning to the west and R-3 to the east, as

well as creating a step-down transition of intensities to the existing R-1 located to the north of the subject site, so the request furthers Policy 5.6.3 b).

(c) Carefully consider zone changes from residential to non-residential zones in terms of scale, impact on land use compatibility with abutting properties, and context.

A portion of this request is to change the zoning from residential to commercial, and it has been considered carefully based on its context. The proposed zones are compatible with and reinforce the land uses on properties located immediately east and west of the subject site and step down in intensity to the properties to the north including leaving a portion of the applicant's property zoned R-1 to maintain land use compatibility thus furthering Policy 5.6.3 c).

Policy 5.6.4 Appropriate Transitions: Provide transitions in Areas of Change for development abutting Areas of Consistency through adequate setbacks, buffering, and limits on building height and massing.

(a) Provide appropriate transitions between uses of different intensity or density and between non-residential uses and single-family neighborhoods to protect the character and integrity of existing residential areas.

The request furthers Policy 5.6.4 a) because the applicant has made a request with appropriate variations in housing densities and commercial intensity in appropriate locations as to effectively transition to the existing residential areas to the north of the subject site. In addition, the applicant will need to comply with all zoning standards for setbacks, height, landscaping, and buffering when the site is eventually developed.

Policy 9.1.1 Housing options: Support the development, improvement, and conservation of housing for a variety of income levels and types of residents and households.

(a) Increase the supply of housing that is affordable for all income levels.

The request furthers Policy 9.1.1 a) because the requested R-2 zone allows for a variety of housing types and densities such as single-family houses, townhomes, and apartments that allows for free-market housing options to suit various income levels.

(e) Provide for the development of quality housing for elderly residents.

The applicant indicates a desire to develop a senior living facility as allowed by the requested zoning that will provide for quality housing for elderly residents thus furthering Policy 9.1.1 e).

(i) Provide for the development of multi-family housing close to public services, transit, and shopping.

The request for R-2 adjacent to C-2 will allow for development of multi-family housing immediately adjacent to shopping options, and the proposed development will be in close

proximity to transit options along Rio Grande Boulevard, so the request furthers Policy 9.1.1 i).

Policy 9.3.2 Other areas: Increase housing density and housing options in other areas by locating near appropriate uses and services and maintaining the scale of surrounding development.

(a) Encourage higher density residential and mixed use development as appropriate uses near existing public facilities, educational facilities, job centers, social services, and shopping districts.

The proposed mixed-use development is near to existing public facilities, educational facilities, job centers, and shopping districts such as Duranes Elementary School, which has capacity, the Indian Pueblo Cultural Center and new development along 12th Street between Menaul and I-40, and Old Town thus furthering Policy 9.3.2 a).

(b) Encourage multi-family and mixed use development in areas where a transition is needed between single-family homes and more intense development.

The request furthers Policy 9.3.2 b) because the proposed multi-family zoning is a transition between existing single-family residential and the proposed C-2 zoning and the Interstate 40 corridor.

Policy 10.1.1 Distribution: Improve the community's access to recreational opportunities by balancing the City and County's parks and Open Space systems with the built environment.

The requested zone change will help better balance the parks and Open Space system by establishing more active commercial uses adjacent to the Alameda Drain and Trail system, which will encourage more users and activation of the future trail facility thus furthering Policy 10.1.1.

Policy 12.1.5 Irrigation System: Coordinate with MRGCD and other stakeholders to protect the irrigation system.

The request furthers Policy 12.1.5 because, in addition to being a stakeholder as a property owner abutting the Alameda Drain, the applicant has forged a relationship with MRGCD to support and protect the irrigation system abutting the subject site by improving access and generally supporting development of the Alameda Drain and Trail Master Plan.

Policy 13.5.1 Land Use Impacts: Prevent environmental hazards related to land uses.

(b) Protect public health, safety, and welfare by discouraging incompatible land uses in close proximity, such as housing and industrial activity.

The request furthers Policy 13.5.1 b) because it will replace an incompatible industrial zone that is currently adjacent to residential with a more appropriate commercial zone, while creating an effective transition from the busy I-40 corridor and the commercial zoning down to the lower density single-family residential north of the subject site.

7. The subject site is within the boundaries of the North Valley Area Plan. The request generally furthers the North Valley Area Plan goals and policies by providing a variety of choices for housing and lifestyles, planning to address land use conflicts such as between industrial and residential zoning, redevelopment of vacant land, promoting higher density development where there is adequate infrastructure, encouraging mixed use development, and promoting development that encourages more sustainable transportation options.
8. The subject site abuts the Alameda Drain on its west side, so considerations of the Alameda Drain and Trail Master Plan apply. The Alameda Drain and Trail Master Plan is primarily concerned with the design and routing of the proposed trail along the Alameda Drain, but it contemplated the future development of the subject site in its narrative stating the southern portion of the trail is fronted by vacant properties “with potential commercial uses.” The request furthers the Master Plan because the proposed development offers an opportunity to create additional amenities along the trail corridor, as well as provide access and a destination for future trail users.
9. The zone change request has been justified pursuant to *R-270-1980* as follows:
 - A. The applicant’s justification letter and the policies cited and analyzed in Findings **6** through **8** substantiate the claim that the request is consistent with the health, safety, morals, and general welfare of the city.
 - B. The proposed zoning categories allow for **similarly** intense uses as those surrounding the subject site – commercial to the west and multi-family residential to the east – and the request lays them out in a thoughtful manner stepping the intensity of the freeway to commercial zoning, followed by a medium density multi-family transition to the existing single-family residential located to the north of the subject site, which improves land use stability not found with vacant properties and industrial zoning adjacent to single-family residential.
 - C. The request is consistent with and furthers adopted plans and policies, including the Comprehensive Plan, North Valley Area Plan, and Alameda Drain and Trail Master Plan as summarized in Findings **6** through **8**.
 - D. The existing zoning is inappropriate because it predates significant changes in the area, as well as the existing M-1 in particular being in an inappropriate location abutting single-family residential. Changed community conditions include the routing of Interstate 40 and the adoption of the Los Duranes Sector Development Plan by the City. The industrial zoning of the subject site was bisected by Interstate 40 when the highway was built, and the remaining portion is too small and inappropriately close to residential to be properly developed and utilized. Adoption of the plan, which affected the properties on the west side of the Alameda Drain and are not a part of this request, created zoning along Rio Grande Boulevard that allows for a mix of uses. The requested zone change would extend a mix of commercial and residential uses farther east and could lead to a more cohesive development with those other properties to the west. In addition, as shown in the policy analysis, the request

- further numerous policies of the Comprehensive Plan and generally supports the North Valley Area Plan and Alameda Drain and Trail Master Plan, so the requested use categories are more advantageous to the community.
- E. The proposed R-2 and C-2 zones allow uses that will not be harmful to the adjacent property, neighborhood, or community because the uses of these two zones are the same or less harmful than the uses already allowed on the subject site in the M-1 zone or in the adjacent R-3 zone to the east and the SU-2 LD MUD-2, which refers to the C-2 zone to the west.
 - F. Approval of the requested amendment will not require any capital improvements because the site is located in an area that already has infrastructure. If future development requires additional infrastructure the applicant will have to make those improvements themselves.
 - G. Economic considerations are not the determining factor in the request, rather the request is justified based on changed community conditions and being more advantageous to the community in accordance with the policies of the Comprehensive Plan.
 - H. The subject site does not front directly onto any major street except for I-40, which does not allow for direct access, and the request is not justified by the location. The request is justified based on changed community conditions and as being more advantageous to the community as articulated by the Comprehensive Plan.
 - I. The request is not creating a small area of zoning different from the surrounding zoning, so the request does not constitute a spot zone.
 - J. The request is not for a strip of land along a street, so it does not constitute a request for strip zoning.
10. The Near North Valley, Sawmill Area, Los Duranes, and West Old Town Neighborhood Associations, Symphony HOA, and the North Valley Coalition, as well as property owners within 100 feet were notified of the request, as required.
11. A facilitated meeting was held on May 23, 2017. The meeting report submitted by the facilitator indicates a primary concern of the neighbors related to traffic and what the impacts development of commercial uses on the subject site will have on Rio Grande Blvd and the I-40 interchange, including a request that the application be deferred until a Traffic Impact Study can be completed. Other questions and comments included discussion about the height and density allowed by the R-2 zone, as well as the possibility of a grocery store and what type it could be.
12. Staff has talked with **numerous** individuals about the request in person or over the phone **indicating** varying levels of support and concern over aspects of the proposal. **Six** written letters of support **were received before the June 8, 2017 hearing**, as well as four letters in opposition to the request – two of which are from the owner and family of the closest neighboring R-1 zoned properties. The letters in opposition question the intensity and

allowed uses of the C-2 zone, as well as reiterate the traffic concerns that were discussed extensively at the facilitated meeting.

13. **At its June 8, 2017 hearing, the EPC voted to defer the request to the July 13, 2017 hearing to allow for continued discussion with affected neighbors regarding traffic and other issues related to the development proposal.**
14. **Since the deferral, approximately 32 more written public comments were received. Six of these comments are in support of the request with an additional two comments from the Los Duranes Neighborhood Association and homeowners within the Symphony subdivision offering conditional support.**
15. **17 letters are opposed and three ask for another deferral related to continued concerns related to traffic, the potential closure of the Campbell Ditch to accommodate vehicular ingress/egress, the scale of development and density allowed by the requested zones, and the proposal taking away from the rural character of the North Valley.**
16. **Four letters take a more neutral tone asking questions and offering possible solutions to concerns that have been raised.**
17. **A Traffic Impact Study (TIS) was not required by Transportation Development for this zone change request; however, in the time since the deferral, the applicant has completed a TIS showing the impacts of their proposed development on the surrounding transportation system. The TIS shows there is sufficient capacity on Rio Grande Blvd. to handle the additional trips generated by the proposed development.**
18. **A second TIS was completed looking at the use of the Campbell Ditch alignment for ingress/egress, and it was shown that such a connection did not yield enough benefit to warrant an alternative connection.**
19. **The requested C-2 zoning is greater than 5 acres in size, which under the current Zoning Code would constitute a Shopping Center site and future development would have to comply with those regulations.**
20. **The requested zones do not completely align with existing lot lines, so a replat is necessary to accurately establish the new zone boundaries.**

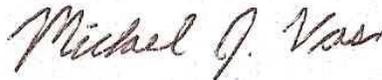
RECOMMENDATION

APPROVAL of 17EPC-40011, a request for Zone Map Amendment from M-1 and R-1 to C-2 and R-2 for Tracts 224D3B, 225B2A1A1 & 226C2B, 225B2A1A2, 225B2B, 225B2C, 225B2D, 225B2E, 225B2F & 225B2A2, 225B2G, 225B2H, 225B2I, 226A, 227, 228, 232, 233A, 236-A, 236-B, and Land of J A Garcia Tract A, MRGCD Map #35, based on the preceding Findings and subject to the following Condition of Approval.

CONDITION OF APPROVAL, Zone Map Amendment

Project # 1011232, Case # 17EPC-40011

1. Zone Map Amendment does not become effective until a replat of the subject site is completed to align the proposed zoning boundaries with platted property lines. 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.



***Michael Vos, AICP
Planner***

NEIGHBORHOOD AND PUBLIC COMMENTS

CITY OF ALBUQUERQUE

LAND USE FACILITATION PROGRAM PROJECT 1011232 MEETING REPORT

Project #: 1011232 17EPC-40011
Property Description/Address: 26 contiguous parcels located northeast of I-40 and Rio Grande Blvd; see application for legal descriptions.
Date Submitted: July 1, 2017
Submitted By: David Gold
Meeting Date/Time: July 29, 2017, 6:00-8:00 PM
Meeting Location: Los Duranes Community Center
Facilitator: Philip Crump
Co-facilitator: David Gold

Parties:

Applicant

- Edward T. Garcia c/o Garcia Auto Group

Agent

- Design Workshop Inc.

Neighborhood Associations/Interested Parties:

- Near North Valley N.A.
- Sawmill Area N.A.
- Los Duranes N.A.
- Symphony H.O.A. Inc.
- West Old Town N.A.
- North Valley Coalition
- Alvorado Gardens N.A.

The meeting was the second facilitated meeting on this subject; a first meeting was held on May 23, 2017. The intent was to review two traffic studies that the Applicant commissioned in response to neighbor requests from the previous meeting. The studies generally were:

- The amount of additional traffic at a list of interchanges.
- The amount of traffic connecting to Indian School Road.

The meeting was well attended (130+ sign-ins). The tone was cordial, but attendees clearly had concerns. The traffic engineer, Terry Brown, made a PowerPoint presentation of the studies and also distributed an Executive Summary. [That summary, plus a project overview and letter to neighbors, is available through a link given at the end of this report.]

There was considerable concern about the amount and impact of added traffic and the value of the project in general. Several instances of restrained applause indicated assent with comments critical of the project's impact.

Outcome:

- Areas of Agreement
 - None
- Unresolved Issues & Concerns
 - Is the overall project good for the area?
 - The amount of traffic exacerbates a difficult situation on Rio Grande.
 - Traffic increase also makes access/egress from side streets more difficult
 - The Campbell Ditch needs to be protected to retain its use as an open space.
 - Are the assumptions used in the traffic study correct?
- Suggested Alternatives
 - Build a project with less density and lower uses.

CITY OF ALBUQUERQUE

LAND USE FACILITATION PROGRAM PROJECT 1011232 MEETING REPORT

Meeting Specifics – Overview of Studies

1) General

1. Two traffic impact studies (TIS) were commissioned by the developer voluntarily in response to neighbor requests at the previous facilitated meeting about this project.
2. Typically they would be done at the Site Development plan stage, rather than as part of a zoning change request.
3. The studies were done with the intent of satisfying the Site Development Plan needs later in the project. The study met City requirements.
 1. The requirements were generated by City staff.
 2. A scoping meeting took place May 2, 2017.
4. The draft studies were submitted the week of June 27, 2017. The results of the draft study were presented at the meeting.
5. The developers offered all neighborhoods the opportunities to review the studies. Methods include an online Dropbox and discs for the association presidents.
6. The studies are currently being reviewed by the City.
7. Neighborhood comments and concerns were considered in the TISs and resulted in recommendations.

2) The Traffic Impact Studies

1. The first TIS looks at the following intersections:
 1. I-40 EB & WB Ramps / Rio Grande Blvd.
 2. Rose Ave. / Rio Grande Blvd.
 3. Floral Rd. / Rio Grande Blvd.
 4. Lilac Dr. / Rio Grande Blvd.
 5. Indian School Rd. / Rio Grande Blvd.
 6. Menaul Blvd. / 12th St.
2. The second TIS looks at the impact of having an access along the Campbell alignment to Indian School Road.
3. The study used new traffic counts as well as counts from the Mid-Region Council of Governments' data from March, 2016 while school was in session.
4. Trip rates came from the Institute of Transportation Engineers' Trip Generation Manual.
5. The TIS' are based on Institute of Transportation Engineers (ITE) criteria and meet city requirements.

3) Traffic Study 1 Results

1. The following new trips will be generated:
 1. AM Peak Hour Entering Trips – 293 vehicles per hour
 2. AM Peak Hour Exiting Trips – 261 vehicles per hour
 3. PM Peak Hour Entering Trips – 332 vehicles per hour
 4. PM Peak Hour Exiting Trips – 292 vehicles per hour
2. A map was shown of trip dispersal. 300 trips/hour are dispersed because ½ goes north and ½ goes south. North of Indian School Road you have 20%, or 60 trips/hour.
3. Two criteria for measuring traffic were used:
 1. Calculated average delays (Levels-of-Service A, B, C, D, E, & F). For urban uses level D or better is acceptable.
 2. Queuing
4. The following analysis conditions were evaluated:
 1. 2022 AM Peak Hour NO BUILD Condition (without project traffic)
 2. 2022 AM Peak Hour BUILD Condition (with project traffic)
 3. 2022 PM Peak Hour NO BUILD Condition (without project traffic)
 4. 2022 PM Peak Hour BUILD Condition (with project traffic)

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5. Calculated delays and Levels-of-Service in the Traffic Impact Study were generally acceptable.
6. Signalized intersections were at Level-of-Service D or better.
7. There were considerable average delays (up to 68 seconds) for residential side street traffic turning left onto Rio Grande.
8. Significant queuing on Rio Grande Blvd. primarily for southbound traffic.
 1. Bottleneck is primarily at the I-40 Interchange.
 2. Southbound traffic backs up through intersections on Rio Grande
9. The Interchange is 40-50 years old. It is outdated and needs improvements.
 1. A company in California did a Rio Grande Complete Streets Plan.
 2. They recommend a diverging diamond interchange. This was done at the intersection of Cerrillos and I-25 in Santa Fe.
 3. There are also problems with ramp back-out at peak hours.
 4. This would reduce southbound issues.
 5. This is a regional issue that should be addressed by public agencies.
10. For east bound left turns from Los Duranes, during peak hours it is difficult to turn left. Floral and Rio Grande intersection should be reconstructed.

4) **TIS 1 Recommendations Addressing Neighborhood Concerns**

1. Based on the previous Facilitated Meeting on May 23, 2017, there was concern about making left turns from the side streets along the west side of Rio Grande Blvd. onto northbound Rio Grande. There were also concerns from bicyclists.
2. Improvements at Rio Grande / Floral including NB/SB LT arrows.
3. Consider U-Turn bump-out to accommodate southbound U-Turns at intersection of Floral Rd. / Rio Grande subject to City of Alb. approval.
 1. Cars turning left from Lilac on the west side of Rio Grande Blvd. could instead go south, then turn around at a “bump-out” on Floral and head north.
4. Proposed Bicycle Lane Improvements:
 1. Overlay new paving in rough areas
 2. Ensure bicycle compatible drainage inlets
 3. Eliminate curb jog out on east side of Rio Grande.
 4. Install bicycle lane pavement markings.

5) **TIS 2 Results and Recommendations**

1. TIS 2 compared traffic with and without direct access to Indian School Rd. along the Campbell Ditch.
2. The study shows this connection did not yield enough benefit to warrant the alternate connection.
3. Apart from the I-40 capacity issues, there is sufficient capacity on Rio Grande Blvd to handle the new trips from Rio Grande Crossing.

Meeting Specifics – Concerns of Neighbors

6) **Questions About The TISs In General**

1. Did you include development traffic? R-2 Zoning?
 1. Yes we did. Nationwide data tells us the number of trips/day for various uses.
2. Between ART and pueblo projects, traffic is not up to previous levels? People avoid Rio Grande so the traffic counts would be lower. We go up north and come down 12th. We are avoiding Central and I-40.
 1. No. Anything I did would be a guess. The data was correlated with the March 2016 traffic from RGCOG.
 1. The changes started prior to that.
3. Does study assume reworking I-40?

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1. No
4. 300 trips?
 1. 300 exiting and 300 entering per hour—a total of 600.
5. How many now?
 1. 3000.
 1. Going from 3000 to 3600/ per hour. That is a lot.
6. Will the draft TIS be submitted to EPC as evidence?
 1. EPC gets a summary, but will mostly rely on recommendations from staff.
7. I use Rio Grande to go downtown or otherwise. Neighbors and Los Ranchos do as well. We must look at traffic overall, including 4th street. People will avoid 4th street and come down RGB. There is also higher density along 4th St. How will it impact this area? We have schools. Did you consider bus routes and 4th St?
 1. 4th St. density doesn't start till north of Osuna. I feel it not significant on this part but I will bring it up with city.
 1. 4th St. Corridor plan goes to Griegos. Los Ranchos is a revitalization plan.
8. We were told consideration of the TISs is discretionary on the part of the EPC. Is that true?
 1. Since the TIS is not required at this stage, that is true.
9. Does the TIS look at pour-over to Indian School Rd. (ISR)? People could go west on Indian School?
 1. It will increase traffic in that part.

7) Questions Regarding TIS 2

1. What information and input was used to conclude that direct access roadway from ISR would not provide substantial benefit?
 1. On our plan we have access to Rose and Rio Grande Blvd (RGB), Floral and RGB, Lilac and RGB, Indian School Road (ISR) and RGB. All analysis is with connection and no connection. There was not a significant difference. There was sufficient capacity on RGB, with exception to queueing and interchange. There is a single sensor pad, so if there is a large backup, the light still doesn't change.
2. What mechanism did you use to determine who would use connections?
 1. Traffic going South, East, West, wouldn't use it. North and West, North and East, would use it. This is based on socio-economic considerations. The ISR and Menaul intersection would be about the same.

8) Concerns About Traffic

1. Many of the concerns below were shared by many attendees based on applause after statements were made.
2. R-2 zoning will increase traffic by several hundred percent.
 1. Not that much. The commercial area has no proposed changes. M1 and C2 stay the same. Most of the residential will change. Most traffic comes from commercial. It will increase, but not by several hundred percent.
3. On Floral there is stacking/queueing past the signal. Even with turn signal it will create backup. It will increase by 10-fold.
4. On San Francisco and Rio Grande we had a SWAT standoff the other day. RGB was blocked at ISR and Lilac. Cars traveled through the conservancy ditch. What will emergency vehicles do if RGB is blocked?
 1. We have four different access, all from RGB. I evaluate day to day traffic. Police and fire evaluate for safety. My study doesn't deal with incidents.
5. If I come out of the Range, I can't believe I'll make a right turn, then turn around with 1 mile of queueing. I reject notion that you will provide a different access.
 1. We are proposing a south bound turn. No queueing.

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1. If I come out of Range I will have to do that. You are adding 300 cars.
6. There will be less traffic problems if the developer scales down. R-2 will result in a 244% increase in density. R-2 on 7.8 acres, 235 units. R-1 is 68 homes. This magnitude of increase will only increase traffic problems.
7. If people are trying to turn out on Floral they can't go south, so they will go north. It is impossible. 2 lanes is not enough for semis going into this development. Should be 4 land road. People will go out into intersection, and block traffic. It will put other traffic on small, local roads.
 1. We will have one lane in. There is consideration of a 2nd lane. We use truck turning templates to design the road and assure semis can turn in.
8. The Garcia letter says, RGB has sufficient capacity, during rush hour. That is ridiculous. As ridiculous as a study the showed nationally Albuquerque had the 2nd most polite drivers.
9. The traffic study isolates new traffic from existing regional issues. The fact on the ground is that's what we live with. We won't see a redesign of the freeway. It's a false dichotomy and doesn't work.

9) Concerns About Use of Campbell Ditch

1. In the application it mentioned a relationship with MRGC. I feel this is improper contact with applicant and MRGC lobbying.
 1. The Alameda drain was identified as an approved project. Drain went around I-40 to Campbell. We had to talk to MRGCD about trails. It is not improper conduct. The trail system will be maintained. We tried to coordinate if there ultimately is a need for an additional exit along the ditch.
2. The Ditch is a rural road from 1900. Very narrow. We all enjoy ditches. Don't throw others under the bus. We need a commitment they will not use this as an access road.
3. I agree that level of development being proposed is problematic on # of levels. If you are looking at Campbell Ditch, walk it. It provides access to our homes, sidewalks and open area. It is important to integrity of the neighborhood.
4. From developer: MRGC has developed an open space plan for Alameda Drain. Mr. Garcia said he would make the improvements in the plan, and would maintain this section. Currently the plan has no funding or maintenance.
5. If the Ditch is used for access for emergency vehicles, what kind of road is needed? Would it compromise uses?
 1. The Ditch would be an issue with the design engineer. Possible emergency access if required. We don't know if it is required. The ditch could be put underground. (That statement was met with disapproval by the attendees)

10) General Comments

1. Mass transit only goes on Rio Grande. Considering ART, if we want to go east, or go to Old town we couldn't. If we had mass transportation, at more than 1 hour intervals to catch bus it would be better. It doesn't get you where you'd like to go. It's an incredible trip to get downtown. Good mass transit would get us to these areas. 1 per hour, can't do it.
2. We shouldn't be penalized for missing the previous meeting. We should be able to bring up larger points.
 1. We have been meeting for over year with neighborhood association presidents, or neighborhoods.
 1. Word has not gotten out. There are more people here than at the last meeting.
3. Isn't there a bigger question about the wisdom of having this in our neighborhood?
4. It was on the Planned Growth Strategy Implementation Task Force. We wanted to preserve fields for agriculture. We wanted low density. We want to preserve historical character. Four-story buildings don't do that. It irks me that they say traffic can go here or there. Pushing onto existing NH narrow streets. We can't handle the traffic. ART put traffic on Mountain. I almost got hit.

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5. You are impacting the people who live there. RGB is a minor arterial by design. Developments have to look and say we can't have this much traffic on RGB. It negatively impacts the neighborhood.
6. The proposal calls for increasing walkability. You're going to have a 50,000 sq. ft. shopping center. Do people walk to those places? It's a false assertion that it's walkable. People will be driving from all over.
 1. We have a number of features for increased walkability. Adequate pedestrian facilities, streets for pedestrians rather than autos, block dimensions for pedestrians, and walks in the shade.
7. This is a beautiful community. Walmart would bring a different kind of traffic. We don't want it.
 1. Garcia is not planning a Walmart. He is willing to limit to < 75K sq. ft. Then it will be regulated by city code. No Walmarts. We are looking for a smaller sized grocery store.
8. At the first facilitated meeting it was said the C-2 zoning was neighborhood commercial. Said the difference between C-1 and C-2 allowed sale of liquor?
 1. C-2 is community commercial, not neighborhood commercial.
 2. C-1 allows institutional uses like nursing homes, etc. C-2 community commercial code.
 3. C-1 allows on premise beer and wine. Conditionally liquor. C-2 allows on and off premise consumption.
 4. C1 has drive-through for banks. Conditionally for other drive throughs. C-2 is permissive for all.
 5. C-1 has limited retail uses. C-2 allows any type of retail or service activity. Most retail and service.
9. We want open space, why does it have to be commercial? Put in something compatible with the community. Other things we could do that do not have negative traffic. I think we have enough hotels and restaurants in area. Season, St. Clare, Range. We don't need more homes and retail. We need more nice outdoor space.
10. The best and most important meeting is the EPC. I would like everyone to go there expressing concerns about housing, commercial density and the traffic study. Pyramid Building. July 13.

Next Steps, Action Plan:

- Applicant will provide information as requested to attendees. Links are given below

Application Hearing Details:

1. The Environmental Planning Commission (EPC) is an appointed, 9-member, volunteer citizen board with authority on many land use and planning issues. The EPC was formed in 1972 per City of Albuquerque Ordinance #294-1972. Members:

Karen Hudson, Chair, Council Dist 8	Peter Nicholls, District 4
Derek Bohannon, Vice Chair, Dist 5	Maia Mullen, District 6
Dan Serrano, District 1	James Peck, District 7
Moises Gonzalez, Dist 2	Bill McCoy III, District 9
Vacant, District 3	
2. Hearing Time:
 - i. **The hearing is scheduled for July 13, 2017.**
 - ii. The Commission will begin hearing applications at 8:30 a.m.
 - iii. The actual time this application will be heard by the Commission will depend on the applicant's position on the Commission's schedule.
 - iv. The agenda is posted on <http://www.cabq.gov/planning/boards-and-commissions/environmental-planning-commission> on the Friday immediately prior to the EPC Hearing.
3. Hearing Process:
 - i. Comments from facilitated meetings will go into a report which goes to the City Planner.
 - ii. City Planner includes the facilitator report in recommendations.

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- iii. The Commission will make a decision and parties have 15 days to appeal the decision.
- 4. Comment Submission:
 - i. Comments may be sent to:

Michael Vos, Staff Planner
 600 2nd Street NW, Third Floor
 Albuquerque, NM 87102
mvos@cabq.gov
 (505) 924-3055 3955

OR
 Karen Hudson, Chair, EPC
 Derek Bohannon, Vice Chair, EPC
 c/o Planning Department
 600 2nd St, NW, Third Floor
 Albuquerque, NM 87102

Names & Affiliations of Attendees (If no affiliation given, the attendee is likely a neighbor):

HCNA	Huning Castle NA	RGBNA	Rio Grande Blvd NA
LDNA	Los Duranes NA	SANA	Sawmill Area NA
MRGCD	Middle Rio Grande Conservancy Dist	SHOA	Symphony HOA
NNVNA	Near North Valley NA	TVNA	Tres Volcanes NA
NVC	North Valley Coalition	WOTNA	West Old Town NA
PDPHOA	Paseo del Prado HOA	WPNA	Wells Park NA
*Andres Aragon Viamonte	Engineer	Marit Tully	NNVNA
*Ed Garcia	Applicant	Mary Kinney	NNVNA
*Herb Denish	Agent	Wynona Sexson	NNVNA
*Jackie Fishman	Planner	David Wood	NVC
*Jason Kent	Garcia Family att'y	Jonathan Siegel	NVC
*Kurt Culbertson	Agent	Robert Dickerson	NVC
*Terry Brown	Traffic Engineer	Sharon Ahern	NVC
		Doyle Kimbrough	NVC+RGBNA
Maxine Cowton	HCNA	Carol Heise	PDPHOA
Kathy Hiatt	Hist Old Town	Charles Romero	PDPHOA
Alice Bergman	LDNA	Catherine Fellows	RG Compund
David Martines	LDNA	Dede Feldman	RGBNA
Donna Griffin	LDNA	Annette Montoya	SANA
Harold Magnuson	LDNA	Juanita Griego	SANA
Jami Porter Lara	LDNA	Kathleen Allen	SANA
Jesse Macias	LDNA	Monica Salazar	SANA
Kim Martinez	LDNA	J Michael Jones	SHOA
Mimi Lopez	LDNA	Jaime Jaramillo	SHOA
Patricia Allen	LDNA	Michele Lombard	SHOA
Richard Mneadows	LDNA	Ryan Gage	SHOA
Ruth Macias	LDNA	Bill O'Neill	State Senate
Sanford Gaines	LDNA	Ann Brown	TVNA
Stephen Archuleta	LDNA	Lee Brown	TVNA
Steve Williams	LDNA	Linda White	TVNA
Teri Neville	LDNA	Ron Jones	TVNA
Vera Olson	LDNA	Bob & Judy Harris	WOTNA
Jacob Flores	Milo Cmpd	Chuy Martinez	WOTNA
Joaquin Baca	MRGCD	Gail Niemann	WOTNA
Barb & Hunter TenBroeck	NNVNA	Gil Clarke	WOTNA
Dennis & Linda Lapcik	NNVNA	GP	WOTNA
Joe Sabatini	NNVNA	Neri Holguin	WOTNA
John Wright	NNVNA	Pat Brady	WOTNA
Jolene Catron	NNVNA	Robert Nelson	WPNA

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Abby Anderson
Albert Parra
Alex Allen
Alvan Romero
Anna Villegas
Antoinette Lopez
Belinda Barreras-Medrano
Bev Bancroft
Brandt Magic
Camille Varos
Carla Baron
Carlene Patterson
Carolyn Siegel
Cassandra Gaines
Chris Good
Daniel & Linda Padilla
David Lopez
Dimian DiSanti
E Lingenfelter
Ed Paschich
EllenCopen
Francis Harding
Gail Niemann
George Sedillo
Georgette Gurule
Jack Niwa
Janette Meacham
Jean Leger
Jeanne Branley
Jeanne Corns
Jeanne Gonzales
Jennifer Navarrete
Jim Twocrow
Joella Apodaca
John Souza
Judith Phillips
Julia Clarke

Kathy Brown
Kathy Wilson
Kim Calander
Larry Martinez
Lee Gamelsky
Libby Anderson
Marc Baca
Marianne Dickinson
Marie Baca
Mario Castro
Mary Jones
Mary Niwa
Matih Morowietz
Matt & Sherry Rundell
Mike Montaño
Mimi Greenwood
Nancy Oest??
Nathan Bush & Sarah
Robinson
P Martinez
Paul Neville
Paula Butterworth
Paula Spooner
Ramona Tafoya
Roberta Contreras
Sam Carnes
Sandy Fish
Sarah Hamilton
Sarah Hurteau
Steve Garcia
Sue DeWalt
Susan Vergara
Theresa Anaya
Tim & Sandy Pederson
Virginia Lawler
William Herring

Meeting handouts can be viewed via Box.com; a viewer is embedded in the link—

1. Project Overview-- <https://app.box.com/s/gnflgodf0xrdlfjhu1svpa4xegpkkkd1>
2. Neighborhood Letter-- <https://app.box.com/s/ht356ii9vrnwwbtz3p1t60avxt12svmp>
3. Executive Summary, TIS-- <https://app.box.com/s/khyfd3ecrnf3946nwxk5kaabqsnf0jo>

The Complete Traffic Impact Study can be obtained via Dropbox; note that the process is a bit tedious
https://www.dropbox.com/s/clfi/3t1m7cuterxzdbw0xnmqs/RGX_TIS_IS_connection_DRAFT_06_23_2017.pdf?dl=0&oref=e&r=AAaDnEUGZOIroldeBCvP9zW3z0yILjrY3_WZya77rA_WRBohsReblal9AR00DFBZWE7GoySyyhI5Ga5M0EEAsQILiGCAQRQofXzkfYUr_x5Gdk1lEm_dd_gLij_e4vZO_eJLguFciO4pHOcklB1_QkYZaRlPUrPGvOG7rT1ue61-w

FACILITATED MEETING REPORT AMENDMENT

Project 1011232 Rio Grande Crossing Meeting #2

Date Submitted: July 3, 2017
Original Submission: July 1, 2017
Submitted By: Philip Crump
Facilitator: Philip Crump
Co-facilitator: David Gold
Meeting Date and Time: June 29, 2017 6-8 pm

CHANGE

Pg 1. Parties

- Alvarado Gardens N.A.

To

- Alvarado Gardens N.A.

Pg 3. Traffic Study 1 Results

9. The Interchange is 40-50 years old. It is outdated and needs improvements.
 1. A company in California did a Rio Grande Complete Streets Plan.

To

9. The Interchange is 40-50 years old. It is outdated and needs improvements.
 1. A company in California did a Rio Grande Boulevard Complete Street Concept Plan.

Pg 5. Concerns About Use of Campbell Ditch

1. The Alameda drain was identified as an approved project.

To

1. The Alameda drain was identified as an approved project [Alameda Drain and Trail Master Plan].

3. It provides access to our homes, sidewalks and open area. It is important to integrity of the neighborhood.

To:

3. It is not only the sole access to our homes, but it also serves as our only pedestrian and bike access to where we live, so the concerns go beyond anything that would squeeze more traffic onto our ditch road. The Campbell Ditch is important to integrity of the neighborhood.

Pg. 5 General Comments

10. It irks me that they say traffic can go here or there. Pushing onto existing NH narrow streets.

To:

10. It irks me that they say traffic can go here or there. Pushing onto existing neighborhood narrow streets.

Pg. 6 General Comments

8. Points 4, 5—Change “has” to ”allows”

Pg. 7 Names & Affiliations of Attendees

TVNA is Thomas Village NA, not Tres Volcanes NA

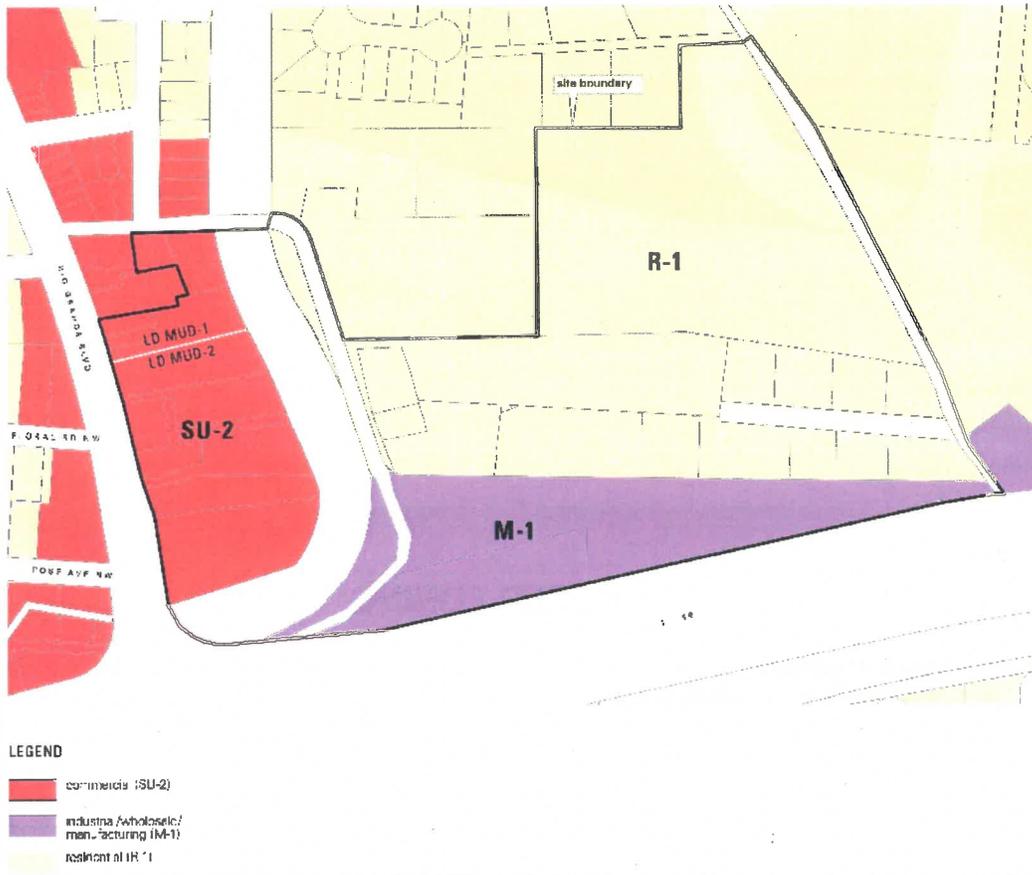
Rio Grande Crossing Development
(Rio Grande Blvd. / Interstate 40)
TRAFFIC IMPACT STUDY EXECUTIVE SUMMARY

The proposed land development project is a mixed-use development comprised of 29.55 acres located at the northeast corner of I-40 / Rio Grande Blvd. A zone amendment will be required in order to implement the land uses proposed. The proposed zone amendment is summarized with the following zone maps:

RIO GRANDE CROSSING

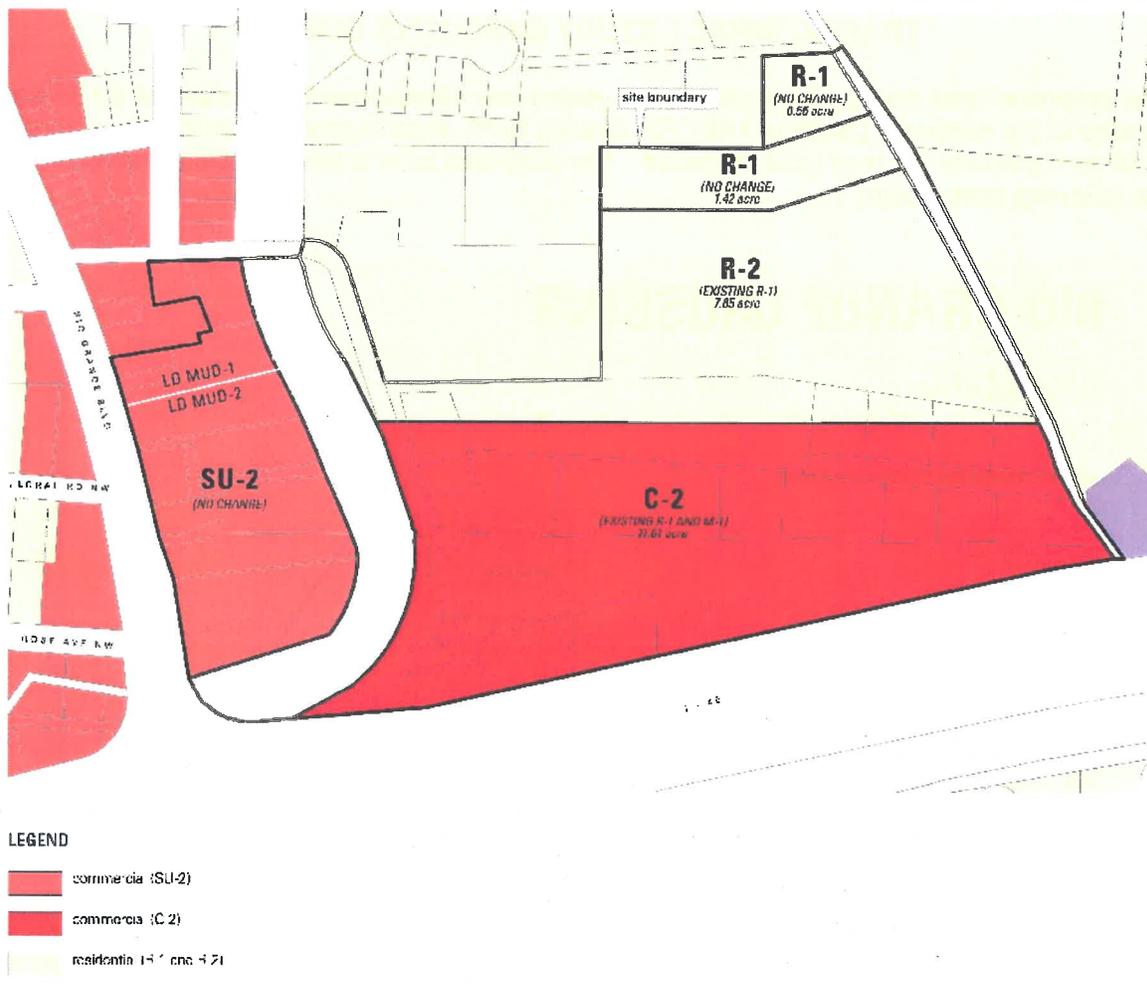
SITE ZONING

EXISTING ZONING FROM CITY OF ALBUQUERQUE



EXISTING ZONING FROM CITY OF ALBUQUERQUE

PROPOSED ZONING



PROPOSED ZONING

The Traffic Impact Statement (TIS) was not required by the City at this time in the planning process, but the developer wanted to ensure that their vision for the property would not overburden the adjacent street network. The developer, therefore, opted to perform the Traffic Impact Study even though it was not required. The developer opted to prepare the Traffic Impact Study to meet the requirements of the City of Albuquerque so that a second study would not be required later. Results of the TIS demonstrate that Rio Grande Boulevard has the capacity to handle the traffic generated by the proposed Rio Grande Crossing.

A Scoping Meeting was scheduled for May 2, 2017 at the City of Albuquerque to discuss the requirements of the Traffic Impact Study for the associated zone amendment. Attending the Scoping Meeting were Racquel Michel and Logan Patz with the City of Albuquerque and Andres

Aragon-Viamonte and Terry Brown representing the Garcia Family, the developer of this project. It was determined that the requirements of the Traffic Impact Study would evaluate the following intersections for the 2022 AM and PM Peak Hour NO BUILD and BUILD Conditions. The Study would be performed to meet the standard and specific requirements of the City of Albuquerque and, where applicable, the New Mexico Department of Transportation regarding trip generation calculations, trip distribution analysis, determination of trip assignments, and background traffic growth rates. The Study was to include the evaluation of the 2022 AM and PM Peak Hour NO BUILD and BUILD Conditions for the following intersections:

- 1) Menaul Blvd. / 12th St. (Signalized Intersection and Roundabout)*
- 2) I-40 EB Ramp / Rio Grande Blvd. (Signalized Intersection)
- 3) I-40 WB Ramp / Rio Grande Blvd. (Signalized Intersection)
- 4) Floral Rd. / Rio Grande Blvd. (Signalized Intersection)
- 5) Indian School Rd. / Rio Grande Blvd. (Signalized Intersection)
- 6) Lilac Ave. / Rio Grande Blvd. (Unsignalized Intersection)
- 7) Driveway "A" / Rio Grande Blvd. (Unsignalized Driveway North of The Range Café)
- 8) Rose Ave. / Rio Grande Blvd. (Unsignalized Intersection)

* - The City of Albuquerque has plans to reconstruct the intersection of Menaul Blvd. / 12th St. as a roundabout within the next two years.

Additionally, the City requested a second Traffic Impact Study that would evaluate the same intersections assuming that a direct roadway connection to Indian School Rd. from the development were to be implemented, probably using the Campbell Ditch alignment. Thus, the second Traffic Impact Study would also evaluate the 2022 AM and PM Peak Hour BUILD Conditions for the unsignalized intersection of Indian School Rd. / Campbell Ditch Rd.

The City of Albuquerque issued a Scoping Letter dated May 2, 2017 outlining the specific requirements for the Traffic Impact Study.

Traffic Count data was collected on Thursday, May 25, 2017 for the intersections of Rose / Rio Grande Blvd., Floral / Rio Grande Blvd., Lilac / Rio Grande Blvd., and Indian School Rd. / Rio Grande Blvd. Traffic count data for the I-40 South and North Ramp at Rio Grande Blvd. were taken from the Rio Grande Complete Streets Plan which collected the count data on May 3 (Tuesday) and May 4 (Wednesday), 2016. The intersection of Menaul / 12th St. was affected by construction activity on 12th St. south of Menaul, so traffic count data from the City dated March 19, 2013 was utilized. All traffic volumes for the project were smoothed and correlated with recent Mid-Region Council of Governments' tube count data.

Key intersections defined and required by the City of Albuquerque in the Scoping Letter were evaluated for the following conditions:

- 1) 2022 AM Peak Hour NO BUILD Condition
- 2) 2022 AM Peak Hour BUILD Condition
- 3) 2022 PM Peak Hour NO BUILD Condition
- 4) 2022 PM Peak Hour BUILD Condition

NOTE: The NO BUILD Condition is the evaluation based on background traffic grown to the year 2022 at the calculated annual growth rate. The BUILD Condition is the evaluation with the project distributed volumes added to the NO BUILD analysis.

The second Traffic Impact Study evaluated the 2022 AM and PM Peak Hour BUILD Conditions assuming that a direct connection to Indian School Rd. were to be implemented for the project. The analysis assuming a direct roadway / driveway connection to Indian School Rd. is designated as "Case 'Y'" in this document. "Case 'N'" is the case where the Indian School Rd. direct access is not in place. Therefore, there is additional analysis (for Case "Y") for those conditions (2022 AM / PM Peak Hour BUILD) for the intersections north of I-40 and west of Menaul / 12th St.

The summary of results of the two Traffic Impact Studies' analysis is in the following table:

EXECUTIVE SUMMARY RESULTS TABLE						
2022 AM(PM) PEAK HOUR						
INTERSECTION NO. & NAME	SIGNALIZATION	NO BUILD	BUILD	ROUNDABOUT	2022 RECOMMENDATIONS	
1 - Menaul Blvd. / 12th St.	Signalized	C- 25.4 (C- 23.5)	C- 24.2 (C- 23.8)	u- 14.6 (u- 15.1)	No Recommendation	

2022 AM(PM) PEAK HOUR						
		NO BUILD	BUILD	CASE "Y"	2022 RECOMMENDATIONS	
2 - I-40 EB Ramp / Rio Grande Blvd.	Signalized	D- 35.2 (B- 12.3)	C- 31.4 (B- 13.3)		No Recommendation	
3 - I-40 WB Ramp / Rio Grande Blvd.	Signalized	B- 11.4 (B- 14.4)	B- 10.3 (B- 11.8)		No Recommendation	
4 - Floral Rd. / Rio Grande Blvd.	Signalized	A- 3.2 (A- 2.6)	A- 7.2 (A- 8.9)	A- 6.2 (A- 7.7)	Reconstruct East Leg / Alignment / U-Turns	
5 - Indian School Rd. / Rio Grande Blvd.	Signalized	A- 6.1 (C- 25.8)	B- 17.4 (C- 30.9)	B- 7.7 (C- 20.8)	No Recommendation	
6 - Lilac Ave. / Rio Grande Blvd.	Unsignalized	u- 0.1 (u- 0.4)	u- 0.6 (u- 1.4)	u- 0.6 (u- 1.4)	No Recommendation	
7 - Driveway "A" / Rio Grande Blvd.	Unsignalized	u- 0.1 (u- 0.1)	u- 0.1 (u- 0.1)	u- 0.1 (u- 0.1)	No Recommendation	
8 - Rose Ave. / Rio Grande Blvd.	Unsignalized	u- 0.2 (u- 0.6)	u- 0.4 (u- 0.8)	u- 0.3 (u- 0.6)	No Recommendation	
9 - Indian School Rd. / Campbell Ditch	Unsignalized	u- 0.0 (u- 0.0)	u- 0.0 (u- 0.0)	u- 2.6 (u- 1.7)	No Recommendation	

In the preceding table, "u" designates that the intersection / driveway is analyzed as an unsignalized one. The numeric values in the table are expressed in seconds of average control delay. The average control delay is associated with a Level-of-Service designation (A, B, C, D, E, and F). Generally speaking, the City of Albuquerque considers that any results in the A, B, C, or D category are acceptable traffic conditions. Levels-of-Service "E" or "F" designate excessive delays. The goal is to avoid conditions where the Levels-of-Service are "E" or "F" and to attempt to mitigate them if and where they might occur.

The results of the Traffic Impact Study are generally acceptable. The preceding table summarizing the results of the signalized and unsignalized intersection analyses demonstrate that the additional traffic generated by the proposed Rio Grande Crossing Mixed Use Project can be accommodated by the proposed access points on Rio Grande Blvd. The direct connection to Indian School Rd. does not make a significant difference to the overall scenario. Thus, it is not felt to be mandatory.

In considering the results in the table above, it should be recognized that the average delays reported are *weighted* average delays for the intersection. Thus, results can be confusing if more traffic is added to lower delay movements, then the weighted average delay will be reduced. It is not always the case that adding more traffic results in higher weighted average intersection delays. A more detailed reporting of the levels-of-service and average delays for each turning movement are contained in one of the two full Traffic Impact Studies for the proposed project.

Additionally, reasonable delays do not necessarily mean that there will not be long queuing at some of the intersections. There are some queuing issues on Rio Grande Blvd. near I-40. Recent improvements constructed by the City of Albuquerque at Rose Ave. / Rio Grande Blvd. should help to remedy some of the confusion caused by the queuing by prohibiting left turn movements into and out of Rose Ave. But the queuing on southbound Rio Grande itself is caused by the

existing design of the interchange. The I-40 / Rio Grande Interchange is a standard diamond interchange that was constructed more than 20 years ago and is in need of upgrading. The recently released *Rio Grande Complete Streets Plan* prepared by Kimley Horne recommends that the interchange be reconstructed as a Diverging Diamond Interchange. While it is beyond the purview of this study, it is probably the case that implementing a properly designed Diverging Diamond Interchange at this location will remedy many of the existing queuing issues along Rio Grande Blvd. near the interchange since such an interchange eliminates conflicts for both left and right turning traffic from Rio Grande Blvd. onto I-40. Ramp and freeway improvements may also be necessary.

The purpose of the Traffic Impact Study is to define and quantify the effect of the new project traffic on the adjacent transportation system. Thus, it isolates the effects of the new traffic from the existing transportation issues which can often be regional issues that are normally addressed as a part of the regional planning process by public agencies such as the Mid-Region Council of Governments, the City of Albuquerque, the County of Bernalillo, the Department of Transportation, etc. The regional transportation issues need to be addressed by those public agencies. The current queuing issues on Rio Grande Blvd. are a result of the outdated interchange / freeway design and, therefore, addressed as part of the regional and local public process (i.e., should be addressed by public agencies since the problem is an existing public and regional issue not created by this project). As demonstrated in the two Traffic Studies, the effect of the Rio Grande Crossing traffic does not significantly affect the operation of the interchange and, therefore, should not be the responsibility of the developer.

In summary, the two Traffic Impact Studies associated with this project are characterized by the following:

- 1) They were based on actual recent traffic count data at the intersections analyzed
- 2) Evaluation methods utilized in the two Traffic Impact Studies are based on accepted Institute of Transportation Engineers (ITE) criteria.
- 3) The two Studies are designed to meet the requirements of the City of Albuquerque for Traffic Impact Studies.
- 4) Based on a facilitated neighborhood meeting on May 23, 2017, options are being considered to facilitate eastbound traffic west of Rio Grande Blvd. near this project to travel north on Rio Grande Blvd. by first turning right and then making a U-Turn at Floral for safer access to northbound Rio Grande Blvd.
- 5) Based on the same facilitated neighborhood meeting, improvements are being recommended for the existing bicycle lane on the east side of Rio Grande Blvd. to improve bicycle travel.

It should be noted that the two Traffic Impact Studies for the proposed Rio Grande Crossing project take into consideration the totality of traffic that will be generated by the project. Therefore, the Traffic Impact Studies consider the impact of the site development plan including all uses proposed and, therefore, qualifies as valid Traffic Impact Studies for the site development plan when the project is considered at that level. The impact of the zone amendment, however, would yield a lessor impact since much of the project could be constructed under existing zoning. For example, all of the commercial uses along the east side of Rio Grande Blvd. and much of the M-1 zoned land along the north side of I-40 could be implemented with retail uses without the zone amendment. Therefore, the actual impact of the zone amendment itself would be much less than the impact indicated in the two Traffic Impact Studies.

The Findings, Conclusions, and Recommendations of the two Traffic Impact Studies are as follows:

Traffic Impact Study for Rio Grande Crossing Development:

Feedback from the neighborhoods along the west side of Rio Grande Blvd. from I-40 to Indian School Rd. showed a concern with regard to eastbound vehicles on the residential streets encountering difficulty in turning left (northbound) onto Rio Grande Blvd. during peak periods. The proposed solution to this problem is to design the signalized intersection of Floral Ave. / Rio Grande Blvd. to accommodate southbound U-Turns in the southbound left turn bay during the protected left turn phase. The intersection would need to be designed with a bump-out on the east curb-line north of Floral to provide additional turning radius for U-Turning vehicles. The signalized U-Turn movement will be easier to accomplish than the eastbound left turn from the residential streets along the west side of Rio Grande onto northbound Rio Grande Blvd.

In summary, the proposed plan for the Rio Grande Crossing Development presents no significant adverse impact to the adjacent transportation system provided that the following recommendations are followed:

RECOMMENDATIONS

- All site design and construction including driveways and landscaping shall maintain adequate sight distances at the driveways and the existing intersections.
- Access to the site should be via three intersections, Floral Rd. / Rio Grande Blvd. (full access), Lilac Ave. / Rio Grande Blvd. (full access), Rose Ave. / Rio Grande Blvd. (right-in, right-out, southbound left-in, only as per the recently implemented improvements constructed by the City of Albuquerque) and one driveway, Driveway "A" (right-in, right-out, only) as defined on the conceptual site plan on Page A-3 of the Appendix of this report.
- **Floral Rd. / Rio Grande Blvd.** – construct the east leg of the intersection so that the east and west leg curb-lines are aligned in such manner that exclusive eastbound and westbound left turn lanes can be incorporated in the future.
 - Reconstruct the intersection to incorporate a southbound U-turn / left turn.
 - Construct a raised median on Rio Grande Blvd. for at approximately 250 feet to the north and 100 feet to the south to provide a barrier for the northbound and southbound left turn lanes on Rio Grande Blvd. at Floral Rd.
 - Reconstruct the east leg of the intersection to provide 30 feet minimum radius curb returns to facilitate the main street of access off of Rio Grande Blvd.
 - Alignment and configuration of the new east leg should allow for future configuration of the east and west legs of the intersection to have an exclusive left turn lane plus a thru / right turn lane. The current configuration of the west leg with the thru / left turn lane works with a single phase movement for east-west traffic, but will not work well if the City decides in the future to incorporate a left turn arrow at the signal for the side streets.
 - Construct northbound and southbound left turn arrow to provide permitted / protected left turn movements off of Rio Grande Blvd. onto Floral Rd.
 - Consideration should be given to constructing a U-Turn bump-out to accommodate southbound U-Turns at the signalized intersection of Floral Rd. / Rio Grande Blvd. (see further discussion under Conclusions Section.) The U-Turn concept is subject to City of Albuquerque approval.
- **Northbound Bicycle Lane from I-40 WB Ramp to Lilac** – Make improvements to northbound bicycle lane to include overlay, ensuring bicycle compatible drainage inlet grates, and

elimination of curb jog out, if possible, along the east side of Rio Grande Blvd. along the frontage of the project. Install bicycle lane pavement markings as per MUTCD.

Traffic Impact Study for Rio Grande Crossing Development with Indian School Rd. Connection:

The Traffic Impact Study (June 2017) showed a moderate increase in traffic volumes to the adjacent transportation network based on 100% buildout of the proposed project. This report shows that there is not a significant difference between the operational characteristics of Case N (no access to Indian School Rd.) and Case Y (with direct access to Indian School Rd.). In some instances, the delays were slightly decreased by accounting for a connection to Indian School Rd. (Case Y) and in other instances the delays were slightly increased, probably due to differences in signal timing issues. Another means of comparison is to look at the link volumes along Rio Grande Blvd. for the BUILD Conditions of Case N versus Case Y (See Appendix Page A-100). All the link volumes are slightly decreased with the implementation of the Indian School Rd. connection, with the exception of the southbound movement from Floral Rd. to Rose Ave. probably resulting from a redistribution of the pass-by trip assignments on the project.

Therefore, this report recommends that the project can be constructed as proposed with four driveways accessing Rio Grande Blvd. described as follows: 1) right-in, right-out, left-in only unsignalized driveway on south side of The Range Café aligned with Rose Ave. to the west, 2) right-in, right-out unsignalized driveway on north side of The Range Café, 3) full access signalized access at Floral Rd., and 4) full access unsignalized intersection at Lilac Dr. NW on the east side of Rio Grande Blvd. Furthermore, this report finds that the additional trips generated by this project (and the associated rezoning) can be accommodated by the proposed access onto Rio Grande Blvd. and there is no need from a Traffic Engineering operational perspective for an additional direct access to Indian School Rd. If the City of Albuquerque requires the direct connection for emergency vehicle access only, then the access should be gated.

García Family Real Estate Holdings

PO Box 26207

Albuquerque, NM 87125

June 26, 2017

Re: Rio Grande Crossing Zone Map Amendment: Project #1011232; 17EPC-40011

Dear Interested Neighbor/Neighborhood Association/Homeowner's Association member,

Thank you for your attendance and participation at the facilitated meeting held on May 23rd at the Los Duranes Community Center and at previous meetings. Your participation is an important part of our process to redevelop the property at the northeast corner of I-40 and Rio Grande NW (Rio Grande Crossing).

My family and I are committed to redeveloping our property as a high quality, mixed-use development, including a grocery store and infill housing, all designed with neighborhood-scale amenities, open space, and trail connections in mind. This is property where the current zoning is antiquated and the property is largely vacant and underutilized. My family has deep roots in the community and we see this as a legacy project.

As part of the rezoning process, we have listened to your concerns regarding future impact on traffic. In good faith we agreed to defer the June 8 rezone hearing at the Environmental Planning Commission (EPC) in order to give our consultants time to complete a draft Traffic Impact Study (TIS), and to allow neighbors to consider the TIS results.

The TIS was not required by the City for our rezone application. However, we wanted to ensure that our vision for the property would not overburden the adjacent street network, and we decided to honor neighbor requests to obtain this additional data. I am pleased that the results of the TIS demonstrate that Rio Grande Boulevard has the capacity to handle the anticipated traffic to be generated by our proposed development, even during rush hour. The City and NMDOT transportation engineers will also provide further review and analysis of the draft TIS.

Our consultants will be presenting the findings and recommendations from the draft TIS at a second scheduled facilitated meeting on Thursday, June 29th at 6:00 p.m. at the Los Duranes Community Center.

We have heard concerns expressed by a few neighbors who strictly oppose "big-box retailers," especially Walmart. (There has even been some misinformation circulated on this subject.)

I have previously committed to stay below the 75,000 square foot threshold for any single retailer in the development, as defined by the City's Large Retail Facility ordinance. Although I philosophically oppose the singling out of any particular retailer, if it will ensure Neighborhood Association support for our development, then I am also willing to commit not to sell or lease to a Walmart (assuming they should express any interest).

We believe our development offers progress, convenience and improvement to our neighborhood, without unreasonable adverse traffic impacts (just as the Range Restaurant has done). Thank you for your continued interest in and support for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Garcia", with a long horizontal flourish extending to the right.

Edward T. Garcia
Executive Chairman

cc: Michael Vos, City Case Planner

Received 6/6/17 at 11:45 am

John Wright
2220 Wilma Rd. NW
Alb. NM 87104

June 4, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Alb. NM 87102

Dear Ms. Hudson,

I am opposed to the zoning change of R-1 and M-1 to C2 as requested in the Rio Grande Crossing, Project #1011232, 17 EPC-40011 Zone Map Amendment.

My property is less than a mile from this project and I believe that the justifications and goals for this project are unfounded. My neighborhood will be negatively impacted if this development is allowed to go forward.

The project proposes no needed services to the area. Retail space is not needed as there is adequate space for local retail. Vacant storefront and neighborhood commercial has been observed within a mile of this site. Additionally, the 4th Street corridor and 12th Street commercial area are more suitable for local businesses.

There is no documented need for more grocery shopping in the area. There are several choices within the area providing convenient access to quality products.

A large to medium size grocery would draw an undesirable amount of traffic to an intersection already at capacity for commuter traffic to I-40. Many times northbound traffic on Rio Grande approaching I-40 backs up halfway to Central. Southbound traffic on Rio Grande to access I-40 and Downtown can back up during peak times, however, adding heavy grocery store/hotel / residential traffic would create an ongoing backup at that intersection.

I am a frequent walker and bike rider to many areas in the North Valley. I already avoid the Rio Grande and I-40 intersection on bike because of the heavy traffic and this proposal will make it worse.

Most importantly, adding a hotel and medium to large grocery store along with retail will change the character of this neighborhood. Now when I cross I-40 going north on Rio Grande it has the character of a residential area. This proposal will extend the commercial zone and will make the nearby residential areas less desirable, reducing property values.

Thank you for your consideration.

Sincerely,


John Wright

Received 4/18/17

Paula Penina Ballen
2299 Campbell Rd NW
Alb. NM 87104

June 7, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Alb. NM 87102

Dear Ms. Hudson,

I am alarmed to find out about a proposed change in zoning on Project # 1011232 near Rio Grande Blvd and I-40. As a long time resident of the area, I object to this zone change because it does not fit into the quiet beauty and nature of the Blvd. Once acres are paved over , there is no going back. The increase in traffic will clog the road and add noise and pollution to a residential area. There are already nearby big box stores on 12th St. Local businesses in the area will be adversely affected by large retail stores that send their profits out of the community.

Thank you for your consideration.

Penina Ballen



Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Albuquerque, NM 87102

**Re: Project #1011232: 17EPC-40011 Zone Map Amendment
Submitted by Garcia Family and Design Workshop, Inc.**

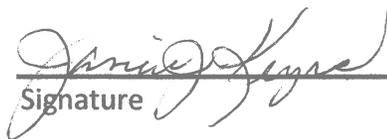
Chairperson Hudson:

I support the recently submitted Zone Map Amendment proposal by the Garcia Family and Design Workshop, Inc. on April 27, 2017. I am writing to communicate the benefits of this project for the surrounding community.

I value quality development in my neighborhood by investors and developers who have a strong connection to this place. The Garcia Family are long-time residents of this community and I believe they will be excellent stewards of the parcels at the northeast intersection of Rio Grande Boulevard and Interstate 40. My understanding of this project is that it will introduce tasteful development including a much-needed grocery store to the area in addition to quality housing for middle income families. The integration of greenspace and trails along the acequias will be a recreation amenity for me and my neighbors.

As a resident who lives near the proposed development, I ask for the support of the Environmental Planning Commission regarding this project because I believe this is truly a positive change for our community.

Thank you,


Signature

6-12-17

Date

Janice J. Reyes
Printed Name and Address of Residence

4205 Glen Arbor Ct NW
Albuquerque NM 87107

Vos, Michael J.

From: Edward O. Paschich <EdwardP@swcp.com>
Sent: Monday, June 12, 2017 12:05 PM
To: Vos, Michael J.
Subject: Project# 17EPC-40011 Zone Map Amendment

Planning Department, Urban Design and Development Division,

I am a resident of the Saw Mill Neighborhood, Ed Paschich 1512 Summer Ave. NW.,

I wish to express my **opposition** to the requested Zone Map Amendment by Edward T. Garcia for the land north of I-40 and East of Rio Grande Blvd. between the Alameda Drain and Campbell Ditch of approx. 20 acres.

This heave use of this area is **not** in character with the "north valley".

I would not be opposed to less heavy use as in mixed use with residential mixed with light commercial as in restaurants, art galleries, coffee shops, and Live/work buildings which is in character with the general use of the area of the north valley in which this zone change is requested.

Thank you,

Ed Paschich

1512 Summer Ave. NW

Albuquerque NM 87104

Irvin F. Diamond

P.O. Box 93656

Albuquerque, NM 87199-3656

Rec'd 6/28/17

June 12, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second St NW
Albuquerque, NM 87102

Re: Project #1011232

Chairperson Hudson:

As a former member of the EPC and a nearby resident, I support the recently submitted Zone Map Amendment proposal by the Garcia Family and Design Workshop, Inc. on April 27, 2017.

I value quality development in my neighborhood by investors and developers who have a strong connection to this place. The Garcia Family are long-time residents of this community and I believe they will be excellent stewards of the parcels at the northeast intersection of Rio Grande Boulevard and Interstate 40. My understanding of this project is that it will introduce tasteful development including a much-needed grocery store to the area in addition to quality housing for middle income families. The integration of greenspace and trails along the acequias will be a recreation amenity for me and my neighbors.

As a resident who lives near the proposed development, I ask for the support of the Environmental Planning Commission regarding this project because I believe this is truly a positive change for our community.

Thank you,



Irvin F. Diamond

June 23, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second St. NW
Albuquerque, NM 87102

RE: Project # 1011232 17 EPC-40011 Zone Map Amendment
Submitted by the Garcia Family et al.

Dear Ms. Hudson and Members of the EPC:

I am contacting you about a large development proposed by the Garcia family on a landlocked parcel near I-40 and Rio Grande Blvd. with a three-fold interest. First, the 20-acre property is located to the south of our home near the corner of Meadow View Dr. and Indian School Rd. NW. Second, any additional traffic on Indian School Rd. will have a direct impact on Paseo del Prado, a solar townhouse development, which my husband built at the corner of the Alameda Drain and Indian School in 1984.

Also, as a former state senator representing the near North Valley for 16 years I have taken an interest in quality of life concerns in the area including pedestrian use of the ditches and drains and the proper mix between more dense infill and the traditional rural character of the urbanizing area.

Before granting any zone change or site plan approval, I hope the EPC will consider carefully the traffic conundrum presented by the development of this landlocked parcel. Ingress and egress from Rio Grande Blvd. will exacerbate an already horrific situation near the intersection of I-40 and Rio Grande Blvd. Any use of Indian School Rd. to the south for entrance or exit will add traffic to a dangerous speedway from 12th to Rio Grande Blvd. and compromise the pedestrian uses of the Alameda Drain and the Campbell Ditch.

This project incorporates the Alameda Drain, which the applicants have said they will improve in support of the MRGCD/County/City upgrade planned for this stretch of the drain. However, I am now quite worried about the impact of this development on the drain and the ditch that runs to the east of the Symphony Homes. From my reading of the application and the neighborhood meeting held recently in Duranes, it is my understanding that the developer wants to put in a grocery store (a neighborhood Wal-Mart seems to be the most likely candidate), and a large mixed housing development incorporating single family homes, townhouses, apartments and possibly senior housing. The resistance of the Los Duranes Neighborhood Association to increased traffic on Rio Grande has been intense, so my impression is that the developer's attention is turning to alternative egress and ingress—namely the Alameda Drain, south of Indian School, or the Campbell ditch immediately to the

East. This approach, in turn is opposed by the Near North Valley Neighborhood Association, the North Valley Coalition and ditch users throughout the area.

Welcome to the North Valley! I am glad you have deferred the zone change hearing until July 13 to consider these concerns. I do not want a road to Wal-Mart, or another commercial development, dumping traffic onto Indian School so close to my home near the intersection of Meadow View and Indian School. The speed of traffic going west on Indian School, headed to Rio Grande Blvd. has already cut down on my ditch walks along the Alameda drain to the north of Indian School. It is just too dangerous to get there. I don't want to be hit. The guardrail at the NE intersection of the drain and Indian school Rd. was recently repaired. It had been crumpled by a car that went off the road exactly at the pedestrian entrance to the drain

Also, apart from my own situation, I don't want the drains and ditches used for vehicular traffic. This could set that precedent, and represent degradation to the ditches, which are integral parts of our life in the North Valley, as expressed in the North Valley Sector Plan and other documents.

I m not opposed to appropriate infill, however I do not believe that this project has minimized probable negative impacts on the existing residential uses, as per Policy 5.6.2 f with respect to TRAFFIC. Therefore, I respectfully request denial of the proposed zone change until a better traffic configuration is devised by the applicant.

Respectfully,

A handwritten signature in black ink that reads "Dede Feldman". The signature is written in a cursive, flowing style.

Dede Feldman
Former New Mexico Senator, District 13
1821 Meadow View Dr. NW
Albuquerque, NM 87104
505-220-5958

KEN JOHNS

Received 6/26/17

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Albuquerque, NM 87102

**Re: Project #1011232: 17EPC-40011 Zone Map Amendment
Submitted by Garcia Family and Design Workshop, Inc.**

Ms. Karen Hudson:

I am writing to express my support of the recent Zone Map Amendment proposal submitted to the Environmental Planning Commission by the Garcia Family and Design Workshop, Inc. on April 27, 2017.

Along with my family, I have lived along the Rio Grande corridor in Albuquerque's "Valley" for over thirty years. As a property owner who pays taxes in the City of Albuquerque, I believe this project has the ability to create positive and lasting change in the North Valley. The Garcia Family has committed the resources to make the Rio Grande Crossing area a first class and neighborhood friendly project.

The recommendations, when applied, will aid in forming a well-defined development environment creating a stable basis for long-term financial commitments that will protect existing values and create new values.

I fully support this effort because it will bring much-needed community retail, basic services, and quality housing to an underdeveloped group of parcels at the northeast of Interstate 40 and Rio Grande Boulevard between the Alameda Drain and Campbell Ditch. I embrace the opportunity for the Garcia Family to introduce a cohesive vision on otherwise fragmented parcels.

I respectfully request that the Environmental Planning Commission support the Garcia Family's Zone Map Amendment proposal and I thank the members of the EPC for the time taken to discuss these items for their positive endorsement of these changes.

Best regards,


Ken Johns
1331 Tijeras NW
Albuquerque, NM 87102

Phone: 505.224.9000

1331 Tijeras Ave NW
Albuquerque, NM 87102

Email: kjohns@tjeras.org

June 26, 2017

VIA E-MAIL AND U.S. MAIL

Mr. Michael Vos, Staff Planner
Environmental Planning Commission
Planning Department
600 2nd Street NW, Third Floor
Albuquerque, NM 87102
mvos@cabq.gov

Re: Letter of Authorization
Project #1011232: 17EPC-40011 Zone Map Amendment
(Rio Grande Crossing)

Dear Mr. Vos,

Please find attached a Letter of Authorization from Ms. Darlene M. Anaya. As you may recall, Ms. Anaya is the property owner of several properties near the above-referenced zone map amendment.

Thank you. Please let me know if anything else is needed regarding this authorization.

Very Truly Yours,



Edward M. Anaya

EMA:

[2017.06.26.Letter.of.Authorization.doc]

May 30, 2017

Darlene M. Anaya
2000 Lilac Avenue, NW
Albuquerque, NM 87104

City of Albuquerque
Planning Department
P.O. Box 1293
Albuquerque, NM 87103

Re: Project #1011232: 17EPC-40011 Zone Map Amendment
(Rio Grande Crossing)

LETTER OF AUTHORIZATION

To Whom It May Concern:

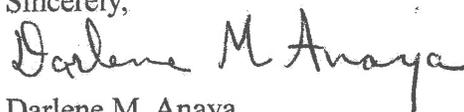
I am the owner of following parcels of land:

- 101305915324032828 (2000 Lilac Ave., NW)
- 101305908925632738 (Rio Grande Blvd)
- 101305909025232739 (Rio Grande Blvd)
- 101305909125132740 (Rio Grande Blvd)
- 101305909525532737 (San Francisco Dr., NW)

The parcels listed above are located nearby the above-referenced zone map amendment.

Please be advised that Edward M. Anaya is my agent and is authorized to interact with the Planning and Zoning Departments and the City of Albuquerque to act on my behalf regarding the above referenced matter, including my authorization to act as my legal counsel.

Sincerely,



Darlene M. Anaya

June 26, 2017

VIA E-MAIL AND U.S. MAIL

Mr. Michael Vos, Staff Planner
Environmental Planning Commission
Planning Department
600 2nd Street NW, Third Floor
Albuquerque, NM 87102
mvos@cabq.gov

Re: Request for Notice
Project #1011232: 17EPC-40011 Zone Map Amendment
(Rio Grande Crossing)

Dear Mr. Vos,

This is a request that this office be notified of any EPC communications, notices, and/or decisions regarding the above-referenced project.

Please direct any correspondence to the following address

Edward M. Anaya
Anaya Law
1728 Ocean Avenue, #240
San Francisco, CA 94112

Thank you. Please let me know if anything further is needed to effectuate this request.

Very Truly Yours,



Edward M. Anaya

EMA:

[2017.06.26.Request.for.Notice.doc]

Linell Roccaforte

2124 Paseo del Prado NW Albuquerque, New Mexico 87104 mroccaforte@gmail.com 505 247 8777

28 June 2017

Michael Vos, Staff Planner
City of Albuquerque
600 2nd Street NW 3rd floor
Albuquerque NM 87102



Dear Mr. Vos,

I am writing to express my strong opposition and concerns with the proposed development on Rio Grande. You will receive a letter from the Paseo del Prado Homeowner Association expressing our consensus for this parcel of land to not be zoned for these projects. I also wanted to individually address my opposition.

I have owned a home at Paseo del Prado for 10 years. During this time the traffic on Indian School (which my backyard faces) has steadily increased. This neighborhood cannot sustain more traffic. The air quality already is a serious issue for the health of our residents.

The North Valley has traditionally been respected as a place where nature is valued and environmental concerns are honored. A development on this parcel of land will seriously violate what makes this part of Albuquerque unique, and one reason why many people have bought homes in this neighborhood and enjoy living here. Not only would a development of any kind lessen our property values, but it would also end what we love about why we choose to live here.

Please know our ditches cannot be turned into roads. It is unacceptable to consider using ditches as roads for the egress of developments in areas that were not built with considerations to sustain too many cars and people moving through those locations at one time.

Perhaps Joni Mitchell sang it best. "They paved paradise, and put up a parking lot." A Wal-Mart Store? Seriously? This is not the legacy those who love the North Valley want. **The purpose of development at such locations should not be to cheapen the land, but to have the land increase the meaning of the community's life as a whole.** The biggest buck should not "win" in the short run, just to destroy the Near North Valley for the long run.

Rio Grande is a gateway to the Land of Enchantment. That means this parcel of land should honor and respect the North Valley, its people, and preservation for future generations.

Thank you for carefully reviewing these concerns.

Linell Roccaforte

Linell Roccaforte

**Paseo del Prado Homeowners Association
@ Indian School Rd. and Meadow View Dr. NW
Albuquerque, NM 87104**



June 27, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second St. NW
Albuquerque, NM 87102

RE: Project # 1011232 / Garcia Family "Rio Grande Crossing"

Dear Ms. Hudson and Members of the EPC:

We, the Paseo del Prado Homeowners Association, are writing in opposition to the proposed zone change requested by the Garcia family in connection with their development of a 20-acre parcel near I-40 and Rio Grande Blvd. We are a 12-home community at the corner of Indian School and Meadow View, with five of our homes backing to Indian School, and five homes backing to the Alameda Drain acequia.

Our major concern with this zone change request is increased traffic and congestion which would result from any commercial development of the Garcia parcel, particularly if ingress/egress is off Indian School to the east of Meadow View. There is already significant traffic in this section of Indian School. In the past, at least three vehicles have "jumped" the curb along Indian School at our complex, causing property damage. In addition, the sidewalk is narrow here and children use it to walk to Duranes Elementary, raising safety concerns for them as well. The City has already moved to preserve the residential character of the neighborhood by installing a traffic circle at Indian School and Menaul to control speed limits and reduce traffic. The proposed project would directly counter this move by the City.

Most of our homes were built in the 1980s and several of the homeowners have lived here since then while others have purchased their homes more recently. We all share a love of the Valley and its agricultural history and rural ambiance. Many of us walk the acequia daily, enjoying the quiet, rustic feel of the neighborhood as well as observing wildlife in its natural habitat. We are concerned about the impact that this project will have on native birds, bees and fish that live in and around the acequia. In addition, it will negatively affect the property values in our residential neighborhood. For most of us, our home is our largest and most important asset, which would be greatly diminished by this proposed plan.

In summary, we believe that the commercial development of this parcel violates the North Valley Area Plan and we request denial of the proposed zone change. Thank you for your consideration.

Respectfully,

Paseo del Prado Homeowners Association

By 
Jeanné Corns, President

Charles Romero and Carol J. Heise
2120 Paseo del Prado NW
Albuquerque, NM 87104



June 27, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second St. NW
Albuquerque, NM 87102

RE: Project # 1011232 / Garcia Family "Rio Grande Crossing"

Dear Ms. Hudson and Members of the EPC:

We live at 2120 Paseo del Prado NW and our home and courtyard backs to Indian School on the south and to the Alameda Drain to the east. We are writing in opposition to the proposed zone change request referenced above.

Our major concern with this zone change request is increased traffic and congestion which would result from any commercial development of the Garcia parcel, particularly if ingress/egress is off Indian School to the east of Meadow View. There is already significant traffic in this section of Indian School. Several years ago, a vehicle "jumped" the curb at Indian School, destroying a large pyracantha and nearly hitting the adobe wall surrounding our courtyard. Earlier this year a vehicle hit and damaged the guardrail at the southeast corner of our property. We are also concerned about the safety of the children who use the narrow sidewalk along Indian School to walk to school at Duranes Elementary.

When we purchased our home in 2003, a major concern was the traffic on Indian School—even though at that point our home was in a strictly residential neighborhood. With the commercial development proposed by the Garcias, traffic would increase considerably and we wonder if anyone would be willing to purchase our home. We believe this development would negatively impact the value of our property and our ability to sell it.

Another concern is an adverse impact on the acequia system. We walk the acequia almost daily and just this morning stopped to observe six ducklings and their mother swimming in the Alameda Drain at the underpass at Indian School. How long will ducks and other wildlife continue to make this their habitat if traffic and noise increase and air quality decreases?

The North Valley is unique in the City. Every time we walk the acequia, we marvel that we live in such a bucolic oasis in the midst of an urban setting. We moved from the Northeast Heights because this is the lifestyle we desired. We believe this will be lost with the proposed development.

In summary, we believe the proposed development threatens our quiet enjoyment of our home and neighborhood. We also believe it is in violation of the North Valley Area Plan and respectfully request denial of the proposed zone change. Thank you for your consideration.

Sincerely,


Charles Romero


Carol J. Heise

Reviewed 6/30/17

**Charles Romero and Carol J. Heise
2120 Paseo del Prado NW
Albuquerque, NM 87104**

June 30, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second St. NW
Albuquerque, NM 87102

RE: Project # 1011232 / Garcia Family "Rio Grande Crossing"
North Valley Area Plan

Dear Ms. Hudson and Members of the EPC:

We live at 2120 Paseo del Prado NW, just north of Indian School Road and east of Meadow View Drive. We are writing in opposition to the zone change request referenced above. We previously submitted a letter but after attending the facilitated public meeting at Los Duranes Community Center on June 29, we felt compelled to write again.

We would direct the Commission's attention to the North Valley Area Plan, adopted by both the City of Albuquerque 10th Council and the Board of County Commissioners, Bernalillo County in 1993. That states:

The North Valley Area Plan shall guide subsequent planning and regulatory actions in the plan area including, but not limited to, sector plans and design overlay zoning.

The first goal of the North Valley Area Plan (p. 5) is

To recognize the North Valley area as a unique and fragile resource .. and irreplaceable part of the entire metropolitan community.

Other goals of the North Valley Area Plan we feel are particularly pertinent to consideration of the Garcia request for a zone change are

2. To preserve and enhance the environmental quality of the North Valley Area by: a) maintaining the rural flavor of the North Valley. ...

6. ... To discourage future commercial/industrial development on lots not already zoned commercial/industrial.

We do not believe the proposed development supports the vision and goals of the North Valley Area Plan and again sincerely request denial of the requested zone change.

Sincerely,


Charles Romero


Carol J. Heise

Received 6/30/17

June 29, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
Planning Department
600 2nd Street, NW, Third Floor
Albuquerque, NM 87102

Mr. Michael Vos, Staff Planner
Environmental Planning Commission
Planning Department
600 2nd Street NW, Third Floor
Albuquerque, NM 87104

1011232

RE: Project #1011323: 17EPC-40011 Zone Map Amendment (Rio Grande Crossing)

To Whom It May Concern:

We are not opposed to progress. We are not opposed to development. We only want the development to be moderate in its magnitude.

We are opposed to the zone change from R-1 to R-2 as it represents a 244% increase in housing density. The original R-1 would accommodate 68 homes (at approx. 5,000 sq. feet – much like Symphony Homes). Switching to R-2 on the 7.8 acres and proposing to build 3 story condos. consisting of 235 units. The number of cars if you keep the R-1 is only 136, assuming 2 per household. The number of cars assuming 2/per household of the 235 condos = 470 cars. That is a 346% increase in cars. This magnitude of increase will only cause traffic problems and ruin the wildlife habitat that has long been established here and along the Campbell ditch. Retaining the R-1 zoning on that acreage would alleviate tremendous traffic problems and would be more in keeping with the surrounding neighborhoods (Symphony Homes, and the homes on our lane). We are only requesting that you and the developers scale back the number of homes and cars on the 7.8 acres.

We have poured our hearts & souls, our sweat equity, not to mention resources, into our property over the last 25 years. Our little neighborhood is unique in the ABQ. area. It can not be replicated. We know, we have looked. The value of our property is in the deep relationships that have developed over the years with our neighbors.

We have nesting roadrunners in our yard, their young are now playing in the yard. We have little wild rabbits. From the Campbell ditch we get racoons, squirrels, skunks, and yes the occasional coyote. And we love them all. We have Coopers Hawks that nest on our portion of the ditch and return year after year.

We are totally opposed to the take over and closing of the Campbell ditch for the above reasons in addition to the Campbell ditch being our only ingress/egress.

We are in total agreement with the letter from the Anaya Law firm, dated to you May 30,2017.

Respectfully,
Linda Lapcik
1916 Indian School Rd. NW
Albuquerque, NM 87104
505-247-4979

Respectfully,
Dennis Lapcik
1916 Indian School Rd NW
Albuquerque, NM 87104
505-247-4979

Linda Lapcik
6.30.17

Dennis Lapcik
6/30/17

June 30, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
Planning Department
600 2nd Street, NW, Third Floor
Albuquerque, NM 87102

Mr. Michael Vos, Staff Planner
Environmental Planning Commission
Planning Department
600 2nd Street NW, Third Floor
Albuquerque, NM 87102

Re: Project #1011323: 17EPC-40011 Zone Map Amendment (Rio Grande Crossing)

To Whom It May Concern:

Water from the Campbell Ditch is a blessing! Mature trees along the back ditch provide much needed shade. Landscaping on the properties flourish because they are watered weekly. Without water from the Campbell Ditch trees, shrubs, vegetables and flowers will die because they are used to regular soaking. The 19th Century Neighborhood will become a hot dry waste land where no one wants to live. Please consider the impact closing the Campbell Ditch will have. Our hearts tell us how wonderful this "hood" is. But, we did not know how many other people feel the same way until we attended the meeting on June 29 at Duranes Center.

Wild life flourishes on this fragile oasis. Many species of birds including but not limited to robins, doves, hummers, crackles, ducks and roadrunners feed on the plants and worms and bathe in the water from flooding.

Of course, children from the apartments congregate at the ditch. They do not vandalize and are friendly when we stop to visit. Folks walk their dogs along the bank or just walk to commune with nature. The ditch serves as a heart not just to our small neighborhood but to the larger surrounding community.

The Campbell Ditch is reminiscent of our history as New Mexicans. The Mayordomo was the first public official here; that speaks to the importance of water. Irrigation requires cooperation among neighbors. We have to talk to each other and to the Ditch Rider. Everyone's rights are respected. The ditch fosters enjoyment, love of nature, honor among neighbors and respect for our history. The Campbell Ditch cools a small part of Albuquerque like pavement never will.

In a spirit of cooperation,

Bob and Judy Harris
1922 Indian School Road NW
Albuquerque, New Mexico 87104
bobjudyharris@comcast.net
505-341-9052

Bob Harris
Judy Harris

P. S. My 92 year old mother says the view of our back yard while sitting on the patio is one of her favorite places on earth!

Jeanne Brantley

North Valley Coalition, Incorporated
PO Box 70232
Albuquerque, NM 87197-0232

RE: application # 1011232

Ms. Karen Hudson, Chair
Environmental Planning Commission
600 2nd Street NW
Albuquerque, NM 87102

Dear Ms. Hudson;

Board, Executive Committee, and individual members of the North Valley Coalition have attended facilitated and other meetings with the applicant. In addition we have reviewed the application comparing it to the recently passed Comprehensive Plan (Comp Plan) and 270-1980. Based upon those reviews and comparisons we believe the application does not meet the goals of the Comp Plan nor does it meet any of the requirements of 270-1980.

Goals of the Comprehensive Plan

The goals of the Comp Plan include the protection of areas of the city. There are many sections of the Comp Plan that acknowledge and provide goals to achieve this protection. Among those goals is the recognition of Areas of Change and Areas of Consistency. As the Planner's report states the subject site contains both areas of change and areas of consistency. At least two thirds of the site are currently zoned R-1 and are in an area of consistency.

The new Comp Plan establishes four sub zones in the R-1 zone district with successively higher requirements for minimum lot sizes ranging from 3,500 square feet to 10,000 square feet. The Conversion map of the Comp Plan identifies this site as becoming zone district R-1D which requires a minimum lot size of 10,000 square feet for each dwelling unit or slightly more than four dwelling units per acre. This is the least dense zone within the R-1 zone district.

The proposed zone change asks for the establishment of 7.85 acres of R-2 zoning. This zone allows up to 30 dwelling units per acre. This is a seven fold increase in density. Clearly this changes the character of and is not more advantageous to the community.

We believe the R-1 section should remain R-1 with no changes to R-2. The R-1 zone district will still permit a range of single family dwelling sites from 3,500 square feet to 10,000 square feet. The proposed C-2 zone should only be re-zoned to C-1 to remain consistent with the vast majority of the commercial zone properties along Rio Grande Boulevard between I-40 and Indian School.

Requirements of 270-1980

The application attempts to justify the zone change under 270-1980 using the changed conditions and better realization of plans tests.

The application cites the passage of the Los Duranes Sector Development Plan (LDSDP) as a changed condition which justifies the request for a zone change. Throughout the LDSDP the goal is to preserve and protect the low density, rural character of Los Duranes. If anything the LDSDP seeks to eliminate changing the character (conditions) of Los Duranes neighborhood.

Part of protecting that character is the limitation of high density residential and/or commercial development except immediately on Rio Grande Boulevard. The LDSDP established two new zones, SD/LD MUD-1 and SD/LD MUD-2, roughly equivalent to C-1 and C-2. According to Zone Map H-13-Z, attached, the entire west side of Rio Grande boulevard from I-40 to Indian School road is zoned SD/LD MUD-1, or the least intense zoning, equivalent to C-1. Immediately west of the SD/LD MUD-1 zoning along Rio Grande Boulevard, between I-40 and Lilac, the zoning is SD/LD R-1 or the equivalent of R-1. Proposing R-2 on the east side of Rio Grande Boulevard is out of character with the neighborhood and is thus harmful to the neighborhood.

Also, on the east side of Rio Grande boulevard, from I-40 to Indian School, there is only one small parcel that is zoned SD/LD MUD-2. The remainder is SD/LD MUD-1.

The point is there has not been changed conditions due to the LDSDP to justify the zone change request. In fact the LDSDP states that "... the changes do not allow more intense uses than the existing zoning..." (see page 6, lines 10 and 11).

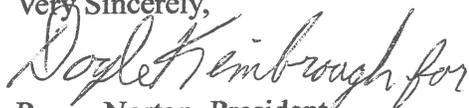
The application further attempts to justify the zone change by stating that it furthers the goals of the new Comp Plan. Among the goals of the Comp Plan is the protection of existing neighborhood character.

The neighborhoods surrounding the site are predominately single family residential with a rural and agricultural character. The businesses along Rio Grande Boulevard between I-40 and Indian School are neighborhood scale, C-1: barber shop, locally owned tire shop, pet grooming services, and Los Tienditas (a small store with stalls for sales of various items by local residents). Creating a zone change which includes higher density residential and higher intensity commercial uses does not protect neighborhood character.

Conclusion

In closing we ask that the zone change request as submitted be denied because the applicant has not proven that the existing zoning on the entire site is inappropriate. Only the M-1 section is inappropriate. The M-1 zoning and a small section of the R-1 zoning could be changed to C-1 to provide more neighborhood scale commercial. This would be consistent with the surrounding neighborhood.

Very Sincerely,



Peggy Norton, President
for the Board and Executive Committee
North Valley Coalition, Incorporated
PO Box 70232
Albuquerque, NM 87197-0232

Barb & Hunter Ten Broeck
1109 La Poblana Rd. NW
Albuquerque, NM 87107

June 30, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
600 2nd St NW
Albq., NM 87102

Sent via e-mail to Michael Vos, Staff Planner, mvos@cabq.gov

Re: Project #11011232, 17EPC-40011; Zone Map Amendment

Dear Chairperson Hudson:

I am providing written comment for analysis and inclusion in the Staff Report to the EPC for the Garcia Property July 13th EPC Zone Change hearing. I have lived in the NNVNA neighborhood for over 30 years, am actively involved with my neighborhood association and have attended several meetings regarding the Garcia property's development, including the June 29th TIS report meeting. After hearing the information presented at these meetings, I would like the committee to again defer action for re-zoning for the Garcia property.

My specific concern is that the proposed zone changes could permit too intensive development for the area. Once they are accepted, there is little to no opportunity for community input for the area design. Please consider the following in support of my deferral request:

1. Comments from the community to date indicate strong interest and concern in the type and level of development proposed by the Garcia property zone changes. Traffic in the area is very heavy and very difficult to deal with. Relief from traffic by modernizing the I-40 / Rio Grande exchange is not coming soon. I/we need more opportunity to analyze the TIS to be sure the existing roadways can support increased use with an R-2 and C-2 buildout.

Pedestrian and vehicle safety should be analyzed for the proposed southbound U-turn traffic remedy. Were U-turn accident statistics taken into account? In my experience, U-turns are often illegal; they certainly not advised for changing direction. I'm concerned about using a U-turn as a traffic remedy. Without further information supporting the U-turn idea, I think it would just be more prudent to have a reduced development & thus reduced traffic impact.

Because traffic patterns are so askew from so much other city-wide road construction, the TIS traffic count data should be closely analyzed. Was the count sample representative enough?

Finally what is really being considered for access onto Indian School Road? The current Campbell Ditch access is merely a lane. Will the traffic growth from development as proposed require that ditch's closure for a regularly used improved roadway? Area residents use the water in that ditch. Will the City require putting the ditch underground to improve the road for limited emergency access? I believe that eliminating the recreational and green habitat provided

by that ditch is an huge unrecoverable loss. Knowing the fate of that ditch is important for supporting / not supporting the proposed zone changes. Can that information be officially presented?

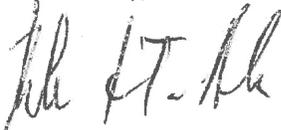
2. I have actively participated in the design and development processes for the Old Albuquerque Indian School Property located near 12th and Menaul NW. Its development involved complex neighborhood, City and Pueblo collaboration. One of the best aspects of the Indian School Property development was that its SU zoning designation permitted regular community input in the design process. Not using SU zoning for the Garcia property development limits design input opportunities from the community to the front end of the process. Consequently more time needs to be provided up front for community members to digest / understand what the proposed zoning could entail.

I feel that I and area residents need more information about the look & feel of the Garcia property development. Direct answers have not been presented regarding what C-2 development permits. Although our area has become more urban, many residents continually stress the importance of keeping its rural feel. People come to live in the valley for its ditches, its access to the Bosque, its effort to maintain its agricultural roots and for its slower pace. I'm not convinced the R-2, C-2 development aspects of the Garcia property work toward supporting the North Valley's rural feel.

The type of North Valley area development that my community strongly supports favors open spaces, keeps ditches open for recreational use and green habitat and slows down traffic. It supports residences and small businesses. While the C-2 permission for the Garcia property is a step down in intensity from the M-1, its scope has not been clearly separated from C-1. Adding R-2 development to a R-1 area is a step up. It is important that the community is given more time to understand what exactly that might mean.

Thank you for considering my deferral request and giving me the opportunity to participate.

Respectfully,



Barbara K Ten Broeck

NNVNA Resident

H20wise@aol.com



New Mexico State Senate

State Capital
Santa Fe

COMMITTEES:

VICE CHAIR:
Public Affairs

MEMBER:
Education

SENATOR BILL B. O'NEILL
D-Bernalillo-13

343 Sarah Lane, NW - Apt. D
Albuquerque, NM 87114

Cell: (505) 450-9263
E-Mail: oneillsd13@billoneillform.com

June 30, 2017

Received 6/30/17

Karen Hudson, Chair
Environmental Planning Commission
PO Box 1293
Albuquerque, NM 87102

RE: Rio Grande Crossing Project
#10111232/17EPCCO- 40011

Dear Ms. Hudson:

As a state legislator representing the neighborhood that would be severely impacted by this proposed zoning change and consequent commercial development, I strongly urge you to delay a decision on this matter until more community input can be secured.

I was in attendance last night at an overflowing meeting at the Duranes Community Center, and many of those residents attending were hearing about these proposed changes for the first time (including me). While I am sure that city staff and the design team working on this proposal have announced and scheduled neighborhood meetings over the past year, it obviously takes time for "the word to get out" so to speak, and last night's packed meeting was a testimony to that fact. In my comments last evening I emphasized that it should be the quality and level of neighborhood input at such meetings rather than the sheer "number" of meetings held that is important-- especially with a proposed project like Rio Grande Crossing that would have such a dramatic effect on nearby residential neighborhoods.

Please feel free to contact me with any questions or concerns, and I hope to be in attendance at your July 13th hearing.

Sincerely,

Bill B. O'Neill
State Senator

cc: Maggie Gould, Planning Staff, EPC

Vos, Michael J.

From: jeanne@thuntek.net
Sent: Wednesday, June 28, 2017 7:11 AM
To: Vos, Michael J.
Subject: Rio Grande Crossing

Dear Mr. Vos,

I am one of the residents of Paseo Del Prado, which runs parallel to and lies 1/4 block North of Indian School between Alameda Drain and Meadowview. My back yard runs along Indian School and is defined by an adobe wall.

I have been reading the documents that are being generated as a result of this project and I understand that the petitioner is requesting that traffic be routed onto Indian School because Los Duranes Neighborhood Association is opposed to increased traffic on Rio Grande.

I would like to make sure that part of the traffic study includes a consideration of what the additional traffic will do to the adobe walls, glass and adobe trombe walls and to the concrete foundations that comprise our solar townhomes. I believe that the proposed project will significantly decrease the value of our homes.

The presence of semi trucks will inevitably increase along Indian School and Rio Grande. Has anyone looked at what happens when road repair will become necessary as a result of the increased traffic? These roads were not designed for the type of traffic proposed.

I will be writing a letter which will include my concerns, but I am having discussions with my neighbors and hoped to have information on the above topics.

Best regards,
Jeanne Corns
President
Paseo Del Prado Homeowners Association

=====
This message has been analyzed by Deep Discovery Email Inspector.

Received 7/5/17

Jeanne Corns
2132 Paseo Del Prado NW
Albuquerque, NM 87104

July 1, 2017

Karen Hudson, Chair
Environmental Planning Committee
City of Albuquerque
600 Second Street NW 3rd Floor
Albuquerque, NM 87102

Dear Ms. Hudson,

I am writing on behalf of myself and my neighbors. I have been following the developments in the Rio Grande Crossing zoning change request. I am asking that Mr. Garcia not be granted the requested zone changes from M-1 and R-1 to C-2 and R-2.

My request is based my opinion that Mr. Garcia's plans will destabilize concepts laid out by the North Valley Area Plan and because of my own concerns about how one businessman's interests will likely lead to degradation of the North Valley atmosphere and years of history.

According to the North Valley Plan, zoning changes "should preserve and enhance the environmental quality of the North Valley Area by maintaining the rural flavor of the North Valley, by controlling growth and maintaining low density development, by providing a variety of housing opportunities and by reducing noise level impacts."

Although Mr. Garcia has not been very transparent about how he wants the development to look, there has been no evidence to date that he intends to maintain the rural North Valley atmosphere. Section E of the North Valley, where the requested zoning change would occur, is according to the North Valley plan, to consist of 0.75 to 1.5 dwellings per acre, which is quite a departure from Mr. Garcia's plan to put in 30 dwellings per acre.

Although the traffic study suggests that the increased vehicles will not cause significant traffic problems, air quality (one of the headings of the North Valley plan) was not taken into consideration. In addition, many of the attendees of the Thursday meeting at Los Duranes Community Center did not feel that the data presented seemed consistent with area residents' understanding of current patterns of traffic. I have grave concerns that when there is an accident on I-40 and traffic is diverted onto Indian School it could create serious safety issues; emergency vehicles would not be able to get through because of the non-Euclidean residential streets in the neighborhood. In addition to the traffic, noise would increase exponentially. When the North Valley plan was written, the etiquette of drivers was different. People today feel entitled to honk their horns and blast their radios, residential neighborhood or not.

One of the statements in the North Valley Area Plan states the purpose of the document is "to encourage quality commercial/industrial development and redevelopment in response to area needs in already developed established commercial industrial zones and areas." It is unclear to any of my neighbors how Mr. Garcia decided that this area needed 300 townhomes and a 7400 square foot

grocery store. Perhaps a needs assessment was conducted, but this document hasn't been made available to me or any of my neighbors.

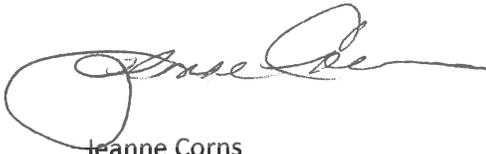
Under the heading of Housing in the summary of the North Valley Area Plan, it is stated that "the City and County shall stabilize land use to protect affordable housing and land presently zoned for housing and a) maintain and expand areas zoned for residential use including A-1, R-1, MH, b) Limit encroachment of non-residential use into residential areas." The discussion during the facilitated meeting on Thursday about routing large grocery trucks through residential neighborhoods was frightening at best.

On a personal note, my back yard runs along Indian School just east of Meadowview. An increase in traffic would completely destabilize any sense that I have of the rural North Valley atmosphere. It would also decrease the value of my home. As a health care provider, I can live anywhere. Albuquerque has been my home, in spite of its many problems, largely because of this rustic environment. I would most likely be inclined to leave Albuquerque should this project go through.

Finally, Mr. Garcia was aware of the zoning when he purchased the land. He should develop small businesses that reflect the agricultural and rural atmosphere of the North Valley.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeanne Corns", written in a cursive style.

Jeanne Corns
President
Paseo Del Prado Homeowners Association

July 1, 2017

Ms. Karen Hudson and Mr. Michael Vos

RE: Project #1011323: 17EPC-40011 Zone Map Amendment (Rio Grande Crossing)

To whom it may concern:

We are writing to you with concerns regarding the new development in our neighborhood.

Zoning issues –

We are very opposed to the new zoning change from both R1 to R2, C1 to C2/M1 to C2. These changes will make traffic a nightmare and add too many people to a very rural area. The traffic will increase from 136 cars per hour to 470. This is a ridiculous increase and this area cannot handle this increase.

Possibility of closing the Campbell ditch –

We purchased our property in 2000 mainly due to the rural feel and irrigation rights and access. Our property is .69 acres in size and we live on the Campbell ditch directly north of the proposed development. When we purchased the property there was nothing but 6 foot tall weeds. Over the course of 17 years we have landscaped the property based on flood irrigation and because of this our home is extremely lush with not only an incredible amount of flora but with fauna. Below are facts about our property:

Trees – 49

Feet of hedges – 208

Turf – 5300 sq. ft.

(All of which are flood irrigated)

We raise honey bees

We grow flowers and vegetables for our customers

An orchard

A large amount of wildlife including:

2 pair of Coopers hawks, raccoons, skunks, coyotes, a plethora of birds, mating ducks, blue hereon, egrets, toads and turtles

OURS, AND MANY OTHER PROPERTIES CANNOT SURVIVE WITHOUT THE CAMPBELL DITCH

In closing, we are not opposed to development and progress but feel this project is too grandiose and does not conform to the surrounding area i.e., Rural feel, quietness, ditches, walking and bike riding among others.

Tim and Sandy Pederson

1918 Indian School Rd. NW

Albuquerque, NM 87104

Tspederson1@msn.com

Vos, Michael J.

From: Teri Neville <terineville@gmail.com>
Sent: Sunday, July 02, 2017 7:54 AM
To: Vos, Michael J.
Subject: 1011232 17EPC-40011 - Rio Grande Blvd proposed Garcia development

Mr. Vos,

I have attended both of the meetings at the Los Duranes Community Center and am a member of the Los Duranes Neighborhood Association. Traffic issues appear to be a real issue and this is supported by a strong consensus among those living in neighborhoods contiguous to Rio Grande Blvd.

Instead of providing further evidence regarding this real issue, I would like to propose a few possible solutions:

1. Provide reasonable, timely public transportation up and down Rio Grande that connects to ART. If indeed there will a connection at Central and Rio Grande that will allow for trips to Old Town and timely connections to Downtown and the University area. At present, public transportation on Rio Grande is not timely and doesn't even run on Sundays. Additionally, it travels only from north to south. We cannot even reach a library without walking a very long distance.
2. Do not ruin natural landscapes valued by communities. Do not alter the Campbell Road ditch to make this a road to Indian School from the new development. This should be enhanced as the developers have said they will do with the Alameda drain. In lieu of ruining bucolic neighborhoods, consider placing a road between 12th street at Lowe's and the new development, following parallel to I-40. This would solve issues for the large semis that would need to outfit a store of the large size the developers are proposing. No doubt the developers would be able to build ramps or barriers adjacent to the road for the properties along that route.
3. If indeed the developers care about the lifestyle of those living within their ancestral lands, they may consider the above suggestions that could go a long way to helping us that still live here feel the connections to those who settled here by maintaining acequias, cottonwoods, and walkable places.
4. Lastly, big stores and hotels, as you are proposing, from national chains CAN adopt and adapt their facades to the architectural heritage of places. However, this is typically done when a community has a lot of money. I would hope that although we are relatively poor, we can be respected for our aesthetic sensitives also.

Thank you for your consideration, Teri Neville, homeowner within Los Duranes Neighborhood.

--
Teri Neville
terineville@gmail.com
250-1344

=====
This message has been analyzed by Deep Discovery Email Inspector.

Vos, Michael J.

From: Steven D Williams <SteveW1956@live.com>
Sent: Sunday, July 02, 2017 2:12 PM
To: Vos, Michael J.
Subject: Rio Grande Crossing, project# 1011232

Dear Mr. Vos:

Sorry to write so late in the process. I hope this e-mail beats the 9am 7/3/17 deadline.

I attended both the 5/23/17 and the 6/29/17 meetings facilitated by Mr. Crump, as well as earlier meeting of both the LDNA and NNVNA during which this project was discussed. My observations:

Preserving rural character: Los Duranes is a large neighborhood. The western portion, near the river and along Gabaldon Road, does indeed have a rural character. But the portion east of Rio Grande Blvd? What may have historically been irrigated fields have for decades been weedy vacant lots. I was born in 1956 on Lilac Drive just west of Rio Grande Blvd (and still live there today). The only irrigated fields that I can recall between Rio Grande Blvd and the Campbell Ditch (between I-40 and Indian School Road) were maybe two or three acres by the houses toward the east end of Saiz Road, just west of the Campbell ditch. But that was at least 20 or 30 years ago. The "rural character" ship sailed long ago.

Bus service along Rio Grande Blvd: In fairness, only one speaker brought this up. She was upset that the bus along Rio Grande Blvd only comes once per hour, and then only southbound. But mass transit follows the masses, so the R-2 zoning proposed for a portion of this project could only make a future increase in bus service more feasible. If anything, this speaker should be advocating for R-3 zoning.

Adjacent properties: South: Interstate 40. West: an already commercially-zoned large parcel owned by the applicants. East: the Campbell ditch provides a buffer between this proposed project and the St. Anthony Plaza apartments. North: 1. The rear lot lines of 3 or 4 homes that face a graveled drive accessed from Indian School via the Campbell ditchbank. The applicants are leaving the existing R-1 zoning in place for the portion of their property that abuts these 3 or 4 backyards. 2. Two houses accessed by a drive proceeding east from the east end of Lilac, plus a large vacant lot to the south of these two houses: this property appears to be the only property directly affected by the proposed development.

It is remarkable that such a large undeveloped parcel exists in the middle of an urban area, yet borders upon so few adjacent properties.

The legitimate concern about this development that was raised most frequently at the facilitated meetings is the impact of increased traffic on the surrounding neighborhoods and road network. I urge the EPC to focus on the traffic impact issue when reviewing this proposal, and to solicit input from the City's Traffic Engineering Department regarding the Traffic Impact Study conducted by Terry Brown, PE. The proposed Rio Grande Crossing site is uniquely buffered from adjacent properties and has potential for a well-planned, large infill project, to the extent that the existing surrounding road network can accommodate (or can be modified to accommodate) the anticipated increase in traffic.

Steve Williams stevew1956@live.com

Vos, Michael J.

From: dimian disanti <dimi.disanti@hotmail.com>
Sent: Sunday, July 02, 2017 6:53 PM
To: Vos, Michael J.
Subject: Rio Grande Crossing Zoning change request Project #11011232, 17EPC-40011; Zone Map Amendment

Hello,

My name is Dimian Disanti, and I have been a home owner in the Duranes neighborhood since 1976. My home is on Floral Road, one of the streets most impacted by the proposed development.

I am strongly opposed to a zoning change for this development, which will forever alter the character of our barrio, and greatly exacerbate the traffic flow problems we are already dealing with.

I will go into some detail in describing the problems I see the development creating, and I want to start with an issue that was not touched on in the community meeting on the traffic study at Duranes community center. That meeting was attended by over 100 extremely concerned residents.

While the traffic problems for the Rio Grande Blvd., I-40 and Floral Rd., were spoken about at length, and I completely agree that adding 600 vehicles per hour at peak hours to an already lousy traffic situation would cause unbelievable traffic snarls, there another problem with possibly greater ramifications for the city as a whole, that was not mentioned.

The west bound rush hour traffic on I-40 is already bottle-necking at the Rio Grande exit, as people try to exit while others are merging on to I-40 from the 12th street on-ramp.

With the delays caused by a proposed new left turn signal at floral Rd, to be installed for those exiting the new development, the traffic exiting I-40 and turning north , or south on Rio Grande will face significantly longer delays in merging to Rio Grande.

This will in turn cause greater back ups on the off ramp of I-40 Rio Grande exit (which already backs up quite a bit at peak travel hours).

In my opinion, it is probable that those newly created back-ups will reach all the way back to the dedicated merge/exit lane between 12th street and Rio Grande, which is about 1/4 mile long. These now stationary cars waiting to exit will have a cascading effect on ALL WESTBOUND I-40 RUSH HOUR TRAFFIC, making for a longer and much more dangerous commute for the THOUSANDS of commuters taking that route home.

This is not a remote possibility, but a probable outcome!

At a minimum, a far more comprehensive and unbiased study should be conducted before any zoning change is approved.

To briefly touch on other issues which were raised at the Duranes Community meeting:

The Floral road exit from the proposed development is highly problematic. The study proposes a left turn lane at floral for cars exiting the parking lot south bound. this will not be effective because south bound traffic on Rio Grande already backs up past the Floral/Rio Gande intersection regularly at rush hour, so those cars will have a turn arrow, but nowhere to turn. again causing a cascading effect of back ups in the development parking lot, further back ups on Rio Grande south bound, and Floral east bound (my street, which also already backs up significantly). All of this, in turn, contributing to the afore mentioned problem with the exit ramp from I-40.

Lastly, The Duranes neighborhood, like most of the north valley, has long sought to preserve some of it's rural feel, while growing along with the rest on the city. Smart growth, would be growth that recognizes the balance between economic interests, and the traditional make-up of the neighborhood.

I see no reason on gods green earth, why a zoning change is necessary, when the current zoning allows a development which can include small, locally owned shops and eating establishments and single family homes. This would be much more in keeping with the nature of the community, have much less impact on our historic neighborhood, far less impact on traffic and still net the developer a tidy profit!

sincerely,
Dimian Disanti

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This message has been analyzed by Deep Discovery Email Inspector.

Vos, Michael J.

From: ALICE BERGMAN <alicebergman@gmail.com>
Sent: Sunday, July 02, 2017 9:39 PM
To: Vos, Michael J.
Subject: Rio Grande Crossing Project #1011232, Case #17EPC-400111

EPC Chair Karen Hudson
Michael Vos, Staff Planner

Project #1011232
Case #17EPC-400111

I am in opposition to the scale of the above project which would change zoning in the Garcia property from M-1 to C-2 and R-1 to R-2 and in doing so would change the character of the neighborhood. I am also opposed to the use of the Campbell Ditch as an emergency exit from the project.

I am worried about the traffic that this property will generate. The impact in traffic will impact all of the surrounding neighborhoods. I especially think that using a U Turn Bump Out as a solution to exiting the project to go south is dangerous. I'm concerned that the I40/Rio Grande entrance/exit ramp which is problematic now will not be able to handle the traffic this project will generate.

I don't want any big box store of any kind going into the site. Such a store will change the character of the community and will hurt all of our local businesses.

I would like to see greater park-like open space designated as a buffer between commercial space and R-2 multi family housing if approved and would like to see the whole project scaled down.

Thank you for your consideration,
Alice Bergman
610 17th St NW
Albuquerque 87104

--

Alice E Bergman
West Side Kids

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This message has been analyzed by Deep Discovery Email Inspector.

Vos, Michael J.

From: Mary Kinney <pineycroft@gmail.com>
Sent: Monday, July 03, 2017 7:26 AM
To: Vos, Michael J.
Subject: Fwd: Garcia Family Development (Project 1011232; 17EPC-40011)

Mr. Vos:

As I have not heard back from Mr. Crump as to including my comments in an amendment to his report on the 6/29/2017 meeting, I am forwarding them to you in this e-mail.

Sincerely
Mary Kinney,

Begin forwarded message:

From: Mary Kinney <pineycroft@gmail.com>
Date: July 1, 2017 at 6:45:58 PM MDT
To: Philip Crump <phcrumpsf@gmail.com>
Subject: Garcia Family Development (Project 1011232; 17EPC-40011)

Mr. Phillips and Mr. Gold,

I attended the 6/29/2017 facilitated public meeting on the Garcia property's draft traffic study, have read your summary, and submit the following comments.

A member of the developer's team remarked that the developer would not "lease or sell" to Walmart. I was concerned about the significance of those two actions and would have liked clarification about eventual ownership of individual parcels in the acreage.

I was also concerned about the specificity of "Walmart". Does this include Walmart Neighborhood Markets, which are smaller than big-box Walmarts? There is a lot of opposition to locating any kind of Walmart in the North Valley.

I found it to be disingenuous that the developer's conceptual drawing of proposed structures and internal roadways was not displayed for audience viewing. There is a big difference in hearing about volume of traffic to a grocery store and some houses and seeing all the proposed structures and roadways.

I was disturbed that, at a meeting with speaker presentations and a period for comments/questions from individual audience members, no advance provision was made for a public address system in a large room filled beyond capacity. Nor was there a speakers' area so that speakers/audience members could face the audience and be heard.

Finally, it was very odd to me that the developer and members of his team were not introduced at the beginning of the meeting nor were they seated together although your report separates them

from the list of audience attendees.

Sincerely,
Mary Kinney
8 Garden Park Circle NW
(Near North Valley)
Albuquerque, NM 87107

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This message has been analyzed by Deep Discovery Email Inspector.

Vos, Michael J.

From: Brito, Russell D.
Sent: Thursday, July 06, 2017 11:00 AM
To: Vos, Michael J.
Cc: Dicome, Kym
Subject: FW: CABQ Web Inquiry

Michael,

Please include this comment in the record for Proj. #1011232.

Thank you,

- Russell

-----Original Message-----

From: Lubar, Suzanne G.
Sent: Thursday, July 06, 2017 10:38 AM
To: debbie weissman
Cc: Brito, Russell D.; Williams, Brennon; Dicome, Kym
Subject: RE: CABQ Web Inquiry

Good morning.

Thank you for your e-mail. I am sharing your concerns with the EPC staff.

Best regards,
Suzanne

Suzanne Lubar
Planning Director
City of Albuquerque
600 2nd Street NW
Albuquerque, New Mexico 87102
(505) 924-3352 Direct
(505) 924-3339 Facsimile

-----Original Message-----

From: debbie weissman [<mailto:dweissma49@gmail.com>]
Sent: Monday, July 03, 2017 7:37 AM
To: Lubar, Suzanne G. <slubar@cabq.gov>
Subject: CABQ Web Inquiry

Hello-I live near old town and am contacting you about epc case #17epc =40011, project 1011232. The traffic report rating was a D, which clearly is not an adequate rating for drastically increasing traffic in the area, which the proposed project would do. There are 2 schools nearby, bicycle riders,tourists, and residents, all of whom would be adversely impacted, dangerously impacted, by a huge influx of more cars getting on/off the freeway and trying to funnel into the one lane of traffic nearby, which is a recent change to accommodate a bike lane. This project will not be a good addition to the old town area and I hope/expect it will not be passed. Thank you for your consideration of this important matter. Debbie Weissman, nearby neighbor

-----Original Message-----

From: debbie weissman [<mailto:dweissma49@gmail.com>]

Sent: Monday, July 03, 2017 7:48 AM

To: Williams, Brennon <bnwilliams@cabq.gov>

Subject: EPC case#17epc=40011, project 1011232

Hello, I live near old town and am deeply concerned about the negative impact this project would have on residents, tourists, schools and businesses. The traffic study received a D rating which clearly is not adequate for drastically increasing car and truck traffic in the area. There are 2 schools nearby, a newly added bike lane which already has decreased ability of traffic to flow well and mostly small residential streets near the proposed project. We do not need an enormous store--there are big and small groceries nearby--and we certainly don't need traffic jams and the certain increase in accidents that will result from this poorly planned project. I hope/expect that this project will not be approved in the heart of Albuquerque's most beloved tourist area. Thank you, debbie Weissman

Sent from my iPhone=

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This message has been analyzed by Deep Discovery Email Inspector.

July 3, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
Planning Department
600 2nd St NW, Third Floor
Albuquerque, NM 87102

Re: Project #1011232, 17EPC-40011; Zone Map Amendment

Dear Chairperson Hudson and Commissioners:

I have been a resident of Albuquerque's North Valley for nearly 30 years. While I have used Rio Grande Boulevard frequently over the years, having recently moved to the Sawmill District, I now travel up and down that street daily, sometimes more than once a day. I am very aware of existing traffic problems during peak hours and am concerned about the impact that increased traffic generated by the development being proposed by Ed Garcia would have on an already problematic situation.

While Mr. Garcia states in a letter to the Community dated June 26, 2017 that the TIS conducted by his team shows that Rio Grande Boulevard has the capacity to handle the anticipated increase in traffic – even during rush hour, experience on the ground refutes this claim. Anyone living in the Duranes neighborhood on the west side of Rio Grande who has to get to work and back or take children to and from school can verify that there is a serious disconnect between their daily commute experience and the TIS results. Congested roadways and long wait times are not consistent with the health and safety of our city, the first policy for deciding zone map change applications in R-270-1980.

Additional problematic issues raised by the Garcia application include the possible closure of the Campbell Ditch and the scale of the proposed development, which would increase density beyond an appropriate level in relation to what exists in the area and which would threaten the aesthetics of this historic neighborhood.

The Campbell Ditch is used for both irrigation and recreational purposes. It is part of a system of ditches in the North Valley community that represent a traditional way of life that is unique to this part of the city. The prospect of closing the ditch in order to gain ingress and egress to or emergency access to a new development is not consistent with the following section of the Comprehensive Plan, found on I, 47:

“The views, natural features, and built characteristics of the region can be identified through the rank two planning process. Such plans would categorize major features and recommend strategies for their enhancement through the development process. For example, a plan might

identify concentrations of native landscaping that could be integrated into new development through careful site planning rather than removed. Consideration through the planning process would avoid an “eleventh hour” approach that hinders development or allows it to disregard important natural features.”

Increasing density in the neighborhood does not equate with an upgrade. On the contrary, the existing comfortable density level is part of what distinguishes Los Duranes and the North Valley from other parts of Albuquerque. Please take this into consideration as you review this application.

Thank you for valuing and helping to preserve the Valley.

Sincerely,

Carla Baron
990 18th St NW, # 103
ABQ, NM 887104

July 3, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
Planning Department
600 2nd St NW, Third Floor
Albuquerque, NM 87102

Sent via e-mail to Michael Vos, Staff Planner, mvos@cabq.gov

Re: Project #11011232, 17EPC-40011; Zone Map Amendment

Dear Chairperson Hudson and Commissioners:

Our names are Sarah Robinson and Nathan Bush. We are property owners residing at 1920 Indian School Rd. NW. Our home is immediately adjacent to the proposed development on its northern boundary, and the only access to our home is, and has always been, along the Campbell Ditch road as it runs south from Indian School Rd. NW near the intersection of Indian School and San Ysidro NW. Many of these same issues and concerns we share with you here also apply to the six other homes that comprise our little neighborhood just north of the Garcia land but south of the Symphony subdivision immediately to our north. Our neighborhood-within-a-neighborhood is not visible from any paved road: it is a highly unique, verdant, peaceful, and desirable pocket of residential green space unlike any other in the area. Most of the homes in the area date back to the first half of the 20th century, including our own, when irrigated farmland north of the Garcia family land was subdivided. Nathan has resided at this home on the property since 1993 and acquired the property in 1998, and has since made many improvements to the land and property.

We are not opposed to development in the area. Development that enhances, rather than negatively impacts, the character and integrity of the surrounding community is our objective, and we ask that you review and consider our comments and objections below with that objective in mind.

In the past month since a hearing on this issue was deferred by the Environmental Planning Commission (EPC), we have learned that the Garcia team, as developer for the project, is in conversations with Middle Rio Grande Conservancy District (MRGDC) leadership to discuss possible "closure" of the Campbell Ditch for the portion that runs along our homes south of Indian School Rd. NW, possibly as far north as where the Campbell Ditch crosses the Alameda Drain north of Indian School Rd. NW. This is not a mere rumor: the MRGDC has confirmed these discussions and possible negative impacts to the ditch. This is new information that was not appropriately disclosed in the original zone change application by the developer nor was it therefore contemplated in the resulting staff report. We ask that this possible ditch closure, ditch road changes, and all consequences stemming from it, rise to the top of your considerations of this zone change request.

For the reasons we specifically outline below, we believe this zone change request should be denied until all Campbell ditch-dependent quality-of-life issues, property value issues, ingress/egress issues have been resolved in ways that preserve the character and integrity of our property and that of the immediately surrounding community. Our concerns are specifically as follows:

- (1) **WHY WE LIVE WHERE WE LIVE:** The proposed higher density is threatening to our adjacent property, neighborhood, and community as it relates to the lush green space where we live that is wholly dependent upon the Campbell Ditch and the water it delivers to our area. A lack of any explicit plan by the developer and applicant to maintain the ditch water and associated natural habitats along the Campbell Ditch needs to be addressed before any zone change is considered further. Our neighborhood has many valuable assets that depend on that ditch water and the irrigation rights maintained by my neighbors. Multiple 50-100 year-old cottonwood trees, black locust and mulberry trees, nesting songbirds, waterfowl including wood ducks and mallards, egrets and herons, nesting populations of raptors such as Cooper's hawks (important for pigeon control in the area), roadrunners, rabbits, racoons, skunks all frequent the area because of the ditch water. Disrupting or discontinuing that water delivery in its current form would cause mature trees to die, habitat to be destroyed, ecosystems to be harmed, and our properties to be de-valued.
- (2) **HOW WE LIVE WHERE WE LIVE:** Permissive uses of this type of high density being proposed would, by the developer's own admission in a recent facilitated meeting on June 29, 2017, might force changes to the Campbell Ditch and ditch road alongside that we believe will cause the permissive uses sought by the applicant to be harmful to the adjacent properties such as ours. Again, the Garcia team has stated that they are considering changes to our access road in concert with MRGCD. The Campbell Ditch road is not only our sole vehicular access to our homes. It provides us with our *only link to the outside world*, via Indian School Rd. NW, in regards to basic pedestrian access, including walking with dogs or baby strollers, and also bicycle access, emergency access, service delivery trucks, etc. There is simply no other way to access our property. The ditch road right now provides us with all these essential uses and services as they relate to our residence, and the developer has not provided any reassurances that all those uses will continue, unimpeded.
- (3) **HIGHER DENSITY OF THIS MAGNITUDE** will warrant additional planning around health, safety, and welfare. It is widely known that the City of Albuquerque police force currently lacks resources to adequately control and suppress crime in our area, even at present density levels. We believe the high-density infill being proposed and requested will not only create additional burdens on our community peace officers and emergency responders, but it will also further diminish visibility we currently have on occasional crime in the area that often uses the I-40 corridor along the north side of the interstate to traffic lawbreakers as they travel between the I-40 / Rio Grande Interchange and low-rent apartments to our east. In short, our surrounding areas have an unfortunate track record of significant criminal incidents, but at least we can currently see what is going on and report it to the authorities.

We thank you for your consideration of our concerns, and for your hopeful determination NOT in favor of this zone change request until matters of the Campbell Ditch can be openly discussed and resolved as they impact the developer's application, our community, and our quality of life.

Nathan Bush & Sarah Robinson
1920 Indian School Rd. NW
Albuquerque, NM 87104
ph. 505.453.2655
email: nathandavidbush@gmail.com



NNVNA
PO Box 6953
ALBUQUERQUE, NM
87197

MARIT TULLY,
PRESIDENT, 385-7863

JOE SABATINI
SECRETARY, 344-9212

NEARNORTHVALLEYNA
@GMAIL.COM
WWW.NNVNA.ORG

Copy:
Ed Garcia
Herb Denish
Jackie Fishman
North Valley Coalition

NEAR NORTH VALLEY NEIGHBORHOOD ASSOCIATION

**VOLUNTEERS WORKING INCLUSIVELY TO PROTECT,
PRESERVE, AND ENHANCE THE COMMUNITY**

July 3, 2017

Ms. Karen Hudson, Chair
Environmental Planning Commission
Planning Department
600 2nd St NW, Third Floor
Albuquerque, NM 87102

Sent via e-mail to Michael Vos, Staff Planner, mvos@cabq.gov

Re: Project #1011232, 17EPC-40011; Zone Map Amendment

Dear Chairperson Hudson and Commissioners:

The Near North Valley Neighborhood Association cannot support the zone change request from the Garcia development team as proposed. We ask that the EPC deny the zone change request or, in the alternative, defer the hearing for at least 60 days to allow for continued discussion between the community and developers.

C-2 Zone Change Too Intense

The rezoning of approximately 91% (19.46 out of 21.44 acres) of the Garcia properties between the Alameda Drain and the Campbell Ditch will result in a development far out of scale with the surrounding residential neighborhoods contrary to the requirements of R 270-1980. In seeking to justify their zone change request, the developers emphasize that they are meeting policy requirements by "stepping down" their development from the freeway on the south to the existing single-family residences on the north and creating transitions from commercial to residential. However, over 50% of the properties would be C-2 "Community Commercial" zoning, which is more intense than—a "step up" from—the SU commercial zoning to the west across the Alameda Drain.

The SU zoning to the west, adopted as part of the Los Duranes Sector Development Plan (LDSDP), prohibits new traffic-heavy uses such as drive-in or drive-through restaurants and gas stations. While these uses are not

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BY: G. Delgado
8:50am

shown between the two acequias in the development team's conceptual site plan, these uses would be possible if the proposed C-2 zone change is approved. As the development team has made clear to us, their conceptual site plan is just that—conceptual, and not a commitment.

Furthermore, C-2 zoning would permit, as a matter of right, almost all types of retail and service businesses, including: indoor and outdoor vehicle sales, service, repair and storage; building materials; yearly circus or carnival operations; drive-in and drive-through restaurants; gas stations; and miniature golf courses. None of these is appropriate in a predominately residential area landlocked between two acequias. Even more uses out-of-scale with the surrounding neighborhoods would be allowed as *conditional* uses under the proposed straight C-2 zoning. In contrast, the LDSDP also prohibits some conditional uses, another indication that the proposed straight C-2 zoning is a "step up."

While we can appreciate the difficulty of successfully developing the 5.29-acre remnant of M-1 zoned properties, the answer is not to double the non-residential zoning, thereby seriously encroaching upon an "area of consistency," as the existing R-1 area on the Garcia properties is designated under the recently passed Comprehensive Plan. A simpler, more practical solution would be to return the M-1 parcel to its original residential zoning, perhaps as higher density residential. No transition would be necessary, and no disruption to an "area of consistency" would occur, if the M-1 were returned to residential zoning.

The developers also justify their zone change request by saying the community wants more commercial development in this landlocked area between two acequias. We are aware that there are many people who have voiced concerns about building another, larger grocery store in the area. We already have three groceries within a two-mile radius of the site and a new grocery is being built in the Sawmill area. The Pueblo-owned property at 12th and Menaul NW has already been rezoned to accommodate a grocery, a site plan for subdivision has been approved, and its owners are actively seeking a tenant. Furthermore, assuming what's happened in other parts of the City might happen here, the addition of a new, larger grocery in the area may very well bring about the closure of smaller groceries such as John Brooks Supermart and La Montanita Coop, resulting in job loss and land use disruption, contrary to R 270-1980.

R-2 Zone Change Also Too Intense

With respect to the R-2 zone change request, again, it's too much for this landlocked area. The single row of remaining R-1 is not a sufficient buffer for the existing homes to the north and no R-1 has been retained to buffer the existing R-1 homes to the west. Until April, when the development team first presented its zone change request to our board, we had understood that the developers would pursue SU zoning. This would have allowed a much more thoughtful approach to this large infill project and would have kept faith with the surrounding neighborhoods.

Finally, the development team's primary justification for the zone change seems to boil down to this: the land is vacant and neglected, therefore it should be developed as intensely as possible. This justification does not meet the requirements of R 270-1980. And, the land could be successfully developed without the intense uses. As is clear from looking at developments along Rio Grande Boulevard and elsewhere in the valley, quality residential developments are very desirable, most especially when tucked between two acequias with active water use, established trees, birds and other wildlife. Moreover, the fact that structures have been demolished over time, including by the current owners, doesn't justify a zone change.

Threat to The Campbell Ditch

The proposed zone change and the resulting increase in traffic (554 cars per hour during am peak, 624 cars per hour during pm peak, according to the *draft* Traffic Impact Study) are a threat to the Campbell Ditch and its users—both irrigators and recreational users. Closure or piping of the ditch to allow either emergency access or full ingress/egress to the development off Indian School Road would be contrary not only to R 270-1980, the Comprehensive Plan, and the North Valley Area Plan, but also a dramatic and disappointing departure from the community's vision for the valley.

Despite statements in the development team's application emphasizing the value of the acequias for green space and multi-use trails, there is no clear, enforceable commitment to preserving the Campbell Ditch as is. The possibility of its use as a road was raised in our first informal meeting with the development team last year. In our June 1, 2017 committee meeting

with the development team, we were not able to obtain a commitment that the ditch would be left as is and were told that using the ditch for secondary vehicular access to the development “made the most sense.” In last week’s facilitated meeting, the development team announced that their *draft* TIS analyzed using the ditch for ingress/egress and found that it did not appreciably help with the dispersion of traffic. However, they stopped short of committing to leave the ditch alone; they raised the specter of the City telling them they had to use the ditch anyway for emergency traffic and added that ditch water might have to be piped.

Piping the water and paving over the ditch may protect irrigators, but would not preserve the ditch in the form contemplated by the Comprehensive Plan and North Valley Area Plan. Trees would die and wildlife would move on.

We appreciate that the development team is between a rock and a hard place, with some neighbors pushing the team to find a secondary outlet that would relieve traffic on the already-burdened Rio Grande Boulevard. The team, however, has declined to seriously consider alternative outlets to the east or southeast, saying they do not want their development connected to the low-income apartments east of the ditch.

We cannot overstate the value of the ditches: they are not vestiges; rather, they define the character of the valley all along the river. The precedent of closing or piping an active, living ditch in order to facilitate intense commercial/high density development would be devastating.

We cannot support any zone change for the Garcia properties between the Alameda Drain and the Campbell Ditch until protection and preservation of the Campbell Ditch is assured. Reducing the scale of the development and thereby reducing the amount of vehicular traffic would go a long way toward ensuring that this irreplaceable community asset remains intact for future generations.

More Time Needed to Talk

The June 8 EPC hearing was deferred so that the development team could continue to discuss traffic and other issues with the neighborhoods. Unfortunately, we have not met nearly enough times to make progress.

Our June 14 request for a public meeting was not settled until June 22, with the upshot being that we had to choose between a small group discussion and the larger facilitated meeting. (Los Duranes Neighborhood Association was able to schedule a meeting with their board and also attend the facilitated meeting.) The July 4 holiday put a crimp into scheduling efforts as well.

We continue to believe that some concerns could be resolved through further discussion with the development team. For example, the development team has indicated they might be willing to agree to limitations or prohibitions on certain uses. We would appreciate the opportunity for more detailed conversation between our committee and the development team about this, the Campbell Ditch, and other issues.

We also understand that no meetings have yet taken place with the Alvarado Gardens Neighborhood Association, North Valley Coalition, Rio Grande Boulevard Neighborhood Association, Sawmill Neighborhood Association, Symphony Homeowners Association, or West Old Town Neighborhood Association. Given (1) the level of public concern as demonstrated by the turnout at the two facilitated meetings thus far, (2) the fact that no meaningful negotiations at these meetings took place as contemplated by the City's facilitated meetings process, and (3) that no areas of agreement were identified, deferring this matter to allow more time for the development team to communicate with the community seems appropriate and prudent.

Notice Was Inadequate

Notice for the June 29 facilitated meeting was haphazard and inadequate. From what we can tell, the facilitator did not send notice to all of the relevant neighborhood association contacts (two for each association). It appears that Sawmill Neighborhood Association received no notice at all. Furthermore, the attendees from the May 23 facilitated meeting, who had pushed so strongly for deferral of the June 8 EPC hearing so that they could be apprised of the results of the Traffic Impact Study, were not sent notice until June 27, two days before the facilitated meeting. This error can only be corrected by scheduling another facilitated meeting and providing adequate and reasonable notice.

C-2 Error Still Needs Corrected

As we mentioned in our June 6 letter to the EPC, confusing and inadequate information about the differences between C-1 and C-2 was provided by the development team to the public at the May 23, 2017 facilitated meeting. We asked that this be cleared up. However, the development team has not provided any corrected information to us nor, to our knowledge, to the public generally.

As a result of our request to Council Services, a zone code enforcement staffer attended the June 29 facilitated meeting and provided a cursory explanation of the differences between the two zone categories. More needs to be done, however, such as the City or the development team providing a written explanation to facilitated meeting attendees. This will require additional time, necessitating a deferral.

Request

We urge you to deny the requested zone change or, in the alternative, defer the July 13 hearing for at least 60 days to allow continued dialogue between the community and the development team.

We appreciate your consideration.

Respectfully submitted,



Marit Tully
President



July 3, 2017

Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Albuquerque, NM 87102

RE: 17EPC-40011, Project #1011232, Rio Grande Crossing

Dear Ms. Hudson,

I am writing on behalf of the West Old Town Neighborhood Association ("WOTNA") to voice our concerns regarding the Rio Grande Crossing proposed project located just north of Interstate 40 on Rio Grande Boulevard. Our Board of Directors and members have attended many of the public meetings; studied documentation associated with the project; and assessed the potential effects of the project on our neighborhood and surrounding communities. Our concerns are as follows:

- We understand a traffic impact study is not required for this project and the owner of record and proponent for the zoning change ("Garcia") have commissioned a traffic study ("Traffic Study"). While we greatly appreciate the Garcia's effort to better understand and communicate impacts from traffic, we see three issues regarding the Traffic Study:
 - We feel there is not adequate time to fully understand the entire 132 pages of the Traffic Study and request that an extension be granted in order for all neighborhood associations to better understand and communicate the information from the Traffic Study to concerned community members.
 - The future (2022) grading of certain intersections by the firm who conducted the Traffic Study are in direct conflict with an assessment done for the Rio Grande Complete Streets project. The Rio Grande Complete Streets project gave the 2022 I-40 Eastbound ramps an "F" grade while the Traffic Study gave the same intersection "D" grade (meaning no improvements are required). Additionally, The Rio Grande Complete Streets project gave the 2022 I-40 Westbound ramps an "E" grade while the Traffic Study gave the same intersection "B" grade (meaning no improvements are required). It is difficult for a layman or community member to understand why these intersections received such different results for long term impacts.

- While we would like to trust the Garcia's and the engineering firm that completed the Traffic Study, it is a potential conflict of interest for the proponent of the project to hire and pay for the engineer that will provide information that is a key piece in communicating the efficacy of the project to the community and thus garner easier approval from the City of Albuquerque. We would prefer that the City of Albuquerque conduct an independent traffic study for this project if possible.
- We would like to request more time for focused community input on the top 2-3 primary concerns from the community. WOTNA is primarily concerned with increases in traffic to an already over-used and congested area that has antiquated infrastructure, not just at the project site, but also on streets that will be used to access the project site including the streets named below. To access the project site, all these feeder streets will see significant increases in traffic, how do we assess traffic changes on these streets?
 - I-40 Eastbound and Westbound ramps
 - Rio Grande Boulevard between Central and I-40
 - Rio Grande Boulevard between Indian School and I-40
- We are deeply concerned about the U-turn on Rio Grande to help traffic flow northward, we see this as a huge safety hazard, especially with oncoming traffic driving speeds that are normally well above the posted 35 MPH in this area. Allowing U-turn in this area will almost certainly increase vehicular accidents.
- We are concerned about the potential high-volume use(s) of the property. We aren't here to dictate what the Garcia's do with the property. This is private property. What we are concerned about are the effects of the use of the property in the surrounding communities and feel that a C-2 zoning change will allow a wide variety of uses that are potentially not compatible with the area. We appreciate that the Garcia's have promised to not locate a WalMart on the property and other assurances about limiting square footage, etc. However, from a legal standpoint they can have a wide range of tenants regardless of what they promise through informal letters to the community. As long as they follow zoning and building codes, they can install a WalMart or any other potentially non-compatible use that will make traffic unbearable in an already high-traffic area.

WOTNA fully supports in-fill development and the potential development of this property to enrich our community. However, with the existing traffic problems, dilapidated infrastructure, and no funds to improve any roads or other transportation amenities in this area, WOTNA is concerned that adding a high-volume use to this parcel will only create a traffic situation that will be unbearable for those who live, work and play in our communities that are located near this project.

Thank you for your time and attention.

Sincerely,



Ben Lovato
President
West Old Town Neighborhood Association

July 3, 2017

Karen Hudson, Chair.
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Albuquerque, NM 87102

Re: Rio Grande Crossing Zone Map Amendment

Dear Commissioners,

The purpose of this letter is to express my support for the Rio Grande Crossing zone map amendment (M-1 and R-1 to C-2 and R-2) currently being considered by the Environmental Planning Commission (EPC). I am a long-time resident of Los Duranes and support having a walkable, mixed use project where our neighborhood residents can walk, bike, or drive to buy groceries, have a meal, and access other commercial services.

I am strongly in favor of the proposed C-2 zone replacing the existing M-1 zone. The proposed R-2 zoning is also a logical replacement for the existing R-1 zoning as it is just west of existing R-3 property and will be a good complement to the proposed commercial zoning.

I attended both facilitated meetings held to discuss this project, and was appreciative that the Garcia's requested a 30-day deferral to complete the draft Traffic Impact Studies. I believe that the primary traffic issue on Rio Grande stems from the poor design of the 50+ year old interchange at Rio Grande and I-40. The improvement to the interchange proposed by the Rio Grande Complete Street Concept Plan should mitigate whatever minimal impact the Rio Grande Crossing project has on the overall transportation system in the area.

Rio Grande Crossing will provide commercial uses that serve the Los Duranes neighborhood and the general area. We are especially in need of a grocery store in this area and I understand that the Garcia's have agreed to limit the size of any single store to less than 75,000 square feet to avoid big box retail. I am also pleased that the Garcia's have agreed to implement and maintain the improvements to the Alameda Drain, one of the North Valley's most precious resources.

Thank you for your consideration of my viewpoint. I urge your support for the zone map amendment.

Sincerely,
Darleen Cabeza de Vaca

Vos, Michael J.

From: Mary Louise Shannon <marucalouise@yahoo.com>
Sent: Wednesday, July 05, 2017 1:28 PM
To: Vos, Michael J.
Subject: Project#1011232/ Garcia Family "Rio Grande Crossing"

Michael Vos, Staff Planner
600 2nd Street NW, Third Floor
Albuquerque, NM 87102
mvos@cabq.gov
(505) 924-3055 3955

Karen Hudson, Chair, EPC
Derek Bohannon, Vice Chair, EPC
c/o Planning Department
600 2nd St, NW, Third Floor
Albuquerque, NM 87102

Mary and John Will
2116 Paseo del Prado NW
Albuquerque, NM 87104

Ms. Karen Hudson, Chair Environmental Planning Commission City of Albuquerque
600 Second St. NW Albuquerque, NM 87102
RE:
Project # 1011232 / Garcia Family "Rio Grande Crossing"

Dear Ms. Hudson and Members of the EPC:

As members of the Paseo del Prado Homeowners Association we are writing in opposition to the proposed zone change requested by the Garcia family in connection with their development of a 20-acre parcel near I-40 and Rio Grande Blvd. We are the original home owners in a 12-home community at the corner of Indian School and Meadow View, with five of our homes backing to Indian School, and five homes backing to the Alameda Drain acequia.

This is a very strong residential neighbourhood and the proposed commercial development of the area would truly disrupt our beautiful North Valley. We have a long rural and farming history that development would destroy. Walking and enjoying the acequias almost everyday is a valued activity. Development will not only impact human activity but also threaten wildlife in our area.

In addition we are concerned that such a zone change would have a detrimental affect on the property values of existing homes.

Finally, I believe that the commercial development of this area violates the North Valley Area Plan and I am requesting the denial of the proposed zone change.

Sincerely,

Mary Will
John Will

5 July, 2017

Karen Hudson, Chair
Via email Michael Vos (mvos@cabq.gov)
Environmental Planning Commission

Project 1011232 Rio Grande Crossing Development

I SUPPORT the Zone Map Amendment for the project.

The site is ideal for as a village center for the North Valley, and the proposed zone changes would allow that. Specifically, the site offers these advantages aligned with the zone change request:

- 1) Location: ideally located at the crossroads of a major Corridor and a major freeway
- 2) Traffic: such a location, with slight improvements in lane size, traffic lights, & traffic light timing could handle more traffic, as was proven by the recent Traffic Study undertaken by the Applicant. We should be working for a village center with on-street parking and attendant friction (related directly to Level of Service) to SLOW down traffic and humanize this corridor which suffers greatly - not from friction - but from speeding. Rio Grande should be a village center at this site, not a high-speed throughway corridor to Los Ranchos.
- 3) Size: ideally sized to allow the appropriate range of zones and building types that make a village center.
- 4) Character: the Alameda Drain cuts through the site, and the Developer has stated publically that his team would implement the current Alameda Drain Master Plan landscape and maintain it in the section located on the property.
- 5) Context Sensitive: residential zoning on the north and east edges is appropriate to preserve scale, building types, and uses already present in the many residential buildings currently located there.

Past development proposals and built projects by Ed and Sheila Garcia in the same area have been exemplary in their urban design and beauty. Specifically, the Las Manzanita's Proposal (unbuilt) at Rio Grande and Indian School created a mix of building types and uses on a tight site in a configuration that was very respectful to adjacent zones and buildings. I am certain that the Developer would work closely with neighborhoods to create a great village center.

Below: From the recent Rio Grande Corridor Plan – a rendering of the intersection at Rio Grande Crossing:



Sincerely, C. David Day

Los Duranes resident
Urban Designer & Intern Architect

Rio Grande Corridor Plan

July 5, 2017

Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second Street, NW
Albuquerque NM 87102

Re: Project #1011232 17EPC-40011 Zone Map Amendment

Dear Madam Chair:

We, the undersigned neighbors of the Symphony Homeowner's Association, submit this letter regarding Project #1011232, a Zone Map Amendment for the area called Rio Grande Crossing located generally east of Rio Grande Boulevard and north of Interstate 40.

The Symphony community is located south of Indian School Road, east of Rio Grande Boulevard, situated between the Alameda Drain on the west and Campbell Ditch on the east, and 185 feet north of the Rio Grande Crossing project. Although, we support the project and the benefits associated with additional services nearby, we also have some concerns.

Our main concern about this project is about the need of Campbell Ditch as a secondary ingress/egress corridor to support the project. This is concerning to us because of the potential environmental, economic, cultural, recreational, and aesthetic impacts that change would have on Symphony and the North Valley communities. The Traffic Impact Study results, which the development team shared with us during the June 29th facilitated meeting, indicated that Rio Grande Boulevard has the capacity to carry the traffic generated by the development. We are supportive of this request for a Zone Map Amendment, as long as Campbell Ditch is left in its natural state, and if required, used **ONLY** as an emergency access.

With the commitment from the Garcia development team that they will not consider using Campbell Ditch as a secondary ingress/egress to their development we submit this letter in support of the Rio Grande Crossing Zone Map Amendment for the following reasons:

We believe the proposed Rio Grande Crossing zoning will implement the 2017 Comprehensive Plan and our ideas about the future of the surrounding community. A proposal to develop these vacant 19 acres constitutes infill that the Comprehensive Plan affirms is desired near transit, near community green spaces, contiguous with existing city infrastructure, and within a "walkable" and "bikeable" distance to existing neighborhoods. We are excited that this property will one day contain a mix of uses that is connected to several North Valley neighborhoods, including Symphony, via the Alameda Drain and Campbell Ditch fostering walkability and bikeability around our neighborhood.

We believe the proposed C-2 and R-2 zoning is appropriate for this location. We support the range of retail uses and community service uses in C-2, and advocate for a grocery store within walking distance to Symphony. The increase in housing density from R-1 to R-2 is appropriate and will function as a needed transition between the higher intensity C-2 zoning to the south, the R-1 zoning to the north, and

Symphony further to the north. This change in zoning and the Garcia's proposal to develop senior housing and retail here will provide this corner of the North Valley with a variety of housing options specifically for the aging population in our community and commercial options for easy access to goods and services.

The owner/developer of the property has made an effort to discuss the project with the potentially impacted neighborhood groups. Symphony residents attended three meetings in the past year to learn about the project and ask questions of the development team. Mr. Edward Garcia also extended a personal invitation to Symphony's HOA President to meet with him and his team.

Last, the development team committed to improving and maintaining the Alameda Drain per the Alameda Drain and Trail Master Plan (2016), of which we are strong proponents. The Segment 1 Design Concept between I-40 and Indian School includes a mid-block crossing on Indian School Road, a trailhead, parking, public art and a water feature at Lilac Drive, and directional and wayfinding signage throughout.

For these reasons, and with the commitment from the Garcia development team regarding Campbell Ditch, we, the undersigned Symphony homeowners support this request and respectfully ask for your approval.

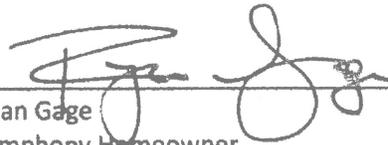
Sincerely,



Mario Castro
Symphony Homeowner's Association Board



Jaime Jaramillo
Symphony Homeowner's Association Board



Ryan Gage
Symphony Homeowner

LOS DURANES NEIGHBORHOOD ASSOCIATION

Board of Directors/Officers
William C. Herring, President
Lee Gamelsky, Vice-President
Andrea Scott, Secretary
Carolyn Stewart, Treasurer
Rod Herrera, Director
Eddie Lopez, Director
James Lopez, Director

July 6, 2017

SENT VIA EMAIL TO
mvos@cabq.gov

Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Albuquerque NM 87102

Michael Vos, Staff Planner
City of Albuquerque Planning Dept.
600 Second Street NW, 3rd Floor
Albuquerque NM 87102
mvos@cabq.gov

RE: 17EPC-40011, Project #1011232, Rio Grande Crossing

Dear Gentlepersons:

I am writing on behalf of the Board of Directors of the Los Duranes Neighborhood Association ("LDNA"). Los Duranes is directly adjacent to the proposed development. The LDNA unanimously support the requested zone change. However, in order for the proposed zone change to "be found to be consistent with the health, safety, morals and general welfare of the City" and LDNA, the EPC should condition its approval of the requested zone change and make the following findings:

- [1] That there be no uses allowed in the affected area that generate more than 7,500 total vehicle trips in and out of that area.
- [2] That there be no single commercial use greater than approximately 50,000 square feet.
- [3] That the number of drive-in uses be limited to one.

For the LDNA Board of Directors, a major concern about the requested zone change is the increased amount of traffic that will be generated by the project and how that increase will adversely affect the Los Duranes neighborhood. As referenced in the recently completed Traffic Impact Study conducted by the Applicant, we support the immediate reconstruction of Rio Grande Boulevard as it passes under I-40 in a “divergent diamond” style. We also support improvements be made to the intersection of Indian School Road and Rio Grande Boulevard, including but not limited to installing a left-turn arrow for south-bound RGB traffic going onto east-bound ISR. We also support studying the feasibility of a traffic control light at the intersection of Los Anayas Road and Rio Grande Boulevard.

Thank you for your consideration. Contact me if you have any questions or comments.

Very truly yours,

Signed

William C. Herring, President
Los Duranes Neighborhood Association
3104 Coca Road NW; Albuquerque NM 87104
Telephone: (505) 243-4664
E-Mail: billherring@comcast.net

cc: Applicant
LDNA BOD

Vos, Michael J.

From: Garrett Smith <glstudiolt@gmail.com>
Sent: Thursday, July 06, 2017 7:57 AM
To: Vos, Michael J.
Subject: Rio Grande Crossing

Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
600 2nd Street
Albq, NM 87102

Dear Ms Hudson,

re: Rio Grande Crossing

I am a 30+ year resident of Los Duranes at 3015 Camilo Lane NW. I am very familiar with the site and area as a long time resident.

I am in support of the zone change from M1 and R1 to C2 and R2.

The development along Rio Grande Corridor had been primarily culdesacs with mcmansions 5 feet from the sidewalk. Generally the anthesis of the corridor plan and the desire for maintaining the "rural character of the north valley". Rio Grande Crossing is obviously a good location for commercial and R2 housing as it is at the intersection of I-40 and Rio Grande Blvd. the M1 and R1 designations are out of date, short sighted and inappropriate for the needs of the north valley. The commercial zoning is desired by the area especially a grocery store and commercial that fits with that. The R2 is appropriate as it has not been allowed along the corridor in the past 20 years and is a needed type of housing for our growing and changing demographics.

The biggest problem with development in this area is not the land use but the unfortunate short sighted 50 year old design of the interchange at 1-40. This is the most pressing issue for residents both north and south of Rio Grande Blvd. I don't know if it can be addressed with this project but it behoves the City of Albuquerque to solicit help from State and Federal entities to make dramatic improvements to this problematic interchange.

I have lived and worked in the area for more than 40 years and have seen our city grow and also be hindered by a lack of ability to see what the future can provide to benefit all. Our City system is flawed and hopefully this change and development will demonstrate what can be with thoughtful design and development. For too long the development of our city has been hindered by a lack of foresight. What could be has been dramatically demonstrated in many of our neighbouring states. The lessons are there to be learned from and I hope the EPC will recognise the possibility to bring our area of the city into the twenty first century.

Sincerely, Garrett Smith

Garrett Smith
Principal
(505) 980-7801
glstudiolt@gmail.com

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