

LA CUESTA SECTOR DEVELOPMENT PLAN

As Adopted by the City Council

February 16, 1982

REPEALED (R-17-213)

City of Albuquerque
Municipal Development Department
Planning Division

RESOLUTION 35-1982

ADOPTING THE LA CUESTA SECTOR DEVELOPMENT PLAN.

WHEREAS, the Council, the governing body of the City of Albuquerque, has authority to adopt master plans for physical development of areas within the planning and platting jurisdiction of the City, as authorized by Section 3-19-5A, New Mexico Statutes Annotated 1978, and by the City Charter, as allowed under home rule provisions of the Constitution of New Mexico; and

WHEREAS, the Council recognizes the need for sector development plans to guide the City of Albuquerque and other agencies and individuals to ensure orderly development and effective utilization of resources; and

WHEREAS, the La Cuesta Subdivision because of multiple ownership, inadequate access, and obsolete platting, requires a sector development plan to resolve land use and transportation issues; and

WHEREAS, the La Cuesta Sector Development Plan has been prepared with the assistance of property owners and residents within and adjacent to the plan area through public meetings; and

WHEREAS, the Environmental Planning Commission, in its advisory role on all matters related to planning, zoning, and environmental protection, has approved and recommended the adoption of the La Cuesta Sector Development Plan at a Public Hearing on October 15, 1981.

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

Section 1. The La Cuesta Sector Development Plan attached hereto and made a part hereof, is hereby adopted as a detailed plan consistent with and leading to implementation of the Albuquerque-Bernalillo County Comprehensive Plan. All public improvements shall be guided by the sector development plan.

Section 2. The zone map changes shown on Map 3, conditionally approved by the Environmental Planning Commission on October 15, 1981, are hereby confirmed as consistent with the La Cuesta Sector Development plan.

PASSED AND ADOPTED this 16th day of February, 1982, BY A VOTE OF 8 FOR AND 0 AGAINST.

Yes: 8

Excused: Baca

CITY OF ALBUQUERQUE

Honorable Harry E. Kinney, Mayor
Frank A. Kleinhenz, Chief Administrative Officer

City Council

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Robert M. White, Vice President
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LA CUESTA SECTOR DEVELOPMENT PLAN

The La Cuesta Sector Development Plan proposes land use and street locations within the area bounded by Juan Tabo on the west, Copper Avenue on the north, Zena Lona Street on the east, and I-40 on the south. Plan proposals will control future development of the area so that it is compatible with adjacent neighborhoods. City staff has met with property owners within the La Cuesta Subdivision and with representatives of the adjacent neighborhood. The plan reflects a compromise between the desires of major property owners and the concerns of the adjacent neighborhood. Zoning and traffic circulation (Map 3) provide for development which is compatible with adjacent single family development and is appropriate for the area's location at a freeway interchange.

Background

The La Cuesta Subdivision was platted in 1946 for single family development. The subdivision originally extended to the south and east, but almost all of that area has been replatted. Original zoning was R-1. Property adjacent to Juan Tabo was rezoned C-3 for heavy commercial uses in 1954 because of increased traffic in this area. Kirby and Algodones Streets, which provided access from Copper Avenue, were vacated between Copper and Domingo Road in 1960. Transportation improvements in the area since the original zoning include the development of Juan Tabo as a principal arterial, the construction of I-40, and the construction of the Juan Tabo interchange, scheduled for completion in early 1983.

Approximately two-thirds of the property within the La Cuesta Subdivision is now owned by the Christian Center Church and Reverend Ron McConnell, the former pastor of the church. In the early 1970's the site was selected for an interdenominational church and related mixed use development because it was almost totally undeveloped and because its location at Juan Tabo and the freeway provides visibility and access.

A master plan for the Christian Center, which encompasses a portion of the La Cuesta Subdivision, was first considered by the Environmental Planning Commission (EPC) in December 1973. Rezoning of a portion of the site from R-1 to SU-1 for a church and incidental facilities was approved at this time. The original master plan proposed a two-phase project. Phase I was to include a church sanctuary/education building, a recreation area, and parking on the eastern part of the site. Phase II was to include a retirement center, a day care center, a student center, and expansion possibilities. Phase I was approved subject to site development plan revisions and submission of a drainage plan. Phase II was approved in concept only. The church sanctuary/education building is partially completed, and a portion of

the recreation area has been developed as discussed below. An overall master plan has been developed but has not been approved.

The master plan was further modified in 1979 to add a site development plan for a gym and skating rink in the southeast corner of the site, change zoning from R-1 to SU-1 for an area not covered in the 1973 zone change, and vacate additional streets.

A site plan for a skating rink was signed, allowing the skating rink to be built. The adjacent neighborhood feels that the skating rink is contrary to the intent of the Christian Center Master Plan because it is a privately-owned, profit-making venture with virtually no relationship to the Christian Center Church. It has been the source of neighborhood complaints because of its hours of operation and the traffic it generates. Public opposition to the skating rink was the impetus for a zoning code text amendment redefining facilities incidental to a church.

The problems surrounding the development of the skating rink resulted in an EPC and City Council request for a neighborhood plan for the area. However, the concerns of area residents relate directly to the future development of La Cuesta Subdivision rather than to problems within the existing neighborhoods. The La Cuesta neighborhood, which is located immediately east of the La Cuesta Subdivision, is a single-family residential area. It is adequately served by public facilities, shopping facilities and transit. Apache Elementary School and Lauren C. Bolles Park are located within its boundaries. A neighborhood plan is not needed for the entire area.

Major concerns of the adjacent neighborhood are that future development of the La Cuesta Subdivision will be detrimental to their area. The issue of traffic control in the neighborhood will be addressed independently and is not discussed in this plan. This plan addresses land use and transportation issues within the La Cuesta Subdivision. The intent of this plan is to insure that development of the area does not have a negative impact on adjacent neighborhoods and that traffic generated by development in the La Cuesta Subdivision does not effect the neighborhood to the east.

There are three families who live and own homes within the proposed Christian Center development. To the extent possible, this Sector Plan addresses their needs and relationship to future development.

Major property owners in the La Cuesta Subdivision have been required by the City to provide paved access to the skating rink. The property owners involved have proposed to realign streets in the subdivision to accomplish this. The area should be replatted to indicate new streets. This sector development plan is being prepared to define street locations and allowable land uses before replatting of the area occurs.

The following assumptions guided the development of this sector plan:

1. Parcels of the La Cuesta Subdivision area are intended to be sold to individual owners for development consistent with the overall Christian Center Master Plan, which has not been approved by the EPC.
2. After parcels are sold, the Christian Center Church will have no control over their use. The City will control land use through policies adopted in this Sector Development Plan.
3. Because of the freeway interchange and increased traffic in the area since it was first platted, more intense land uses than single-family residential are appropriate. However, development of the area should not negatively impact adjacent neighborhoods.

Land Use

Existing land use in the plan area is shown in Map 1. Property owned by either the Christian Center Church or Reverend McConnell is shown in Map 2. All other properties are owned by individuals and are developed or being developed.

Because of its location adjacent to the I-40/Juan Tabo interchange, a mixed-use development is appropriate. The impact of the freeway interchange makes low density residential uses undesirable. Because all access to the area will be from Copper when the Juan Tabo interchange is completed, uses which generate a large volume of traffic are not appropriate. To insure compatibility of mixed uses and to require site plan approval for all new development, SU-1 zoning with specified uses is adopted for as much of the plan area as possible.

All property zoned SU-1, property owned or controlled by Reverend McConnell or the Christian Center Church, vacated streets, and two parcels surrounded by McConnell's property are zoned SU-1 for a Planned Unit Development, which includes the following uses as specified on Map 3:

Church, including incidental recreational and educational uses

Skating rink

Office (O-1 uses)

Parking

Planned Residential Development

Retirement Apartments (20 DU/Acre)

Townhouses (12 DU/Acre)

Townhouses (10 DU/Acre)

The land use plan provides that uses which would generate traffic be located adjacent to the freeway and along Paisano Street. The office uses

are compatible with both freeway frontage and the traffic generated by the skating rink.

A church and incidental facilities are specified for the property which includes the Christian Center Church and its proposed expansion. A parking area which will serve the church is provided southwest of the church.

The existing house west of the church (Tract C-1, Block B, La Cuesta Subdivision) will continue to be specified as single family uses. A future rezoning of this lot is possible if the City can insure compatibility with surrounding development.

Retirement apartments with a maximum allowable density of 20 DU/acre are specified in the center of the area south of Zia Road. This intensity of residential development is consistent with existing residential development to the north. Retirement apartments will not generate traffic detrimental to the neighborhood. Shopping areas north of Copper and the church are available to serve elderly residents.

Townhouses (12 DU/acre) are specified for six lots in the area between Copper Avenue and Zia Road which are too small for well-planned multi-family development.

Townhouse development (10 DU/acre) is specified for property which fronts on Zena Lona. Lower density is appropriate here because of the single-family residential development across the street. This development would buffer existing houses from the skating rink, would be compatible with existing development, and would not generate excessive traffic. Access could be limited to two or three driveways with rear parking and/or garages to provide a buffer from the skating rink.

The following requirements apply to the entire SU-1 zone:

1. Building height is limited to 26 feet to insure that new development is compatible with existing residential development.
2. No site development plans or landscaping plans shall be approved in the SU-1 area until replatting and trading of right-of-way has been accomplished which is consistent with the sector development plan and the ownership boundaries which now exist.
3. Buffer landscaping shall be provided as per Section 40.J of the Comprehensive City Zoning Code between residential and non-residential uses. (See Map 4)
4. Review of site development plans to accommodate alterations of existing houses is delegated to the Planning Director, provided that such plans continue the use of the properties only as houses.
5. Any other site development plan amendment shall be reviewed by the Environmental Planning Commission.

6. In considering new development in areas not now covered by a site development plan, the Environmental Planning Commission will consider plans only if they cover all of the contiguous use area reflected in this plan (e.g. all of the office area not separated by Domingo Road), and the site plans must demonstrate its relationship to adjacent land use areas.

Commercial property on Juan Tabo and Copper is currently zoned C-3. This heavy commercial zone is inappropriate because residential areas are located nearby and because access from this area to Juan Tabo will be eliminated after the interchange is constructed. A portion of the property is currently developed with a restaurant and a warehouse/commercial building. Zoning on these parcels is changed to C-2 for community commercial uses.

The existing R-2 zoning is appropriate for the lots on the corner of Copper and Paisano, as is the R-T zoning at the northeast corner of Paisano and Zia.

Transportation Improvements

A number of criteria were considered in recommending street locations within the La Cuesta Subdivision which were intended to minimize total road area and control the flow of commercial traffic while providing adequate access to the interior of the area. These criteria were as follows:

1. Provide paved access to the skating rink.
2. Minimize traffic impact on the residential neighborhood to the east of the plan area.
3. Provide adequate emergency access to the interior of the plan area.
4. Provide paved access to existing houses in the plan area.
5. Limit commercial traffic to a single street to minimize its impact on existing residences within the plan area.
6. Provide paved access to church parking.

Street rights-of-way in the eastern half of the La Cuesta Subdivision have been vacated. To avoid rededicating street rights-of-way, the property owners have proposed that access into this area be via private streets. Maintenance of private streets is a potential problem if adjacent land is owned by a number of individuals. Streets which serve the entire area should be public streets because of diverse ownership of property in the area. Private streets may be appropriate if they primarily serve one property owner and if maintenance can be assured.

Transportation improvements are shown in Map 3. This configuration provides public access to all property in the area via Zia Road and Paisano Street. Zia Road should have 50 feet of right-of-way and 32 feet of paving.

Paisano (which provides access to the skating rink) should have 60 feet of right-of-way, except where it abuts the right-of-way of the I-40 interchange 54 feet is sufficient. There should be 40 feet of street paving on Paisano because of the amount of traffic it is expected to carry. Sidewalks along all these streets will be standard as per the Sidewalk Ordinance, except on Paisano Street where it abuts the interchange there should be a single six-foot sidewalk on the east side, and the City Planner may approve continuation of this sidewalk pattern southeastward to the end of the street.

A private street provides access along the Domingo alignment to a private residence and to the Christian Center Church parking lot. This private street is acceptable subject to private agreements for access easements, paving and maintenance responsibilities, which are satisfactory to the Transportation Department Director. The private street should be constructed according to City standards for residential streets with 24-foot of paving with curbs. A four-foot sidewalk should be placed on the north side of the street concurrent to or simultaneously with the construction of the adjacent lots. A 40-foot private way should be shown on the subdivision plat. This is the minimum acceptable right-of-way should this street ever be dedicated to the City.

No subdivision plat or site development plan shall be approved until adequate agreements and guarantees have been filed to insure timely paving of streets.

A locked or barricaded emergency easement is provided between Zia Rd. and Domingo Rd. This easement must be shown as an 18-foot emergency vehicle access way on the replat of La Cuesta Subdivision.

A barricade is specified to prevent traffic flow between the church and the skating rink parking lots. A barricade at this point will minimize "cruising" through the area by skating rink patrons.

Details of this street system shall be approved by the Traffic Engineer prior to replatting.

Pedestrian circulation should be considered in the overall development of this area. The vacated right-of-way of Domingo Road is an appropriate location for an east-west pedestrian link between the neighborhood to the east and the commercial development on Juan Tabo (See Map 4). This would also provide a link between the church and future development in the area.

Design Concerns

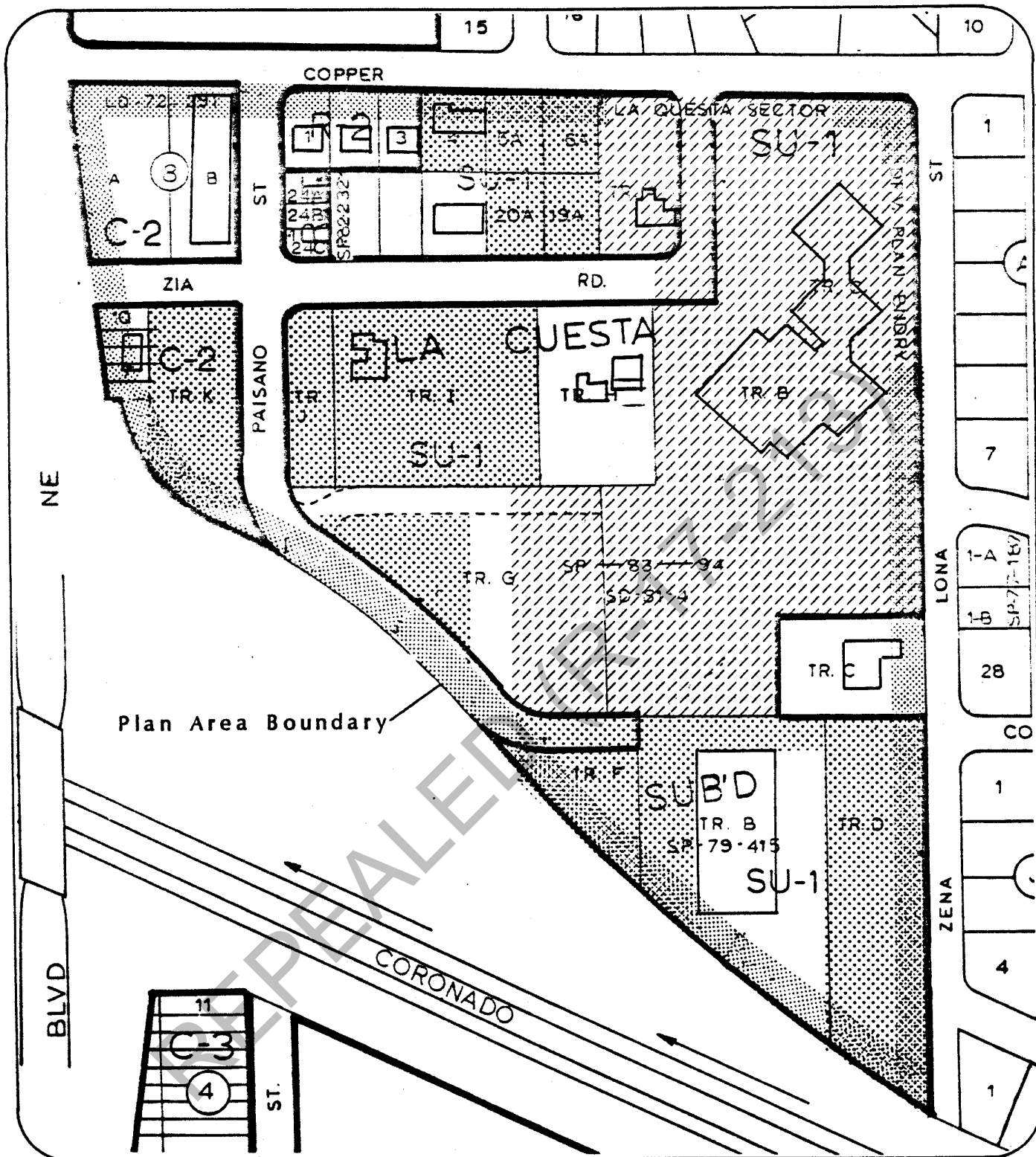
In addition to land use and traffic circulation, landscaping, views and pedestrian circulation should be considered in the review of site plans for development in this area.

Landscaped buffering should be used to separate residential and non-residential uses. The requirements of Section 40.C of the Comprehensive City Zoning Code can be used as a general guide.

Views of the mountains and the valley were cited as important considerations in the original Christian Center Master Plan concept. The Church's main entrance overlooks the valley. As shown on Map 4, the primary view from this entrance is to the southwest. Open space, parking, and low buildings should be oriented so that this view is preserved.

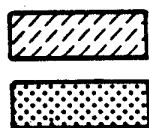
Design details for each site, including landscaping and orientation to the entire development will be reviewed as development in the area occurs.

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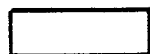
LA CUESTA Sector Development Plan

Property Ownership
Map 2
1-200

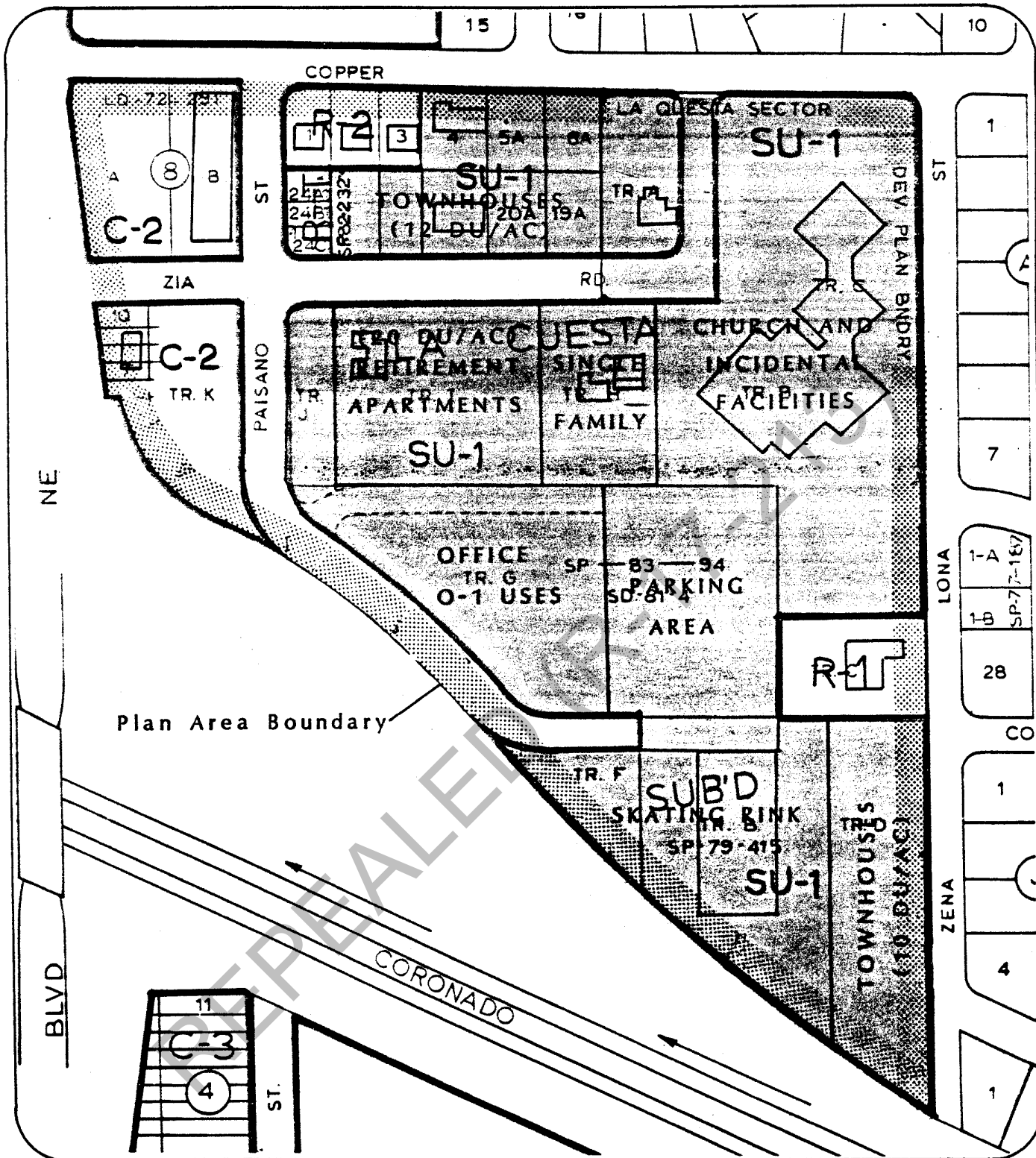


Church Property

McConnell Property



Other Owners



LA CUESTA

Sector Development Plan



Proposed Zoning

Map 3

1-200



(Special Use Zone)

R-T

Townhouses

C-2

Community Commercial

R-1

Single Family

R-2

Low Density Apartments

