

PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
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OFFICIAL NOTIFICATION OF DECISION

March 21, 2024

Louisiana Hotel
Corporation
433 California St. 7 Floor
San Francisco CA,
94104-2016

Project # PR-2024-009945
SI-2024-00204 - Site Plan- EPC, Major Amendment

LEGAL DESCRIPTION:

Modulus Architects & Land Use Planning, Inc., agent for Louisiana Hotel Corporation, requests a site plan-EPC Major Amendment, for all or a portion of Parcel 1-A Summary Replat, Comprising a Replat of Portions of Parcels 1 & 2, Broad Acres Subdivision, excluding a Westerly Portion out to the Right of Way and the Eastern 50 feet of Lot 1, all of Lots 2 & 3, and the Western 10 feet of Lot 4, Block 1, Broad Acres Subdivision, excluding Portions out to the Right of Way, located at 2600 Louisiana Blvd NE on the northeast corner of the Menaul Blvd. NE and Louisiana Blvd. NE intersection, approximately 7 acres (H-18-Z & H-19-Z)
Staff Planner: Catherine Heyne

On March 21, 2024, the Environmental Planning Commission (EPC) voted to forward a recommendation of APPROVAL to the City Council for Project # PR-2024-009945 SI-2024-00204 - Site Plan- EPC, Major Amendment, based on the following Findings and subject to the following Conditions for recommendation of Approval:

FINDINGS:

1. The request is for a Site Plan-EPC, Major Amendment for a property legally described as all or a portion of Parcel 1-A Summary Replat Comprising a Replat of Portions of Parcels 1 & 2, Broad Acres Subdivision, excluding a Westerly Portion out to the Right of Way and the Eastern 50 feet of Lot 1, all of Lots 2 & 3, and the Western 10 feet of Lot 4, Block 1, Broad Acres Subdivision, excluding Portions out to the Right of Way, located at 2600 Louisiana Blvd NE at the NE corner of Menaul Blvd NE and Louisiana Blvd NE intersection, approximately 7.0 acres (the "subject site").
2. The applicant requests the EPC to 1) remove the easternmost 3.0 acres of the subject site from the controlling Site Development Plan (Z-72-231) and 2) update the parking and landscaping provided on the western portion of the site pursuant to the IDO MX-M zone district due to the removal of the existing parking and landscaping on the eastern portion of the site. The eastern portion of the site being removed would then be controlled by the IDO and subject to IDO processes and regulations

under the MX-M zone district. The process for future Site Plans would be determined at the time of application pursuant to IDO requirements.

3. The future replat will be reviewed by the DFT/DHO. The location of the lot line will be required to match the location of the lot line of this major amendment request.
4. The EPC is hearing this case pursuant to IDO Section 14-16-6-4(Z) Amendments of Pre-IDO Approvals. Major amendments shall be reviewed by the decision-making body that issued the permit or approval being amended, following the procedures for the most closely equivalent decision in Part 14-16-6 (Administration and Enforcement). The amendment exceeds the thresholds found in IDO Table 6-4-4: Allowable Minor Amendments, therefore it is classified as a Major Amendment pursuant to IDO section 14-16-6-4(Z)(1)(b).
5. The subject site is located in an Area of Change within the Uptown Urban Center on the northeast corner of the intersection of Louisiana Blvd and Menaul Blvd within 660 ft of the Louisiana Major Transit Corridor and Menaul Blvd Multi-Modal Corridor, as designated by the Comprehensive Plan. It is within the Mid Heights Community Planning Area (CPA).
6. The subject site is zoned MX-M (Mixed-Use – Medium Intensity), a zoning designation received upon adoption of the IDO made effective May 2018. The subject site was previously zoned SU-3 for MU-UPT Buffer Zone. SU-3 was a Special Center Zone that allowed a variety of uses controlled by a plan which tailors development to an Urban Center.
7. The Albuquerque/Bernalillo County Comprehensive Plan and the Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.
8. The request is consistent with the following Comprehensive Policy regarding land use and development patterns from Chapter 4- Community Identity.
 - 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 approximate 3.0-acre subject site to be removed from the controlling Site Development Plan, is currently a parking lot that includes an enclosed PNM transformer. The original design standards for the subject site were put in place to follow the now-repealed Uptown Sector Development Plan amended through December 2013, which is pre-IDO. The request to amend the subject site from the controlling Site Development Plan would remove the current design and sign standards from that parcel. If approved, the site would be subject to IDO and Development Process Manual (DPM) requirements under the current MX-M Zone District. This would facilitate new development enduring the appropriate character and location of development, mix of uses, and character of building design so that the adjacent residential neighborhood is not adversely affected.

9. The request is consistent with the following Goals and Policies from Comprehensive Plan Chapter 5- Land Use:
 - A. Goal 5.1- Centers & Corridors: Grow as a community of strong Centers connected by a multi-modal network of Corridors.

The subject site is located within the Uptown Urban Center and along the Louisiana Blvd Major Transit and Menaul Blvd Multi-modal Corridors. The request could reinforce and facilitate

higher-density and intensity of use under the MX-M zone district that is more in-line with an Urban Center serviced by Major Transit and Multi-modal Corridors and supporting transportation network. The request could also enhance the existing mixed-use character of the area while providing additional services easily accessible to adjacent residential neighborhoods.

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

The request could facilitate future development of the MX-M zoned subject site, which would allow a variety of uses conveniently accessible from surrounding neighborhoods. Namely, the subject site is conveniently accessible by nearby residential neighborhoods as well as general the general public through the existing transit networks. The request could generally encourage a more productive use since the subject site currently sits as an underutilized parking lot. Future development at the subject site would also be held to the IDO's more stringent design standards that promote healthy, sustainable, and distinct communities.

- C. *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.

The request would promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good by using existing infrastructure and public facilities. Future development would also generally promote efficient development patterns by encouraging infill development under MX-M zoning within an Area of Change where more intense development is desired.

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

The request could support additional growth through infill development. The subject site is located in an area with existing infrastructure and public facilities with surrounding properties already developed with a mix of uses, that would support infill development. The current status of the subject site is to only allow for parking, which severely limits development.

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

The subject site is located in an Area of Change and in the Uptown Urban Center, where growth is expected and desired. The request would help facilitate and encourage future development under the MX-M zone district as regulated by the IDO, which could encourage and direct mixed uses of medium-density growth as well as ensure development reinforces the character and intensity of adjacent areas.

- 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 subject site is located in an Area of Change within the Uptown Urban Center and is at the crossroads of two designated Corridors (Louisiana Major Transit and Menaul Blvd Multi-modal

Corridors); areas that have been identified as appropriate areas for growth. Areas of Change allow for a mix of uses and development of higher density and intensity that can be supported by multi-modal transportation. Since the subject site being removed from the Site Development Plan is currently limited to a parking use only, the request could encourage new development intensity and increase employment opportunities where change is encouraged.

- G. Sub-policy 5.6.2(h): Encourage development in areas with a highly connected street grid and frequent transit service.

The subject site is located in an area with a highly connected street system and frequent bus transit service. By vehicle, the site is accessible from Louisiana Blvd, Menaul Blvd, Chama St, and Phoenix Ave. The designated Louisiana Blvd Major Transit Corridor crosses north-south along the western edge of the property controlled by the Site Development Plan, and is regularly served by ABQ Ride Route 157. ABQ Ride Route 8 runs east-west along the Menaul Blvd Multi-Modal Corridor, passing the subject site area to the south. Route 8 operates seven days a week. The Uptown Transit Center is located around 0.5 mi to the south-southwest and is the end of the line for the Albuquerque Rapid Transit 766 route, one of the most highly utilized bus routes. Commuter Routes 6, 8, 12, 34 can also be accessed from this point. Residents to the north of the subject site could also access this area readily on foot or bicycle.

10. The request is generally consistent with the following Policy from Comprehensive Plan Chapter 8-Economic Development:

- A. Policy 8.1.2- Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

Although the request does not include future development plans for the subject site, the request could facilitate future development efforts of the subject site that would generally foster a more robust, resilient, and diverse economy by creating an opportunity for development on a parcel now designated as parking. Also, the request will result in the subject site being controlled by the IDO that could improve quality of life for new and existing residents. The subject site would not be tied to specific uses, but a variety that would attract a variety of businesses and talent. This will allow the subject site to be developed in accordance with the most up-to-date IDO policies and standards for MX-M zoning, which would be generally consistent with the character of the existing area. Additionally, new development efforts could improve the quality of life for area residents by expanding work, live, and shop opportunities.

11. The request meets the Site Plan-EPC Review & Decision Criteria in IDO Section 14-16-6-6(I)(3) as follows:

- A. 6-6(I)(3)(a) The Site Plan is consistent with the ABC Comp Plan, as amended.

As demonstrated by the policy analysis of the proposed major amendments to controlling site development plan, the request is generally consistent with applicable Comprehensive Plan Goals and Policies.

- B. 6-6(I)(3)(b) The Site Plan is consistent with any applicable terms and conditions in any previously approved NR-SU or PD zoning covering the property and any related development agreements and/or regulations.

The subject site is zoned MX-M with no previously approved NR-SU or PD zoning covering the property and any related development agreements and/or regulations. Accordingly, the above criterion does not apply.

- C. 6-6(I)(3)(c) The Site Plan complies with all applicable provisions of this IDO, the DPM, other adopted City regulations, and any terms and conditions specifically applied to development of the property in a prior permit or approval affecting the property.

The request is for a Major Amendment to the controlling Site Development Plan. The subject site would then be controlled by the IDO rather than the Controlling Site Plan and would be required to comply with all applicable provisions of the IDO and DPM standards.

- D. 6-6(I)(3)(d) The City's existing infrastructure and public improvements, including but not limited to its street, trail, drainage, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the extent practicable.

The subject site is already served by existing infrastructure and public facilities. Any future capacity needs would be addressed through the Development Facilitation Team (DFT) and/or building permit process.

- E. 6-6(I)(3)(e) The application mitigates any significant adverse impacts on the project site and the surrounding area to the maximum extent practicable.

The request would abandon the controlling Site Development Plan and any future development on the subject site will be required to comply with all development standards within the IDO, including parking, buffering, landscaping, and neighborhood edges requirements, which should mitigate any significant adverse impacts. The neighborhood edges (14-16-5-9) requirement will be especially important as it is intended to preserve the residential neighborhood character of established low-density residential development in any Residential zone district on lots adjacent to any Mixed-use or Non-residential zone district. This will ensure that any development on the subject site so that a proposed development will not burden the surrounding single-family residential lots.

- F. 6-6(I)(3)(f) If the subject property is within an approved Master Development Plan, the Site Plan meets any relevant standards in the Master Development Plan in addition to any standards applicable in the zone district the subject property is in.

The subject property is not within an approved Master Development Plan; therefore, the above criterion does not apply.

- G. 6-6(I)(3)(g) If a cumulative impact analysis is required in the Railroad and Spur Small Area pursuant to Subsections 14-16-5-2(E) (Cumulative Impacts) and 14-16-6-4(H) (Cumulative Impacts Analysis Requirements), the Site Plan incorporates mitigation for all identified cumulative impacts. The proposed development will not create material adverse impacts on water quality or other land in the surrounding area through increases in traffic congestion, parking congestion, noise, vibration, light spillover, or other nuisances without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.

The subject property is not within the Railroad and Spur Small Area and no cumulative Impacts Analysis is required; therefore, the above criterion does not apply.

12. The affected, registered neighborhood organizations are the ABQ-Park NA and the Classic Uptown NA, which were notified as required. Property owners within 100 feet of the subject site were also notified as required.
13. As of this writing, Staff has not been contacted and is unaware of any opposition.

CONDITIONS OF APPROVAL:

1. The applicant shall meet with the Staff planner prior to applying to Site Plan-Administrative process or the DHO to ensure that the conditions of approval are addressed.
2. **CONDITIONS FROM SOLID WASTE:**
Upon future replat/site plan the applicant shall provide an easement agreement for the existing trash compactor. An easement agreement shall be recorded in the county records, shall run with the land, and is binding upon and inures to the benefit of all subsequent owners of these properties or portions thereof, and may only be terminated if the parties to the easement obtain written approval from the City of Albuquerque's Solid Waste Department for alternate solid waste access and refuse collection. This easement agreement will be required when the scaled site plan is submitted to hgallegos@cabq.gov for review.
3. The Site Data Table on the Major Amendment Sheet shall include a note clarifying that the updated parking and landscaping calculations are pursuant to the IDO under the MX-M zone district.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **April 5, 2024**. 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 14-16-6-4(V) of the Integrated Development Ordinance (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 an EPC Recommendation to the City Council since this is not a final 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 of approval have been met. Successful applicants are reminded that other regulations of the IDO must be complied with, even after approval of the referenced application(s).

Sincerely,

for Alan M. Varela,
Planning Director

AV/CH/MJ

cc:

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