



**Environmental
Planning
Commission**

**Agenda Number: 06
Project Number: 1004075
Case Number: 17EPC-40049
Hearing Date: November 09, 2017**

Staff Report

Agent	Dekker/Perich/Sabatini (DPS)
Applicant	Land Advisors Organization, LLC
Request	Text Amendments to the Mesa del Sol Level B Community Master Plan Tracts 6, 7, and 14, Bulk Land Plat of Mesa del Sol (Parcel 1); Tract 12-B, Plat of Tracts 12-A & 12-B, Mesa del Sol, Innovation Park (Parcel 2); Lots numbered 5, 6, 13, 14, 15, 17, and 25 of Bulk Land Plat of Mesa del Sol, Innovation Park (Parcel 3); Tracts lettered F, J, K, L, M, N, O, P, R, OS-1, OS-2, OS-3, OS-4, OS-5, OS-6, and OS-7, Bulk Land Plat for Mesa del Sol Innovation Park II, a replat of Tracts 1, 12, 15, 4-A-2, 4-A-3 and 4-A-4, Mesa Del Sol, and Tracts 2-A, 2-B, 3, 4, 7, 8, 9, 10, 16, 18, 19, 20, 21, OS-1, OS-2, OS-3, and OS-6, Mesa del Sol Innovation Park)(Parcel 4); and Tract lettered 'I-2' Mesa del Sol Innovation Park II (a replat of Tract "I", Mesa del Sol Innovation Park II) (Parcel 5); zoned PC (Planned Community), located east of Broadway Blvd. and south of Los Picaros Rd. SE
Legal Description	

Staff Recommendation
DENIAL of 17EPC-40049, based on the Findings beginning on page 22.
Staff Planner Catalina Lehner, AICP-Senior Planner
Location Generally south of the Tijeras Arroyo & Montessa Park; north of the Level A Plan Area & Isleta Pueblo; west of Broadway Blvd. & I-25; east of the Level A "La Semilla" Reserve Area.
Size Approximately 3,100 acres
Zoning PC (Planned Community) No change proposed

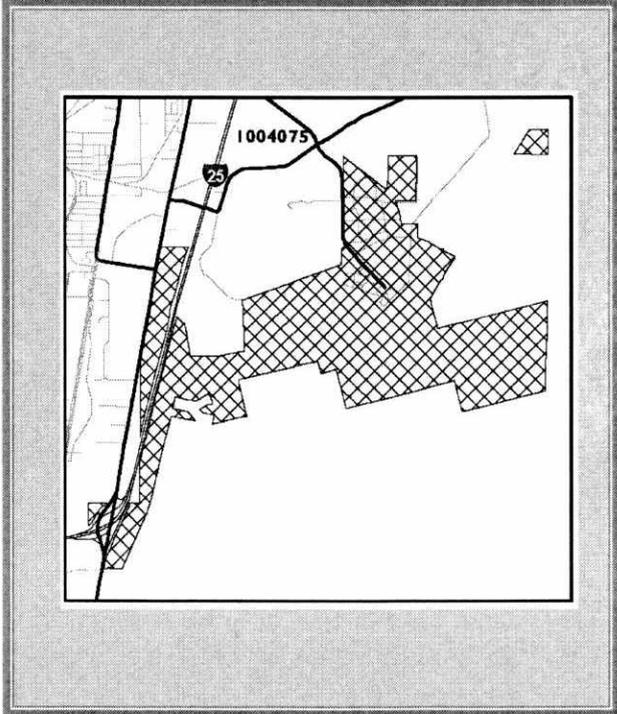
Summary of Analysis

The request is for text amendments to the Mesa del Sol Level B Community Master Plan (the "Level B Plan"). The applicant proposes to remove two sentences in Chapter 3-Transportation, so that: i) alley loaded housing would no longer be the dominant housing type on Connector streets, and ii) individual driveway cuts would be allowed on Connector streets.

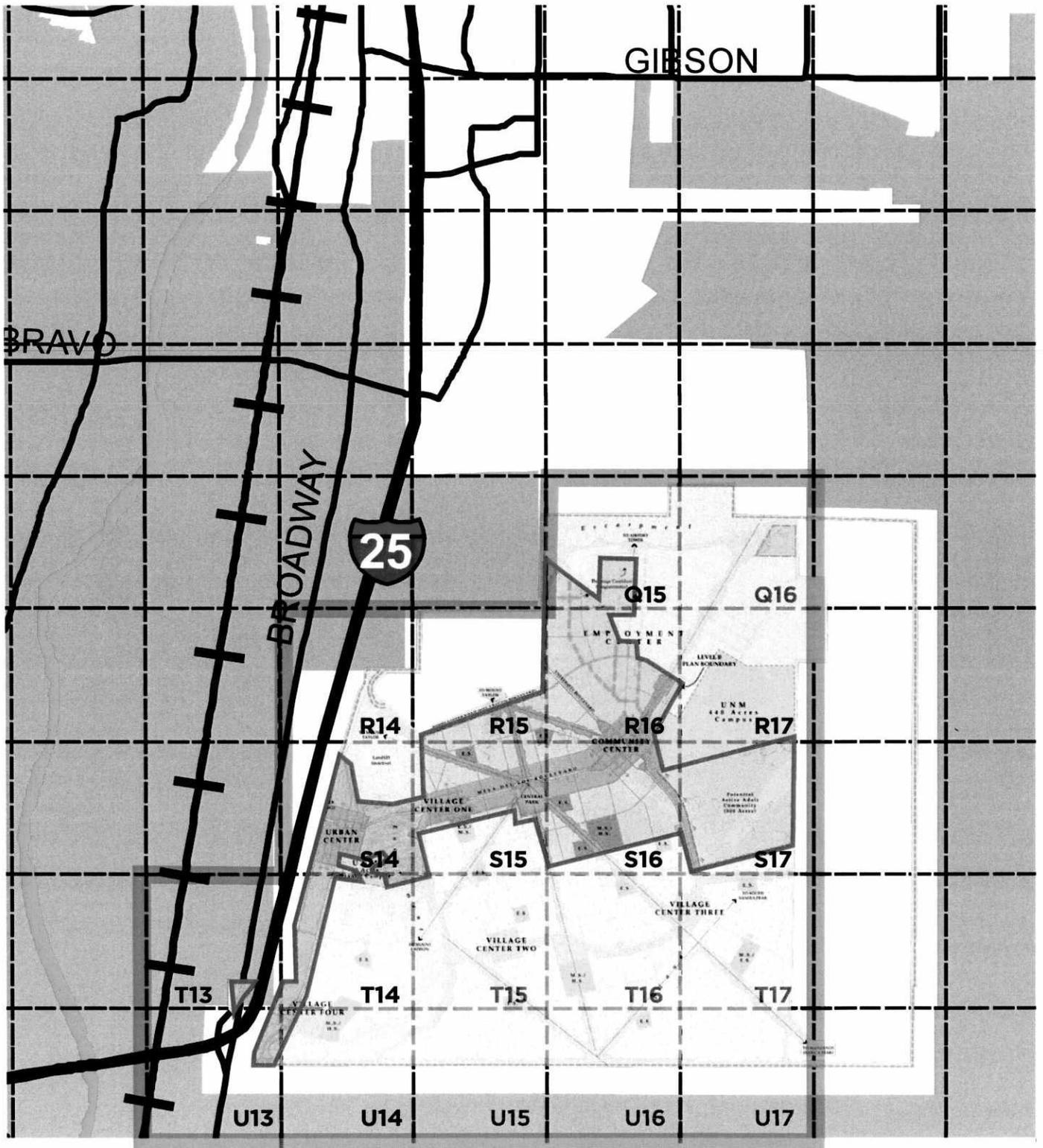
The text amendments would apply in the residential village areas. The Level B Plan was last amended in 2012. One reason was to provide more flexibility for residential development by removing the single-family large lot type and setbacks.

The affected neighborhood organizations and property owners within 100 feet of the subject site were notified. There is no known opposition. The applicant has provided letters of general support.

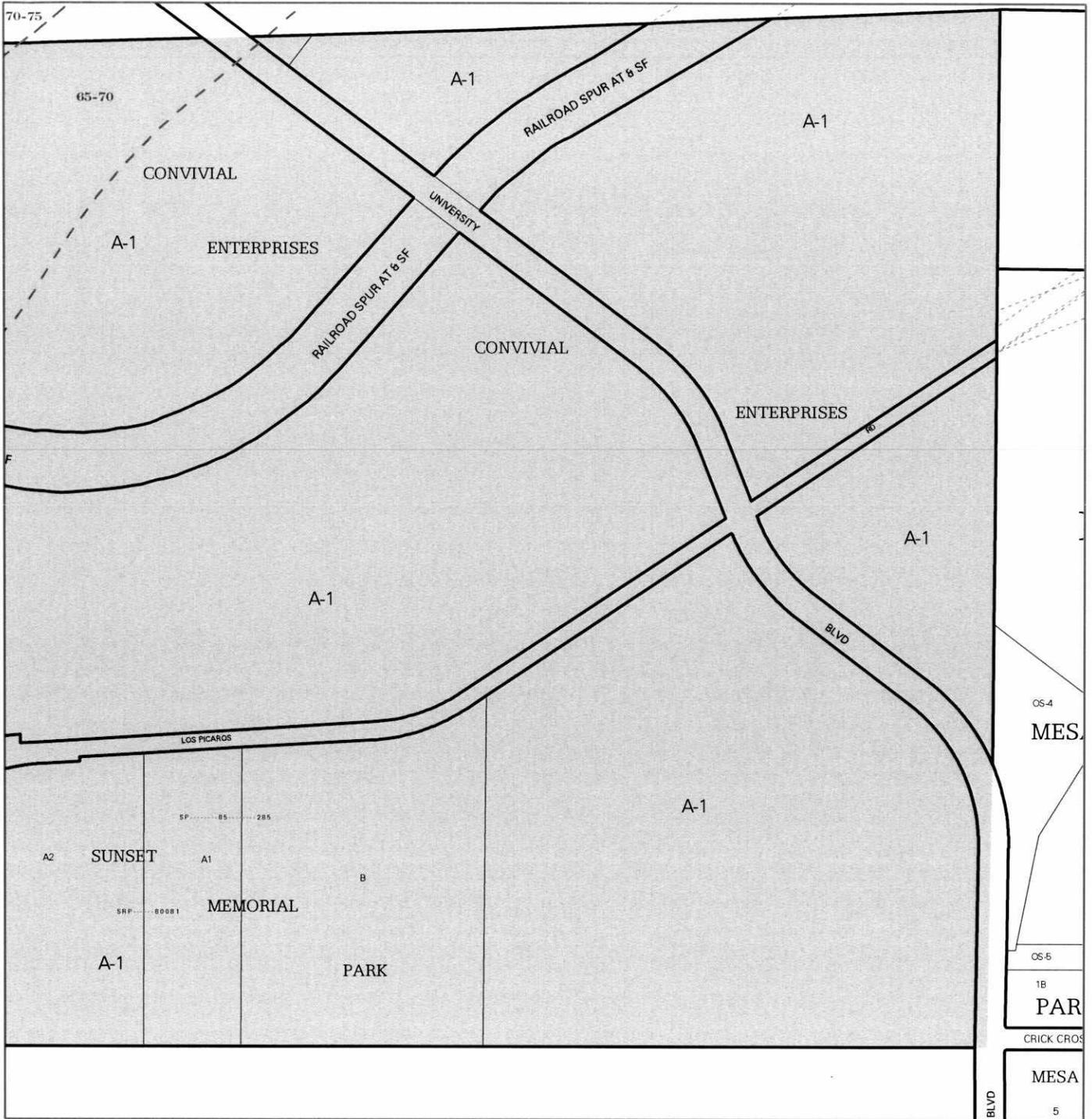
Staff recommends denial due to significant conflicts with Goals and policies in the Comprehensive Plan, the Level A Master Plan for Mesa del Sol, and within the Level B Plan.



RELEVANT ZONE ATLAS PAGES



- MESA DEL SOL MASTER PLAN BOUNDARY
- LEVEL B MESA DEL SOL MASTER PLAN BOUNDARY



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

AGIS
Albuquerque Geographic Information System

Map amended through: 1/24/2011

Note: Grey Shading Represents Area Outside of the City Limits

Zone Atlas Page:
Q-15-Z

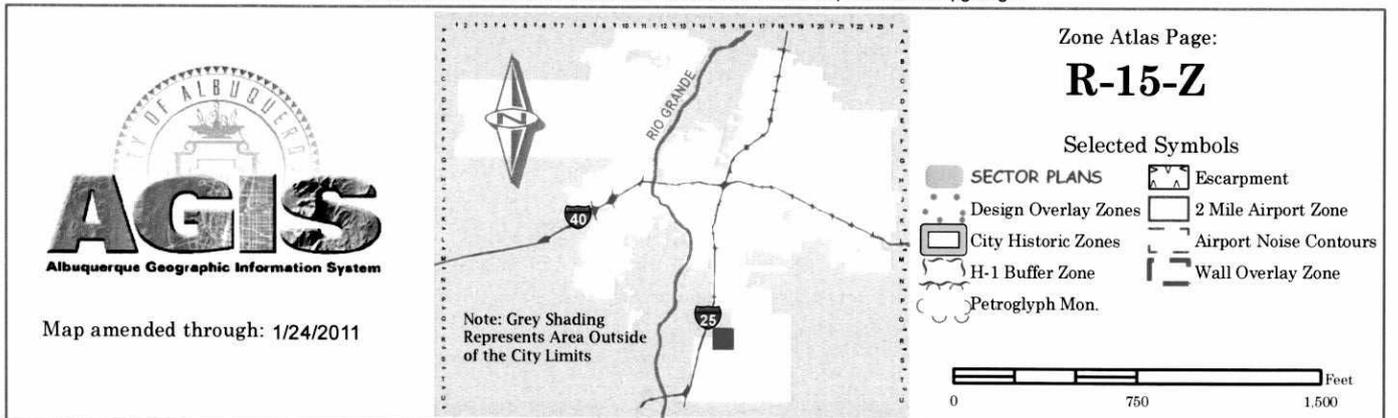
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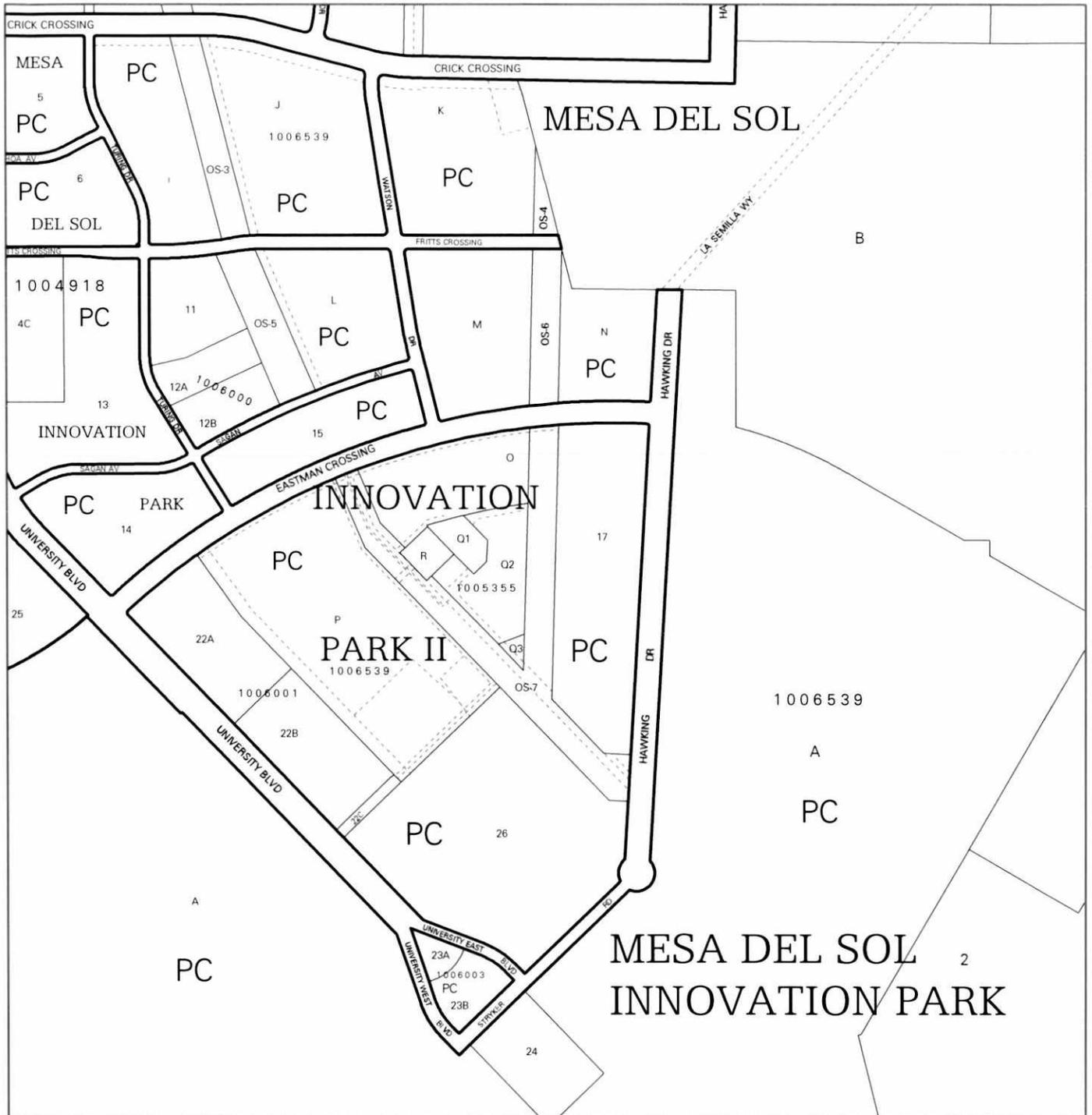
SECTOR PLANS	Escarpment
Design Overlay Zones	2 Mile Airport Zone
City Historic Zones	Airport Noise Contours
H-1 Buffer Zone	Wall Overlay Zone
Petroglyph Mon.	

0 750 1,500 Feet

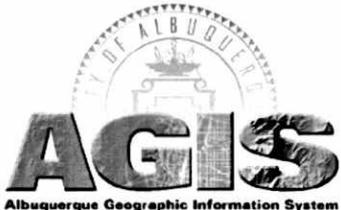


For more current information and more details visit: <http://www.cabq.gov/gis>

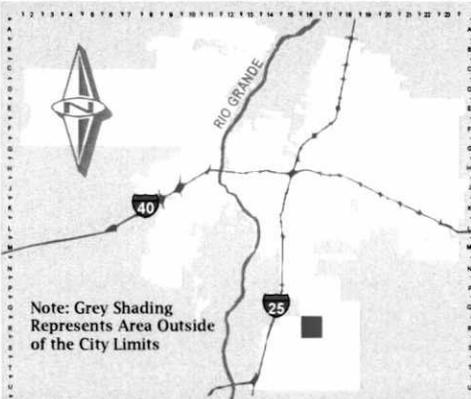




For more current information and more details visit: <http://www.cabq.gov/gis>



Map amended through: 1/24/2011



Note: Grey Shading Represents Area Outside of the City Limits

Zone Atlas Page:
R-16-Z

Selected Symbols

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

0 750 1500 Feet

1006539

B

1004075

MESA DEL SOL

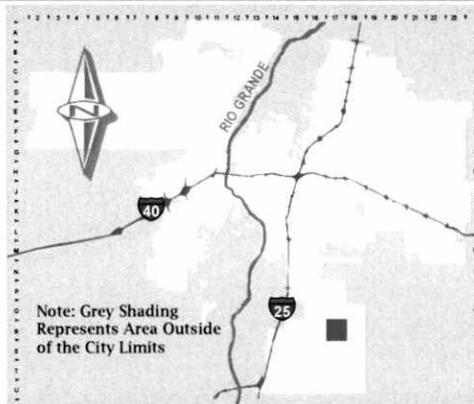
PC

2

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



Map amended through: 1/24/2011



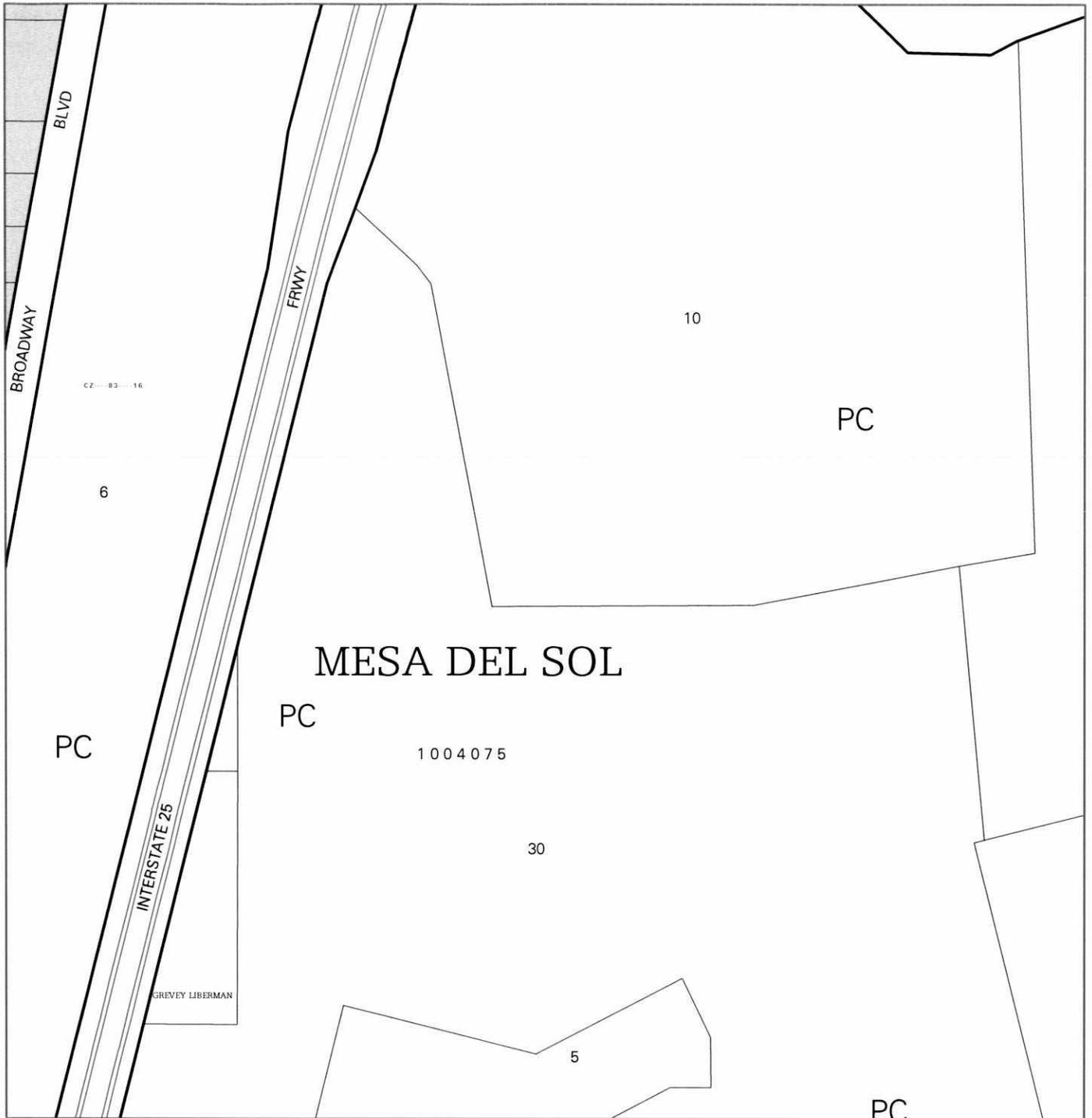
Zone Atlas Page:

R-17-Z

Selected Symbols

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





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AGIS
Albuquerque Geographic Information System

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

RIO GRANDE

40

25

Note: Grey Shading Represents Area Outside of the City Limits

Zone Atlas Page:
S-14-Z

Selected Symbols

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

0 750 1,500 Feet

Map amended through: 1/24/2011

PC

MESA DEL SOL INNOVATION PARK

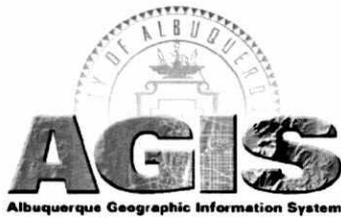
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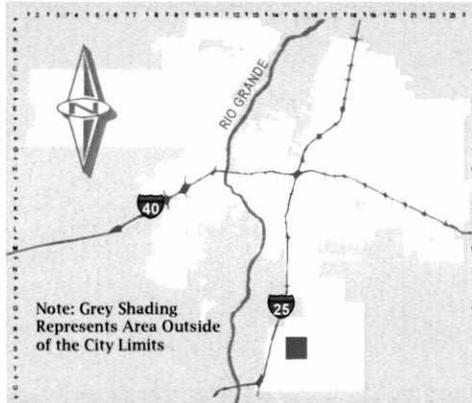
PC

3

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



Map amended through: 1/24/2011



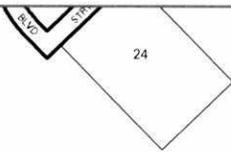
Zone Atlas Page:

S-15-Z

Selected Symbols

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





2

MESA DEL SOL INNOVATION PARK

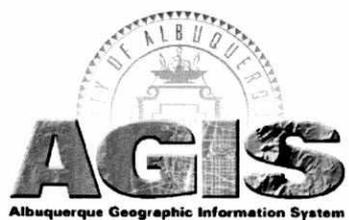
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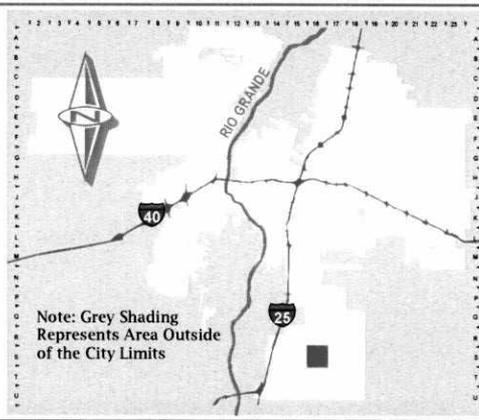
PC

3

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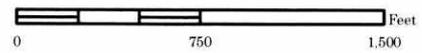
Map amended through: 1/24/2011



Zone Atlas Page:
S-16-Z

Selected Symbols

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



2

MESA DEL SOL INNOVATION PARK

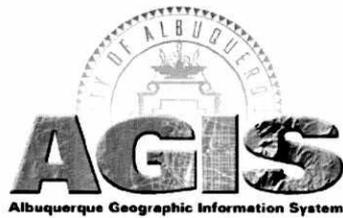
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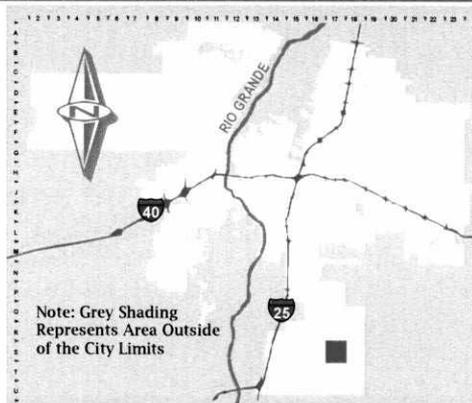
PC

3

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Map amended through: 1/24/2011



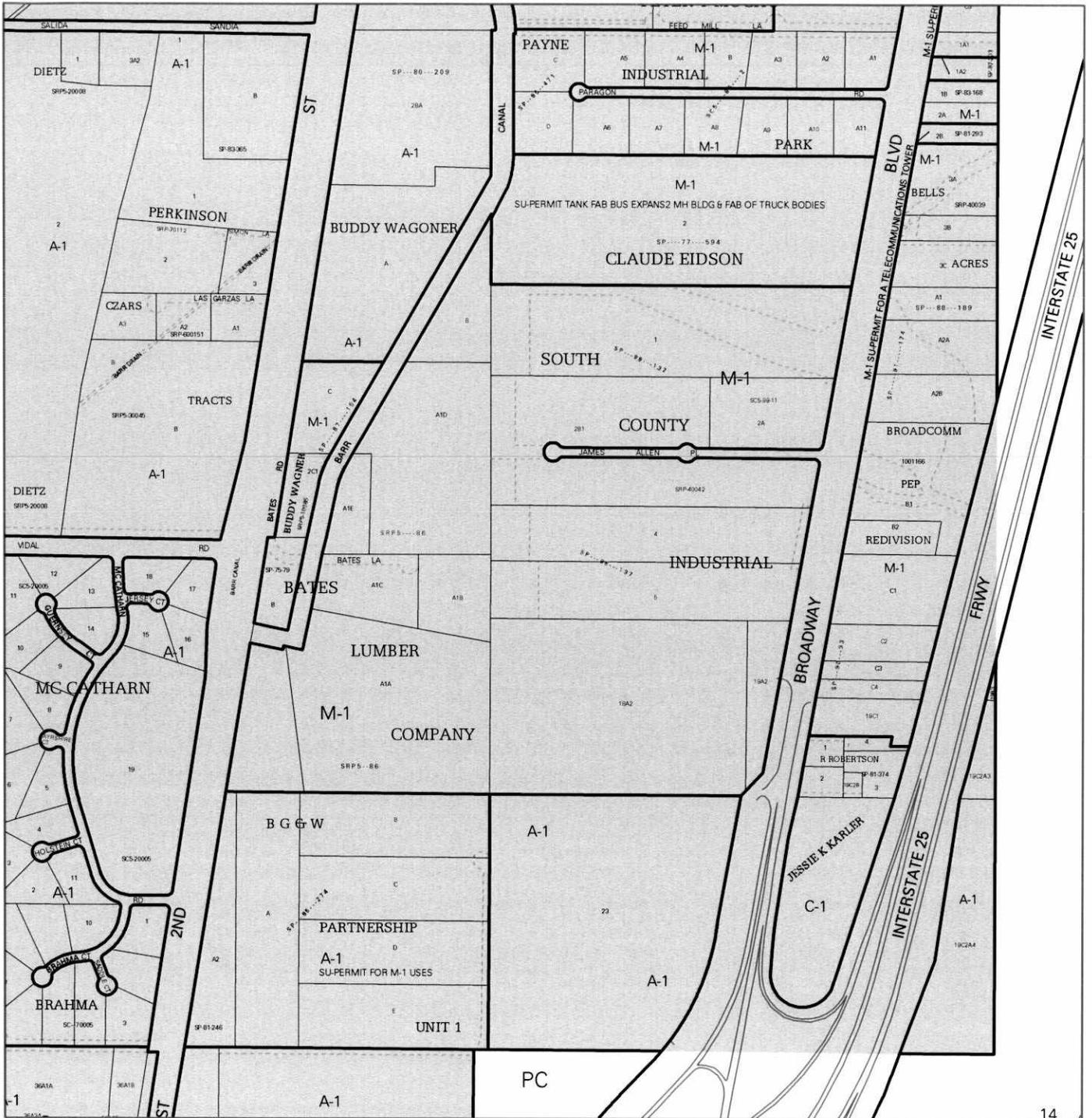
Zone Atlas Page:

S-17-Z

Selected Symbols

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





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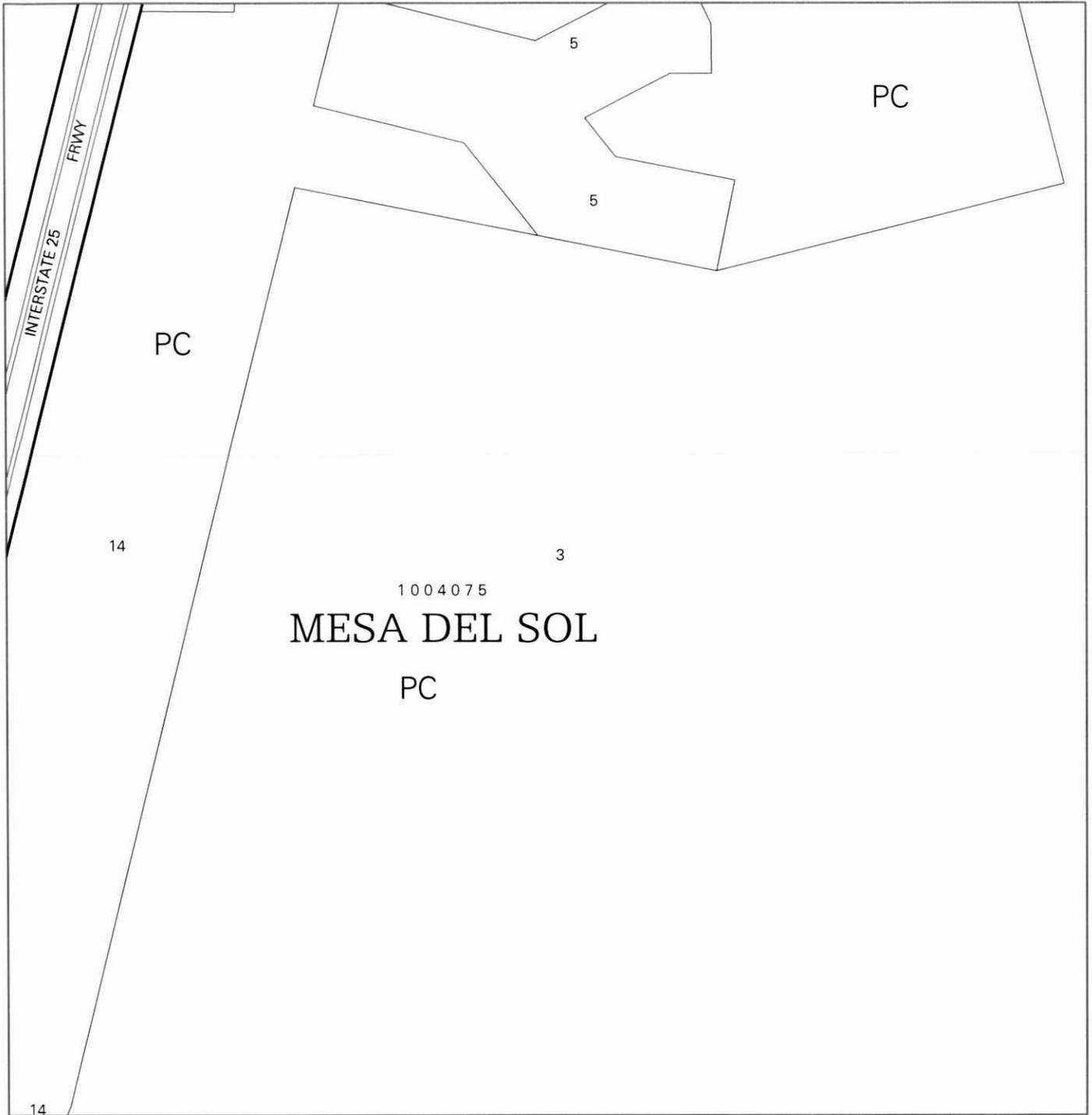
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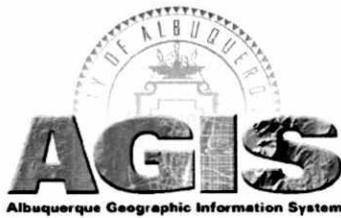
Zone Atlas Page:
T-13-Z

Selected Symbols

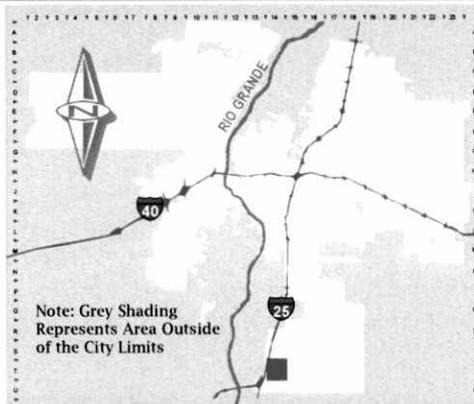
- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone



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Map amended through: 1/24/2011



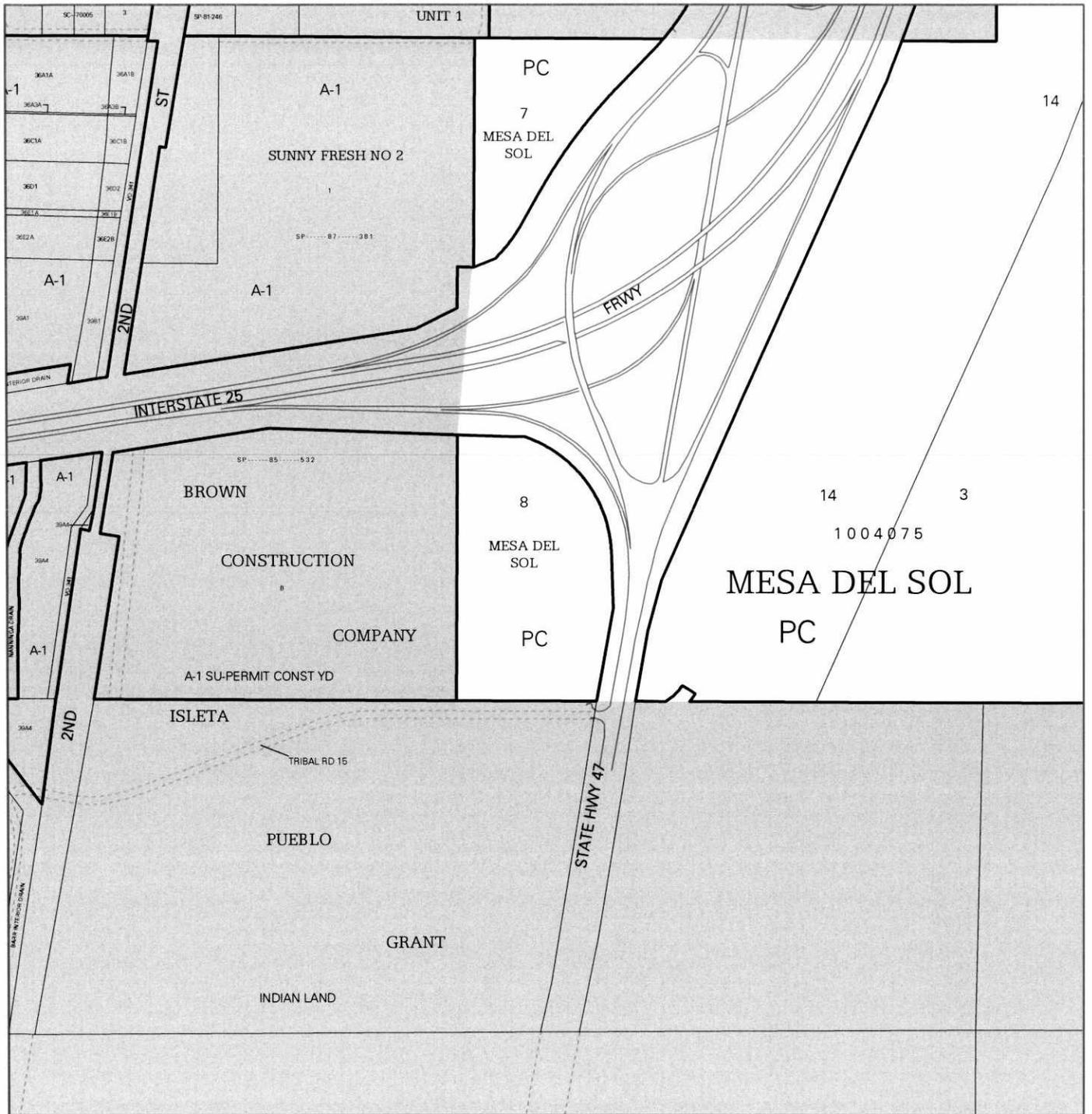
Zone Atlas Page:

T-14-Z

Selected Symbols

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

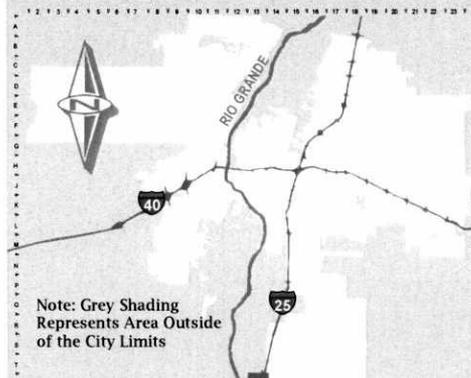




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Map amended through: 1/24/2011



Note: Grey Shading Represents Area Outside of the City Limits

Zone Atlas Page:
U-13-Z

Selected Symbols

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

0 750 1,500 Feet

Table of Contents

I. Introduction.....3

II. Analysis of Applicable Ordinances, Plans, and Policies8

III. Proposed Text Amendments- Scope and Analysis14

IV. Agency and Neighborhood Concerns.....20

V. Conclusion.....20

Findings and Recommendation.....22

Attachments

I. INTRODUCTION

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	PC (Planned Community)	Area of Change, Area of Consistency Planned Communities Criteria Mesa del Sol Level A Community Master Plan Mesa del Sol Employment Center, Phase 1 Plan	Residential, Office, Manufacturing, Escarpment, Vacant
North	SU-1 for Urban Regional Park, PC (Planned Community)	Area of Consistency, Area of Change Reserve Area (County) Planned Communities Criteria Mesa del Sol Level A Community Master Plan	County Recreational Complex, Valle del Sol, Escarpment, then Montessa Park
South	PC (Planned Community)	Area of Change Planned Communities Criteria Mesa del Sol Level A Community Master Plan	Escarpment, Vacant
East	PC (Planned Community)	Area of Change, Reserve Area (County) Planned Communities Criteria Mesa del Sol Level A Community Master Plan	Vacant, La Semilla (Level A Plan Reserve Area)
West	County M-1, County A-1, PC (Planned Community)	Reserve Area (County) Planned Communities Criteria	Manufacturing, Heavy Commercial, Vacant

Request

The request is for two text amendments to the Mesa del Sol Level B Community Master Plan (the “Level B Plan”) to allow for additional flexibility for developing single-family homes in the residential village areas. A wide variety of housing types and streets is allowed in the Level B Plan.

Specifically, the amendments have to do with how one type of single-family homes relates to the Connector roadway type. The proposed text amendments would amend Chapter 3-Transportation, Section 3.3- Access, so that: i) alley loaded housing would no longer be the dominant housing type on Connector streets (p. 51), and ii) driveway cuts for individual lots would be allowed on Connector streets (p. 52). See Section III of this report for further explanation.

The Mesa del Sol Level B Plan was last amended in 2012 to provide flexibility for development by revising single-family residential lot categories and setbacks, the setback along University Boulevard, and removing specific years from the phasing plan. The Level B Plan area boundaries and acreages of two land use categories were also revised in 2012.

Environmental Planning Commission (EPC) Role

The EPC is the final approval body for this request, unless the EPC decision is appealed. Though most amendments to sector development plans are required to be heard by the City Council, the Level B Plan establishes its own approval process in Chapter 7 (p. 104-106). The EPC was the final approval body for

the Level B Plan itself. The EPC is the approval authority for the proposed text amendments because the amendments would affect zoning entitlements associated with residential development (see p. 104, 7.1.b). This request is quasi-judicial because it would affect properties in the residential villages.

Context

The Level B Plan area (the “subject site”) encompasses approximately 3,100 acres, located generally south of the Tijeras Arroyo & Montessa Park, north of the Level A Plan Area & Isleta Pueblo, west of Broadway Blvd. and Interstate-25, and east of the Level A “La Semilla” Reserve Area.

The Level B Plan area is contained within the larger, approximately 13,000-acre area of the Mesa del Sol Level A Community Master Plan (the “Level A Plan”). The Level A Plan area extends roughly from the south side of Montessa Park and north side of the Bernalillo County Recreational Complex, to Isleta Pueblo’s northern boundary. The western border is the same as in the Level B Plan. The eastern border is the eastern side of the La Semilla Reserve area, approximately 2,700 acres leased to the Department of Energy to serve as a buffer between Mesa del Sol and Kirtland Air Force Base (KAFB).

The subject site is mostly vacant. However, portions are gradually developing with a mixture of office, manufacturing and residential uses, mostly near the middle of the Level B Plan area and along the University Blvd. extension, near the Community Center.

An Example

The Mesa del Sol Level B Plan is based on the experience of Stapleton, a large redevelopment project that transformed the site of the old Stapleton airport near Denver, Colorado into a thriving, mixed-use community. A wide variety of residential options is available, including many single-family housing types (townhomes and detached). The Stapleton website (<http://www.stapletondenver.com>) shows that about 20 single-family, detached housing types are available by about 8 different home developers. What these housing types have in common is that they are pictured in front of streets without individual driveway cuts, which means that the lots are accessed from alleys or local streets, or perhaps have a shared access point.

Alley-loaded garages, along with tree-lined streets, architectural diversity, and parks, are key concepts that work together to create vibrant urban neighborhoods where walking and bicycling are central to the concepts of community and mobility. The automobile is accommodated, but does not dominate, the streetscape or the neighborhood.

History

The 1992 pre-annexation agreement, entered into by the State Land Office (SLO), University of New Mexico (UNM) and the City of Albuquerque (the “City”), stipulates that City regulations and procedures will apply to development of Mesa del Sol. The former Comprehensive Plan designated Mesa del Sol as a Reserve area.

Annexation & Interim Master Plan

Mesa del Sol was annexed in January 1993 (AX-92-1). The City Council established SU-2 for PC (Planned Community) zoning (Enactment 5-1993, AX-92-1/Z-92-26). The Council also adopted the “Mesa del Sol Master Plan” (1983) as an interim Sector Development Plan to serve in the meantime until

adoption of a Level A Master Plan. In 1996 and 1997, the Council approved an amendment to the interim Master Plan to accommodate a regional recreational facility (Enactment 8-1997).

Level A Community Master Plan- the "Level A Plan"

The EPC recommended approval of a Level A Master Plan to the City Council (SPR-97-5) in 1999, but the Council did not adopt it then. The EPC heard the Level A Community Master Plan (the "Level A Plan") in August, October and November 2005 (Project #1004260, 05EPC-00987). In January 2006, the Council adopted the Level A Community Master Plan which superseded the interim Mesa del Sol Master Plan (Enactment R-2006-005).

The common theme throughout the Level A Plan is New Urbanism; community building, mixed-use centers and multi-modal transportation are emphasized. Job creation and sustainability are key concepts in the Mesa del Sol development, which includes residential villages, community centers and employment centers. Each neighborhood will have an identifiable center and edge, yet still be connected to other land uses. Larger activity centers will be more urban in character. The Level A Plan includes the Level A Technical Appendices, which address water supply, stormwater management, street design, intersection design, parking and transportation.

Level A Development Agreement-2006

When City Council approved the Level A Plan, it also approved the Level A Development Agreement between the City and the applicant (F/S R-05-4). The Level A Development Agreement outlines cost-sharing strategies to ensure that Mesa del Sol will not be a net expense to local government, as required by the Planned Communities Criteria (PCC). The Development Agreement also outlines entitlements, including land use districts, which mirror City Zoning categories. The Level A Plan could not be finalized until the Level A Development Agreement was finalized and fully executed.

Mesa del Sol Level B Community Master Plan- the "Level B Plan"

The approximately 3,100 acre area of the Level B Plan encompasses land near: the intersection of Broadway Blvd. and Interstate 25 (I-25), between Broadway Blvd. and I-25, to the south and east of the regional park/amphitheater, east of the buffer with Kirtland Air Force Base (KAFB), and a few miles north of the southern boundary with Isleta Pueblo. This irregular shape has been informally referred to as the "pterodactyl" due to its resemblance to the prehistoric creature.

The Level B Plan area includes land that the original developer, Forest City Covington (FCC), held in fee, a 40-acre secure employment area near KAFB, the southwestern portion of the Employment Center, the Urban Center, the Community Center, Mesa del Sol Boulevard, the Central Park, Village Center 1, some residential areas, some land on the Escarpment, and a strip of commercial land near I-25. Not included are the rest of the Employment Center, three other planned Village Centers and lands held by UNM for future campuses. Like the Level A Plan, the Level B Plan has Technical Appendices. The Level B Technical Appendices, which are more specific than the Level A technical appendices, contain signage standards, a landscaping palette, a transportation update, modeling results, street naming, street sections, a stormwater/drainage plan and a utilities plan.

Level B Development Agreements-2006

The three development agreements associated with the Level B Plan address infrastructure and services in greater detail than the Level A Development Agreement. One Level B Development Agreement is with the City and another is with the Albuquerque/Bernalillo County Water Utility Authority (WUA). The former identifies public incentives, including provisions for affordable housing and open space, and the latter specifies water supply for Mesa del Sol. There is also a Master Development Agreement for the TIDDs (tax increment development districts).

Like the Level A Plan, the Level B Plan could not be finalized until the Level B Development Agreements were finalized and fully executed. The Level B Plan (Project #1004075/06EPC-01444) received final sign-off in February 2008. The Level B Plan was amended in September 2008 (Project #1004075/08EPC-40047) to include a master plan for wireless telecommunication facilities (WTFs, commonly called “cell sites”), which the Plan had not previously addressed.

Cases Prior to Adoption of the Level B Plan

In May 2005, the EPC heard a two-part request for a zone map amendment and a site development plan for subdivision (IP Master Plan) for the approximately 210 acre Phase I of the Employment Center (approximately 410 acres total). The EPC approved the Master Development Plan- Mesa del Sol Employment Center, Phase 1 (Project #1004097/05EPC-00576 & 00579) and recommended approval of the zone map amendment for the 410 acres to City Council. In September 2005, the Council approved the zone map amendment (O-05-142). These requests preceded the Level A Plan in order to “jump start” the employment area of Mesa del Sol.

In May 2006, the EPC recommended approval to the Council of a zone map amendment from SU-2 for Planned Communities (PC) to Planned Communities (PC) (Project #1004620/06EPC-00465), which Council adopted in October 2006 (Enactment O-2006-038).

The EPC approved the following site development plans for building permit for Mesa del Sol: the first building, located in the Employment Center, in November 2005 (Project #1004097); a movie studio (Project #104818/06EPC-00466), located in the Community Center, in May 2006 (Project #1004818); two buildings in the Employment Center (Buildings 2 and 3) in June 2006 (Project #1004872/06EPC-00621); two buildings in the Community Center in June 2006 (Project #1004873/06EPC-00622); an elevated water reservoir in March 2007 (Project #100555/07EPC-0110); and a fire station in June 2007 (Project #1005542/07EPC-00570).

After the Level B Plan was finalized in 2008 (Project #1004075/06EPC-01444), subsequent site development plans for building permit and site development plans for subdivision became officially known as “Level C Plans”. Level C Plans are reviewed by the Development Review Board (DRB) or the Planning Director (Staff) with advice of the City Engineer (see p. 106).

2012 Text amendments

The purpose of the 2012 amendments was to provide additional flexibility for residential development in the Level B Plan area. This request included revisions to the boundaries of the Level B Plan area, acreages planned for two land use categories, single-family residential lot categories, single-family residential lot setbacks, setback along University Boulevard and removing specific years from the phasing plan. Corresponding text amendments and map changes in the body of the document were also

included, along with a few minor labeling and stylistic changes. See the Analysis section of this report for details.

Transportation System

Futures 2040

The 2040 Long Range Roadway System (LRRS) map, produced by the Mid-Region Metropolitan Planning Organization (MRMPO), identifies the functional classifications of roadways and is a key part of the Futures 2040 Transportation Plan. Mesa del Sol is included. The Level B Plan area street grid is shown, and consists mostly of proposed Minor Collectors and a few proposed Major Collectors running north-south. University Blvd. and Mesa del Sol Blvd. are proposed Community Principal Arterials.

The LRRS map explains the function of the roadways. The major collectors provide additional connectivity between destinations on arterials and neighborhoods and prioritize bicyclists and pedestrians. Bicyclists should be able to use collectors for long segments of their trips, while motorists primarily use them for short segments of their trips. The minor collectors provide additional connectivity between destinations on arterials and neighborhoods, and are more of a local street.

Mesa del Sol

The Mesa del Sol plans establish their own classification of roadways: Boulevards, Avenues, Connectors, and local streets. The boulevards and avenues are primary roadways, which are the largest. Cross-sections for University Blvd., Mesa del Sol Blvd., and Bobby Foster Rd. are included in the Technical Appendices to the Level B Plan. These are intended to function similarly to the MRMPO classification of Community Principal Arterials.

The Connectors, which form the majority of the street grid in the Level B Plan area, are similar to the MRMPO classification of Minor Collectors and Major Collectors. The following is a table of approximations of the classification systems.

MRMPO classification	Mesa del Sol classification
Regional Principal Arterial	--
Community Principal Arterial	Boulevard
Minor Arterial	Avenue
Major Collector	Connector
Minor Collector	Connector
Major Local Street*	Local Street
Local Street	Local Street

**The term Major Local Street is used by the City, but is not included on the LRRS map. Local streets refers to streets that are not a collector or a higher classification.*

Analysis

Though it's important to be mindful of classifications, it's more important to understand roadway function and how the transportation system works together. The Connector streets form a grid that covers most of Mesa del Sol. In the Level B plan area, about 18 Connectors function to carry traffic, pedestrians, and bicyclists through residential areas and onto higher classified roadways.

The Connector that runs through the first residential neighborhood, Strand Loop SE, carries traffic from, and through, the neighborhood and onto University Blvd. The idea is to move the traffic from the residential area either to other areas of the development, such as the Community Activity Center (approximately 0.25 mile to the south of Strand Loop SE), or onto the boulevards and out of the area. The local streets and alleys are slower and are intended for local traffic, access, and pedestrians.

II. ANALYSIS of APPLICABLE ORDINANCES, PLANS, AND POLICIES

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

Albuquerque Comprehensive Zoning Code

In 1993, City Council established zoning as SU-2 for Planned Community (PC) for the entire approximately 13,000 acres of Mesa del Sol. The PC zone (Zoning Code §14-16-2-29) allows a variety of uses controlled by plans on sites suitable for planned communities in the Reserve and Rural areas. The Zoning Code refers specifically to the Planned Communities Criteria (PCC) for review and approval procedures.

In 2006, the EPC recommended approval to the City Council of a zone map amendment from “SU-2 for Planned Communities (PC)” to “Planned Communities (PC)” (Project #1004620/06EPC-00465), for the entire Mesa del Sol area (Project #1004620, Enactment O-2006-038). The Council adopted the zone map amendment in October 2006 (Enactment O-2006-038). All of Mesa del Sol, the Level A and Level B Plan areas, is zoned PC.

Development Process Manual (DPM)

The City’s DPM, Chapter 23-Transportation Design, contains technical specifications regarding street design (including cross-sections), driveways, pedestrian access, pavement and sidewalks, parking, and various engineering design criteria for streets, bikeways, curb cuts, etc. The purpose is to promote consistently sound design of street systems and ensure comfort, safety, and quality in transportation design. The design values are minimum requirements (like Zoning Code requirements, which are also minimums). Designers are encouraged to use values above the minimum.

Streets must conform in character, location, and arrangement to adopted plans. Governing plans may be the LRTS (Long Range Transportation System), or approved site or sector development plans (DPM Chapter 23, Section 2.A).

Closely spaced driveways conflict with safe pedestrian movement by creating multiple vehicle crossings over sidewalks and by eliminating on-street parking, which slows traffic speeds. Alleys may be provided to substitute for direct street access from closely spaced driveways that interfere with pedestrian movement, create a harsh environment, and/or prohibit on-street parking (DPM Chapter 23, Section 2.A.7).

The DPM addresses curb cuts and drivepads in Chapter 23, Section 6. Regarding residential curb cut requirements, A.1. states: “Private driveway access to single-family lots is not permitted on principal arterial, minor arterial, or collector streets. Access to single family lots is discouraged on major local streets.”

The proposed text amendments conflict with the City's DPM, and would make the Mesa del Sol Level B Plan area subject to requirements that are less stringent than the DPM minimum requirements that apply in the rest of the City. Connector streets in Mesa del Sol function similarly to collector streets in the City.

Throughout the City, the best and most functional location for front-loaded driveways is off of local streets or alleys. This is because local streets and alleys carry less traffic, have slower speeds, and therefore provide a safer environment for conflicts between vehicles, pedestrians and bicyclists that result when motorists back out of driveways and onto busier streets.

Along portions of existing minor collectors, such as Constitution and Comanche, homes have front loaded driveways and no alley. Though perhaps built prior to current DPM requirements, motorists are forced to back out into traffic. With a driveway for each lot, multiple conflict points are created between vehicles, pedestrians, and bicyclists. Generally, fewer access points means less opportunity for conflicts and therefore a safer environment. Also, with fewer conflicts and no backing out, a street can function smoothly and carry traffic, pedestrians, and bicyclists through an area via a grid system, and connect to higher classified streets.

Charter of the City of Albuquerque

The citizens of Albuquerque adopted the City Charter in 1971. Applicable articles include:

ARTICLE I. INCORPORATION AND POWERS

The municipal corporation now existing and known as the City of Albuquerque shall remain and continue to be a body corporate and may exercise all legislative powers and perform all functions not expressly denied by general law or charter. Unless otherwise provided in this Charter, the power of the city to legislate is permissive and not mandatory. If the city does not legislate, it may nevertheless act in the manner provided by law. The purpose of this Charter is to provide for maximum local self-government. A liberal construction shall be given to the powers granted by this Charter.

Amendment of the Level B Community Master Plan is an exercise in local self-government and falls within the City's powers. The request is generally consistent with Article I.

ARTICLE IX. [ENVIRONMENTAL PROTECTION]

The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, insure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment. To effect these ends the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.

The proposed text amendments would not help ensure the proper use and development of land because they would adversely affect the functioning of the adopted street system throughout the Level B Plan area. The request is generally inconsistent with Article 9.

Albuquerque/Bernalillo County Comprehensive Plan (Rank I)

The subject site is located in an area that the 2017 Albuquerque/Bernalillo County Comprehensive Plan has designated an Area of Change, with the exception of some topographical features and the first neighborhood, which has already developed. Applicable Goals and policies are listed below:

Chapter 5- Land Use

Goal 5.6-City Development Areas: Encourage and direct growth to Areas of Change where it is expected and desired and ensure that development in and near Areas of Consistency reinforces the character and intensity of the surrounding area.

The Mesa del Sol Level B Plan area is mostly an Area of Change, except for the first neighborhood and some topographical features, which are Areas of Consistency. The request could direct growth to a designated Area of Change, where such growth is expected, though growth can occur with or without the proposed amendments—which would only affect residential development and only along a certain street type. The request partially furthers Goal 5.6-City Development Areas.

Chapter 6-Transportation

Goal 6.1 Land Use – Transportation Integration: Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.

Policy 6.1.7- Multi-Modal Corridors: Balance the competing needs of pedestrians, bicyclists, autos, and transit in street design and improvements by slowing auto traffic, minimizing curb cuts, and encouraging primary auto access to parking lots to be provided from intersecting streets.

Mesa del Sol is planned to be an integrated, mixed-use, community with a highly defined sense of place and a variety of options for working, living, and recreating. The transportation system was carefully developed to support the mixture of future land uses. The proposed text amendments would change the way the Connector streets function, and would compromise an integrated, established transportation system.

University Blvd. is designated a Multi-Modal Corridor in the Comprehensive Plan; the Connector streets carry traffic to it. Slowing traffic and minimizing curb cuts are strategies to balance the competing needs of pedestrians, bicyclists, and autos. Allowing driveways (curb cuts) onto individual lots in residential areas would result in more conflict points and less efficiency and balance. The request does not further Goal 6.1 or Policy 6.1.7.

Goal 6.2- Multi-Modal System: Encourage walking, biking, and transit, especially at peak-hour commuting times, to enhance access and mobility for people of all ages and abilities.

Policy 6.2.1 -Complete Networks: Design and build a complete, well-connected network of streets and trails that offer multiple efficient and safe transportation choices for commuting and daily needs.

A multi-modal transportation system, which includes a street grid, is the cornerstone of Mesa del Sol. The transportation network is designed to minimize traffic volumes on major and minor roadways, including Connectors (Level B Plan p. 44). Emphasis on local roadways encourages walking, biking, transit, and enhanced access. The proposed text amendments would de-emphasize local roadways in the residential areas and create conflict points that would make the environment

less pedestrian friendly and discourage walking, biking, and transit. The request does not further Goal 6.2 and Policy 6.2.1.

Policy 6.3.2- Pedestrians: Improve safety for pedestrians through street design.

Policy 6.3.3- Cyclists: Improve safety for cyclists through street design.

The Connector streets are intended to link residential neighborhoods, centers, and community facilities, adding individual curb cuts along them would compromise the safety of pedestrians and cyclists by creating more conflict points and a less-friendly connection to other streets. The request does not further Policies 6.3.2 and 6.3.3.

Policy 6.2.8- Auto Network: Prioritize automobile travel on Commuter Corridors and balance it with other travel modes on other streets.

The request would disrupt the intended balance of autos and alternative transportation modes on Connector streets because it would prioritize auto travel and de-emphasize walking and biking by creating numerous conflict points where there were none before. The request does not further Policy 6.2.8.

Chapter 7: Urban Design

Goal 7.1-Streetscapes & Development Form: Design streetscapes and development form to create a range of environments and experiences for residents and visitors.

The variety of streetscape design and development form (ex. the many types of housing allowed in the residential villages) characterizes Mesa del Sol. The request would lessen the range of environments and experiences over time because the front-loaded housing type would predominate like in other parts of the City, and the Connector street type would no longer provide safe, continuous travel for all modes but would function more like local streets that have multiple conflict points. The request does not further Goal 7.1.

Goal 7.2- Pedestrian-Accessible Design: Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

Policy 7.2.1-Walkability: Ensure convenient and comfortable pedestrian travel.

The residential villages are planned to emphasize walkability; pleasant walking conditions are a key component of Mesa del Sol. The proposed text amendments, with multiple driveway cuts along Connector streets, would decrease walkability and lessen pedestrian safety by creating conflict points and moving traffic from the local streets. Convenient, comfortable, and safe pedestrian travel, which characterizes Connector streets, would no longer be ensured. The request does not further Goal 7.2 and Policy 7.2.1.

Policy 7.2.2 -Walkable Places: Promote high-quality pedestrian-oriented neighborhoods and districts as the essential building blocks of a sustainable region.

The streetscapes in Mesa del Sol are purposefully designed to provide a range of environments, from large boulevards to small, local streets. The Connector streets are designed to link the residential villages with higher classified streets and the rest of the development. The proposed text

amendments would allow multiple access points, which would compromise the intended function of the Connectors. The neighborhoods are planned to be high-quality and pedestrian-oriented. The proposed text amendments would make the residential villages less pedestrian and bicycle friendly by altering the functionality of the collector streets. The request does not further Goal 7.1 and Policy 7.2.2.

Chapter 9: Housing

Goal 9.1 Supply: Ensure a sufficient supply and range of high-quality housing types that meet current and future needs at a variety of price levels to ensure more balanced housing options.

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.

Mesa del Sol is intended to offers a range of high-quality housing types at various price levels. The design requirements create quality and variety. The proposed text amendments would allow front-loaded housing types along Connector streets, which would compromise the function of the transportation system and character of the neighborhood created by placing alley-loaded homes on Connector streets. Front-loaded homes are already allowed on local streets, which are the majority of neighborhood streets. The request would contribute to a decrease in the variety and balance of housing options. The request does not further Goal 9.1 and Policy 9.1.1.

Planned Communities Criteria: Policy Element (for Comprehensive Plan Reserve Areas)

The Planned Communities Criteria (PCC): Policy Element was adopted in 1990 (Enactment 151-1990) and revised in 1991. This document provides guidance for preparation of planned community (PC) master plans, and a framework for review, applicable to Rural Areas and Reserve Areas designated by the former Comprehensive Plan. Since Mesa del Sol was designated a Reserve Area, the PCC was used in developing the Mesa del Sol Plans and is the reason why there are Level A, Level B, and Level C ranked plans.

The PCC criteria, a framework for large-scale developments, take into account overarching issues such as housing, transit and financial analyses, rather than focus on the individual project level (p.3). A key concept is that a planned community be “no net expense” to the City, which is why Development Agreements have been so important in Mesa del Sol (see History section). The Level A Plan’s principles of community building support the PCC’s overarching goal to address interrelated issues of land use and infrastructure coordination, air quality and traffic, transit-friendliness, housing diversity, and fiscal impacts (p. 8).

The Comprehensive Plan was updated in 2017 and no longer includes Reserve Areas and Rural Area designations in the City. Therefore, an analysis of the PCC as related to the current request is not provided here.

Mesa Del Sol Level A Community Master Plan 2006 (the “Level A Plan”)

Adopted in January 2006, the Level A Plan covers approximately 13,000 acres and emphasizes community building, mixed-use centers, multi-modal transportation, and linkages between uses. New urbanist design principles are the common theme; job creation and sustainability are intended play key

roles in future development. The Level A Plan is the highest ranked plan for Mesa del Sol and, as such, guides the Level B Plan and Level C Plans.

Level A Community Building Principles

The Level A Plan is structured around the five principles of community building: economic development, district and neighborhood structure, ecological sustainability and restoration, diversity and balance, and human scale. The proposed text amendments to the Level B Plan relate to relevant Level A community building principles as follows:

1.2.1 Economic Development (p. 8)

“Economic development is the cornerstone of the strategic plan for Mesa del Sol. We see it as a process of creating and maintaining a viable economy for a well-balanced, sustainable community like Mesa del Sol. The creation of an economic base is required to create high-paying jobs for New Mexicans and grow existing businesses—a base that will sustain quality growth.”

The Level A Plan focuses on the Employment Center as a means of creating economic base jobs, which are intended to be the foundation of the Mesa del Sol community. The proposed text amendments would affect Connector streets and single-family residential uses. Only three Connector streets are in the Employment Center Area of the Level B Plan. Though residential uses are allowed in the Employment Center (R-3 and live-work), the uses would not be single-family and would have a shared access point. The proposed text amendments are not relevant to the economic development principles as stated in the Level A Plan.

1.2.4 Diversity and Balance (p. 11)

“Achieving the PCC goals of reduced traffic congestion and improved air quality requires creating viable alternatives to the private automobile. Transit is an important alternative to driving, and the design of streets and blocks at Mesa del Sol will optimize the potential for transit service. ...the street system at Mesa del Sol will be designed to make bicycling safe efficient, and pleasurable...Walking, of course, is the most fundamental and sustainable form of transportation...Making places where it is pleasant, safe, and convenient to talk requires diversity and balance of uses.”

The Mesa del Sol roadway system, with its hierarchy of street types and functions, was designed to foster viable alternatives to the private automobile and allow for efficient circulation for vehicle trips. The local streets in residential areas provide direct access to homes and accommodate most local trips. The collector streets do not have individual curb cuts and create a safe environment for bicycling and walking, and for vehicles that won't have to back out. Directing trips through residential neighborhoods and onto higher classified streets is a key component of a functional grid system that supports diversity and balances land uses. The proposed text amendments would facilitate private vehicle trips on a street type intended to accommodate and support pedestrians, bicyclists, and through traffic. The request does not further the diversity and balance principle.

1.2.5 Human Scale (p. 11)

“Streets and buildings at Mesa del Sol will be designed to exhibit human scale detail and variation. The majority of street widths will be relatively narrow, to make pedestrian crossings safer and easier. Sidewalks, landscaping building entries, and parallel parking will shelter and enhance the walking environment. Traffic calming features, such as curb extensions and traffic circles, will ensure that vehicular traffic is kept to speeds and volumes that are compatible with neighborhoods.”

The street network for Mesa del Sol was carefully designed to function in a way that supports connections throughout the plan area and between centers and neighborhoods. The Connector streets form a grid through the residential villages, where traffic calming and relatively narrow streets support safe vehicle circulation and alternative modes such as walking and biking. Allowing individual access onto Connector streets via multiple driveway cuts would take away from the enhanced walking environment by creating conflict points that compromise pedestrian crossings and increase traffic volumes and speeds, as vehicle trips are placed onto Connectors instead of onto local roadways. The request does not further principle 5- Human Scale.

III. PROPOSED TEXT AMENDMENTS- SCOPE & ANALYSIS

The proposed text amendments would remove two sentences from Chapter 3-Transportation, Section 3.3-Access, Subsections 1 and 2- Access Management Concepts, and Access Control Policy, respectively. The text of the subsections is provided for context. Staff analysis is in ***bold italics***.

Proposed Amendment 1:

3.3- Access, 3.3.1- Access Management Concepts

The streets planned for Mesa del Sol form a hierarchy of transportation functions and uses, serving to different degrees of both mobility and local access. This hierarchy is described below.

Boulevard

Boulevards are defined as multi-functional and multi-modal arterials designed to serve through traffic and transit in the central area (inside through lanes), and to also serve local access via small-scale parallel one-way access roads, similar to frontage roads, that will support adjacent property uses. The inside through lanes of boulevards will function as multi-modal transportation corridors, serving the mobility needs of vehicles, bicycles, and transit. The outside access roads will serve the needs of adjacent local access, on-street parking, and pedestrian use.

Avenue

Avenues are the major routes in addition to boulevards that will connect the mixed-use centers of Mesa del Sol with each other and will provide connections to key facilities within the site and to major roadways off the site. The primary role of avenues is also mobility, although to a lesser degree than boulevards.

Connector

Connector streets form a grid of approximately ¼ mile spacing within and between neighborhoods and commercial areas. These streets are frequent and continuous, and therefore serve to disperse traffic and create livable / walkable environments along them, while also relieving the avenues of local trips. Connectors will equally serve the needs of both mobility and local access. They form a major part of the transportation system within Mesa del Sol, applying the grid layout to distribute traffic with the objective of maintaining a pedestrian and bicycle friendly environment. ~~Alley-loaded housing types will predominate along Connector streets to reduce the number of access points onto the Connectors.~~

Local Streets

Local streets will serve neighborhood traffic, with their primary function to provide local access to businesses and residences within neighborhoods of Mesa del Sol. The local streets are not shown or discussed in detail in this Level B plan, but will be addressed specifically in future Level C plans.

The proposed text amendments would affect Connector streets, which are one of the four types of streets in the hierarchy of street types in Mesa del Sol. Figure 3B-1 on page 36 of the Level B Technical Appendices shows the locations of boulevards, avenues, and Connectors. Local streets are not shown, and are located within the residential villages and centers. The street types serve varying degrees of mobility and access, and work together to form a transportation network that serves vehicle, pedestrian, and bicycle traffic throughout in the Plan area.

There are two boulevards: University Boulevard and Mesa del Sol Boulevard. The boulevards are large, multi-functional and multi-modal arterials. Avenues are major routes, or smaller boulevards, that connect the mixed-use centers with each other.

The Connector is the most prevalent street type in Mesa del Sol (see Technical Appendices, Figure 3B-1). Generally, the Connector streets are perpendicular to Mesa del Sol Blvd. and form a grid system across the Level B Plan area that reaches beyond into the Level A Plan area. The grid of Connectors serves to efficiently disperse traffic and carry it to and from the local streets and divert trips from the avenues. Local streets, which form connections within mixed-use centers and residential areas, are the other common street type. They provide local access within the residential villages and are not subject to any restrictions regarding access.

The language “alley-loaded housing types will predominate along Connector streets” is proposed to be deleted. This requirement means that the layout of each residential lot that fronts a Connector street must have either alley access or shared access with other homes. In other words, access is from the back of the lot rather than an individual driveway in the front of the lot. Shared access, however, can be to Connector streets- just not individual access. The word “predominate” is used, so front-loaded housing types are not prohibited. However, the intent of this language coupled with the Access Control Policy in 3.3.2 (see proposed amendment 2), is that front-loaded housing types with individual access points not be allowed along the Connectors due to the intended function of this street type.

The reason for this requirement is to reduce the number of access points onto the Connector streets. With fewer individual access points (shared access points are allowed) than local streets, traffic can flow smoothly and without interruption. The environment is more pedestrian and bicycle friendly because there is better circulation and less chance of conflict between vehicles and other modes of transportation. Continuous traffic flow, and pedestrian and bicycle friendliness, are key characteristics of Connector streets. Local streets, which serve residents directly, are already allowed to have individual access on each lot and are not limited in the number of access/conflict points between vehicles and non-auto modes. There are plenty of locations currently available for front-loaded housing types that would not compromise the functioning of the Connector streets and the carefully planned grid system.

Proposed Amendment 2:

3.3.2- Access Control Policy

Policies for the location of public and private access to the Mesa del Sol street system are designed to protect public investment in the development's transportation system and to enhance the street environment for pedestrian and driver safety. Effective access control policies for the design and location of public and private access, streets and drive- ways, will reduce points of conflict for both drivers and pedestrians and promote efficient traffic operations and traffic safety.

Public Access (Streets)

Working from a framework of major "Boulevards" and "Avenues" within the Mesa del Sol development, the supporting system of "Connector" and "Local" streets will be developed on a grid system to disperse traffic through the development. Signalized intersections will be constructed at regular intervals, generally on one-half mile spacing, but with certain exceptions where necessary.

Along Boulevards with raised or lowered medians, median breaks will be provided at regular intervals; however, to maintain mobility on the Boulevard and provide continuity of the median section, median breaks will occur only at intersections with Avenues or Connector streets (not Local streets or driveways). Local streets intersecting with Boulevards will have right-in / right-out access only. Local streets intersecting with Avenues will be allowed median breaks and full movement intersections within the spacing constraints described below.

Along Avenues with raised or lowered medians, median breaks will be provided at regular intervals in accordance with the requirements in the City of Albuquerque's Development Process Manual (DPM) as modified herein. A median opening for a full movement inter- section will be allowed within every 1000 feet of roadway, but median openings will not be spaced any closer than 400 ft. from centerline to centerline of opening. Use of this minimum spacing, or any exceptions to it, shall be based on traffic analysis demonstrating that forecast traffic volumes will have adequate left turn storage length.

Private Access (Driveways)

Policies for the location and design of private driveways to off-street parking, docks, or drop-off areas include the following:

- Individual parcels will be limited to one access per lot, unless it can be demonstrated that additional accesses will provide a benefit and not a detriment to the transportation system.
- For commercial properties, shared access centered on property lines is desirable and encouraged to facilitate internal circulation within properties and reduce the use of streets for local movement from one property to the next.
- If possible, local accesses will be located on Connector and local streets, as opposed to Avenues and Boulevards.
- ~~Local accesses on Connector streets will be limited to accesses that serve multiple residences, rather than individual driveway cuts.~~
- The location and design of local driveways will conform to the guidance provided in the Level A Community Master Plan Appendix D for width, corner radii, corner clearance and sight distance, offsets, etc.

- As a general rule, private accesses will not be signalized (unless the driveway is opposed by a public street, and the intersection meets the traffic signal warrants of the Manual on Uniform Traffic Control Devices).

Alleys

Policies for the design and location of the intersection of public alleys with the public street system include:

- Connections to alleys will be located on Connector and local streets, as opposed to Avenues and Boulevards.
- The location and design of alley accesses will conform to the guidance provided in the Level A Community Master Plan Appendix D for width, corner radii, corner clearance and sight distance, offsets, etc.
- To the extent possible, alley connections will be located on tangent (as opposed to curved) sections of Connector and local streets.

The language proposed to be deleted states that “Local accesses on Connector streets will be limited to accesses that serve multiple residences, rather than individual driveway cuts” that serve a single residence. This requirement means that individual driveways at the front of individual lots are not allowed direct access onto Connector streets, because this would create multiple access/conflict points on a street type where they are not intended or needed. The Connector streets are meant to move traffic from residential areas and onto higher classified streets. Access points are purposefully intended to be on the local streets and alleys, which are meant to accommodate local vehicle, pedestrian, and bicycle traffic on a smaller scale. This hierarchy was purposefully designed to foster an environment that is pedestrian and bicycle friendly because there is better circulation and less chance of conflict between vehicles and other modes of transportation.

Other alternatives are available to accommodate access and front-loaded housing types besides individual driveways. For instance, a group of homes (ex. four) could share an access point to a Connector street, in a cul-de-sac like configuration. Vehicles could back out onto the cul-de-sac and then exit onto the Connector street. This would be allowable today without a text amendment to the Level B Plan.

Alley access does not preclude a lot from having a back yard. Back yard space is a function of lot size, building to lot ratio, layout, and housing type. The housing typologies in the Level B Plan (p. 25) show that various housing types have space for a back yard. Whether or not the yard is fenced is less a function of access than it is a function of design regulations regarding fences and walls (p. 29), and perhaps the architectural review committee. Fences and walls are allowed up to six feet tall.

Cumulative Effects

The following table summarizes the 2012 text amendments to the Level B Plan. The purpose of the amendments was to provide additional flexibility for development in the Level B Plan area. The changes in **bold text** affected residential development, specifically single-family homes.

2012 Text Amendments to the Level B Plan		
	Type of Change	Description
Acreage & sf	Plan Area (p.i)	Existing: 3,082 acres. Proposed: 3,151 acres. (+69 acres)
	Employment Center Land Use District (p.2)	Existing: 533 acres. Proposed: 626 acres. (+93 acres) Existing: 4,300,000 sf. Proposed: 5,050,350 sf. (+750,350 sf)
	Highway Commercial Land Use District (p.2)	Existing: 435 acres. Proposed: 411 acres. (-24 acres) Existing: 4,000,000 sf. Proposed: 3,775,000 sf. (-225,000 sf)
Maps	Corresponding Changes to Maps (p.3, 15, 37, 41, 47, 48, 57, 59, 71, 72, 73, 7481, 85, 87, 91, 92, 95, 109)	Revise maps throughout the document to reflect proposed acreage changes.
Development Standards	Employment Center Land Use District (p.18)	Max commercial sf: Existing: 4,300,000. Proposed: 5,050,350. (+750,350)
	Highway Commercial Land Use District (p.18)	Max development sf: Existing: 4,000,000. Proposed: 3,775,000. (-225,000)
	Residential Village (p.25)	3. House or Townhouse: 2 covered spaces per unit. [+ARC¹ can make allowance for one covered space per unit.+]
Design Stands.	Housing Design Standards-Setbacks, (p.27)	3.i. Minimum 0 ft. {(exception 10 ft. for single family large lot)}.
Table 2-1: Site Dev. Standards	Single-Family Large Lot (p.31)	Remove category: [Single-Family Large Lot > 6,000 sf] and delete setbacks- front, side street, side and rear.
	Single-Family Standard Lot (p.31)	Front setback: 15 [+20+] feet max.
	Setback- University Blvd. (p.31)	8. Front yard setback along University: 13² [+10'+] min.²
Phasing	Overall Phasing Plan & Map (p. 40-42)	Remove dates associated with development phases. Ex. 2006-2010 Phase I Development, and relabel text.
Minor	Labeling Chapters	Add [+Revised September 2012+]
	Identifying Pages	New Footer: [+Mesa del Sol Level B Plan: Revised September 2012+]

1 ARC stands for Architectural Review Committee, which is internal to Mesa del Sol. There is an ARC for the Employment Center and for the Residential Villages.

2 This was changed from 13' to 11' via a 2/1/2012 memo from a former Planning director.

Staff is concerned that the cumulative effect of text amendments (2012 and 2017) applicable to the residential villages could begin to change the character and functionality of neighborhoods in the Level B Plan area. The 2012 text amendments eliminated the category “Single-Family Large Lot, > 6,000 sf”, which would have provided larger lots to accommodate more backyard space and larger home types.

The associated setbacks (front, side street, side and rear) for the large lot type were also removed, leaving one single-family lot type available- “Single-Family Standard Lot”- which is typically 5,000 sf consistent with the Zoning Code minimum lot size requirement. Though larger lots are not precluded, they usually are not provided unless required. This result moves toward homogeneity and away from diversity of housing options. The 2017 proposed text amendments would be another step toward homogeneity and away from the diversity intended to characterize the residential villages. The single-family homes along

Connector streets would be front loaded, just like the single-family homes on the local streets internal to the neighborhoods, which would also lessen diversity of streetscapes.

Another concern is the scope of the proposed text amendments. Connector Streets are the most common street in the street hierarchy of Mesa del Sol and are a key component of the grid transportation system. Connectors are the “glue” between local streets and higher classified streets (avenues and boulevards), and are the key component that enables the transportation grid system to function effectively.

Collector streets promote efficient movement of vehicles, and safe movement of pedestrians and bicyclists, because there are no conflicts with vehicles backing out of driveways every few feet and onto a street that is a higher classification than a local street. Also, the continuous sidewalk, without interruptions for driveways at individual lots, makes for a cohesive streetscape and safer movement for pedestrians and bicyclists.

The Level B Plan purposefully requires that alley-loaded housing types predominate along Connector streets. This is consistent with the purpose of the street hierarchy of Mesa del Sol and supportive of the intended function of Connector streets. Homes with shared access points are allowed along Connectors—this could be a group of four single-family homes with a common access to the street, a compound, or a multi-family housing type—every type is allowed except for a front loaded, single-family home.

If alley-loaded housing types are no longer required to predominate along Connector streets, the ability of these streets to promote safer movement for pedestrians and bicyclists would be compromised. Though alley-loaded housing would not necessarily be precluded with the proposed text amendments, it is unlikely that it would be built along Connector streets without a requirement because this housing type is different than the home styles that are commonly constructed today. The streetscape along Connector streets would look like the streetscape on the local streets, and would not have improved and safer functioning with respect to pedestrian and bicycle mobility. Eventually, with no differentiation in access by street type, the residential areas would begin to look and function like subdivisions in other parts of Albuquerque (ex. the Westside) and the intended character and functionality of Mesa del Sol, which was purposefully built into the Level A Plan and the Level B Plan, would begin to erode.

Alternatives

If the concern is lack of a private back yard, this is something that can be better addressed through possible amendment of relevant design regulations rather than a wholesale change to the adopted transportation system for the Plan area. Design regulations provide a menu of options. Though they work together, design regulations are not a system in the same way as a transportation system, which must be engineered for functionality and affects everyone, including pedestrians, motorists, bicyclists, etc.

If the concern is lack of affordable housing types, a wide variety of housing options is already allowed in Mesa del Sol. The Level B Plan shows townhomes, multi-family dwellings, and compounds/court housing types (p. 26). Front loaded garages are allowed onto local streets. There is no need to amend the Plan to provide for affordability, because one of the key concepts of Mesa del Sol is housing variety: “Residential villages at Mesa del Sol will be designed to accommodate a diverse range of residential types” (p. 24). If the more affordable housing options have not been built yet, that is a separate issue.

One possible solution is to create homes with a shared access point. Four homes could share a cul-de-sac, which would serve as the driveway from the collector street, without disrupting the function of the grid transportation system. This solutions would not have the same cumulative, system-wide and harmful effect on the Mesa del Sol plan area—approximately 13,000 acres—as changing the function of the Connector streets.

Another potential solution is to revise the regulations pertaining to residential development again. Some of the 2012 amendments were intended to address residential development flexibility (see Section III of this report for details). Another, related idea is to revise the Mesa del Sol Design Book that is administered by the Architectural Review Committee (ARC), as part of the Mesa del Sol Master Declaration of Covenants, Conditions, and Restrictions (CC and Rs) to lessen the quality of the required design features. Though this could improve affordability, it would result in a lesser quality residential area.

Though it is important to acknowledge the issue of homes not selling as desired, it is also important to explore and consider options and solutions that would have less impact on the transportation system and the integrity of the Mesa del Sol plans.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies

City Departments and other agencies reviewed this application from 10/02/2017 to 10/19/2017. Few comments were received. Few agency comments were received. PNM states that the language needs to ensure that locations for utility facilities will be provided and protected. Water Utility Authority Staff noted that some residents of Mesa del Sol are dissatisfied with sharing metered service. Albuquerque Public Schools (APS) commented that the proposed text amendments would not impact the APS district. Agency comments begin on p. 20

Neighborhood/Public

The affected neighborhood organizations are the Mesa del Sol Neighborhood Association (NA) and the District 6 Coalition, which were notified as required (see attachments). Property owners within 100 feet of the subject site were also notified, as required. A facilitated meeting was not held. There is no known opposition as of this writing.

The applicant has provided three letters of general support as of this writing. One letter supports the proposed text amendments because the area needs more residential activity and investment. The other letter, also generally supportive, states that sales of front-loaded homes in other areas of the City have been successful and that people don't want to buy homes in Mesa del Sol due to lack of a private back yard. Another letter refers to a "single design housing option" and would like to see more housing at different price points (see attachments).

V. CONCLUSION

The request is for two text amendments to the Mesa del Sol Level B Community Master Plan (the "Level B Plan") to allow for additional flexibility for developing single-family homes in the residential villages. The Level B Plan area (the "subject site") encompasses approximately 3,100 acres contained within the larger Level A Plan area. The EPC is the approval body for the request pursuant to the Level B Plan.

The proposed text amendments would amend Chapter 3-Transportation, Section 3.3- Access, so that: 1) alley loaded housing types would not be required to predominate along Collector streets (p. 51), and 2) access cuts on Connector streets would no longer be required to serve multiple residences (p. 52). Staff finds that the proposed text amendments conflict with applicable Goals and policies of the Comprehensive Plan, and with the Goals for community building in the Level A Plan.

The Mesa del Sol NA, the District 6 Coalition, and property owners within 100 feet of the subject site were notified, as required. A facilitated meeting was not held. There is no known opposition as of this writing. The applicant has provided letters of general support.

Staff recommends denial due to significant conflicts with Goals and policies in the Comprehensive Plan, the Level A Master Plan, and within the Level B Plan. It is important to understand the effects of the proposed text amendments, and to consider solutions that would have less impact on the transportation system and the integrity of the Mesa del Sol plans.

FINDINGS -17EPC-40049, November 09, 2017-Text Amendments to the Mesa del Sol Level B Community Master Plan

1. The request is for two text amendments to the Mesa del Sol Level B Community Master Plan (the “Level B Plan”) to allow for additional flexibility for developing single-family homes in the residential village areas. The Level B Plan allows a wide variety of housing types and designs.
2. The Level B Plan area (the “subject site”) encompasses approximately 3,100 acres, located generally south of the Tijeras Arroyo and Montessa Park; north of the Level A Plan Area and Isleta Pueblo; west of Broadway Blvd. and Interstate-25; east of the Level A “La Semilla” Reserve Area.
3. The Level B Plan area is contained within the larger, approximately 13,000-acre area of the Mesa del Sol Level A Community Master Plan (the “Level A Plan”). All of Mesa del Sol, the Level A and Level B Plan areas, is zoned Planned Communities (PC). No change to the zoning is proposed.
4. The text amendments have to do with how one type of single-family home (front-loaded) relates to the Connector roadway type in the Level B Plan area. The text amendments would amend Chapter 3-Transportation, Section 3.3-Access, so that: i) alley loaded housing would no longer be the dominant housing type on Connector streets (p. 51), and ii) driveway cuts for individual lots would be allowed on Connector streets (p. 52).
5. The Environmental Planning Commission (EPC) is the final approval body for this request, unless the EPC decision is appealed. The Level B Plan designates the EPC as the final approval body for the Level B Plan itself, and also for the proposed text amendments (p. 104, 7.1.b).
6. The Albuquerque/Bernalillo County Comprehensive Plan, the Planned Communities Criteria (PCC): Policy Element, the Mesa del Sol Level A Community Master Plan (the “Level A Plan”) and technical appendices, the Mesa del Sol Level B Community Master Plan (the “Level B Plan”) and technical appendices, the City of Albuquerque Zoning Code, and the Development Process Manual (DPM) are incorporated herein by reference and made part of the record for all purposes.
7. The City’s DPM, Chapter 23-Transportation Design, contains technical specifications regarding street design. The purpose is to promote consistently sound design of street systems and ensure comfort, safety, and quality in transportation design. In general, the text amendments would make the Mesa del Sol Level B Plan area subject to requirements that are less stringent than the DPM minimum requirements that apply to the rest of the City.
8. The text amendments conflict with specific DPM requirements as follows:
 - A. DPM Chapter 23, Section 2.A: Streets must conform in character, location, and arrangement to governing, adopted plans. Governing, adopted plans may be the LRTS (Long Range Transportation System) or approved site or sector development plans.

The Level B Plan is an adopted sector development plan. The text amendments would alter the character and function of the Connector streets, a key component of the transportation network.

- B. DPM Chapter 23, Section 2.A.7. Closely spaced driveways conflict with safe pedestrian movement by creating multiple vehicle crossings over sidewalks and by eliminating on-street parking, which slows traffic speeds. Alleys may be provided to substitute for direct street access from closely spaced driveways that interfere with pedestrian movement, create a harsh environment, and/or prohibit on-street parking.

With a driveway for each lot, multiple conflict points are created between vehicles, pedestrians, and bicyclists. Generally, fewer access points means less opportunity for conflicts and therefore a safer environment. Also, with fewer conflicts and no backing out, a street can function smoothly and carry traffic, pedestrians, and bicyclists through an area via a grid system, and connect to higher classified streets.

- C. DPM Chapter 23, Section 6- curb cuts and drivepads. Subsection A.1. states: Private driveway access to single-family lots is not permitted on principal arterial, minor arterial, or collector streets. Access to single family lots is discouraged on major local streets.

The Mesa del Sol Connector streets function like collector streets. Throughout the City, the best and most functional location for front-loaded driveways is off of local streets or alleys. This is because local streets and alleys carry less traffic, have slower speeds, and therefore provide a safer environment for prevention of conflicts between vehicles, pedestrians, and bicyclists that result when motorists back out of driveways and onto busier streets.

9. The request does not further the following, applicable Comprehensive Plan Goals and policies from Chapter 6-Transportation:

- A. Goal 6.1 Land Use – Transportation Integration: Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.

Policy 6.1.7- Multi-Modal Corridors: Balance the competing needs of pedestrians, bicyclists, autos, and transit in street design and improvements by slowing auto traffic, minimizing curb cuts, and encouraging primary auto access to parking lots to be provided from intersecting streets.

Mesa del Sol is planned to be an integrated, mixed-use, community with a highly defined sense of place and a variety of options for working, living, and recreating. The transportation system was carefully developed to support the mixture of future land uses. The proposed text amendments would change the way the Connector streets function, and would compromise an integrated, established transportation system.

University Blvd. is designated a Multi-Modal Corridor in the Comprehensive Plan; the Connector streets carry traffic to it. Slowing traffic and minimizing curb cuts are strategies to balance the competing needs of pedestrians, bicyclists, and autos. Allowing driveways (curb cuts) onto individual lots in residential areas would result in more conflict points and less efficiency and balance.

-
- B. Goal 6.2- Multi-Modal System: Encourage walking, biking, and transit, especially at peak-hour commuting times, to enhance access and mobility for people of all ages and abilities.

Policy 6.2.1 -Complete Networks: Design and build a complete, well-connected network of streets and trails that offer multiple efficient and safe transportation choices for commuting and daily needs.

A multi-modal transportation system, which includes a street grid, is the cornerstone of Mesa del Sol. The transportation network is designed to minimize traffic volumes on major and minor roadways, including Connectors (Level B Plan, p. 44). Emphasis on local roadways encourages walking, biking, transit, and enhanced access. The proposed text amendments would de-emphasize local roadways in the residential areas and create conflict points that would make the environment less pedestrian friendly and discourage walking, biking, and transit.

- C. Policy 6.3.2- Pedestrians: Improve safety for pedestrians through street design.

Policy 6.3.3- Cyclists: Improve safety for cyclists through street design.

The Connector streets are intended to link residential neighborhoods, centers, and community facilities; adding individual curb cuts along them would compromise the safety of pedestrians and cyclists by creating more conflict points and a less-friendly connection to other streets.

- D. Policy 6.2.8- Auto Network: Prioritize automobile travel on Commuter Corridors and balance it with other travel modes on other streets.

The request would disrupt the intended balance of autos and alternative transportation modes on Connector streets because it would prioritize auto travel and de-emphasize walking and biking by creating numerous conflict points.

10. The request does not further the following, applicable Comprehensive Plan Goals and policies from Chapter 7- Urban Design:

- A. Goal 7.1-Streetscapes & Development Form: Design streetscapes and development form to create a range of environments and experiences for residents and visitors.

The variety of streetscape design and development form (ex. the many types of housing allowed in the residential villages) characterizes Mesa del Sol. The request would lessen the range of environments and experiences over time because the front-loaded housing type would predominate like in other parts of the City, and the Connector street type would no longer provide safe, continuous travel for all modes but would function more like local streets that have multiple conflict points.

- B. Goal 7.2- Pedestrian-Accessible Design: Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

Policy 7.2.1-Walkability: Ensure convenient and comfortable pedestrian travel.

The residential villages are planned to emphasize walkability, since pleasant walking conditions are a key component of Mesa del Sol. The proposed text amendments, with multiple driveway cuts along Connector streets, would decrease walkability and lessen pedestrian safety by creating conflict points with moving traffic from the local streets. Convenient, comfortable, and safe pedestrian travel, which characterizes Connector streets, would no longer be ensured.

- C. Policy 7.2.2 -Walkable Places: Promote high-quality pedestrian-oriented neighborhoods and districts as the essential building blocks of a sustainable region.

The streetscapes in Mesa del Sol are purposefully designed to provide a range of environments, from large boulevards to small local streets. The Connector streets are designed to link the residential villages with higher classified streets and the rest of the development. The proposed text amendments would allow multiple access points, which would compromise the intended function of the Connectors. The neighborhoods are planned to be high-quality and pedestrian-oriented. The proposed text amendments would make the residential villages less pedestrian and bicycle friendly by altering the functionality of the Connector streets.

11. The request does not further the following, applicable Comprehensive Plan Goals and policies from Chapter 9- Housing:

Goal 9.1 Supply: Ensure a sufficient supply and range of high-quality housing types that meet current and future needs at a variety of price levels to ensure more balanced housing options.

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.

Mesa del Sol is intended to offers a range of high-quality housing types at various price levels. The design requirements create quality and variety. The proposed text amendments would allow front-loaded housing types along Connector streets, which would compromise the function of the transportation system and character of the neighborhood by placing alley-loaded homes on Connector streets and no longer having a continuous sidewalk. Front-loaded homes are already allowed on local streets, which are the majority of neighborhood streets. The request would contribute to a decrease in the variety and balance of housing options.

12. The request conflicts with the following Level A community building principles:

- A. 1.2.4 Diversity and Balance (p. 11): "Achieving the PCC goals of reduced traffic congestion and improved air quality requires creating viable alternatives to the private automobile. Transit is an important alternative to driving, and the design of streets and blocks at Mesa del Sol will optimize the potential for transit service. ...the street system at Mesa del Sol will be designed to make bicycling safe efficient, and pleasurable...Walking, of course, is the most fundamental and sustainable form of transportation...Making places where it is pleasant, safe, and convenient to talk requires diversity and balance of uses."

The Mesa del Sol roadway system, with its hierarchy of street types and functions, was designed to foster viable alternatives to the private automobile and allow for efficient circulation for

vehicle trips. The local streets in residential areas provide direct access to homes and accommodate most local trips. The collector streets do not have individual curb cuts and create a safe environment for bicycling and walking, and for vehicles that won't have to back out. Directing trips through residential neighborhoods and onto higher classified streets is a key component of a functional grid system that supports diversity and balances land uses. The proposed text amendments would facilitate private vehicle trips on a street type intended to accommodate and support pedestrians, bicyclists, and through traffic.

- B. 1.2.5 Human Scale (p. 11): “Streets and buildings as Mesa del Sol will be designed to exhibit human scale detail and variation. The majority of street widths will be relatively narrow, to make pedestrian crossings safer and easier. Sidewalks, landscaping building entries, and parallel parking will shelter and enhance the walking environment. Traffic calming features, such as curb extensions and traffic circles, will ensure that vehicular traffic is kept to speeds and volumes that are compatible with neighborhoods.”

The street network for Mesa del Sol was carefully designed to function in a way that supports connections throughout the plan area and between centers and neighborhoods. The Connector streets form a grid through the residential villages, where traffic calming and relatively narrow streets support safe vehicle circulation and alternative modes such as walking and biking. Allowing individual access onto Connector streets via multiple driveway cuts would take away from the enhanced walking environment by creating conflict points that compromise pedestrian crossings.

13. The proposed text amendments would affect Connector streets, which are one of the four types of streets in Mesa del Sol. The street types serve varying degrees of mobility and access, and work together to form a transportation network that serves vehicle, pedestrian, and bicycle traffic throughout in the Plan area. The Connector is the most prevalent street type in Mesa del Sol (see Technical Appendices, Figure 3B-1). Continuous traffic flow, and pedestrian and bicycle friendliness, are key characteristics of Connector streets.
14. Local streets, which serve residents directly, are already allowed to have individual access on each lot and are not limited in the number of access/conflict points between vehicles and non-auto modes. Many locations are currently available for front-loaded housing types that would not compromise the functioning of the Connector streets and the carefully planned transportation grid system.
15. The cumulative effect of text amendments applicable to the residential villages could begin to change the character and functionality of neighborhoods in the Level B Plan area, moving toward homogeneity and away from the diversity intended to characterize the residential villages. The single-family homes along Connector streets would be front loaded, like the single-family homes on the local streets that don't have alley access, which would also lessen diversity of streetscapes.
16. The Mesa del Sol Neighborhood Association (NA), the District 6 Coalition, and property owners within 100 feet of the subject site were notified as required. A facilitated meeting was not held. There is no known opposition.

17. The applicant has provided three letters of general support as of this writing. One states that the area needs more residential activity and investment. The other states that front-loaded homes in other areas of the City sell and that people won't buy Mesa del Sol homes due to lack of a private back yard. Another letter states that more housing at different price points is needed.
18. It is important to explore and consider options and solutions that would have less impact on the transportation system and the integrity of the Mesa del Sol plans. Concerns such as lack of a private back yard and desire for affordable housing types can be addressed by amending design regulations and creating homes with a shared access point (for example), rather than through wholesale changes that affect the larger Plan area.

RECOMMENDATION - 17EPC-40049, November 09, 2017-Text Amendments to the Mesa del Sol Level B Community Master Plan

DENIAL of 17EPC-40049, Text Amendments to the Mesa del Sol Level B Community Master Plan for the Level B Plan area, approximately 3,100 acres, known as Tracts 6, 7, and 14, Bulk Land Plat of Mesa del Sol (Parcel 1); Tract 12-B, Plat of Tracts 12-A & 12-B, Mesa del Sol, Innovation Park (Parcel 2); Lots numbered 5, 6, 13, 14, 15, 17, and 25 of Bulk Land Plat of Mesa del Sol, Innovation Park (Parcel 3); Tracts lettered F, J, K, L, M, N, O, P, R, OS-1, OS-2, OS-3, OS-4, OS-5, OS-6, and OS-7, Bulk Land Plat for Mesa del Sol Innovation Park II, a replat of Tracts 1, 12, 15, 4-A-2, 4-A-3 and 4-A-4, Mesa Del Sol, and Tracts 2-A, 2-B, 3, 4, 7, 8, 9, 10, 16, 18, 19, 20, 21, OS-1, OS-2, OS-3, and OS-6, Mesa del Sol Innovation Park)(Parcel 4); and Tract lettered 'I-2' Mesa del Sol Innovation Park II (a replat of Tract "I", Mesa del Sol Innovation Park II) (Parcel 5); zoned PC (Planned Community), based on the preceding Findings.

Catalina Lehner

***Catalina Lehner, AICP
Senior Planner***

Notice of Decision cc list:

Land Advisors Organization, LLC, 6565 Americas Parkway NE #200, ABQ, NM 87110
Dekker/Perich/Sabatini, Attn: Will Gleason, 7601 Jefferson NE, #100, ABQ, NM 87109
Mesa Del Sol NA, Stephen Nelson, 2305 Penn Ave. SE, ABQ, NM 87106
Mesa Del Sol NA, James Thompson, 2227 Stieglitz Ave. SE, ABQ, NM 87106
District 6 Coalition of NAs. Gina Dennis, 1816 Buena Vista Dr. NE #2, ABQ, NM 87106
Dist 6 Coalition of NAs, Marian Jordan, 816 Arizona SE, ABQ, NM 87108

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Office of Neighborhood Coordination

Long Range Planning

No comment.

CITY ENGINEER

Transportation Development

No objection to the request.

Hydrology Development

New Mexico Department of Transportation (NMDOT)

No comment.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Traffic Engineering Operations (Department of Municipal Development):

Street Maintenance (Department of Municipal Development):

RECOMMENDED CONDITIONS FROM CITY ENGINEER, DMD and NMDOT:

WATER UTILITY AUTHORITY

Utility Services

1. 17EPC-40049 Text Amendment to Mesa Del Sol Level B
 - a. No adverse comments
 - b. For information only: There have been instances during the development of Mesa Del Sol where there are multiple residential dwellings that share metered services. The homeowners that are associated with said shared metered service have expressed distress over their predicament.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division- No Comment.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

University Boulevard Multi-Modal Corridor.

No direct route to Mesa del Sol. Closest service is Rio Metro's fixed route 222.

Nearest stops are at Indian School/Rio Bravo at the Ethicon Plan.

No comment.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed. No comment.

ALBUQUERQUE PUBLIC SCHOOLS

This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

The language needs to ensure that locations for utility facilities will be provided and protected.

ZONING

Please refer to §14-16-2-29 for the PC zone

HISTORY

CITY OF ALBUQUERQUE

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



OFFICIAL NOTIFICATION OF DECISION

September 13, 2012

Dekker/Perich/Sabatini (DPS),
Attn: Will Gleason
7601 Jefferson NE, Suite 100
Albuquerque, NM 87109

Project# 1004075
12EPC-40048 Amendment to Level B Community
Master Plan

LEGAL DESCRIPTION:

for all or a portion of Bulk Land Plat of Mesa del Sol Tracts 1-15, Sections 13-15, 20-24, 26-29, 32-35 Township 9 North, Range 3 East, NMPM; Sections 2-6, Township 8 North, Range 3 East, NMPM; Albuquerque, Bernalillo County, New Mexico, and A certain tract of land within the South ½ of Section 15 and the NW ¼ of the NE ¼ of Section 22, Township 9 North, Range 3 East, NMPM, being and comprising a portion of Tract 12 and a westerly portion of Tract 1 of the Bulk Land Plat for Mesa del Sol Tracts 1 – 15, containing approximately 3,200 acres.

Catalina Lehner, Staff Planner

PO Box 1293

Albuquerque

NM 87103

On September 13, 2012, the Environmental Planning Commission (EPC) voted to APPROVE Project 1004075 / 12EPC-40048, a request for amendments to the Level B Community Master Plan (the "Level B Plan"), based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This request is for text amendments to the Mesa del Sol Level B Community Master Plan (the "Level B Plan"). The Level B Plan area (the "subject site") encompasses approximately 3,100 acres, located generally south of the Tijeras Arroyo & Montessa Park; north of the Level A Plan Area & Isleta Pueblo; west of Broadway Blvd. & I-25; east of the Level A "La Semilla" Reserve Area.
2. The Level B Plan area is contained within the larger, approximately 13,000-acre area of the Mesa del Sol Level A Community Master Plan (the "Level A Plan"). All of Mesa del Sol, the Level A and Level B Plan areas, is zoned Planned Communities (PC) and is designated a Reserve area by the Comprehensive Plan.

OFFICIAL NOTICE OF DECISION

Project #1004075, 12EPC-40048

September 13, 2012

Page 2 of 5

3. The proposed text amendments consist of revisions to the boundaries of the Level B Plan area, acreages in two land use categories, single-family residential lot categories and setback, setback along University Blvd. and approval of covered parking spaces. Corresponding text and map revisions and a few minor labeling and stylistic changes are also proposed. The intent of the proposed text amendments is generally to provide additional flexibility for development in the Level B Plan area.
4. The request does not constitute a sector development plan map amendment (zone change). No change to the zoning descriptor, PC, is proposed. The Level B Plan does not attach land use stipulations to its zoning descriptor; no land use changes are proposed. Therefore, the request is not required to be justified pursuant to R270-1980.
5. The Environmental Planning Commission (EPC) is the final approval body for this request, unless the EPC decision is appealed. The Level B Plan designates the EPC as the final approval body for the Level B Plan itself, and also for boundary changes greater than 10 acres in size. The proposed boundary change is approximately +69 net acres.
6. The Albuquerque/Bernalillo County Comprehensive Plan, the Planned Communities Criteria (PCC): Policy Element, the Mesa del Sol Level A Community Master Plan (the "Level A Plan") and technical appendices, the Mesa del Sol Level B Community Master Plan (the "Level B Plan") and technical appendices, and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
7. The request is generally consistent with the City Charter. Amending the Level B Community Master Plan is an exercise in local self-government and falls within the City's powers (Article I). The proposed text amendments would generally help to ensure the proper use and development of land in the Level B Plan area (Article IX).
8. The request furthers the following Comprehensive Plan Goal and policy for the Reserve area:
 - A. Reserve Area Goal (B-2). The proposed text amendments would help foster opportunities for future development and would not adversely affect the mixed-use nature established for the larger Plan area. Future development would occur in accordance with the approved Level B Plan and would not significantly affect the Plan's core concepts.
 - B. Reserve Area Policy II.B.2.c. The Level B Plan area is contained within the larger Level A Plan area; planned community master plans have been adopted for each. The proposed text amendments would modify acreages in two land use categories and revise a couple of regulations pertaining to single-family residential uses.
9. The request generally furthers the following, applicable Comprehensive Plan Goals:
 - A. Community Identity & Urban Design Goal (C-9). The Level B Development Standards are the mechanism to implement the concepts that make Mesa del Sol identifiable as a distinct

OFFICIAL NOTICE OF DECISION

Project #1004075, 12EPC-40048

September 13, 2012

Page 3 of 5

community and collection of neighborhoods. The proposed text amendments would generally help enhance the built characteristics of neighborhoods in the Level B Plan.

- B. Economic Development Goal (D-6). The proposed text amendments generally support the goal of achieving diversified and economic development in accordance with the social, cultural and environmental goals as elaborated in the Level B Plan.
10. The request partially furthers the Housing Goal (D-5). The request would create one category of single family lot types, which could help promote development of smaller lots that tend to be more affordable, though affordability depends on several factors. Allowing internal approval of covered carports may result in deviations from the high-quality, residential design types originally envisioned.
11. Conditions of approval are needed to improve clarity and ensure internal consistency.
12. There is no known neighborhood or other opposition as of this writing and Staff has not received any correspondence.

CONDITIONS:

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the Staff planner to ensure that all conditions of approval are met.
3. Covered Parking Spaces- the language shall be revised as follows (p. 25, 31):
House or Townhouse: 2 covered spaces per unit. [~~ARC can make allowance for one covered space per unit.~~] [+The ARC can allow a minimum of one covered space per unit, though two covered spaces are not prohibited.+]
4. Technical Appendices- Maps:
The following maps in the Level B Technical Appendix shall be updated to incorporate the boundary changes and match the maps in the Level B Plan document (consistent and cross-referenced maps may also appear in the body of the Level B Plan):
 - A. Land Use & Absorption, p. 39-41.
 - B. M de S Land Usage, p. 96.
 - C. Planning Zones, p. 106.
 - D. Modified M de S Take Down Land Use Area, p. 127.

5. Setbacks:

A new note 13 shall be added to Table 2-1, as follows: [+Setbacks are measured from the edge of the street right-of-way.+]

6. Total Area & Phasing:

- A. The figure for "Total Area" on Table 1-1 shall be changed to the new total (3,151).
- B. The Phasing Plan Map (p. 41) shall be made legible in black-white copy and/or labeled.

7. Minor, Clean Up:

- A. The revision note on the maps shall reference September 2012 (not August).
- B. A revision note shall be added to the Technical Appendices since several maps will need updating.
- C. The spacing issue (p. 33-42) shall be addressed so the text matches the adopted Plan.

8. Condition from PNM:

As a condition of approval, it is understood by the applicant that when objects (for example, walls or fences) are allowed to be placed in utility easements and constructed on top of underground electric distribution facilities, both the object and the utility facility are put at risk if utility maintenance, repair or replacement must occur.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY SEPTEMBER 28, 2012 IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

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

YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF

OFFICIAL NOTICE OF DECISION

Project #1004075, 12EPC-40048

September 13, 2012

Page 5 of 5

APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY ZONING CODE MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

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

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

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

Sincerely,


for Suzanne Lubar
Acting Director, Planning Department

SL/CLL/mc

cc: Dekker/Perich/Sabatini (DPS), Attn: Will Gleason, 7601 Jefferson NE, Suite 100, Albuquerque, NM 87109



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

Forest City Covington NM, LLC
801 University Blvd SE Suite 200
Albuquerque, New Mexico 87106

Date: January 18, 2007

OFFICIAL NOTIFICATION OF DECISION

FILE: **Project # 1004075**
06EPC-01444 EPC Level B Master Plan

LEGAL DESCRIPTION: Mesa del Sol, zoned Planned Community, located east of BROADWAY Blvd. and south of Los Picaros Rd., south and east of the regional park and amphitheater, to the west boundary of the La Semilla buffer to Kirtland Air Force Base (KAFB), and with a southern boundary approximately two miles north of the northern boundary of Isleta Pueblo, containing approximately 3100 acres. (Q-16) Catalina Lehner, Staff Planner

On January 11, 2007 the Environmental Planning Commission voted to approve Project #1004075/06EPC-01444 EPC Level B Master Plan, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for approval of a Level B Community Master Plan for an approximately 3,100-acre area generally located east of Broadway Blvd. being commonly known as Mesa del Sol Level B Plan area.*
2. Policy guidance for review and approval of the Level B Plan comes from the Comprehensive Plan Reserve Area Goal and Policies and the Planned Communities Criteria (PCC) for Level B submittals.
3. The Level B Plan furthers a preponderance of applicable Comprehensive Plan Goals and Policies. All applicable goals and policies are furthered in the following categories: Reserve Areas, Activity Centers, Air Quality, Water Quality, Noise, Water Management, Energy Management, Transportation and Transit, Economic Development, Education, Human Services and Public Safety. The remaining categories contain policies that are furthered and partially furthered.

OFFICIAL NOTICE OF DECISION
JANUARY 11, 2007
PROJECT #1004075
PAGE 2 OF 9

4. The Level B Plan with the attached conditions of approval demonstrates substantial consistency with the Planned Communities Criteria (PCC).
5. Lower-ranking plans are required to be consistent with higher-ranking plans. The proposed Level B Plan is in harmony with the Level A Plan and the five principles of community building contained therein.
6. Sustainability is the cornerstone of Mesa del Sol. To implement key sustainability principles of the Level A Plan, the Level B Plan uses the strategies of economic vitality, response to context and location, and resource efficiency. Like the Level A Plan, the Level B Plan promotes New Urbanist principles, non-auto transportation modes, preserves natural areas, maintains habitat, and conserves energy and natural resources.
7. A Level B Development Agreement is required pursuant to the Planned Communities Criteria (PCC) submittal requirements (Section D.5) for Level B plans. The general purpose of a Level B Development Agreement is to augment the associated Level A Development Agreement by providing greater detail on infrastructure, financing, mitigation measures and public incentives.
8. The draft Level B Development Agreements between A) the City of Albuquerque and the applicant and B) the Albuquerque/Bernalillo County Water Utility Authority and the applicant, follow the Level A Development Agreement and further delineate cost sharing mechanisms for infrastructure and service provision, define "no net expense" and specifically identify public incentives.
9. The Mesa del Sol Tax Increment Development District (TIDD), a critical component of the Level B Development Agreements, will provide a mechanism for financing public infrastructure improvements by tax increment bonds. At its December 18, 2006 special meeting, the City Council approved the TIDD ordinance (Bill No. F/S O-06-44, Enactment No. O-36-206) which allows the TIDD to be created. At a January 10, 2007 special meeting the City Council, among other things, approved the percentage of funds (67%).
10. The Planned Communities Criteria (PCC) require that a Level B Plan submittal address B. Transportation. Transportation Staff has indicated its satisfaction that transportation requirements are being met. Transportation concerns will be addressed through an Addendum to the Level A Plan.
11. Though the applicant has been working to address many comments, the applicant will continue to collaborate with interested parties regarding any outstanding concerns that have not been completely addressed as of this writing.

12. The Level B Development Agreement with the City of Albuquerque and the Level B Development Agreement with the Albuquerque/Bernalillo County Water Utility Authority have not been finalized at this time. The applicant is aware that, without completed Level B Development Agreements, the Level B Plan will not be effective. Conditions of approval will ensure that the Level B Plan cannot be completely approved until the Level B Development Agreements have been finalized.

CONDITIONS:

1. The EPC delegates final sign-off authority of this Level B Community Master Plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the Level B Community Master Plan since the EPC hearing, including how the Plan has been modified to meet each of the EPC conditions. Unauthorized changes to this Plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to DRB sign off, the applicant must meet with the Staff planner to ensure that conditions of approval are thoroughly addressed and complied with.
3. The Level B Plan approval shall not be effective until the Level B Development with the City of Albuquerque and the Level B Development Agreement with the Albuquerque/Bernalillo County Water Utility Authority are finalized and fully executed. Completion of both Level B Development Agreements must occur within six months of January 11, 2007, which is July 13, 2007. In the event that both Level B Development Agreements have not been fully executed by July 13, 2007, the City Planning Director (prior to July 13, 2007) may extend the deadline for up to an additional six months.
4. Sustainability:
 - A. Provide additional explanation regarding where the Sustainable Development Overlay zone would apply and under what circumstances.
 - B. The phrase "the use of pervious paving materials" shall be added to p.7, line 5, regarding reduction of the heat island effect.
 - C. Water harvesting shall be required. The preceding phrase "where practical" shall be deleted from the development standards for all districts. (ex. p.18, 2.2.2 g.v).
 - D. The use of pervious paving material can be counted toward the water harvesting requirement.
5. Mixed-Use Centers (all):
 - A. All building facades, even if they are not visible from the public right-of-way, shall have architectural treatment comparable to the primary building facade (p. 19).
 - B. All building facades shall use materials that are durable and of a quality that will retain their appearance over time (p. 19).
 - C. Generic "trade dress" shall be defined as generic franchise architecture (p.19). Each franchise building shall be required to respond, through massing, color and material to its context.

OFFICIAL NOTICE OF DECISION
JANUARY 11, 2007
PROJECT #1004075
PAGE 4 OF 9

- D. Large buildings over 30,000 sf shall be designed to minimize the effects of scale. Featureless, unarticulated walls over 80 ft. in length shall be prohibited (p. 19).
- E. Under section 2.3, Mixed-Use Centers shall be specified to include the urban center, the community center and village centers (p. 20).
- F. In the Mixed-Use Centers, buildings shall be sited close to streets, with doors and windows facing the street. Parking lots along street frontages shall be minimized (p. 20).
- G. In section 2.3.1 (d), buildings on parcels in important locations shall be built in ways that call attention to the significance of these places (p. 20).
- H. All dumpsters shall be enclosed on all sides.
- I. Barbed wire and concertina wire shall be prohibited except where used by government agencies for public safety purposes. Galvanized diamond mesh chain-link fence is also prohibited as a permanent installation, but can be used for temporary definition of phase lines or during construction.
- J. The "Maximum Site Coverage" for the Community Center and the Village Center shall be removed.

6. Urban Center:

- A. The development standards for the Urban Center shall incorporate language explaining the intent that the Urban Center will be Mesa del Sol's most concentrated, walkable mixed-use district.
- B. Like the other mixed-use centers, there shall be no minimum parking requirement in the Urban Center.
- C. The Off-Street Parking Standards for Mixed-Use Centers (2.3.5, p. 24) shall be included in the development standards for each mixed use center.
- D. Water harvesting area for surface runoff shall be provided in parking lots in all districts (p. 24), subject to the requirements of the State Engineer and the City Hydrologist. Water that is harvested in the parking lot need not in its entirety be used on the immediate site, but can be distributed elsewhere.

7. Highway Commercial District:

- A. A note shall be added to Table 7-1 stating that signage requirements for the Employment Center District and the Highway Commercial District are as regulated in the signage standards in the technical appendix.
- B. Wall-mounted, canopy and marquee signs shall not exceed 75 sf of sign face.
- C. Freestanding monument signs shall not exceed 250 sf of sign face.
- D. Permanent directory signs shall not exceed 100 sf of sign face and joint premise signs shall not exceed 150 sf of sign face.

8. Employment Center:

- A. Like other buildings, office buildings shall be located right up to the street. This orientation shall be reflected in the prototype buildings on p. 17. Industrial buildings, where the separation of trucks and pedestrians is paramount, shall have a maximum of two rows of parking between the building and the street.

- B. Buildings that are considered in the EPC process as of this writing shall comply with condition 7A above.
- C. The design standards for the 210 acre Phase I portion of the employment center, which were used in review of Project #1004097 (Advent solar) and Project #1004872 (Buildings 2 & 3), shall continue to apply.
- D. On-premise signs shall not exceed 75 sf of sign face.

9. Residential Villages:

- A. "Housing Design Characteristics" shall be renamed "Housing Standards".
- B. "Front street" and "side street" designation shall be determined by the Architectural Review Committee (ARC) at the Level C Plan level.
- C. Design standards regarding compatibility of fences and walls with building architecture shall be included in the development standards for Residential Villages.
- D. A footnote shall be placed on p. 28 stating that "These illustrations cannot cover every possible configuration of garage access, but placement of a residential garage (not including parking structures) directly on a front setback line from a public street is not permitted."

10. Architecture/Building:

- A. In the residential districts, 10% of the housing units, shall be offered as affordable.
- B. Residential areas with access control gates for vehicles (ex. Gated subdivisions) shall be limited only to "age restricted" (active adult communities) as defined in Federal law. Streets within such subdivisions shall be private.
- C. A sample list of some Environmentally Preferable (building) Materials in use at this time shall be included (p. 11) to illustrate the intent for their use, recognizing that such a sample will change over time.

11. Landscaping-General:

- A. The emphasis on "applying the right type of water" and using reclaimed water for landscape shall be reflected in the Landscape and Open Space Standards (p. 32). The heading "Landscape and Open Space Standards" shall be moved to the end of the first paragraph in the "water is precious" section.
- B. In districts other than the mixed-use centers, front landscape buffers shall not be lessened from 10 to 6 ft. when there is a perimeter wall, because space is needed to plant landscape that will help mitigate the wall's effect.
- C. Multi-trunk trees shall not be used as street trees except as approved by the City Forrester.
- D. Tree planter areas shall be a minimum of 64 square feet in area. Horizontal planting strips shall be allowed, with a 4 ft. wide minimum.
- E. Desert Willow shall be moved to the "Other Tree" list.
- F. The turf mix shall not exceed more than 20% high-water use turf (ex. Kentucky Bluegrass) content. Its use is intended to be permissive only for usable open space or active recreational settings, which may be applicable to individual properties. High-water turf shall not be used as decorative landscaping in entries to commercial uses.

- G. Add Purple Robe Locust, Arizona Rosewood to the tree list. Add Russian Sage to the shrub list.
 - H. Highly-allergenic trees, such as Arizona Cypress and most juniper varieties, shall be prohibited. Only non-allergenic varieties of juniper are allowed, and not in residential areas.
12. Landscaping-Coverage: These average densities allow design of a hierarchy of landscape zones.
- A. In the Trunk Open Space Network: 33% vegetative coverage, tree canopies are not counted.
 - B. In the "Large Park" district: 60% vegetative coverage of which 25% of single trunk tree canopy can be counted.
 - C. In Employment Center, Highway Commercial and Residential Villages: 60% vegetative coverage, of which 50% of single trunk tree canopy can be counted.
 - D. In Mixed Use Centers: 75% vegetative coverage, of which 100% of single trunk tree canopy can be counted.
13. Open Space:
- A. In the Employment Center District, public space shall be provided in accordance with Zoning Code §14.16.3.18(4).
 - B. For the Urban Center, Community Center, Village Center, and Residential Districts, a2 shall be deleted: "Usable open space in such forms as patios, plazas and courtyards, which will have a minimum landscape area of 15%."
 - C. The following language shall be inserted in lieu of a2:
 - i) Usable Open Space shall be provided in an amount equivalent to 15% of the net (as defined in the Comprehensive Zoning Code) site area.
 - ii) Usable Open Space must be a minimum of 8 feet wide not counting the sidewalks.
 - iii) Required Usable Open Space may be aggregated into common open space areas within a ¼ mile of the site creating the requirement.
14. Other:
- A. Design guidelines shall be referred to as design standards.
 - B. The applicant shall incorporate the Interstate Corridor Enhancement Plan (ICEPlan, May 2000, p. 30, 34-37) and the south gateway to Albuquerque into the Level B Plan.
 - C. All wireless telecommunication facilities (WTFs) covered under Zoning Code §14-16-3-17 shall be integrated into building architecture or otherwise concealed. Large, false trees shall not be considered concealed. Free-standing arrays shall be prohibited.
15. Transit/Transportation Demand Management (TDM):
- A. Additional parking management strategies, such as preferential carpool parking and parking cash-out, shall be incorporated into Mesa del Sol's TDM program.
 - B. The proposed fixed guideway transit system shall have stations at approximately half mile spacing.
 - C. The applicant shall coordinate the Mesa del Sol TDM program with Transit's TDM efforts.

OFFICIAL NOTICE OF DECISION
JANUARY 11, 2007
PROJECT #1004075
PAGE 7 OF 9

16. Air Quality:

- A. The sentence on p. 66, 4th paragraph shall be rewritten as follows: This indicates that the County air is clean enough to meet health standards today for CO, but continues to receive Federal oversight until 2016, when the Limited Maintenance Plan for CO expires.
- B. Surface disturbance permits shall be obtained from the City of Albuquerque Air Quality Division (not the Air Quality Control Board).

17. Utilities:

- A. The applicant shall coordinate with the City's Water Utility Department regarding the private alley with dry utilities and a public sanitary sewer line within the 20 ft. wide alley section (Figure 5-4, p. 88).
- B. PNM reserves the right to determine all technical needs and issues but not those impacting land use and planning issues.

18. Additional Coordination-City Departments:

- A. The applicant shall coordinate with the Environmental Health Department, Env. Services Division regarding potential impacts from landfill gas generated by the South Broadway Landfill. The developers of this site shall follow the most current version of the City of Albuquerque Interim Guidelines for Development within City Designated Landfill Buffer Zones.
- B. The applicant shall coordinate with the Parks & Recreation Department, Open Space Division regarding archaeological sites.
- C. The applicant shall obtain statements of availability regarding police facilities, fire protection and others.

19. Additional Coordination-Non-City entities:

- A. The applicant shall continue to work with the Albuquerque Metropolitan Area Flood Control Authority (AMAFCA) on a regional drainage plan (p. 75).
- B. The applicant shall coordinate with Kirtland Air Force Base (KAFB) regarding the execution of a noise and nuisance easement and notification of military aircraft in the area.
- C. The applicant shall coordinate with affordable housing groups regarding the development of an Affordable Housing Plan for Mesa del Sol.
- D. The applicant shall continue to coordinate with the Pueblo of Isleta regarding water quality issues.

20. Minor "Clean-up":

- A. The repeated sentence at the bottom of p. 11 shall be deleted.
- B. The reference to Figure 4-7 on p. 38 shall be changed to reference Figure 4-5.
- C. Table 2-1: A title shall be added and "minor protrusions" in footnote 5 shall be defined.
- D. A legend shall be added to the Soils Map (Figure 4-3) on p. 73.

OFFICIAL NOTICE OF DECISION
JANUARY 11, 2007
PROJECT #1004075
PAGE 8 OF 9

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **JANUARY 26, 2007** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If they decide that all City plans, policies and ordinances have not been properly followed, they shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

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

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,


for Richard Dineen
Planning Director

RD/CL/ac

cc: Denish + Kline Associates, 500 Marquette NW, Suite 350, Albuquerque, NM 87102
Patty Grice, Mountain View NA, 206 Fentiman Pl. SE, Albuquerque, NM 87105
Rick Watson, Mountain View NA, 225 Sunny Slope SE, Albuquerque, NM 87105
Robert Benavides, Governor, Pueblo of Isleta, P.O. Box 1270, Isleta, NM 87022
Lee Julian, 2724 Monroe St. NE, Albuquerque, NM 87110

OFFICIAL NOTICE OF DECISION
JANUARY 11, 2007
PROJECT #1004075
PAGE 9 OF 9

Tom Bishop, PNM, Alvarado Square, Albuquerque, NM 87158-0510
David Sconyers, Kirtland AFB, 2050 Wyoming Blvd. NE, Albuquerque, NM 87117
Col. Baker, Kirtland AFB, 87117
Elena Gonzales, 3900 Osuna NE, Albuquerque, NM 87109
Catherine Woodward, 7939 Sartan Way NE, Albuquerque, NM 87109
Mark Allison, 441 Graceland SE, Albuquerque, NM 87108
Ken Balizer, 1912 Tierra Vida PL NW, Albuquerque, NM 87107
Gabriel Nims, 5709 Arvilla Ave NE, Albuquerque, NM 87110
Herbert C. Bohannon, Kirtland Air Force Base, 2050 Wyoming SE, Albuquerque, NM 87117
Richard Precek, 2838 Trellis Dr. NW, Albuquerque, NM 87107

APPLICATION INFORMATION



Supplemental Form (SF)

<p>SUBDIVISION</p> <p><input type="checkbox"/> Major subdivision action</p> <p><input type="checkbox"/> Minor subdivision action</p> <p><input type="checkbox"/> Vacation</p> <p><input type="checkbox"/> Variance (Non-Zoning)</p> <p>SITE DEVELOPMENT PLAN</p> <p><input type="checkbox"/> for Subdivision</p> <p><input type="checkbox"/> for Building Permit</p> <p><input type="checkbox"/> Administrative Amendment (AA)</p> <p><input type="checkbox"/> Administrative Approval (DRT, URT, etc.)</p> <p><input type="checkbox"/> IP Master Development Plan</p> <p><input type="checkbox"/> Cert. of Appropriateness (LUCC)</p> <p>STORM DRAINAGE (Form D)</p> <p><input type="checkbox"/> Storm Drainage Cost Allocation Plan</p>	<p>S Z ZONING & PLANNING</p> <p><input type="checkbox"/> Annexation</p> <p>V <input type="checkbox"/> Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)</p> <p>P <input type="checkbox"/> Adoption of Rank 2 or 3 Plan or similar</p> <p><input checked="" type="checkbox"/> Text Amendment to Adopted Rank 1, 2 or 3 Plan(s), Zoning Code, or Subd. Regulations</p> <p>D <input type="checkbox"/> Street Name Change (Local & Collector)</p> <p>L A APPEAL / PROTEST of...</p> <p><input type="checkbox"/> Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other</p>
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PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICATION INFORMATION:

Professional/Agent (if any): Dekker/Perich/Sabatini _____ PHONE: 505-761-9700 _____
 ADDRESS: 7601 Jefferson NE, Suite # 100 _____ FAX: _____
 CITY: Albuquerque _____ STATE New Mexico _____ ZIP 87109 _____ E-MAIL: Willg@dpsdesign.org
 APPLICANT: Land Advisors Organization, LLC _____ PHONE: 505-563-5627 _____
 ADDRESS: 6565 Americas Parkway Ne, Suite 200 _____ FAX: 505-563-5501 _____
 CITY: Albuquerque _____ STATE New Mexico _____ ZIP 87110 _____ E-MAIL: _____
 Proprietary interest in site: _____ List all owners: Hektar LLC _____

DESCRIPTION OF REQUEST: Text amendment to the Mesa Del Sol Community Level B Plan _

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

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

Lot or Tract No. See attachment _____ Block: See attachment _____ Unit: See attachment _____
 Subdiv/Addn/TBKA: See attachment _____
 Existing Zoning: PC-Planned Community _____ Proposed zoning: NA _____ MRGCD Map No _____
 Zone Atlas page(s): Q-15-Z, R-14-Z, R-15-Z, R-16-Z, R-17-Z, S-14-Z, S-15-Z, S-16-Z, S-17-Z, T-13-Z, T-14-Z, U-13-Z UPC Code: _____

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB- AX_Z_ V_ S_ etc.): 12EPC-40048, 06EPC-01444, 05-EPC00987, 08EPC-40047 1004075

CASE INFORMATION:

Within city limits? Yes Within 1000FT of a landfill? No
 No. of existing lots: _____ No. of proposed lots: _____ Total site area (acres): 2,822 _____
 LOCATION OF PROPERTY BY STREETS: East of Broadway Boulevard and south of Los Picaros Road, south and east of the Bernalillo County Regional Recreation Complex, to the west boundary of La Semilla buffer to Kirtland Air Force Base, with a southern boundary approximately two miles north of the northern boundary of Isleta Pueblo
 Check if project was previously reviewed by: Sketch Plat/Plan or Pre-application Review Team(PRT) Review Date: _____

SIGNATURE Willg DATE 7-27-17
 (Print Name) WILLIAM GLEASON Applicant: Agent:

FOR OFFICIAL USE ONLY

Revised: 11/2014

<input type="checkbox"/> INTERNAL ROUTING	Application case numbers	Action	S.F.	Fees
<input type="checkbox"/> All checklists are complete	17EPC-40049	ASP	_____	\$ 425.00
<input type="checkbox"/> All fees have been collected	_____	CMF	_____	\$ 50.00
<input type="checkbox"/> All case #s are assigned	_____	ADV	_____	\$ 75.00
<input type="checkbox"/> AGIS copy has been sent	_____	_____	_____	\$ _____
<input type="checkbox"/> Case history #s are listed	_____	_____	_____	\$ _____
<input type="checkbox"/> Site is within 1000ft of a landfill	_____	_____	_____	\$ _____
<input type="checkbox"/> F.H.D.P. density bonus	_____	_____	_____	\$ _____
<input type="checkbox"/> F.H.D.P. fee rebate	_____	_____	_____	\$ _____
	Hearing date			Total
	Nov. 9, 2017			\$ 550.00

Staff signature & Date 9-27-17 Project # 1004075

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

ANNEXATION (EPC08)

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

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

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

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

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

AMENDED TO SECTOR DEVELOPMENT MAP (EPC03)

AMENDMENT SECTOR DEVELOPMENT, AREA, FACILITY, OR COMPREHENSIVE PLAN (EPC04)

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

AMENDMENT TO ZONING CODE OR SUBDIVISION REGULATORY TEXT (EPC07)

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

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

WILLIAM GLEASON
 Applicant name (print)
Willie 9-27-17
 Applicant signature & Date



Revised: June 2011

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

Application case numbers
17EPC - 40049

[Signature] 9-27-17
 Staff signature & Date
Project # 1004075



6565 Americas Parkway NE, Suite 200
Albuquerque, New Mexico 87110
Tel 505.563.5627 Fax 505.563.5501 | LandAdvisors.com

September 28, 2017

Albuquerque Planning Department
P.O. Box 1293
Albuquerque, New Mexico 87103

Re: Mesa del Sol Level B Revisions; Appointment of Agent

Ladies and Gentlemen:

Land Advisors Organization, LLC authorizes Dekker/Perich/Sabatini to act as its agent for proposed revisions to the Mesa del Sol Level B Community Development Plan and associated land use planning applications.

Thank you.

Sincerely,

Land Advisors Organization, LLC
d/b/a New Mexico Land Advisors, LLC
an Arizona limited liability company

A handwritten signature in black ink, appearing to read 'Richard T. Bressan', written over a horizontal line.

Richard T. Bressan, Agent
as Court Appointed Special Master
for Mesa del Sol, LLC, a New Mexico limited liability company,
in Bernalillo county Court Cause No. D-202-CV-2015-05944

Hektar, LLC

September 26, 2017

Albuquerque Planning Department
P.O. Box 1293
Albuquerque, New Mexico 87103

Re: Mesa del Sol Level B Revisions; Appointment of Agent

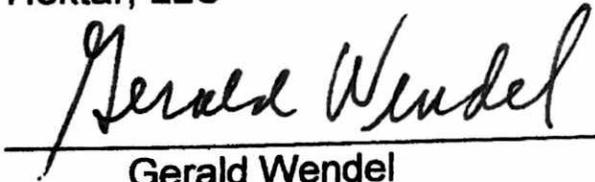
Ladies and Gentlemen:

Hektar, LLC authorizes Dekker | Perich | Sabatini to act as its agent for proposed revision to the Mesa del Sol Level B Community Development Plan and associated land use planning applications as it applies to the 30.0155+/- acres we own and known as Montag 3B.

Thank you.

Sincerely,

Hektar, LLC



Gerald Wendel
Authorized Signer

702-505-1408
Gw2877@yahoo.com

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Land Advisors Org, LLC DATE OF REQUEST: 09/26/17 ZONE ATLAS PAGE(S): _____

CURRENT:

ZONING Planned Communities

PARCEL SIZE (AC/SQ. FT.) 2822 ac

LEGAL DESCRIPTION:

Q-15, R15-17,

LOT OR TRACT # _____ BLOCK # S14-17, T13-15

SUBDIVISION NAME See Attached Legal Description
Mesa del Sol Level B

REQUESTED CITY ACTION(S):

ANNEXATION []

ZONE CHANGE []: From _____ To _____

SECTOR, AREA, FAC, COMP PLAN []

AMENDMENT (Map/Text) [X]

SITE DEVELOPMENT PLAN:

SUBDIVISION* [] AMENDMENT [X]

BUILDING PERMIT [] ACCESS PERMIT []

BUILDING PURPOSES [] OTHER []

*includes platting actions

PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT []

NEW CONSTRUCTION [X]

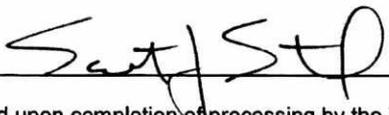
EXPANSION OF EXISTING DEVELOPMENT []

GENERAL DESCRIPTION OF ACTION:

OF UNITS: _____

BUILDING SIZE: _____ (sq. ft.)

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

APPLICANT OR REPRESENTATIVE 

DATE 9/26/17

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

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

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

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

Notes:

TIS will be required at individual developments.

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


TRAFFIC ENGINEER

9/26/17
DATE

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

TIS -SUBMITTED 1/1
-FINALIZED 1/1

TRAFFIC ENGINEER _____

DATE _____

September 28, 2017

DEKKER
PERICH
SABATINI

Ms. Karen Hudson, Chair
CoA Environmental Planning Commission
600 2nd. St. NW
Albuquerque, NM 87106

Re: Mesa del Sol Level B Community Master Plan Revisions submittal

Dear Ms. Hudson:

This letter outlines proposed revisions to the Mesa del Sol Level B Community Master Plan. Mesa del Sol, zoned Planned Community, is located east of Broadway Boulevard and south of Los Picaros Road, south and east of the Bernalillo County Regional Recreation Complex, to the west boundary of La Semilla buffer to Kirtland Air Force Base, with a southern boundary approximately two miles north of the northern boundary of Isleta Pueblo, and containing approximately 2,822 acres.

The primary motivation for this request is to allow more flexibility in how residential lots can front onto roadways in the Residential Village areas. The Mesa del Sol Level B Community Master Plan allows for a range of front loaded and alley-loaded housing types. However, there is some specific language that limits the placement of front-loaded housing on a limited number of roadway types. We are requesting that this specific language be modified; specifically, we are requesting to strike two sentences in the Mesa del Sol Level B Community Master Plan (last revised August 2012) on pages 53 and 54.

~~Alley loaded housing types will predominate along Connector streets to reduce the number of access points onto the Connectors. (p. 53)~~

~~Local access on connector streets will be limited to accesses that serve multiple residences, rather than individual driveway cuts. (p. 54)~~

These are the only changes that are being requested. The overall framework for the Mesa del Sol Level B Community Master Plan is still valid and will be carried forward. These minor revisions will enable the community to move forward with new phases of residential development. Any homes that are designed with garage access off of the front of the lot will still be required to abide by the front setbacks that require garages to be placed a minimum of 20' behind the street right of way and recessed behind the front entry to the home.

We respectfully request approval of these revisions to the Mesa del Sol Level B Community Development Plan. If you have any questions or need clarification of anything contained herein, please contact feel free to contact me.

Sincerely,

Dekker/Perich/Sabatini Ltd.



Will Gleason, AICP Principal

3.2.4 Off-Site Transportation Improvements

Traffic volume forecasts have been developed for Mesa del Sol based on population and employment growth within the development. (Growth within Mesa del Sol is described with phasing plans and absorption schedules as shown in Appendix 3C.) This information has then been overlaid on growth and traffic forecasts for the Albuquerque Metropolitan Region, based on data obtained from the MRCOG, using their forecasts of the background transportation network and traffic for 2015 and 2025. With this information assembled, traffic has been modeled on an "Impact Area" surrounding Mesa del Sol. Based on a review of predicted levels of service on the surrounding roadways, off-site roadway improvements have been identified for both 2015 and 2025. Details of these roadway improvements, including roadway segment location and length, predicted traffic volumes, levels of service, required improvements, and costs of improvements are shown in Appendix 3E.

3.3 Access

3.3.1 Access Management Concepts

The streets planned for Mesa del Sol form a hierarchy of transportation functions and uses, serving to different degrees of both mobility and local access. This hierarchy is described below.

Boulevard

Boulevards are defined as multi-functional and multi-modal arterials designed to serve through traffic and transit in the central area (inside through lanes), and to also serve local access via small-scale parallel one-way access roads, similar to frontage roads, that will support adjacent property uses. The inside through lanes of boulevards will function as multi-modal transportation corridors, serving the mobility needs of vehicles, bicycles, and transit. The outside access roads will serve the needs of adjacent local access, on-street parking, and pedestrian use.

Avenue

Avenues are the major routes in addition to boulevards that will connect the mixed-use centers of Mesa del Sol with each other and will provide connections to key facilities within the site and to major roadways off the site. The primary role of avenues is also mobility, although to a lesser degree than boulevards.

Connector

Connector streets form a grid of approximately ¼ mile spacing within and between neighborhoods and commercial areas. These streets are frequent and continuous, and therefore serve to disperse traffic and create livable / walkable environments along them,

while also relieving the avenues of local trips. Connectors will equally serve the needs of both mobility and local access. They form a major part of the transportation system within Mesa del Sol, applying the grid layout to distribute traffic with the objective of maintaining a pedestrian and bicycle friendly environment. ~~Alley-loaded housing types will predominate along Connector streets to reduce the number of access points onto the Connectors.~~

Local Street

Local streets will serve neighborhood traffic, with their primary function to provide local access to businesses and residences within neighborhoods of Mesa del Sol. The local streets are not shown or discussed in detail in this Level B plan, but will be addressed specifically in future Level C plans.

3.3.2 Access Control Policy

Policies for the location of public and private accesses to the Mesa del Sol street system are designed to protect public investment in the development's transportation system and to enhance the street environment for pedestrian and driver safety. Effective access control policies for the design and location of public and private access, streets and driveways, will reduce points of conflict for both drivers and pedestrians and promote efficient traffic operations and traffic safety.

Public Access (Streets)

Working from a framework of major "Boulevards" and "Avenues" within the Mesa del Sol development, the supporting system of "Connector" and "Local" streets will be developed on a grid system to disperse traffic through the development. Signalized intersections will be constructed at regular intervals, generally on one-half mile spacing, but with certain exceptions where necessary.

Along Boulevards with raised or lowered medians, median breaks will be provided at regular intervals; however, to maintain mobility on the Boulevard and provide continuity of the median section, median breaks will occur only at intersections with Avenues or Connector streets (not Local streets or driveways). Local streets intersecting with Boulevards will have right-in / right-out access only. Local streets intersecting with Avenues will be allowed median breaks and full movement intersections within the spacing constraints described below.

Along Avenues with raised or lowered medians, median breaks will be provided at regular intervals in accordance with the requirements in the City of Albuquerque's Development Process Manual (DPM) as modified herein. A median opening for a full movement intersection will be allowed within every 1000 feet of roadway, but median openings will not

PRE-APPLICATION REVIEW TEAM (PRT) MEETING

PA# 17-132 Date: 9/12/17 Time: 2:00pm

Address: Mesa del Sol Level B Plan Area

1. AGENCY REPRESENTATIVES PRESENT AT MEETING

Planning: Kym Dicome Other: Catalina Lehren
Code Enforcement: Ben McIntosh Other: _____
Fire Marshall: Antonio Chinchilla Eric Gonzales
Transportation: marwa

2. TYPE OF APPLICATION ANTICIPATED / APPROVAL AUTHORITY

- Zone Map Amendment EPC Approval City Council Approval
 Sector Dev. Plan Amendment EPC Approval City Council Approval
 Site Dev. Plan for Subdivision EPC Approval DRB Approval Admin Approval
 Site Dev. Plan for Bldg. Permit EPC Approval DRB Approval Admin Approval
 Other text amendment

3. SUMMARY OF PRT DISCUSSION:

Current Zoning: PC (Planned Community)
Proposed Use/Zone: no change
Applicable Plans: Mesa del Sol Level B Community Master Plan
Applicable Design Regulations: _____
Previously approved site plans/project #: 1004075
Requirements for application: (R-270-1980, Notification, as-built drawings, TIS, Check Lists, Other)

Handouts Given:

Zone Map Amendment Process R-270-1980 AA Process EPC Schedule

Additional Notes:

- ° proposed amendments to the Mesa del Sol Level B Plan
- ° regarding how residential lots can front onto residential roadway. modify 2 sentences (front-loaded or ~~alley~~ on connector streets)
- ° Delete two sentences. ~~p.53~~ p.53, 54
- ° pursuant to Level B plan-p104, process for

*****Please Note: PRT DISCUSSIONS ARE FOR INFORMATIONAL PURPOSES ONLY: THEY ARE NON-BINDING AND DO NOT CONSTITUTE ANY KIND OF APPROVAL. Statements regarding Zoning are not Certificates of Zoning. Additional research may be necessary to determine the exact type of application and/or process needed. It is possible that factors unknown at this time and/or thought of as minor could become significant as the case progresses.**

text amendments with substantive effect go to the EPC

- 2012 text amendments went to EPC
- too large to handle administratively - planning director can only amend to correct errors
- text amendments result in a Notice of Decision that gets folded into the Level B Plan. This amends the plan.
- EPC is the final decision making body. Text amendments don't need to go to Council.

NEIGHBORHOOD INFORMATION

Will Gleason

From: Quevedo, Vicente M. <vquevedo@cabq.gov>
Sent: Monday, September 25, 2017 3:21 PM
To: Will Gleason
Subject: Notification Inquiry_Mesa del Sol_EPC
Attachments: Notification Inquiry_Mesa del Sol_EPC.xls; INSTRUCTION SHEET FOR APPLICANTS.pdf

William,

Good afternoon. See list of affected neighborhood associations below related to your upcoming EPC submittal. Please also review the instruction sheet attached to this email correspondence. Thank you.

Neighborhood Associations - Member	First Name	Last Name	Address Line 1	City	Sta
District 6 Coalition of Neighborhood Associations	Gina	Dennis	1816 Buena Vista Drive NE #2	Albuquerque	NM
Mesa Del Sol NA	James	Thompson	2227 Stieglitz Avenue SE	Albuquerque	NM
Mesa Del Sol NA	Stephen	Nelson	2305 Penn Avenue SE	Albuquerque	NM
District 6 Coalition of Neighborhood Associations	Marian	Jordan	816 Arizona SE	Albuquerque	NM

Respectfully,

Vicente M. Quevedo, MCRP
Neighborhood Liaison, Office of Neighborhood Coordination
City of Albuquerque – City Council
(505) 768-3332
cabq.gov/neighborhoods

Follow us;



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From: webmaster=cabq.gov@mailgun.org [mailto:webmaster=cabq.gov@mailgun.org] **On Behalf Of** webmaster@cabq.gov
Sent: Friday, September 22, 2017 3:25 PM
To: Office of Neighborhood Coordination <onc@cabq.gov>
Subject: Notification Inquiry Sheet Submission

Notification Inquiry For:
Environmental Planning Commission Submittal

typical



September 27, 2017

Mr. James Thompson, Mesa Del Sol NA
2227 Stieglitz Avenue SE
Albuquerque, NM 87106

Re: Text Amendments to the Mesa Del Sol Level B Community Master Plan

Dear Mr. James Thompson,

Per the requirements of the City of Albuquerque's development review process, we are providing notice of a public hearing at the regular meeting of the City's Environmental Planning Commission (EPC) on Thursday, November 9th, 2017, at 8:30am, in the Basement Hearing Room at the City of Albuquerque's Plaza del Sol Building, at 600 Second Street NW, Albuquerque, NM.

The project site is defined by the boundaries of the Mesa del Sol Level B Community Master Plan, as revised in August 2012. The Level B area, approximately 2,822 acres in size, is located south of Tijeras Arroyo & Montessa Park, north of the Isleta Pueblo, west of Broadway Blvd, & I-25, and east of the La Semilla Reserve Area. A full legal description of the property is attached to this letter.

The Land Advisors Organization, LLC is proposing to make two small text amendments to the current Mesa Del Sol Level B Community Master Plan. The revisions consists of striking two sentences of the Level B Master Plan document to clarify the ability to create a wider range of housing types. The proposed changes are included in the attachment to this letter. These minor revisions will enable the community to move forward with new phases of residential development. The overall framework for the Mesa del Sol Community Level B Plan will not be revised.

Affected Neighborhood Associations and Homeowner Associations may request a Facilitated Meeting regarding this project by contacting the Alternative Dispute Resolution (ADR) Program by email at stripett@cabq.gov, by phone at (505) 768-4712 or (505) 768-4660. A facilitated meeting request must be received by ADR by: October 9, 2017.

Dekker/Perich/Sabatini is acting as the agent for Land Advisors Organization for this submittal to the City. If you have any questions regarding the project please contact me at 505-761-9700 or willg@dpsdesign.org.

Sincerely,

Dekker/Perich/Sabatini

Will Gleason, AICP
Principal

Attachments: Proposed text amendments
Legal description for Level B area

Parcel 1 -

Tracts Six (6), Seven (7) and Fourteen (14), of the Bulk Land Plat of MESA DEL SOL, Tracts 1-15, Albuquerque, New Mexico, as the same is shown and designated on said Plat, filed in the Office of the County Clerk of Bernalillo County, New Mexico, on June 21, 2006, in Plat Book 2006-C, page 195.

Parcel 2 -

Tract 12-B, Plat of Tracts 12-A & 12-B, MESA DEL SOL, INNOVATION PARK, as the same is shown and designated on the Plat of Tracts 12-A & 12-B, Mesa Del Sol Innovation Park, recorded in the Bernalillo County, New Mexico real estate records on February 29, 2008, in Plat Book 2008-C, page 38, as Document No.

2008-023129.

Parcel 3 -

Lots numbered Five (5), Six (6), Thirteen (13), Fourteen (14), Fifteen (15), Seventeen (17), and Twenty-five (25) of BULK PLAT FOR MESA DEL SOL, INNOVATION PARK, Albuquerque, New Mexico, as the same is shown and designated on the plat thereof filed in the Office of the Bernalillo County Clerk, New Mexico on September 13, 2007, in Book 2007-C, page 259, as Document No. 2007-131551.

Parcel 4 -

Tracts lettered F, J, K, L, M, N, O, P, R, OS-1, OS-2, OS-3, OS-4, OS-5, OS-6 and OS-7 of Bulk Land Plat for Mesa Del Sol Innovation Park II, (a replat of Tracts 1, 12, 15, 4-A-2, 4-A-3 and 4-A-4, Mesa Del Sol and Tracts 2-A, 2-B, 3, 4, 7, 8, 9, 10, 16, 18, 19, 20, 21, OS-1, OS-2, OS-3 and OS-6, Mesa Del Sol Innovation Park) Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on the plat of said addition filed in the office of the County Clerk of Bernalillo County, New Mexico, on August 7, 2008, in Plat Book 2008C, page 175, as Document No. 2008089615.

Parcel 5 -

Tract lettered 'I-2' Mesa del Sol Innovation Park II (a Replat of Tract "I", Mesa Del Sol Innovation Park II), Albuquerque, Bernalillo County, New Mexico, as the same is shown and designated on the Plat thereof, filed in the Office of the County Clerk of Bernalillo County, New Mexico, on April 20, 2011, in Plat Book 2011C, Page 37, as Document No. 2011-038066.



be spaced any closer than 400 ft. from centerline to centerline of opening. Use of this minimum spacing, or any exceptions to it, shall be based on traffic analysis demonstrating that forecast traffic volumes will have adequate left turn storage length.

Private Access (Driveways)

Policies for the location and design of private driveways to off-street parking, docks, or drop-off areas include the following:

- **Individual parcels will be limited to one access per lot, unless it can be demonstrated that additional accesses will provide a benefit and not a detriment to the transportation system.**
- **For commercial properties, shared access centered on property lines is desirable and encouraged to facilitate internal circulation within properties and reduce the use of streets for local movement from one property to the next.**
- **If possible, local accesses will be located on connector and local streets, as opposed to Avenues and Boulevards.**
- ~~Local accesses on connector streets will be limited to accesses that serve multiple residences, rather than individual driveway exits.~~
- **The location and design of local driveways will conform to the guidance provided in the Level A Community Master Plan Appendix D for width, corner radii, corner clearance and sight distance, offsets, etc.**
- **As a general rule, private accesses will not be signalized (unless the driveway is opposed by a public street, and the intersection meets the traffic signal warrants of the Manual on Uniform Traffic Control Devices).**

Alleys

Policies for the design and location of the intersection of public alleys with the public street system include:

- **Connections to alleys will be located on connector and local streets, as opposed to Avenues and Boulevards.**
- **The location and design of alley accesses will conform to the guidance provided in the Level A Community Master Plan Appendix D for width, corner radii, corner clearance and sight distance, offsets, etc.**
- **To the extent possible, alley connections will be located on tangent (as opposed to curved) sections of connector and local streets.**

3.4 Transit

Transit is planned to be a major element of the ultimate multi-modal transportation system within Mesa del Sol. As stated in the Level A Master Plan for Mesa del Sol, one of the most important aspects of the development will be the "Planning and development of transportation facilities that are truly multi-modal, with the blending and encouraged use of transit, bike lanes, pedestrian walkways and trails, and roadways...Such a system will offer the user fundamentally different choices in mobility and access." Transit facilities and use are envisioned to provide a significant benefit to the traveler within Mesa del Sol, providing an opportunity for the traveler to consider and have mode choices that result in less dependence on the passenger vehicle.

Transit operation within the City of Albuquerque currently consists of on-street bus service, including express "Rapid-Ride" service on a number of routes. The City has also completed a study for the analysis of light rail transit on key arterials connecting the downtown and uptown areas of the City. That study has evolved into the development of a project for the design and implementation of a modern streetcar system on a fixed guideway track. The streetcar system is proposed to begin in the Old Town area of Albuquerque and extend along Central Avenue to Carlisle Street, with another connection extending from Central and University, along either University or Yale to the Albuquerque Sunport. Implementation of such a system will provide the start to enhanced transit service to key areas within the City. The streetcar connection to the Sunport will provide a possible future linkage to Mesa del Sol, in that the same system could be extended south along University into Mesa del Sol.

Other aspects of existing transit planning include MRCOG's 2025 Metropolitan Transportation Plan, which includes proposed expansion to the ABQ Ride transit network, with a new bus route on University Blvd. into Mesa del Sol. Preliminary discussions with ABQ Ride staff provide indication that bus service can begin into Mesa del Sol's Employment Center and initial residential areas when development has occurred to the point of generating adequate ridership to justify the service extension.

3.4.1 Transit Concepts Proposed

In light of the present status and plans for transit in Albuquerque, FCC has taken the lead on commissioning an independent transit study for Mesa del Sol, documented in Mesa del Sol Transit Concepts and Scenarios (URS, April 6, 2006). This study was undertaken to investigate the feasibility of providing transit service within Mesa del Sol, with consideration of transit routes, modes, service, and costs. Such a system, with adequate funding, could be developed well ahead of other City transit facilities into Mesa del Sol and could thus "jump start" transit service with the potential for future links and later adoption into the City's system.

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 STEPHEN NELSON
 Street and Apt. No., or PO Box No.
 2305 PENN AVENUE SE
 City, State, ZIP+4®
 ALBUQUERQUE, NM 87106

Perich/Sabatini

SEP 27 2017

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 MR. MARIAN JORDAN
 Street and Apt. No., or PO Box No.
 810 ARIZONA SE
 City, State, ZIP+4®
 ALBUQUERQUE, NM 87108

Perich/Sabatini

SEP 27 2017

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 MS. GINA DENNIS
 Street and Apt. No., or PO Box No.
 1810 BUENA VISTA DRIVE NE #2
 City, State, ZIP+4®
 ALBUQUERQUE, NM 87106

Perich/Sabatini

SEP 27 2017

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Postage \$ 0.46

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Sent To
 MR. JAMES THOMPSON
 Street and Apt. No., or PO Box No.
 2227 STEIGLITZ AVENUE SE
 City, State, ZIP+4®
 ALBUQUERQUE, NM 87106

Perich/Sabatini

SEP 27 2017

Postmark Here

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions



October 25, 2017

Ms. Karen Hudson, Chair
CoA Environmental Planning Commission
600 2nd. St. NW
Albuquerque, NM 87106

Re: Mesa del Sol Level B Community Master Plan Revisions

Dear Ms. Hudson:

The Sunport South Business Park fully supports the proposed changes to the Mesa del Sol Level B Plan. As a neighboring property, we believe the future success of Mesa del Sol will help our property as well. The area needs more residential activity and more overall investment to make this area succeed.

If you have any questions, please contact feel free to contact me.

Sincerely,

Horne Stewart, LLC.

A handwritten signature in black ink, appearing to read 'Solomon Sampson'.

Solomon Sampson
Vice President
The Horne Companies

HORNE-STEWART LLC

2863 North Norwalk #103 MESA ARIZONA 85215 PHONE: (602) 264-2181

WWW.ROADRAILANDAIR.COM

RayLee Homes

A NEW GENERATION

1004075

October 26, 2017

To Whom It May Concern,

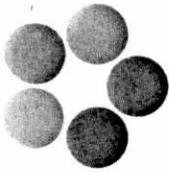
Between the years of 2012 to 2016, RayLee Homes A New Generation was one of five builders in the Mesa del Sol subdivision. During that timeframe, RayLee Homes built 25 homes. Each of these homes were subject to a set of very specific guidelines, one of which was the product had to be rear loaded. While building in Mesa del Sol, RayLee Homes was also building in several other subdivisions throughout the city with front loaded product which were very successful. RayLee Homes feels that if they were able to offer front loaded product similar to their other subdivisions, they would have had substantial success in Mesa del Sol. RayLee Homes found that with the prospects visiting Mesa del Sol the idea of having no private backyard ultimately led them to buy a home elsewhere.

RayLee Homes appreciated the opportunity to build in Mesa del Sol. However, due to how the market responded to the product restriction, RayLee Homes felt it was in its best interest to no longer build in Mesa del Sol.

Sincerely,



Owner
TJT Group, Ltd



THE INTERNATIONAL SCHOOL

at Mesa del Sol

• global vision • knowledge • stewardship • diversity • citizenship •

October 30, 2017

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

Dear Ms. Hudson,

This letter is to support the changes of the Mesa del Sol Master Plan. Our charter school is in the heart of the community, with the majority of the children that live within the community attending our school.

The community is important to our school, most recently with our Monsters on the Mesa Foundation fundraiser. Our community neighbors came out in force! They volunteered to run the race registration, set up the course, provide music and photography, as well as run several of the games for the students to enjoy. We also have several residents from Mesa del Sol who come weekly to volunteer in our classrooms and library.

If Mesa del Sol is able to offer a variety of housing alternatives, this will provide a more diverse community not only for the area itself, but for our school as well. Various types of homes at varied price ranges will attract more families, ranging from those who have young children to retired couples. In the end, this creates an environment for the total neighborhood to come together as an extended family, supporting each other.

If asked, our teachers and staff would love to live in the community in which they work. The shortened commute time would lead to more quality family time. This is a benefit that is priceless. Unfortunately, the single-design housing option has kept them from purchasing homes within Mesa del Sol. Instead they have taken their dollars out of Albuquerque into other planned communities.



an International Baccalaureate World School

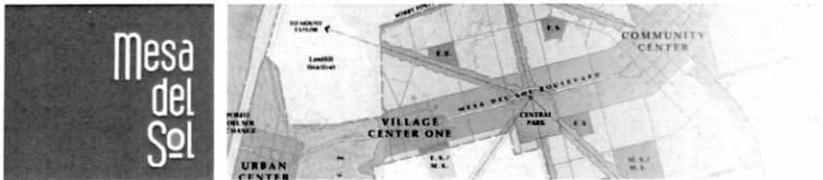
Thank you for your support of the expansion of Mesa del Sol housing options. With this change to their master plan, the community will be able to offer a viable option within the city limits for home owners at all price points. It will also help our school grow and continue sustainability. We are proud to be the community school for Mesa del Sol, providing the only K-12 campus in the city of Albuquerque.

Sincerely,



Barbra Langmaid
Head of School
blangmaid@tismn.org

EXHIBIT

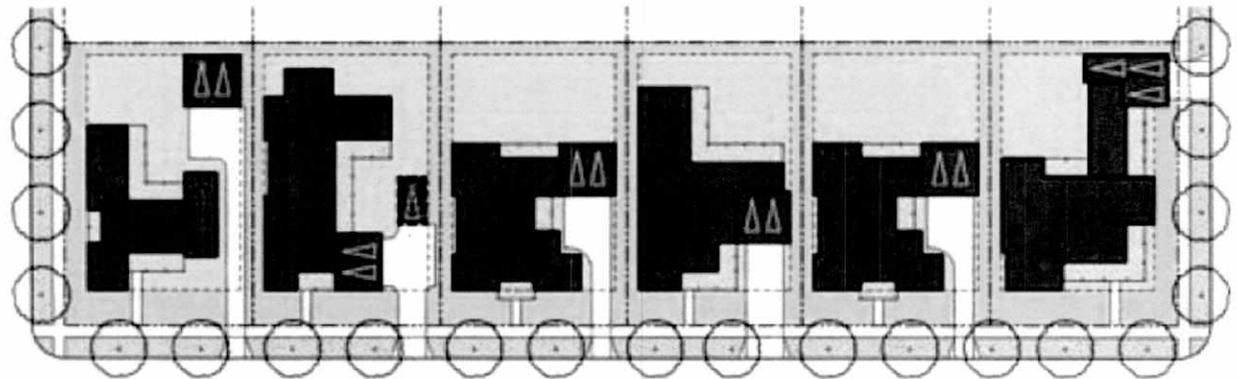
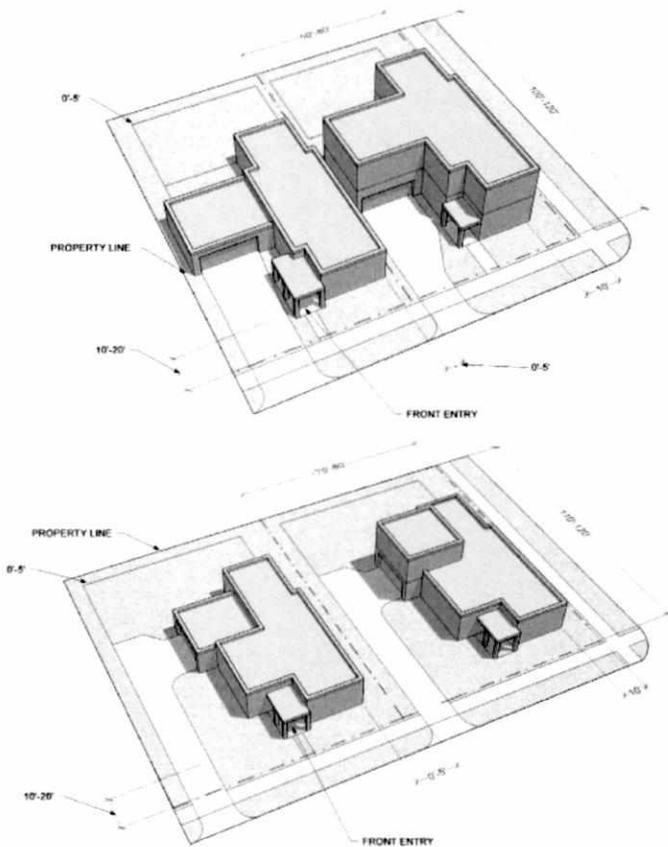


Front Loaded Lots

The amendment proposes to change the existing standards to allow front loaded residential units on Connector Roads within the Mesa Del Sol Level B planning area.

The front loaded product is already permissive on Local roads and included in the existing Community Master Plan:

FRONT LOADING RESIDENTIAL LOT DESIGN



Example of front loading residential units

Existing excerpts from Mesa del Sol Design Book Implementation

The amendment will not change any of the other standards such as setbacks, circulation patterns, road configurations and housing styles

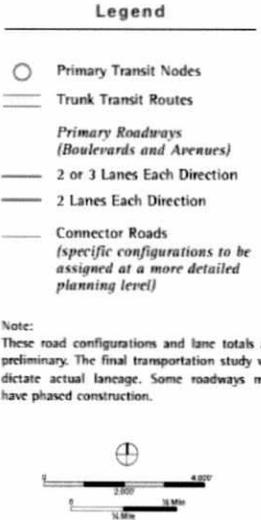


Connector Roads

The Connector Road is designed to create a pedestrian friendly environment and to enhance walkability. The amendment will not impact the street section and maintains the pedestrian friendly character of the overall development. While there will be added driveway cuts, the slope of the sidewalk wont be impacted and the general lot width standards will be maintained. This means that walking distances don't change and walking comfort is not impacted.

Connector roads are spaced 1/4 apart on a grid, as detailed in the map below.

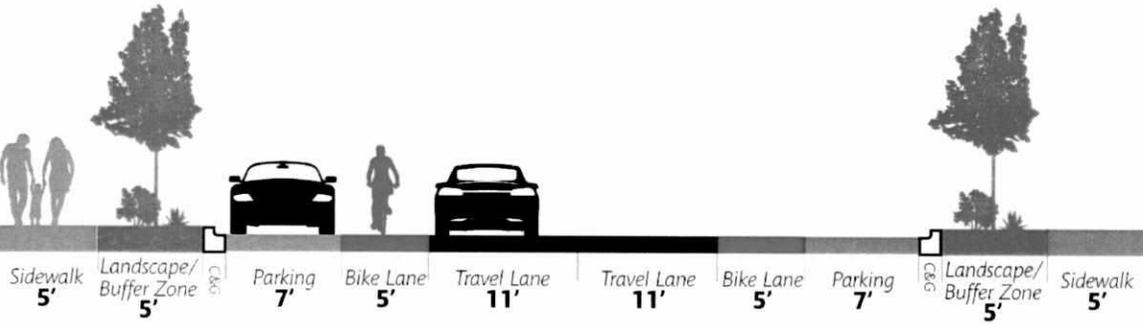
ROAD NETWORK

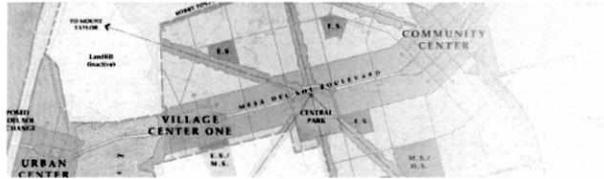


Connector Road Characteristics

- 1/4 Mile Grid
 - > Disperses Traffic
 - > Relieve Avenues/ Boulevards of Local Trips
 - > Pedestrian/Bicycle Friendly
- Corresponds to COA Major Local
 - > 1000+ ADWT
 - > Posted speed limit: 25mph
- > Low traffic volumes
- Phase 1 and 2
 - > Sagan Loop
 - > Strand Loop

ROAD SECTION DESIGNED PER CURRENT AND PROPOSED STANDARDS

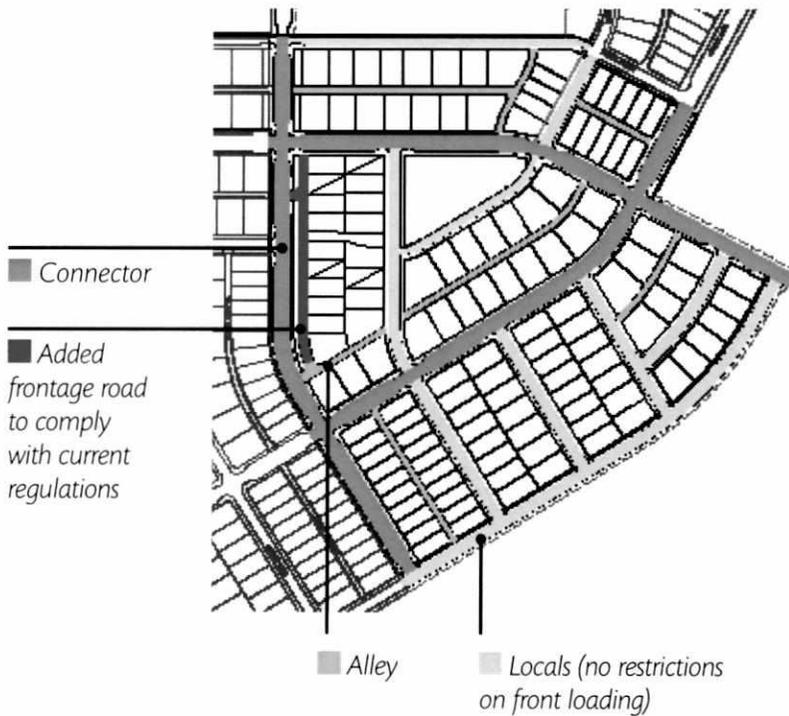




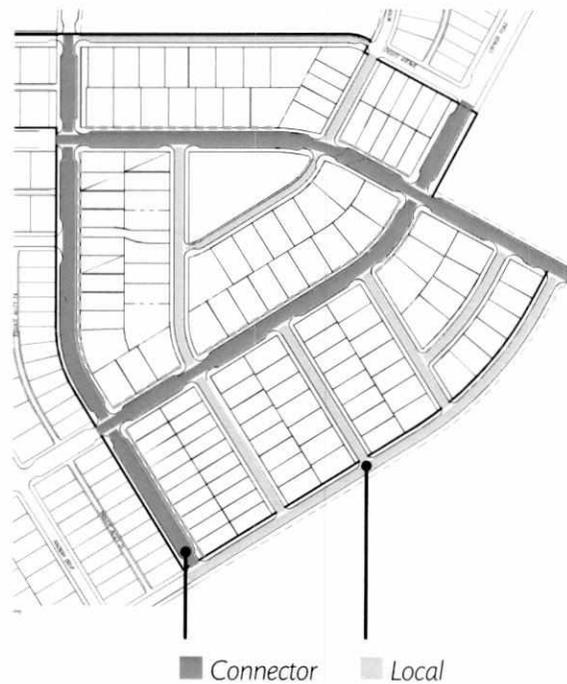
Current Regulations vs. Proposed Regulations: Impact on residential subdivision layout

The two maps illustrate what has been approved under the current regulations (left) and how the same area could be designed under the proposed regulations (right).

Subdivision Layout, Current Standards



Subdivision Layout, Proposed Standards



Note:
 This subdivision layout is not a proposed plan, but is for illustration purposes only, assuming 100% of the lots on Connector roads are front loaded.

- Same number of lots
- 10 additional front-loaded lots with no ally design