



**Environmental
Planning
Commission**

Staff Report

Agenda Number:4
Project #: PR-2020-004086
Case #: SI-2020-00690
Hearing Date: September 10, 2020

Agent	Consensus Planning, Inc.
Applicant	Titan Property Management, LCC
Request	Site Plan – EPC and Variance - EPC
Legal Description	Tract 1 The Foothills
Location	Tennyson Street NE (E-22)
Size	16.05 acres
Existing Zoning	R-MH

Staff Recommendation

APPROVAL of SI-2020-00690, PR-2020-004086, based on the Findings 1-19 beginning on Page 30 and Conditions on Page 35.

Staff Planner

Leslie Naji, Senior Planner

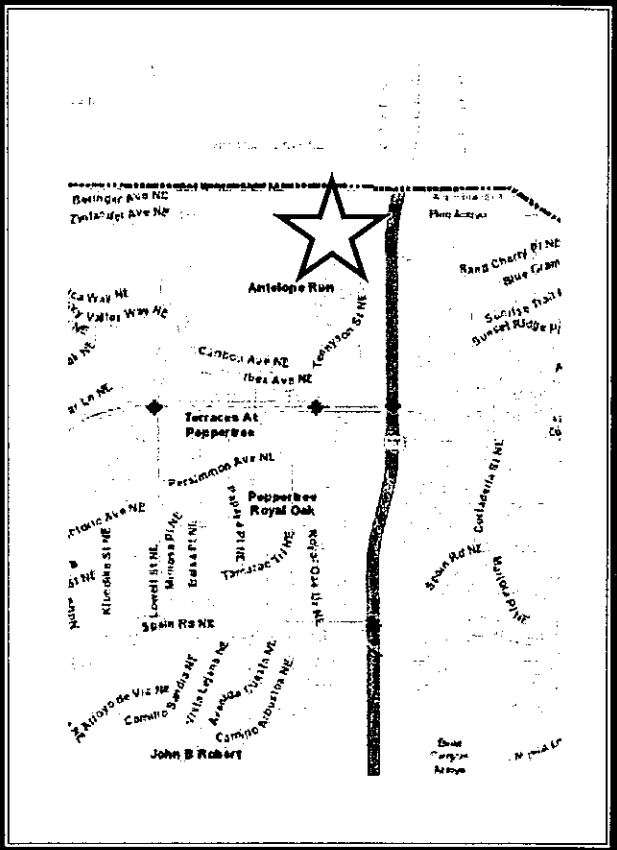
Summary of Analysis

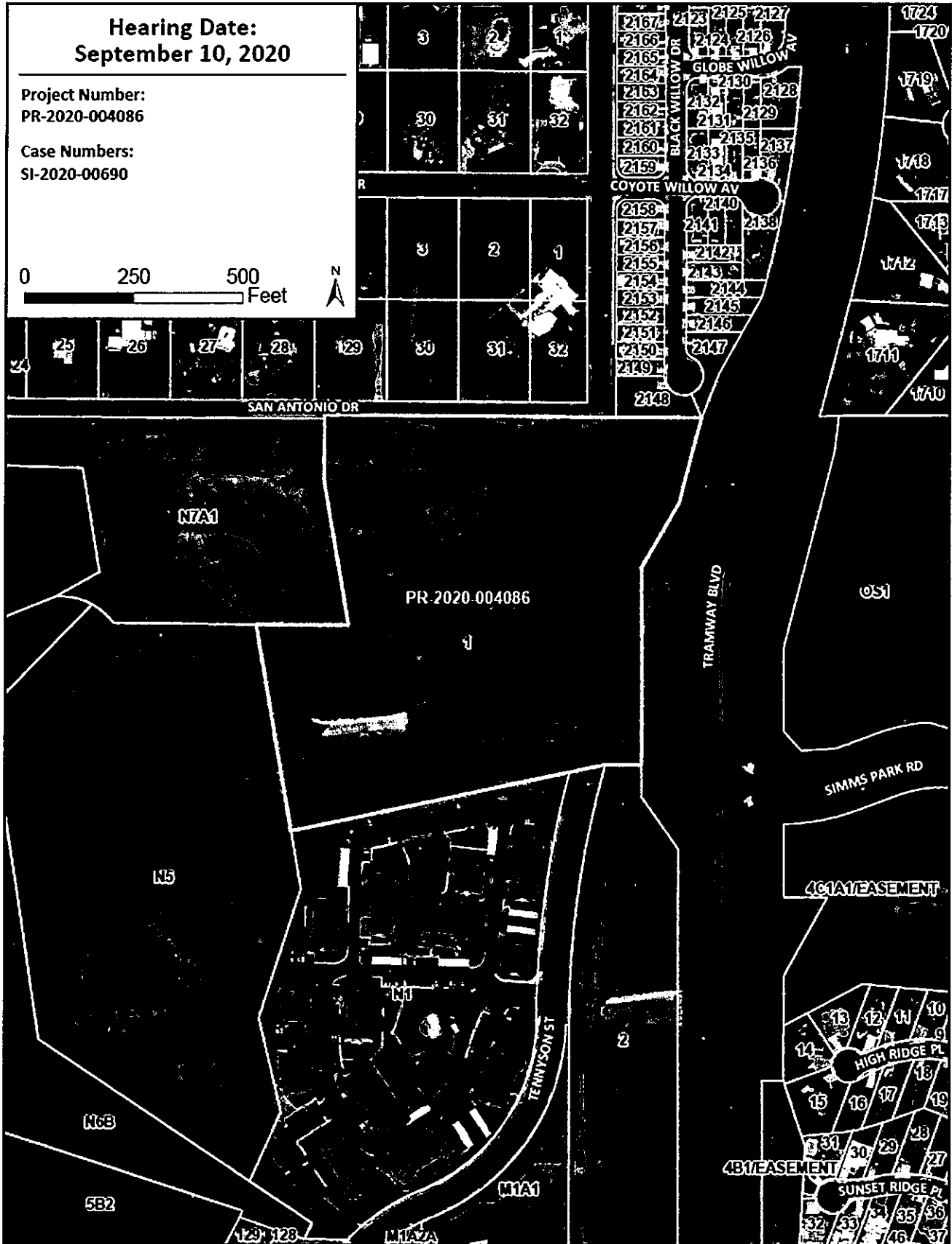
The request is for a Site Plan approval for an approximately 16.1-acre vacant site, consisting of the north end of Tennyson St. north of Academy and west of Tramway Blvd. in the northeast highlands of the City. The lot is zoned R-MH (Residential Multi-Family High).

The subject site is in an Area of Consistency, as designated by the Comprehensive Plan. The site plan requires EPC approval as it is over 5 acres and adjacent to Major Public Open Space.

The applicant requests a site plan approval for a 281-unit multi-family project. Part of this request is a variance of 10-feet to the 15- foot front setback and a variance to the 20-foot landscaped buffer required for properties adjacent to MPOS. The justification for the request, to provide housing options in the area is appropriate. The request for variances is justified

The affected neighborhood organization is the District 8 Coalition of Neighborhood Associations, North Albuquerque Acres Community Association, and Antelope Run NA which were notified as required. Property owners within 100 feet of the subject site were also notified as required. A facilitated meeting was held on July 29th. Staff has not been contacted. There is no known opposition. Staff recommends approval.





STAFF REPORT

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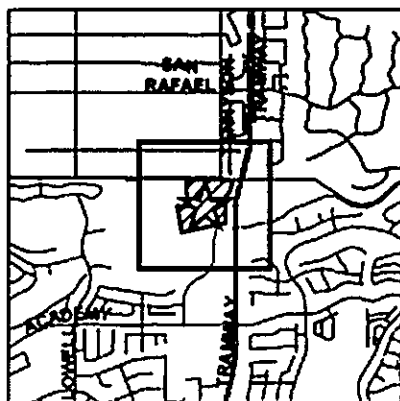
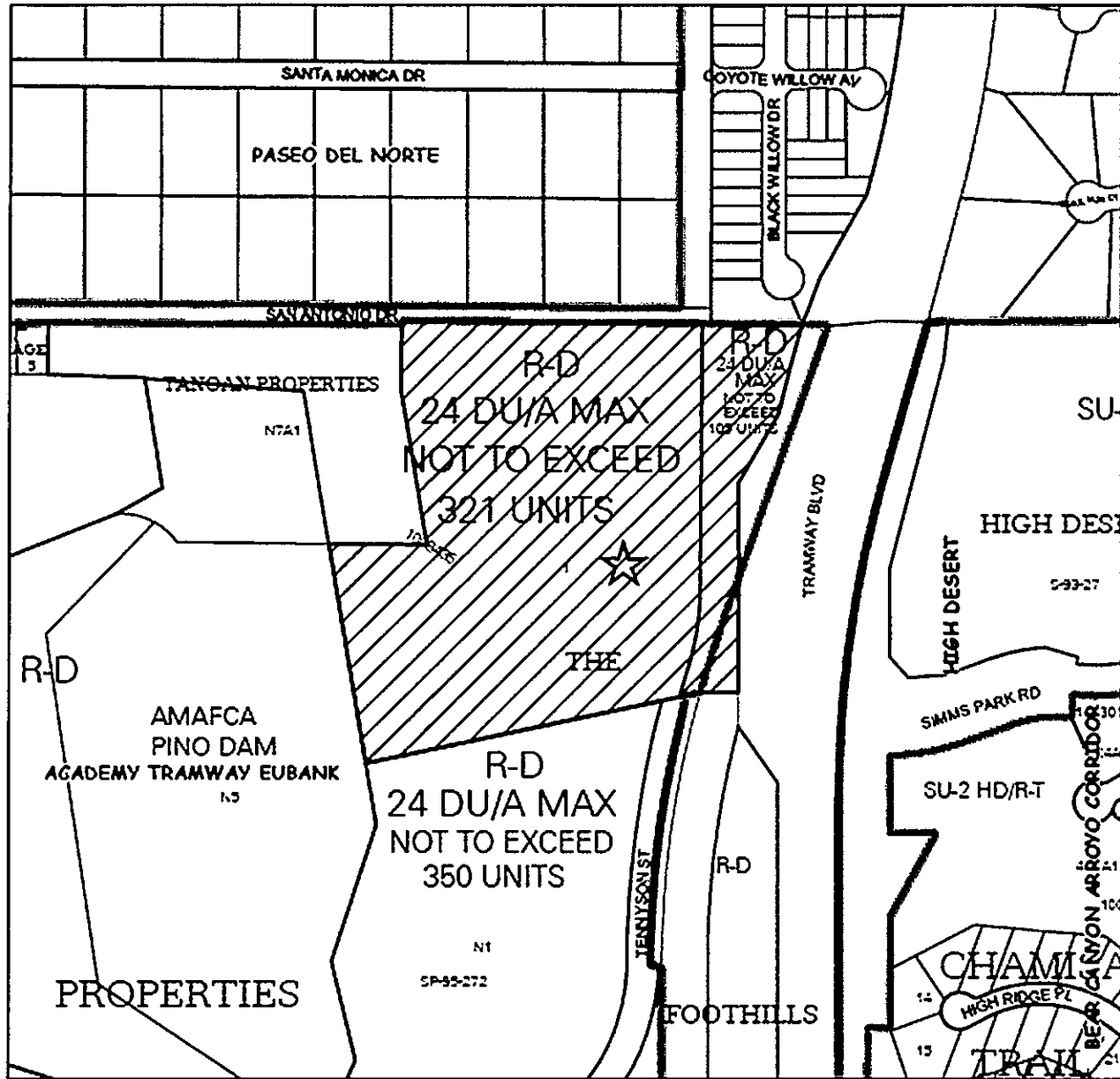
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OLD ZONING MAP

Note: Gray shading indicates County.

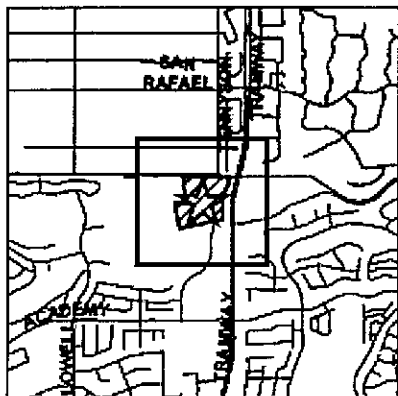
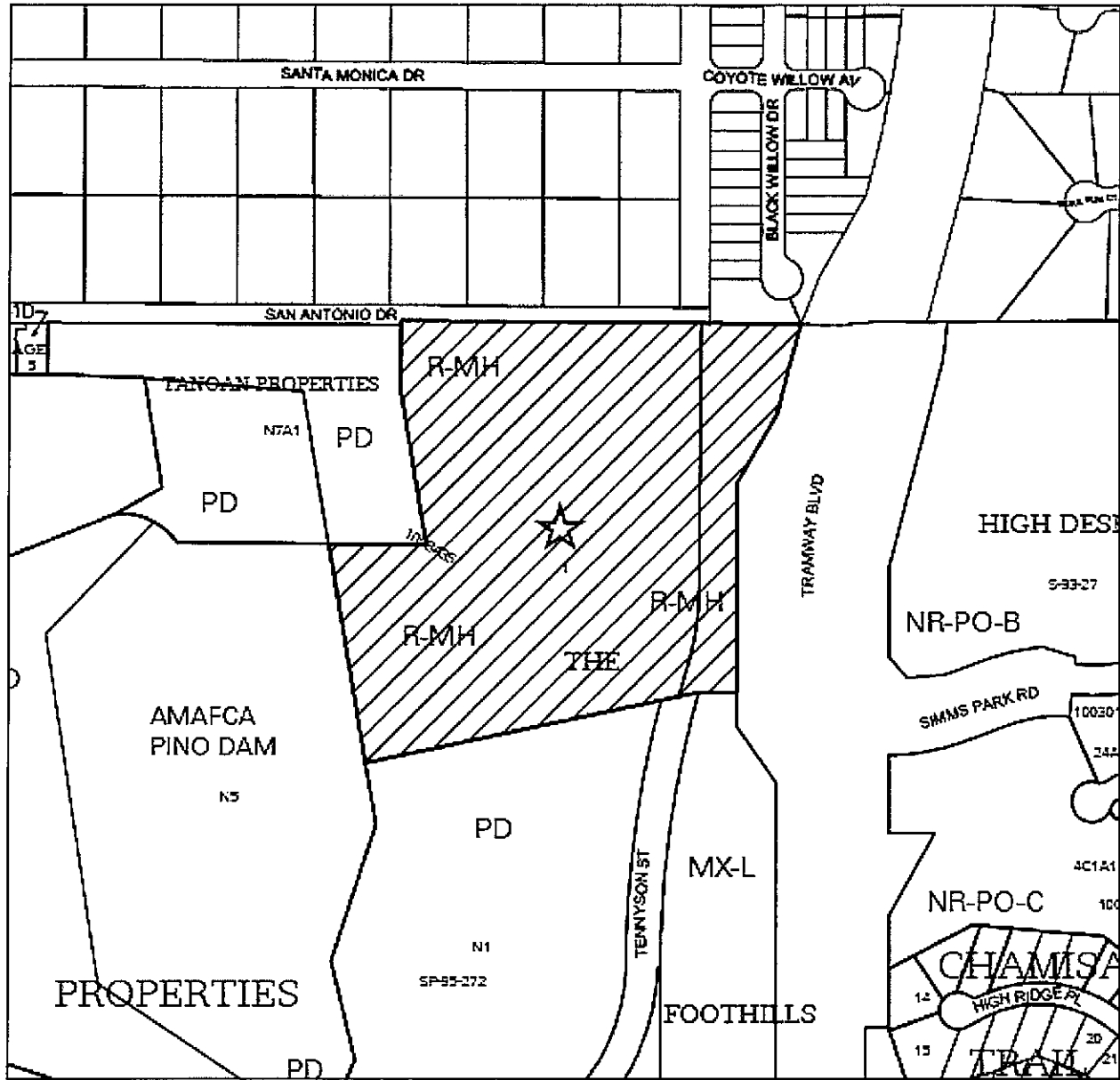
1 inch = 300 feet

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IDO ZONING MAP

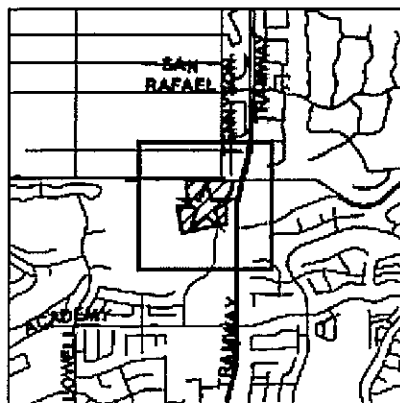
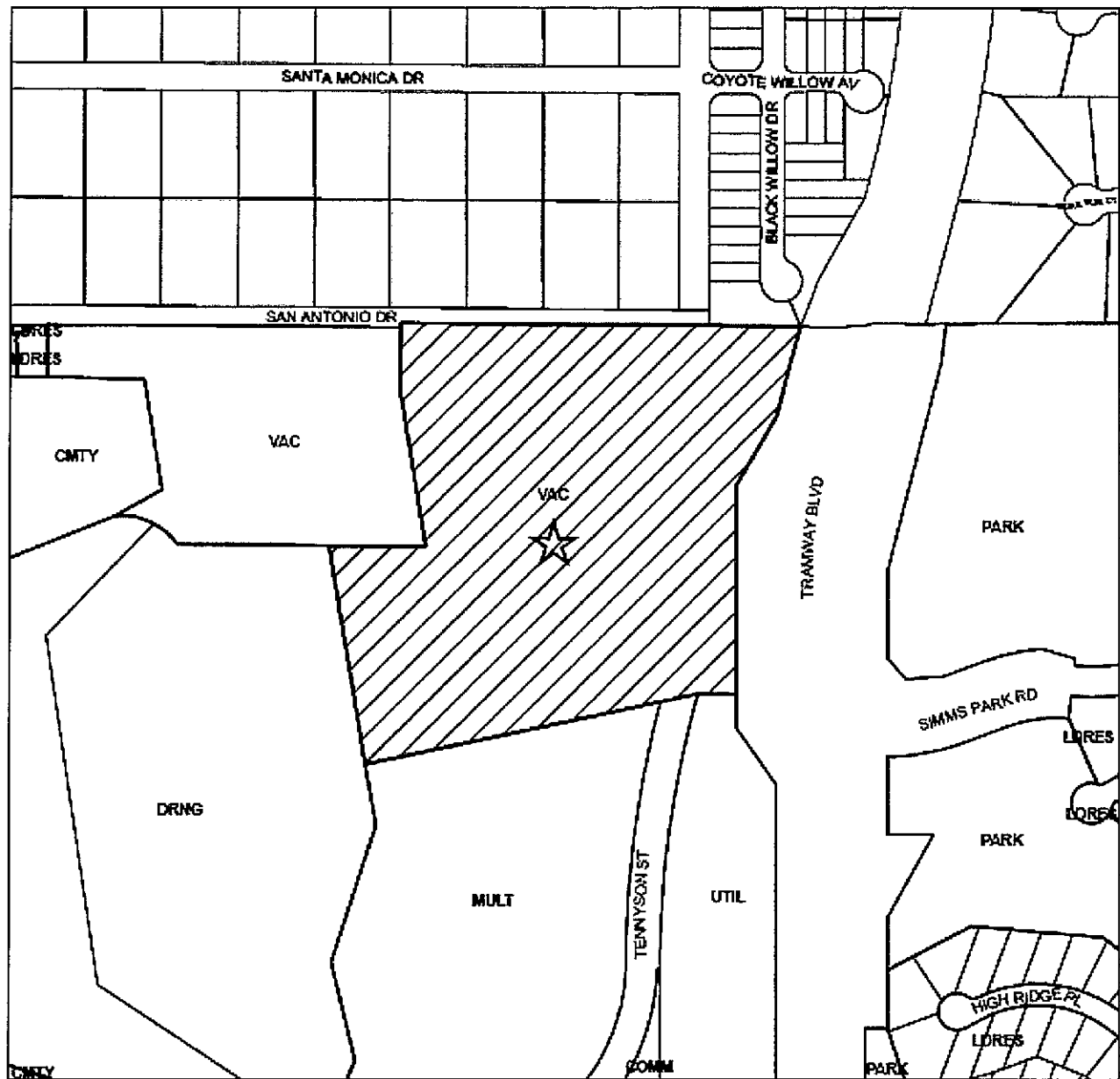
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1 inch = 300 feet

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LAND USE MAP

Note: Gray shading
 indicates County.

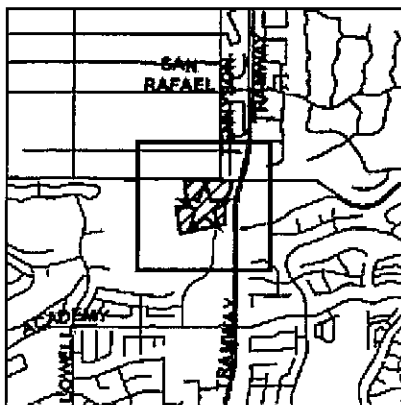
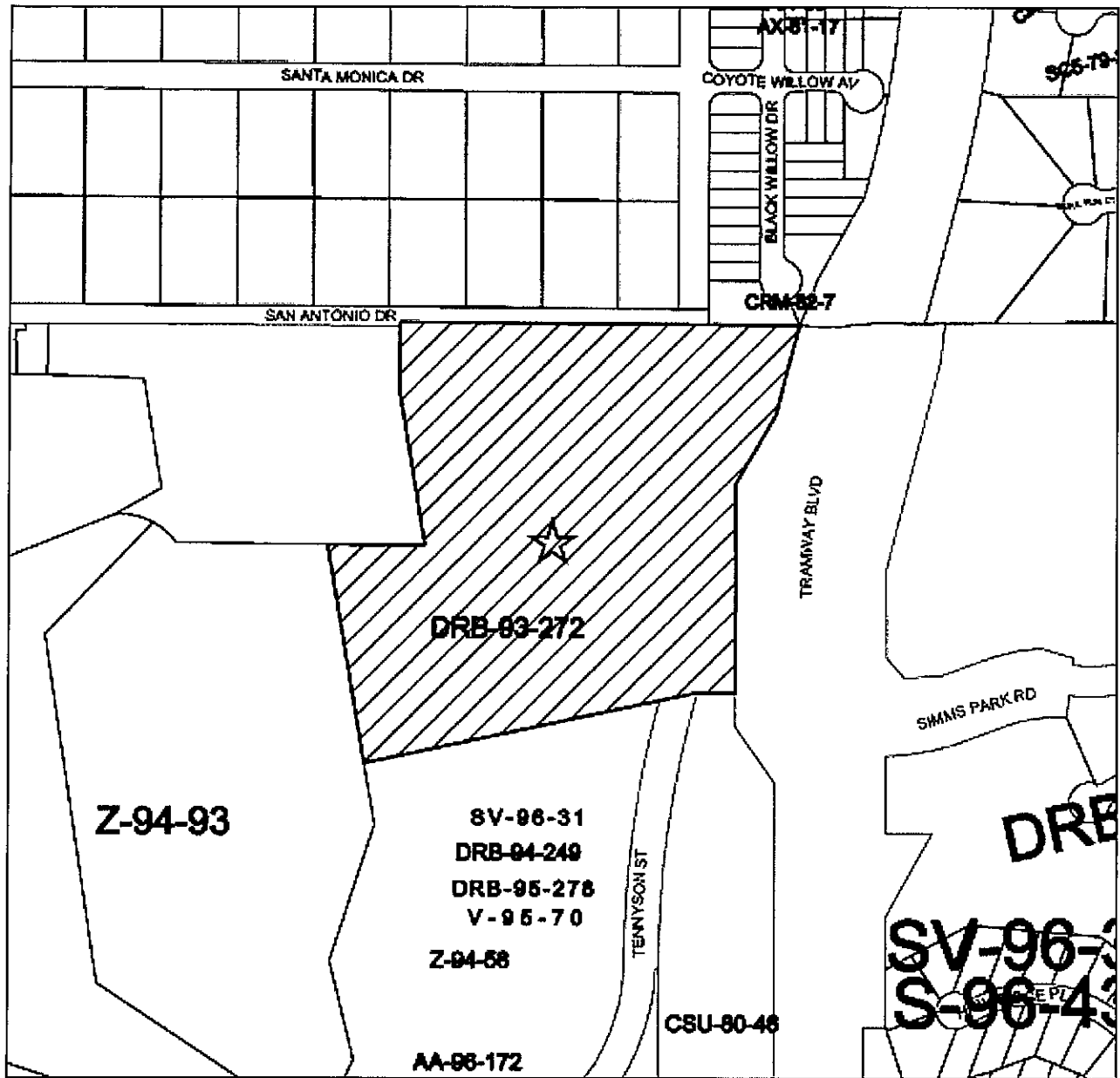
Key to Land Use Abbreviations	APRT Airport
LDREB Low-density Residential	TRANS Transportation
MULT Multi-family	AGRI Agriculture
COMM Commercial Retail	PARK Parks and Open Space
CMSV Commercial Services	DRNG Drainage
OFC Office	VAC Vacant
IND Industrial	UTIL Utilities
INBMED Institutional / Medical	CMTY Community
ED Educational	KAFB Kirtland Air Force Base



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HISTORY MAP

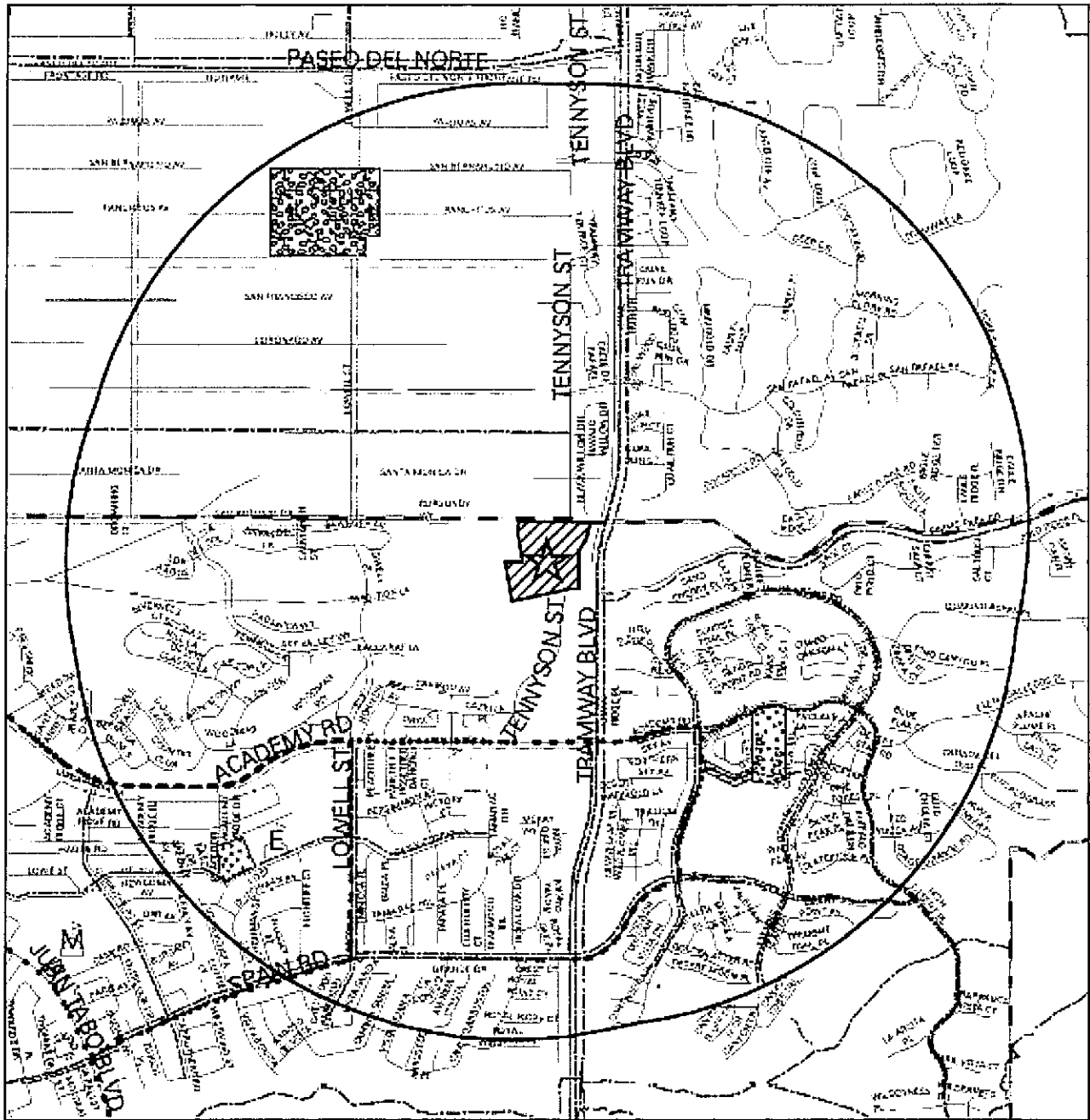
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1 inch = 300 feet

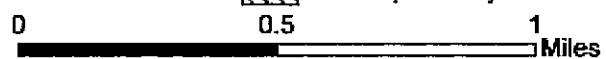
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Public Facilities Map with One-Mile Buffer

- | | | | |
|----------------------|-------------|--------------------------|-----------------------------|
| Community Center | Fire | Public School | Landfill designated by EHD |
| Multi-Service Center | Police | Proposed Bike Facilities | Landfill Buffer (1000-feet) |
| Senior Center | Sheriff | ABQ Bike Facilities | Developed City Park |
| Library | Solid Waste | ABQ Ride Route | Undeveloped City Park |
| Museum | | Albuquerque City Limits | Developed County Park |
| | | | Undeveloped County Park |



I. INTRODUCTION

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	R-MH	Area of Consistency	Vacant
North	Right-of-way, County	Area of Consistency	Residential
South	PD	Area of Consistency	Multi-family Residential
East	Right-of-Way, NR-PO-B	Area of Consistency	Public Open Space
West	PD	Area of Consistency	Vacant

Request

The request is for a site plan approval for an approximately 16.1-acre, vacant site consisting of the end of Tennyson St. and south of San Antonio Dr. in the northeastern portion of the City. The lot is zoned R-MH (Residential-Multi-family High).

The applicant requests a site plan approval for a 281-unit multi-family project containing 16 residential buildings, one leasing/office building and one exercise building. Each building will contain a variety of housing units including 77 townhouses and 204 garden apartments. Buildings will be one and three stories with one, two, and three-bedroom units. The site also includes landscaping, parking and additional site improvements.

This application also includes a request for Variance of the front site setback at one building location from 15 feet to 5 feet. In addition, there is a request for a variance of 10 feet from the 20-foot buffer required of properties adjacent to MPOS.

EPC Role

The EPC is hearing this case because of the subject site’s size and location across Tramway Boulevard from designated MPOS, the IDO requires EPC approval of the Site Plan per Sections 14-16-5-2(H)(2)(b)8 and 14-16-6-6(H)(1)(b)3. Per IDO Section 14-16-6-6(H)(2)(f), the EPC is also empowered to grant any necessary variances to IDO standards as part of the Site Plan approval process. The EPC is the final decision-making body unless the EPC decision is appealed. If so, the Land Use Hearing Officer (LUHO) would hear the appeal and make a recommendation to the City Council. The City Council would make the final decision. The requests are quasi-judicial matters.

Context

The Subject Property is currently vacant and located on the west side of Tramway Blvd. at the end of Tennyson St. north of Academy Road. Access to the site is from the north end of Tennyson. The subject site is adjacent to Tramway Blvd, a major commuter corridor.

History

The subject site was previously part of the Academy/Tramway/Eubank Sector Development Plan, which was adopted by the City of Albuquerque in 1978. Several amendments were made to the Sector Plan over the years with the last one adopted in 1997. Nearly all the land within the Sector Development Plan has been developed over the past 40 years except for the subject site and its immediately neighboring tracts, which have significant challenges due to the Pino Arroyo and related floodplain encumbering the property among other easement issues. The owner has obtained approval of a Conditional Letter of Map Revision (CLOMR) from FEMA to construct improvements to the arroyo channel and modify the floodplain accordingly, which allows the proposed development to go forward. Related project history is outlined below:

1978 (S-78-1, AX-78-8, and Z-78-58): Annexation and establishment of R-D zoning. Land uses were defined by the Academy/Tramway/Eubank Sector Development Plan. EPC Finding #13 states the overall density appeared “economically inefficient” and that additional areas of higher density should be designated.

1980 (SD-78-1-1): Original Sector Plan was amended to reflect increased densities on two tracts and changes to development patterns due to platting that occurred since it was adopted.

1984 (SD-78-1-7): A major amendment to the Sector Development Plan was approved by the EPC, which included a redistribution and increase in residential densities on undeveloped tracts due to lower densities having been developed elsewhere within the Plan area. The subject site, previously known as Tracts N-2 and N-3, was designated for 105 and 321 dwelling units, respectively, with a maximum density of 24 dwelling units per acre and a total of 426 units.

1990s (Z-94-58, Z-96-31, and Z-96-38): The existing multi-family development south of the subject site and shopping center at the northeast corner of Tennyson and Academy were approved for development by the EPC and DRB.

2010 (1008435): “Future Public Street” easements and a future right-of-way easement for the extension of Tennyson Street through the subject site were vacated due to the City of Albuquerque not anticipating “any need to utilize the existing easement for roadway purposes based on the existing roadway network.”

2017 (1008435 and EC-17-7): A portion of Old Tramway/Panorama Boulevard right-of-way was vacated as obsolete with the current configuration of Tramway Boulevard and Tennyson Street. Tracts N-2 and N-3-A were replatted into the subject site; Tract 1 of The Foothills.

2018: The IDO became effective, thus converting the previous R-D zoning designation to the PD: Planned Development zone district due to the property being undeveloped.

2019: City Council approved a voluntary zoning conversion request from PD to the R-MH: Residential, Multi-family High Density zone district based on the surrounding context and similarity to previous entitlements and the allowed 426 dwelling units.

Transportation System

The Long-Range Roadway System (LRRS) map, produced by the Mid-Region Metropolitan Region Planning Organization (MRMPO), identifies the functional classifications of roadways. Tramway Blvd. is classified as a Regional Principal Arterial roadway. Tennyson Road, is designated as a Major Collector roadway; however, “Future Public Street” easements and a future right-of-way easement

for the extension of Tennyson Street through the subject site were vacated due to the City of Albuquerque not anticipating “any need to utilize the existing easement for roadway purposes based on the existing roadway network.”

Comprehensive Plan Corridor Designation

The subject site is located adjacent to Tramway Blvd. which is designated as a Commuter Corridor in the Comprehensive Plan.

Trails/Bikeways

Tramway Blvd. is part of the 50 Mile Loop Bike Trail.

Transit

The subject site is about half a mile from the bus route on Academy Dr. to the south.

Public Facilities/Community Services

Please refer to the Public Facilities Map (see attachment), which shows public facilities and community services located within one mile of the subject site.

II. ANALYSIS of APPLICABLE ORDINANCES, PLANS, AND POLICIES

Integrated Development Ordinance (IDO)

The subject site is zoned R-MH, Residential high intensity, IDO 14-16-2-3(F)(1). The purpose of the R-MH zone district is to promote and encourage the development of high-density attached and multi-family housing, with taller, multi-story buildings encouraged in Centers and Corridors in areas close to major streets and public transit facilities. The primary land use is multi-family dwellings, with limited civic and institutional uses to serve the surrounding residential area.

The R-MH (Residential Multi-family High Intensity) zoning district that has a maximum height allowance of 45 feet. It requires a 15-foot minimum front setback and a 10-foot street side setback of 10 feet.

Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in an area that the 2017 Albuquerque/Bernalillo County Comprehensive Plan has designated an Area of Consistency. Applicable Goals and policies are listed below. Applicant’s response follows in *italics*. Staff analysis follows in ***bold italics*** text.

Chapter 5: LAND USE

GOAL 5.2 COMPLETE COMMUNITIES

Foster communities where residents can live, work, learn, shop, and play together.

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

- d) Encourage development that broadens housing options to meet a range of incomes and lifestyles. [ABC]

The project will provide a range of housing options including townhomes and garden apartments. Unit sizes include 1, 2, and 3 bedrooms. The project is intended as a market-rate apartment complex catering to a specific clientele, but will provide an option from the predominantly single-family developments in the area.

- f) Encourage higher density housing as an appropriate use in the following situations: [ABC]

- iii. In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses, and where adequate infrastructure is or will be available.

Applicant Response: The project will add new multi-family residential housing in an area that has a mixture of single-family residential and multi-family residential. There is an existing apartment complex immediately south of the subject site, as well as on the south side of Academy Road at the Tennyson Street intersection and at other locations in the area. The proposed use will be compatible with these existing uses and will encourage choice in transportation, work areas, and lifestyles for residents with a range of incomes. The proposed apartment community will be located near a grocery store and other commercial services and will have great access to outdoor activities, such as the open space trail network.

There is adequate infrastructure in the area with similar land use to the south including Multi-family residential (PD) and single-family residential in all directions.

GOAL 5.3 EFFICIENT DEVELOPMENT PATTERNS

Balance jobs and housing by encouraging residential growth near employment across the region and prioritizing job growth west of the Rio Grande.

POLICY 5.3.1 Infill Development: Support additional growth in areas with existing infrastructure and public facilities. [ABC]

Applicant Response: The project furthers this goal by developing a long vacant property in northeast Albuquerque that has been planned for this use but unable to develop due to a variety of site constraints. Access will be to Tennyson Street, which connects the site to the major street network at Academy Road just west of Tramway Boulevard. Water and sewer services are also available to the property. Nearby schools include Georgia O'Keefe Elementary and Eisenhower Middle Schools, and transit service is available on Academy Road and Lowell Street just south and west of the subject site.

The parcel maximizes the use of existing infrastructure required to service the development demands as all required infrastructure surrounds the parcel. Albuquerque Public Schools

has expressed concern over the possible impact on Georgia O'Keefe Elementary School that is currently operating at capacity. Other schools have room for new students.

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 Consistency: Protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, and Major Public Open Space.

b) Ensure that development reinforces the scale, intensity, and setbacks of the immediately surrounding context.

The scale of development in the area of this project is diverse. Immediately to the north are large lots and small lot single-family homes. Immediately to the south of this project is a similarly scaled multi-family residential development and further south, on Academy Dr., is a neighborhood commercial center.

To the west of the site is the Pino Dam with a private golf course surrounding single-family residential development beyond that. The development is in keeping with the scale of those properties closest to it with the exception of the small lot homes to the north (Unincorporated county area).

g) Provide stepbacks and/or setbacks to protect solar access and privacy on abutting single-family residential properties.

Applicant Response: The request furthers this goal and policy by reinforcing the scale of development on this section of Tennyson Street that has long been planned for multi-family residential development. There is an existing apartment complex immediately south of the subject site with a similar building-scale to what is proposed, including a mixture of two and three-story buildings. The site plan also includes an approximately 75 to 100-foot-wide setback on the north side that separates the proposed apartments from the nearest single-family residential lots in the Willow Bend subdivision and North Albuquerque Acres.

No units are close to the adjoining single-family houses; hence they will not affect the solar rights and privacy of the single-family residential properties.

Chapter 9: HOUSING

GOAL 9.1 SUPPLY

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

POLICY 9.1.1 Housing Options: Support the development, improvement, and conservation of housing for a variety of income levels and types of residents and households. [ABC]

i) Provide for the development of multi-family housing close to public services, transit, and shopping.

Applicant Response: The requested Site Plan furthers this goal and policy by providing new, high-quality multi-family housing close to neighborhood shopping and public services, as well as recreational opportunities.

This multi-family housing development furthers this policy as it is close to a major commuter corridor, has close access to transit, and is within walking distance of a neighborhood shopping center. It is also accessibly to major public open space across Tramway.

GOAL 9.2 SUSTAINABLE DESIGN

Support increased housing density in appropriate places with adequate services and amenities.

POLICY 9.2.1 Compatibility: Encourage housing development that enhances neighborhood character, maintains compatibility with surrounding land uses, and responds to its development context – i.e. urban, suburban, or rural – with appropriate densities, site design, and relationship to the street. [ABC]

Applicant Response: The requested Site Plan enhances the neighborhood character in this location with a high-quality design, appropriate colors for its location next to MPOS, and landscaping appropriate for the location near the foothills. The proposed development is at an appropriate scale and density for its location and is placed within the subject site in such a way as to limit any impacts to views as seen from surrounding single-family residential areas.

The proposed project provides multi-family housing with similar density and character of neighboring housing projects. Its style and site amenities are appropriate for the area. A large portion of the site is open.

III. SITE PLAN REQUIREMENTS

Any application for a site plan – EPC shall be approved if it meets all of the following criteria:

6-6(h)(3)(a) the site plan is consistent with the ABC Comp plan, as amended.

The site plan development is consistent with the ABC Comp Plan especially in the areas of Development in an Area of Change, Housing, and Complete Communities and the

encouragement of a broadened housing option to meet an increasing need. See the above analysis and justification.

6-6(h)(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.

Applicant Response: The prior PD zoning designation was solely based on the previous Sector Development Plan's R-D zone, which allowed up to 24 dwelling units per acre on the subject property. The current Site Plan shows a density of approximately 17 dwelling units per acre, far below the previous allowed density. This PD zone was converted to R-MH in the voluntary zoning conversion process and there is not a site plan with additional standards that applies to the property.

The subject property was zoned PD with the IDO conversion because it was undeveloped at the time. The site was rezoned to R-MH through the voluntary rezoning process. There is no previously approved or submitted site plan for this property.

6-6(h)(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.

Applicant Response: The proposed development complies with the applicable provisions of the IDO for the R-MH zone district and the proposed multi-family residential use, which is permissive except, for the front setback requirement. Approval of the requested Variance – EPC will bring this into compliance with the IDO requirements. The proposed Site Plan complies with all the requirements for properties located adjacent to MPOS, including but not limited to, the proposed colors and site lighting. Up to 45 feet of building height is allowed in the R-MH zone; the Applicant is proposing less than 40 feet. There is a previously approved CLOMR for this property. The proposed drainage improvements shown in the Site Plan are consistent with that approval, and once accepted, the floodplain will be revised accordingly.

The proposed development has no previous plans or permits. The proposed plan complies with requirements of Multi-family residential use and once granted requested variances, will be in compliance with all setback and buffer requirements. The applicant is aware of various utility easements and is working with the various agencies for access, safety, and relocation of utility poles.

5-2 SITE DESIGN AND SENSITIVE LANDS

5-2(C)(1) Both the subdivision and site design processes shall begin with an analysis of site constraints related to sensitive lands. To the maximum extent practicable, new subdivisions of land and site design shall avoid locating development, except for open spaces and areas that will not be disturbed during the development process, in the following types of sensitive lands:

5-2(C)(1)(a) Floodplains and flood hazard areas

Applicant's Response: The South Pino Arroyo and its old and inaccurate floodplain bisect the site and currently encumber nearly the entire property. In the 1980's when Tramway Boulevard was constructed, upstream drainage paths were changed when entering the site. This adjacent portion of Tramway Blvd was constructed 10+ feet above the existing surface creating a dam like condition, which redirected those flows to the existing box culverts under Tramway. At the completion of Tramway, a Letter of Map Revision (LOMR) should have been submitted to FEMA by local governmental authorities to correctly remap the floodplain, but this was never done. The correct floodplain as shown in the attached exhibit greatly reduces the area encumbered by the floodplain. The property owner has secured an approved Conditional Letter of Map Revision (CLOMR), from FEMA, to modify the arroyo and its associated floodplain. This process involves significant investment in infrastructure, which has been reviewed and approved by FEMA, AMAFCA, and the City. Once the infrastructure improvements are completed, the arroyo will be confined to an open channel and underground box culvert and a Letter of Map Revision (LOMR) will be completed to remove the floodplain from the development area of the site.

The property is currently listed as a floodplain; although changes made during the construction of Tramway altered that condition even though it has not been recategorized. The site work to be carried out on this site will create a covered culvert across the property and under the parking/roadway. This culvert will go from the culvert under Tramway at the east edge of the site and carry to a concrete chute into the Pino Dam Pool.

5-2(C)(1)(b) Steep slopes

Applicant's Response: Regarding steep slopes, most of these slopes are located to the north and east sides of the property as the site slopes from those adjacent roadways down toward the South Pino Arroyo and west toward the AMAFCA dam pool. On the east side of the site, the steep slopes are within the Tramway Boulevard right-of-way and are not impacted by this development. On the north side of the site along San Antonio, these steep slopes are avoided to the maximum extent practicable. The slopes are underneath the relocated PNM powerlines so buildings cannot be constructed on them. The parking lot is proposed to come to the bottom of the slope with some retaining walls, but most of the slope up to the roadway will remain. At the northwest part of the site, a second access is proposed to traverse this steep slope on the north side of the property, which is required by the Fire Department to provide emergency access to the site. This emergency access is located on the area with the smallest grade change to minimize impact.

Steep slopes adjacent to the site will be maintained and stabilized through seeding and natural vegetation. The applicant has discussed the various ways the slope is addressed.

5-2(C)(1)(e) Arroyos

The South Pino Arroyo transects the site from east to west. The Arroyo enters the site via an under-roadway culvert and continues across the site to the Pino Dam catchment area. Avoidance of the Arroyo would render the site undevelopable and there are no trails along the arroyo at this location. The arroyo function is protected using a concrete culvert under the site roadway.

5-2(H)(1) Properties within 330 Feet of Major Public Open Space

5-2(H)(1)(a) Limit the colors of exterior surfaces of structures, including but not limited to mechanical devices, roof vents to those with light reflective value (LRV) rating between 20 percent and 50 percent.

Exterior surface colors range from 20 – 50 percent; however, no color or LRV has been given for the metal roof. This will need to be provided prior to DRB approval.

5-2(H)(1)(b) Colors shall blend with the surrounding natural environment and generally include yellow ochres, browns, dull reds, and grey greens.

Exterior colors specified are yellow, light and dark brown, and light red.

1. Trim materials on façades constituting less than 20 percent of the façade's opaque surface may be any color.

Trim color is white and constitutes less than 20% of the façade.

2. Use native and/or naturalized vegetation for landscaping materials.

Native and/or naturalized vegetation is used, especially along preserved slopes and along natural pathways.

5-2(H)(1)(c) Screen mechanical equipment pursuant to Subsection 14-16-5-6(G) (Screening of Mechanical Equipment and Support Areas).

Mechanical equipment is screened by an eight-foot CMU wall with stucco finish.

5-2(H)(1)(d) Design lighting pursuant to Section 14-16-5-8 (Outdoor Lighting).

See Section 14-16-5-8 (Outdoor Lighting).

5-2(H)(1)(e) Design signage per Subsections 14-16-5-12(C)(4) and Section 14-16-5-12(H)(2)(e) and locate signs to minimize visibility from Major Public Open Space.

Signage is not visible from Major Public Open Space (MPOS).

5-2(H)(1)(f) Provide pedestrian and bicycle access to the Major Public Open Space consistent with the City's adopted Bikeways and Trails Facility Plan and as acceptable to the Open Space Division of the City Parks and Recreation Department.

Existing access to MPOS is through the under-roadway Pino Arroyo culvert. The applicant is maintaining and enhancing this access by creating a small park outside the property fence, providing benches, water for both humans and pets, a bike pump, and bike loop. A natural trail is also provided around the perimeter of the site.

5-2(H)(2) Properties Adjacent to Major Public Open Space

In addition to the standards that apply within 330 feet of Major Public Open Space in Subsection 14-16-5-2(H)(1) above, the following standards apply to development adjacent to Major Public Open Space.

5-2(H)(2)(a) Development on properties of any size adjacent to Major Public Open Space shall:

1. Be platted and/or designed to incorporate a single-loaded street between the Major Public Open Space and development, with access generally not allowed unless approved by the Open Space Division of the City Parks and Recreation Department. Where a single-loaded street is not desired by the Open Space Division of the City Parks and Recreation Department, a landscape buffer with a minimum width of 20 feet may be substituted as approved by the Open Space Superintendent.

The proposed development, though technically by definition is adjacent to MPOS, it is in reality separated by the Tramway Blvd. public right-of-way which extends from 300 to over 350 feet. Yet IDO Section 14-16- 5-2(H)(2)(a) states that "development on properties of any size adjacent to Major Public Open Space shall:

1. Be platted and/or designed to incorporate a single-loaded street between the Major Public Open Space and development, with access generally not allowed unless approved by the Open Space Division of the City Parks and Recreation Department. Where a single-loaded street is not desired by the Open Space Division of the City Parks and Recreation Department, a landscape buffer with a minimum width of 20 feet may be substituted as approved by the Open Space Superintendent."

In fact, there is a 300+ foot right-of-way and four lanes of Tramway Blvd. separating the MPOS from the development. Between the buildings and the eastern property line as designed, there is approximately 380 linear feet of the 760 feet where the setback is less than 20 feet.

2. Locate on-site open space to be contiguous with the Major Public Open Space, with access generally not allowed unless approved by the Open Space Division of the City Parks and Recreation Department.

Due to the separation from the MPOS by the Tramway Blvd. right-of-way, contiguous open space is not possible. The memorial park and dog walk are located on the eastern site line closest to the MPOS.

3. Locate lower densities and less intense uses abutting the Major Public Open Space in any Mixed-use zone district.

None of the site abuts the MPOS. The site is located 30 feet below Tramway and across the street from the MPOS, making its visibility from the OP minimal.

4. Include a landscaped strip between off-street parking and the Major Public Open Space with a minimum width of 6 feet that varies in width to avoid the appearance of a hard, straight line. Plant selection shall include sufficient shrubs or trees to provide a visual barrier.

A naturally landscaped area is specified between the parking area nearest the MPOS. It varies in width.

5. Limit height of site lighting luminaires to 20 feet.

Site lighting is 15 feet or less.

6. Incorporate Crime Prevention through Environmental Design (CPTED) principles to deter crime and to facilitate security measures.

The project incorporates CPTED principles with, gated entry, visually open wrought iron fencing, and lighting throughout the site.

7. Manage stormwater per Section 14-16-5-4(H).

5-4(H)(1)(a) Applicable standards in the DPM.

Stormwater handling will be per DPM standards.

5-4(H)(1)(b) Applicable standards in Article 14-5 of ROA 1994 (Flood Hazard and Drainage Control).

The property is currently listed as a flood plain; although changes made during the construction of Tramway altered that condition even though it has not been recategorized. The site work to be carried out on this site will create a covered culvert across the property and under the parking/roadway. This culvert will go from the culvert under Tramway at the east edge of the site and carry to a concrete chute into the Pino Dam Pool.

5-4(H)(1)(c) The requirements of AMAFCA.

A Turnkey Agreement is required for the improvements to the Pino Arroyo & Pino Dam Pool modification. The developer has already begun the process with AMAFCA.

8. Design grading per Section 14-16-5-4(J).

Grading plans will meet the requirements of Section 14-16-5-4(J) and be reviewed by DRB.

9. Locate and design vehicle access, circulation, and parking per Subsection 14-16-5-5(F) (Parking Location and Design) and Subsection 14-16-5-6(F) (Parking Lot Landscaping).

See item 11 below.

10. Locate and design all walls, fences, retaining walls, and combinations of those site features facing the Major Public Open Space in compliance with all applicable standards in Section 14-16-5-7(E)(4) (Walls Adjacent to Major Arroyos or Major Public Open Space).

See item 11 below.

11. Prevent and mitigate construction impact per the DPM.

Construction will be well separated from the MPOS and will have no impact.

5-2(H)(2)(b) Development on properties 5 acres or greater adjacent to Major Public Open Space shall:

1. Comply with the requirements of Subsection (a) above.

See above.

2. Not create any material negative environmental impacts on the visual, recreational, or habitat values of the Major Public Open Space.

The proposed development will have no negative visual, recreational or habitat values of the open space that is over 300 feet away.

3. Locate and design vehicle access, circulation, and parking to minimize impact to Major Public Open Space.

Access to the proposed development is via Tennyson which is half a mile south of the MPOS.

4. Design grading and manage stormwater to minimize impact to Major Public Open Space.

Drainage is designed to accommodate the Pino Arroyo drainage requirements and adjust the flood plain of the site.

5. Locate, design, and orient site lighting to be compatible with Major Public Open Space, including consideration of periphery lighting and lighting of any pedestrian access to Major Public Open Space that is acceptable to the Open Space Division of the City Parks and Recreation Department.

Due to the Tramway Blvd. right-of-way separation, lighting elements will not affect the MPOS. All exterior lights are kept below 15 feet.

6. Design walls to balance the following needs as appropriate on a case-by-case basis:
- Aesthetics that blend with the natural environment.
 - Safety and surveillance.
 - Screening and privacy.

See below.

7. Locate, design, and orient signage to minimize impact to the Major Public Open Space.

Building signage is located facing south and not visible from the MPOS.

5-2(E) MAJOR ARROYO STANDARDS

5-2(E)(2) Drainage

A Turnkey Agreement is required for the improvements to the Pino Arroyo & Pino Dam Pool modification. The developer has already begun the process with AMAFCA. Drainage Easements granted to AMAFCA associated with the improvements to the Pino Arroyo & Pino Dam Pool will be needed,

5-2(E)(3) Arroyo Right-of-Way and Trails

5-2(E)(3)(b) Property owners shall dedicate property as shown in the Facility Plan for Arroyos for trails and/or arroyo right-of-way. Right-of-way for a trail and landscaping adjacent to the arroyo right-of-way shall average 20 feet in width.

Although the South Pino Arroyo (a Major Public Open Space Link) was scheduled for an Arroyo Corridor Plan, one is not listed under Plans and Publications, and as such meets the caveat on page 16 for ROW “when appropriate, based upon an adopted arroyo corridor plan”. Also, the diagram on page 36 of the Facility Plan for Arroyos does not show ROW for the South Pino Arroyo as it is shown for the South Domingo Baca Arroyo or Bear Canyon Arroyo, so PRD does not request ROW.

5-2(E)(3)(e) Land adjacent to barriers across the arroyo, such as dams, roads, and culverts, shall be platted to allow space for a trail around the barrier, providing for a continuous trail system.

The applicant has allowed for a natural path to go around the east side of the project and connect into the Pino Arroyo culvert. This path/trail ties back into Tennyson St both at the north and the south ends of the property. This path provides continued access to an area that is not a dedicated trail, but is an informal one.

5-2(E)(4) Landscaping Adjacent to Arroyos

5-2(E)(4)(c) Development shall landscape usable open space along the property line abutting the arroyo easement or right-of-way.

The Arroyo easement abutting the property is located around the under-roadway culvert that will connect the natural pathways provided with the casual trails east of Tramway Blvd. in the MPOS. This area will be landscaped with a small park outside the gates of the development but maintained by the property.

5-2(E)(5) Walls and Fences

See Below.

5-3 ACCESS AND CONNECTIVITY

The project site plan provides access and conductivity to the site by various means of transportation.

5-3(A)(2) Providing adequate street connectivity.

Direct access is made to the site from Tennyson St NE north of Academy Road. It is also accessible by foot along Tennyson or from the under-Tramway culvert. Cyclists have access via Tennyson to the south.

5-3(A)(3) Supporting a multi-modal transportation network.

The project connects to bike paths, pedestrian walkways and is close to bus lines in addition to automobile and motorcycle networks.

5-3(A)(4) Ensuring convenient and efficient access to current and future neighborhoods.

The site is the last developable lot accessible from Tennyson St. It was determined that the project will not create sufficient trips to require a TIS.

5-3(D)(3) On-site Pedestrian Connections

All non-residential, mixed-use, and multi-family development shall comply with the following standards:

5-3(D)(3)(b) Network of Walkways

1. On-site pedestrian walkways that meet the minimum width required by the DPM shall be provided between the pedestrian entrances of each primary building on the site.

Sidewalk details are not provided and will need to be verified by DRB. The design of the townhouses precludes sidewalk connectivity. Pedestrian driveway crossings are insufficient for the layout of the site. An additional crosswalk should be provided along the western length of units

2. On-site pedestrian walkways shall connect to all of the following:
 - a. A sidewalk meeting the standards of the DPM along at least one lot frontage that extends to the boundary of the subject parcel.

A DPM standard sidewalk is provided from the west side of Tennyson St. to a sidewalk along the entry road of the project. This connection is partly demarcated as a striped crosswalk through the adjacent cul-de-sac.

- b. Any abutting City park or trail, Major Public Open Space, or other Civic or Institutional uses, as long as such access is coordinated with and approved by the Parks and Recreation Department or the property owner of the civic or institutional use.

A natural path is provided along the east edge of the property connecting the sidewalk along north Tennyson to the culvert trail and from there to the cul-de-sac at south Tennyson. Parks and Recreation would like to see a connection along the north edge of the site, connecting the proposed natural pathway on the site to pathways west of the site that connect to the Pino Dam path, a popular casual trail with joggers and walkers.

- c. Any abutting public transit facility.

Not Applicable.

5-3(D)(3)(c) Materials to Alert Motorists

On-site walkways and crosswalks shall be identified to motorists and pedestrians through the use of one or more of the following:

1. Changing material, patterns, or paving color (i.e. changing the color of the paving itself, not painting the paving material).
2. Changing paving height.
3. Decorative bollards or planters.
4. Raised median walkways with landscaped buffers.
5. Stamped or stained concrete.

The crosswalks are denoted as painted stripes as opposed to a change in material or color of the material. An actual change of material or material color will need to be incorporated.

5-3(D)(4) Trails

Trails shall be dedicated on alignments that connect to any planned or existing trails on adjacent properties, as necessary to serve the residents, occupants, and users of the proposed development, and shall be constructed pursuant to the DPM.

The only trail is an unofficial trail through the under-Tramway culvert that connects to the MPOS to the east. A natural path is being provided to this culvert which also connects to Tennyson St both north and south of the site.

5-3(E)(3)(b) Residential Development

2. Multi-family development on sites greater than 5 acres shall include a minimum of 2 through-access drives, unless deemed impracticable by the DRB due to physical constraints or natural features.

The project site is at the end of a cul-de-sac and surrounded by existing development and Tramway Blvd. Two through access drives would be impractical; however, the site has an interior cul-de-sac inside the entrance that connects a ring road around the project. It also has an additional emergency access gate at the northwest corner of the site connecting to San Antonio Drive.

5-5 PARKING AND LOADING

Table 5-5-1: Off-street Parking Requirements	
UC-MS-PT = Urban Centers, Main Street areas, and Premium Transit areas as identified in the ABC Comp Plan	
AC = Activity Centers as identified in the ABC Comp Plan	
DU = Dwelling Unit BR = Bedroom GFA = Gross Floor Area	
Design Capacity = Maximum occupancy per building or fire codes, whichever is greater	
Use	IDO Parking Requirement
PERMISSIVE PRIMARY USES	
RESIDENTIAL	
Household Living	
Dwelling, multi-family	1.5 spaces / DU
Residential community amenity	3 spaces / 1,000 sq. ft. GFA plus requirements in Table 5-5-2

The project has 281 dwelling units and is; therefore, required to have 421 parking space and an additional 15 spaces for the 5150 square foot recreation and exercise buildings. The applicant has provided 503 parking spaces which meets and exceeds the minimum requirements.

Ten handicapped spaces are required and eleven are provided.

Bicycle parking is required in the amount of 10 percent of the required parking. The applicant shows 77 spaces required and is providing all of these in garages of units that have them. That means the remaining 200 units have not access to secure bike storage or parking. The applicant needs to provide a minimum of 30 bicycle parking slots located around the site.

5-5(C)(5)(d) Electric Vehicle Charging Station Credit

When a new parking lot containing more than 200 off-street spaces is constructed, at least 2 percent of the vehicle parking spaces shall include electric vehicle charging stations with a rating of 240 volts or higher.

Two percent of parking spaces are required to be electric charging station, or a total of 10. Ten are to be provided but are not called out on the site plan.

5-6 LANDSCAPING, BUFFERING, AND SCREENING

Landscaping Meets Requirements

TOTAL LOT AREA (ACRES)	16.1
TOTAL LOT AREA (SF)	699,323
BUILDING AREA (SF)	371,996
NET LOT AREA (SF)	327,327
REQUIRED LANDSCAPE (%)	15
REQUIRED LANDSCAPE (SF)	49,009
LANDSCAPE PROVIDED (SF)	137,112
VEGETATIVE COVER (% - REQ)	75
VEGETATIVE COVER (SF - REQ)	102,834
VEGETATIVE COVER (SF - PROV.)	103,000
REQ. TREES - 1ST AND 2ND STORY UNITS	281
PROVIDED UNIT TREES	302
GROUNDCOVER (% - REQ)	25
GROUNDCOVER (SF - REQ)	25,708
GROUNDCOVER (SF - PROV.)	31,000
PARKING LOT AREA (SF)	201,167
REQ. PARKING LANDSCAPE 15% (SF)	30,175
PROV. PARKING LANDSCAPE (SF)	31,704
REQ. PARKING TREES (1/10 SPOTS)	39
PROV. PARKING TREES	46

SOD ALLOWED (SF) (10% MAX.)	10,283
SOD PROVIDED	4,208

5-7 WALLS AND FENCES

The site utilizes a 6-foot tubular steel fence around the perimeter with 24”X24” stone faced columns every 50 feet. The open steel with decorative columns allows for placement up to 60 feet maximum. In areas where additional screening is required, vines will be placed at the base of the fence.

5-8 OUTDOOR LIGHTING

Outdoor lighting on the site is at a maximum height of 15 feet with LED lamp. This is within the limit of 16 feet for residential zones.

5-11 BUILDING DESIGN

Building elevations and materials have been reviewed for required glass surfaces, changes in materials and changes in height or setbacks. The elevations as presented meet the IDO requirements.

6-6(H)(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

Applicant Response: The City's existing infrastructure has adequate capacity for the proposed development. A trip generation study was done by Terry Brown, which indicated the project did not meet the minimum thresholds to require a traffic impact study. The Applicant will install sidewalk connections as required by the City Transportation Development Section. A Water and Sewer Availability Statement request and Fire Marshal approval will be completed prior to issuance of a building permit for construction of the development. These numerous approvals and reviewing agencies will ensure that any burdens are mitigated to the extent practicable.

The project site is within an area of existing infrastructure and services. Currently the site is within the AO flood zone (areas of 1% shallow flooding (usually sheet flow on sloping terrain) where average depths are between 1 and 3 feet.) Development of the site will result in reconfiguration of the site and removal of the flood zone status.

6-6(h)(3)(e) the application mitigates any significant adverse impacts on the surrounding area to the maximum extent practicable.

Applicant Response: The Applicant has carefully considered the impacts of the proposed