



PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
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Office (505) 924-3860 Fax (505) 924-3339

OFFICIAL NOTIFICATION OF DECISION

September 13, 2019

Presbyterian Healthcare Services **Project #2019-002661**
P.O. Box 26666 **SI-2019-00250 – Site Plan**
Albuquerque, NM 87125-6666

LEGAL DESCRIPTION:

The above action for Tracts 1-A, 2-A, 3-A, 4-A and 9-A, Plat of Tract 1-A, 2-A, 3-A, 4-A and 9-A Presbyterian Hospital-Main Campus; Tracts 5, 6, and 7 Plat of Tracts 1 thru 9 Presbyterian Hospital- Main Campus Phase One; Tract 8-A Correction Plat of Tract 8-A Presbyterian Hospital- Main Campus Phase One, zoned MX-H, located south of Central Ave. SE, north of Lead Ave. SE, east of Oak St. SE, and west of Sycamore St. SE (1100 Central Ave. SE), containing approximately 28 acres. (K-15). Staff Planner: Catalina Lehner

PO Box 1293

Albuquerque On September 12, 2019 the Environmental Planning Commission (EPC) voted to APPROVE Project 2019-002661/SI-2019-00250, a Site Plan-EPC Major Amendment, based on the following Findings and subject to the following Conditions of Approval:

NM 87103 FINDINGS:

1. The request is for a Major Amendment of a Prior Approval of a Site Development Plan for a property known as the Presbyterian Downtown Hospital Campus, located south of Central Avenue SE, north of Lead Avenue SE, east of Oak Street SE, and west of Sycamore Street SE (1100 Central Avenue SE- the "subject site"). The subject site is approximately 28 acres and is owned by Presbyterian Healthcare Services.
2. The request consists of the following four major changes to the existing, governing site development plan:
 1. Additional square footage of 454,000 sf for hospital support and patient rooms in two phases-
 - o Phase I: a 3-story addition (118,752 square feet)
 - o Phase I: an 8-story patient tower on top of the 3-story addition (214,690 square feet); 2-stories/20-feet higher than highest point on existing hospital located directly to the south of the existing hospital.
 - o Phase II: addition to 3-story (120,607 square feet)
 2. Additional square footage of 8,000 sf to the Central Plant mechanical area-

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- o Phase I: addition (2,750 square feet)
 - o Phase II: addition (4,430 square feet)
- 3. Additional square footage of 405,276 sf for a three-story parking garage with 1196 spaces, Phase I
- 4. Associated, ancillary site work
- 3. The request exceeds the thresholds for a Minor Amendment, and therefore is being considered pursuant to Section 14-16-6-4(Y)(1)(b)1, which states that Major Amendments shall be reviewed and decided by the decision-making body that issued the approval being amended. The EPC approved the existing site development plan for the subject site prior to effective date of the IDO. Pursuant to IDO Section 14-6-4(P)(2), the decision-making body may impose conditions necessary to bring the application into compliance with the requirements of this IDO.
- 4. The subject site is located in an Area of Change area as designated by the Comprehensive Plan. Located along Central Ave., the subject site is along a Main Street Corridor and is in a Premium Transit Area. Central Ave. is the only street that is currently designated a Premium Transit Corridor.
- 5. The Albuquerque/Bernalillo County Comprehensive Plan, the Integrated Development Ordinance (IDO), and the Sycamore Metropolitan Redevelopment Plan are incorporated herein by reference and made part of the record for all purposes.
- 6. The request generally furthers the following, applicable Goal and policies regarding Centers and Corridors:
 - A. Goal 5.1-Centers & Corridors: Grow as a community of strong Centers connected by a multi-modal network of Corridors.

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

The request would allow new infill development and well-paying employment opportunities to be located along a designated Corridor, a location that is deemed appropriate area to accommodate higher density and intensity of growth over time to facilitate the City's vision for sustainable growth patterns, while reducing development pressures on the urban fringe and established neighborhoods.
 - B. Policy 5.1.2-Development Areas: Direct more intense growth to Centers and Corridors and use Development Areas to establish and maintain appropriate density and scale of development within areas that should be more stable.

As stated above, directing intense healthcare uses into a long established medical campus within a designated Premium Transit Corridor and an Area of Change would ensure that the higher density and intensity of development is absorbed in areas deemed appropriate by the Comprehensive Plan, thereby protecting the stability, density, and scale of established residential neighborhoods and Areas of Consistency.
 - C. Policy 5.1.8-Premium Transit Corridors: Foster corridors that prioritize high capacity, high-frequency transit service, with mixed-use, transit oriented development within walking

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distance of transit stations.

The request is a proposed expansion on a designated Main Street and Premium Transit Corridor which promotes higher-density development near the street as intended and transit, thereby helping to shape the environment into a sustainable development pattern. The request increases density, intensity, and capacity along a high-frequency transit service, the Albuquerque Rapid Transit (ART) by providing additional uses to include more health-related services within walking distance of a transit station. The location of the increased capacity across from the expected hotel, multi-family, commercial mixed-use development should deliver a synergy intended along this corridor.

7. The request furthers the following Comprehensive Plan Goals and policies pertaining to development patterns:

Goal 5.3-Efficient Development Patterns: Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

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

Infilling more intense healthcare services into an established medical campus with existing city infrastructure, which can be easily served by transit, leverages public and private investments.

Policy 5.3.3-Compact Development: Encourage development that clusters buildings and uses in order to provide landscaped open space and/or plazas and courtyards.

The request proposes an increase in density and services along existing high-capacity corridors including Central Avenue and Interstate-25, which promotes a development pattern that maximizes these existing public facilities and infrastructure. In addition, this request encourages the clustering of buildings and increases the height of existing buildings in order to provide landscaped open space on-site.

8. The request generally furthers Goal 5.6, Policy 5.6.2, and Policy 5.6.4 as follows:

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

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.

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

The subject site is located in a designated Area of Change, identified by the Comp Plan as an appropriate location for the development of higher density and intensity growth that can be supported by multi-modal transportation. The intent is specifically to focus on “new urban-scale development that benefits job creation and expanded housing options” so that additional

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residents, services, and jobs can be accommodated in locations ready for new development.

The request directs more intense healthcare services to a designated Premium Transit Corridor in an Area of Change, areas where higher density and intensity development is desired and encouraged, and best-served with transit and other infrastructure. Allowing healthcare services within these areas encourages development that expands well-paying employment opportunities that are easily accessed by a variety of travel modes.

The subject site is also located in, and encouraging development and change in, the Sycamore Metropolitan Redevelopment Area. The subject site provides an appropriate transition from Central Avenue where Areas of Change are largely located to the Areas of Consistency in the surrounding neighborhoods through setbacks buffering and limiting the height of the proposed parking garage. Because the subject site is located near many intense uses including a Premium Transit Corridor, Interstate-25, Downtown, UNM, and CNM, it is an appropriate location for higher development and density.

9. The request furthers the following Goal and policies regarding Transportation:

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

Policy 6.1.3-Auto Demand: Reduce the need for automobile travel by increasing mixed-use development, infill development within Centers, and travel demand management (TDM) programs.

Policy 6.1.2-Transit-Oriented Development: Prioritize transit-supportive density, uses, and building design along Transit Corridors.

The subject site is located on Central Avenue, currently the only Premium Transit Corridor in the City. Therefore, increasing transit-supportive density, intensity, and capacity, including jobs and hospital users in this location, as opposed to locations on other corridors, generally reduces the need for automobile travel and increases infill development.

10. The request furthers the following Goal and policy pairs regarding Urban Design:

A. Goal 7.3-Sense of Place: Reinforce sense of place through context-sensitive design of development and streetscapes.

Policy 7.3.5-Development Quality: Encourage innovative and high quality design in all development.

The project will reinforce the streetscape with the architectural additions and will provide open space through the interior of the campus which provides a sense of place. Though the applicant is generally proposing high quality materials, IDO requirements regarding provision of outdoor space and building façade design are not met.

B. Goal 7.4-Context-Sensitive Parking: Design parking facilities to match the development context and complement the surrounding built environment.

Policy 7.4.1-Parking Strategies: Provide parking options, optimize parking efficiencies, and plan for parking as essential infrastructure.

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The project will include context sensitive parking by providing a parking garage with high quality materials that will complement the surrounding built environment, though façade design needs to meet IDO requirements. The structure will provide parking options by providing essential parking infrastructure to support the hospital functions.

11. The request does not further the following Goal and policy regarding walkability:

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

Policy 7.2.1 Walkability: Ensure convenient and comfortable pedestrian travel.

The project will increase development in a generally walkable environment; however, proposed crosswalks are striped and do not meet IDO requirements. The project also includes a large parking garage near Central Avenue, which creates a “dead” use in a Premium Transit area significant for pedestrians. The IDO requires a maximum setback of 15-feet from Central Avenue, a Main Street Corridor, to promote walkability but the applicant is proposing an unspecified future commercial building that may not be developed.

12. Conditions of approval are needed to create compliance with applicable IDO regulations and to provide clarification and to ensure that all applicable requirements are met.
13. The applicant notified the Silver Hill Neighborhood Association, the Spruce Park Neighborhood Association, the Sycamore Neighborhood Association, the University Heights Neighborhood Association, the Victory Hills Neighborhood Association, the Edo Neighborhood Association, and the Huning Highland Historic District Association, as required. The applicant also notified property owners within 100-feet of the subject site’s boundaries, as required. Staff has not been contacted as of this writing.
14. The applicant conducted three neighborhood meetings on June 26th, July 1st, and July 17th of 2019 prior to application. Most of the concerns focused on the proposed parking garage, as well as general safety, noise, and traffic impacts to the adjacent neighborhoods.

CONDITIONS OF APPROVAL:

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB) to ensure all technical issues are resolved. 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 applicant shall meet with the Staff planner prior to applying to the DRB to ensure that all conditions of approval are met. Upon receiving final approvals, the applicant shall submit a finalized version of the site plan for filing at the Planning Department.

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3. Setbacks:

The request shall comply with the Mixed-Use Zone District Dimensional Standards in Table 5-1-2, particularly the maximum front setback of 15-feet along Central Avenue, by doing one of the following: A Variance-EPC, moving the parking garage to meet the requirement, or including a structure (that meets the IDO definition of a structure) that will be constructed as part of the site plan.

4. Neighborhood Edges:

- A. The parking garage shall comply with Section 5-9-(C), Building Height Stepdown, and not exceed 30 feet in height.
- B. A note shall be added to the site plan to explain how the compliance is shown on the elevations.

5. Pedestrian Circulation:

- A. The crosswalks shall comply with Section 5-3-(D)(3)(C) regarding appropriate materials for crosswalks.
- B. The crosswalk detail shall be updated accordingly.

6. Parking Calculations:

- A. The parking calculations shall be revised to incorporate the appropriate parking provision rates in the IDO.
- B. The accessible parking calculations shall be revised to include the accessible parking with the regular parking pursuant to 5-5(C)(7).
- C. The motorcycle parking calculations shall be redone and the required motorcycle parking provided pursuant to IDO 5-5(D).

7. Parking Area Design:

- A. The parking structure shall be designed using CEPTED principles as required in Section 5-5(G); see conditions from the Police Department.
- B. Loading spaces shall be shown on the site plan and compliance with the requirements in Section 5-5(H), regarding layout and design of loading areas, demonstrated.

8. Walls:

- A. The proposed, new walls shall comply with the wall design requirements in 5-7(E).
- B. A front-facing wall detail shall be provided.

- 9. Lighting:** The maximum, allowable height for light poles in the mixed-use zone districts, 20 feet pursuant to IDO 5-8-(D)(7), shall be indicated on the light pole detail.

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10. Outdoor Gathering Areas:

- A. The applicant shall provide outdoor gathering areas required in PT areas pursuant to Section 5-11(E)(3).**
- B. Calculations for the outdoor gathering areas shall be provided.**

11. Landscaping:

- A. A calculation shall be provided demonstrate compliance with the definition of Vegetative Screen, which is required pursuant to Section 5-6(E)(2)(b), in PT areas. Additional plants shall be added if the vegetative screen is less than 75% opaque, as required.**
- B. The width of the landscape buffer along Lead Ave. SE shall be clarified and meet applicable requirements, including amount of plant material.**
- C. Only female juniper shall be used (Pollen Ordinance).**
- D. Landscaping beds shall be depressed below grade.**
- E. A curb cut detail shall be provided.**
- F. Curb cuts shall be labeled and match locations on the grading and drainage plan(s).**

12. Street Trees:

- A. The applicant shall coordinate with the City Forester regarding street trees, especially along Silver Ave., including a survey of street trees, removal of dead or near-dead trees, and evaluation of the irrigation system to ensure tree health over time.**
- B. Street trees shall be replaced as necessary and comply with the IDO and the Street Tree Ordinance.**

13. Façade Design

- A. The proposed parking garage shall incorporate additional design elements to comply with Section 5-5(G)(3) and 5-5(G)(4) .**
- B. The color of the panels on the parking garage shall be specified (not earthtone).**

14. CONDITIONS FROM THE CITY ENGINEER/TRANSPORTATION:

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

The following comments need to be addressed prior to DRB:

- Please list the width and length for all existing and proposed parking spaces. If they are all the same list as typical.**

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- The ADA accessible spaces must include an access aisle. Van accessible aisles should be 8ft wide; all others should be 5ft wide.
- The ADA parking spaces should each have an accessible parking sign and must have the required language per 66-7-352.4C NMSA 1978 "Violators Are Subject to a Fine and/or Towing." Please call out detail and location of HC signs.
- The ADA access aisles shall have the words "NO PARKING" in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space so as to be close to where an adjacent vehicle's rear tire would be placed. (66-1-4.1.B NMSA 1978)
- List radii for all curves shown; for passenger vehicles, the minimum end island radius for passenger vehicles is 15 ft. Radius for delivery trucks, fire trucks, etc. is 25 ft. or larger.
- Per DPM, a 6 ft. wide ADA accessible pedestrian pathway is required from the HC parking stall access aisles to the building entrances. Please clearly show this pathway and provide details.
- Please provide a copy of approval from Solid Waste.

On the west side of Mulberry Street just south of Silver Avenue, provide sidewalk connection around power pole at the driveway access and a new 4-foot ADA pathway. Reconstruct this access prior to final plat approval or provide infrastructure list showing improvement.

15. CONDITION FROM NMDOT:

Possible Impacted NMDOT roadway(s): I-25 & Central Interchange & Oak St Department. The NMDOT is requiring the owner and engineering consultant to continue coordination with NMDOT Assistant Traffic Engineer Margaret Haynes 505-288-2086 Margaret.haynes@state.nm.us on the proposed improvements and potential offsite improvements.

16. CONDITIONS FROM HYDROLOGY:

- A. Hydrology recommends that final signoff of this Site Plan be delegated to the Development Review Board in order to identify Infrastructure requirements, project phasing, and conformance with the Flood Hazard and Drainage Control Ordinance.
- B. The grading plan included in the Site Plan is insufficient in addressing the above concerns; a more detailed plan will be required prior to DRB approval.

17. CONDITION FROM THE SOLID WASTE MANAGEMENT DIVISION:

Clearly indicate all existing refuse areas within the proposed addition areas on Site Plan (Pg. SDP 1-1) to verify continued, safe refuse truck access.

18. CONDITIONS FROM THE POLICE DEPARTMENT:

- A. Ensure adequate lighting throughout the project – exterior lighting on the Community Center and any future building(s).
- B. Ensure adequate lighting throughout the project, to include parking areas, pedestrian

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walkways, and courtyards.

- C. Ensure natural surveillance and clear lines of sight throughout the facility. Natural surveillance requires a space free from natural and physical barrier (i.e. open picket vs. solid fences). Establish a clear line of sight from the parking areas to the street and the buildings and from the buildings and street the parking areas.
- D. Limit and clearly delineate access to the property; i.e. Employee Parking, Visitor Parking, Deliveries.
- E. Clearly delineate public, semi-public, semi-private, and private space throughout the project.
- F. Install *No Trespassing* signs that cite the City Ordinance so that they are visible immediately upon entering the property.
- G. Consider installing electronic surveillance (cameras) to monitor entrance and exit points, parking areas, Central Plant and other potential high theft areas.

19. CONDITIONS FROM PNM:

- A. This project may impact electric substation capacity needs for the surrounding area. As a condition, it is necessary for the developer to contact PNM's New Service Delivery Department early in the process to coordinate electric service regarding the project to avoid potential delays in meeting in-service target dates. Contact:
Andrew Gurule, PNM Service Center
4201 Edith Boulevard NE Albuquerque, NM 87107
Phone: (505) 241-0589
- B. There is an existing overhead electric distribution line and an underground distribution line located along the north side of the alley between Silver SE and Lead SE within the area of the proposed new addition to the Central Plant. The electric lines should be indicated on Sheet SDP1-2.
- C. Any relocation, changes or realignment regarding existing electric utilities will be the developer's expense. In some cases, relocation or changes to existing facilities may not be feasible due to physical, use or safety clearance constraints. PNM will review all technical needs, issues and safety clearances for its electric systems.
- D. It is necessary for the applicant to coordinate with PNM's New Service Delivery to ensure that compliance with the National Electrical Safety Code for both horizontal and vertical clearances are met between the existing distribution line and the proposed building footprint. The customer must also ensure applicable OSHA safe working clearance requirements for employees and equipment with respect to PNM's lines are met during and after construction of the building.

For relocations of overhead and underground electrical equipment, please contact:

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

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APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **SEPTEMBER 27, 2019**. 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 14-16-6 of the IDO, Administration and Enforcement. 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 recommendation.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced application(s).

Sincerely,


for Brennon Williams
Planning Director

BW/CL

cc: Presbyterian Healthcare Services, P.O. Box 26666, ABQ, NM 87125-6666
Dekker/Perich/Sabtini (DPS), Attn: Will Gleason, 7601 Jefferson NE, Suite 100, ABQ, NM 87109
Silver Hill NA, James Montalbano, 1409 Silver Ave. SE, ABQ, NM 87106
Silver Hill NA, Jill Marley Berry, 1906 Silver Ave. SE, ABQ, NM 87106
Spruce Park NA, Peter Feibelman, 1401 Sigma Chi Rd. NE, ABQ, NM 87106
Spruce Park NA, James Tolbert, 424 Spruce St. NE, ABQ, NM 87106
Sycamore NA, Peter Schilke, 1217 Coal Ave. SE, ABQ, NM 87106
Sycamore NA, Mardon Gardelia, 411 Maple St. NE, ABQ, NM 87106
University Heights NA, Julie Kidder, 120 Vassar Dr. SE, ABQ, NM 87106
University Heights NA, Don Hancock, 105 Stanford Dr. SE, ABQ, NM 87106
Victory Hills NA, Patricia Wilson, 505 Dartmouth Dr. SE, ABQ, NM 87106
Victory Hills NA, Erin Engelbrecht, P.O. Box 40298, ABQ, NM 87196
Edo NA, Inc., Rob Dickson, P.O. Box 27439, ABQ, NM 87125
Edo NA, Inc., Vince DiGregory, P.O. Box 14616, ABQ, NM 87191
Huning Highland Historic Dist. Association, Bonnie Anderson, 321 High St. SE, ABQ, NM 87102
Huning Highland Historic Dist. Association, Ann Carson, 416, Walter St. SE, ABQ, NM 87102
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