



**Environmental
Planning
Commission**

**Agenda Number: 11
Project Number: 1003859
Case Number: 17EPC- 40017, 40028
Hearing Date: September 14, 2017**

Staff Report

Agent	Consensus Planning
Applicant	Silverleaf Ventures
Request	Amend SPS and SPBP
Legal Description	Tracts 1-4, 5A,5B, and 6 of North Andalusia at La Luz,
Location	SE corner of Coors Blvd. NW and Montaña Rd. NW
Size	Approximately 70 acres. zoned SU-1 for C-2 (23.3 acres max), O-1 (11.7 acres max), PRD (20 DU/AC) and O-1 with Bank including drive up services,
Existing Zoning	
Proposed Zoning	Same

Staff Recommendation

**APPROVAL of Project # 1003859
Case # 17 EPC-40017
based on the
Findings and subject to the
Conditions of Approval
included within this report**

Maggie Gould, Planner

Summary of Analysis

This case was deferred from the August 10, 2017 EPC hearing to allow time to meet with concerned neighbors. This meeting occurred on August 25th.

The applicant proposes to amend the SPS and SPBP to allow for a drive up service window on tract 2. A note on the SPS and SPBP prohibits such a use..

The request will provide a convenience for residents and may create employment and economic development opportunities.

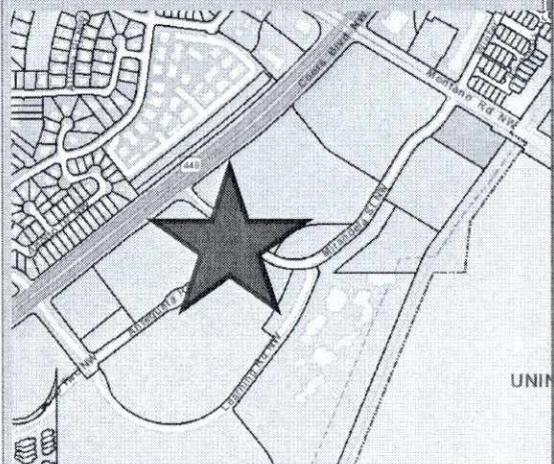
The request furthers or partially furthers policies in the Comprehensive Plan, West Side Strategic Plan and Coors Corridor Plan regarding growth, areas of change, and activity centers.

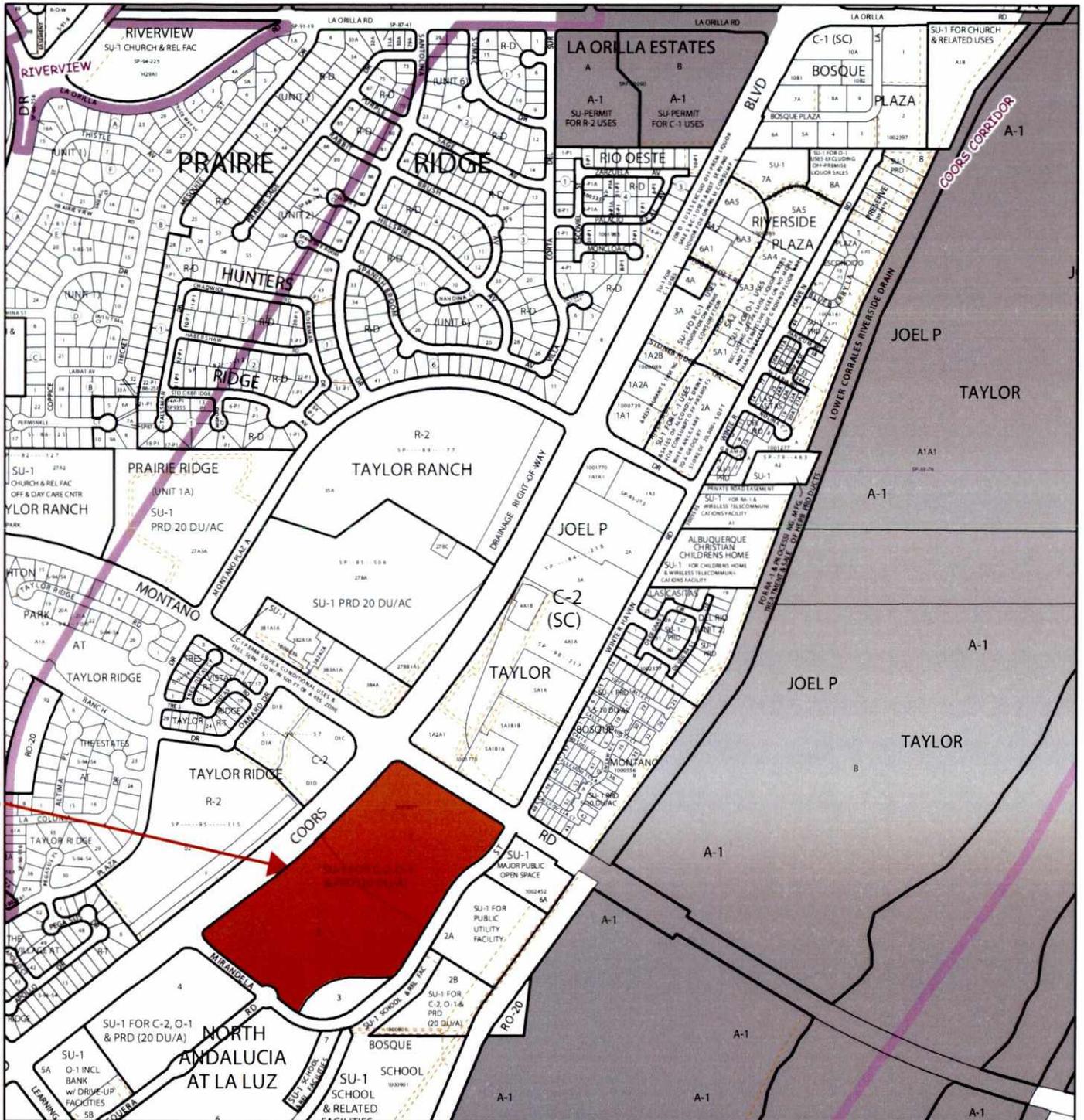
The La Luz Landowners Association and the Taylor Ranch NA were notified of the request.

Staff has not received any comments as of this writing.

Staff recommends approval subject to the findings and conditions in the staff report.

Map

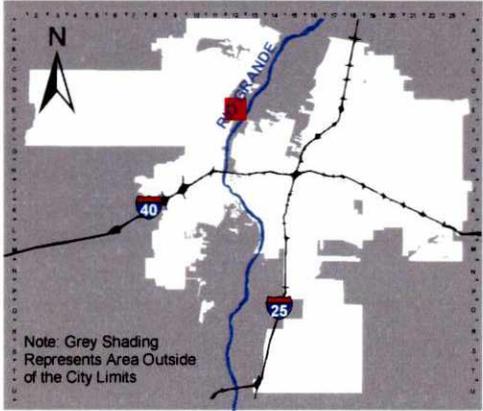




For more current information and details visit: <http://www.cabq.gov/gis>



Map amended through: 1/28/2016

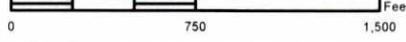


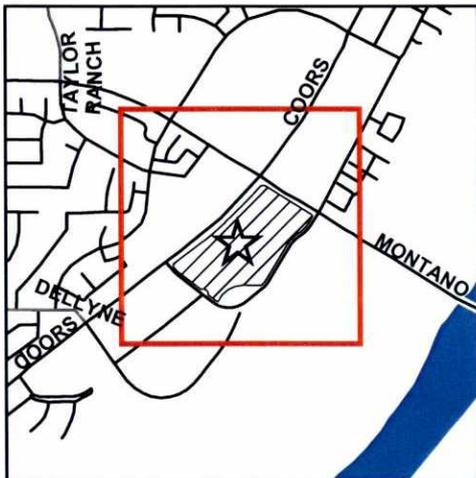
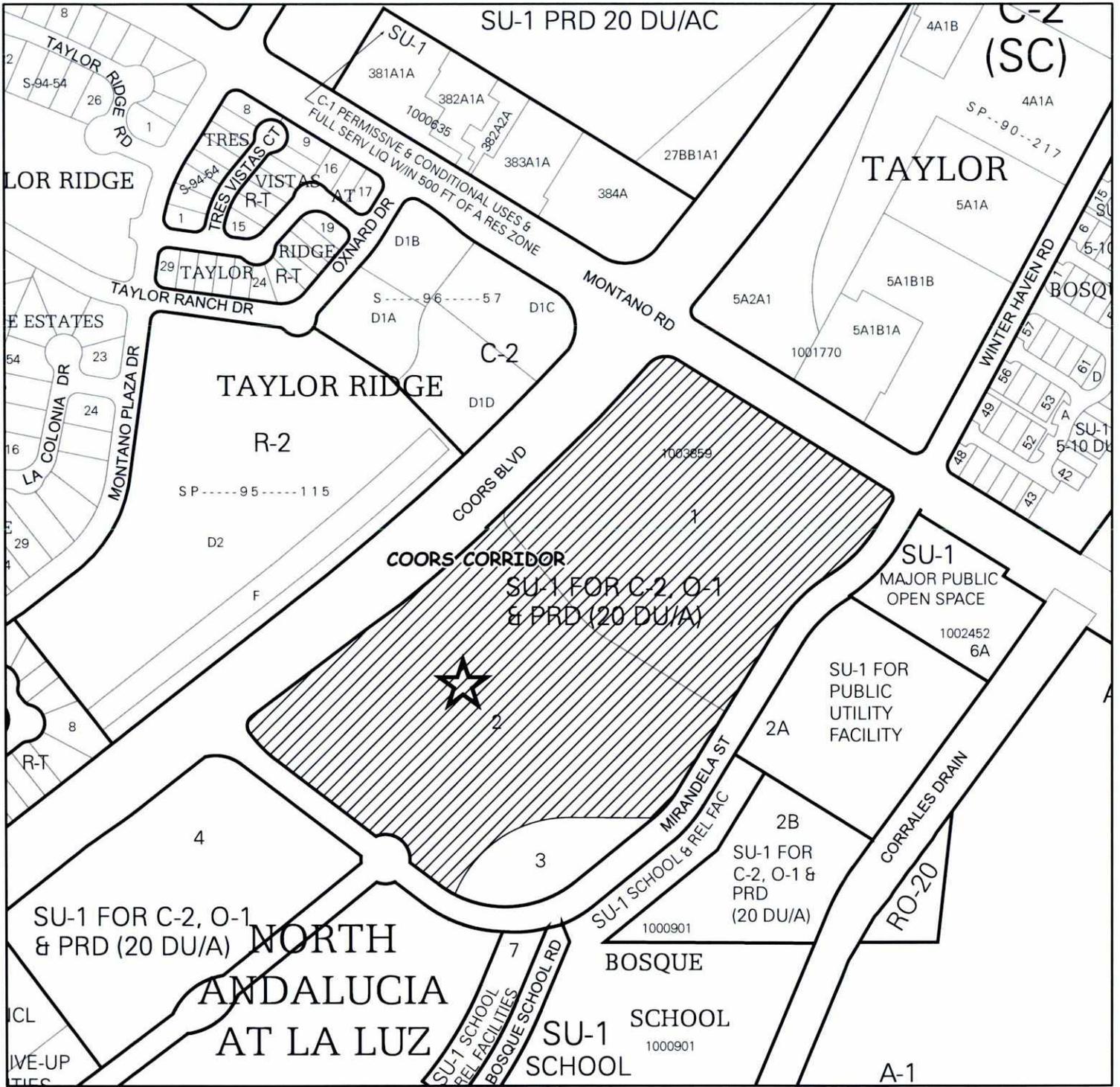
Note: Grey Shading Represents Area Outside of the City Limits

Zone Atlas Page:
E-12-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.	





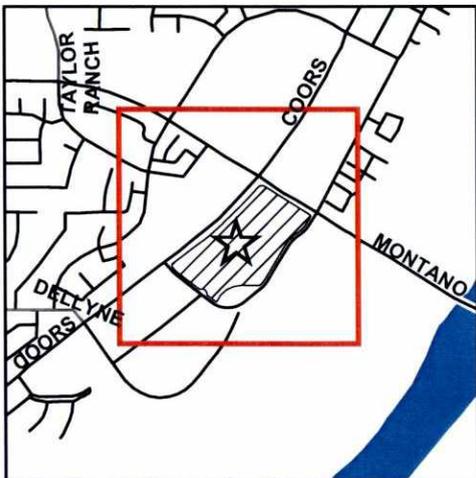
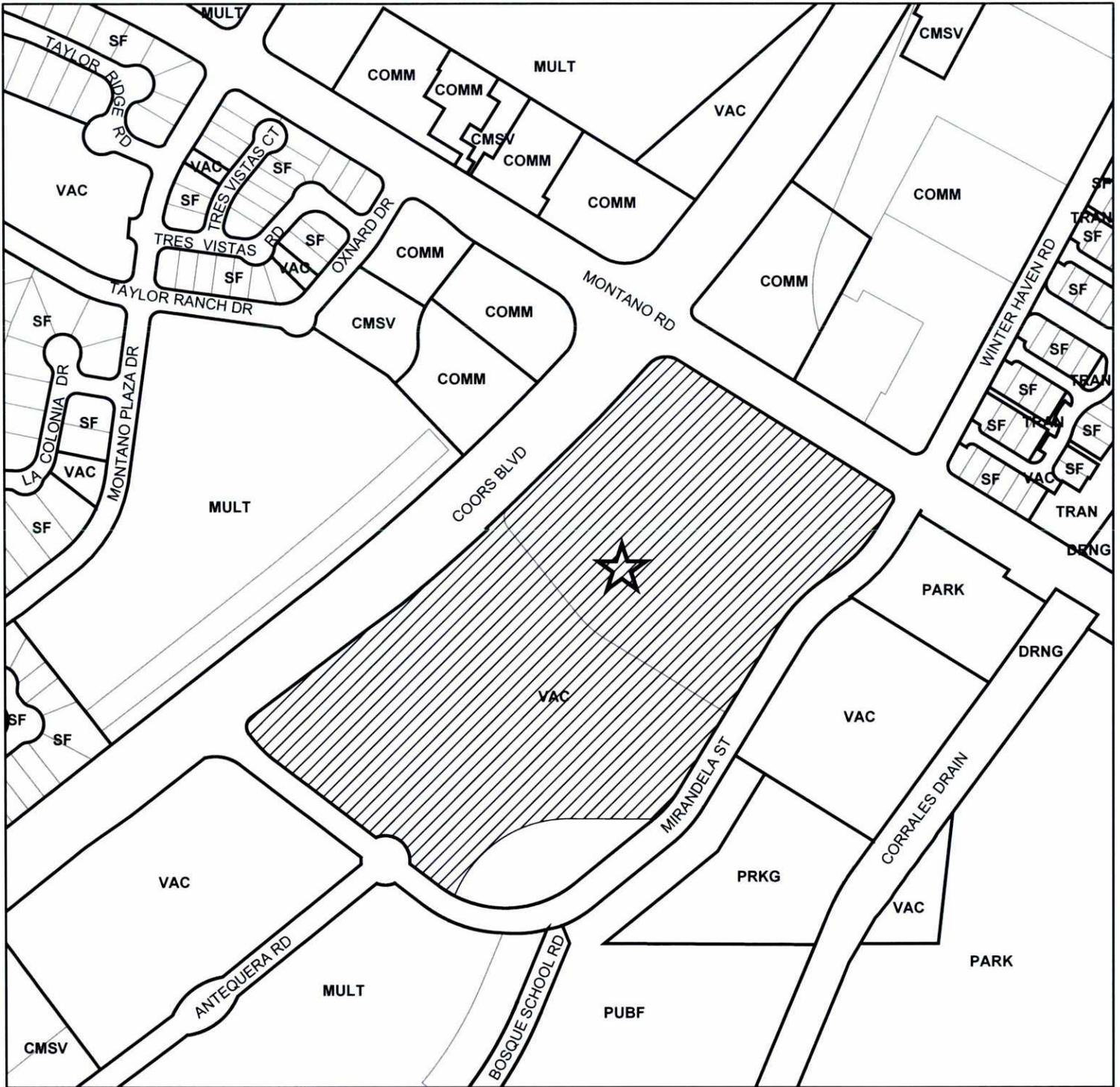
ZONING MAP

Note: Grey shading indicates County.



1 inch = 334 feet

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 Zone Map Page: E-12
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LAND USE MAP

Note: Grey shading indicates County.

KEY to Land Use Abbreviations

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

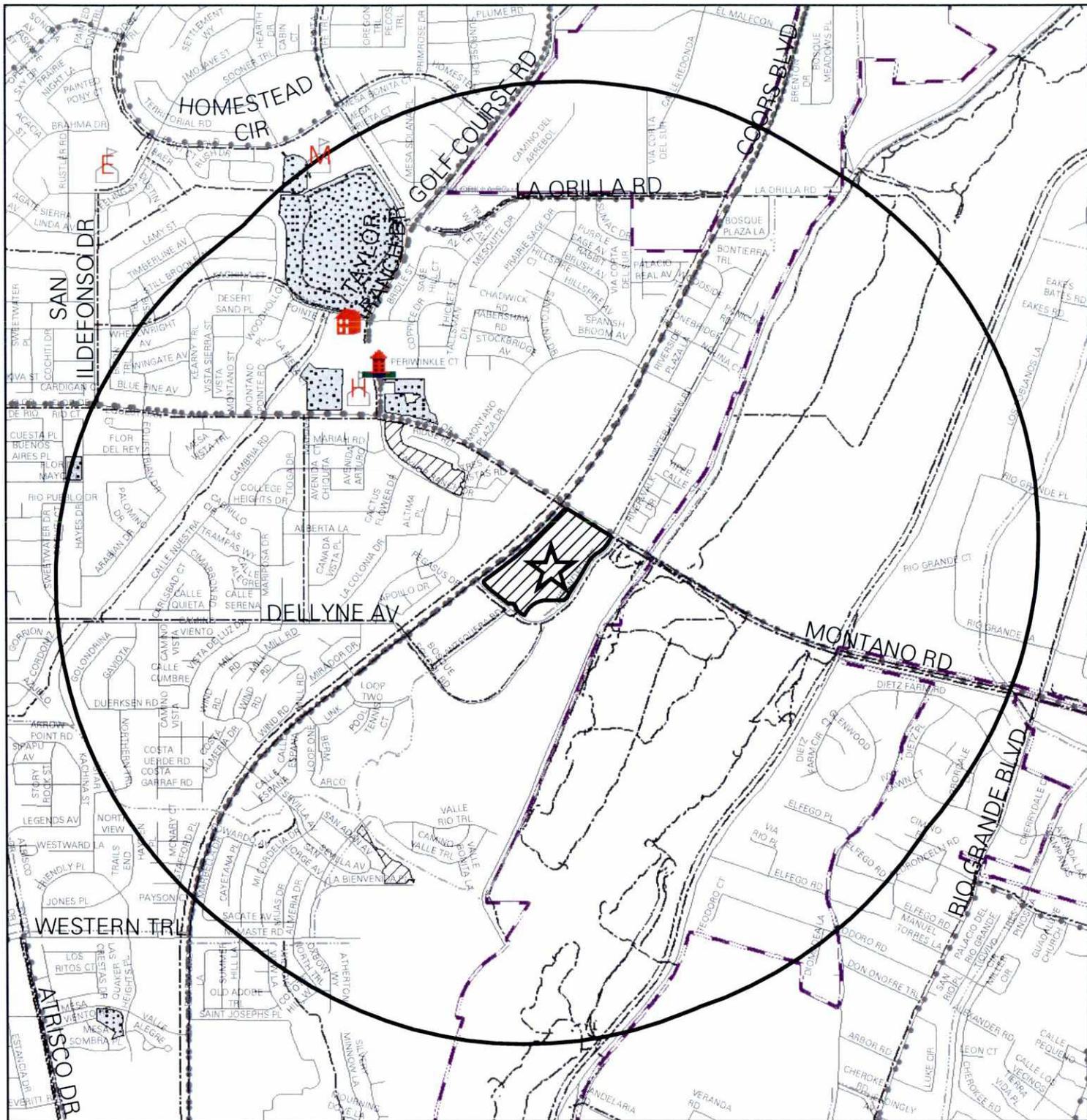


1 inch = 334 feet

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Zone Map Page: E-12
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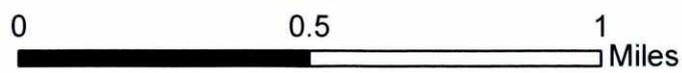


Public Facilities Map with One-Mile Buffer

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



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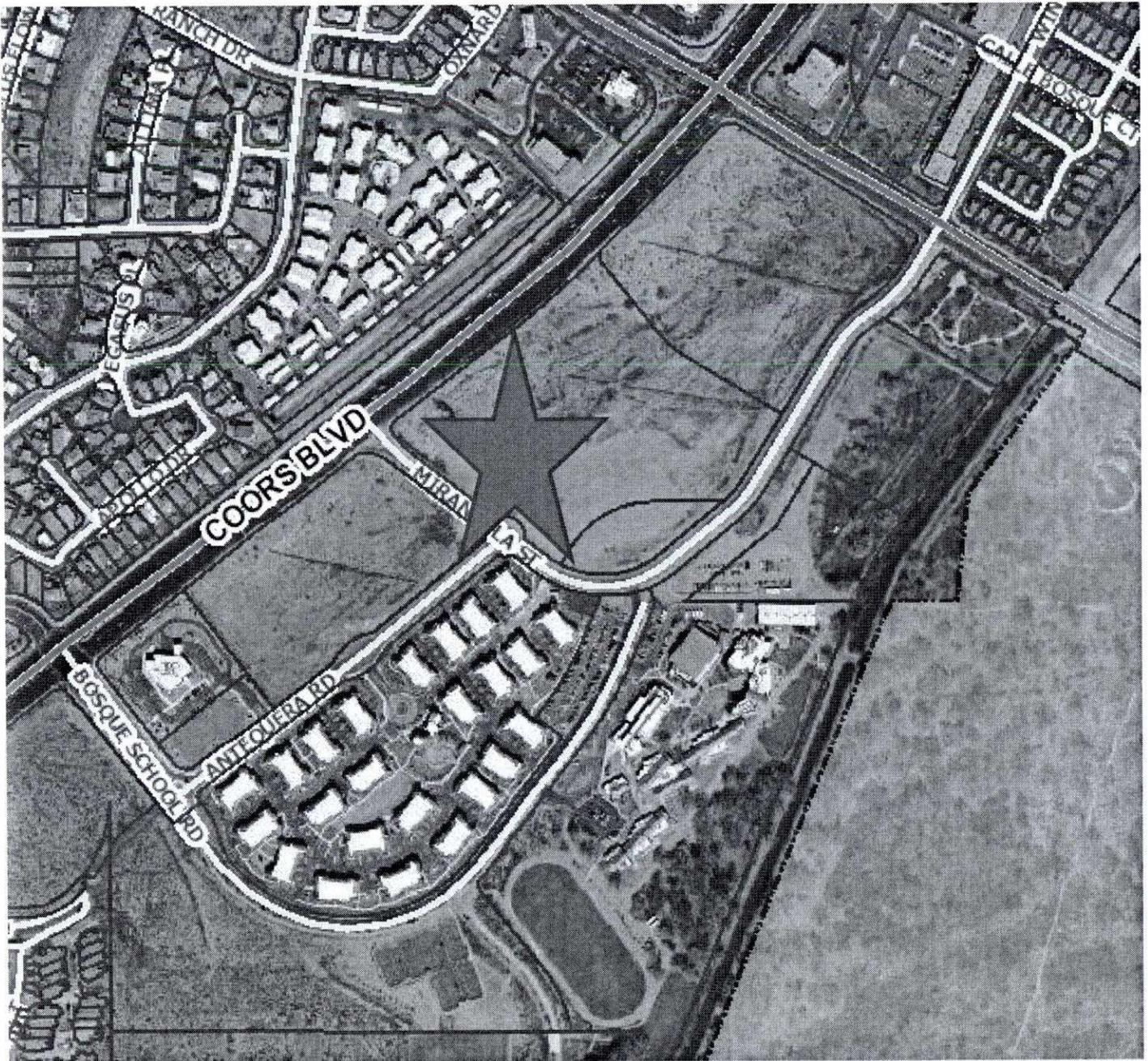


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I. INTRODUCTION

A. Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SU-1 for C-2 and O-1 uses and PRD(20DU/A)	Area of Change, WSSP, Coors Corridor Plan	Vacant
North	C-2, SU-1 PRD 5-10 DU/A (across Montano)	Area of Change, Area of Consistency, WSSP, Coors Corridor Plan	Commercial, Single Family
South	SU-1 for Private Open Space and School Recreational Fields	Area of Change, Area of Consistency, WSSP, Coors Corridor Plan	Institutional
East	SU-1 for Major Public Open Space, SU-1 for Public Utility Facility, SU-1 for School and Related Facilities and	Area of Change, Area of Consistency, WSSP, Coors Corridor Plan	Public Open Space, Institutional
West	R-T, R-2, C-2, SU-1 for O-1 uses (across Coors)	Area of Change, Area of Consistency, WSSP, Coors Corridor Plan	Commercial, Single Family and Multi Family residential

B. Proposal

This request was deferred from the August 10,2017 EPC hearing to allow the applicant time to meet with the La Luz Homeowners Association and other interested parties.

This meeting occurred on August 24, 2017. See the section 5.B of the staff report and the attached meeting report for details.

The applicant proposes to amend the existing Site Development Plan for Subdivision (SPS) and Site Development Plan for Building Permit (SPBP)to remove the restriction on drive up service windows to allow one drive up service window(drive through) on the southwest corner of tract 2. Currently both plans have a note that prohibits such a use along with gas stations. The entire area covered by the SPS is 70 acres and the SPBP contains approximately 17 acres. The proposed change will only affect a portion of Tract 2, 12.3 acres and only includes the drive up service window (drive through); not the gas station. The prohibition of drive up service windows and gas stations were added to both the SPS and SPBP at the request of the neighborhoods in the area and EPC conditions of approval in 2005.

C. EPC Role

The site is zoned SU-1 for C-2 (23.3 acres max), O-1 (11.7 acres max), PRD (20 DU/AC) and O-1 with Bank including drive up services. EPC was the approval body for the SPS and SPBP, the prohibition on fast food restaurant with drive up service windows was imposed as a note on the SPS and SPBP, so the EPC is the appropriate body to hear the request.

The amendment to the SPS is the appropriate action because the restriction was imposed by the SPS, not the original zoning.

D. History/Background

The approximately 70 acres covered by the approved SPS and the 17 acres covered by the SPBP are part of a larger 230 acre site that was annexed into the city between 1985 and 2001. The EPC approved an SPS for the entire 230 acres in 2001. The EPC also approved a zone change for the entire 230 acres that established the existing zoning on the site. Subsequently, in 2003 the SPS was amended to replat tract 1 into 5 separate tracts and again in 2005 to divide the site into Andalucía at La Luz and North Andalucía at La Luz. The 2005 amendment was appealed and was remanded back to the EPC by the Land Use Hearing officer in order to allow the EPC to create a more thorough record and make findings regarding traffic and proposed streets. The EPC heard the case in 2005. The drive through prohibition was added through this process. Subsequent revision added a round-a-bout at Learning Road and Antequera Road and removed the tracts belonging to Bosque School.

In 2005 the EPC approved the SPBP with the prohibition on drive up service windows and gas stations. The SPBP was amended administratively in 2015 to adjust the building footprints and create four smaller buildings on tract 2, instead of two small buildings and one larger one. The SPBP was amended administratively in 2016 to adjust the parking calculations, add an office building and make changes to the building elevations and signage and add a loading area behind building 6B2.13.

Finally, the SPBP was amended administratively to revise the layout and parking to create the current configuration of buildings on the west side of tract 2.

E. Context

The area has developed with a mix of high density residential, institutional, commercial and service uses. The subject site is adjacent to Coors Boulevard, a Major Transit Corridor and Principal Arterial street.

The City of Albuquerque Open Space division maintains a trailhead and parking area for access into the Rio Grande Bosque to the northeast of the site.

Bosque School, a private 6-12 grade school is located to the south of the site.

Other users within the approved SPS area include a large multifamily complex, a credit union and a grocery store currently under construction.

The addition of the drive up service window may pose a conflict for pedestrians in the area because of the proximity of the site to the Bosque School and the City Open Space Trailhead.

F. Transportation System

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

The LRRS designates Coors Boulevard and Montano Road as Principal Arterials.

The LRRS designates Learning Road, Antequera Road and Mirandela road as Major Local streets.

G. Comprehensive Plan Corridor Designation

Coors Boulevard and Montano Road are designated as Major Transit Corridors.

H. Trails/Bikeways

Montano Road, Mirandela Road and Antequera Road all contain bike lanes, Learning Road contains a bike path and there are multiple trail within the Rio Grande Bosque.

I. Transit

Refer to Transit Agency comments

J. Public Facilities/Community Services

Please refer to the Public Facilities Map in the packet for a complete listing of public facilities and community services located within one mile of the subject site.

II. ANALYSIS of APPLICABLE ORDINANCES, PLANS AND POLICIES

A. Albuquerque Comprehensive Zoning Code

The site is zoned SU-1 for C-2 and O-1 uses and PRD, with zoning specified for each tract and the number of acres of each zone allowed.

The zoning would allow the permissive and conditional use of the C-2 zone and the O-1.

A drive up service window is a permissive use under the C-2 zone. The use would be allowed on the site if the restriction on fast food restaurants with drive through windows were not on the SPS. The SU-1 zone requires a Site Development Plan in order to develop on the SU-1 zoned site. Through the site plan process (SPS) the restriction on

fast food restaurants with drive through windows was added to the SPS and so the use is not allowed on the site.

B. Definitions

Site Development Plan.

(1) An accurate plan at a scale of at least 1 inch to 100 feet which covers at least one lot and specifies:

(a) For Subdivision. The site, proposed use, pedestrian and vehicular ingress and egress,

any internal circulation requirements and, for each lot, maximum building height, minimum building setback, and maximum total dwelling units and/or nonresidential uses' maximum floor area ratio. (See also MASTER DEVELOPMENT PLAN.)

(b) For Building Permits. In addition to information required for Subdivision, exact structure locations, structure (including sign) elevations and dimensions, parking facilities, loading facilities, any energy conservation features of the plan (e.g., appropriate landscaping, building heights and siting for solar access, provision for non-auto transportation, or energy conservational building construction), and proposed schedule for development.

C. Albuquerque / Bernalillo County Comprehensive Plan

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

The subject site is located in the area designated Area of Change by the Comprehensive Plan .Areas of Change are intended to be the focus of urban-scale development that benefits job growth and housing opportunities. Applicable policies include:

Policy 4.1.2 Identity and Design: Protect the identity and cohesiveness of neighborhoods by ensuring the appropriate scale and location of development, mix of uses, and character of building design.

The restriction on the drive up service window use was added at the request of the neighborhoods near the development. The addition of the drive through adds to the mix of uses in the area and is at an appropriate scale, but is not a use that was originally seen as compatible with the area. The request partially furthers Policy 4.1.2 Identity and Design.

Policy 4.1.5 Natural Resources: Encourage high-quality development and redevelopment that responds appropriately to the natural setting and ecosystem functions.

The subject is in close proximity to the Rio Grande Bosque, the additional car exhaust from the drive though may be harmful to the area. The request does not further Policy 4.1.5.

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

- a) Create walkable places that provide opportunities to live, work, learn, shop, and play.
- c) Encourage employment density, compact development, redevelopment, and infill in Centers and Corridors as the most appropriate areas to accommodate growth over time and discourage the need for development at the urban edge.

The addition of the drive through use would add a use to the existing activity center, but would not further the goals of creating a walkable place and shaping the built environment into a more sustainable place. The request partially furthers Policy 5.1.1 Desired Growth and a) and c).

Policy 5.1.6 Activity Centers: Foster mixed-use centers of activity with a range of services and amenities that support healthy lifestyles and meet the needs of nearby residents and businesses. [ABC]

- a) Incorporate a compatible mix of commercial and residential uses with a range of higher-density housing types.
- b) Provide neighborhood-oriented commercial, retail, institutional, and public services.
- d) Ensure that Activity Centers are pedestrian-friendly and provide convenient pedestrian connections to nearby residential areas.

The addition of the drive through will add to the range of services and amenities that meet the needs of local residents, but will not support the healthy lifestyle goal or make the activity center more pedestrian friendly. Policy 5.1.6 Activity Centers, a), b) and d) is partially furthered by the request.

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

- a) Encourage development and redevelopment that brings goods, services, and amenities within walking and biking distance of neighborhoods and promotes good access for all residents.
- g) Locate quality commercial development and redevelopment in existing commercial zones and designated Centers and Corridors as follows.
 - i. In Activity Centers with development to serve adjacent neighborhoods with an emphasis on pedestrian and bicycle connections to nearby residential areas;

The request would add development that would bring a new service to the area and would service adjacent neighborhoods. The request would not encourage walking and biking and would not emphasize pedestrian and bicycle connections. The proposed conditions mitigate some of these issues by adding pedestrian safety features The request partially furthers Policy 5.2.1 Land Uses , a) and g).

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

The request furthers Policy 5.3.1 because it will add development in an area with existing infrastructure and public facilities.

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

The request would further Policy 5.6.2 because it will allow allow an additional use in a center in an Area of Change.

Policy 6.2.3 Pedestrian & Bicycle Connectivity: Provide direct pedestrian and bicycle access to and circulation within Centers, commercial properties, community facilities, and residential neighborhoods.

a) Design streets, streetscapes, and sidewalks to enhance pedestrian and bicyclist mobility for commuting, recreation, and activities of daily living.

The request partially furthers goal Policy 6.2.3 and Policy 6.2.3.(a) because the site currently prohibits drive through use with a fast food restaurant and the request adds this use back for Tract 2, making the site less pedestrian friendly and less bicycle friendly because of the potential for conflicts with cars entering and exiting the drive through. The proposed conditions mitigate some of these issues by adding pedestrian safety features that will slow traffic down.

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.

The request would partially further goal 7.2 because the site currently prohibits drive through use with a fast food restaurant and the request add this use back for Tract 2, making the site less pedestrian friendly because of the potential for conflicts with cars entering and exiting the drive through. The proposed conditions mitigate some of these issues by adding pedestrian safety features.

Policy 8.1.1 Diverse Places: Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities.

a) Invest in Centers and Corridors to concentrate a variety of employment opportunities for a range of occupational skills and salary levels.

The drive through may add additional employment in the center for a range of skill levels and an additional economic development opportunity. The request would add a

different development intensity to the center. The request further Policy 8.1.1 and Policy 8.1.1 a)

Policy 13.1.2 Greenhouse Gas Mitigation: Mitigate greenhouse gas emissions in developments and streetscapes.

The request does not further Policy 13.1.2 because the drive through use would add idling vehicles to the development and this would increase the carbon dioxide, a greenhouse gas, in the area.

D. West Side Strategic Plan (WSSP) (Rank 2)

The *West Side Strategic Plan (WSSP)* was first adopted in 1997 and recently amended in 2002. The WSSP area is bounded by the Sandoval County line on the north, the Rio Puerco Escarpment on the west, a line south of Gun Club Road (the Atrisco Grant line) on the south, and the Rio Grande on the east for areas north of Central, and Coors Boulevard on the east for areas south of Central. It encompasses over 96,000 acres of land, or approximately 150 square miles. Specific boundaries are shown on the Plan Boundary map on p.2 in the WSSP.

The *WSSP* identifies thirteen communities in established areas of the West Side that are partially developed and describes how community concepts can be applied. A Community is comprised of a Neighborhood Center(s) and Community Center(s), and the Plan outlines uses that should occur within the centers, as well as uses that should occur in areas adjacent to the centers. The WSSP emphasizes throughout its text the concept of commercial development in cluster configurations in contrast to the traditionally evolved strip commercial development.

The subject site is located in the Taylor Ranch Community. The Taylor Ranch Community is located entirely below, or east of, the Volcanic Escarpment, and extends to Paseo del Norte on the north, to the river on the east, and to the general vicinity of Western Trails on the south. According to the WSSP, a Community Activity Center for the Taylor Ranch community is designated at the intersection of Coors Boulevard and Montano. The location of the Community Activity Center will allow the area to serve residents throughout the northwest mesa. Uses suitable for a Community Activity Center include retail, service commercial, and office, public and quasi-public uses (library, police, fire, etc.) entertainment (restaurants, theaters, etc.)

Policy 1.12: The ideal community activity center of 35 to 60 acres will have parcels and buildings in scale with pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking should be shared; on-street parking will contribute to the intimate scale typical of well functioning pedestrian areas. Parking shall be located between and behind buildings to permit walking more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating and shade will be provided along pedestrian routes to promote walking and informal gathering.

The request may increase the potential for vehicles and pedestrian conflicts and will not encourage parking once and visiting other business. The proposed conditions mitigate some of these issues by adding pedestrian safety features. The parking is located between buildings. The request partially furthers Policy 1.12.

The following policies are provided for the **Taylor Ranch area**:

Policy 3.12: The Taylor Ranch Community is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services.

The request would further policy 3.12 because it could add to growth in the Taylor Ranch area.

Policy 3.16: Multifamily development, public uses, educational and institutional facilities, and commercial or employment uses are all appropriate in the Community or Neighborhood Centers. Mixed-use and multi-modal access shall be incorporated into the design for these areas.

The proposed drive through would be consistent with commercial uses in the community center because the drive through is an allowed commercial use in the C-2 zone, restricted by the SPS. The request furthers Policy 3.16.

E. Coors Corridor Plan (Rank 3)

The subject site lies within the boundaries of the Coors Corridor Sector Development Plan (CCSDP), a Rank III plan adopted in 1984 and amended in 1989, 1995 and 2003.

The CCSDP contains overarching policies and specific design regulations for development in the Coors Corridor area, which extends northward from Central Avenue to NM 528 (Corrales Road). The CCSDP divides the Coors Corridor into four segments; the subject site is located in Segment 3 (Western Trail to Calabacillas Arroyo) and lies within a view preservation area (see p. 103). The following CCSDP policies and regulations apply:

Issue 3: land use and intensity of development: Intensity of development shall be compatible with the roadway function, existing zoning, or recommended land use, environmental concerns and design guidelines.

The proposed addition of a drive through would be compatible with the underlying zoning, but not consistent with the environmental concerns (proximity to the Bosque and car exhaust). The request partially furthers Issue 3.

III. SITE DEVELOPMENT PLAN FOR SUBDIVISION AMENDMENT

A. Request

The applicant proposes to remove the restriction on drive up service windows(drive-thru) for fast food restaurant to allow the development of a fast food restaurant with a drive up service window.

The EPC approved Site Plan for Subdivision Finding #20 states:

“There have been two facilitated meetings between the applicant and the affected neighborhood associations and one non-facilitated meeting to discuss the issues related to the subject request and in accordance with the Land Use Hearing Officer’s (LUHO) recommendation. As an agreement during these meetings, the applicant will not allow for any drive-through restaurants or gas stations on the subject site.”

Site Plan for Subdivision Condition #2 states:

“The Site Development Plan for Subdivision shall be amended to include a note that states: Fast Food Restaurants and drive-up windows and gas stations shall not be permitted.”

The applicant proposes the following language:

No gas stations are allowed at North Andalucia. One fast food restaurant with a drive-in window shall be permitted provided:

1. The location shall be limited to the southwest corner of Lot 2;
2. The drive-in service window shall be visually screened from Coors Boulevard;
and
3. Adequate queuing shall be provided for and as approved by the Traffic Engineer.

Section 14-16-3-11(B) of the Zoning Code states, “...Site Development Plans are expected to meet the requirements of adopted city policies and procedures.” As such, staff has reviewed the attached site development plan for conformance with applicable goals and policies in the Comprehensive Plan, the Comprehensive Zoning Code and all other applicable City planning documents.

Staff asked the applicant for clarification regarding the request and how the request was consistent with the existing approved SPS. Applicant responses are in *italics*.

The approved SPS states in the Pedestrian and Site Amenities section that the “creation of a pedestrian friendly environment will depend on creative site design and will be a primary design objection for Andalucia at La Luz. Objectives to achieve this goal include maintaining a high quality and consistency in style for site amenities including benches, plazas, walkways, lighting etc; providing shaded walkways; and creating separate

vehicular and pedestrian circulation systems in order to support the creation of a village type center.” The addition of a drive thru seems inconsistent with this goal.

The applicant states that the approved Site Plan for Building Permit includes a 22-foot service aisle. This request will increase the traffic through that service aisle which allows for two-way traffic and includes a clearly marked crosswalk for pedestrian traffic. The request is not changing the placement of the building or changing any currently approved pedestrian features. In addition to the convenience of the drive thru, this Starbucks will maintain a robust dine-in and external patio for their customers. This will be complementary to the other anticipated uses along this western edge of the shopping center, which has ample opportunities for outdoor patios and a vibrant pedestrian realm.

Staff also asked if there were changes in the site, general area or community sentiment that make the drive thru necessary or appropriate?

The applicant states that a portion of the site is currently under development for the new Sprouts grocery store and additional commercial spaces. In addition, the area includes the Villas @ Andalucia that have been built out, the Bosque School and the US Eagle Federal Credit Union. The request for a single drive thru is appropriate as a convenience and as a reasonable addition to the mix of existing uses. Since the base zoning is C-2, which allows drive thru restaurants as a permissive, it is reasonable to anticipate that a C-2 shopping center of this size would include a drive thru facility.

The drive through use would be allowed in the underlying if the restriction had not been placed on the site. However, the restriction on fast food restaurants with drive through windows was placed on the site as part of process with the surrounding neighborhoods.

The credit union with drive up service windows is located at the southwest edge of the site. The bank drive up has a lower traffic volume and operates from 8:30 – 5:30 weekdays and 9- 2 on Saturdays. The addition of the drive through on tract 2 adds the drive through use in more central location and in connection with a fast food restaurant that is likely to be open for longer hours.

Staff was concerned that the 2017 AA (16 AA-10121) that added the proposed building shows the half circle drive as access for Solid Waste Vehicles, if the drive thru is approved how will solid waste access the site?

The half circle drive (service aisle) is currently approved as a 22-foot-wide service aisle that allows one-way traffic. The aisle will have to be widened to 24 feet in order to accommodate the single lane of drive thru traffic and the Solid Waste Vehicles (two-way travel). Included with this memo is the Site Plan Dimensions sheet showing the approved route for the Solid Waste Vehicles with the drive aisle expanded to 24 feet.

If the request were approved Solid waste would need a dedicated drive aisle to the Solid Waste enclosure. Minimum 16’ wide Drive thru lane cannot encroach into this area. No overhead obstructions would be allowed.

The area has developed with multi-family housing and commercial uses, as well as the school and trailhead into the Bosque.

Although the center is still auto oriented, there is potential for a park once development where the site would be accessed by car, but people could walk from one portion of the site to another.

Bosque School has students in both middle school and high school, pedestrian safety is extremely important in proximity to the school. The added drive through traffic may pose a risk because it may increase the potential for auto/pedestrian conflict.

Finally, the site has access to several bicycle routes and again the potential for conflict between bicycles and cars is increased with the addition of the drive through.

The proposed conditions for the Site Development Plan for Building Permit will mitigate some of these issues.

IV. SITE DEVELOPMENT PLAN FOR BUILDING PERMIT AMENDMENT

The applicant proposes to amend the SPBP to remove the note prohibiting drive up service windows and to increase the width of the service drive around building 6B2.7 from 22 feet to 24 feet to allow for both Solid Waste vehicles and cars using the drive up service window.

SPBP Finding #18 states:

“There have been two facilitated meetings between the applicant and the affected neighborhood associations and two non-facilitated meeting to discuss the issues related to the subject request. As an agreement during these meetings, the applicant will not allow for any drive-through restaurants or gas stations on the subject site.”

SPBP Condition #2 states:

“The Site Development Plan for (Subdivision/Building Permit) shall be amended to include a note that states: Fast Food Restaurants and drive-up windows and gas stations shall not be permitted.”

The applicant proposes to replace the current language with the following:

“No gas stations are allowed at North Andaluca. One fast food restaurant with a drive-in window shall be permitted provided:

1. The location shall be limited to the southwest corner of Lot 2;
2. The drive-in service window shall be visually screened from Coors Boulevard; and
3. Adequate queuing shall be provided for and as approved by the Traffic Engineer.”

As discussed in the SPS amendment, the request will add to the potential for conflicts between cars and pedestrians and cars and bicycles. The request is inconsistent with the intent of the SPS to have a pedestrian friendly environment and create a village center.

The proposed drive through wraps around the building, with the bulk of the drive through located behind the building. This configuration does move some of the traffic away from the front of the building where pedestrians would enter and exit. The drive through crosses the main pedestrian path from Mirandela Road. The plan does not indicate if this will be the entrance or the exit for the drive through.

The request will provide a convenience for area residents and may create employment and economic development opportunities, but may increase the potential for pedestrian vehicle conflicts..

If the request is approved, the Landscape Plan, Grading and Drainage Plan, Utility plan and Elevations shall be amended to reflect the change in width for the service drive for building 6B2.7.

V. AGENCY & NEIGHBORHOOD CONCERNS

A. Reviewing Agencies/Pre-Hearing Discussion

Solid Waste will need to review any changes to the site plan to make sure that access is available for solid waste vehicles.

B. Neighborhood/Public

The La Luz Landowners Association and the Taylor Ranch Neighborhood Association were notified of the request. The case was deferred from the August 10, 2017 hearing to allow time for the applicant to meet with interested neighbors.

A facilitated meeting occurred on August 24, 2017. Attendees expressed concern about the possibility of additional drive up windows, increased car traffic, access and location of dumpsters, negative impacts for the existing shopping centers in the area and impact on pedestrian traffic. Attendees had questions regarding the architecture of the shopping center, the design of the backs of the buildings and how buildings related to Coors Boulevard.

The applicant was asked to address the possibility of limiting the drive up use to a coffee shop, provide a landscape plan in color, summarize the traffic and trip generation for the proposed Starbucks, provide a map of pedestrian connections from La Luz and Andalucia to the shopping center and provide viewshed calculation for anyone who requests them.

Staff has not received any comments as of this writing.

VI. CONCLUSION

The applicant proposes to remove the restriction on drive up service windows (drive-thru) for fast food restaurant to allow the development of a fast food restaurant with a drive up service window on tract 2.

The request will provide a convenience for some area residents and may create employment and economic development opportunities.

The request is partially consistent with the intent of the SPS to have “creation of a pedestrian friendly environment will depend on creative site design and will be a primary design objection for Andalucia at La Luz. Objectives to achieve this goal include maintaining a high quality and consistency in style for site amenities including benches, plazas, walkways, lighting etc; providing shaded walkways; and creating separate vehicular and pedestrian circulation systems in order to support the creation of a village type center.”

The request furthers or partially furthers policies in the Comprehensive Plan, West Side Strategic Plan and Coors Corridor Plan regarding growth, areas of change, and activity centers.

FINDINGS, Amend Site Development Plan for Subdivision

Project # 1003859, Case # 17EPC- 40017

1. This is a request for an amendment to the Site Development Plan for Subdivision for Tracts 1-4, 5A, 5B, and 6 of North Andalucia at La Luz, located on the SE corner of Coors Blvd. NW and Montano Rd. NW, between Learning Rd. NW and Montano Blvd. NW and containing approximately 70 acres.
2. The applicant proposes to amend the Site Development Plan for Subdivision to remove the restriction on fast food restaurants with drive up service windows to allow one fast food restaurant with drive up service window on the southwest corner of tract two.
3. The approximately 70 acres covered by the approved SPS is part of a larger 230 acre site that was annexed into the city between 1985 and 2001. The EPC approved an SPS for the entire 230 acres in 2001. The EPC also approved a zone change for the entire 230 acres that established the existing zoning on the site. That SPS was amended in 2003 to replat tract 1 into 5 separate tracts and in 2005 to divide the site into Andalucia at La Luz and North Andalucia at La Luz. The 2005 amendment was appealed and was remanded back to the EPC by the Land Use Hearing officer in order to allow the EPC to create a more thorough record and make findings regarding traffic and proposed streets. The drive through restriction was added through this process.
4. Development on the site is subject to the requirements of the Site Development Plan for Subdivision.
5. The Albuquerque/Bernalillo County Comprehensive Plan, West Side Strategic Plan, Coors Corridor Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
6. The site is within an area of change designated by the Comprehensive Plan:
 - A. Policy 4.1.2 Identity and Design: Protect the identity and cohesiveness of neighborhoods by ensuring the appropriate scale and location of development, mix of uses, and character of building design.
 - B. The restriction on the drive up service window use was added at the request of the neighborhoods near the development. The addition of the drive through adds to the mix of uses in the area and is at an appropriate scale, but is not a use that was originally seen as compatible with the area. The request partially furthers Policy 4.1.2 Identity and Design
 - C. Policy 5.1.1 Desired Growth: Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.
 - a) Create walkable places that provide opportunities to live, work, learn, shop, and play.

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

The addition of the drive through use would add a use to the existing activity center, but would not further the goals of creating a walkable place and shaping the built environment into a more sustainable place. The request partially furthers Policy 5.1.1 Desired Growth and a) and c).

Policy 5.1.6 Activity Centers: Foster mixed-use centers of activity with a range of services and amenities that support healthy lifestyles and meet the needs of nearby residents and businesses.

- a) Incorporate a compatible mix of commercial and residential uses with a range of higher-density housing types.
- b) Provide neighborhood-oriented commercial, retail, institutional, and public services.
- d) Ensure that Activity Centers are pedestrian-friendly and provide convenient pedestrian connections to nearby residential areas.

The addition of the drive through may add to the range of services and amenities that meet the needs of local residents, but will not support the healthy lifestyle goal or make the activity center more pedestrian friendly. Policy 5.1.6 Activity Centers, a), b) and d) is partially furthered by the request.

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

- a) Encourage development and redevelopment that brings goods, services, and amenities within walking and biking distance of neighborhoods and promotes good access for all residents.
- g) Locate quality commercial development and redevelopment in existing commercial zones and designated Centers and Corridors as follows.
- i. In Activity Centers with development to serve adjacent neighborhoods with an emphasis on pedestrian and bicycle connections to nearby residential areas;

The request would add development that would bring a new service to the area and would service adjacent neighborhoods. The request would not encourage walking and biking and would not emphasize pedestrian and bicycle connections. The proposed conditions for the SPBP mitigate some of these issues by adding pedestrian safety features. The request partially furthers Policy 5.2.1 Land Uses , a) and g). The request partially furthers Policy 5.2.1 Land Uses , a) and g).

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

The request furthers Policy 5.3.1 because it will add development in an area areas with existing infrastructure and public facilities.

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

The request would further Policy 5.6.2 because it will allow allow an additional use in a center in an Area of Change.

- G. Policy 6.2.3 Pedestrian & Bicycle Connectivity: Provide direct pedestrian and bicycle access to and circulation within Centers, commercial properties, community facilities, and residential neighborhoods.

- a) Design streets, streetscapes, and sidewalks to enhance pedestrian and bicyclist mobility for commuting, recreation, and activities of daily living.

The request partially furthers goal Policy 6.2.3 and Policy 6.2.3.(a) because the site currently prohibits drive through use with a fast food restaurant and the request adds this use back for Tract 2, making the site less pedestrian friendly and less bicycle friendly because of the potential for conflicts with cars entering and exiting the drive through. The proposed conditions mitigate some of these issues by adding pedestrian safety features that will slow traffic down.

- H. 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.

The request would partially further goal 7.2 because the site currently prohibits drive through use with a fast food restaurant and the request add this use back for Tract 2, making the site less pedestrian friendly because of the potential for conflicts with cars entering and exiting the drive through. The proposed conditions mitigate some of these issues by adding pedestrian safety features.

- I. Policy 8.1.1 Diverse Places: Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities.

- a) Invest in Centers and Corridors to concentrate a variety of employment opportunities for a range of occupational skills and salary levels.

The drive through may add additional employment in the center for a range of skill levels and an additional economic development opportunity. The request would add a different development intensity to the center. The request furthers Policy 8.1.1 and Policy 8.1.1 a)

- J. Policy 13.1.2 Greenhouse Gas Mitigation: Mitigate greenhouse gas emissions in developments and streetscapes.

The request does not further Policy 13.1.2 because the drive through use would add idling vehicles to the development and this would increase the carbon dioxide, a greenhouse gas, in the area.

7. The site is within the West Side Strategic Plan and within a Community Activity Center:
 - A. Policy 1.12: The ideal community activity center of 35 to 60 acres will have parcels and buildings in scale with pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking should be shared; on-street parking will contribute to the intimate scale typical of well functioning pedestrian areas. Parking shall be located between and behind buildings to permit walking more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating and shade will be provided along pedestrian routes to promote walking and informal gathering.

The request may increase the potential for vehicles and pedestrian conflicts and will not encourage parking once and visiting other business. The proposed conditions mitigate some of these issues by adding pedestrian safety features. The parking is located between buildings. The request partially furthers Policy 1.12..

The following policies are provided for the Taylor Ranch area:

- B. Policy 3.12: The Taylor Ranch Community is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services.

The request would further policy 3.12 because it could add to growth in the Taylor Ranch area.

- C. Policy 3.16: Multifamily development, public uses, educational and institutional facilities, and commercial or employment uses are all appropriate in the Community or Neighborhood Centers. Mixed-use and multi-modal access shall be incorporated into the design for these areas.

The proposed drive through would be consistent with commercial uses in the community center because the drive through is an allowed commercial use in the C-2 zone, restricted by the SPS. The request furthers Policy 3.16.

8. The subject site lies within the boundaries of the Coors Corridor Sector Development Plan
Issue 3: land use and intensity of development: Intensity of development shall be compatible with the roadway function, existing zoning, or recommended land use, environmental concerns and design guidelines.

The proposed addition of a drive through would be compatible with the underlying zoning, but not consistent with the environmental concerns (proximity to the Bosque and car exhaust). The request partially furthers Issue 3.

9. The La Luz Landowners Association and the Taylor Ranch Neighborhood Association were notified of the request.
10. A facilitated meeting occurred on August 24, 2017. Attendees expressed concern about the possibility of additional drive up windows, increased car traffic, access and location of dumpsters, negative impacts for the existing shopping centers in the area and impact on pedestrian traffic. Attendees had questions regarding the architecture of the shopping center, the design of the backs of the buildings and how buildings related to Coors Boulevard. The applicant was asked to address the possibility of limiting the drive up use to a coffee shop, provide a landscape plan in color , summarize the traffic and trip generation for the proposed Starbucks, provide a map of pedestrian connections from La Luz and Andalucia to the shopping center and provide viewshed calculation for anyone who requests them.
11. Property owners within 100 feet of the site were notified of the request.
12. Staff has not received any comments as of this writing.

RECOMMENDATION

APPROVAL of 17EPC-40017, a request for Site Development Plan for Subdivision amendment, for Tracts 1-4, 5A,5B, and 6 of North Andalucia at La Luz, located on the SE corner of Coors Blvd. NW and Montano Rd. NW, between Learning Rd. NW and Montano Blvd. NW and containing approximately 70 acres. , based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL, Amend Site Development Plan for Subdivision

Project # 1003859 Case # 17EPC- 40017

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. If the request is approved, the Landscape Plan, Grading and Drainage Plan, Utility plan and Elevations shall be amended to reflect the change in width for the service drive for building 6B2.7.
4. The Site Development Plan shall comply with the General Regulations of the Zoning Code, the Subdivision Ordinance, and all other applicable design regulations, except as specifically approved by the EPC.

FINDINGS, Site Development Plan for Building Permit

Project # 1003859, Case # 17EPC- 40028

1. This is a request for an amendment to the Site Development Plan for Building Permit for Tracts 2 and 3 of North Andalucía at La Luz, located on the SE corner of Coors Blvd. NW and Montano Rd. NW, between Learning Rd. NW and Montano Blvd. NW and containing approximately 17 acres.
2. The applicant proposes to amend the Site Development Plan for Building Permit to remove the restriction on fast food restaurants with drive up service windows to allow one fast food restaurant with drive up service window on the southwest corner of tract two. And increase the width of the service aisle for building 6B2.7.
3. The approximately 70 acres covered by the approved SPS and the 17 acres covered by the SPBP are part of a larger 230 acre site that was annexed into the city between 1985 and 2001. The EPC approved an SPS for the entire 230 acres in 2001. The EPC also approved a zone change for the entire 230 acres that established the existing zoning on the site. Subsequently, in 2003 the SPS was amended to replat tract 1 into 5 separate tracts and again in 2005 to divide the site into Andalucía at La Luz and North Andalucía at La Luz. In 2005 the EPC approved the SPBP with the prohibition on drive up service windows and gas stations. The SPBP was amended administratively in 2015 to adjust the building footprints and create four smaller buildings on tract 2, instead of two small buildings and one larger one. The SPBP was amended administratively in 2016 to adjust the parking calculations, add an office building and make changes to the building elevations and signage and add a loading area behind building 6B2.13. Finally, the SPBP was amended administratively to revise the layout and parking to create the current configuration of buildings on the west side of tract 2.
4. Development on the site is subject to the requirements of the approved Site Development Plan for Subdivision.
5. The Albuquerque/Bernalillo County Comprehensive Plan, West Side Strategic Plan, Coors Corridor Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
6. The site is within an area of change designated by the Comprehensive Plan:

- A. Policy 4.1.2 Identity and Design: Protect the identity and cohesiveness of neighborhoods by ensuring the appropriate scale and location of development, mix of uses, and character of building design.

The restriction on the drive up service window use was added at the request of the neighborhoods near the development. The addition of the drive through adds to the mix of uses in the area and is at an appropriate scale, but is not a use that was originally seen as compatible with the area. The request partially furthers Policy 4.1.2 Identity and Design. Policy 5.1.1 Desired Growth: Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.

- a) Create walkable places that provide opportunities to live, work, learn, shop, and play.
- c) Encourage employment density, compact development, redevelopment, and infill in Centers and Corridors as the most appropriate areas to accommodate growth over time and discourage the need for development at the urban edge.

The addition of the drive through use would add a use to the existing activity center, but would not further the goals of creating a walkable place and shaping the built environment into a more sustainable place. The request partially furthers Policy 5.1.1 Desired Growth and a) and c).

- B. Policy 5.1.6 Activity Centers: Foster mixed-use centers of activity with a range of services and amenities that support healthy lifestyles and meet the needs of nearby residents and businesses. [ABC]

- a) Incorporate a compatible mix of commercial and residential uses with a range of higher-density housing types.
- b) Provide neighborhood-oriented commercial, retail, institutional, and public services.
- d) Ensure that Activity Centers are pedestrian-friendly and provide convenient pedestrian connections to nearby residential areas.

The addition of the drive through may add to the range of services and amenities that meet the needs of local residents, but will not support the healthy lifestyle goal or make the activity center more pedestrian friendly. Policy 5.1.6 Activity Centers, a), b) and d) is partially furthered by the request.

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

- a) Encourage development and redevelopment that brings goods, services, and amenities within walking and biking distance of neighborhoods and promotes good access for all residents.
- g) Locate quality commercial development and redevelopment in existing commercial zones and designated Centers and Corridors as follows.

- i. In Activity Centers with development to serve adjacent neighborhoods with an emphasis on pedestrian and bicycle connections to nearby residential areas;

The request would add development that would bring a new service to the area and would service adjacent neighborhoods. The request would not encourage walking and biking and would not emphasize pedestrian and bicycle connections. The furthers Policy 5.2.1 Land Uses , a) and g).

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

The request would further Policy 5.6.2 because it will allow allow an additional use in a center in an Area of Change.

- E. Policy 6.2.3 Pedestrian & Bicycle Connectivity: Provide direct pedestrian and bicycle access to and circulation within Centers, commercial properties, community facilities, and residential neighborhoods.

- a) Design streets, streetscapes, and sidewalks to enhance pedestrian and bicyclist mobility for commuting, recreation, and activities of daily living.

- F. The request partially furthers goal Policy 6.2.3 and Policy 6.2.3.(a) because the site currently prohibits drive through use with a fast food restaurant and the request adds this use back for Tract 2, making the site less pedestrian friendly and less bicycle friendly because of the potential for conflicts with cars entering and exiting the drive through. The proposed conditions mitigate some of these issues by adding pedestrian safety features that will slow traffic down.

- G. 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.

The request would partially further goal 7.2 because the site currently prohibits drive through use with a fast food restaurant and the request add this use back for Tract 2, making the site less pedestrian friendly because of the potential for conflicts with cars entering and exiting the drive through. The proposed conditions mitigate some of these issues by adding pedestrian safety features.

- H. Policy 8.1.1 Diverse Places: Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities.

- a) Invest in Centers and Corridors to concentrate a variety of employment opportunities for a range of occupational skills and salary levels.

The drive through may add additional employment in the center for a range of skill levels and an additional economic development opportunity. The request would add a different development intensity to the center. The request furthers Policy 8.1.1 and Policy 8.1.1 a)

- I. Policy 13.1.2 Greenhouse Gas Mitigation: Mitigate greenhouse gas emissions in developments and streetscapes.

The request does not further Policy 13.1.2 because the drive through use would add idling vehicles to the development and this would increase the carbon dioxide, a greenhouse gas, in the area.

- 7. The site is within the West Side Strategic Plan and within a Community Activity Center:
 - A. Policy 1.12: The ideal community activity center of 35 to 60 acres will have parcels and buildings in scale with pedestrians, small enough to encourage parking once and walking to more than one destination. Off-street parking should be shared; on-street parking will contribute to the intimate scale typical of well functioning pedestrian areas. Parking shall be located between and behind buildings to permit walking more safely and comfortably between uses that front on sidewalks rather than parking lots. Seating and shade will be provided along pedestrian routes to promote walking and informal gathering.

The request may increase the potential for vehicles and pedestrian conflicts and will not encourage parking once and visiting other business. The proposed conditions mitigate some of these issues by adding pedestrian safety features. The parking is located between buildings. The request partially furthers Policy 1.12.

The following policies are provided for the Taylor Ranch area:

- B. Policy 3.12: The Taylor Ranch Community is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services.

The request would further policy 3.12 because it could add to growth in the Taylor Ranch area.

- C. Policy 3.16: Multifamily development, public uses, educational and institutional facilities, and commercial or employment uses are all appropriate in the Community or Neighborhood Centers. Mixed-use and multi-modal access shall be incorporated into the design for these areas.

The proposed drive through would be consistent with commercial uses in the community center because the drive through is an allowed commercial use in the C-2 zone, restricted by the SPS. The request furthers Policy 3.16.

- 8. The subject site lies within the boundaries of the Coors Corridor Sector Development Plan
 - A. Issue 3: land use and intensity of development: Intensity of development shall be compatible with the roadway function, existing zoning, or recommended land use,

environmental concerns and design guidelines.

The proposed addition of a drive through would be compatible with the underlying zoning, but not consistent with the environmental concerns (proximity to the Bosque and car exhaust). The request partially furthers Issue 3.

9. The La Luz Landowners Association and the Taylor Ranch Neighborhood Association were notified of the request.
10. A facilitated meeting occurred on August 24, 2017. Attendees expressed concern about the possibility of additional drive up windows, increased car traffic, access and location of dumpsters, negative impacts for the existing shopping centers in the area and impact on pedestrian traffic. Attendees had questions regarding the architecture of the shopping center, the design of the backs of the buildings and how buildings related to Coors Boulevard.

The applicant was asked to address the possibility of limiting the drive up use to a coffee shop, provide a landscape plan in color , summarize the traffic and trip generation for the proposed Starbucks, provide a map of pedestrian connections from La Luz and Andalucia to the shopping center and provide viewshed calculation for anyone who requests them.
11. Property owners within 100 feet of the site were notified of the request.
12. Staff has not received any public comment as of this writing.

RECOMMENDATION

APPROVAL of 17EPC-40028, a request for Site Development Plan for Building Permit amendment , for a request for Site Development Plan for Subdivision/ for Tracts 1-4, 5A,5B, and 6 of North Andalucia at La Luz, located on the SE corner of Coors Blvd. NW and Montano Rd. NW, between Learning Rd. NW and Montano Blvd. NW and containing approximately 70 acres. , based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL, Site Development Plan for Building Permit/Subdivision Project # 1003859, Case # 17EPC- 40028

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

EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.

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

3. Conditions of Approval from Traffic Engineering:

Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed development site plan, as required by the Development Review Board (DRB).

Infrastructure and/or ROW dedications may be required at DRB.

All work within the public ROW must be constructed under a COA Work Order

4. Conditions of Approval from Solid Waste:

Solid waste will need dedicated drive aisle to Solid Waste enclosure. Minimum 16' wide-Drive thru lane cannot encroach into this -with no overhead obstructions.

5. A physical barrier shall be provided between the drive up service window vehicle lane and the solid waste vehicle lane.

6. Signage shall be provided indicating pedestrian crossings. Signage indicating that vehicles must yield to pedestrians shall also be provided.

7. Tabled pedestrian crossings shall be provided from the building to Mirandela Road, the adjacent commercial building to the north and to the shopping area to the east. Tabled pedestrian crossings shall be of a material other than painted or stripped asphalt.

8. The Landscape Plan, Grading and Drainage Plan, Utility plan and Elevations shall be amended to reflect the change in width for the service drive for building 6B2.7.

9. The language regarding the drive up service window shall be further clarify to state that , if approved, this is the one and only drive service window and no additional drive service windows for fast food shall be requested.

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

Maggie Gould
Planner

Notice of Decision cc list:

Consensus Planning

Silverleaf Ventures

AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Being as the reference to the drive thru is a general note, only listed on the site plan for subdivision and is not specified as an excluded use within the Zoning itself, the process would require that the site plan for subdivision be amended if a drive thru is being requested on the property.

Office of Neighborhood Coordination

Long Range Planning

- Access and circulation for any proposed drive-up service window needs to minimize pedestrian/vehicle conflicts.

Metropolitan Redevelopment Agency

CITY ENGINEER

Transportation Development

Transportation Development Conditions:

- Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed development site plan, as required by the Development Review Board (DRB).
- Infrastructure and/or ROW dedications may be required at DRB.
- All work within the public ROW must be constructed under a COA Work Order.

Hydrology Development

EPC project # 1003859; No objections, Hydrology has a Grading and Drainage Plan addressing the below criteria, the criteria stated in the Development Process Manual, and the design guidelines in Standard Specifications.

Hydrology Engineer: Dana Peterson, PE

GENERAL HYDROLOGY CRITERIA:

- Beyond 10' of a structure, all landscape beds to be depressed below grade. Within 10', runoff shall be directed away from the structure.
- All new development projects shall manage the runoff from precipitation which occurs during the 90th Percentile Storm Events, referred to as the "first flush." The Site Plan/Drainage Plan must indicate all areas and mechanisms intended to capture the first flush. For volume calculations, the 90th Percentile storm event is 0.44 inches. For Land Treatment D the initial abstraction is 0.1", therefore the first flush volume should be based on $0.44'' - 0.1'' = 0.34''$ and only consider the impervious areas.

- State how the first flush will be retained and provide supporting calculations
- State the area of Land Treatment D on the plan
- The applicant may request a pre-design meeting with the Hydrology Section; a Conceptual Grading and Drainage plan or site plan should be included. Contact either Dana Peterson (dpeterson@cabq.gov) or René Brissette (rbrissette@cabq.gov) to set up a pre-design meeting.
 - The engineer should research the Master Drainage Plan and/or adjacent sites – essentially practice due diligence prior to meeting. Conceptual Grading and Drainage plans should reference the master drainage plan or other sources that indicate the intended drainage for that area. The applicant should provide excerpts from the supporting documents and/or grading plans.
 - Final Drainage Reports should have an appendix with all supporting documentation
- When determining allowable discharge from a site:
 - If a Master Drainage Report planned an allowable discharge for a site, determine if the basis for that discharge is still valid or if conditions have since changed.
 - If discharging to the street, determine if the street has capacity. Also determine if the storm drain has capacity.
 - If discharging to the back of inlets, determine if doing so will still provide capacity for the discharge from the street.
 - All flows must enter a water quality pond/swale before leaving the site or entering the public storm sewer system.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Traffic Engineering Operations

No comments.

WATER UTILITY AUTHORITY

Utility Services

- Identification: UPC – 101206220010931201 and 101206215006131202

a. No adverse comments

b. When development is desired request an availability statement at the link below:

i.

http://www.abcwua.org/Availability_Statements.aspx

ii. Request shall include a City Fire Marshal approved Fire 1 Plan and a zone map showing the site location.

ENVIRONMENTAL HEALTH DEPARTMENT

PARKS AND RECREATION

Planning and Design

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

-Solid waste will need dedicated drive aisle to Solid Waste enclosure. Minimum 16' wide Drive thru lane cannot encroach into this.

- With no overhead obstructions.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Transit Corridor -Coors Boulevard and Montgomery/Montano Major Transit Corridors
Transit Route- Route 157 runs east-west on Montano and connects the Northwest Transit Center to Kirtland Air Force Base by way of the Montano Intermodal Station. Rapid Ride Route 790 connects the Center to UNM. Fixed Route 155 runs the length of the West Mesa from Rio Rancho to a turn-around at Gun Club Road. Commuter Route 96 also serves the NWTC and KAFB.

Current Service/Stops- Route 157 has a stop pair about 200 feet east of Coors on Montano. The nearest Rapid Ride stops are about 2000 feet north and south of Montano on Coors. The 96 and 155 share a stop pair, with each stop on the far-side about 200 feet from Montano.

Comments- Route 157 is a major east-west route. ABQ RIDE has no comment on the SPS amendment. We would ask the applicant to consider granting an 8' x 20' easement for a bus shelter behind the sidewalk at the current stop location.

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed. No comment.

ALBUQUERQUE PUBLIC SCHOOLS

APS Case Comments: This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

For informational purposes:

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

1. An existing overhead electric distribution line is located south of the proposed development. The developer has coordinated with PNM on this line. The developer should continue to coordinate with PNM's New Service Delivery Department regarding electric service for this project. Contact:

Mike Moyer

PNM Service Center

4201 Edith Boulevard NE

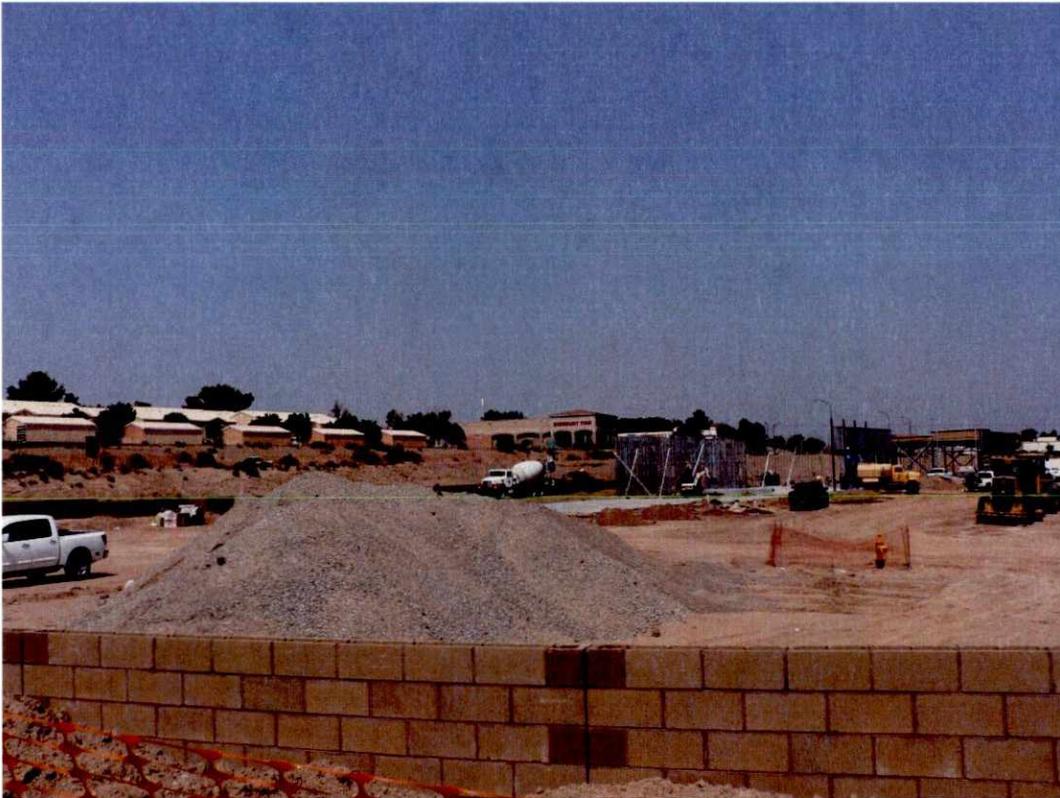
Albuquerque, NM 87107

Phone: (505) 241-3697

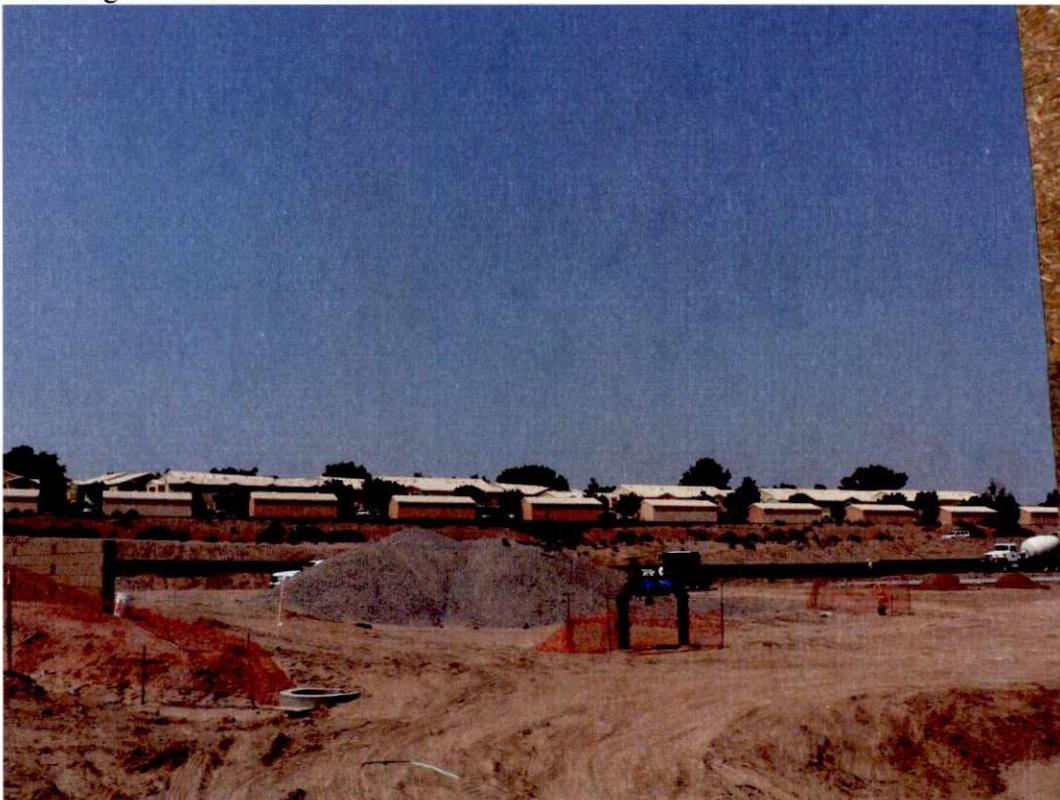
2. Ground-mounted equipment screening will be designed to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers

2

and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance and repair purposes. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.



Looking northwest across the site
Looking west from Mirandela road





Looking north from the corner of Coors Boulevard and Mirandela Road
Looking southwest towards the site





Open Space Bosque access area
Construction to the east of tract 2



HISTORY



**Environmental
Planning
Commission**

**Agenda Number: 04
Project Number: 1003859
Case Number: 17EPC- 40017, 40028
Hearing Date: August 10, 2017**

Staff Report

Agent	Consensus Planning
Applicant	Silverleaf Ventures
Request	Amend SPS and SPBP
Legal Description	Tracts 1-4, 5A,5B, and 6 of North Andaluca at La Luz,
Location	SE corner of Coors Blvd. NW and Montañó Rd. NW
Size	Approximately 70 acres. zoned SU-1 for C-2 (23.3 acres max), O-1 (11.7 acres max), PRD (20 DU/AC) and O-1 with Bank including drive up services,
Existing Zoning	
Proposed Zoning	Same

Staff Recommendation:

**DEFERRAL of Project # 1003859
Case # 17 EPC-40017 and 17 EPC-40028 based on the Findings below.**

Maggie Gould, Planner

Summary of Analysis

The applicant proposes to amend the SPS and SPBP to allow for one drive up service window on tract 2. Currently, a note on the SPS and SPBP prohibits such a use.

The La Luz Landowners Association and the Taylor Ranch Neighborhood Association were notified of the request. The La Luz Neighborhood Association requested a facilitated meeting, but there will not be time to arrange the meeting prior to the August hearing.

The applicant requests a 30 day deferral to allow time for this meeting.

Findings:

1. The applicant requests a 30 day deferral.
2. A 30 day deferral to the September 14, 2017 hearing will allow time for a facilitated meeting with the La Luz Neighborhood Association and any other interested parties.

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

AMENDED OFFICIAL NOTIFICATION OF DECISION

August 11, 2017

Silverleaf Ventures, LLC
5321 Menaul Blvd. NE
ABQ, NM 87102

Project# 1003859

17EPC-40017 Site Development Plan for Subdivision Amendment
17EPC-40028 Site Development Plan for Building Permit
Amendment

LEGAL DESCRIPTION:

The above actions for all or a portion of Tracts 1-4, 5A, 5B, and 6 of North Andalucia at La Luz, zoned SU-1 for C-2 (23.3 acres max), O-1 (11.7 acres max), PRD (20 DU/AC) and O-1 with Bank including drive up services, located on the SE corner of Coors Blvd. NW and Montano Rd. NW, between Learning Rd. NW and Montano Blvd. NW containing approximately 70 acres. (E-12)
Staff Planner: Maggie Gould

PO Box 1293

On August 10, 2017 the Environmental Planning Commission (EPC) voted to DEFER Project 1003859/17EPC-40017, a Sector Development Plan for Subdivision Amendment and 17EPC-40028 a Site Development Plan for Building Permit Amendment, based on the following findings:

NM 87103 FINDINGS:

1. The applicant requests a 30 day deferral.
2. A 30 day deferral to the September 14, 2017 hearing will allow time for a facilitated meeting with the La Luz Neighborhood Association and any other interested parties.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **AUGUST 25, 2017**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time

OFFICIAL NOTICE OF DECISION

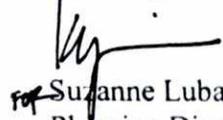
Project #1003859

August 10, 2017

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of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced applications.

Sincerely,


for Suzanne Lubar
Planning Director

SL/MG

cc: Silverleaf Ventures, LLC, 5321 Menaul Blvd. NE, ABQ, NM 87110
Consensus Planning, Inc., 302 Eight St. NW, ABQ, NM 87102
La Luz Landowners Assoc., Jonathan Abdalla, 6 Tumbleweed NW, ABQ, NM 87120
La Luz Landowners Assoc., Britt Quisenberry, 1-A Loop One NW, ABQ, NM 87120
Taylor Ranch NA, Jolene Wolfley, 7216 Carson Trl. NW, ABQ, NM 87120
Taylor Ranch NA, Rene Horvath, 5515 Palomino Dr. NW, ABQ, NM 87120



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

Date: May 20, 2005

OFFICIAL NOTIFICATION OF DECISION

FILE: **Project # 1003859**
04EPC-01845 EPC Site Development Plan-
Subdivision

Silverleaf Ventures, LLC
5351 Menaul Blvd NE
Albuquerque, NM 87110

LEGAL DESCRIPTION: for all or a portion of Tract(s) A & 6B, **Lands of Ray Graham III, Ovenwest Corp.**, zoned SU-1, O-1, C-2 and PRD, located on COORS BLVD. NW, between MONTANO ROAD NW and LEARNING ROAD NW, containing approximately 70 acre(s).
(E-12) Juanita Garcia, Staff Planner

On May 19, 2005 the Environmental Planning Commission voted to approve Project 1003859/#04EPC-01845, a Site Development Plan for Subdivision, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for a site development plan for subdivision for Tracts 6B & A, Lands of Ray Graham III, Ovenwest Corp., and COA. The site is located on Coors Blvd, south of Montano, zoned SU-1 C-2 Use (23.3 Acres Max), O-1 Uses (11.7 acres max) and PRD (20 DU/Acre) and contains approximately 70 acres.
2. The site was originally part of a larger site development plan (Project 1000965) known as Andalucia, but the applicant has requested to be separated from that larger site development plan to create a new site development plan (Project 1003859). A new name has been provided for the subject site, which will be identified as "North Andalucia at La Luz."
3. The applicant is proposing to re-plat the two separate tracts into nine new tracts and no zone map amendments are proposed with this request. The applicant is proposing design guidelines within the site development plan for subdivision that will help guide for consistency and a quality that is complementary of the subject site area.
4. The applicant's submittal demonstrates that future Tracts 6B-1 and 6B-2 will contain C-2 uses; Tracts 6B-3 and 6B-5 will contain O-1 uses and Tracts 6B-4, 6B-6, 6B-7, 6B-8 and 6B-9 will

OFFICIAL NOTICE OF DECISION
MAY 20, 2005
PROJECT 1003859
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contain PRD uses. Based on the information that has been provided on the submittal, it appears that the applicant will have 22.51 acres of C-2 uses, 5.05 acres of O-1 uses and 34.98 acres of PRD uses.

5. This case was heard by EPC at the January 20, 2005 all day EPC hearing and was approved with findings and conditions but was appealed by the La Luz Landowners Association and was heard by the Land Use Hearing Officer (LUHO) who recommended that this application be remanded back to EPC to allow for a more "a more thorough record and make findings regarding the proposed streets and traffic flows and patterns." The recommendation was approved by City Council; therefore, this case has been remanded back to the EPC.
6. Since the January 20, 2005 EPC hearing, comments made by the Department of Municipal Development (DMD) have been separated from the consolidated comments provided by the Traffic Engineer. While the DMD recommended a deferral, the negotiations regarding traffic mitigation measures are more appropriately performed prior to Development Review Board (DRB) sign-off of the Site Development Plan for Subdivision.
7. The subject site is located in the area designated Established Urban and Developing Urban by the *Comprehensive Plan*. The submittal meets the goals of these areas by creating a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work area and life styles, while creating a visually pleasing built environment. The submittal furthers the policies of the *Comprehensive Plan* as follows:
 - a. The location, intensity and design of this development respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural or recreational concern (Policy 5d, *Comprehensive Plan*). The proposed plan will not have deleterious impacts on surrounding uses, established neighborhoods, or community amenities.
 - b. This request proposes to locate employment and service uses to complement residential areas and to site the development in a way that minimizes adverse effects of noise, lighting pollution, and traffic on residential environments (Policy 51, *Comprehensive Plan*).
 - c. This request constitutes new growth that will be accommodated through development in an area where vacant land is contiguous to existing or programmed facilities and services and where the integrity of existing neighborhoods can be ensured. (Policy 5e, *Comprehensive Plan*). This request represents new commercial development and is located in an existing commercially zoned areas (Policy 5j, *Comprehensive Plan*).
 - d. The subject site is adjacent to arterial streets and is planned to minimize harmful effects of traffic, livability and safety of established residential neighborhoods (Policy 5k, *Comprehensive Plan*).

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- e. The site plan represents a quality and innovative design which is appropriate to the plan area (Policy 51, *Comprehensive Plan*).
 - f. This request represents redevelopment and rehabilitation of an older neighborhood in the Established Area (Policy 50, *Comprehensive Plan*).
8. This request is within a Community Activity Center as designated by the Centers and Corridors section of the *Albuquerque/Bernalillo County Comprehensive Plan*. The submittal furthers the Polices of the Community Activity Center designation as follows:
- a. The request helps to shape an urban form in a sustainable development pattern that helps to promote transit and pedestrian access both to and within the center, and maximizes cost-effectiveness of City services (*Comprehensive Plan*, Policy II. B. 7. a).
 - b. This request will assist in the development of a Community Activity Center as defined by the *Comprehensive Plan* by providing the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, employment, and the most intense land uses within the community sub-area.
 - c. This request will also assist in the development of a Community Activity Center as defined by the *Comprehensive Plan* by allowing the location of land uses typical of a low-rise office, educational facilities, medium density residential, senior housing and other similar uses.
 - d. This request meets the policies of the *Comprehensive Plan* by providing moderate floor area ratios and urban land uses and pedestrian connections between buildings and sidewalks, buildings separating off-street parking from streets and public plaza and open space (*Comprehensive Plan*, Activity Center Goal, Policy A, Community Activity Centers).
 - e. The subject site contains high-density residential property. The *Comprehensive Plan* is furthered in that the most intense activity centers uses are proposed to be located away from any nearby low-density residential development and is buffered from those residential uses by a transition area of less intensive development (Policy II. B. 7. f).
9. Transportation:
- a. A Traffic Impact Study (TIS) was completed by the applicant in October of 2004 and has been reviewed by the Planning Department (Transportation Development) and the Department of Municipal Development (DMD). The study was conducted in accordance with the scoping letter and procedures cited in the City's Development Process Manual.
 - b. In addition, in March of 2005, a Supplemental Traffic Analysis was provided by the applicant to support the access approved at the intersection of Street B and Montano Road.
 - c. Coors Boulevard is a limited access, principal arterial with proposed bicycle lanes as designated on the Long Range Roadway System and Long Range Bikeways System.

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- d. The City Engineer may require up to six (6) additional feet of right-of-way on Coors Boulevard to accommodate the designated bicycle lane.
 - e. The ultimate cross-section for Coors Boulevard adjacent to the proposed site includes 4 northbound travel lanes consistent with the Coors Corridor Plan (see figure 6).
 - f. Consistent with the Coors Corridor Plan intersection access policy (see policy 5), access approximately midway between Montano Road and Dellyne Avenue at Street "B" is right-in, right-out only.
 - g. Exceptions to the access policy to allow for the proposed left-in access from southbound Coors Boulevard to Street "B" will require the approval of the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments. The City Of Albuquerque has indicated that it will support this request to the Council of Governments based upon the TIS and demonstration that the addition of this left-in access will have beneficial impacts to the Coors/Dellyne/Learning Road intersection.
 - h. Montano Road is a limited access, minor arterial with a proposed grade separation at Winterhaven Road as designated on the Long Range Roadway System and on the Coors Corridor Plan. However, no grade separated intersection has been planned, designed or programmed as of this date.
 - i. In the future, if a grade separation is constructed, north-south traffic at Winterhaven will be able to pass under Montano, but no connection will be allowed between Montano and Winterhaven Road. However, in the interim, the City Engineer and the Director of the Department of Municipal Development have allowed for a right-in, right-out and left in at the intersection of Street B and Montano Road.
 - j. Learning Road will serve as both a public and private road. The areas designated as public or private are identified on the site development plan and the subdivision plat. The portion of Learning Road east of the existing City right-of-way is designated to remain a private road, which will provide access to Bosque School and the City Lift Station Access Road only.
 - k. In order to minimize adverse impacts to the Learning Road/La Luz Connector Road intersection and the Coors/Learning Road intersection, Bosque School has agreed to open access from the school to Street B during the morning and afternoon peaks and during special events.
10. The subject site will be subject to and will need to comply with the Impact Fees Ordinance and the Impact Fees Regulations that are currently in process of being finalized.
11. The proposed request meets the Transportation and Transit provision of the *Albuquerque/Bernalillo County Comprehensive Plan* with a goal to "provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/ paratransit as alternatives to automobile travel, while

providing sufficient roadway capacity to meet mobility and access needs.” The submittal furthers the Policies of the Transportation and Transit provision as follows:

- a. The subject site has been reviewed for street design, transit service and development form consistent with Transportation Corridors and Activity Center polices established in the *Comprehensive Plan*.
 - b. The site is adjacent to Coors Blvd and Montano Road, both designated as Enhanced Transit Corridors as identified in the *Comprehensive Plan's* Activity Centers and Transportation Corridors Map.
 - c. The subject site will contain some access control along Coors Blvd and Montano Road.
 - d. Enhanced Transit Corridors are to operate at a Level of Service (LOS) of “D” or better. The City may allow for lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements; or may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation in place of auto based improvements in order to mitigate traffic impacts of a development. The Design Guidelines for the subject site includes a Transportation Demand Management (TDM) plan that will encourage alternative modes of transportation in place of auto based improvements in order to mitigate traffic impacts of this development.
 - e. All intersections near the subject site have transit emergency vehicle signal preemption, the capability of a selected lane for transit and will contain right turn lanes along Coors Blvd.
 - f. The subject site will contain pedestrian circulation that will maximize pedestrian connections to transit stops and between developments.
 - g. The subject site will contain public sidewalks adjacent to the site between 6-8 feet in width.
 - h. Dedicated Bicycle lanes are dedicated along Coors Blvd and Montano Road.
 - i. The submittal includes a network of internal bike lanes that will provide connections from the site to adjacent facilities on Coors and Montano.
12. The subject site is within the Taylor Ranch Community as identified in the *West Side Strategic Plan* and is within the community’s Community Activity Center. The proposed development will include retail, office and multi-family residential uses that are appropriate for the Taylor Ranch Community Center (Policy 3.16, WSSP) and will respect the existing neighborhood values as required in Policy 5d, Established Urban, *Comprehensive Plan*. In addition, the site is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services. (Policy 3.12, WSSP)
13. A remaining intact portion of the “Montano Pueblo” lies within the northern boundary of this site. Two smaller archeological sites are also identified with the site. The affected sites will need to comply with all the goals and policies under *Issue 2, Policy 6, Archeological Sites*, of the *Coors Corridor Plan*, which states, “development within an identified archeological site shall obtain

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clearance and guidance from the State Historic Preservation Office before actual development begins.”

14. The applicant has obtained clearance from the State Historic Preservation Office with the preferred method of mitigation to contain the burial sites in place and fill the sites with sterile soil to create a sloped surface. The approved mitigation plan also included a commitment to redesign the parking area and leave a portion of the Montano Pueblo site undeveloped, provide for a “protective covenant”, and provide materials for public interpretation such as information signs. At this point, the applicant is not proposing any development in the area that contains the “Montano Pueblo” therefore; this issue can be finalized at a later date.
15. If transportation mitigation is required along Montano Road, adjacent to the subject site, and it is determined there may be encroachment in the archeological site, then further review and approval from the State Historic Preservation Officer may be required.
16. The subject site contains an area of habitat for the Tawny Bellied Rat. An agreement was reached between the applicant, the City Of Albuquerque Open Space Division and the abutting Bosque School to relocate the Tawny Bellied Rat to suitable sites.
17. During the review and approval of this application in January of 2005 a preliminary Air Quality Impact Analysis(AQIA) was not required. However, policy has changed within the Planning Department that now requires a preliminary AQIA. The applicant has submitted a preliminary AQIA and has been reviewed and approved by the Environmental Health Department in accordance with Section 14-16-3-14 of the Comprehensive City Zoning Code.
18. The submitted site plan meets the applicable general policies, site planning and architecture policies, view preservation policies, and signage policies contained in the *Coors Corridor Plan*.
19. The site plan contains the information required by the *Comprehensive City Zoning Code*. It presents the site, the proposed uses, pedestrian and vehicular ingress and egress, internal circulation requirements and the maximum building heights allowed, and the nonresidential uses’ maximum floor area ratio.
20. There have been two facilitated meetings between the applicant and the affected neighborhood associations and one non-facilitated meeting to discuss the issues related to the subject request and in accordance with the Land Use Hearing Officer’s (LUHO) recommendation. As an agreement during these meetings, the applicant will not allow for any drive-through restaurants or gas stations on the subject site.
21. The applicant intends to assess the “grove of cottonwood trees” on the subject site by an arborist to determine the health of the trees.
22. Based on the review of the traffic studies and related testimony the EPC recognizes that significant long-range traffic solutions in the Coors and Montano area require a major redesign and reconstruction of the Coors/Montano intersection. Consequently, the EPC urges that the City

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Council place the redesign/reconstruction of the Coors/Montano intersection on the TCIP or CIP as quickly as possible.

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. The Site Development Plan for Subdivision shall be amended to include a note that states: Fast Food Restaurants with drive-up windows and gas stations shall not be permitted.
3. If transportation mitigation requires an encroachment of the existing archeological site adjacent to Montano Road, further review and approval will be required from the State Historic Preservation Officer.
4. In order to minimize adverse impacts to the Learning Road/La Luz Connector Road intersection and the Coors/Learning Road intersection, Bosque School has agreed to open access from the school to Street B during the morning and afternoon peaks and during special events. A gate and appropriate signage shall be provided along Learning Road by the developer of the commercial tract in conjunction with Phase One.
5. The applicant must comply with the following conditions of approval as specified by the City Engineer, the Department of Municipal Development, The Public Works Department and the NM Department of Transportation:
 - a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
 - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan for building permit. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
 - c. Completion of the required TIS mitigation measures (when determined), per Transportation Development Staff. Transportation mitigation measures may be accomplished through a combination of Transportation Impact Fees, the Impact Fees Regulations and the TIS recommendations.

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PROJECT #1003859
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- d. Street B shall intersect with Coors Blvd. at no less than an 80 degree skew. Every effort should be made to provide a connection at 90 degrees.
- e. Dedicated right turn deceleration lanes will be required at site drives per DPM and/or TIS requirements. Left turn lanes required at site drives where permitted and as approved.
- f. Existing Learning Rd. will need to intersect with New Street /Winterhaven Rd. at no less than an 80 degree skew. Every effort should be made to provide a connection at 90 degrees.
- g. Roundabouts will need to meet design requirements of Publications FHWA-RD-00-067 and AASHTO.
- h. Medians within 100' calming area (Street A) will need to be designed to accommodate left turning vehicles. Will also need to meet AASHTO and DPM criteria (site distance). Provide detail for this area.
- i. Provide detail and location of bump outs.
- j. Provide cross sections for Streets A, B and New Street/Winterhaven Rd.
- k. 10' radius curb returns may not be allowed in high volume traffic areas or in truck circulation areas (includes emergency vehicles and solid waste).
- l. Site plan shall comply and be designed per DPM Standards.
- m. Platting must be a concurrent DRB action.
- n. Dedication of an additional 6 feet of right-of-way along Coors Boulevard, as required by the City Engineer, to provide for on-street bicycle lanes as designated on the Long Range Bikeways System.
- o. Construction of the northbound bicycle lane along Coors Boulevard, adjacent to the subject property, as designated on the Long Range Bikeways System.
- p. Dedication of additional rights-of-way, as necessary, and construction of the fourth northbound travel lane on Coors Boulevard adjacent to the subject property consistent with the *Coors Corridor Plan* (see figure 6).
- q. Approval of the proposed left-in access from southbound Coors Boulevard to Street "B" by the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments.
- r. Access at Montano and Winterhaven will be restricted to right turn in/right turn out and left in as approved by the Director of Municipal Development. Must be accompanied by a written agreement between the applicant and the City Of Albuquerque.
- s. A notation shall be added on the submittal that reads, "When the future grade separation is constructed access will no longer be allowed to Montano Road from Winterhaven consistent with the Long Range Roadway System."
- t. Access coordination is required with NMDOT.

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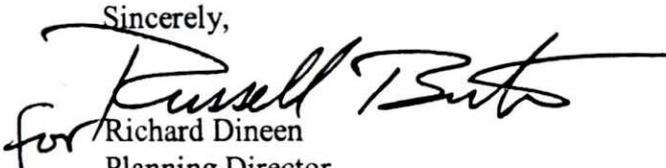
6. The existing median on Learning Road just east of Coors Boulevard is well landscaped with native plants. The proposed development will require modification to the intersection of Learning Road and the La Luz access road including the median. The applicant has agreed to rebuild the median and re-vegetate it to the pre-modification level of landscaping.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **JUNE 3, 2005** 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

OFFICIAL NOTICE OF DECISION
MAY 20, 2005
PROJECT #1003859
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RD//ac

cc: Consensus Planning, Inc., 924 Park Ave SW 87102
Rae Perls, La Luz Landowners Assoc., 15 Tennis Ct NW 87120
Bruce Masson, La Luz Landowners Assoc., 13 Arco NW 87120
Don MacCornack, Taylor Ranch NA, 5300 Hattiesburg NW 87120
Ceil VanBerkel, Taylor Ranch NA, 5716 Morgan Ln NW 87120
Lynn Perls, 18 Berm NW 87120
Lois S. Sloan, 21 Tennis Ct NW 87120
Gail Brownfield, 9 Arco NW 87120
Jo Allen, 1 Tumbleweed NW 87120
Andrew Wooden, 8 Arco NW 87120
Dana Asbury, 1509 Stanford Dr NE 87106
Frank W. Ikle, 5 Tennis Ct NW 87120
Joanne G. Kimmey, 6 Link NW 87120
Bennett King, 10 Arco NW 87120
Robert Peters, 10 Tumbleweed NW 87120



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

Date: June 17, 2005

OFFICIAL NOTIFICATION OF DECISION

FILE: Project # 1003859
04EPC-01844 EPC Site Development Plan-
Building Permit

Silverleaf Venures, LLC
5351 Menaul Blvd. NE
Albuq. NM 87110

LEGAL DESCRIPTION: for all or a portion of Tract 6B, Lands of Ray Graham III, Ovenwest Corp., zoned SU-1, O-1, C-2 and PRD, located on COORS BLVD. NW, between MONTANO ROAD NW and LEARNING ROAD NW, containing approximately 15 acres. (E-12)
Juanita Garcia, Staff Planner

On June 16, 2005 the Environmental Planning Commission voted to approve Project 1003859/ 04EPC 04EPC 01844, a Site Development Plan for Building Permit, for a portion of Tract 6B, Lands of Ray Graham III, Ovenwest Corp., and COA, zoned SU-1 for C-2 Uses, O-1 Uses and PRD (Max 20 DU/Acre) located on Coors Blvd between Montano RD NW and Learning RD NW, containing approximately 15 acres, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for a site development plan for Building Permit for a portion of Tract 6B, Lands of Ray Graham III, Ovenwest Corp., and COA. The site is located on Coors Blvd, south of Montano, zoned SU-1 C-2 Use (23.3 Acres Max), O-1 Uses (11.7 acres max) and PRD (20 DU/Acre) and contains approximately 15 acres.
2. The applicant is proposing to construct 11 buildings within eight building envelopes that range in size from 4,500 to 45,720 square feet. The applicant proposes two freestanding restaurant buildings and the remaining buildings are proposed to be used as retail. The overall site will be surrounded by public streets on three sides and an internal vehicular entrance on the north side; two roundabouts will exist, one the south and north end of the subject site. The subject site will also contain off-street parking, landscaping, signage and pedestrian connections.

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3. The site is controlled by a site development plan that was approved by the EPC on May 19, 2005 (04EPC 01845) in which the applicant was approved to subdivide Tract 6B into eight separate tracts: Tracts 6B-1, 6B-2, Tracts 6B-3, 6B-5, 6B-4, 6B-6, 6B-7, 6B-8. The applicant proposes to construct on future Tract 6B2 and 6B1.
4. The applicant is proposing to construct a freestanding sign on a portion of future Tract 6B1.
5. The subject site will be subject to and will need to comply with the Impact Fees Ordinance and the Impact Fees Regulations that are currently in process of being finalized.
6. The subject site is located in the area designated Established Urban and Developing Urban by the *Comprehensive Plan*. The submittal meets the goals of these areas by creating a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work area and life styles, while creating a visually pleasing built environment. The submittal furthers the policies of the *Comprehensive Plan* as follows:
 - a. The location, intensity and design of this development respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural or recreational concern (Policy 5d, *Comprehensive Plan*). The proposed plan will not have deleterious impacts on surrounding uses, established neighborhoods, or community amenities.
 - b. This request proposes to locate employment and service uses to complement residential areas and to site the development in a way that minimizes adverse effects of noise, lighting pollution, and traffic on residential environments (Policy 51, *Comprehensive Plan*).
 - c. This request constitutes new growth that will be accommodated through development in an area where vacant land is contiguous to existing or programmed facilities and services and where the integrity of existing neighborhoods can be ensured. (Policy 5e, *Comprehensive Plan*). This request represents new commercial development and is located in an existing commercially zoned areas (Policy 5j, *Comprehensive Plan*).
 - d. The subject site is adjacent to arterial streets and is planned to minimize harmful effects of traffic, livability and safety of established residential neighborhoods (Policy 5k, *Comprehensive Plan*).
 - e. The site plan represents a quality and innovative design which is appropriate to the plan area (Policy 5l, *Comprehensive Plan*).
7. This request is within a Community Activity Center as designated by the Centers and Corridors section of the *Albuquerque/Bernalillo County Comprehensive Plan*. The submittal furthers the Polices of the Community Activity Center designation as follows:

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- a. The request helps to shape an urban form in a sustainable development pattern that helps to promote transit and pedestrian access both to and within the center, and maximizes cost-effectiveness of City services (*Comprehensive Plan*, Policy II. B. 7. a).
 - b. This request will assist in the development of a Community Activity Center as defined by the *Comprehensive Plan* by providing the primary focus for the entire community sub-area with a higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, employment, and the most intense land uses within the community sub-area.
 - c. This request will also assist in the development of a Community Activity Center as defined by the *Comprehensive Plan* by allowing the location of land uses typical of a low-rise office, educational facilities, medium density residential, senior housing and other similar uses.
 - d. This request meets the policies of the *Comprehensive Plan* by providing moderate floor area ratios and urban land uses and pedestrian connections between buildings and sidewalks, buildings separating off-street parking from streets and public plaza and open space (*Comprehensive Plan*, Activity Center Goal, Policy A, Community Activity Centers).
 - e. The *Comprehensive Plan* is furthered in that the most intense activity centers uses are proposed to be located away from any nearby low-density residential development and is buffered from those residential uses by a transition area of less intensive development (Policy II. B. 7. f.).
 - f. The submitted commercial development plan for the subject site along with the existing and proposed mix of development within the immediate vicinity is consistent with the Enhanced Transit designation of the adjacent arterial corridors (*Comprehensive Plan*, Transportation and Transit Goals and Policies).
8. Transportation:
- a. A Traffic Impact Study (TIS) was completed by the applicant in October of 2004 and has been reviewed by the Planning Department (Transportation Development) and the Department of Municipal Development (DMD). The study was conducted in accordance with the scoping letter and procedures cited in the City's Development Process Manual.
 - b. In addition, in March of 2005, a Supplemental Traffic Analysis was provided by the applicant to support the access approved at the intersection of Street B and Montano Road.
 - c. Coors Boulevard is a limited access, principal arterial with bicycle lanes as designated on the Long Range Roadway System and Long Range Bikeways System.
 - d. The City Engineer may require up to six (6) additional feet of right-of-way on Coors Boulevard to accommodate the designated bicycle lane.
 - e. The ultimate cross-section for Coors Boulevard adjacent to the proposed site includes 4 northbound travel lanes consistent with the Coors Corridor Plan (see figure 6).

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- f. Consistent with the Coors Corridor Plan intersection access policy (see policy 5), access approximately midway between Montano Road and Dellyne Avenue at Street "B" is right-in, right-out only.
 - g. Exceptions to the access policy to allow for the proposed left-in access from southbound Coors Boulevard to Street "B" will require the approval of the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments. The City Of Albuquerque has indicated that it will support this request to the Council of Governments based upon the TIS and demonstration that the addition of this left-in access will have beneficial impacts to the Coors/Dellyne/Learning Road intersection.
 - h. Montano Road is a limited access, minor arterial with a proposed grade separation at Winterhaven Road as designated on the Long Range Roadway System and on the Coors Corridor Plan. However, no grade separated intersection has been planned, designed or programmed as of this date.
 - i. In the future, if a grade separation is constructed, north-south traffic at Winterhaven will pass under Montano, but no connection will be allowed between Montano and Winterhaven Road. However, in the interim, the City Engineer and the Director of the Department of Municipal Development have allowed for a right-in, right-out and left in at the intersection of Street B and Montano Road.
 - j. Learning Road will serve as a partial public and partial private road. The areas designated as public or private are identified on the site development plan and the subdivision plat. The portion of Learning Road east of the existing City right-of-way is designated to remain a private road, which will provide access to Bosque School and the City Lift Station Access Road only.
 - k. In order to minimize adverse impacts to the Learning Road/La Luz Connector Road intersection and the Coors/Learning Road intersection, Bosque School has agreed to open access from the school to Street B during the morning and afternoon peaks and during special events.
9. The proposed request meets the Transportation and Transit provision of the *Albuquerque/Bernalillo County Comprehensive Plan* with a goal to "provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/ paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs." The submittal furthers the Policies of the Transportation and Transit provision as follows:
- a. The subject site has been reviewed for street design, transit service and development form consistent with Transportation Corridors and Activity Center polices established in the *Comprehensive Plan*.

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- b. The site is adjacent to Coors Blvd and Montano Road, both designated as Enhanced Transit Corridors as identified in the Comprehensive Plan's Activity Centers and Transportation Corridors Map.
 - c. The subject site will contain some access control along Coors Blvd and Montano Road.
 - d. Enhanced Transit Corridors are to operate at a Level of Service (LOS) of "D" or better. The City may allow for lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements; or may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation in place of auto based improvements in order to mitigate traffic impacts of a development. The Design Guidelines for the subject site includes a Transportation Demand Management (TDM) plan that will encourage alternative modes of transportation in place of auto based improvements in order to mitigate traffic impacts of this development.
 - e. All intersections near the subject site have transit emergency vehicle signal preemption, the capability of a selected lane for transit and will contain right turn lanes along Coors Blvd.
 - f. The subject site will contain pedestrian circulation that will maximize pedestrian connections to transit stops and between developments.
 - g. The subject site will contain public sidewalks adjacent to the site between 6-8 feet in width.
 - h. Dedicated Bicycle lanes are provided along Coors Blvd and Montano Road.
 - i. The submittal includes a network of internal bike lanes that will provide connections from the site to adjacent facilities on Coors and Montano.
10. The subject site is within the Taylor Ranch Community as identified in the *West Side Strategic Plan* and is within the community's Community Activity Center. The proposed development will include retail, office and multi-family residential uses that are appropriate for the Taylor Ranch Community Center (Policy 3.16, WSSP) and will respect the existing neighborhood values as required in Policy 5d, Established Urban, *Comprehensive Plan*. In addition, the site is an appropriate location for continued growth due to its contiguous location to the rest of the City and efficient location for receiving City services. (Policy 3.12, WSSP)
11. A remaining intact portion of the "Montano Pueblo" lies within the northern boundary of this site. Two smaller archeological sites are also identified with the site. The affected sites will need to comply with all the goals and policies under *Issue 2, Policy 6, Archeological Sites*, of the *Coors Corridor Plan*, which states, "development within an identified archeological site shall obtain clearance and guidance from the State Historic Preservation Office before actual development begins."
12. The applicant has obtained clearance from the State Historic Preservation Office with the preferred method of mitigation to contain the burial sites in place and fill the sites with sterile soil to create a sloped surface. The approved mitigation plan also included a commitment to redesign

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the parking area and leave a portion of the Montano Pueblo site undeveloped, provide for a "protective covenant", and provide materials for public interpretation such as information signs.

13. If transportation mitigation is required along Montano Road, adjacent to the subject site, and it is determined there may be encroachment in the archeological site, then further review and approval from the State Historic Preservation Officer may be required.
14. The subject site contains an area of habitat for the Tawny Bellied Rat, a State listed species of concern. An agreement was reached between the applicant, the City Of Albuquerque Open Space Division and the abutting Bosque School to relocate the Tawny Bellied Rat to suitable sites.
15. During the review of this application in December of 2004 a preliminary Air Quality Impact Analysis(AQIA) was not required. However, policy has changed within the Planning Department that now requires a preliminary AQIA. The applicant has submitted a preliminary AQIA and has been reviewed and approved by the Environmental Health Department in accordance with Section 14-16-3-14 of the Comprehensive City Zoning Code.
16. The submitted site plan meets the applicable general policies, site planning and architecture policies, view preservation policies, and signage policies contained in the *Coors Corridor Plan*.
17. The site plan contains the information required by the *Comprehensive City Zoning Code* for a site development plan for building permit. The submittal presents the exact structure locations (including signs), structure elevations and dimensions, parking facilities, any energy conservation features of the plan (e.g. appropriate landscaping, building heights and siting for solar access, provision for non-auto transportation, or energy conservational building construction), and the proposed schedule for development.
18. There have been two facilitated meetings between the applicant and the affected neighborhood associations and two non-facilitated meeting to discuss the issues related to the subject request. As an agreement during these meetings, the applicant will not allow for any drive-through restaurants or gas stations on the subject site.
19. Based on the review of the traffic studies and related testimony the EPC recognizes that significant long-range traffic solutions in the Coors and Montano area require a major redesign and reconstruction of the Coors/Montano intersection. Consequently, the EPC urges that the City Council place the redesign/reconstruction of the Coors/Montano intersection on the TCIP or CIP as quickly as possible.

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 including elements of the Coors Corridor Plan. A letter shall accompany the submittal, specifying all modifications that

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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. The Site Development Plan for Building Permit shall be amended to include a note that states: Fast Food Restaurants with drive-up windows and gas stations shall not be permitted.

The submittal shall contain Floor Area Ratio (F.A.R.) calculations on the submittal. The subject request shall not exceed an F.A.R. of 0.35.

4. No building elements are allowed to projecting within the 35' setback area along Coors Blvd as per the Coors Corridor Plan.
5. The applicant shall ensure that final approval has been granted from the State Historic Preservation Officer for the remedial proposal of the three archeological sites on the subject site.
6. **Parking:**
 - a. The submittal shall demonstrate the type of CMU to be used and/or the finished product that is used on the proposed 12' high loading area screen walls and shall ensure that all walls on the subject site meet the requirements of the Design Standards and Section 14-16-3-19 of the Comprehensive City Zoning Code.
 - b. The proposed wall adjacent to Coors Blvd shall contain "Stucco Color 2" instead of "Stucco Color 1."
 - c. A notation shall be included on the submittal specifying that, "If restaurants with alcoholic beverages are sold for on premise consumption, the applicant shall demonstrate that parking will meet the standards as provided in the Comprehensive City Zoning Code for the number of spaces required for all of the proposed/existing uses." Or create a shared parking agreement as provided for in the Comp Plan.
 - d. All pertinent information regarding handicap spaces shall be clearly identified on the submittal, including their exact locations, the exact size of each space, the location of upright handicap signs and the location of the handicap accessibility from the off-street parking spaces to the buildings.
 - e. The submittal shall contain a notation specifying that all parking barriers will be two-feet away from any public sidewalk, abutting lot, pedestrian walkway, landscaped area or any wall or fence.
 - f. A 3' high wall or dense landscape screen shall be installed along the parking areas west of Buildings 6B2.9 - 6B2.12 and west of the internal driveway to allow for a definitive pedestrian walkway.
 - g. The submittal shall contain a notation that references if shopping carts will be stored within the off-street parking areas. If the applicant is providing storage units for shopping carts within the off-street parking areas, the calculation for off-street parking spaces shall

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- h. be modified to reflect the existence of these storage units. In addition, the submittal shall be noted to identify the exact location of the shopping cart storage units.
 - i. Two additional bicycle racks, containing five spaces each in the vicinity of Building 6B2.14 and Building 6B2.13 shall be added to the submittal. The design and color of all the proposed bicycle racks shall be demonstrated on the plan and shall be consistent with the color of the proposed buildings.
 - j. All pedestrian crosswalks are required to be a minimum of six feet in width. The submittal shall demonstrate the exact width for each pedestrian crosswalk or provide an illustration of a typical pedestrian crosswalk.
 - k. The width of all pedestrian walks adjacent to buildings shall be specified on the submittal. All pedestrian walkways shall meet the width requirements specified in Section 14-16-3-1 and Section 14-16-3-18 of the Comprehensive City Zoning Code.
 - l. The pedestrian walks adjacent to Buildings 6B2.4 & 6B2.7 shall meet the 8 foot width requirements specified in Section 14-16-3-1 and Section 14-16-3-18 of the Comprehensive City Zoning Code.
 - m. Businesses within the subject site shall comply with the Transportation Demand Management Plan specified in the site development plan for subdivision. In addition, the applicant shall meet with a representative from the Transit Department to determine the needs of the applicant and to determine if changes can be made to adjacent routes and schedules to reflect those needs.
7. The submittal shall demonstrate the location of light bollards or building mounted light fixtures as illustrated in the Site Development Plan for Subdivision. A notation shall be added on the submittal indicating that all light fixtures will meet Section, 14-16-3-9, Area Lighting Regulations of the *Comprehensive City Zoning Code*.
8. Landscaping:
- a. The Site Development Plan for Subdivision for the subject site requires sites to "identify and preserve Cottonwood trees, where feasible." The submittal shall demonstrate the location of any Cottonwood trees for the subject tract(s) and the feasibility of preserving such trees.
 - b. The submittal does not comply with the "Parking Area Setbacks" noted within the "Setback" section of the Design Regulations of the Site Development Plan for Subdivision, which indicates, "To allow for an appropriately sized landscaped buffer adjacent to roadways, parking areas shall be setback as follows: 15'." This buffer pertains to all roadways surrounding the subject site. The submittal shall contain a 15' wide landscape buffer in all parking areas adjacent to a roadway way.

9. Architectural/Signs:

- a. All of the buildings must comply with *Issue 4, Visual Impression and Urban Design Overlay Zone of the Coors Corridor Plan* that specifies, "In no event will the building height be permitted to penetrate above the view of the ridge line of the Sandia Mountains as seen from four feet above the east edge of the roadway. Also, in no event will more than one-third of the total building height outside of the setback area for multi-story buildings be permitted to penetrate through the view plane." The applicant shall ensure that all single story or multi-story buildings and towers comply with this requirement.
- b. The submittal shall contain detailed drawing of the stairs proposed between the subject site and Coors Blvd and demonstrate the materials and color to be used for the rails and steps. The material should be consistent with the special paving that is proposed throughout the site.
- c. The elevation drawings shown on page A002 and A003 are for buildings that are no longer part of this application. Sheet A002 shall be removed from the submittal.
- d. The following building facades shall contain architectural features no less than 50% of the entire length of the façade:



Building	6B2.4	Façade: West
Building	6B2.4	Façade: South
Building	6B2.5 & 6	Façade: West
Building	6B2.9	Façade: East
Building	6B2.8	Façade: South

In addition, these facades shall not contain a blank façade greater than 30 feet in length.

- e. The submittal shall specify the approximate location of the mechanical equipment for each building and shall specify the method used for screening. Screening shall be in compliance with Section 14-16-3-18 (C)(5) of the General Building & Site Design Standards for Non-Residential Uses.
- f. The submittal shall contain a note specifying the exact number and location of outdoor seating that demonstrates compliance of Section 14-16-3-19 of the *Comprehensive City Zoning Code*. The design of the outdoor seating shall be demonstrated on the submittal and shall be complimentary of the design and material of the proposed buildings. The use of plastic furniture shall be avoided.
- g. The notation utilized for the proposed freestanding sign regarding stone veneer wainscot shall be corrected to remain consistent with the illustration of the entire sign, which demonstrates an entire coverage of stone veneer.

- h. The illustration of the 27' high freestanding signs on the submittal shall be substituted by nine-foot high freestanding signs. The design and construction of the nine-foot high freestanding sign shall be similar to the design provided for the 6' 3" high freestanding sign. The site development plan for subdivision shall be amended to reflect to remove the last two bullets under "Signage" and the illustration of the 27' high freestanding sign.
10. The applicant must comply with the following conditions of approval as specified by the City Engineer, the Department of Municipal Development, The Public Works Department and the NM Department of Transportation:
- a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
 - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan for building permit. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
 - c. Completion of the required TIS mitigation measures (when determined), per Transportation Development Staff. Transportation mitigation measures may be accomplished through a combination of Transportation Impact Fees, the Impact Fees Regulations and the TIS recommendations.
 - d. Street B shall intersect with Coors Blvd. at no less than an 80 degree skew. Every effort should be made to provide a connection at 90 degrees.
 - e. Dedicated right turn deceleration lanes will be required at site drives per DPM and/or TIS requirements. Left turn lanes required at site drives where permitted and as approved.
 - f. Existing Learning Rd. will need to intersect with New Street /Winterhaven Rd. at no less than an 80 degree skew. Every effort should be made to provide a connection at 90 degrees.
 - g. Roundabouts will need to meet design requirements of Publications FHWA-RD-00-067 and AASHTO.
 - h. Medians within 100' calming area (Street A) will need to be designed to accommodate left turning vehicles. Will also need to meet AASHTO and DPM criteria (site distance). Provide detail for this area.
 - i. Provide detail and location of bump outs.
 - j. Provide cross sections for Streets A, B and New Street/Winterhaven Rd.
 - k. 10' radius curb returns may not be allowed in high volume traffic areas or in truck circulation areas (includes emergency vehicles and solid waste).
 - l. Site plan shall comply and be designed per DPM Standards.

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- m. **Platting must be a concurrent DRB action.**
 - n. **Dedication of an additional 6 feet of right-of-way along Coors Boulevard, as required by the City Engineer, to provide for on-street bicycle lanes as designated on the Long Range Bikeways System.**
 - o. **Construction of the northbound bicycle lane along Coors Boulevard, adjacent to the subject property, as designated on the Long Range Bikeways System.**
 - p. **Dedication of additional rights-of-way, as necessary, and construction of the fourth northbound travel lane on Coors Boulevard adjacent to the subject property consistent with the *Coors Corridor Plan* (see figure 6).**
 - q. **Approval of the proposed left-in access from southbound Coors Boulevard to Street "B" by the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments.**
 - r. **Access at Montano and Winterhaven will be restricted to right turn in/right turn out and left in as approved by the Director of Municipal Development. Must be accompanied by a written agreement between the applicant and the City Of Albuquerque.**
 - s. **A notation shall be added on the submittal that reads, "When the future grade separation is constructed access will no longer be allowed to Montano Road from Winterhaven consistent with the Long Range Roadway System."**
 - t. **Access coordination is required with NMDOT.**
- 11. **Prior to making application for DRB review, the applicant shall meet with Planning Staff to review the conditions of approval.**
 - 12. **The applicant shall notice two officers of each affected neighborhood associations by certified mail approximately two weeks prior to the submittal of this application to the DRB.**
 - 13. **The concrete rear outfall proposed on the submittal shall be designed and constructed in conjunction with the Open Space Division.**
 - 14. **Enlarge the windows in the tower with the width being the same as between the bottom bases of the tower elements and heights being adjusted accordingly.**
 - 15. **The site plan shall be modified to accommodate 6 motorcycle parking spaces and shall not reduce any off street parking spaces from the submittal.**

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY JULY 1, 2005 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.

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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,


Richard Dineen
Planning Director

RD/JG/ac

cc: Consensus Planning, Inc., 924 Park Ave. SW, Albuquerque, NM 87102
Rae Perlis, La Luz Landowners Assoc., 15 Tennis Court NW, Albuquerque, NM 87120
Bruce Masson, La Luz Landowners Assoc., 13 Arco NW, Albuquerque, NM 87120
Don MacCornack, Taylor Ranch NA, 5300 Hattiesburg NW, Albuquerque, NM 87120
Ceil vanBerkel, Taylor Ranch Na, 5716 Morgan Ln. NW, Albuquerque, NM 87120
Bill Jack Rodgers, 8308 Cedar Creek Dr. NW, Albuquerque, NM 87120
Lynn Peris, 500 4th St. NW, Ste 205, Albuquerque, NM 87102
Frank Hale, 5 Tennis Court NW, Albuquerque, NM 87120
Lois Sloan, 21 Tennis Court NW, Albuquerque, NM 87120
Rene Horvath, 5515 Palomino Dr. NW, Albuquerque, NM 87120
Susan Shotland-Rodriguez, 7224 Carson Trail NW, Albuquerque, NM 87120

ZONING

Please refer to the Comprehensive Zoning Code for specific zone descriptions and the Site Development Plans for Subdivision and Building Permit for restrictions.

APPLICATION INFORMATION



Supplemental Form (SF)

SUBDIVISION

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

SITE DEVELOPMENT PLAN

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

STORM DRAINAGE (Form D)

- Storm Drainage Cost Allocation Plan

S Z ZONING & PLANNING

- Annexation
- Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)
- Adoption of Rank 2 or 3 Plan or similar
- Text Amendment to Adopted Rank 1, 2 or 3 Plan(s), Zoning Code, or Subd. Regulations

D Street Name Change (Local & Collector)

L A APPEAL / PROTEST of...

- Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other

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

APPLICATION INFORMATION:

Professional/Agent (if any): Consensus Planning, Inc. PHONE: 764-9801
 ADDRESS: 302 Eighth St. NW FAX: _____
 CITY: Albuquerque STATE NM ZIP 87102 E-MAIL: cp@consensusplanning.com
 APPLICANT: Silverleaf Ventures, LLC PHONE: _____
 ADDRESS: 5321 Menaul Blvd. NE FAX: _____
 CITY: Albuquerque STATE NM ZIP 87110 E-MAIL: _____
 Proprietary interest in site: Owner List all owners: _____

DESCRIPTION OF REQUEST: Amendment to the approved Site Plan for Subdivision for Tract 1 and 2 of North Andalusia

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. Tracts 1 and 2 Block: N/A Unit: N/A
 Subdiv/Addn/TBKA: North Andalusia at La Luz
 Existing Zoning: SU-1 for C-2 (23.3 ac. max), O-1 (11.7 ac. max), PRD (20 du/acre) Proposed zoning: N/A MRGCD Map No _____
 Zone Atlas page(s): E-12-Z UPC Code: 101206220010931201 and 101206215006131202

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_Z_, V_, S_, etc.): 1003859
04EPC01845, 08EPC-40055, 11EPC-40074,

CASE INFORMATION:

Within city limits? Yes Within 1000FT of a landfill? NO
 No. of existing lots: 2 No. of proposed lots: 2 Total site area (acres): 22.51
 LOCATION OF PROPERTY BY STREETS: On or Near: Located on the southeast corner of Coors Blvd. NW and Montano Road NW
 Between: _____ and _____
 Check if project was previously reviewed by: Sketch Plat/Plan or Pre-application Review Team(PRT) Review Date: _____

SIGNATURE [Signature] DATE 6.27.2017
 (Print Name) James K. Strozier 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	<u>17EPC - 40017</u>	<u>ASPS</u>	_____	<u>\$255.00</u>
<input type="checkbox"/> All fees have been collected	<u>17EPC - 40028</u>	<u>ADV</u>	_____	<u>\$75.00</u>
<input type="checkbox"/> All case #s are assigned	_____	<u>CME</u>	_____	<u>\$50.00</u>
<input type="checkbox"/> AGIS copy has been sent	_____	<u>Mail fee</u>	_____	<u>\$144.21</u>
<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 <u>August 10 2017</u>			Total
	<u>6-28-17</u>			\$ _____

Staff signature & Date [Signature] Project # 1003859

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Consensus Planning, Inc. DATE OF REQUEST: 06/14/17 ZONE ATLAS PAGE(S): E-12-Z

CURRENT:

ZONING SU-1 for C-2, O-1, and PRD
PARCEL SIZE (AC/SQ. FT.) 22.5113 ac.

LEGAL DESCRIPTION:

LOT OR TRACT # Tract 1 and 2 BLOCK # _____
SUBDIVISION NAME North Andalucia Acres

REQUESTED CITY ACTION(S):

ANNEXATION []
ZONE CHANGE []: From _____ To _____
SECTOR, AREA, FAC, COMP PLAN []
AMENDMENT (Map/Text) []

SITE DEVELOPMENT PLAN:

SUBDIVISION* [] AMENDMENT [X] Site Development
BUILDING PERMIT [] ACCESS PERMIT [] Plan for Subdivision
BUILDING PURPOSES [] OTHER []

*includes platting actions

PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT []
NEW CONSTRUCTION []
EXPANSION OF EXISTING DEVELOPMENT []

GENERAL DESCRIPTION OF ACTION:

OF UNITS: N/A
BUILDING SIZE: N/A (sq. ft.)

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

APPLICANT OR REPRESENTATIVE *Emi Yomouway* DATE 6/14/17
(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:

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.**

Laura Pat
TRAFFIC ENGINEER

06-14-17
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 / / _____
-FINALIZED / / TRAFFIC ENGINEER DATE _____

Silverleaf Ventures, LLC
5321 Menaul Blvd. NE
Albuquerque, NM 87110

June 14, 2017

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

RE: Amendment to the Site Development Plan Subdivision, Tracts 1 and 2,
Andalucia North

Dear Madame Chair,

The purpose of this letter is to authorize Consensus Planning, Inc. to act as agent for the property owner, Silverleaf Ventures, LLC for all matters regarding a request for an Amendment to the approved Site Development Plan for Subdivision for Tracts 1 and 2, Andalucia North.

Thank you for your consideration.

Sincerely,



Peggy Daskalos
Managing Partner
Silverleaf Ventures, LLC



Landscape Architecture
Urban Design
Planning Services

302 Eighth St. NW
Albuquerque, NM 87102

(505) 764-9801
Fax 842-5495
cp@consensusplanning.com
www.consensusplanning.com

June 27, 2017

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

Re: Amendment to Site Plan for Subdivision for North Andalucia

Dear Madame Chair:

The purpose of this letter is to request an amendment to the approved Site Plan for Subdivision for North Andalucia Tracts 1 and 2, located on the east side of Coors Boulevard, south of Montano Road. The purpose of this amendment is to allow a new Starbucks with a drive-in service window.

The site is currently zoned SU-1 for C-2, O-1, and PRD and is approximately 22 acres and is part of the larger 230 acre Andalucia property. The property has a long history of zoning and site plan approvals. A brief summary is as follows:

1985 (AX-85-1): Annexation and establishment of mixed use zoning for a portion of this property, by request of the City.

1998 (2-98-71 and AX-98-9): Annexation and establishment of zoning for 23 acres for Bosque School.

2001 (00EPC-01743): Annexation and establishment of zoning for 85 acres and a Site Plan for Subdivision for 229 acres.

2003 (02EPC01796 and 02EPC01771) The EPC approved a Zone Map Amendment to allow for density transfers for the various tracts covered by the Site Plan for Subdivision and Tract 1 to be replatted into five separate tracts.

2005 (1003859 and 04EPC-01845): The Site Plan for Building Permit for North Andalucia was approved by the Environmental Planning Commission with Findings and Conditions, the subject of this request.

2007 (1003859): The Site Plan for Subdivision was amended to revise the intersection of Learning Road and Antequera Road into a round-a-bout.

2008 (1003859 and 08EPC-40055): The Site Plan for Subdivision was amended to remove Tracts 7, 8, & 9 from the Site Plan and consolidate them into the Bosque School Site Development Plan.

PRINCIPALS

James K. Strozier, AICP
Christopher J. Green, PLA,
ASLA, LEED AP
Jacqueline Fishman, AICP

2012 (1003859 and 11EPC-40074): The Site Plan for Subdivision was amended to subdivide Tract 5 into two tracts on behalf of US NM Federal Credit Union and to amend the zoning to allow a Bank with Drive-Up Service window.

Since the Site Development Plan's original approval in 2006, the plan has been refined through several administrative amendments. These amendments have primarily focused on relocating the anchor tenant from the west side of the center to east. The commercial portion of the –property is currently under construction, and the anchor tenant will be a new Sprouts grocery store.



Sprouts construction 6-21-2017

The applicant is proposing a minor amendment to the General Notes on the approved Site Plan for Subdivision, Sheet 1. General Note #6 was included based on the May 20, 2005 Notice of Decision. Finding #20 and Condition #2 reference an agreement with the neighborhood.

Finding #20 states:

“There have been two facilitated meetings between the applicant and the affected neighborhood associations and one non-facilitated meeting to discuss the issues related to the subject request and in accordance with the Land Use Hearing Officer’s (LUHO) recommendation. As an agreement during these meetings, the applicant will not allow for any drive-through restaurants or gas stations on the subject site.”

Condition #2 states:

“The Site Development Plan for Subdivision shall be amended to include a note that states: Fast Food Restaurants and drive-up windows and gas stations shall not be permitted.”

This condition was addressed on the plans and is the subject of this amendment. The amendment is to change General Note #6 to allow a drive-in window for a coffee shop and/or restaurant. The change will not increase the number of buildings or change the commercial uses for the site.

The requested amendment to General Note #6 is as follows:

(Existing)

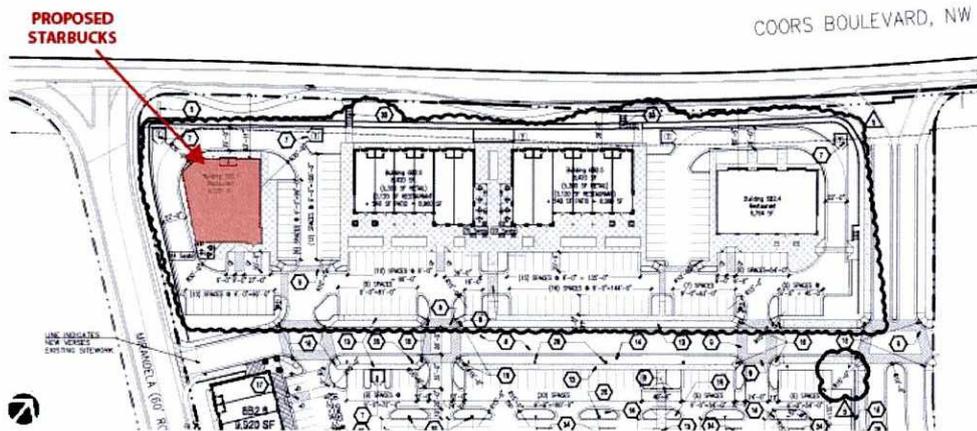
No fast food restaurants with drive through windows or gas stations are allowed at North Andalusia.

(Proposed)

No gas stations are allowed at North Andalucia. One fast food restaurant with a drive-in window shall be permitted provided:

1. *The location shall be limited to the southwest corner of Lot 2;*
2. *The drive-in service window shall be visually screened from Coors Boulevard; and*
3. *Adequate queuing shall be provided for and as approved by the Traffic Engineer.*

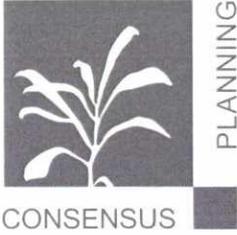
The proposed amendment is minor and consistent with the intended commercial uses of the approved Site Plan for Subdivision. In March of 2017 an administrative amendment to the Site Plan for Building Permit was approved, which reduced the overall square footage of the buildings and replaced the larger building with shop and restaurant buildings to create a more pedestrian oriented corridor. The amended building configuration provides an opportunity for the drive-in window to be located behind the building and away from the pedestrian plazas. The drive aisle will need to be widened slightly in order to accommodate the service needs and the drive-in window. If this amendment is approved, the Site Plan will be updated accordingly.



Proposed Coffee Shop location.

The site is zoned for C-2 Community Commercial uses, which would normally allow restaurants with drive-in windows as a permissive use provided there is a six-foot wall when abutting land that is not public right-of-way. As stated previously, the drive-in window would be located behind the building, abutting public right-of-way including Coors Boulevard to the west and Mirandela Road to the south. The site includes a 35-foot landscape buffer along the Coors right-of-way and retaining walls with the building and drive-in window elevation being at least ten feet below the grade of Coors Boulevard.

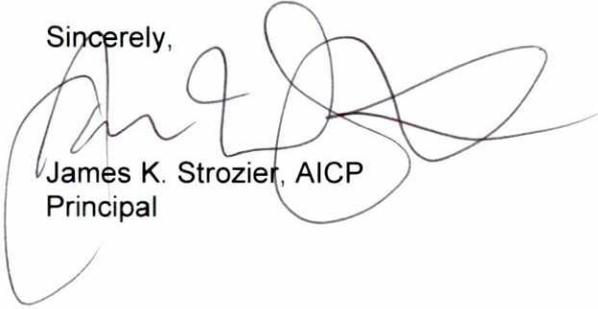
The site is located within an Area of Change and is designated as an Activity Center by the Albuquerque Bernalillo County Comprehensive Plan. As stated in the Albuquerque Bernalillo County Comprehensive Plan, "Activity Centers incorporate a mix of residential and convenient services at a neighborhood scale, serving neighborhoods within a 20-minute walk or short bike ride."



The community immediately surrounding the site includes: the Bosque School, Andalucia Villas Apartments, La Luz (south of Bosque School Road), and the US Eagle Federal Credit Union. The development of a Starbucks or fast food restaurant with a drive-in window would serve as a quick, convenient service to the areas commuters and the neighborhood. A drive-in window is an integral part of a Starbucks or fast food restaurant operation and expands the marketability of the building and the site.

Thank you for your consideration of this request.

Sincerely,


James K. Strozier, AICP
Principal

NOTIFICATION &
NEIGHBORHOOD INFORMATION

ATTACHMENT A

LA LUZ LANDOWNERS ASSOC. (LUZ) "R"

Jonathan Abdalla *e-mail:* sliceness@gmail.com

6 Tumbleweed NW/87120 321-7795 (h)

Britt Quisenberry

1A Loop One NW/87120 987-3030 (w)

Website: www.laluzliving.org

NA E-mail: laluzlandowners@azulstar.com

Council District: 1

County District: 1

Police Beat: 629/NW

Zone Map #: E-F-11-12

TAYLOR RANCH N.A. (TRN) "R"

Jolene Wolfley *e-mail:* govtaffairs@trna.org

7216 Carson Trl. NW/87120 890-9414 (h)

Rene Horvath *e-mail:* land@trna.org

5515 Palomino Dr. NW/87120 898-2114 (h)

Website: www.trna.org

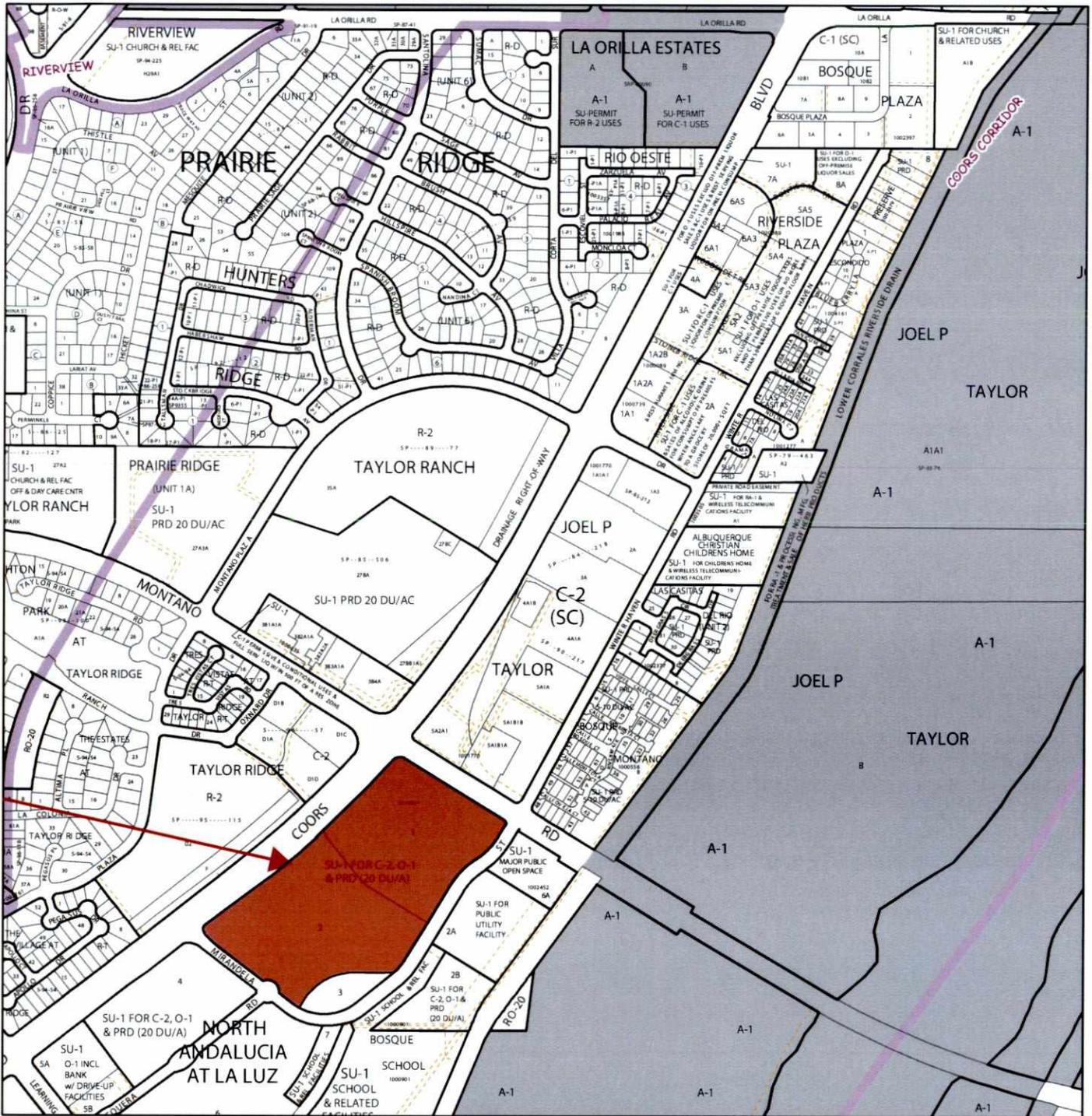
NA E-mail: president@trna.org

Council District: 1&5

County District: 1

Police Beat: 626/NW

Zone Map: C-F-11-14



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

Map amended through: 1/28/2016

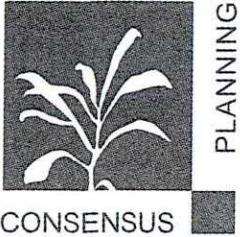
Note: Grey Shading Represents Area Outside of the City Limits

Zone Atlas Page:
E-12-Z

Selected Symbols

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

TYPICAL



June 27, 2017

Jonathan Abdalla
6 Tumbleweed NW
Albuquerque, NM 87120

Britt Quisenberry
1A Loop One NW
Albuquerque, NM 87120

Landscape Architecture
Urban Design
Planning Services

302 Eighth St. NW
Albuquerque, NM 87102

(505) 764-9801
Fax 842-5495
cp@consensusplanning.com
www.consensusplanning.com

Re: Amendment to Site Plan for Subdivision for North Andalusia

Dear Mr. Abdalla and Ms. Quisenberry:

The purpose of this letter is to inform you and the La Luz Landowners Association that Consensus Planning has submitted a request for an amendment to the Site Plan for Subdivision on behalf of Silverleaf Ventures, LLC. This request will be heard by the Environmental Planning Commission (EPC) on Thursday, August 10, 2017 at Plaza del Sol located at 600 Second Street NW. The hearing begins at 8:30 a.m.

The current zoning on the approximately 22.5 acre property is SU-1 for C-2 uses (23.3 acres max), O-1 uses (11.7 acres max), and PRD (20 du/ac.). The applicant's request is to propose a minor amendment to the General Note #6 on the approved Site Plan for Subdivision, Sheet 1. The purpose of this amendment is to allow a new Starbucks with a drive through service window at the southeast corner of the property.

Please do not hesitate to contact me at 764-9801 with any questions you may have regarding this request.

Sincerely,

James K. Strozier, AICP
Principal

Att: Copy of the Zone Atlas Page E-12-Z
Site Plan for Subdivision, Sheet 1.
Site Plan for Building Permit Exhibit

PRINCIPALS

James K. Strozier, AICP
Christopher J. Green, PLA,
ASLA, LEED AP
Jacqueline Fishman, AICP

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\$		
Total Postage and Fees	\$7.29	
\$		

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Street and Apt. No., or PO Box No.
6515 Palamino Dr. NW
City, State, ZIP+4®
ABQ, NM 87120

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<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.19	
\$		
Total Postage and Fees	\$7.29	
\$		

Sent To Jonathan Abdalla
Street and Apt. No., or PO Box No.
6 Tumbleweed NW
City, State, ZIP+4®
ABQ, NM 87120

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<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.19	
\$		
Total Postage and Fees	\$7.29	
\$		

Sent To Britt Quisenberry
Street and Apt. No., or PO Box No.
1A Loop One NW
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<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.19	
\$		
Total Postage and Fees	\$7.29	
\$		

Sent To Jolene Wolfley
Street and Apt. No., or PO Box No.
7216 Carson Trail NW
City, State, ZIP+4®
ABQ, NM 87120

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**CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
PROPERTY OWNERSHIP LIST**

Hearing Date: Thursday, August 10, 2017 1003859

Zone Atlas Page: E-12

Notification Radius: Neighborhood Associations
100ft plus r.o.w

Cross Reference and Location: On or near Located on the southeast corner of Coors Blvd. NW and Montano Rd. NW

Applicant: Silverleaf Ventures, LLC
5321 Menaul Blvd. NE
ABQ, NM 87110

Agent: Consensus Planning, Inc
302 8th St. NW
ABQ, NM 87102

Special Instructions:

**Notice must be mailed from the
City 15 days prior to the meeting.**

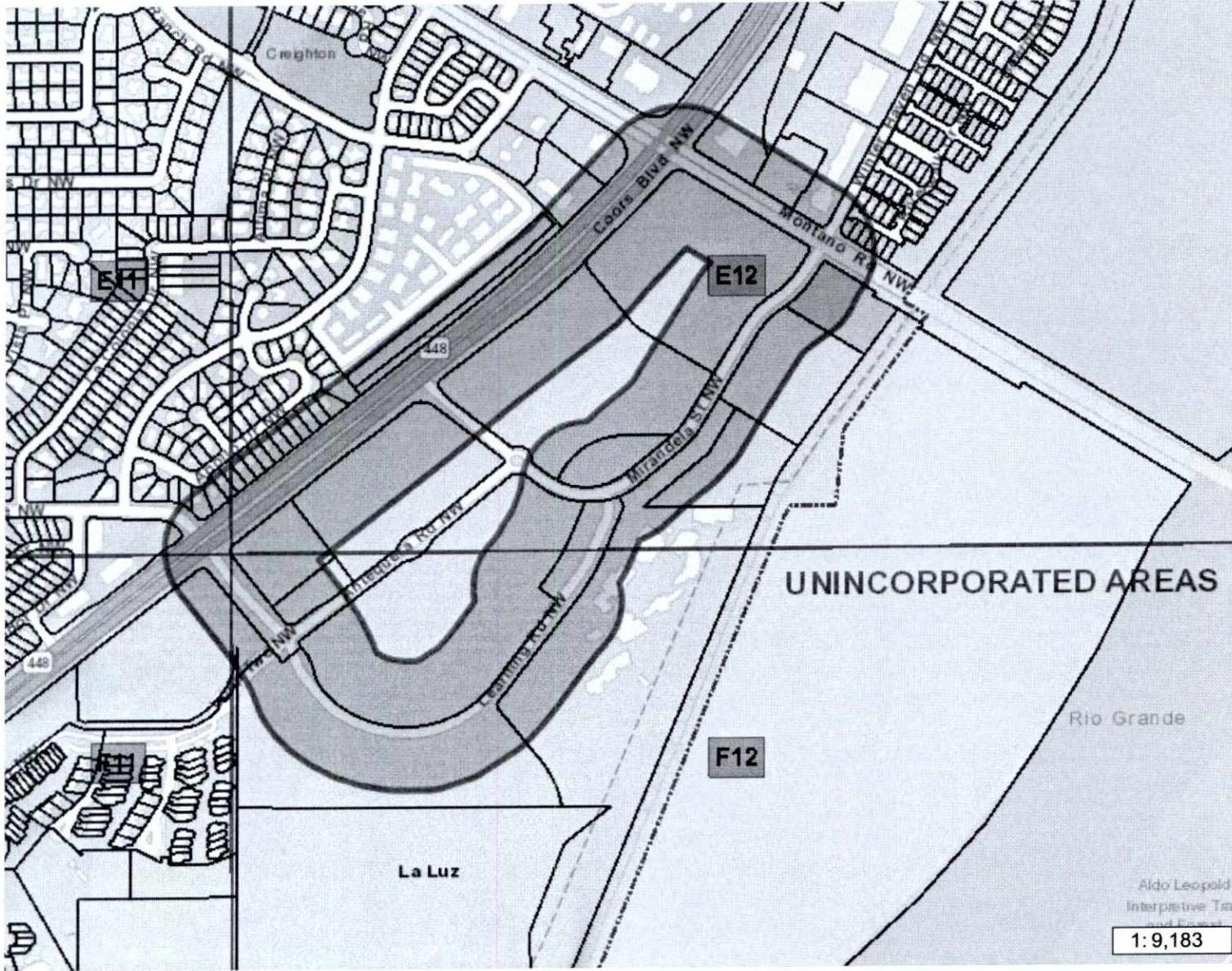
- PLN Certified mail outs**
 Applicant Certified mail outs

Date Mailed: 07/19/17

Signature: 



1003859



Legend

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

Notes

Buffer: 275ft.
ROW: Coors Blvd. 175ft.

1: 9,183

0.2 0 0.10 0.2 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
7/20/2017 © City of Albuquerque

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THIS MAP IS NOT TO BE USED FOR LEGAL PURPOSES

AMERICAN REALPROP
5601 TAYLOR RANCH DR NW
ALBUQUERQUE NM 87120

BOSQUE SCHOOL
4000 LEARNING RD NW
ALBUQUERQUE NM 87120

GUZMAN DAVID L & MARIA E
5300 APOLLO DR NW
ALBUQUERQUE NM 87120-5710

1003859

1003859

1003859

BLEA WALTER A & FLORA
5308 APOLLO DR NW
ALBUQUERQUE NM 87120

SAAVEDRA HENRY & CHARISSA
5316 APOLLO DR NW
ALBUQUERQUE NM 87120

SILVER LEAF VENTURES LLC
5319 MENAUL BLVD NE
ALBUQUERQUE NM 87110

1003859

1003859

1003859

GOVEA MELISSA S
3616 CALLE OVEJA CT NW
ALBUQUERQUE NM 87120

ALVERSON DALE H
5324 APOLLO DR NW
ALBUQUERQUE NM 87120-5710

GARCIA JOHN & ROSE MARIE
5304 APOLLO DR NW
ALBUQUERQUE NM 87120

1003859

1003859

1003859

DADIAN PATRICIA A TRUSTEE RVT
5332 APOLLO DR NW
ALBUQUERQUE NM 87120-5710

PRESBYTERIAN HEALTHCARE SERVICES
PO BOX 26666
ALBUQUERQUE NM 87103

RAMOS CHARLES L
1024 BADGER CT
SANTA ROSA CA 95409

1003859

1003859

1003859

ANDALUCIA VILLAS LLLP
300 BENTON RD
BOSSIER CITY LA 71111

APODACA ROBERT J
5328 APOLLO DR NW
ALBUQUERQUE NM 87120-5710

SANDOVAL-DOUGLAS SHANNON
9180 COORS BLVD NW #1910
ALBUQUERQUE NM 87120-3112

1003859

1003859

1003859

PEKNIK GEORGE & SABINA
3612 CALLE OVEJA CT NW
ALBUQUERQUE NM 87120

BERNAL MADELINE C
2608 LOS TRETOS ST NW
ALBUQUERQUE NM 87120-1314

BROUGHTON RANDALL J
5224 APOLLO DR NW
ALBUQUERQUE NM 87120

1003859

1003859

1003859

GARCIA ERIC & JARAMILLO DENISE
5228 APOLLO DR NW
ALBUQUERQUE NM 87120-5708

SALAZAR ANGIE R
5320 APOLLO DR NW
ALBUQUERQUE NM 87120

ARC DBPCFBRO01 LLC C/O CVS PHARMACY
#7242
1 CVS DR
WOONSOCKET RI 02895

1003859

1003859

1003859

MARRIOTT JOHN T & MARRIOTT MARY M
3602 CALLE OVEJA CT NW
ALBUQUERQUE NM 87114

WRIGHT MICHAEL S TR WRIGHT RVT
5300 KESTER AVE APT 101
SHERMAN OAKS CA 91411-4058

KARA AZIM HAJI SIDDIK TRUSTEE KARA RVT
5336 APOLLO DR NW
ALBUQUERQUE NM 87120

1003859

1003859

1003859

HALLE PROPERTIES LLC DEPT 1100 NMA07
20225 N SCOTTSDALE RD
SCOTTSDALE AZ 85255-6456

BOSQUE MONTANO HOMEOWNERS
ASSOCIATION INC C/O CAROL RICKERT &
ASSOCIATES
4121 EUBANK BLVD NE
ALBUQUERQUE NM 87111
1003859

RAVER JOHN R
5220 APOLLO DR NW
ALBUQUERQUE NM 87120

1003859

1003859

CARLSON DENNIS L & SANDRA M
5232 APOLLO DR NW
ALBUQUERQUE NM 87120

JPS LLC C/O WALGREEN CO. RE PROPERTY TAX
DEPT
PO BOX 1159
DEERFIELD IL 60015-6002

WOLVERINE LAND COMPANY LLC
8525 JEFFERSON ST NE
ALBUQUERQUE NM 87113-1603

1003859

1003859

1003859

LA LUZ LANDOWNERS ASSOCIATION
1 LOOP ONE NW A
ALBUQUERQUE NM 87120-1806

CORDOVA ROGER S
3609 CALLE OVEJA CT NW
ALBUQUERQUE NM 87120

CORDOVA LOUIE
PO BOX 67941
ALBUQUERQUE NM 87193

1003859

1003859

1003859

GIL VIRGILIO S
6506 CALLE REDONDA NW
ALBUQUERQUE NM 87120-2728

JPS LLC C/O MAESTAS & WARD PROP. MGMT.
PO BOX 91090
ALBUQUERQUE NM 87199

CAVALIER INVESTMENTS LLC
PO BOX 35754
ALBUQUERQUE NM 87176

1003859

1003859

1003859

TAYLOR JOEL P ETUX ETAL TRUST C/O WELLS
FARGO BNK NM N.A.
PO BOX 1968
ALBUQUERQUE NM 87103-1968

US NEW MEXICO FEDERAL CREDIT UNION
3939 OSUNA RD NE
ALBUQUERQUE NM 87109

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<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
Postage	\$
Total Postage and Fees	\$

Postmark
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Sent To: APODACA ROBERT J
 Street: 5328 APOLLO DR NW
 City, St: ALBUQUERQUE NM 87120-5710

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<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
Postage	\$
Total Postage and Fees	\$

Postmark
Here

Sent To: BERNAL MADELINE C
 Street: 2608 LOS TRETOS ST NW
 City, St: ALBUQUERQUE NM 87120-1314

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	ANDALUCIA VILLAS LLLP
Street	300 BENTON RD
City, St	BOSSIER CITY LA 71111

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

7016 0910 0002 1798 5730

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OFFICIAL USE

Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	BLEA WALTER A & FLORA
Street	5308 APOLLO DR NW
City, St	ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5754

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	DADIAN PATRICIA A TRUSTEE RVT
Street	5332 APOLLO DR NW
City	ALBUQUERQUE NM 87120-5710

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

7015 0920 0002 3729 4964

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Postage	\$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

Postmark
Here

Sent To	AMERICAN REALPROP
Street or PO	5601 TAYLOR RANCH DR NW
City, St	ALBUQUERQUE NM 87120

PS Fo 1003859 Instructions

7016 0910 0002 1798 5747

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OFFICIAL USE

Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	GOVEA MELISSA S
Street	3616 CALLE OVEJA CT NW
City, St	ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5853

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	PRESBYTERIAN HEALTHCARE SERVICES
Street	PO BOX 26666
City, St	ALBUQUERQUE NM 87103

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

7016 0910 0002 1798 5822

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OFFICIAL USE

Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
Postage	\$
Total Postage and Fees	\$

Postmark
Here

Sent To: BOSQUE SCHOOL
 Street: 4000 LEARNING RD NW
 City, State: ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5792

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OFFICIAL USE

Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
Postage	\$
Total Postage and Fees	\$

Postmark
Here

Sent To: MARRIOTT JOHN T & MARRIOTT MARY M
 Street: 3602 CALLE OVEJA CT NW
 City, State: ALBUQUERQUE NM 87114

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

7016 0910 0002 1798 5815

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OFFICIAL USE

Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
Postage	\$
Total Postage and Fees	\$

Postmark
Here

Sent To: CARLSON DENNIS L & SANDRA M
 Street: 5232 APOLLO DR NW
 City, State: ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5785

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OFFICIAL USE

Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
Postage	\$
Total Postage and Fees	\$

Postmark
Here

Sent To: GARCIA ERIC & JARAMILLO DENISE
 Street: 5228 APOLLO DR NW
 City, State: ALBUQUERQUE NM 87120-5708

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

7016 0910 0002 1798 5808

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OFFICIAL USE

Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
Postage	\$
Total Postage and Fees	\$

Postmark
Here

Sent To: HALLE PROPERTIES LLC DEPT 1100 NMA07
 Street: 20225 N SCOTTSDALE RD
 City, State: SCOTTSDALE AZ 85255-6456

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

7016 0910 0002 1798 5778

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OFFICIAL USE

Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
Postage	\$
Total Postage and Fees	\$

Postmark
Here

Sent To: PEKNIK GEORGE & SABINA
 Street: 3612 CALLE OVEJA CT NW
 City, State: ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5914

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	JPS LLC C/O WALGREEN CO. RE PROPERTY TAX
Street	DEPT
City, St	PO BOX 1159 DEERFIELD IL 60015-6002

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

7016 0910 0002 1798 5884

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	SALAZAR ANGIE R
Street	5320 APOLLO DR NW
City, St	ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5907

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OFFICIAL USE

Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	BOSQUE MONTANO HOMEOWNERS ASSOCIATION INC C/O CAROL RICKERT & ASSOCIATES
Street	4121 EUBANK BLVD NE
City, St	ALBUQUERQUE NM 87111

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7016 0910 0002 1798 5846

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OFFICIAL USE

Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	ALVERSON DALE H
Street	5324 APOLLO DR NW
City, St	ALBUQUERQUE NM 87120-5710

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

7016 0910 0002 1798 5891

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	WRIGHT MICHAEL S TR WRIGHT RVT
Street	5300 KESTER AVE APT 101
City, St	SHERMAN OAKS CA 91411-4058

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7016 0910 0002 1798 5839

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	SAAVEDRA HENRY & CHARISSA
Street	5316 APOLLO DR NW
City, St	ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5976

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	BROUGHTON RANDALL J
City, State	5224 APOLLO DR NW ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5945

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	GARCIA JOHN & ROSE MARIE
City, State	5304 APOLLO DR NW ALBUQUERQUE NM 87120

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

7016 0910 0002 1798 5969

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	SANDOVAL-DOUGLAS SHANNON
City, State	9180 COORS BLVD NW #1910 ALBUQUERQUE NM 87120-3112

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

7016 0910 0002 1798 5938

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	SILVER LEAF VENTURES LLC
City, State	5319 MENAUL BLVD NE ALBUQUERQUE NM 87110

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7016 0910 0002 1798 5952

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	RAMOS CHARLES L
City, State	1024 BADGER CT SANTA ROSA CA 95409

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

7016 0910 0002 1798 5921

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	GUZMAN DAVID L & MARIA E
City, State	5300 APOLLO DR NW ALBUQUERQUE NM 87120-5710

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

9508 2002 1798 6058

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	
Street and	GIL VIRGILIO S
City, State	6506 CALLE REDONDA NW ALBUQUERQUE NM 87120-2728

PS Form

6003 2002 1798 6003

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	
Street and	RAVER JOHN R
City, State	5220 APOLLO DR NW ALBUQUERQUE NM 87120

PS Form

6027 2002 1798 6027

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	
Street	LA LUZ LANDOWNERS ASSOCIATION
City	1 LOOP ONE NW A ALBUQUERQUE NM 87120-1806

PS Form

5990 2002 1798 5990

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	1005009
Street	KARA AZIM HAJI SIDDIK TRUSTEE KARA RVT
City	5336 APOLLO DR NW ALBUQUERQUE NM 87120

PS Form

6010 2002 1798 6010

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	
Street and	WOLVERINE LAND COMPANY LLC
City, State	8525 JEFFERSON ST NE ALBUQUERQUE NM 87113-1603

PS Form

5983 2002 1798 5983

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Certified Mail Fee	\$
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy)	\$
<input type="checkbox"/> Return Receipt (electronic)	\$
<input type="checkbox"/> Certified Mail Restricted Delivery	\$
<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$

Postmark
Here

Postage	\$
Total Postage and Fees	\$

Sent To	ARC DBPCFBR001 LLC C/O CVS PHARMACY
Street	#7242
City	1 CVS DR WOONSOCKET RI 02895

PS Form

7016 0910 0002 1798 6072

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	CAVALIER INVESTMENTS LLC
City, State	PO BOX 35754 ALBUQUERQUE NM 87176
PS Form	Instructions

7016 0910 0002 1798 6041

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	CORDOVA LOUIE
City, State	PO BOX 67941 ALBUQUERQUE NM 87193
PS Form	Instructions

7016 0910 0002 1798 6096

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
<input type="checkbox"/> Return Receipt (electronic) \$	
<input type="checkbox"/> Certified Mail Restricted Delivery \$	
<input type="checkbox"/> Adult Signature Required \$	
<input type="checkbox"/> Adult Signature Restricted Delivery \$	
Postage \$	
Total Postage and Fees \$	
Sent To	
Street	US NEW MEXICO FEDERAL CREDIT UNION
City, State	3939 OSUNA RD NE ALBUQUERQUE NM 87109
PS Form	Instructions

7016 0910 0002 1798 6065

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Certified Mail Fee \$	Postmark Here
Extra Services & Fees (check box, add fee as appropriate)	
<input type="checkbox"/> Return Receipt (hardcopy) \$	
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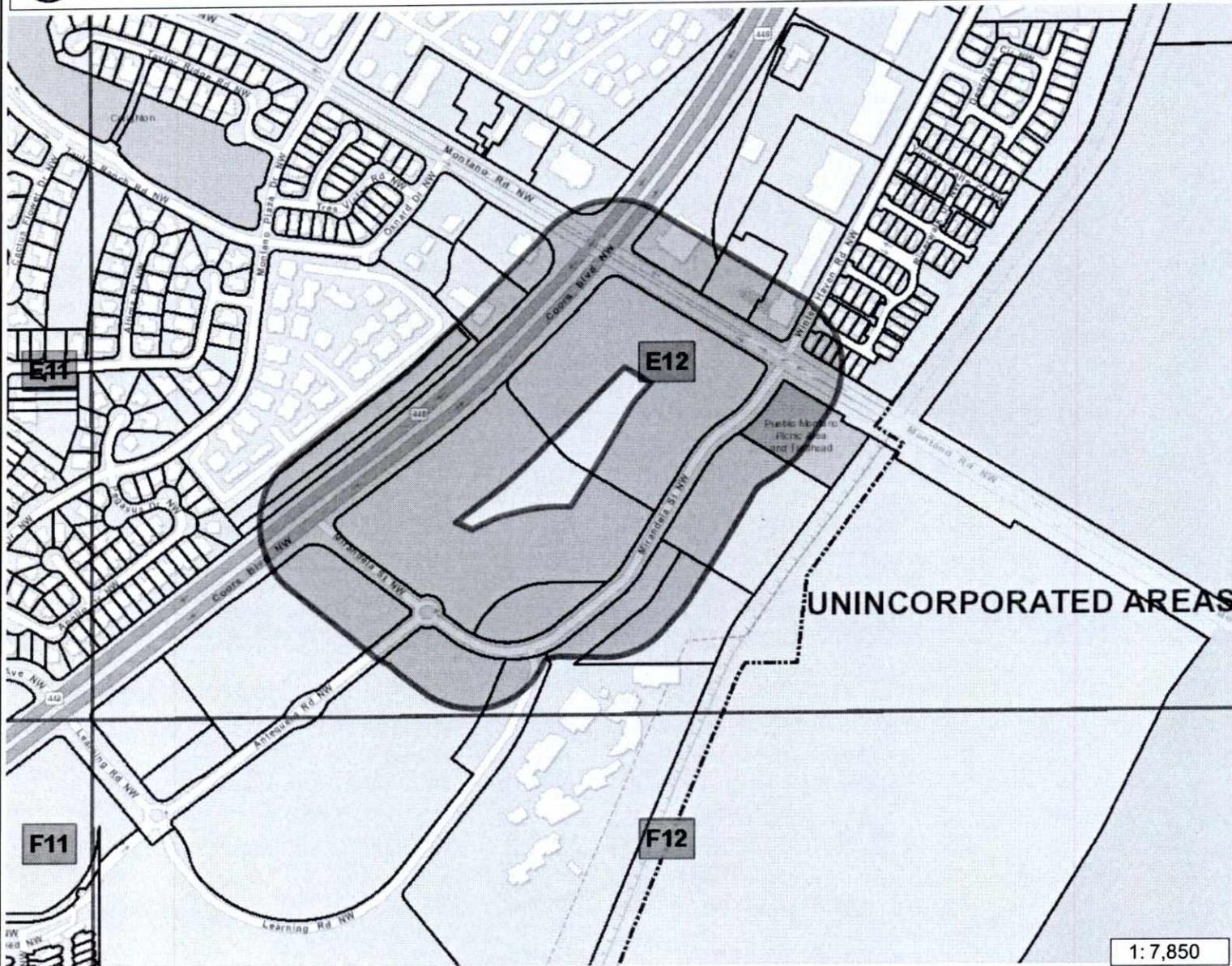
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1003859



Andalucia Site Plan for Subdivision Amendment



Legend

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

UNINCORPORATED AREAS

1:7,850

0.2 0 0.12 0.2 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
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Buffer: 275ft.
ROW: Coors Blvd. 175ft.

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ALBUQUERQUE NM 87120

BOSQUE SCHOOL
4000 LEARNING RD NW
ALBUQUERQUE NM 87120

SILVER LEAF VENTURES LLC
5319 MENAUL BLVD NE
ALBUQUERQUE NM 87110

GOVEA MELISSA S
3616 CALLE OVEJA CT NW
ALBUQUERQUE NM 87120

ANDALUCIA VILLAS LLLP
300 BENTON RD
BOSSIER CITY LA 71111

PEKNIK GEORGE & SABINA
3612 CALLE OVEJA CT NW
ALBUQUERQUE NM 87120

BERNAL MADELINE C
2608 LOS TRETOS ST NW
ALBUQUERQUE NM 87120-1314

ARC DBPCFBR001 LLC C/O CVS PHARMACY
#7242
1 CVS DR
WOONSOCKET RI 02895

MARRIOTT JOHN T & MARRIOTT MARY M
3602 CALLE OVEJA CT NW
ALBUQUERQUE NM 87114

WRIGHT MICHAEL S TR WRIGHT RVT
5300 KESTER AVE APT 101
SHERMAN OAKS CA 91411-4058

SALAS MIGUEL A & JOLENE A
3615 CALLE OVEJA CT NW
ALBUQUERQUE NM 87120-2359

HALLE PROPERTIES LLC DEPT 1100 NMA07
20225 N SCOTTSDALE RD
SCOTTSDALE AZ 85255-6456

BOSQUE MONTANO HOMEOWNERS
ASSOCIATION INC C/O CAROL RICKERT &
ASSOCIATES
4121 EUBANK BLVD NE
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JPS LLC C/O WALGREEN CO. RE PROPERTY TAX
DEPT
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DEERFIELD IL 60015-6002

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19 Property Owners
Andalucia Site Plan for Subdivision Amendment

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1003859

CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM PROJECT 1003859 MEETING REPORT

Project #: 1003859 17EPC-40017 Andalucia
Property: Tracts 1 & 2 of North Andalucia at La Luz
Hearing Date: 14 September 2017
Staff Planner: Maggie Gould

Date Submitted: 28 August 2017
Submitted By: Leslie Kryder and Philip Crump

Meeting Date/Time: 24 August 2017, 6:00-7:45 pm
Meeting Location: Library, Bosque School, 4000 Bosque school Road NW
Facilitator: Philip Crump
Co-facilitator: Leslie Kryder

Parties:

Applicant: Silverleaf Ventures LLC, Albuquerque

Agent: Consensus Planning—Jim Strozier

Neighborhood Associations/Interested Parties: La Luz Landowners Association, Taylor Ranch NA, Andalucia and Las Casitas del Rio residents

Background/Meeting summary:

The applicant seeks an amendment to the approved Site Plan for Subdivision for North Andalucia Tracts 1 & 2 located on the east side of Coors Boulevard, south of Montaña Road. The purpose of the amendment is to allow a drive-in service window for a proposed new Starbucks in Building 687.2 on the southwest corner of the lot, just east of Coors Boulevard and just north of Mirandela Road.

The meeting was attended by members of the La Luz Landowners Association, Taylor Ranch Neighborhood Association, Andalucia, and Las Casitas del Rio developments. Attendees expressed concerns about additional traffic that would peak during the hours of 7:00 am to 10:00am due to drive-up customers at the Starbucks.

There were also a number of questions about the design and uses of the shopping center planned for this site as regards traffic around the site, solid waste pickup, and views of the shopping center from both Coors Boulevard and Mirandela Road.

Outcome:

Areas of agreement—

- The shopping center can be a positive addition to the area.

Unresolved issues and concerns—

- There were some unanswered questions which the Agent has agreed to respond to, as indicated near the end of this report.

Meeting specifics

1) Overview of application

- a. The current application is to allow a single drive-up service window at the building on the southwest corner. Drive-up windows were specifically prohibited in the original plan, but in order for the location to be acceptable to Starbucks, a drive-up window must be installed.

CITY OF ALBUQUERQUE

LAND USE FACILITATION PROGRAM PROJECT 1003859 MEETING REPORT

2) **General**

- a. Note about compass directions: This property is basically rectangular in shape, but it sits at an angle to the compass points. So, although Coors is referred to below as extending along the western side of the shopping center, it is in fact running along the northwest edge. Where the document below refers to the eastern edge of the property, in fact that side is oriented in a southeasterly direction along Mirandela. Likewise, Montañó Road, which is thought of as running along the north edge of the property, in fact is on the northeast side.

3) **History and Current Application Process**

- a. The original site plan for the building permit was approved in 2005 or 2006. Everything was on hold during the recession.
 - i. The city signed off on the site plan in 2015.
 - ii. Following that, the applicant began working with developers and lining up tenants.
- b. It was originally expected that there would be a Smith's Grocery Store on the west site of the site next to Coors. But instead, Sprouts Groceries, which requires a smaller space than the Smith's would have, will be located on the east side of the property. This has led to a redesign of portions of the shopping center.
 - i. A variety of changes have resulted, for example, the large buildings originally planned along the western edge of the property have been replaced with smaller shop buildings for retail and restaurant space. The pedestrian areas have been expanded.
- c. There is presently interest on the part of Starbucks in a coffee shop in the building in the southwest corner of the property.
 - i. However, Starbucks' corporate policy is to require drive-up windows at all of its locations.
 - ii. The applicant is contemplating the following design changes, which are within the changes allowed by the current site plan, to accommodate a drive-up service window.
 1. In the original design there is a small service drive for fire and solid waste access on the west and south sides of the building.
 2. The developer would widen the drive aisle to accommodate drive-up and service vehicle needs. They have already consulted with the Solid Waste and Fire Departments about it.
 3. A lane for the drive-up window would need to run in a counter-clockwise direction, instead of the clockwise direction originally designed. By turning the dumpsters around, the new design will work.
 4. Agent noted that with the large drop (10 ft) in grade between Coors and the shopping center level, the dumpsters will not be visible from Coors Boulevard.

4) **Meeting Specifics – Concerns of Attendees, with responses from Agent and Applicant**

a. Possible proliferation of drive-up service windows

- i. Participant asked, why is Starbucks a good solution for that space?
 1. The developer considers them to be a good tenant and a good addition to the shopping center.
 - a. If the drive-up service window is not approved, then Starbucks will not locate there. Starbucks will not put in locations without drive-up windows and in fact has relocated many stores without drive-up windows.
- ii. A participant (referring to the northwest corner of the lot on the modified plan) expressed concern that the new plan allows for 2 drive-up businesses.

CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM PROJECT 1003859 MEETING REPORT

1. The building at the north end does not have a drive-up service window.
- iii. Participant asked if there is any phraseology in the application prohibits any more drive-up service windows at this shopping center, i.e. more than the one for the Starbucks?
 1. The application is specific about asking for one window, at that specific location, for the Starbucks. No other requests are planned.
- iv. Concern was expressed that once a drive-up window is allowed for a Starbucks, what is to prevent more of them? Or drive-up windows for other types of stores, for example, a McDonalds? If one drive-up window is allowed, how can additional windows be prohibited in the future?
 1. The shopping center design and buildings do not lend themselves to drive-up service windows.
 2. The developer is building out the entire shopping center and there is no place for a McDonalds type of establishment.
- v. Participant said that Starbucks just put in one on 12th Street without a drive-up window.
 1. Applicant responded that the 12th St store is not a corporate store. Is a licensee and Starbucks specifies no drive-up windows for licensees.
- vi. Participant expressed concern that down the road Starbucks may drop the lease. In that case, what kinds of restrictions would there be on the next business? Another participant asked, in regard to drive-up window longevity and turnover of tenants at the Starbucks store, would you accept the condition that the store is only for a coffee or morning-oriented shop? Another participant opined that if the Starbucks leaves or doesn't go into that location, the site plan should be reversed and once again prohibit drive-up windows.
 1. Applicant responded that if Starbucks doesn't agree to lease, they would look at other coffee shops.

b. Increase in car traffic

- i. Participant asked, has Starbucks calculated the amount of traffic, length of lines into street, etc.?
 1. Agent evaluates the queueing requirements for any drive-up. With this location—the drive-through driveway wrapping around the building—they have quite a bit of space to queue within the site. Agent doesn't know exactly how many cars are anticipated.
- ii. Concern was expressed about the traffic pattern after cars have passed the service window: how do they get out?
 1. Upon exiting the Starbucks, the cars will come back to Mirandela Road and must make a right. The only signal is at Bosque School Rd and Coors Blvd.
 2. There are three ways to get into/out of the shopping center: on Bosque School Rd you can turn right/ north to exit; going south on Antiquara (which is the only place you can turn south on Coors Blvd); and going north to Montaña, from which you can only turn right and head east.
- iii. Participant expressed concern that most people are heading south to go to work. Wouldn't it create a demand to pull out and go south?
 1. According to Starbucks, they will get the southbound business at their

CITY OF ALBUQUERQUE

LAND USE FACILITATION PROGRAM PROJECT 1003859 MEETING REPORT

other store at I-40 and Skarsgard. There's a Starbucks there.

- a. Starbucks' plan is to get both northbound and southbound traffic with stores on both sides of the street.
2. Participant asked if that meant that peak traffic would be in the evening?
- iv. Concern was expressed that several of the newer locations in Albuquerque have significant traffic issues: Washington and Lomas, Juan Tabo north of I-40, and San Mateo and I-40. We need more info about traffic patterns. I'm also thinking about the Starbucks at San Mateo and I-40, and it gets hectic in the morning. There are traffic backups and people getting hit by cars there.
- v. A participant asked, how many drive-up clients are anticipated per day and what will the hours of operation be? What is Starbucks minimum requirement of number of drive-up clients? There was some discussion among participants: 60 to 70 per hour maybe...? Maybe 400 per day?
 1. Applicant: According to the broker, the peak hours are 7am – 10am. During that time there would be 45-70 customers per hour, with 60%-70% of them using the drive-up window. The store would be open from 5:30am to 9pm or 10pm.
 2. Agent said, it is calculated as 210 customers during peak (70/hr for 3 hrs), of which 60-70% would be drive-up customers.
 3. There is no doubt that a Starbucks generates lots of traffic. However, compared to the total shopping center traffic, it will be a small percentage. Agent will find out the percentage.
- vi. A participant asked is there patio space by the Starbucks?
 1. Applicant responded: This will be our 3rd Starbucks. They require a minimum of 250 ft of patio area.
- vii. A participant was concerned that during rush hour, coming west on Montañó, there is a lot of cut-thru traffic on the back street (Mirandela Rd?). With the Starbucks, people are going to go to Starbucks, then cut thru to Montañó. It will result in a huge increase in traffic. Starbucks is not bringing jobs, but it will bring tremendous traffic and won't increase the quality of life of nearby residents.
- viii. A participant asked about traffic between Mirandella, Montañó, and Winterhaven.
 1. Agent stated he is not aware of any proposed changes to Winterhaven and Montañó.
- ix. A participant observed that the Starbucks will impact people dropping off kids at Bosque School.
 1. Overall the retail square footage in the center is less than what was originally approved.
 2. Agent will take another look at original study. Retail is one of the bigger traffic generators. Traffic is directly related to square footage. Reduction of store square footage for the shopping center as a whole—as has happened here--will reduce traffic.
- x. A participant noted that traffic has gotten worse in the 12 years since the original traffic study. Can a new traffic study be requested?
 1. Agent is not sure whether City would agree, but the participant can certainly request one.

CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM PROJECT 1003859 MEETING REPORT

c. Access and location of dumpsters

- i. Participant wanted to know where the dumpsters are going to be.
 1. The dumpsters will be against the wall next to Coors Boulevard.
 - a. The original site plan did not have a service aisle. Dumpster locations were more visible at that time.
 - b. The new plan does a better job of hiding the dumpsters.
 2. The Solid Waste route will change from clockwise to counterclockwise. There will be a service drive behind each of the end buildings.
 3. There will NOT be a drive all the way from north to south along Coors.
 - a. There will be a total of 4 dumpster locations accessed off those little loops.
- ii. Participant asked about delivery of goods—when it will happen and how, given how difficult it is to get in, both from Montañño and going south on Coors. Would there be traffic after 10pm? Are there going to be 24-hour stores?
 1. Regardless of whether there is a drive-up service window, service areas around back have been improved, especially for smaller trucks to access the backs of the smaller buildings. When they do that is critical.
 2. With regard to larger buildings, with larger trucks, there will be specific loading bays identified, screened from view from the road on the east edge.
 - a. There is also green space that will be landscaped with trees. Care was given in the design to give truck access and screen from street visibility.
- iii. Participant asked, will delivery trucks come in off Coors Blvd and Bosque School Road?
 1. Trucks will come off Coors Blvd via Mirandela Rd, and yes, they can get around the roundabout. Bosque School Road is a private road and Bosque School has gates and manages access to their property.

d. Will the new Starbucks lead to depopulation at other shopping centers?

- i. A participant expressed concern that the new Starbucks will result in closing the Starbucks on the other side of Coors by the old Hastings. There are already 12 vacancies at that other shopping center. Starbucks is an anchor there. If they pull out, what's going to happen to that other plaza?
 1. Applicant: The new store is a relocation.
- ii. A participant said that they have applauded Riverside for taking care to protect views of the mountains from Coors Road. We do not want to see this development draw stores away from Riverside. We're concerned.
 1. The Applicant responded that they are not targeting these tenants.
 - a. They are not a company that builds and flips. They intend to hold the property long term.
 - b. The majority of their tenants are mom and pops. They don't just put in anyone who calls and asks.
 - c. They make sure potential tenants have a budget and business plan. They have been approached by existing tenants at their other locations.

e. Will the design encourage pedestrian traffic?

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- i. Participant asked for an explanation of how this development connects to nearby apartments complexes, etc., for the benefit of those who may be coming on foot.
 1. The applicant promises to create something that shows the walkways and crossings and send it out to the email list. At present, there are some gaps, because not everything has been developed.
- ii. Participant expressed concern that currently the only way from Andalucia to the shopping center without crossing Coors on foot is by a private, gravel path. It's not impossible, but it's not easy access.
 1. The applicant will look into that and provide follow-up information.
- iii. Participant expressed concern that with the site plan modifications currently contemplated, the design is moving away from a pedestrian oriented place toward highway-commercial. Starbucks, which historically was more of a neighborhood coffee bar is now moving in that direction, too. Why is a Starbucks OK if it is contrary to the original pedestrian concept?
 1. The design changes results in a lot more pedestrian plaza space along the front edge. If you park at one end in the lot, there are designated crosswalks and pedestrian walkways around the fronts of the buildings.
 - a. The whole front from PetSmart, Sprouts, along that edge is a pedestrian plaza. A lot of care went to improve pedestrian access went into the design changes, access, especially along western edge of the shopping center.
 2. (Applicant points to various buildings with patio space planned.) This design will stand up against any in terms of outdoor pedestrian space.
- iv. Participant commented that the graphic doesn't show the pedestrian plan very well.
 1. The Agent will render and email the landscape plan, which will show it much better.

f. Other questions about site design

- i. Participant asked about trenches and retaining walls along the east side. What are those for?
 1. The city requires on-site water harvesting as part of landscaping. It's a water quality management technique to capture floatables, trash and oils, before they go into the storm drains.
- ii. What is the intent with regard to the building on the northwest corner of the property?
 1. There was a potential tenant who backed out about week and half ago. It's a little big for a restaurant. That building will house two or three stores.
 2. The area in the middle of the west side has deck and patio space and is for potential restaurants. Also, along south side, there are patios, which are attractive to restaurants.
- iii. Is the adjacent land held by Daskalos? What is the eventual plan for the use of that land?
 1. It's zoned the same as this development we've been talking about. There is no site plan for that property at this time. Daskalos wouldn't put something in that would destroy this site.

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- a. A sign was put up yesterday indicating it's a Daskalos property, but it was put in the wrong place; it's supposed to be up by Coors. It will be moved.
- iv. A participant expressed concern about lighting, large truck noise, and evening store hours.
 - 1. The site plan is specific about lighting and is highly regulated by the site plan. I don't have specifics with me. The two main loading areas on east side are PetSmart and Sprouts as discussed earlier.
 - a. The Agent does not expect that there will be any 24-hour stores.

g. Tenants and potential tenants

- i. What other tenants do you have?
 - 1. According to the Applicant, the marketing campaign has just started. They have a high end nail salon in the works, a restaurant called Pokey, a Great Clips.
 - a. They hope to find a shoe store for another space. Of course, it depends on what retailers want.
 - b. Looking into a sit-down restaurant, and have been contacted by a couple of tap rooms, but they want one that's stable.
 - c. Tap rooms like food trucks, but they will not allow them. Evaluating food concepts that go with a tap room. Pizza places.
 - d. Until PetSmart signed, they couldn't move on the smaller stores. Now they're moving forward.
- ii. Participant asked whether these spaces affordable to mom and pops?
 - 1. Applicant said, it depends on the business. They are not the cheapest, but not even close to most expensive. They keep their common area costs under control. You will get a lot of cars driving thru to the Starbucks. But those people will come and see the other stores and bring their business back. Starbucks adds to exposure for the tenants.
 - 2. Agent said, retailers want to be in a Sprouts plaza. A good thing for those other stores.
- iii. One participant was concerned that there will be vacancies at this plaza. There's already about 13 vacancies at the other place across the way.
 - 1. She doesn't think anyone is excited about the drive-up window, knowing that it will cause more traffic and cut-thrus.
 - 2. Participant asks others how to fight the drive-up. Spins, a mom and pop hamburger joint, couldn't afford their old location and had to move.

h. Shopping center architecture

- i. A participant was concerned that at this location, like with Starbucks at Petroglyph, they think the street is the back door. What are the west and south elevations of the Starbucks building going to look like?
 - 1. Agent shows drawing. Second right column image is the west side along Coors. Was originally 4 tenants, now expected to be 2 tenants. Has several different materials and colors. The blue rectangle is the mounted light fixture.
 - 2. There are no windows on the west side.

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3. The store FRONT is the east end with façade and portal. The stuff that goes back behind is plain.
- ii. Participant asked, and landscaping on the corner of Coors and Mirandella?
 1. Agent: The landscaping on the corner of Coors and Mirandella consists of two step-down retaining walls. In each level there will be trees and shrubs. Trees all along Mirandella. There's a meandering sidewalk along Coors.
 2. There is a 10 ft elevation drop from Coors Blvd to the shopping center.
- iii. Participant what is the sign program? Regarding landscaping, what types of plant material? Will it block the signage?
 1. Applicant: Stores, except the nationals, will be required to do black and white signs.
 2. Agent: Signage is controlled based on area of the façade. Where it says "sign" on the site plan, those are the areas allowed for signs. It's based on a percentage of the façade.
 3. Signs shall not exceed 6% of façade area.
- iv. Participant asked, the middle buildings, are they currently under construction? How far below Coors grade are they?
 1. The distance varies because the level of Coors changes.
 2. Yes, it meets the site restrictions for the corridor view.
 3. The view plane is measured 4 ft above the east driving lane of Coors, horizontal across. Buildings must start at least 10 ft below Coors Blvd and 1/3 of building can be above view plane. We have kept building finished floors and building heights at or below what was originally approved.
 - a. The impact of what would have been the big building was going to be more than the buildings in the new plan.
 - b. There is a window created by the property line. The window goes at a 45 degree angle from Coors east, then along the north end of the property.
 - i. You can't block more than 50% of the window and cannot exceed the Crest. Based on our sight line analysis, it meets the criterion.
 4. What the standards don't take into account is the distance of the building from Coors Blvd. Anyway, we looked at everything in proposed change to make sure we are in compliance. I will send it to you and anyone else who wants it.
 5. The Starbucks building is 24 ft high.
- v. Participant I'm concerned that elevations don't include rooftop accessories: what's going on with that?
 1. Agent: There's screening.
 2. Agent: There are parapets to screen the rooftops, though as you get further from the road, you may see some. When you're looking down at it, it's a lot harder to camouflage.
- vi. Participant asked, are you able to make rooftops less reflective?
 1. Matte finish? We can check. If possible, we will look at doing that.
- vii. Participant noted that, driving on Mirandella towards Montañó, we see building

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- backs, and they're not very pretty.
1. Applicant says they spent a lot of time designing building backs.
 2. Agent said, we coordinated with Bosque School, especially as they develop their north campus. It's all 4-sided architecture.
 - a. There's less articulation on the back, but the materials are the same: high quality, stone, etc.
 - b. Studio Southwest has done a phenomenal job of designing these buildings. Before it was pueblesque; this is more contemporary with rich, earthy colors.
- viii. Participant asked, besides the Starbucks, to the north of it along Coors, they're all going to be 24 ft high? I'm concerned about blank walls along Coors, some of it above the view plane.
1. The main portion of that building is 19' 10".
 2. The potential Starbucks building isn't changing.
- ix. Participant: Why do you want the buildings so close to Coors?
1. It's about what you see from inside the center; it gives us more room for pedestrian and plaza areas. If this was anywhere except Coors Blvd, we would be concerned with the fronts of the buildings.
 - a. This is a unique situation, and so we also are concerned about the backs of the buildings.
 - b. In the middle building, there is less color change, but it does change materials, stone, block, stucco, to create interest. From Coors side, it's more beige.
 - x. Participant said, further south at Chipotle and AT&T, we have the back wall that is not attractive at all and a number of small plantings that do not improve the appearance. The articulation may be helpful, but it may not be enough.
 1. To address that, we have the grade change, the articulation, and also the landscaping. We have a 35 ft setback with landscaping.
 - a. Combined, I think it will be quite attractive. We struggled with the ordinance which requires a street tree every so many feet; we planned for view openings.
 - xi. Participant: Do you have a rendition of the landscape plan?
 1. Yes, and I will send it.

Next steps:

The agent agreed to provide the following, via the facilitators—

1. Language limiting the drive-up window for a coffee shop only
2. A rendered (colored) landscape plan
3. A summary of traffic and trip generation for the proposed Starbucks
4. A map showing the pedestrian connections from La Luz and Andalucia to the shopping center
5. The viewshed calculations for anyone who requests them.

Application Hearing Details: EPC Hearing is scheduled for 14 September 2017

1. Hearing Time:

- a. The Commission will begin hearing applications at 8:30 a.m.
- b. The actual time this application will be heard by the Commission will depend on the

CITY OF ALBUQUERQUE
LAND USE FACILITATION PROGRAM PROJECT 1003859 MEETING REPORT

applicant's position on the Commission's schedule

2. Hearing Process:
 - a. Comments from facilitated meetings will go into a report which goes to the City Planner.
 - b. City Planner includes facilitator report in recommendations.
 - c. The Commission will make a decision and parties have 15 days to appeal the decision.
3. Resident Participation at Hearing:
 - a. Written comments must be received no later than 9:00 am Tuesday 12 September 2017 and may be sent to
Planner Maggie Gould 505-924-3910 mgould@cabq.gov
600 2nd St., 3rd floor, Albuquerque, NM, 87102
Or to
 - b. Karen Hudson, Chair, EPC, c/o Planning Department
600 2nd St., 3rd floor, Albuquerque, NM, 87102

Attendees and Affiliations:

Ann Prinz	Andalucia
Barbara Hoffman	Andalucia
Gail Stephens	Andalucia
Joyce Reszka	Andalucia
Kay Pickett	Andalucia
Larry Reszka	Andalucia
Meredith Cox	Andalucia
Pat Hoffman	Andalucia
Erin Ganaway	Consensus Planning
Jim Strozier	Consensus Planning
Scott Culler	Consensus Planning
Linda McCormick	Daskalos Development
Beth Baurick	La Luz
Arlo Braun	La Luz
Bob Duffy	La Luz
Glenn Mallory	La Luz
Jamie Barr	La Luz
Joan Benca	La Luz
K R Kaminsky	La Luz
Kathy Adams	La Luz
Marianne Barlow	La Luz
Mark Ennen	La Luz
Mary Ann Perkins	La Luz
Mel Perkins	La Luz
Michele Grange	La Luz
Pat Gallagher	La Luz
Tom Seagleton	La Luz
Nita Day	Las Casitas del Rio II
Jolene Wolfley	Taylor Ranch NA
René Horvath	Taylor Ranch NA
Terry Spiak	Taylor Ranch NA
Zane Hopper	

SITE PLAN REDUCTIONS

SITE VICINITY



PROJECT NUMBER: 100090
Application Number: 100090

This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC), dated 11/18/04, and the Findings and Conditions in the Official Notification of Decision are satisfied.

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

DRB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL

Traffic Engineering, Transportation Division	03/26/12	Date
ARCW/JA	03/06/12	Date
Parks and Recreation Department	2-8-12	Date
City Engineer	2-8-12	Date
Solid Waste Management		Date
DRB Chairperson, Planning Department	3-18/12	Date

PROJECT NUMBER: 100090
Application Number: 100090

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DRB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL

Traffic Engineering, Transportation Division		Date
ARCW/JA		Date
Parks and Recreation Department		Date
City Engineer		Date
Solid Waste Management		Date
DRB Chairperson, Planning Department		Date

GENERAL NOTES

- Tracts 6B and A (referred to on this Site Plan as Tracts 1-9), are part of a Site Plan for Subdivision approved by the Environmental Planning Commission on November 18, 2004 (Project 100085 OMEPC-0085). The Site Plan replaces the previous Site Plan for Subdivision as it relates to Tracts 6B and A.
- A portion of Learning Road at Coors Boulevard is public right-of-way. An additional portion of Learning Road within Tract 6 will be granted to the City of Albuquerque as a private access easement in order to provide access to the City's LRT Station 6B. Tract B, via a 34 foot limited access road within a 60 foot easement. The 34 foot portion of Learning Road will become part of Bosque School, Tract 4A.
- The area adjacent to Learning Road and the northern boundary of Bosque School, Lot 4A (a minimum of 300 feet) is restricted to PRD and O-1 Uses for Tracts 3 and 6 and O-1 Uses including Bank with Drive-Up Service for Tracts 5A and 5B.
- Due to the existing Mariano Public Archeological site and the two smaller sites, future approvals for the Development Plans for Building Permit on Tracts 6B and A shall require clearance and guidance from the State Historic Preservation Office.
- A cross access easement will be provided across Tracts 1, 2, and 3.
- No fast-food restaurants with drive-through windows or gas stations are allowed at North Andalusia.
- When the future grade separation is constructed, access will no longer be allowed to Mariano Road from Winterhaven, consistent with the Long Range Roadway System.
- The design for the sign and gate at Tract 7 and Winterhaven Road shall be submitted with a Site Plan for Building Permit for development of Tract 7.
- No gas stations are allowed at North Andalusia. One fast food restaurant with a drive through window shall be permitted provided:
 - The location shall be limited to the southwest corner of Lot 2.
 - The drive through service window shall be visually screened from Coors Boulevard; and
 - Adequate queuing shall be provided for and as approved by the Traffic Engineer.

SITE PLAN FOR SUBDIVISION - REQUIRED INFORMATION

THE SITE:
The site consists of approximately 60.6 acres. Tracts 6B and A will be replatted into 9 Tracts through the Development Review Board as shown on this Site Plan.

PROPOSED USE:
The site is zoned SU-1 for C-2 (223.3 ac.) (O-1/2 ac), and PRD (20 du/acre). The individual parcels are designated according to land use.

PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS:
VEHICULAR ACCESS: Learning Road provides the major signalized access into Andalusia at La Luz. Interior roads (at varying widths) are proposed to serve the project and provide vehicular ingress and egress to three parcels. To increase safety to existing development, and to be consistent with City policies contained in the Coors Corridor Plan (see Street Boulevards, on sheet 3). Two right-of-way-out access points onto Coors Boulevard are between Learning Road and Mariano Road.

BIICYCLE AND TRAIL ACCESS: Bicycle access is provided by 6 foot on-street bike lanes in Learning Road connecting to on-street bike lanes within Streets A and B providing a connection to Mariano Road. Learning Road trail (a 10 foot trail with a 20 foot landscape easement), and a 10 foot trail within a 60 foot easement. Bikeswells will provide pedestrian connectivity throughout Andalusia.

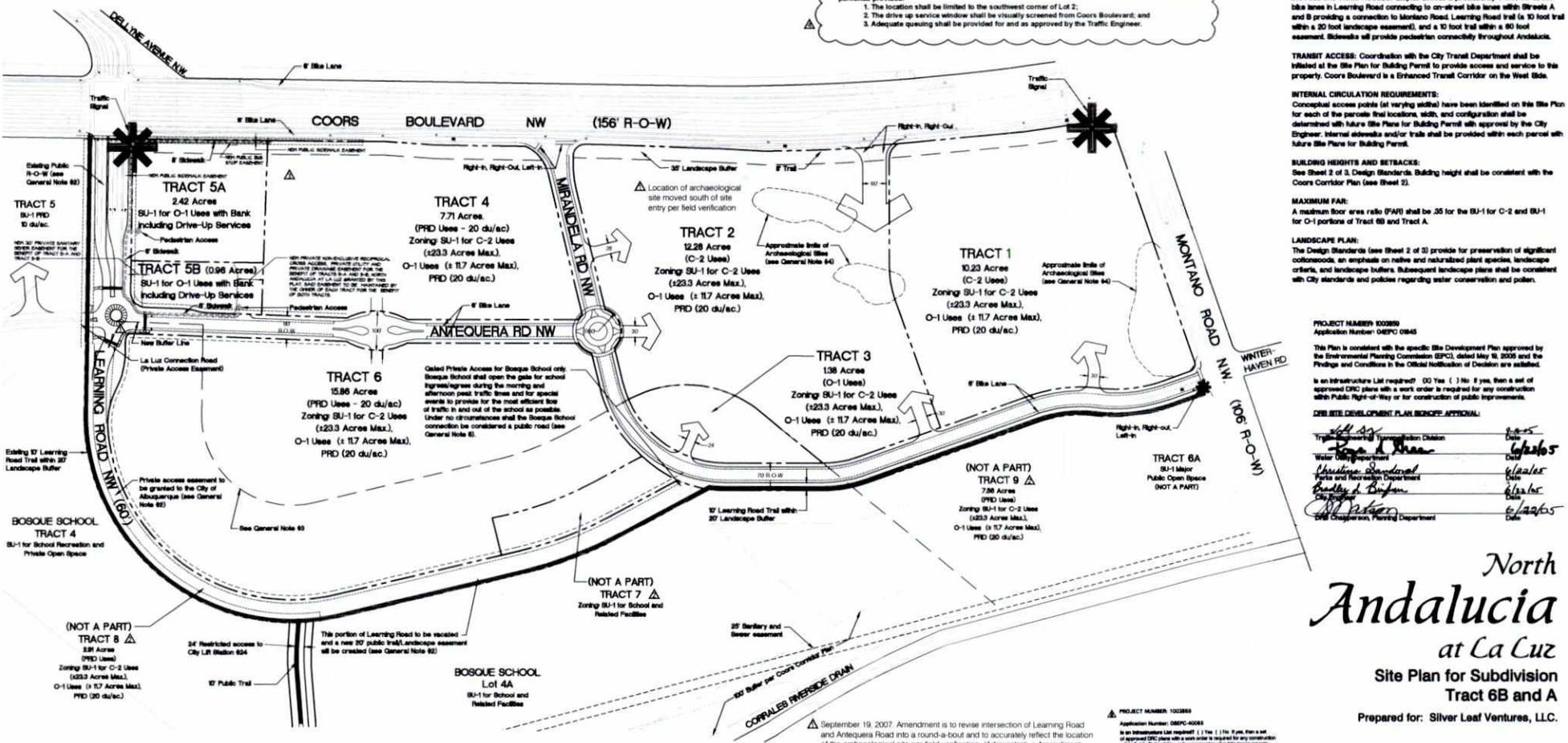
TRANSIT ACCESS: Coordination with the City Transit Department shall be initiated at the Site Plan for Building Permit to provide access and service to the property. Coors Boulevard is a Enhanced Transit Corridor on the West Side.

INTERNAL CIRCULATION REQUIREMENTS:
Conceptual access points (at varying widths) have been identified on this Site Plan for each of the parcels that location, width, and configuration shall be determined with future Site Plans for Building Permit by approval by the City Engineer. Internal sidewalks and/or trails shall be provided within each parcel with future Site Plans for Building Permit.

BUILDING HEIGHTS AND SETBACKS:
See Sheet 2 of 3, Design Standards. Building height shall be consistent with the Coors Corridor Plan (see Sheet 2).

MAXIMUM FAR:
A maximum floor area ratio (FAR) shall be .35 for the BU-1 for C-2 and BU-1 for O-1 portions of Tract 6B and Tract A.

LANDSCAPE PLAN:
The Design Standards (see Sheet 2 of 3) provide for preservation of significant cottonwoods, an emphasis on native and naturalized plant species, landscape criteria, and landscape buffers. Subsequent landscape plans shall be consistent with City standards and policies regarding water conservation and pollen.



PROJECT NUMBER: 100090
Application Number: OMEPC-0085

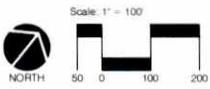
This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC), dated 11/18/04, and the Findings and Conditions in the Official Notification of Decision are satisfied.

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

DRB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL

Traffic Engineering, Transportation Division	6/26/15	Date
Water Division	6/26/15	Date
ARCW/JA	6/26/15	Date
Parks and Recreation Department	6/26/15	Date
City Engineer	6/26/15	Date
DRB Chairperson, Planning Department	6/26/15	Date

North Andalusia at La Luz
Site Plan for Subdivision
Tract 6B and A
Prepared for: Silver Leaf Ventures, LLC.



- September 19, 2007. Amendment is to revise intersection of Learning Road and Antequera Road into a round-a-bout and to accurately reflect the location of the archeological site per field verification. (Administrative Amendment Approved 10/15/07 by Carmen Mariano)
- June 23, 2008. Amendment is to remove Tracts 7, 8, & 9 from this Site Plan for Subdivision and consolidate those three Tracts into the Bosque School Site Development Plan for Subdivision. Project 100090 (08EPC-40051)
- January 25, 2012. Subdivide Tract 5 into two tracts. Zone Map Amendment for Tract 5 from SU-1 for C-2 Uses, O-1 Uses, and PRD (20 du/acre) to SU-1 for O-1 Uses including Bank with Drive-Up Service. Revised sign language in Design Standards.
- June 29, 2017. Amendment is to revise General Note 6 to allow a drive through window with conditions.

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Bohannon & Weston
Completed 1900 Jefferson St. NE Albuquerque, NM 87110
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Sheet 1 of 3
June 22, 2005

Design Standards

The purpose of these Design Standards is to provide a framework to assist the architect, landscape architect, and designers in understanding the vision and development goals for the property. The primary goal for this project is to achieve a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character.

The Design Standards should be used to facilitate the design of buildings which respect the natural conditions of the site, maintain and highlight the spectacular views of the Sandia and Manzano Mountains and to leave significant areas dedicated to open space. Innovative techniques such as cluster housing, water harvesting, and use of "green" building materials are strongly encouraged.

These standards address the issues of landscape, setbacks, pedestrian amenities, screening, lighting, signage, and architecture that will create the visual image desired for Andaluca at La Luz. They are intended to be complementary to La Luz, Albuquerque's first cluster housing project, and the Bouque School. These standards primarily address commercial, office, and multi-family projects. Where specifically applicable to single-family development, the standards are called out as such.

Subsequent Site Plans for Building Permits shall be consistent with the design standards established by this Site Plan for Subdivision and shall be approved by the Environmental Planning Commission. Minor amendments to the Site Plan for Subdivision shall be approved administratively by the Planning Director in accordance with the Comprehensive City Zoning Code, Section 14-16-2-22 (A)(8) Special Use Zone, and major amendments shall be approved by the Environmental Planning Commission.

COORS CORRIDOR PLAN - VIEW and HEIGHT RESTRICTIONS
A primary design requirement of the Coors Corridor Plan is view preservation. Andaluca at La Luz addresses the Coors Corridor Plan as follows:

- Coors Corridor Viewshed rules come into effect when a northbound vehicle passes Namaste Road.
- Measurement of building heights shall be consistent with the Coors Corridor Plan.
- A combination of walls and berms shall be built along Coors Boulevard. The high point of the wall or berm will occur within the first 60 feet of the property, but not closer than 20 feet from the right-of-way. From any point along the east edge of the wall, the high point of the wall or berm will obscure no more than 50% of the height of Sandia Crest, measured directly below Sandia Crest.
- All multi-story structures shall be built with the finish floor elevation at least 10 feet below the roadway, measured along a 45-degree angle from the northbound direction of travel along Coors.
- In no event will the building height be permitted to penetrate above the view of the ridge line of the Sandia Mountains as seen from four feet above the east edge of Coors Boulevard. In no event will more than 1/3 of the total building height outside of the setback area for multi-story buildings be permitted to penetrate through the view plane.
- As viewed from Coors Boulevard, no structure shall obscure more than 50 percent of the height of Sandia Crest, measured directly below Sandia Crest.

PEDESTRIAN and SITE AMENITIES

The creation of a pedestrian-friendly environment will depend on creative site design and will be a primary design objective for Andaluca at La Luz. Objectives to achieve the goal include maintaining a high quality and consistency in style for site amenities including benches, planters, lighting, lighting, etc.; providing shaded walkways, and creating separate vehicular and pedestrian circulation systems in order to support the creation of a village-type character.

The use of alternative paving materials (brick, colored concrete, decomposed granite, etc.) for pedestrian pathways are encouraged. Public art is another site amenity that is strongly encouraged, and if proposed, should be part of the subsequent building plans.

TRAILS and SIDEWALKS

Public and private trails and sidewalk systems are a defining element to Andaluca at La Luz. Private trails for use by residents are designed to lessen the need for vehicular use and not provide pedestrian connectivity throughout the project (see Landscape Section for more detail on trail landscaping).

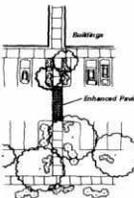
- City Trails - All public multi-use trails through Andaluca at La Luz shall be built to City standards per the City's Trails and Bikeways Facility Plan.
- All private trails and paths shall be soft surface, with a minimum width of 8 feet.
- All pedestrian paths shall be designed to be handicapped accessible (see Americans with Disabilities Act, Criteria for Barrier-Free Design, except where topography makes this unfeasible unless safety requires grade over 6%).
- The use of asphalt paving for pedestrian trails is discouraged. Concrete or compacted decomposed granite with stabilizer are acceptable materials.
- Pedestrian connections to buildings should be provided in parking lots with greater than 50 spaces and should connect to adjacent roadways, sidewalks, and pathways.
- Pedestrian crossings shall be clearly demarcated with special paving treatment where they cross vehicular entrances and drive aisles and where City trails cross streets.
- Freestanding restaurants, if proposed by subsequent Site Plans for Building Permits, shall provide outdoor patios and shall be shaded by trees and/or a shade structure that is architecturally integrated with building architecture.
- Non-residential and multi-family development shall provide secure bicycle storage racks that are conveniently located near building entrances. The minimum number of bicycle racks shall be determined by the number of parking spaces provided, consistent with the City Zoning Code.



PARKING

In order to support the goals for the property regarding pedestrian accessibility, careful attention should be paid to the parking design. An effort should be made by site designers to lessen the impact of parking facilities on the land and to preserve views to the Bouque and the Sandia and Manzano Mountains. In order to lessen the visual impact of parking areas, parking facilities should be broken up into a series of smaller areas.

- Handicapped parking spaces shall be provided adjacent to building entries.
- The total maximum amount of parking provided shall meet parking requirements in the City Zoning Code, plus 10 percent.
- Structures and on-site circulation systems should be located to minimize pedestrian/vehicle conflicts. Pedestrian access shall be provided to link structures to the public sidewalk.
- Parking areas shall be designed to include a pedestrian link to buildings.
- In cases where parking is adjacent to roadways, landscaping for screening purposes shall be required. The wall shall be architecturally compatible with the surrounding buildings.



SINGLE-FAMILY PARKING STANDARDS

The following parking standards are provided for single-family residential development. They have been developed in conjunction with the Unique Street Standards (see Sheet 3 of 3).

- Off Street Parking shall be provided at the following rates:
 - 3 spaces per 2 bedroom dwelling unit
 - 4 spaces per 3-4 bedroom dwelling unit
 - 4 parking spaces per 5 bedrooms or greater dwelling unit

MULTI-FAMILY PARKING STANDARDS

The following parking standards are provided for multi-family residential development.

- Off Street Parking shall be provided at the following rates:
 - 1 space per unit, but not less than two spaces
 - 1 space per unit for dwellings with less than 1,000 square feet of net leasable area, but not less than 1.5 spaces

SETBACKS

The use of building and parking area setbacks is required to provide space for the creation of visually attractive streetscapes. Required within these setbacks will be pedestrian walkways and screening materials, including landscaping, earth berms, and walls. Parking areas are discouraged from being adjacent to roadways. Front yard setbacks for single family residential development have been reduced from the City's standard in order to provide a more intimate streetscape experience as possible.

- All development at Andaluca shall comply with the setback requirements of the Coors Corridor Plan.
- Commercial and office development shall comply with the building setback requirements of the D-1 Zone in the Comprehensive City Zoning Code and the Coors Corridor Plan.
- Accessory structures shall comply with Section 14-16-3-3 of the Comprehensive City Zoning Code.

SINGLE FAMILY LOTS

- Front Yard Setbacks**
Dwelling Unit - 8 feet
Garages - 8 feet, except 20 feet for garages facing street
- Rear Yard Setbacks**
Dwelling Unit - 15 feet
Garages (attached and detached) - 0 feet
- Side Yard Setbacks**
Dwelling Unit - 3 feet, except 8 feet for lots adjacent to roadway. Zero lot line is permitted provided 10 feet of separation between dwelling units is maintained.
Garages (attached and detached) - 0 feet
- Garage Setbacks**
 - Where garages face the street, the garage shall have a minimum setback of 20 feet from the property line.
 - No more than 3 houses in a row with garages facing the street can have a 20 foot setback. Minimum offset for adjacent houses is 3 feet.
 - Garages provided on alleys shall have a minimum rear yard setback of 3 feet to allow for proper turning clearances.

TOWNHOUSE LOTS

- Front Yard Setbacks**
Dwelling Unit - 8 feet
Garages - 8 feet, except 20 feet for garages facing street
- Rear Yard Setbacks**
Dwelling Unit - 15 feet, or for dwellings with offset rear lot lines, not less than 5 feet provided the average rear yard setback is not less than 15 feet.
Garages (attached and detached) - 0 feet
- Side Yard Setbacks**
No required side yard setback, except there shall be 8 feet on the street side of corner lots and 3 feet from a side lot line that separates townhouse zone from another zone.

MULTI-FAMILY APARTMENT DEVELOPMENT

- Front Yard Setbacks**
Dwelling Unit - 15 feet; driveways not less than 20 feet
- Rear Yard Setbacks**
Dwelling Unit - 15 feet
- Side Yard Setbacks**
5 feet, except there shall be 10 feet on the street side of corner lots.
- Separation**
Not less than 10 feet between apartment buildings and off-street parking and vehicular circulation areas.

PARKING AREA SETBACKS

To allow for an appropriately sized landscape buffer adjacent to roadways, parking areas shall be setback as follows:

- 15 feet, except along Coors Boulevard where the setback shall be 35 feet.

LANDSCAPE

The development of an overall landscape concept will establish a framework that unifies the property and is complementary to the Rio Grande Bouque. The landscape design should emphasize native and naturalized plant species. All landscaped areas need to be coordinated and responsive to existing environmental conditions and local building policies. These standards are to be used as a supplement to the City requirements in the Water Conservation Landscaping and Water Waste Ordinance, the Street Tree Ordinance, and landscape regulations included in the City of Albuquerque Comprehensive City Zoning Code.

- The following are minimum standards for the development of specific landscape plans:
 - Significant cottonwoods specimens shall be identified and preserved, where feasible.
 - For single family residential projects, street trees shall be provided along roadways at a rate of one tree per 40 linear feet. For multi-family and non-residential projects, they shall be provided along roadways at a rate of one tree per 25 linear feet. They may be arboreally or regularly placed.
 - Individual lot owners will be responsible for the installation and maintenance of the landscape on their property. All plant material, including trees, shrubs, groundcovers, turf, wildflowers, etc. shall be maintained by the lot owner in a living, attractive condition.
 - All Private Common Areas and parkway areas between curbs and sidewalks shall be maintained by the developer/owner.



NON-RESIDENTIAL AND MULTIFAMILY RESIDENTIAL

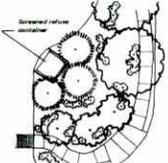
- A minimum of 15 percent of the site area for commercial, office, and multi-family projects (minus the building square footage) shall be devoted to landscape materials.
- Landscaped area shall be a minimum of 35 square feet and a minimum width of 6 feet. Living, vegetative materials shall cover a minimum of 75 percent of the landscaped area. The area and percentage is calculated based on the mature canopy size of all plant materials.
- All planting areas not covered with turf shall have a ground topping of river rock, shredded bark, gravel mulch, or similar material which extends completely under the plant material.
- Appropriate landscape headers shall be used to separate any turf and groundcover areas.
- To shade and mitigate the negative visual impact of large expanses of pavement, interior parking areas shall have one tree for each 100 parking spaces with no space being more than 100 feet from a tree.
- 75 percent of the required parking area trees shall be deciduous and have a mature height and canopy of at least 25 feet.
- An automatic underground irrigation system shall be provided to support all required landscaping. Irrigation components should be checked periodically to ensure maximum efficiency.
- All plant materials shall be chosen from the City of Albuquerque's Water Conservation Ordinance Plant List.
- Minimum plant sizes at time of installation shall be as follows:
 - Trees - 1 1/2 inch caliper, or 10 to 12 feet in height
 - Shrubs & Groundcovers - 1 gallon
 - Turf grasses shall provide complete ground coverage within 1 growing season after installation.

SCREENING / WALLS and FENCES

The effective use of screening devices for parking lots, loading areas, refuse collection, and delivery-storage areas is essential to limit their adverse visual impact on the property. The site orientation of these elements shall be away from any street or pedestrian area. The standards established in the landscape and setback sections will provide the main objectives to screening unattractive elements and activities.

SCREENING

- Parking areas shall be located away from adjacent streets and properties and shall be screened with plant materials, walls, or earthen berms. Such screening shall have a minimum height of 3 feet. Since the viewing public is from above site topographically, the focus of the screening materials should be on trees.
- All outdoor refuse containers shall be screened within a maximum 8 foot tall enclosure which is large enough to contain all trash generated between collections. Trash enclosures shall be screened with plant materials.
- The design and materials for refuse collection enclosures shall be compatible with the architectural theme and materials of the site and adjacent buildings.
- No refuse collection areas shall be allowed between streets and building fronts.
- All mechanical equipment shall meet the screening requirements of Section 14-16-3-18(i)(4) of the Comprehensive City Zoning Code. All mechanical equipment shall be screened from public view by materials of the same nature as the basic materials of the building.



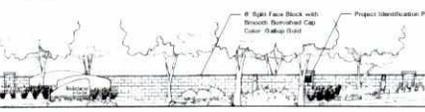
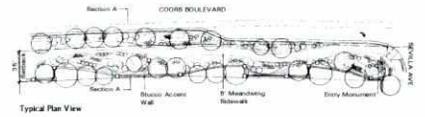
WALLS/FENCES

Perimeter fencing is allowed on the property; however, an effort should be made by the site designer to lessen its visual impact through landscaping, meandering within a landscape area, and providing openings. Walls and fences shall comply with Section 14-16-3-19, General Height and Design Regulations for Walls, Fences, and Retaining Walls or these Design Standards as specified below. Tensile wire fencing is encouraged for development adjacent to the Bouque to ensure visual access.

- Unfinished block walls and barbed wire, chain link, concrete wire, and plastic/vinyl fencing are prohibited.
- Perimeter walls, if used, shall include pedestrian openings at key locations within the development to ensure convenient access to other areas within the property.
- Clear site distances will be maintained at all driveway locations.
- The maximum height of retaining walls is 8 feet. Areas requiring greater retentage are required to be terraced.
- Materials acceptable for retaining walls are masonry block (no unfinished), split face block, and stone.
- Yard walls shall be constructed of adobe, cast pumpe, rammed earth, concrete masonry, masonry or associated masonry block and shall be finished to match adjoining exterior structure walls. Walls shall not exceed 6 feet in height except at the gate opening unless approved by the Architectural Control Committee and the City of Albuquerque.
- The maximum height of the wall adjoining Tract 6A is 8 feet, or a visual opening may be provided in the wall as an alternative.

COORS BOULEVARD WALL

- The perimeter wall along Coors Boulevard at residential Tract 6B-4 shall be as shown below. Landscape provided shall meet the standards in the City's Street Tree Ordinance.
- The elevation at the top of the wall (including decorative features) along Coors Boulevard shall not exceed 8 feet above the existing elevation of Coors Boulevard in order to allow the wall to integrate in conjunction with the berm.
- With the exception of 3 foot parking lot screen walls, it is not anticipated that there will be a perimeter wall along Coors Boulevard or Manzano Road adjacent to the non-residential Tracts 6B-1, 6B-2, and 6B-5.



North
Andaluca
at La Luz

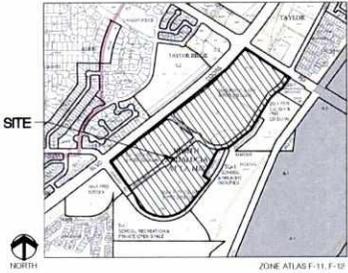
Prepared for: Silver Leaf Ventures, LLC.

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ENGINEERING • SPATIAL DATA • ADVANCED TECHNOLOGIES

SITE VICINITY



PROJECT NUMBER: 1003859
Application Number: OEPC-4005

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

DRS SITE DEVELOPMENT PLAN APPROVAL:

Transportation Engineering Division	7-16-07
Water Engineering, Wastewater Division	7-16-07
ASDC/MA	7/16/07
Public and Recreation Department	7/16/07
City Engineer	7/16/07
Environmental Health Department (conditions)	
N/A	
Solid Waste Management	7-16-07
DRS Chairperson, Planning Department	

PROJECT NUMBER: 1003859
Application Number: TPEC-40074, 12DRS

This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC) dated 11/8/01, and the Findings and Conditions in the Official Notification of Decision are satisfied.

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

DRS SITE DEVELOPMENT PLAN SIGNOFF APPROVAL:

Traffic Engineering, Transportation Division	03-26-12
ASDC/MA	02-08-12
Public and Recreation Department	2-9-12
City Engineer	2-9-12
N/A	
Solid Waste Management	3-29-12
DRS Chairperson, Planning Department	

GENERAL NOTES

- Tracts 6B and A (referred to on this Site Plan as Tracts 1-9), are part of a Site Plan for Subdivision approved by the Environmental Planning Commission on November 18, 2004 (Project 1000905 OEPC-0085). This Site Plan replaces the previous Site Plan for Subdivision as it relates to Tracts 6B and A.
- A portion of Learning Road at Coors Boulevard is public right-of-way. An additional portion of Learning Road within Tract 6 will be granted to the City of Albuquerque as a private access easement in order to provide access to the City's Lift Station #24. Tract 8, via a 24 foot limited access road within a 60 foot easement. The first portion of Learning Road will become part of Bosque School, Tract 4A.
- The area adjacent to Learning Road and the northern boundary of Tracts 3, 4, 5, 6, 7, 8, and 9 (a minimum of 200 feet) is zoned R-2 (203.3 ac.) and O-1 Use (including Bank with Drive-Up Service for Tracts 5A and 5B).
- Due to the existing Learning Road archaeological sites and the two smaller lots, 1,030 square feet, the Site Development Plans for Building Permit on Tracts 6B and A shall require clearance and guidance from the State Historic Preservation Office.
- A cross access easement will be provided across Tracts 1, 2, and 3.
- No fast food restaurants with drive through windows or gas stations are allowed at North Andalucia.
- When the future grade separation is constructed, access will no longer be allowed to Montano Road from Westchester, consistent with the Long Range Roadway System.
- The design for the sign and gate at Tract 7 and Mirandela Road shall be submitted with a Site Plan for Building Permit for development of Tract 7.

SITE PLAN FOR SUBDIVISION - REQUIRED INFORMATION

THE SITE:
The site consists of approximately 69.6 acres. Tracts 6B and A will be replatted into 9 Tracts through the Development Review Board as shown on this Site Plan.

PROPOSED USE:
The site is zoned SU-1 for C-2 (203.3 ac.) O-1 (117 ac.), and PRD (20 du/ac). The individual parcels are designated according to land use.

PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS:
VEHICULAR ACCESS: Learning Road provides the major signalized access into Andalucia at La Luz. Interior roads (at varying widths) are proposed to serve the project and provide vehicular ingress and egress to three parcels, to increase safety to existing development, and to be consistent with City policies contained in the Coors Corridor Plan (see Street Sections, on sheet 3). Two right-in/right-out access points onto Coors Boulevard are between Learning Road and Montano Road.

BICYCLE AND TRAIL ACCESS: Bicycle access is provided by 6 foot on-street bike lanes in Learning Road connecting to on-street bike lanes with Streets A and B providing a connection to Montano Road. Learning Road trail (a 10 foot trail within a 20 foot landscape easement), and a 10 foot trail within a 60 foot easement. Sidewalks will provide pedestrian connectivity throughout Andalucia.

TRANSIT ACCESS: Coordination with the City Transit Department shall be initiated at the Site Plan for Building Permit to provide access and service to this property. Coors Boulevard is a Enhanced Transit Corridor on the West Side.

INTERNAL CIRCULATION REQUIREMENTS:
Conceptual access points (at varying widths) have been identified on this Site Plan for each of the parcels that location, width, and configuration shall be determined with future Site Plans for Building Permit with approval by the City Engineer. Internal sidewalks and/or trails shall be provided within each parcel with future Site Plans for Building Permit.

BUILDING HEIGHTS AND SETBACKS:
See Sheet 2 of 3, Design Standards. Building height shall be consistent with the Coors Corridor Plan (see Sheet 2).

MAXIMUM FAR:
A maximum floor area ratio (FAR) shall be .35 for the SU-1 for C-2 and SU-1 for O-1 portions of Tract 6B and Tract A.

LANDSCAPE PLAN:
The Design Standards (see Sheet 2 of 3) provide for preservation of significant woodlands, an emphasis on native and naturalized plant species, landscape criteria, and landscape buffers. Subsequent landscape plans shall be consistent with City standards and policies regarding water conservation and pollen.

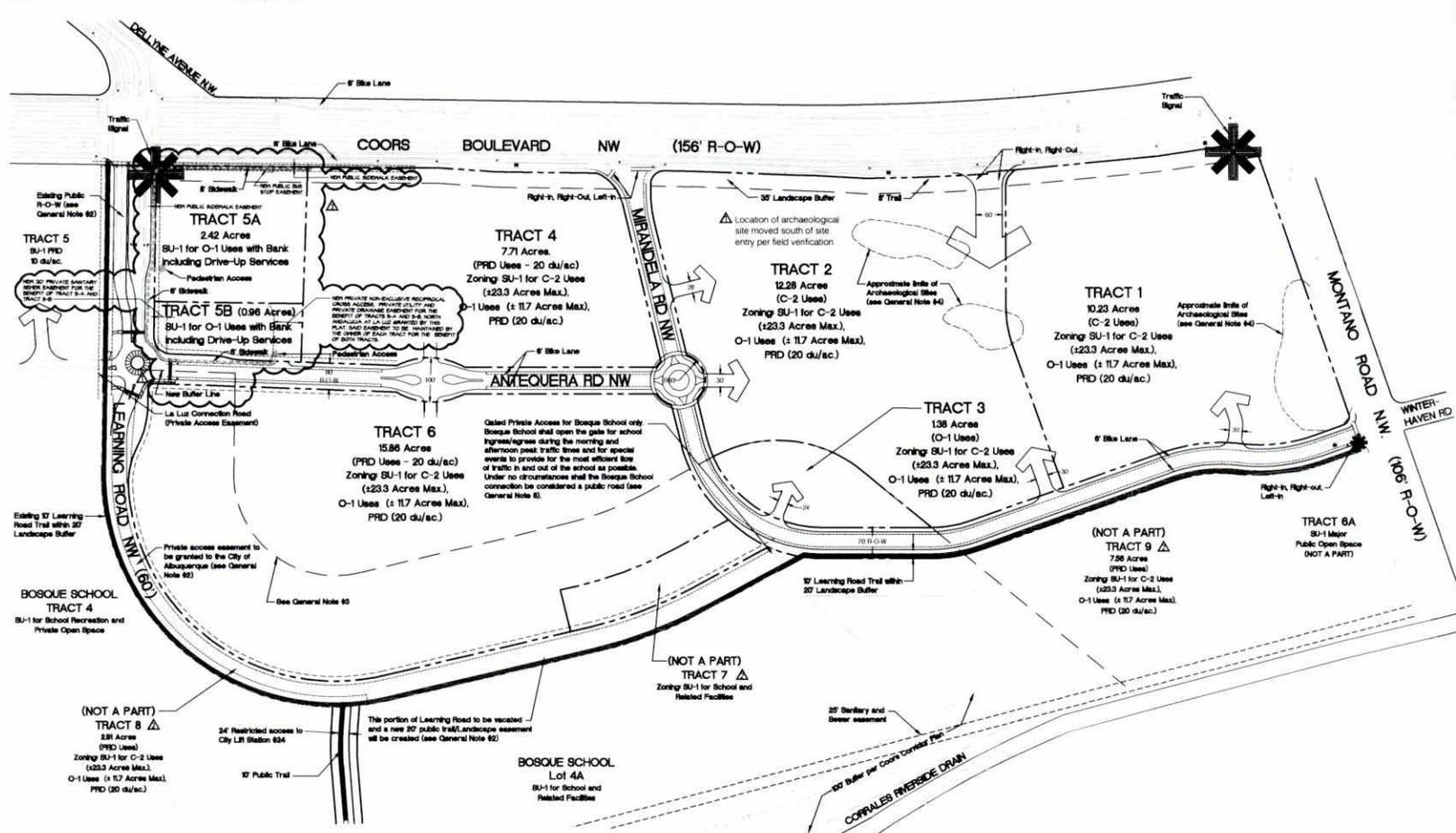
PROJECT NUMBER: 1003859
Application Number: OEPC-0085

This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC) dated March 2004 and the Findings and Conditions in the Official Notification of Decision are satisfied.

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

DRS SITE DEVELOPMENT PLAN SIGNOFF APPROVAL:

Transportation Engineering Division	6/26/05
Water Engineering, Wastewater Division	6/26/05
ASDC/MA	6/26/05
Public and Recreation Department	6/26/05
City Engineer	6/26/05
DRS Chairperson, Planning Department	



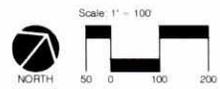
North Andalucia at Ca Cuz
Site Plan for Subdivision Tract 6B and A
Prepared for: Silver Leaf Ventures, LLC.

- September 19, 2007: Amendment is to revise intersection of Learning Road and Antequera Road into a round-a-bout and to accurately reflect the location of the archaeological site per field verification. (Administrative Amendment Approved 10/15/07 by Carmen Marrone)
- June 23, 2008: Amendment is to remove Tracts 7, 8, & 9 from this Site Plan for Subdivision and consolidate those three Tracts into the Bosque School Site Development Plan for Subdivision, Project 1000901 OEPC-4005.
- January 25, 2012: Subdivide Tract 5 into two tracts. Zone Map Amendment for Tract 5 from SU-1 for C-2 Uses, O-1 Uses, and PRD (20 du/ac) to SU-1 for O-1 Uses including Bank with Drive-Up Service.

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(505) 764-9501
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Sheet 1 of 3
June 22, 2005



Design Standards

The purpose of these Design Standards is to provide a framework to assist the architects, landscape architects, and designers in understanding the vision and development goals for the property. The primary goal for this property is to achieve a vibrant, mixed-use community that fosters pedestrian accessibility and maintains a village-type character.

The Design Standards should be used to facilitate the design of buildings which respect the natural conditions of the site, maintain and highlight the spectacular views of the Sandia and Marzano Mountains and to leave significant areas dedicated to open space. Innovative techniques such as cluster housing, water harvesting, and use of "green" building materials are strongly encouraged.

These standards address the issues of landscape, setbacks, pedestrian amenities, screening, lighting, signage, and architecture that will create the visual image desired for Andaluca at La Luz. They are intended to be complementary to La Luz, Albuquerque's first cluster housing project, and the Bosque School. These standards primarily address commercial, office, and multi-family projects. Where specifically applicable to single-family development, the standards are called out as such.

Subsequent Site Plans for Building Permits shall be consistent with the design standards established by the Site Plan for Subdivision and shall be approved by the Environmental Planning Commission. Minor amendments to the Site Plan for Subdivision shall be approved administratively by the Planning Director in accordance with the Comprehensive City Zoning Code, Section 14-16-2-22 (A)(8) Special Use Zone, and major amendments shall be approved by the Environmental Planning Commission.

COORS CORRIDOR PLAN - VIEW AND HEIGHT RESTRICTIONS

A primary design requirement of the Coors Corridor Plan is view preservation. Andaluca at La Luz addresses the Coors Corridor Plan as follows:

- Coors Corridor Viewshed rules come into effect when a northbound vehicle passes Flamenco Road.
- Measurement of building heights shall be consistent with the Coors Corridor Plan.
- A combination of walls and berms shall be built along Coors Boulevard. The high point of the wall or berm will occur within the first 80 feet of the property, but not closer than 20 feet from the right-of-way. From any point along the east edge of Coors, the high point of the wall or berm will obscure no more than 50% of the height of Sandia Crest, measured directly below Sandia Crest.
- All multi-story structures shall be built with the finish floor elevation at least 10 feet below the roadway, measured along a 45-degree angle from the northbound direction of travel along Coors.
- In no event will the building height be permitted to penetrate above the view of the ridge line of the Sandia Mountains as seen from four feet above the east edge of Coors Boulevard. In no event will more than 1/3 of the total building height outside of the setback area for multi-story buildings be permitted to penetrate through the view plane.
- As viewed from Coors Boulevard, no structure shall obscure more than 50 percent of the height of Sandia Crest, measured directly below Sandia Crest.

PEDESTRIAN AND SITE AMENITIES

The creation of a pedestrian-friendly environment will depend on creative site design and will be a primary design objective for Andaluca at La Luz. Objectives to achieve the goal include maintaining a high quality and consistency in style for site amenities including benches, plazas, walkways, lighting, etc.; providing shaded walkways; and creating separate vehicular and pedestrian circulation systems in order to support the creation of a village-type character.

The use of alternative paving materials (brick, colored concrete, decomposed granite, etc.) for pedestrian pathways are encouraged. Public art is another site amenity that is strongly encouraged, and if proposed, should be part of the subsequent building plans.

TRAILS AND SIDEWALKS

Public and private trails and sidewalk systems are a defining element to Andaluca at La Luz. Private trails for use by residents are designed to lessen the need for vehicular use and will provide pedestrian connectivity throughout the project (see Landscape Section for more detail on trail landscaping).

- City Trails - All public multi-use trails through Andaluca at La Luz shall be built to City standards, per the City's Trails and Bikeways Facility Plan.
- All private trails and paths shall be soft surface, with a minimum width of 8 feet.
- All pedestrian paths shall be designed to be handicapped accessible (see Americans with Disabilities Act Criteria for Barrier-Free Design, except where topography makes this unfeasible; relevant standards require grades over 8%).
- The use of asphalt paving for pedestrian trails is discouraged. Concrete or compacted decomposed granite with stabilizer are acceptable materials.
- Pedestrian connections to buildings should be provided in parking lots with greater than 50 spaces and should connect to adjacent roadways, sidewalks, and pathways.
- Pedestrian crossings shall be clearly demarcated with special paving treatment where they cross vehicular entrances and drive aisles and where City trails cross streets.
- Freestanding restaurants, if proposed by subsequent Site Plans for Building Permits, shall provide outdoor patios and shall be shaded by trees and/or a shade structure that is architecturally integrated with building architecture.
- Non-residential and multi-family development shall provide secure bicycle storage racks that are conveniently located near building entrances. The minimum number of bicycle racks shall be determined by the number of parking spaces provided, consistent with the City Zoning Code.

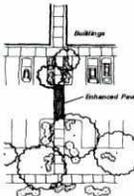
OUTDOOR AREAS - defined by building edges, differentiation of paving, variety of areas of landscaping



PARKING

In order to support the goals for the property regarding pedestrian accessibility, careful attention should be paid to the parking design. An effort should be made by site designers to lessen the impact of parking facilities on the land and to preserve views to the Bosque and the Sandia and Marzano Mountains. In order to lessen the visual impact of parking areas, parking facilities should be broken up into a series of smaller areas.

- Handicapped parking spaces shall be provided adjacent to building entries.
- The total maximum amount of parking provided shall meet parking requirements in the City Zoning Code, plus 10 percent.
- Structures and on-site circulation systems should be located to minimize pedestrian-vehicle conflicts. Pedestrian access shall be provided to link structures to the public sidewalk.
- Parking areas shall be designed to include a pedestrian link to buildings.
- In cases where parking is adjacent to roadways, landscaping for screening purposes shall be required. The wall shall be architecturally compatible with the surrounding buildings.



PARKING - pedestrian links should be provided between parking areas and buildings

SINGLE-FAMILY PARKING STANDARDS

The following parking standards are provided for single-family residential development. They have been developed in conjunction with the Unique Street Standards (see Sheet 3 of 3):

- Off Street Parking shall be provided at the following rate:
 - 3 spaces per 2 bedroom dwelling unit
 - 4 spaces per 3-4 bedroom dwelling unit
 - 5 parking spaces per 5 bedroom or greater dwelling unit

MULTI-FAMILY PARKING STANDARDS

The following parking standards are provided for multi-family residential development.

- Off Street Parking shall be provided at the following rate:
 - 1 space per bath, but not less than two spaces
 - 1 space per bath for dwellings with less than 1,000 square feet of net leasable area, but not less than 1.5 spaces

SETBACKS

The use of building and parking area setbacks is required to provide space for the creation of visually attractive streetscapes. Required within these setbacks will be pedestrian walkways and screening materials, including landscaping, earthen berms, and walls. Parking areas are discouraged from being adjacent to roadways. Front yard setbacks for single-family residential development have been reduced from the City's standards in order to provide as intimate a streetscape experience as possible.

- All development at Andaluca shall comply with the setback requirements of the Coors Corridor Plan.
- Commercial and office development shall comply with the building setback requirements of the D-1 Zone in the Comprehensive City Zoning Code and the Coors Corridor Plan.
- Accessory structures shall comply with Section 14-16-3-3 of the Comprehensive City Zoning Code.

SINGLE FAMILY LOTS

- Front Yard Setbacks
 - Dwelling Unit - 8 feet
 - Garages - 8 feet, except 20 feet for garages facing street
- Rear Yard Setbacks
 - Dwelling Unit - 15 feet
 - Garages (attached and detached) - 0 feet
- Side Yard Setbacks
 - Dwelling Unit - 3 feet, except 8 feet for lots adjacent to roadway. Zero lot line is permitted provided 10 feet of separation between dwelling units is maintained.
 - Garages (attached and detached) - 0 feet

Garage Setbacks

- Where garages face the street, the garage shall have a minimum setback of 20 feet from the property line.
- No more than 3 houses in a row with garages facing the street can have a 20 foot setback. Minimum offset for adjacent houses is 3 feet.
- Garages provided on alleys shall have a minimum rear yard set back of 3 feet to allow for proper turning clearances.

TOWNHOUSE LOTS

- Front Yard Setbacks
 - Dwelling Unit - 8 feet
 - Garages - 8 feet, except 20 feet for garages facing street
- Rear Yard Setbacks
 - Dwelling Unit - 15 feet, or for dwellings with offset rear lot lines, not less than 5 feet provided the average rear yard setback is not less than 15 feet
 - Garages (attached and detached) - 0 feet
- Side Yard Setbacks
 - No required side yard setback, except there shall be 8 feet on the street side of corner lots and 3 feet from a side lot line that separates townhouse zone from another zone

MULTI-FAMILY APARTMENT DEVELOPMENT

- Front Yard Setbacks
 - Dwelling Unit - 15 feet; driveways not less than 20 feet
- Rear Yard Setbacks
 - Dwelling Unit - 15 feet
- Side Yard Setbacks
 - 5 feet, except there shall be 10 feet on the street side of corner lots
- Separation
 - Not less than 10 feet between apartment buildings and off-street parking and vehicular circulation areas

PARKING AREA SETBACKS

To allow for an appropriately sized landscape buffer adjacent to roadways, parking areas shall be setback as follows:

- 15 feet, except along Coors Boulevard where the setback shall be 35 feet.

LANDSCAPE

The development of an overall landscape concept will establish a framework that unifies the property and is complementary to the Rio Grande Bosque. The landscape design should emphasize native and naturalized plant species. All landscaped areas need to be coordinated and responsive to existing environmental conditions and local building policies. These standards are to be used as a supplement to the City requirements in the Water Conservation Landscaping and Water Waste Ordinance, the Street Tree Ordinance, and landscape regulations included in the City of Albuquerque Comprehensive City Zoning Code.

- The following are minimum standards for the development of specific landscape plans:
- Significant cottonwoods specimens shall be identified and preserved, where feasible.
 - For single-family residential projects, street trees shall be provided along roadways at a rate of one tree per 40 linear feet. For multi-family and non-residential projects, they shall be provided along roadways at a rate of one tree per 25 linear feet. They may be randomly or regularly placed.
 - Individual lot owners will be responsible for the installation and maintenance of the landscape on their property. All plant material, including trees, shrubs, groundcovers, turf, wildflowers, etc. shall be maintained by the lot owner in a living, attractive condition.
 - All Private Common Areas and parkway areas between curb and sidewalk shall be maintained by the developer/owner.



PEDESTRIAN AREAS - should include shade trees

NON-RESIDENTIAL AND MULTIFAMILY RESIDENTIAL

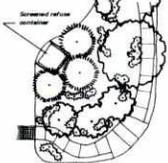
- A minimum of 15 percent of the site area for commercial, office, and multi-family projects (minus the building square footage) shall be devoted to landscape materials.
- Landscaped area shall be a minimum of 36 square feet and a minimum width of 8 feet. Living, vegetative materials shall cover a minimum of 75 percent of the landscaped area. The area and percentage is calculated based on the measure canopy size of all plant material.
- All planting areas not covered with turf shall have a ground topping of river rock, shredded bark, gravel mulch, or similar material which extends completely under the plant material.
- Appropriate landscape headers shall be used to separate any turf and groundcover areas.
- To shade and mitigate the negative visual impact of large expanses of pavement, interior parking areas shall have one tree for each 10 parking spaces with no space being more than 100 feet from a tree.
- 75 percent of the required parking area trees shall be deciduous and have a mature height and canopy of at least 25 feet.
- An automatic underground irrigation system shall be provided to support all required landscaping. Irrigation components should be checked periodically to ensure maximum efficiency.
- All plant materials shall be chosen from the City of Albuquerque's Water Conservation Ordinance (Plant List).
- Minimum plant sizes at time of installation shall be as follows:
 - 1 1/2 inch caliper or 10-12 feet in height
 - Shrubs & Groundcovers - 1 gallon
 - Turf grasses shall provide complete ground coverage within 1 growing season after installation.

SCREENING / WALLS AND FENCES

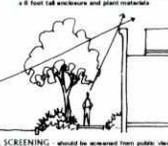
The effective use of screening devices for parking lots, loading areas, refuse collection, and delivery storage areas is essential to limit their adverse visual impact on the property. The site orientation of these elements shall be away from any street or pedestrian area. The standards established in the landscape and setback sections will provide the main objectives to screening unattractive elements and activities.

SCREENING

- Parking areas shall be located away from adjacent streets and properties and shall be screened with plant materials, walls, or earthen berms. Such screening shall have a minimum height of 3 feet. Since the viewing public is from above site topographically, the focus of the screening materials should be on trees.
- All outdoor refuse containers shall be screened within a minimum 8 foot tall enclosure which is large enough to contain all trash generated between collections. Trash enclosures shall be screened with plant materials.
- The design and materials for refuse collection enclosures shall be compatible with the architectural theme and materials of the site and adjacent buildings.
- No refuse collection areas shall be allowed between streets and building fronts.
- All mechanical equipment shall meet the screening requirements of Section 14-16-3-1E(4) of the Comprehensive City Zoning Code.
- All mechanical equipment shall be screened from public view by materials of the same nature as the basic materials of the building.



REFUSE CONTAINERS - shall be screened by a 8 foot tall enclosure and plant materials



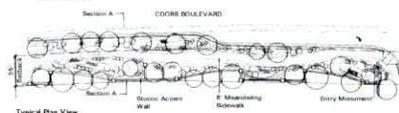
MECHANICAL SCREENING - should be screened from public view

WALLS/FENCES

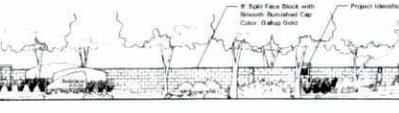
- Perimeter fencing is allowed on the property; however, an effort should be made by the site designer to lessen its visual impact through landscaping, meandering within a landscape area, and providing openings. Walls and fences shall comply with Section 14-16-3-19, General Height and Design Regulations for Walls, Fences, and Retaining Walls or these Design Standards as specified below. Tensile wire fencing is encouraged for development adjacent to the Bosque to ensure visual access.
- Unfinished block walls and barbed wire, chain link, concrete wire, and plastic/vinyl fencing are prohibited.
- Perimeter walls, if used, shall include pedestrian openings at key locations within the development to ensure convenient access to other areas within the property.
- Clear site distances will be maintained at all driveway locations.
- The maximum height of retaining walls is 8 feet. Any retaining greater retorage are required to be terraced.
- Materials acceptable for retaining walls are masonry block (no unfinished), split face block, and stone.
- Yard walls shall be constructed of adobe, cast pumice, rammed earth, concrete masonry, terra or stuccoed masonry block and shall be finished to match adjoining exterior structure walls. Walls shall not exceed 6 feet in height except at the gate opening unless approved by the Architectural Control Committee and the City of Albuquerque.
- The maximum height of the wall adjoining Tract 6A is 8 feet, or a visual opening may be provided in the wall as an alternative.

COORS BOULEVARD WALL

- The perimeter wall along Coors Boulevard at residential Tract 6B-4 shall be as shown below. Landscape provided shall meet the standards in the City's Street Tree Ordinance.
- The elevation at the top of the wall (including decorative features) along Coors Boulevard shall not exceed 8 feet above the existing elevation of Coors Boulevard in order to allow the wall to undulate in conjunction with the berm.
- With the exception of 3 foot parking lot screen walls, it is not anticipated that there will be a perimeter wall along Coors Boulevard or Marzano Road adjacent to the non-residential Tracts 6B-1, 6B-2, and 6B-5.



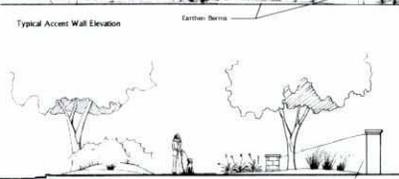
Typical Plan View



Typical Entry Monument & Wall Elevation



Typical Accent Wall Elevation



Typical Accent Wall Section A-A

North
Andaluca
at Ca Cuz

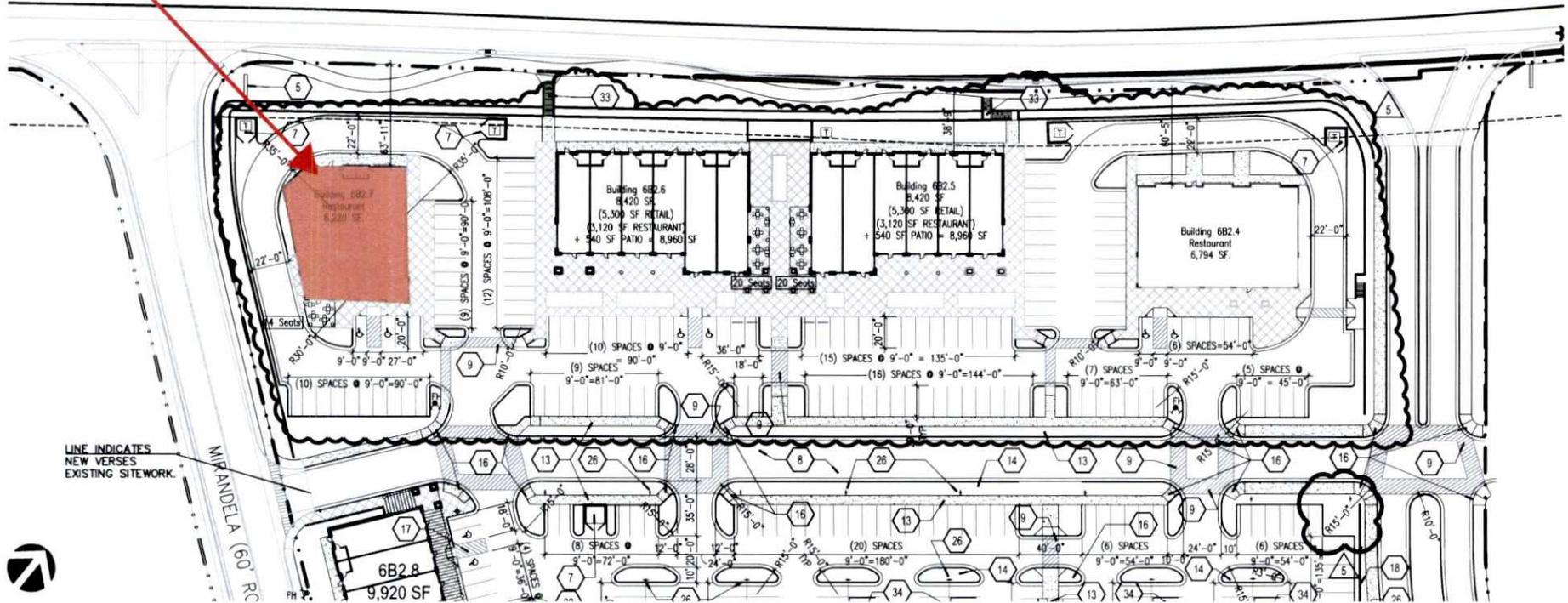
Prepared for: Silver Leaf Ventures, LLC.

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**PROPOSED
STARBUCKS**

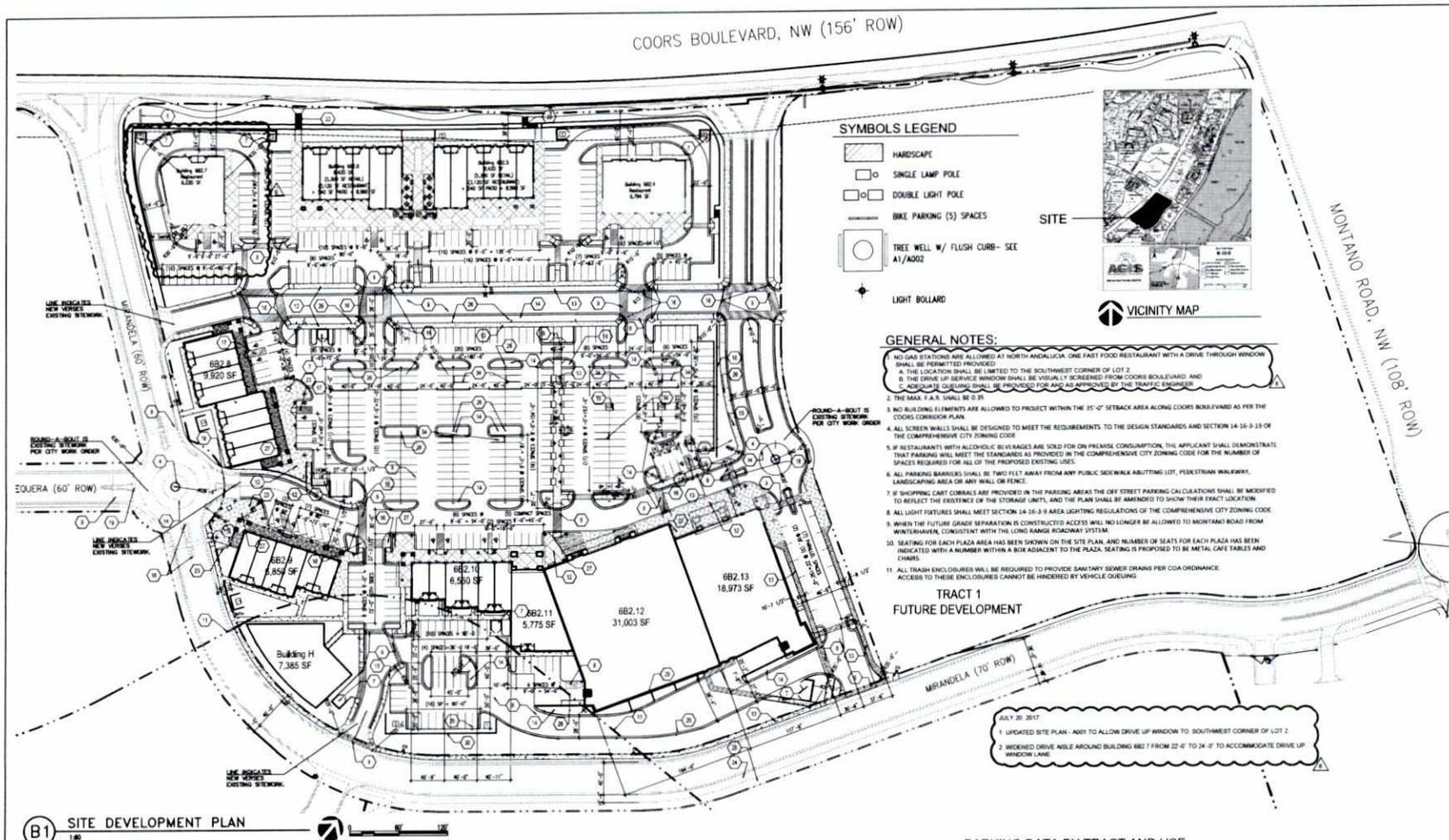
COORS BOULEVARD, NW



Proposed Coffee Shop Location

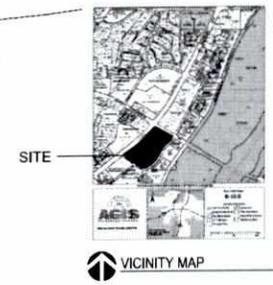
June 29, 2017

COORS BOULEVARD, NW (156' ROW)



SYMBOLS LEGEND

- HARDSCAPE
- SINGLE LAMP POLE
- DOUBLE LIGHT POLE
- BIKE PARKING (S) SPACES
- TREE WELL W/ FLUSH CURB- SEE A1/A002
- LIGHT BOLLARD



GENERAL NOTES:

1. NO GAS STATIONS ARE ALLOWED AT NORTH ANDALUCIA. ONE FAST FOOD RESTAURANT WITH A DRIVE THROUGH WINDOW SHALL BE PERMITTED PROVIDED:
 - A. THE LOCATION SHALL BE LIMITED TO THE SOUTHWEST CORNER OF LOT 2.
 - B. THE DRIVE UP SERVICE WINDOW SHALL BE VISUALLY SCREENED FROM COORS BOULEVARD AND ADEQUATE QUEUING SHALL BE PROVIDED FOR AND AS APPROVED BY THE TRAFFIC ENGINEER.
2. THE MARK F.A.R. SHALL BE 0.75.
3. NO BUILDING ELEMENTS ARE ALLOWED TO PROJECT WITHIN THE 35'-0" SETBACK AREA ALONG COORS BOULEVARD AS PER THE COORS CORRIDOR PLAN.
4. ALL SCREEN WALLS SHALL BE DESIGNED TO MEET THE REQUIREMENTS TO THE DESIGN STANDARDS AND SECTION 14-16-3-13 OF THE COMPREHENSIVE CITY ZONING CODE.
5. IF RESTAURANTS WITH ALCOHOLIC BEVERAGES ARE SOLD FOR ON PREMISE CONSUMPTION, THE APPLICANT SHALL DEMONSTRATE THAT PARKING WILL MEET THE STANDARDS AS PROVIDED IN THE COMPREHENSIVE CITY ZONING CODE FOR THE NUMBER OF SPACES REQUIRED FOR ALL OF THE PROPOSED EXISTING USES.
6. ALL PARKING BARRIERS SHALL BE TWO FEET AWAY FROM ANY PUBLIC SIDEWALK ABUTTING LOT, PEDESTRIAN WALKWAY, LANDSCAPING AREA OR ANY WALL OR FENCE.
7. IF SHIPPING CART CORRALES ARE PROVIDED IN THE PARKING AREA THE OFF STREET PARKING CALCULATIONS SHALL BE MODIFIED TO REFLECT THE EXISTENCE OF THE STORAGE UNITS, AND THE PLAN SHALL BE AMENDED TO SHOW THEIR EXACT LOCATION.
8. ALL LIGHT FIXTURES SHALL MEET SECTION 14-16-3-9 AREA LIGHTING REGULATIONS OF THE COMPREHENSIVE CITY ZONING CODE.
9. WHEN THE FUTURE GRADE SEPARATION IS CONSTRUCTED ACCESS WILL NO LONGER BE ALLOWED TO MONTANO ROAD FROM WEST/SOUTH, CONSISTENT WITH THE LONG RANGE ROADWAY SYSTEM.
10. SEATING FOR EACH PLAZA AREA HAS BEEN SHOWN ON THE SITE PLAN, AND NUMBER OF SEATS FOR EACH PLAZA HAS BEEN INDICATED WITH A NUMBER WITHIN A BOX ADJACENT TO THE PLAZA. SEATING IS PROPOSED TO BE METAL CAFE TABLES AND CHAIRS.
11. ALL TRASH ENCLOSURES WILL BE REQUIRED TO PROVIDE SANITARY SEWER DRAINING PER COA ORDINANCE. ACCESS TO THESE ENCLOSURES CANNOT BE HINDERED BY VEHICLE QUEUING.

TRACT 1 FUTURE DEVELOPMENT

- JULY 20, 2016
1. UPDATED SITE PLAN - ADD TO ALLOW DRIVE UP WINDOW TO SOUTHWEST CORNER OF LOT 2.
 2. WIDENED DRIVE ABLE AROUND BUILDING 6B2.7 FROM 22'-0" TO 24'-0" TO ACCOMMODATE DRIVE UP WINDOW LANE.

(B1) SITE DEVELOPMENT PLAN

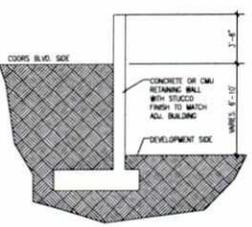
KEYED NOTES:

1. APPROXIMATE BOUNDS OF ARCHAEOLOGICAL AREA ADJACENT - RE DETAIL D1/A002
2. TRAFFIC ISLAND WITH ROLLED CURB, TYPICAL
3. NEW LEFT TURN LANE, BY CITY OF ALBUQUERQUE WORK ORDER (COMING)
21. RECONFIGURE CENTER MEDIAN FOR LEFT IN ONLY MOVEMENT BY (COMING)
24. 6'-0" WIDE LANE CONNECTING TO LEARNING ROAD
25. 10'-0" TRAIL CONNECTING TO THE LEARNING ROAD
26. PARKING LOT AREA LIGHT, TYPICAL PER DETAIL B1/A003
27. BICYCLE PARKING FOR 5, REFER TO DETAIL D2/A002
28. COVERED LOADING AREA
29. ARCHITECTURAL FEATURES TO ENHANCE REAR FACADES OF BUILDINGS
30. 3'-0" HIGH WALL OR DENSE LANDSCAPE SCREEN
31. ROOF TOP MECHANICAL UNIT WITH SCREEN WALL, RE DETAIL A/A002
32. MOTORCYCLE PARKING (8 TOTAL)
33. CONCRETE STAIR RE D2/A003
34. CART CORRAL
35. TREE WELL IN SIDEWALK

PARKING DATA BY TRACT AND USE

(BASED ON SHARED PARKING AGREEMENT)

TRACT	TRACT AREA	P.A.R. USE	BUILDING NUMBER	BUILDING AREA	SPACES PER 1000 SQ. FT. FLOOR AREA	PARKING SPACES	PARKING RECD	SEE TRACT 1 PARKING PROVIDED
TRACT 1	18,973 SF	RES. PHASE 1	BUILD 1	18,973 SF	1.0	189	189	
			BUILD 2	18,973 SF	1.0	189	189	
			BUILD 3	18,973 SF	1.0	189	189	
			BUILD 4	18,973 SF	1.0	189	189	
			BUILD 5	18,973 SF	1.0	189	189	
TRACT 2	31,003 SF	RES. PHASE 2	BUILD 6	31,003 SF	1.0	310	310	
			BUILD 7	31,003 SF	1.0	310	310	
			BUILD 8	31,003 SF	1.0	310	310	
			BUILD 9	31,003 SF	1.0	310	310	
			BUILD 10	31,003 SF	1.0	310	310	



(A1) RETAINING WALL DETAIL



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CONSULTANTS

Architect: **STUDIO SW ARCHITECTS**
Engineer: **NOT FOR CONSTRUCTION**

Andalucia Tract 6B
Site Development Plan
Coors and Montano NW, SEC
Albuquerque, NM

Phase 2

No	Date	Description
Revision Schedule		
△	01/11/2005	EPC Conditions Incorporated Condition of Show/Then/See
△	07/23/2015	Administrative Amendment Building Footprint Adjustments
△	08/11/2015	Planning Comments Incorporated
△	07/19/2016	Revised Building and Parking Layout
△	11/18/2016	Revised Building and Parking Layout
△	07/20/2017	Revised Site Plan for Drive Up Window

ISSUE: DES DEVELOP
PROJECT NUMBER: 1535
FILE: A001.dwg
DRAWN BY: SMO/SFS
CHECKED BY: FRS
DATE: JULY 20, 2016

SHEET TITLE
SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

A001