



**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

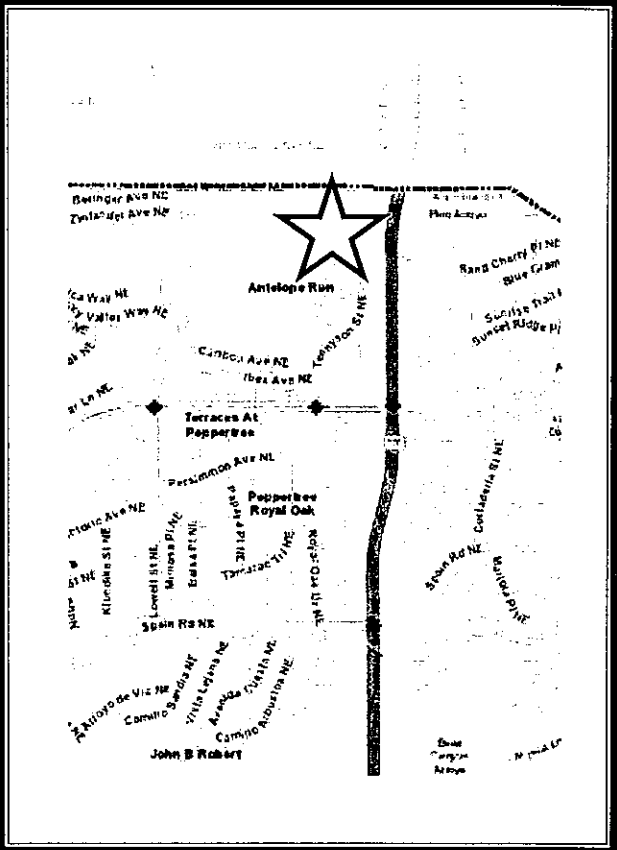
Summary of Analysis

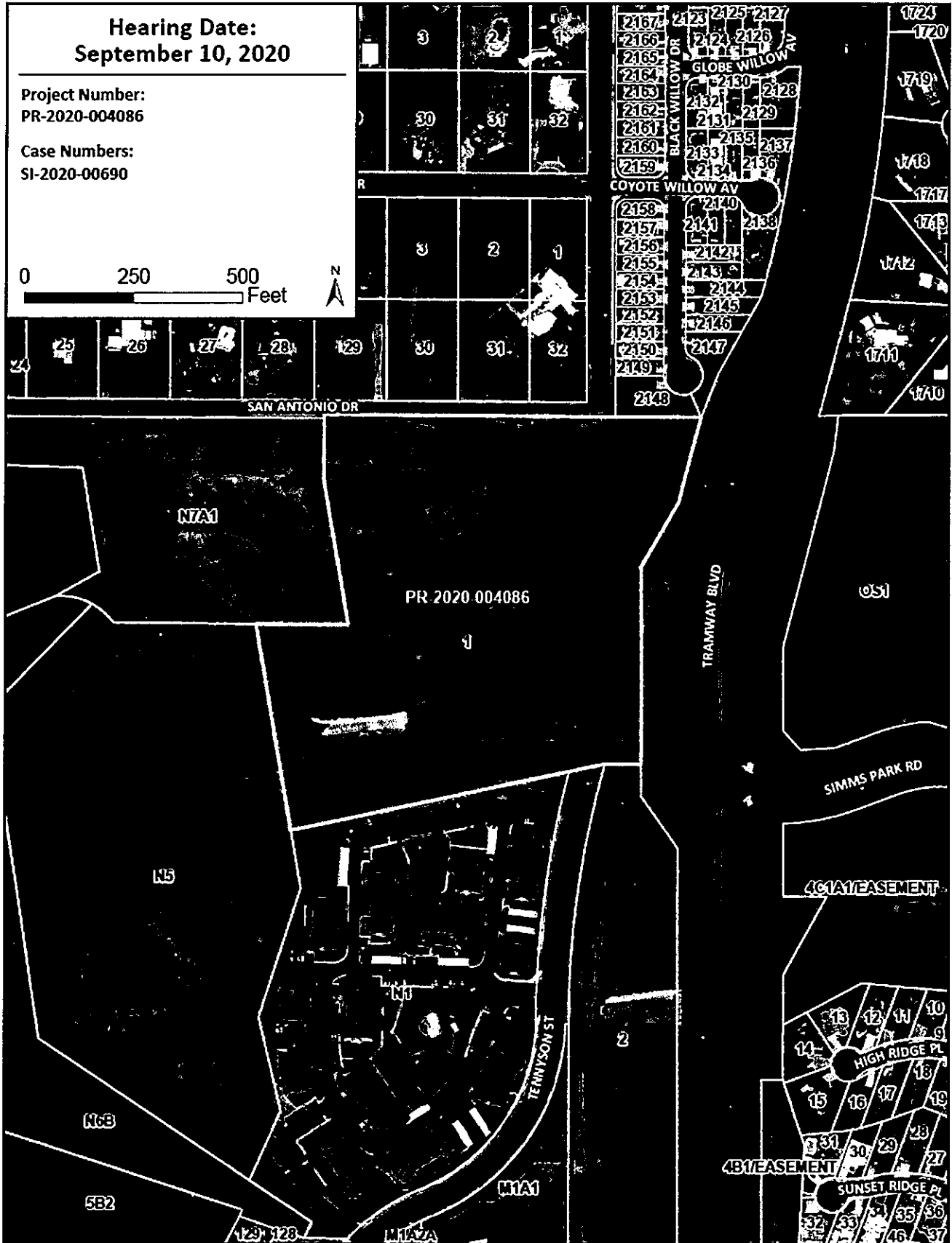
The request is for a Site Plan approval for an approximately 16.1-acre vacant site, consisting of the north end of Tennyson St. north of Academy and west of Tramway Blvd. in the northeast highlands of the City. The lot is zoned R-MH (Residential Multi-Family High).

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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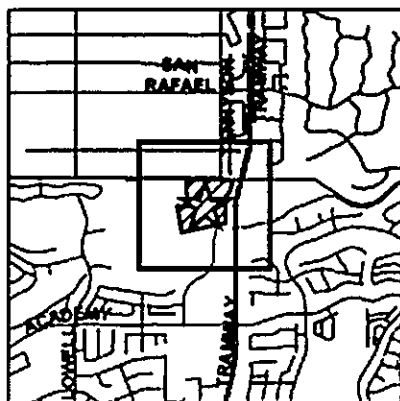
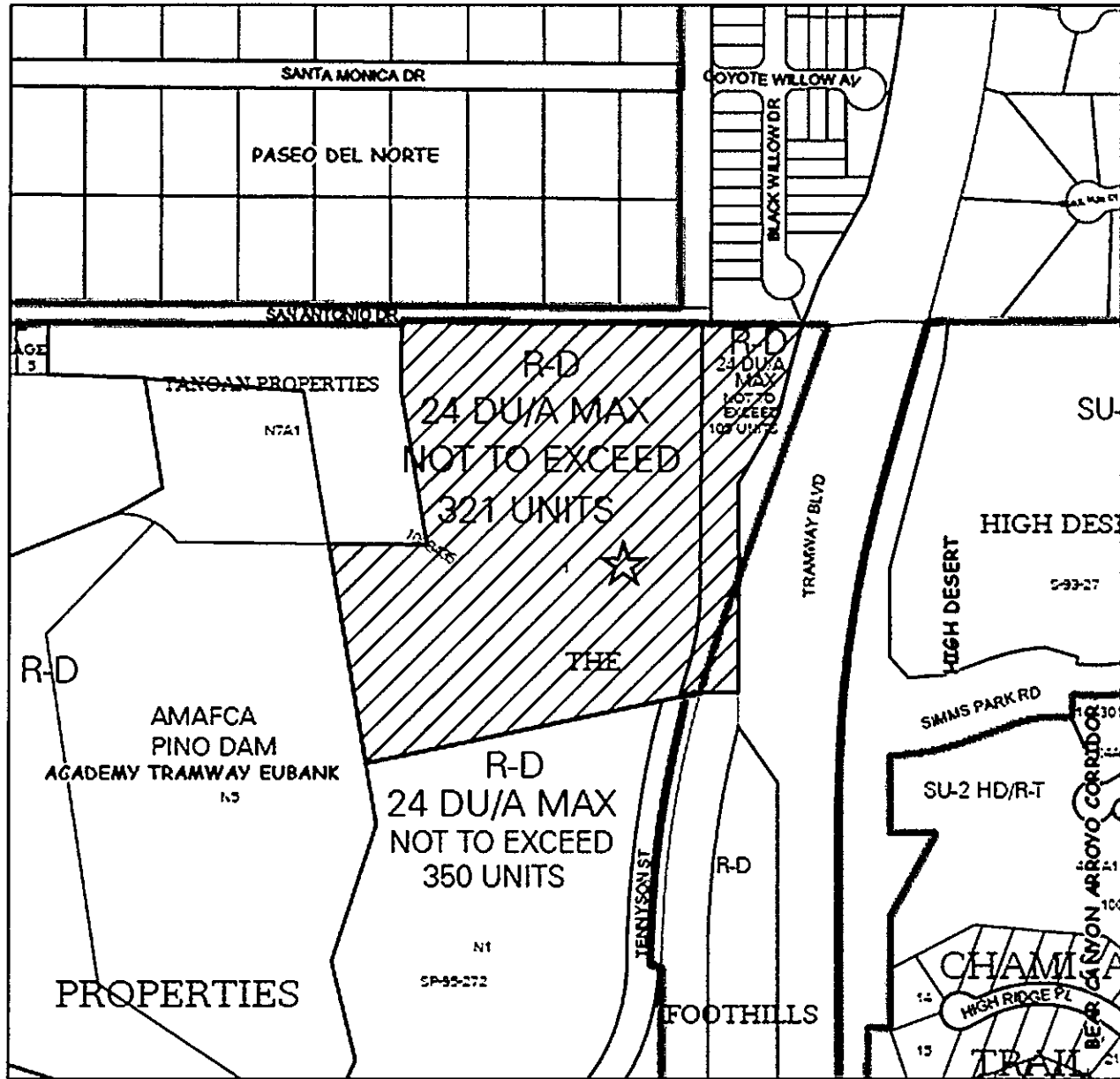
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OLD ZONING MAP

Note: Gray shading indicates County.

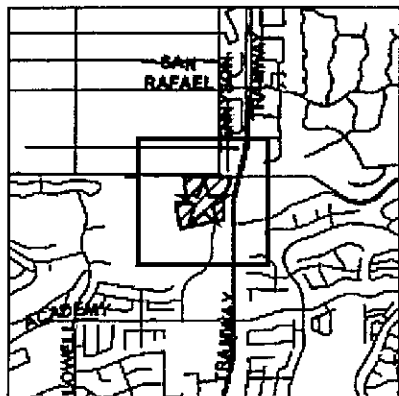
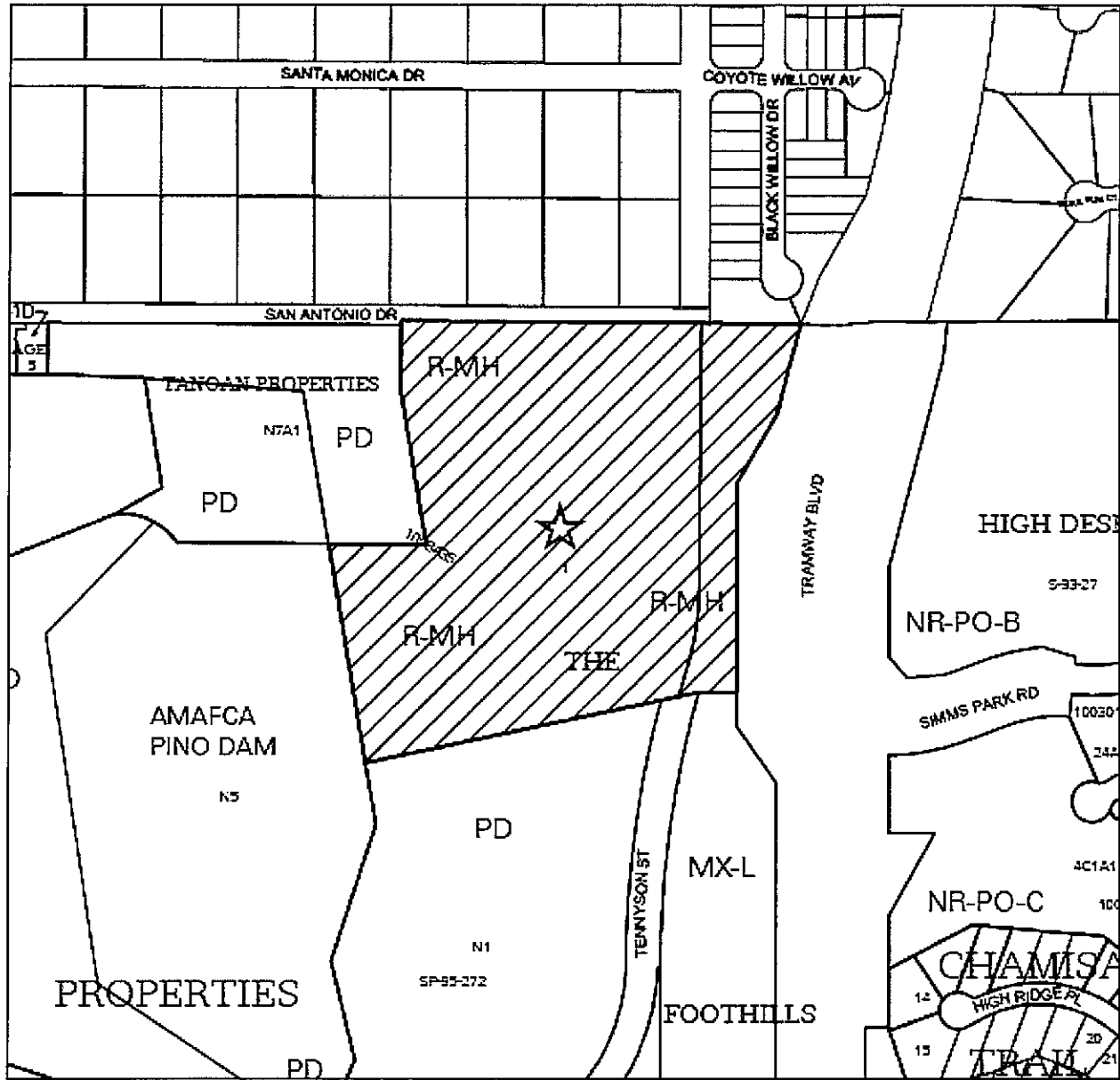
1 inch = 300 feet

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Zone Atlas Page:
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IDO ZONING MAP

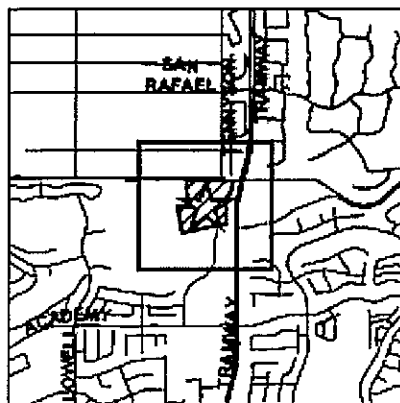
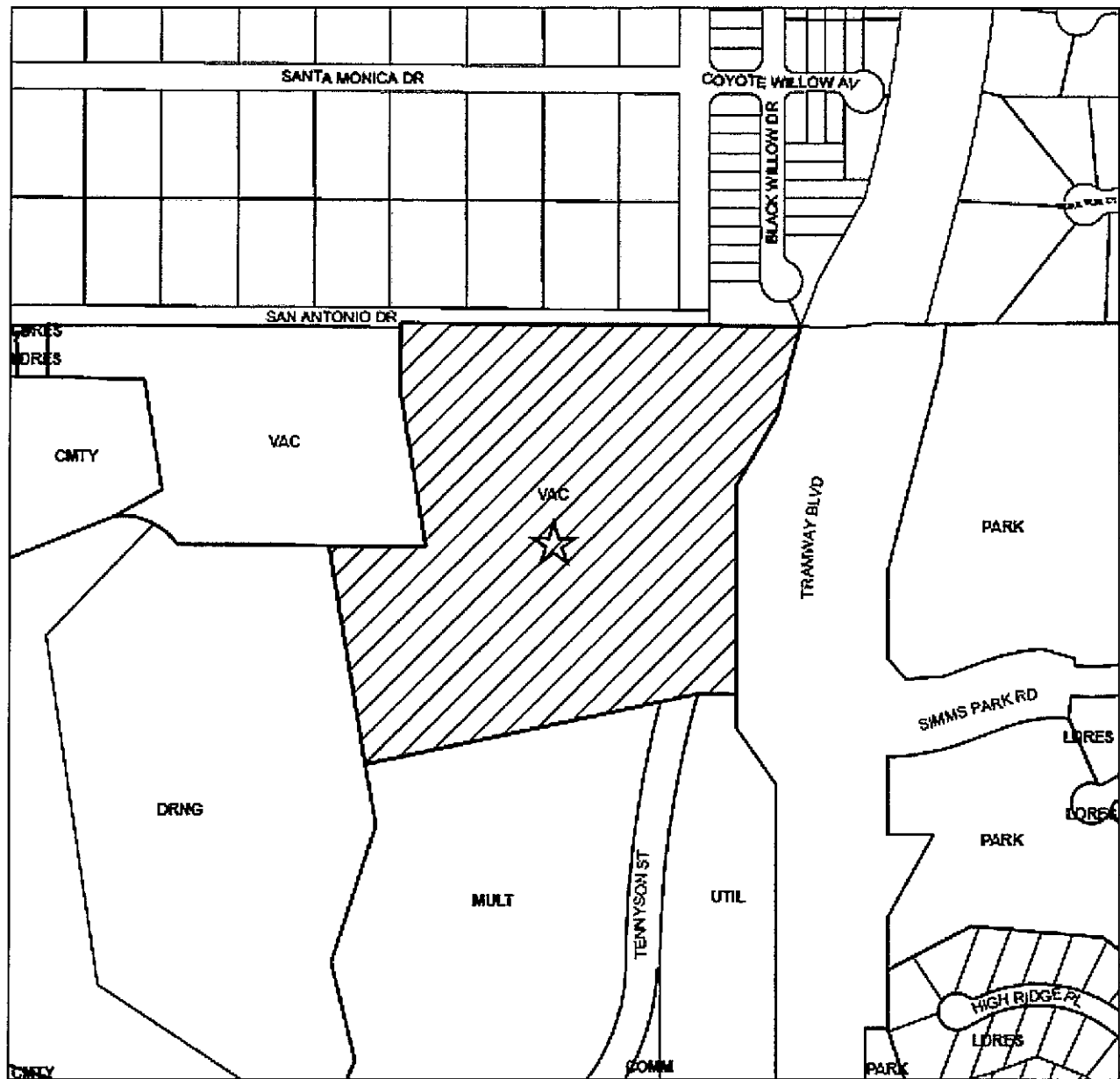
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1 inch = 300 feet

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LAND USE MAP

Note: Gray shading
 indicates County.

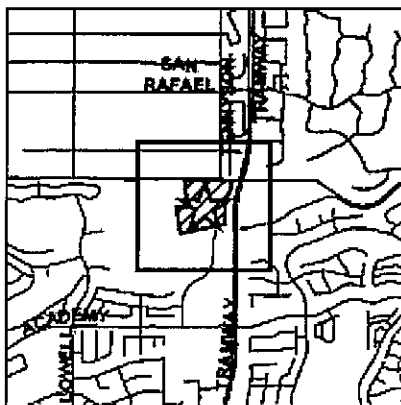
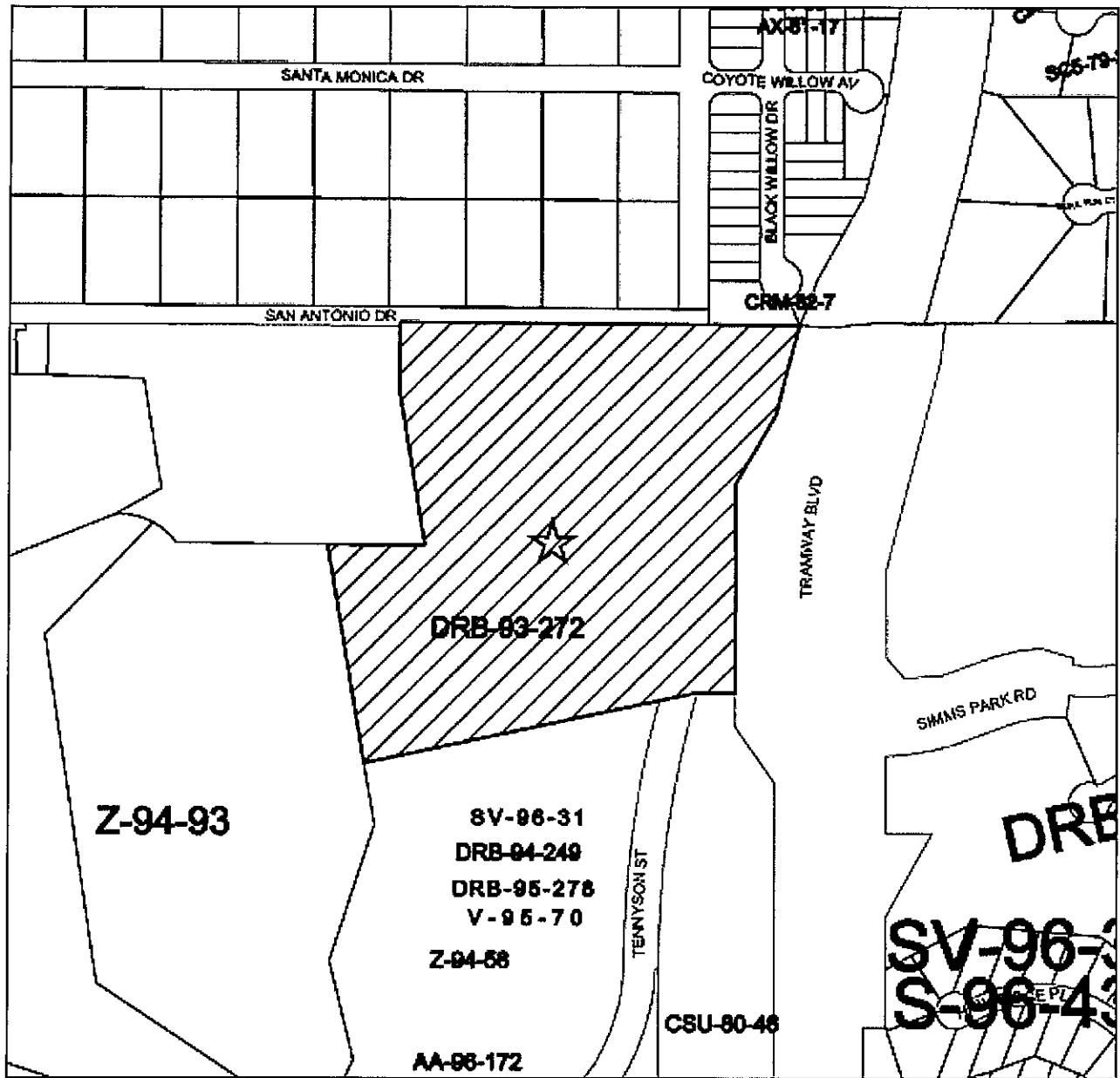
LDREB Low-density Residential	APRT Airport
MLT Multi-family	TRANS Transportation
COMM Commercial Retail	AGRI Agriculture
CMSV Commercial Services	PARK Parks and Open Space
OFC Office	DRNG Drainage
IND Industrial	VAC Vacant
INBMED Institutional / Medical	UTIL Utilities
ED Educational	CMTY Community
	KAFB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



1 inch = 300 feet

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HISTORY MAP

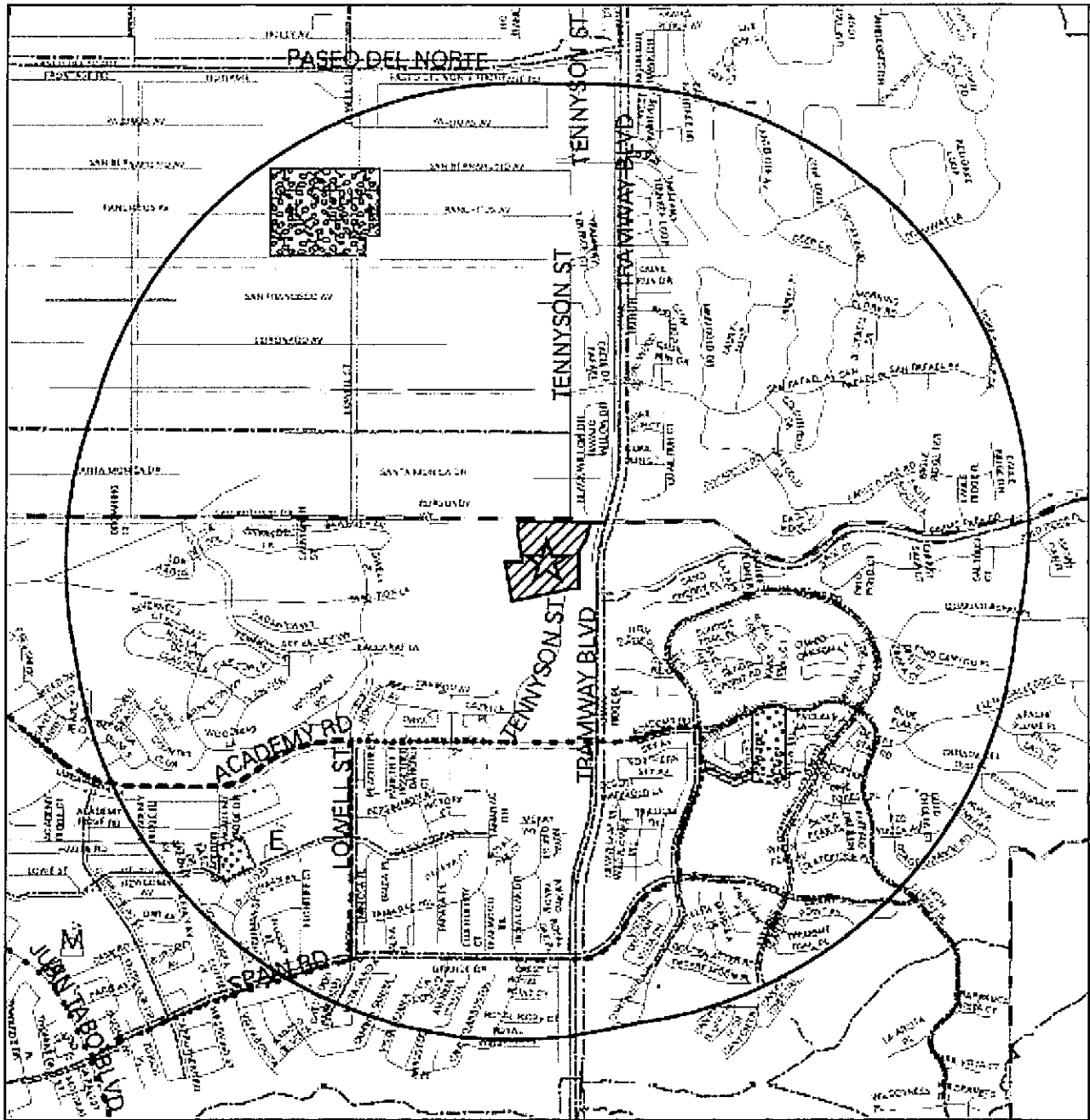
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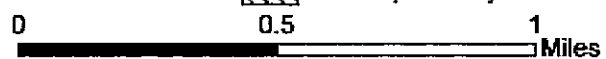
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Public Facilities Map with One-Mile Buffer

- | | | | |
|----------------------|-------------|--------------------------|-----------------------------|
| 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:
- a. Aesthetics that blend with the natural environment.
 - b. Safety and surveillance.
 - c. 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

development on the surrounding area. Site lighting has been kept to 15 feet and walls are strategically located to minimize glare from headlights off the subject property. Many residents utilize this property as an informal access to the culverts under Tramway Boulevard to reach the MPOS trails and multi-use path along Tramway. The Applicant is maintaining an informal access along the eastern edge of the property and enhancing it with a public memorial park that will include a water fountain, benches, and a bicycle pump. No resident vehicular access is proposed on the north side of the site onto San Antonio Drive with only a gated, emergency access provided. All regular traffic coming and going from the development will be via the entrance located on Tennyson Street at the south side of the subject site, which mitigates the impact of the development on the lower density North Albuquerque Acres community to the north.

The applicant's response is sufficient. Access from the site via Tennyson St. is handles with a signal at Academy Rd. regulating left turns towards Tramway. Community access to the MPOS via the Pino Arroyo culvert will remain available with additional features added for walkers and cyclists.

IV. VARIANCE REQUIREMENTS

Per IDO Section 6-6(m)(3)(a), except as indicated in subsections (b) and (c), an application for a variance – EPC shall be approved if it meets all of the following criteria:

1. There are special circumstances applicable to the subject property that are not self-imposed and that do not apply generally to other property in the same zone district and vicinity, including but not limited to size, shape, topography, location, surroundings, and physical characteristics, and such special circumstances were created either by natural forces or by government eminent domain actions for which no compensation was paid. Such special circumstances of the Property either create an extraordinary hardship in the form of a substantial and unjustified limitation on the reasonable use or return on the property, or practical difficulties result from strict compliance with the minimum standards.

Applicant Response: There are several special circumstances applicable to the subject property that are not self-imposed and do not apply generally to other property in the same zone district and vicinity.

As previously described, the subject site is bisected by the Pino Arroyo and significantly encumbered by a floodplain and grading challenges created by the topography. While the property owner has received approval of a CLOMR to modify this floodplain, there are significant governmental requirements and infrastructure required to complete this process and the arroyo will remain on the property within a buried box culvert. This culvert requires a 60-foot wide easement in which buildings may not be constructed. As such, the Applicant had to design the site around this easement, which included moving some buildings to the south and closer to the front lot line. Additionally, the applicant is relocating PNM transmission lines which bifurcate the site. The relocation of the lines, at a significant

expense, to the north and east sides of the property, creates another 60-foot wide easement in which buildings may not be constructed.

Further, front lot lines usually border a street along their entire width; however, the south property line only borders Tennyson Street for a small portion of its width, while the remainder borders adjacent properties. Any other similarly situated property at the end of a cul-de-sac would treat the lot line extensions from the cul-de-sac and adjacent to other properties as side lot lines. If that were the case, no variance would be required because the side setback requirement is only 5 feet (see Figure 4).

Regarding the 10-foot variance to the 20-foot buffer, the Applicant had to design the site around this easement, which included locating the buildings and parking as shown on the site plan without a single-loaded street adjacent to Tramway Boulevard and the MPOS, and less than a 20-foot landscape buffer in lieu of the single-loaded street. The subject site is also unique in its location adjacent to MPOS but separated by such a wide right-of-way that more than meets the intent of the regulations. Tramway Boulevard is an extremely wide roadway at over 200 feet, and this property is extremely unique in the City of Albuquerque as it is "adjacent" to MPOS but separated by a great distance, including an elevation change that blocks views to and from the MPOS toward the proposed development. In addition, if Tramway were a local road that allowed single-loaded access facing the MPOS, it would very clearly meet the referenced regulation, but due to the grade changes and NMDOT limited access policies, the developer is unable to access Tramway for it to be considered a single-loaded street.

These circumstances are not self-imposed but are the result of previous government actions and requirements, as well as the natural forces of the arroyo and drainage across the sloping topography. These circumstances create practical difficulties with strict compliance with the standards for placing buildings on the site, and create an extraordinary hardship in the form of a substantial and unjustified limitation on the reasonable use or return on the property as the applicant is expending significant funds to improve the drainage infrastructure to make this lot developable.

The subject property has multiple factors that create hardship for the developer and are not self-imposed. The Pino Arroyo passes through the southern half of the site. A large culvert which passes underneath Tramway Blvd. to which access will remain for the general community to continue to use. The culvert is used as an under-roadway path to recreational areas adjacent to the property but across the Tramway public right-of-way.

The culvert has a 60-foot easement which cannot be built on and runs across the site from east to west. Site improvements to the culvert area at the eastern edge of the site, with landscaping and natural pathways, pushes the block of housing units further to the south creating the need of the 10-foot variance to the 15-foot front setback.

The designated front of the site was determined as the south edge because access to the site is from Tennyson Street. The units nearest Tennyson and the southern property line where the variance is requested are actually the side of the unit. South of the site is undevelopable right-of-way with no concern for additional construction later.

The variance of 10 feet for the buffer adjacent to the MPOS is warranted as the project site is not realistically adjacent to the MPOS because the Tramway Blvd. right-of-way is so wide as to negate most, if not all, impacts that could be caused by development of this site. 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. 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.”

The intension of this buffer or single-loaded street is to provide a meaningful separation and transition between development on the site and the MPOS. That separation is more than provided by the four lanes of Tramway Blvd. Between the buildings and the eastern property line as designed, there is only about 360 linear feet of the 760 feet where the buffered setback is less than 20 feet.

2. The variance will not be materially contrary to the public safety, health, or welfare.

Applicant Response: The setback variance will not be materially contrary to the public safety, health, or welfare. The variance will not allow the southeastern building to be setback any closer than the R-MH side setback requirements, so adequate spacing, light, and air will still be provided. In addition, the variance will allow for development of the property, including improvements to the arroyo that will improve the public safety and welfare by completing drainage infrastructure improvements.

The buffer variance will not be materially contrary to the public safety, health, or welfare. The variance will not allow the development to be built any closer to the adjacent MPOS than would otherwise be required in any other location in the City. A typical single-loaded street or buffer provides between 20 and 50 feet between the MPOS and developed private property. The Tramway Boulevard right-of-way provides approximately 200 feet of separation in addition to the 5 to 10 feet of additional separation as shown on the site plan. In addition, the variance will allow for development of the property, including improvements to the arroyo that will improve the public safety and welfare by completing the necessary drainage infrastructure improvements.

This variance request will not be contrary to the public safety, health, or general welfare. The units nearest Tennyson and the southern property line where the variance is requested are actually the side of the unit. South of the site is undevelopable right-of-way with no concern for additional construction later.

3. The variance does not cause significant material adverse impacts on surrounding properties or infrastructure improvements in the vicinity.

Applicant Response: The variance will not cause material adverse impacts on surrounding properties or infrastructure improvements. The proposed multi-family residential use has long been planned for the site and infrastructure is available to serve this development. The variance will not allow for any additional development that creates traffic impacts, flooding, or any other adverse impacts. The southeastern building will be setback at least 5 feet from the front lot line, and significant drainage improvements will be constructed. A trip generation report was completed for the proposed development, which demonstrates that the project does not meet the thresholds for a full Traffic Impact Study to be completed. Tennyson Street has access to Academy Road at a fully signalized intersection where traffic can disperse to Tramway Boulevard to the east and other roadways to the west.

The variance itself will cause no adverse effects on the surrounding area; whereas, the accompanying site improvements will be beneficial to the surrounding with better access to the under-roadway culvert, an accompanying park and improvements to the flood plain.

4. The variance will not materially undermine the intent and purpose of this IDO or the applicable zone district.

Applicant Response: The variance will not materially undermine the intent and purpose of the IDO or the R-MH zone district. It will not allow any uses that are not allowed by the underlying zoning. Additionally, as mentioned for most other similarly situated properties, the location of the required variance would be considered a side lot line with a minimum setback requirement of 5 feet. The proposed variance of 10 feet to the 15-foot front setback still leaves a 5-foot setback between the proposed building and any adjacent properties. The Site Plan accompanying this application meets all other IDO requirements related to the RMH zone.

This site has long been designated for multi-family high intensity development and its current zoning, R-MH, establishes the land use entitlements for the site. It will provide an option in housing types to the area with access to basic amenities and major roadways. The requested variance does not undermine the applicable zoning district or the intended growth of the area.

5. The variance approved is the minimum necessary to avoid extraordinary hardship or practical difficulties.

Applicant Response: The variance is the minimum necessary to avoid extraordinary hardship and practical difficulties. The requested variance is necessary for the placement of the buildings as shown on the accompanying Site Plan – EPC, which also requires the provision of parking, landscaping, and setbacks from other lot lines. The drainage easement location at the center of the property requires the proposed buildings to be located farther south, and the required variance is the minimum amount necessary to make this happen.

The variance requested is the minimum necessary to avoid hardship given the dimensional site constraints produced by the culvert easement. Only through the removal of the southern most unit, on a site providing 17 DU per acres as opposed to the 24 DU per acre permissible, can the design work without this variance. The variance of 10 feet along the eastern boundary is necessary to prevent a grave redundancy of separation.

V. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies

City departments and other interested agencies reviewed this application from 8/3/2020 to 8/18/2020. A number of comments have been received.

Parks and Recreation Department

Parks and recreation would like to see a connecting natural path along the north edge of the site connecting into natural paths to the west of the site. In addition, the vines or other vegetation to be planted at the fences adjacent to parking and the arroyo is not apparent and needs to be clearly denoted on the plan and within the plant schedule.

Long Range Planning

The proposed site plan seems consistent with Comp Plan goals and policies. Existing design requirements in IDO Subsections 14-16-5-2(H)(1) and (2) provide protections for adjacent Major Public Open Space to ensure development on adjacent properties that is compatible and that mitigates potential negative impact. The EPC should carefully review compliance with these standards.

The site is separated from Major Public Open Space by a significant roadway, Tramway Boulevard, so any adverse impacts the development might have on the MPOS would appear to be minimal. Councilor Jones has already proposed an amendment (Amendment B10) to the IDO for the 2019 annual update that would eliminate the required design standards for properties separated from MPOS by a principal arterial or freeway; however, because this request was submitted prior to adoption of the IDO amendments, the design standards provided in 5-2(H)(1) and (2) Lots Adjacent to Major Public Open Space are required.

The setback variance request would allow the development to be constructed around an existing drainage easement; a 10-foot variance in the proposed location should have minimal impact. The EPC and engineers should carefully consider the overall site design to ensure that it will accommodate any flood activities.

Albuquerque Metropolitan Arroyo Flood Control Authority

Drainage Easements granted to AMAFCA associated with the improvements to the Pino Arroyo & Pino Dam Pool will be needed.

The Water Utility Authority had no adverse comments.

The Mid-Region Council of Governments (MRCOG) had no adverse comments.

New Mexico Department of Transportation (NMDOT) has no adverse comment.

Albuquerque Public Schools

The development of residential dwellings has direct impacts to Albuquerque Public Schools. A residential development at this location will have impacts to Georgia O’Keeffe Elementary School, Eisenhower Middle School, and La Cueva High School. At present, Georgia O’Keeffe Elementary operates at capacity, and development will be a strain on the school.

PNM

PNM needs to complete the identification of transmission line and distribution line easements on the property that may interfere with the current location of one of the proposed 3 story buildings. This discussion is critical to the safety of the occupants of the building and to the workers during the building of the buildings.

1. Applicant needs to locate all PNM easements on submittal and all existing distribution and transmission pole structures locations on submittal.
2. An existing overhead distribution line is located along the east side of the subject site. It is the applicant’s obligation to abide by any conditions or terms of those easements.
3. There are two transmission lines along the east side and the north side of the property. It is the applicant’s obligation to abide by any conditions or terms of those easements.
4. The developer needs to contact PNM regarding re-location of the distribution and transmission structures with new easements.

Neighborhood/Public

Planning Staff has received no comments regarding this project from the public either for against the project.

VI. CONCLUSION

The request is for a Site Plan approval with variances for an approximately 16.1-acre property located at the end of Tennyson St to the north of Academy Road. The project consists of 16 apartment buildings totaling 281 units and two community amenity buildings.

The subject site is along a Major Commuter Corridor. The request generally furthers a preponderance of applicable Goals and Policies of the ABC Comprehensive Plan and meets most applicable IDO requirements. Notable exceptions are the front setback at Tennyson, and a 20-foot buffer, for which variances are being requested. Other instances of non-compliance can be remedied through Conditions of Approval, which are also needed for clarification. The proposed site plan is recommended to go to the Development Review Board (DRB) after the EPC process.

FINDINGS - PR-2020-004086/ SI-2020-006901, September 10, 2020 - Site Development Plan

1. The request is for approval of Site Plan-EPC on a site containing 16.1 acres, described as Tract 1 The Foothills.
2. The applicant is requesting a Site Plan – EPC for a multi-family project with 16 residential buildings, one exercise building and one leasing/recreation building on the site.
3. Seven of the sixteen buildings have garages at ground level and a maximum building height of 37 feet. The remaining nine buildings have a maximum height of 40 feet.
4. The applicant is requesting two variances as shown and noted on the Site Plan - EPC: 1) 10 feet of the 15-foot front setback at one building; and 2) 10-foot variance of the 20-foot buffer between the MPOS.
5. The subject site is located in an Area of Consistency as designated in the ABC Comprehensive Plan.
6. The Albuquerque/Bernalillo County Comprehensive Plan and the Integrated Development Ordinance are incorporated herein by reference and made part of the record for all purposes.
7. The request is consistent with the following Comprehensive Plan Goal from the Land Use Chapter:

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

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

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 luxury apartment complex catering to a specific clientele, but will provide a variation 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.

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

8. The request is consistent with the following Comprehensive Plan Goal from the Land Use Chapter:

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. [ABC]

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.

9. The request is consistent with the following Comprehensive Plan Goal from the Land Use Chapter:

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.

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

No units are close to the adjoining single-family houses, hence protecting solar rights and privacy.

10. The request is consistent with the following Comprehensive Plan Goal from the Housing:

GOAL 9.1 SUPPLY

Promote housing design that is sustainable and compatible with the natural and built environments.

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.

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.

14. The request is consistent with the following Comprehensive Plan Goal from the Housing:

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]

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.

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

- A. 6-6(H)(3)(a) The Site Plan is consistent with the ABC Comp Plan, as amended.
As demonstrated by the policy analysis above, the request is consistent with applicable Comprehensive Plan Goals and policies.
- B, 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.
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.
- C. 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.
With the application of conditions of approval, the site plan will comply with all applicable provisions of the IDO. The request will need to be reviewed by the Development Review Board (DRB) to ensure compliance with applicable provisions of the Development Process Manual (DPM).
- D. 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.

The project site is within an area of existing infrastructure and services. The request will provide improvements to trails and drainage and will be reviewed by the Development Review Board (DRB), to ensure that infrastructure has sufficient capacity to serve a proposed development.

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

The Applicant has carefully considered the impacts of the proposed development on the surrounding area. Site lighting has been kept to 15 feet and walls are strategically located to minimize glare from headlights off the subject property. Many residents utilize this property as an informal access to the culverts under Tramway Boulevard to reach the MPOS trails and multi-use path along Tramway. Access from the site via Tennyson St. is handles with a signal at Academy Rd. regulating left turns towards Tramway.

16. The request meets the Variance-EPC Review & Decision Criteria IDO Section 6-6(m)(3)(a) in as follows:

- A. There are special circumstances applicable to the subject property that are not self-imposed and that do not apply generally to other property in the same zone district and vicinity, including but not limited to size, shape, topography, location, surroundings, and physical characteristics, and such special circumstances were created either by natural forces or by government eminent domain actions for which no compensation was paid. Such special circumstances of the Property either create an extraordinary hardship in the form of a substantial and unjustified limitation on the reasonable use or return on the property, or practical difficulties result from strict compliance with the minimum standards.

There are several special circumstances applicable to the subject property that are not self-imposed and do not apply generally to other property in the same zone district and vicinity. The subject site is bisected by the Pino Arroyo and significantly encumbered by a floodplain and grading challenges created by the topography. The arroyo will remain on the property within a buried box culvert. This culvert requires a 60-foot wide easement in which buildings may not be constructed. Site improvements to the culvert area at the eastern edge of the site, with landscaping and natural pathways, pushes the block of housing units further to the south creating the need of the 10-foot variance to the 15- foot front setback.

The designated front of the site was determined as the south edge because access to the site is from Tennyson Street. The units nearest Tennyson and the southern property line where the variance is requested are actually the side of the unit. South of the site is undevelopable right-of-way with no concern for additional construction later.

The variance of 10 feet for the buffer adjacent to the MPOS is warranted as the project site, though by definition, is adjacent, it is actually separated by the Tramway Blvd. public right-of-way which extends from 300 to over 350 feet. IDO Section 14-16- 5-2(H)(2)(a) states that “development on properties of any size adjacent to Major Public Open Space shall:

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 intension of this buffer or single-loaded street is to provide a separation. That separation is more than provided by the four lanes of Tramway. Between the buildings and the eastern property line as designed, there is only about 360 linear feet of the 760 feet where the setback is less than 20 feet.

- B. The variance will not be materially contrary to the public safety, health, or welfare.

This variance request will not be contrary to the public safety, health, or general welfare. The units nearest Tennyson and the southern property line where the variance is requested are actually the side of the unit. South of the site is undevelopable right-of-way with no concern for additional construction later.

- C. The variance does not cause significant material adverse impacts on surrounding properties or infrastructure improvements in the vicinity.

The variances will cause no adverse effects on the surrounding area; whereas, the accompanying site improvements will be beneficial to the surrounding with better access to the under-roadway culvert, an accompanying park and improvements to the flood plain.

- D. The variance will not materially undermine the intent and purpose of this IDO or the applicable zone district.

This site has long been designated for multi-family high intensity development. It will provide an option in housing types to the area with access to basic amenities and major roadways. The requested variances do not undermine the applicable zoning district or the intended growth of the area.

- E. The variance approved is the minimum necessary to avoid extraordinary hardship or practical difficulties.

The variance requested is the minimum necessary to avoid hardship given the dimensional site constraints produced by the culvert easement. Only through the removal of the southernmost unit, on a site providing 17 DU per acres as opposed to the 24 DU per acre permissible, can the design work without this variance.

The variance of 10 feet along the eastern boundary is necessary to prevent a grave redundancy of separation.

17. IDO criteria 5-3(D)(3)(c) Materials to Alert Motorists calls for a change in material, level, or color, specifically stated not paint on material. The onsite crosswalks are only demarcated with painted stripes which is insufficient. The number of crosswalks also seems insufficient with none being provided to the dog walk area, nor along the longest run of buildings on the west side of the site.

18. IDO criteria 5-5 Parking and Loading is not sufficiently met as garages are calculated as the only bicycle parking spots. The applicant needs to provide a minimum of 30 bicycle parking slots located around the site to meet the requirement.
19. PNM has concerns with some building locations. These details will need to be worked out between the applicant and PNM prior to DRB submittal.
20. The District 8 Coalition of Neighborhood Associations, North Albuquerque Acres Community Association, and Antelope Run NA were notified by the applicant. Property owners within 100 feet of the subject site were also notified, as required. A community meeting was requested and held. There is no known opposition to the request.

RECOMMENDATION - SI-2020-00690, September 10, 2020

APPROVAL of Project #: 2020-004086, Case #: SI-2020-00690, a site plan 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, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL, Site Plan

Project # 2020-004086, Case #: SI-2020-00690

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 technical EPC Conditions have been satisfied and that other applicable City requirements have been met.
2. 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.
3. The applicant shall meet with the Staff planner prior to applying to the DRB to ensure that all conditions of approval are addressed and met. Upon receiving sign-off from the DRB, the applicant shall submit a finalized version of the site plan for filing at the Planning Department.

4. Pursuant to IDO Section 14-16-5-2(H)(1)(a) Properties within 330 Feet of Major Public Open Space, roof material and color shall be submitted for compliance with light reflective value (LRV) rating between 20 percent and 50 percent.
5. 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.
6. Pursuant to IDO Section 14-16-5-3(D)(3)(b) Network of Walkways, pedestrian driveway crossings are insufficient for the layout of the site. An additional crosswalk should be provided along the western length of units at the point of connection to amenities sidewalk location.
7. Pursuant to IDO Section 14-16-5-3(D)(3)(b)2b, continue soft-surface Nature Path at north property line in order to connect with informal trail that connects with the Pino Dam gravel road/trail for recreation purposes.
8. Pursuant to IDO Section 14-16-5-2(E)(4)(d) Parking lots abutting major arroyos shall provide a buffer pursuant to Subsection 5-6(F)(3)(a) Walls or fencing a minimum of 6 feet high; fencing requires landscaping with evergreen shrubs or vines to form a screen at least 75 percent opaque. , provide space and vine symbol at base of 6-foot wrought iron fence located at surface parking where it abuts arroyo property, and add vine symbol in plant schedule.
9. Pursuant to IDO Section 14-16-5-3(D)(3)(c) Materials to Alert Motorists, provide a change in material color or texture for crosswalk areas and provide a minimum of two additional crosswalks on the site.
10. Pursuant to IDO Section 14-16-5-5(C)(5)(d) Electric Vehicle Charging Station Credit, the applicant will provide ten (10) EVC stations on the site, not all of which are to be in designated garages.
11. Applicant will establish are required utility easements with the appropriate agencies.

***Leslie Naji, AIA
Senior Planner***

Notice of Decision cc list:

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Office of Neighborhood Coordination

Long Range Planning

PR-2020-004086 / Case Number: SI-2020-00690

Address: Tennyson St. NE, between Academy Rd. NE,
and San Antonio Dr. NE west of Tramway Blvd.

IDO Zoning: R-MH

Request: Site Plan – EPC & Variance – EPC

Long-Range Planning Agency Comments

The proposed site plan seems consistent with Comp Plan goals and policies. Existing design requirements in IDO Subsections 14-16-5-2(H)(1) and (2) provide protections for adjacent Major Public Open Space to ensure development on adjacent properties that is compatible and that mitigates potential negative impact. The EPC should carefully review compliance with these standards.

The site is separated from Major Public Open Space by a significant roadway, Tramway Boulevard, so any adverse impacts the development might have on the MPOS would appear to be minimal. Councilor Jones has already proposed an amendment (Amendment B10) to the IDO for the 2019 annual update that would eliminate the required design standards for properties separated from MPOS by a principal arterial or freeway; however, because this request was submitted prior to adoption of the IDO amendments, the design standards provided in 5-2(H)(1) and (2) Lots Adjacent to Major Public Open Space are required.

The setback variance request would allow the development to be constructed around an existing drainage easement; a 10-foot variance in the proposed location should have minimal impact. The EPC and engineers should carefully consider the overall site design to ensure that it will accommodate any flood activities.

Background for Case Planner

Background

The applicant, Titan Property Managements, LLC, represented by Consensus Planning, Inc., is requesting approval of a site plan and a variance of 10 feet to allow buildings along one side of the property a 5-foot setback rather than the required 15 feet.

The project site is 16.6 acres and is located entirely within and surrounded by an Area of Consistency and is not impacted by any overlay zones. The site is zoned R-MH, and multi-family residential is an allowed use. The zoning prior to the IDO was Residential Developing area (RD) with a 24-unit per acre maximum, not to exceed 321 units for the site. The proposed site plan has 238 units.

The site is largely bordered by PD zoning and, to the north, unincorporated County land. Across Tramway Boulevard to the east is Major Open Space (MPOS). The surrounding area is largely residential.

Discussion

The size of the site and its location across Tramway from the Pino Arroyo Major Public Open Space (MPOS) area require EPC approval of the site plan. The site is separated from the MPOS by a significant roadway, Tramway Boulevard, so any adverse impacts the development might have on the MPOS would be minimal. Councilor Jones has already proposed an amendment to the IDO for the 2019 annual update that would eliminate the required design standards for properties separated from MPOS by a principal arterial or freeway; however, because this request was submitted prior to adoption of the IDO amendments, the design standards provided in 5-2(H)(1) and (2) Lots Adjacent to Major Public Open Space are required.

The site plan accommodates an existing arroyo with a buried box culvert. The EPC and engineers should carefully review the proposed floodplain modification. The proposed culvert requires a 60-foot easement, which led to the variance request by pushing proposed buildings south. Other utility easements also limit building location. Given these restrictions are not of the applicant's own making, and the location of the site on a cul-de-sac, which creates greater distance between the proposed buildings and public infrastructure along front lot line, the proposed variance would have minimal negative impacts, if any.

Analysis

The proposed development complements and expands the existing mix of housing options in the area, achieving comp plan goals 5.2 (Complete Communities), 9.1.1 (Housing Options), and 9.2.1 (Compatibility). And as utilities, roads, and some transit are already present in the area, this proposal also supports Comp Plan goal 5.3 (Efficient Development Patterns).

The site plan also adheres to IDO standards, with the exception of the one variance request for a setback reduction on the east side, discussed above. All standards for properties within 330 feet of Major Public Open Space (5-2(H)(1)) appear to be met in the site plan as well.

CITY ENGINEER

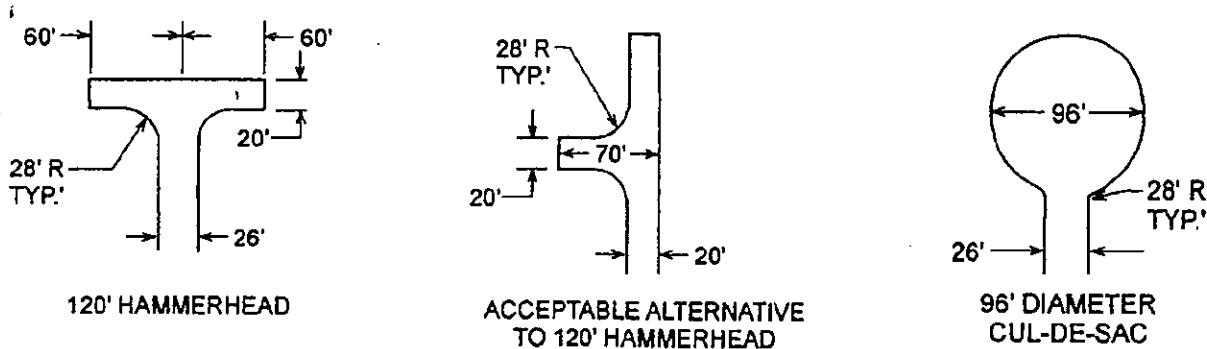
Transportation Development Services

PR-2020-004086 Tennyson Apartments
SI-2020-6090 – Site Plan

- At applicant’s request, City Planning is working with Traffic Operations and the applicant to propose speed control measures on Tennyson prior to DRB action.
- As a designated collector street, Tennyson is meant to connect with San Antonio Road per the MRCOG Long Range Masterplan. (Planning is seeking input from DMD on this.)
- Per IDO and DPM requirements, sidewalk is required along frontage of site.

Also, prior to DRB address the following comments:

- Right-of-way boundaries are unclear on the site plan.
- Call out curb and all curb radii.
- If moving forward with a turn-around on Tennyson, the diameter of the turnaround shall follow current standards to allow a large enough of a turn-around for emergency vehicles, or other options may be used as shown below:



- In lieu of having a pedestrian path painted through the Tennyson turn-around, there shall be sidewalk adjacent to the vehicular way to connect to existing sidewalk.
- Show curb ramps at all locations where needed, at the end of pedestrian paths, etc.
- Label all pedestrian accessways and width of all accessways.
- Provide barrier curb, mountable curb, sidewalk, and bike rack details. Show 2% maximum cross-slope for sidewalk.

- Show width of emergency accessway.
- For the private gates north of Tennyson, one of the gates is shown to swing outward toward the main driving aisle. Show whether this gated area is meant to be one-way and if so, have signs and pavement markings for designation.

Hydrology Development

NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT)

Project Number: 2020-004086
Case Description: Site Plan

- NMDOT no comments at this time.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Traffic Engineering Operations (Department of Municipal Development)

Street Maintenance (Department of Municipal Development)

RECOMMENDED CONDITIONS FROM THE CITY ENGINEER:

WATER UTILITY AUTHORITY

No adverse comment to the proposed set back variance.

For information only: An Availability Statement is currently being researched for this site. Once executed this statement will dictate the requirements for service.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

Project #2020-004086, SI-2020-00690

Parks and Open Space representatives visited the subject site with the applicant regarding the proposed access to the underpass joining the MPOS to the east of the subject site and Tramway, and this is acceptable to PRD.

Questions:

1. Pursuant to IDO 5-2(C), Sensitive Lands Analysis required the applicant provided a lot of information regarding the site, but I did not see this diagram in the application packet – will this be provided? or is the current submission seen as sufficient?
2. PRD appreciates the park area. Just to confirm – is this development gated? and therefore the private ‘Memorial Park’ has pedestrian public access but not vehicular public access? Can we confirm the species adjacent to arroyo are native?
3. The Pino Arroyo is a Major Open Space Link per the Facility Plan for Arroyos, and therefore subject to IDO Section 5-2(E). I tried to review the Site Plan and Notes but since everything is on small screens, I am not sure if all regulations have been satisfied or Variances are being sought?
 - a. 5-2(E)(3)(b) calls for ROW for trail adjacent to arroyo – is this accommodated by the entrance drive over the arroyo? Is this acceptable to Open Space?
 - b. 5-2(E)(3)(c) calls for the trail system to extend to all roadway intersections – application mentions trail but extent not clear?
 - c. 5-2(E)(4)(d) calls for parking lot buffer or screening per 5-6(F)(3) – wall or fencing or shrubs and trees – does not seem to be shown on Landscape Plan.
4. Pursuant to IDO Section 5-2(H)(2)(a)1, a 20-foot buffer is required on the east property line. It looks like there is a buffer in most places but not all. I am unable to measure on the screen, and perhaps they need a Variance?

b) Many people recreate (jog, etc.) at the top of the Pino dam to the west of the site. IDO section 5-3(D)(3)(b)2b states: “On-site pedestrian walkways shall connect to 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.” I understand a “formal” trail may cause issues, but AMAFCA does have a policy for dual use of lands for flood control and recreation. There is an informal trail that starts on the other side of the fire access driveway (as shown in the attached diagram). The Site Plan appears to show a flat space to the north of the parking lot. Is the area too steep and therefore cost prohibitive for a soft surface 3-foot wide Nature Path at the north property line? Thank you for continuing the path to the south in your diagram.

Suggested Condition: Pursuant to IDO section 5-3(D)(3)(b)2b, continue soft-surface Nature Path at north property line in order to connect with informal trail that connects with the Pino Dam gravel road/trail for recreation purposes.

c) Am I missing the vines? – to be located at the base of fence areas where parking and arroyo abut – northeast subject site – or a note that this will be provided?

Suggested Condition: Pursuant to IDO “5-2(E)(4)(d) Parking lots abutting major arroyos shall provide a buffer pursuant to Subsection 5-6(F)(3)(a) Walls or fencing a minimum of 6 feet high; fencing requires landscaping with evergreen shrubs or vines to form a screen at least 75 percent

opaque.”, provide space and vine symbol at base of 6-foot wrought iron fence located at surface parking where it abuts arroyo property, and add vine symbol in plant schedule.

1. PRD supports the applicant’s request/justification for a Variance to (5-2(H)(2)(a)1). It should be noted that the IDO regulation calls for a single-loaded-street or 20-foot or buffer to be located *ON* the subject property (adjacent to MPOS). And the IDO currently defines adjacency to include properties across ROW. Therefore, Tramway would not fulfill this requirement as written. It is understood that the proposed IDO amendments would change this regulation to exempt properties adjacent to principal arterials; however, under the existing IDO, DRB asks for a Variance. The applicant’s supplemental material adequately justifies the Variance request due to extenuating circumstances - the existing buffer/naturalized area located off the property provides the same function. It is a Planning Department decision regarding notification.

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

Regarding the proposed site plan for Allaso High Desert, I respectfully submit the following comments based on Crime Prevention through Environmental Design:

Ensure adequate lighting throughout the project, to include parking areas, pedestrian walkways, and common areas such as amenities, courtyards, carports.

Ensure natural surveillance and clear lines of sight throughout the property. 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 buildings and from the buildings the parking areas/carports

Ensure that landscaping is installed so as not to obstruct windows, doors, entryways, or lighting.

Ensure that landscaping is maintained to provide natural surveillance, trimming trees up to create a canopy of at least six feet; and trimming shrubs and bushes down to three feet.

Ensure adequate locking devices (i.e. deadbolt locks) on residential units.

Ensure that addresses are posted and clearly visible.

Ensure eye-viewers on primary and secondary entrance doors to residential units.

Limit and clearly delineate access to the property; i.e. Resident Parking and Visitor Parking.

Clearly delineate public, semi-public, semi-private, and private space throughout the project.

Install No Trespassing signs that cite the City Ordinance so that they are visible immediately upon entering the property.

SOLID WASTE MANAGEMENT DEPARTMENT

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Project #2020-004086

SI-2020-00690

Site Plan for 16.06 acres on Tennyson Street between Academy Road and San Antonio Drive

Not on a Corridor

Not on a route

With considerable walking the site can be served by Commuter Route 93 (currently inactive) and Fixed Route 1. The nearest westbound stop for the Route 93 is 3/4 mile from the centroid of the site; the nearest Route 1 stop is somewhat over one mile. The routes cross at Academy and Tramway and there are no plans to extend service further north on Academy toward this site.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

- No adverse comments to the Site Plan.
- 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

ALBUQUERQUE PUBLIC SCHOOLS

Project #2020-003455

EPC Description: SI-2020-00051 –Site Plan.

Site Information: K.O.A. Subdivision, Tract B-3-A, Unit 2.

Site Location: 540 Paisano Street NE, between Juan Tabo Boulevard NE and Interstate-40.

Request Description: Request for a site plan to develop 163 apartments on approximately five acres, currently zoned PD (Planned Development).

APS Case Comments: This site is located approximately a half mile and across Interstate 40 from Manzano High School. Residential development at this location will have impacts to Tomasita Elementary School, Kennedy Middle School, and Manzano High School.

1. Residential Units: 163

2. Est. Elementary School Students: 42
3. Est. Middle School Students: 18
4. Est. High School Students: 18
5. Est. Total # of Students from Project: 78

*The estimated number of students from the proposed project is based on an average student generation rate for the entire APS district.

School Capacity

School	2019-2020 40 th Day Enrollment	Facility Capacity	Space Available
Tomasita Elementary School	325	464	139
Kennedy Middle School	458	600	142
Manzano High School	1460	1800	340

**MID-REGION COUNCIL OF GOVERNMENTS
PR 2020-004086_SI 2020-00690**

The unbuilt portion of Tennyson is shown as a Major Collector in the Long-Range Roadway System (LRRS) in the project area. The site plan shows Tennyson dead ending, thereby cutting off the continuity between Academy and San Antonio. Because the LRRS is a guiding document that is developed in coordination with our member agencies, the ultimate decision to allow for this modification would be CABQ. MRMPO will recommend that the City should analyze the impacts on traffic and circulation, but modifications to the LRRS can be done without the approval of MRCOG.

For Informational purposes:

Tramway Blvd. is an NMDOT limited access facility. Please refer to the State Access Management Manual (SAMM) or contact Acting District 3 Engineer Rick Padilla at 505-934-0354 or Rick.Padilla@state.nm.us with any questions about access control.

Tramway Blvd. is functionally classified as a Principal Arterial roadway in the subject area.

Tramway Blvd. is listed as part of the National Highway System (NHS).

Tramway Blvd. is an Intelligent Transportation System (ITS) Corridor. Please consult the reviewing agency's Traffic Engineering and/or ITS Department with any questions regarding ITS infrastructure.

The built portion of Tennyson is currently classified as a Major Collector roadway.

Appendix G of the MTP recommends the following as it relates to the proposed project:

- o Promote a diverse mix of housing, in cost, unit types, and neighborhood settings

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM needs to complete the identification of transmission line and distribution line easements on the property that may interfere with the current location of one of the proposed 3 story buildings. This discussion is critical to the safety of the occupants of the building and to the workers during the building of the buildings.

Conditions for approval for Project #2020-004086 (SI-2020-00690) Site Improvement Located on Tennyson St NE between Academy Rd NE and San Antonio NE

1. Applicant needs to locate all PNM easements on submittal and all existing distribution and transmission pole structures locations on submittal.
2. An existing overhead distribution line is located along the east side of the subject site. It is the applicant's obligation to abide by any conditions or terms of those easements.
3. There are two transmission lines along the east side and the north side of the property. It is the applicant's obligation to abide by any conditions or terms of those easements.
4. The developer needs to contact PNM regarding re-location of the distribution and transmission structures with new easements.
- 2
5. The developer shall contact PNM's New Service Delivery Department to coordinate electric service regarding the project. Please submit a service application at www.pnm.com/erequest for PNM to review.
6. Ground-mounted equipment screening will be designed to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance and repair purposes. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.
7. It is necessary that the applicant coordinate with PNM regarding proposed tree species, the height at maturity and tree placement, sign location and height, and lighting height in order to ensure sufficient safety clearances to avoid interference with the existing electric transmission and/or distribution lines along the project site. PNM's standard is for trees to be planted outside the PNM easement

PICTURE PAGES

September 10, 2020

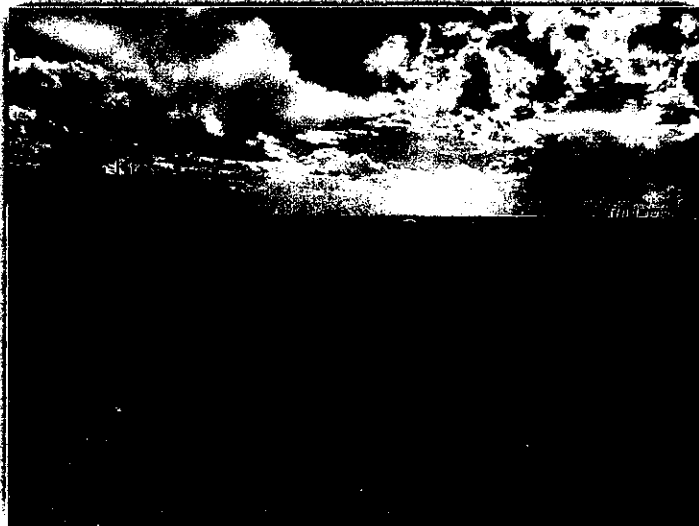


Figure 1: Looking southwest from Tramway across the site.



Figure 2: Looking west along north property line from Tramway.

September 10, 2020

Figure 3: Looking west
across the site from above the
arroyo culvert

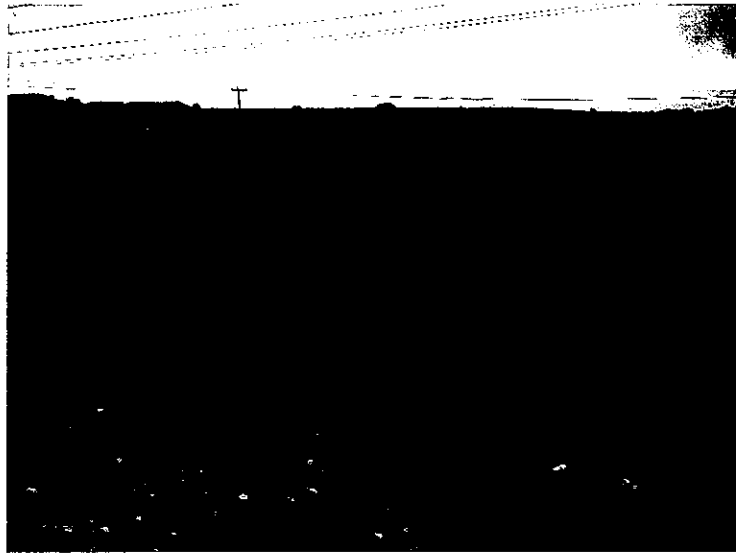


Figure 4: Looking along the
natural arroyo.

September 10, 2020



Figure 5: Looking northeast from entry to the site at Tennyson St.



Figure 6: Northern facing from southern end of the site.

September 10, 2020



Figure 7: Proposed western edge of the site development where arroyo drops to Pino Dam retention area.



Figure 7: Northeast view from southwest corner of site.

ZONING

Please refer to the Zoning Code for specifics of
the R-MH zone.

APPLICATION



Please check the appropriate box and refer to supplemental forms for submittal requirements. All fees must be paid at the time of application.

Administrative Decisions	Decisions Requiring a Public Meeting or Hearing	Policy Decisions
<input type="checkbox"/> Archaeological Certificate (Form P3)	<input checked="" type="checkbox"/> Site Plan – EPC including any Variances – EPC (Form P1)	<input type="checkbox"/> Adoption or Amendment of Comprehensive Plan or Facility Plan (Form Z)
<input type="checkbox"/> Historic Certificate of Appropriateness – Minor (Form L)	<input type="checkbox"/> Master Development Plan (Form P1)	<input type="checkbox"/> Adoption or Amendment of Historic Designation (Form L)
<input type="checkbox"/> Alternative Signage Plan (Form P3)	<input type="checkbox"/> Historic Certificate of Appropriateness – Major (Form L)	<input type="checkbox"/> Amendment of IDO Text (Form Z)
<input type="checkbox"/> Minor Amendment to Site Plan (Form P3)	<input type="checkbox"/> Demolition Outside of HPO (Form L)	<input type="checkbox"/> Annexation of Land (Form Z)
<input type="checkbox"/> WTF Approval (Form W1)	<input type="checkbox"/> Historic Design Standards and Guidelines (Form L)	<input type="checkbox"/> Amendment to Zoning Map – EPC (Form Z)
	<input type="checkbox"/> Wireless Telecommunications Facility Waiver (Form W2)	<input type="checkbox"/> Amendment to Zoning Map – Council (Form Z)
		Appeals
		<input type="checkbox"/> Decision by EPC, LC, ZHE, or City Staff (Form A)

APPLICATION INFORMATION

Applicant: Titan Property Management, LLC		Phone: (505) 998-0163
Address: 6300 Riverside Plaza Lane NW, Suite 200		Email: jrogers@titan-development.com
City: Albuquerque	State: NM	Zip: 87120
Professional/Agent (if any): Consensus Planning, Inc.		Phone: (505) 764-9801
Address: 302 8th Street NW		Email: vos@consensusplanning.com
City: Albuquerque	State: NM	Zip: 87102
Proprietary Interest in Site: Contract Purchaser		List all owners: Americus, LLC

BRIEF DESCRIPTION OF REQUEST

Site Plan - EPC for a 281 unit multi-family residential development and Variance - EPC of 10 feet to the 15-foot front setback requirement.

SITE INFORMATION (Accuracy of the existing legal description is crucial! Attach a separate sheet if necessary.)

Lot or Tract No.: Tract 1	Block:	Unit:
Subdivision/Addition: The Foothills	MRGCD Map No.:	UPC Code: 102206249948010202
Zone Atlas Page(s): E-22	Existing Zoning: R-MH	Proposed Zoning: No Change
# of Existing Lots: 1	# of Proposed Lots: 1	Total Area of Site (acres): 16.0519 acres

LOCATION OF PROPERTY BY STREETS

Site Address/Street: Tennyson Street NE Between: Academy Road NE and: San Antonio Drive NE

CASE HISTORY (List any current or prior project and case number(s) that may be relevant to your request.)

PR-2020-004086 and Project #1008435

Signature:	Date: 7/30/20
Printed Name: Michael J. Vos, AICP	<input type="checkbox"/> Applicant or <input checked="" type="checkbox"/> Agent

FOR OFFICIAL USE ONLY

Case Numbers	Action	Fees	Case Numbers	Action	Fees

Meeting/Hearing Date:	Fee Total:
Staff Signature:	Date:
	Project #

FORM P1: SITE PLAN – EPC

Please refer to the EPC hearing schedule for public hearing dates and deadlines. Your attendance is required.

- SITE PLAN – EPC**
- MASTER DEVELOPMENT PLAN**
- MAJOR AMENDMENT TO SITE PLAN – EPC OR MASTER DEVELOPMENT PLAN**
- EXTENSION OF SITE PLAN – EPC OR MASTER DEVELOPMENT PLAN**
 - Interpreter Needed for Hearing? No if yes, indicate language: _____
 - A Single PDF file of the complete application including all documents being submitted must be emailed to PLNDRS@cabq.gov prior to making a submittal. Zipped files or those over 9 MB cannot be delivered via email, in which case the PDF must be provided on a CD. PDF shall be organized with the Development Review Application and this Form P1 at the front followed by the remaining documents in the order provided on this form.
 - Zone Atlas map with the entire site clearly outlined and labeled
 - Letter of authorization from the property owner if application is submitted by an agent
 - Sites 5 acres or greater: Archaeological Certificate in accordance with IDO Section 14-16-6-5(A)
 - Signed Traffic Impact Study (TIS) Form
 - Justification letter describing, explaining, and justifying the request per the criteria in IDO Sections 14-16-6-6(H)(3) or 14-16-6-6(F)(3), as applicable
 - Explanation of requested deviations, if any, in accordance with IDO Section 14-16-6-4(O)
 - Proof of Pre-Application Meeting with City staff per IDO Section 14-16-6-4(B)
 - Proof of Neighborhood Meeting per IDO Section 14-16-6-4(C)
 - Office of Neighborhood Coordination neighborhood meeting inquiry response
 - Proof of email with read receipt OR Certified Letter offering meeting to applicable associations
 - If a meeting was requested/held, copy of sign-in sheet and meeting notes
 - Sign Posting Agreement
 - Required notices with content per IDO Section 14-16-6-4(K)(6)
 - Office of Neighborhood Coordination notice inquiry response
 - Copy of notification letter and proof of first class mailing
 - Proof of emailed notice to affected Neighborhood Association representatives
 - Buffer map and list of property owners within 100 feet (excluding public rights-of-way) provided by Planning Department or created by applicant, copy of notifying letter, and proof of first class mailing
 - Completed Site Plan Checklist
 - Scaled Site Plan or Master Development Plan and related drawings (10 copies, 24" x 36" folded)
Master Development Plans should include general building and parking locations, as well as design requirements for buildings, landscaping, lighting, and signage.
 - N/A* Copy of the original approved Site Plan or Master Development Plan (for amendments only) (1 copy, 24" x 36")
 - Site Plan or Master Development Plan and related drawings reduced to 8.5" x 11" format (1 copy)
 - N/A* Landfill disclosure statement per IDO Section 14-16-5-2(G) if site is within a designated landfill buffer zone
- VARIANCE – EPC**
 - In addition to the above requirements for the Site Plan – EPC or Master Development Plan the proposed variance request is related to, please describe, explain, and justify the variance per the criteria in IDO Section 14-16-6-6(M)(3).

Note: Any variance request from IDO Standards in Sections 14-16-5-3 (Access and Connectivity), 14-16-5-4 (Subdivision of Land), 14-16-5-5 (Parking and Loading), or DPM standards shall only be granted by the DRB per IDO Section 14-16-6-6(L) See Form V.

<i>I, the applicant or agent, acknowledge that if any required information is not submitted with this application, the application will not be scheduled for a public meeting or hearing, if required, or otherwise processed until it is complete.</i>	
Signature:	Date: 7/30/20
Printed Name: Michael J. Vos, AICP	<input type="checkbox"/> Applicant or <input checked="" type="checkbox"/> Agent
FOR OFFICIAL USE ONLY	
Case Numbers:	Project Number:
Staff Signature:	
Date:	

May 22, 2020

Mr. Dan Serrano, Chair
Environmental Planning Commission
City of Albuquerque
Planning Department
600 Second Street NW
Albuquerque, New Mexico 87102

RE: Tennyson Street NE Multi-Family Site Plan and Related Applications

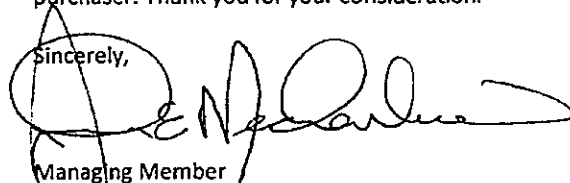
Dear Mr. Serrano:

The purpose of this letter is to authorize Consensus Planning, Isaacson & Arfman, and ORB Architecture to act as our agents for approval of a Site Plan – EPC and related applications for a multi-family development on the below referenced property.

Legal Description: Tract 1, The Foothills, containing 16.0519 acres

Americus, LLC is the owner of the property and Titan Development is the contract purchaser. Thank you for your consideration.

Sincerely,



Managing Member
Americus, LLC

May 22, 2020

Mr. Dan Serrano, Chair
Environmental Planning Commission
City of Albuquerque
Planning Department
600 Second Street NW
Albuquerque, New Mexico 87102

RE: Tennyson Street NE Multi-Family Site Plan and Related Applications

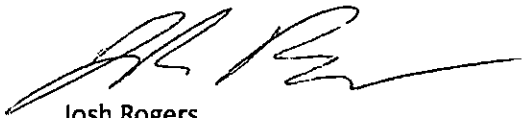
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Legal Description: Tract 1, The Foothills, containing 16.0519 acres

Americus, LLC is the owner of the property and Titan Development is the contract purchaser. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Josh Rogers', with a long horizontal flourish extending to the right.

Josh Rogers
Director
Titan Development



City of Albuquerque
P.O. Box 1293 Albuquerque, NM 87103
Planning Department
David S. Campbell, Director

Tim Keller, Mayor
Sarita Nair, CAO

DATE: July 8, 2020

SUBJECT: Albuquerque Archaeological Ordinance - Compliance Documentation

Case Number(s): PR-2020-004086
Agent: Consensus Planning, Inc.
Applicant: Titan Property Management, LLC
Legal Description: Tract 1, The Foothills
Zoning: R-MH
Acreage: 16.0519
Zone Atlas Page(s): E-22-Z

CERTIFICATE OF NO EFFECT: Yes No

CERTIFICATE OF APPROVAL: Yes No

SUPPORTING DOCUMENTATION:

Historic Google earth images, ARMS records (NMCRIS 36375)

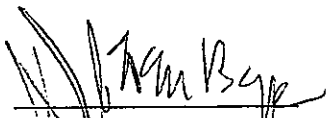
SITE VISIT: N/A

RECOMMENDATIONS:

Portions bladed by 2005, crossed by a network of two-track roads, prior and since. The arroyo passing through the property has likely been reworked to manage drainage in the vicinity of the nearby dam. 8.5 acres was surveyed in 1991.

CERTIFICATE OF NO EFFECT ISSUED-under 6-5(A) (3)(a) criterion 1 "an archaeological investigation has been conducted..." and under 6-5(A) (3)(a) criterion 2 "The property has been disturbed through previous land use"

SUBMITTED BY:

 7-8-2020

Douglas H. M. Boggess, MA, RPA Date
Senior Principal Investigator
Acting City Archaeologist
Lone Mountain Archaeological Services, Inc.

SUBMITTED TO:

Russell Brito, Planning Manager
City of Albuquerque Planning Department

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Titan Property Management, LLC DATE OF REQUEST: 5/22/2020 ZONE ATLAS PAGE(S): E-22

CURRENT:

ZONING R-MH
PARCEL SIZE (AC/SQ. FT.) 16.0519 acres

LEGAL DESCRIPTION:

LOT OR TRACT # Tract 1 BLOCK # _____
SUBDIVISION NAME The Foothills

REQUESTED CITY ACTION(S):

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

SITE DEVELOPMENT PLAN:

SUBDIVISION* [] AMENDMENT []
BUILDING PERMIT [X] ACCESS PERMIT []
BUILDING PURPOSES [] OTHER []

*includes platting actions

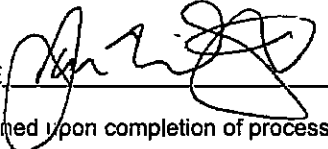
PROPOSED DEVELOPMENT:

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

GENERAL DESCRIPTION OF ACTION:

OF UNITS: 283 DU
BUILDING SIZE: 330,000 (sq. ft.)

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

APPLICANT OR REPRESENTATIVE 

DATE 5/22/20

(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -
2ND Floor West, 600 2nd St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

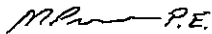
TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [X] NO [] BORDERLINE []

THRESHOLDS MET? YES [X] NO [] MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: []

Notes:

This development exceed the lower threshold of 247 units based on ITE Code 226, Multifamily Housing (Low-Rise), peak hour traffic. The development is proposed as low-rise and mid-rise MultiFamily dwellings. The number of units proposed do not reach the threshold for a TIS.

If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. **Any subsequent changes to the development proposal identified above may require an update or new TIS.**

 P.E.

5/24/2020 5/26/2020 mpg

TRAFFIC ENGINEER

DATE

Required TIS **must be completed prior to applying to the EPC and/or the DRB.** Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with.

TIS -SUBMITTED / /
-FINALIZED / /

TRAFFIC ENGINEER _____

DATE _____

Monday, May 25, 2020

Matthew Grush, P.E.
City of Albuquerque Transportation Development
600 Second St. NW
Albuquerque, NM 87102

Re: Tennyson Apartments (Academy Rd. / Tennyson)

Dear Matt:

Attached for your review and information are the following items:

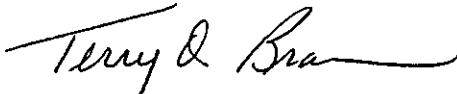
- Vicinity Map
- Preliminary Site Plan for the Tennyson Apartment Complex
- Trip Generation Table
- Trip Generation Worksheets

The Trip Generation rate calculations are based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, released in 2017.

Based on the Trip Generation rate calculations, it does not appear that the proposed Tennyson Apartments meets the City of Albuquerque warrant for a Traffic Impact Study under the current policy.

Please call me if you have questions.

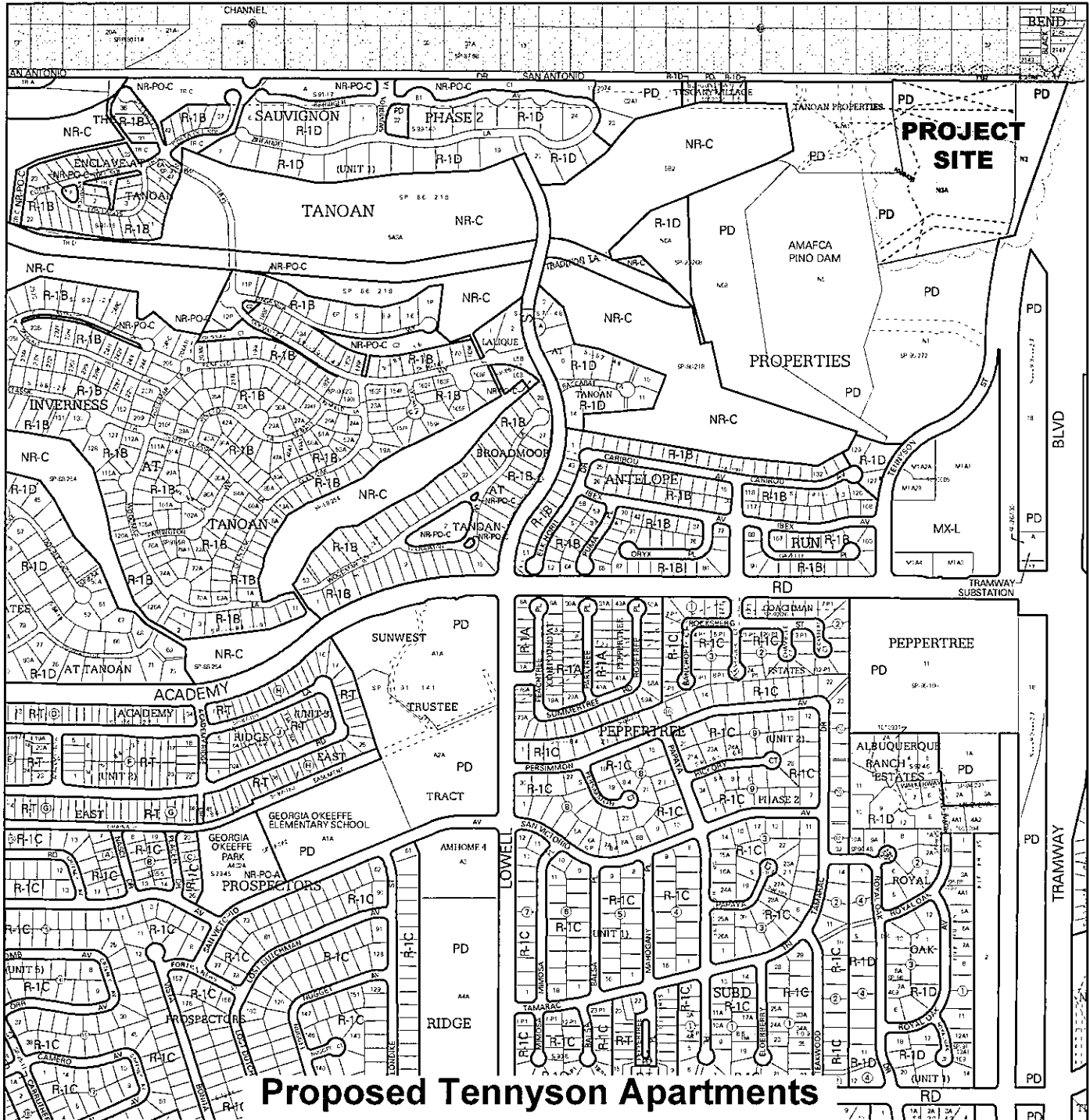
Best Regards,



Terry O. Brown, P.E.

attachments as noted

cc: Brian Patterson, Director of Development, Titan Development w/attachments



Proposed Tennyson Apartments

For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas

May 2018

IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones are established by the Integrated Development Ordinance (IDO).

Gray Shading Represents Area Outside of the City Limits

Zone Atlas Page: **E-22-Z**

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

0 250 500 1,000 Feet

TENNYSON APARTMENTS
 190 TENNYSON STREET AND SAN ANTONIO DR.
 ALBUQUERQUE, NEW MEXICO



WorldID@ORBArch.com

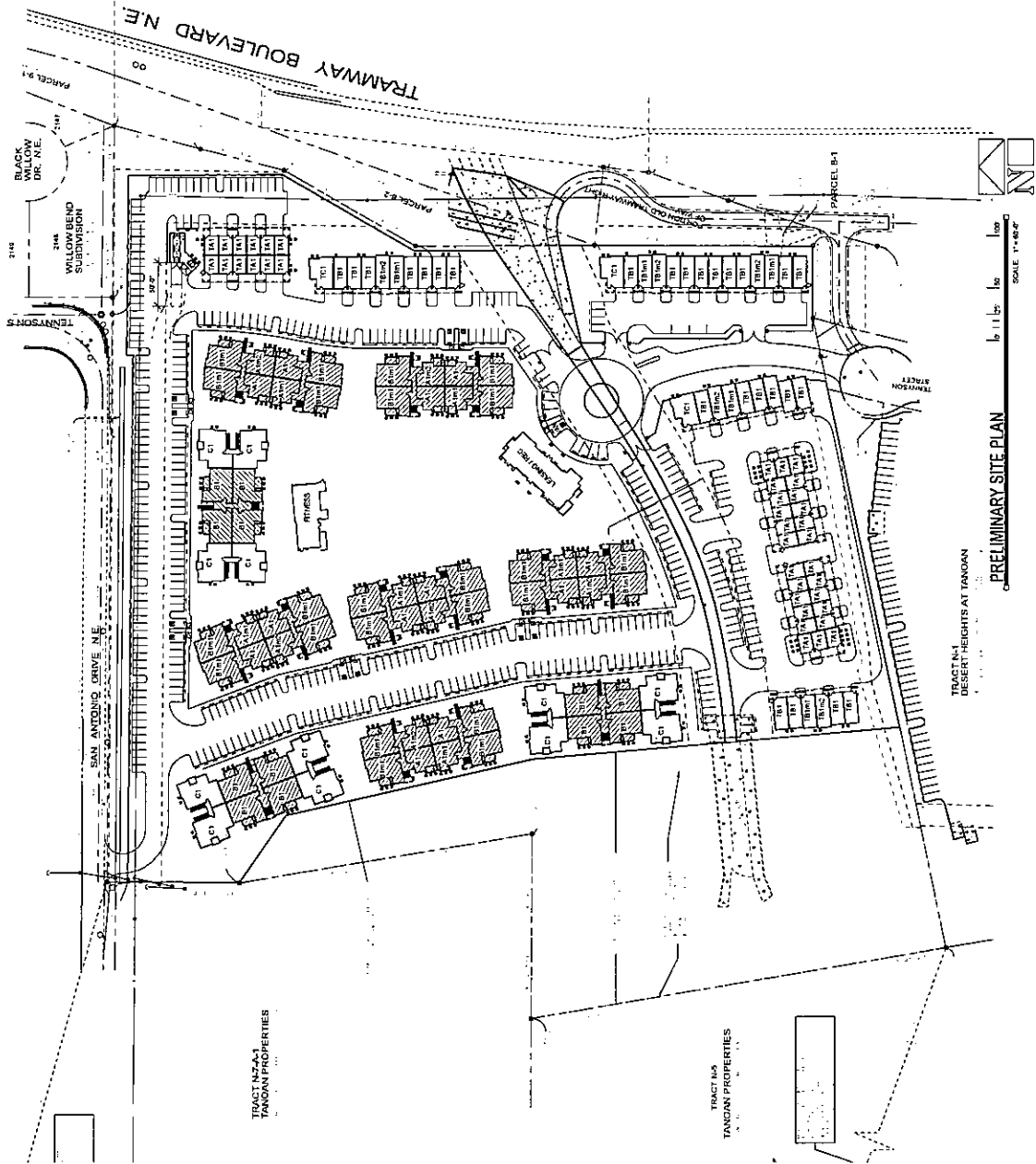
PRELIMINARY
 NOT FOR
 CONSTRUCTION



UNIT CATEGORY	NO.
1-BEDROOM	36
2-BEDROOM	18
3-BEDROOM	18
TOTAL	72

UNIT CATEGORY	NO.
1-BEDROOM	36
2-BEDROOM	18
3-BEDROOM	18
TOTAL UNITS	72

DATE	DESCRIPTION
12/15/2011	ISSUED FOR PERMITTING
03/11/2012	ISSUED FOR PERMITTING



SCALE 1"=60'-0"

PRELIMINARY SITE PLAN

TRACT 10-A
 DESERT HEIGHTS AT TANDAN

PROJECT NUMBER:
 Application Number

The Plan is submitted for specific City Department Plan approval by the City Engineer and shall be subject to the City Engineer's review. The City Engineer's review shall be limited to the City Engineer's review of the Plan and shall not constitute an endorsement or approval of the Plan. The City Engineer's review shall be limited to the City Engineer's review of the Plan and shall not constitute an endorsement or approval of the Plan.

DATE: 11/15/11

DESIGNER: Rich Barber Architects, LLC

PROGRESS SET	DATE
TRAFFIC ENGINEERING, TRANSPORTATION DIVISION	DATE
ADVISORY	DATE
PUBLIC SAFETY AND RECREATION DEPARTMENT	DATE
CITY ENGINEER	DATE
SOLID WASTE MANAGEMENT	DATE
GRAND ENTRANCE	DATE
DRB CHAIRPERSON, PARKING DEPARTMENT	DATE

*Tennyson Apartments Development (Academy Rd. / Tennyson
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)*

COMMENT	USE (ITE CODE)	DESCRIPTION	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
			GROSS	ENTER	ENTER	EXIT	ENTER	EXIT
Summary Sheet								
		Units						
2-Story		Multifamily Housing (Low-Rise)	171	3	11	12	7	
3-Story		Multifamily Housing (Mid-Rise)	1,385	22	63	66	42	
		Total Trips Generated	1,556	25	74	78	49	

*Tennyson Apartments Development (Academy Rd. / Tennyson
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)*

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME		A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	ENTER	EXIT	ENTER	EXIT
Multifamily Housing (Low-Rise)	171	3	11	12	12	7
Units						
28						
Dwelling Units						

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME);

$$T = 7.56 (X)^{0.50} + -40.86$$

50% Enter, 50% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$\ln(T) = 0.95 \ln(X) + -0.51$$

23% Enter, 77% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$\ln(T) = 0.89 \ln(X) + 0.02$$

63% Enter, 37% Exit

Comments:
2-Story

Based on ITE Trip Generation Manual - 10th Edition

*Tennyson Apartments Development (Academy Rd. / Tennyson
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)*

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME		A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	NET	ENTER	EXIT	ENTER	EXIT
Multifamily Housing (Mid-Rise)	1,385	22	63	66	66	42

Units
255
Dwelling Units

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME);

$$T = 5.44 (X) + -1.75$$

50% Enter, 50% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$\ln(T) = 0.98 \ln(X) + -0.98$$

26% Enter, 74% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$\ln(T) = 0.96 \ln(X) + -0.63$$

61% Enter, 39% Exit

Comments:
3-Story

Based on ITE Trip Generation Manual - 10th Edition

PRE-APPLICATION REVIEW TEAM (PRT) MEETING REQUEST

Pre-application Review Team (PRT) Meetings are available to help applicants identify and understand the allowable uses, development standards, and processes that pertain to their request. ***PRT Meetings are for informational purposes only; they are non-binding and do not constitute any type of approval.*** Any statements regarding zoning at a PRT Meeting are not certificates of zoning. The interpretation of specific uses allowed in any zone district is the responsibility of the Zoning Enforcement Officer (ZEO).

When you submit PRT notes to meet a Pre-application Meeting requirement in Table 6-1-1, you will be charged a \$50 PRT fee.

PA#: <u>20-257</u>	Received By: <u><i>Diya Eull</i></u>	Date: <u>2-25-2020</u>
APPOINTMENT DATE & TIME: <u>Monday, March 2, 2020 @ 3:00 pm</u>		

Applicant Name: Titan Development Phone#: (505) 764-9801 Email: vos@consensusplanning.com
Agent: Consensus Planning

PROJECT INFORMATION:

For the most accurate and comprehensive responses, please complete this request as fully as possible and submit any relevant information, including site plans, sketches, and previous approvals.

Size of Site: approx. 15 ac Existing Zoning: R-MH Proposed Zoning: R-MH

Previous case number(s) for this site: 1008435 and DRB-93-272

Applicable Overlays or Mapped Areas: N/A

Residential – Type and No. of Units: ~281 units multi-family

Non-residential – Estimated building square footage: N/A No. of Employees: _____

Mixed-use – Project specifics: N/A

LOCATION OF REQUEST:

Physical Address: 99999 Tramway Blvd NE Zone Atlas Page (Please identify subject site on the map and attach) E-22
Tennyson Street north of Academy

BRIEFLY DESCRIBE YOUR REQUEST (What do you plan to develop on this site?)

Multi-family development with ~281 dwelling units

QUESTIONS OR CONCERNS (Please be specific so that our staff can do the appropriate research)

Site is more than 5 acres adjacent to Major Public Open Space (MPOS) across Tramway. Confirming process is via Site Plan - EPC.

Access is from Tennyson but site has other street frontages. Discussion of how setbacks will be applied and potential to request a Variance - EPC, if necessary.

Review MPOS requirements as they apply to this site.

PRE-APPLICATION REVIEW TEAM (PRT) MEETING NOTES

PA# 20-057 Date: 02 Mar 2020 Time: 3:00pm

Address: _____

AGENCY REPRESENTATIVES AT MEETING:

Planning: Russell Brito

Code Enforcement: Carl Garcia, Jacobo Martinez

Fire Marshall: _____

Transportation: _____

Other: _____

PRT DISCUSSIONS ARE FOR INFORMATIONAL PURPOSES ONLY!

THEY ARE NON-BINDING AND DO NOT CONSTITUTE ANY KIND OF APPROVAL..

Additional research may be necessary to determine the exact type of application and/or process needed. Factors unknown at this time and/or thought of as minor could become significant as the case progresses.

REQUEST: Site Plan - EPC

SITE INFORMATION:

Zone: R-MH Size: _____

Use: _____ Overlay Zone: _____

Comp Plan Area Of: _____ Comp Plan Corridor: _____

Comp Plan Center: _____ MPOS or Sensitive Lands: _____

Parking: _____ MR Area: _____

Landscaping: _____ Street Trees: _____

Use Specific Standards: _____

Dimensional Standards: _____

*Neighborhood Organization/s: _____

**This is preliminary information only. Neighborhood Organization information is only accurate when obtained from the Office of Neighborhood Coordination (ONC) at www.cabq.gov/neighborhoods/resources.*

PROCESS:

Type of Action: Site Plan - EPC

Review and Approval Body: EPC Is this PRT a requirement? yes

PRE-APPLICATION REVIEW TEAM (PRT) MEETING NOTES

PA# 20-057 Date: 02 Mar 2020 Time: 3:00 pm

Address: _____

NOTES:

- 16-acre site
- Adjacent to MPOS
 - Site Plan - EPC
 - 5-2(H)(2) Properties Adjacent to MPOS
- AMAFCA
 - drainage facility
 - pedestrian access to MPOS across Tramway Blvd.
 - coordinate with Park & Rec and Open Space
- Variance - EPC
 - if necessary, can be submitted with Site Plan - EPC
 - 6-6(M)
- Transportation
 - Jeanne Wolfentager 924-3991
- Front is the south side adjacent to Tennyson

SITE PLAN CHECKLIST

- 2. Location and dimension of drive aisle crossings, including paving treatment
- 3. Location and description of amenities, including patios, benches, tables, etc.

- E. Off-Street Loading
 - 1. Location and dimensions of all off-street loading areas

- F. Vehicle Stacking and Drive-Through or Drive-Up Facilities
 - 1. Location and dimensions of vehicle stacking spaces and queuing lanes
 - 2. Landscaped buffer area if drive-through lanes are adjacent to public R/W
 - 3. Striping and Sign details for one-way drive through facilities

3. Streets and Circulation

- A. Locate and identify adjacent public and private streets and alleys.
 - 1. Existing and proposed pavement widths, right-of-way widths and curve radii
 - 2. Identify existing and proposed turn lanes, deceleration lanes and similar features related to the functioning of the proposal, with dimensions
 - 3. Location of traffic signs and signals related to the functioning of the proposal
 - 4. Identify existing and proposed medians and median cuts
 - 5. Sidewalk widths and locations, existing and proposed
 - 6. Location of street lights
 - 7. Show and dimension clear sight triangle at each site access point
 - 8. Show location of all existing driveways fronting and near the subject site.

- B. Identify Alternate transportation facilities within site or adjacent to site
 - 1. Bikeways and bike-related facilities
 - 2. Pedestrian trails and linkages
 - 3. Transit facilities, including routes, bus bays and shelters existing or required

4. Phasing

- A. Proposed phasing of improvements and provision for interim facilities. Indicate phasing plan, including location and square footage of structures and associated improvements including circulation, parking and landscaping.

SHEET #2 - LANDSCAPING PLAN

- 1. Scale - must be same as scale on sheet #1 - Site plan
- 2. Bar Scale
- 3. North Arrow
- 4. Property Lines
- 5. Existing and proposed easements
- 6. Identify nature of ground cover materials
 - A. Impervious areas (pavement, sidewalks, slope pavings, curb and gutters, etc.)
 - B. Pervious areas (planting beds, gravel areas, grass, ground cover vegetation, etc.)
 - C. Ponding areas either for drainage or landscaping/recreational use

SITE PLAN CHECKLIST

- 7. Identify type, location and size of plantings (common and/or botanical names).
 - A. Existing, indicating whether it is to be preserved or removed.
 - B. Proposed, to be established for general landscaping.
 - C. Proposed, to be established for screening/buffering.
- 8. Describe irrigation system – Phase I & II . . .
- 9. Planting Beds, indicating square footage of each bed
- 10. Turf Area - only 20% of landscaped area can be high water turf; provide square footage and percentage.
- 11. Responsibility for Maintenance (statement)
- 12. Landscaped area requirement; square footage and percent (specify clearly on plan)
- 13. Landscaped buffer areas provided; dimensions, label clearly that it is a landscape buffer, square footage and percent (specify clearly on plan)
- 14. Planting or tree well detail
- 15. Street Trees (only trees from the Official Albuquerque Plant Palette and Sizing list or 8 inch caliper or larger will be counted)
- 16. Parking lot edges and interior – calculations, dimensions and locations including tree requirements.
- 17. Show Edge Buffer Landscaping (14-16-5-6(D)) – location, dimensions and plant material

SHEET #3 –GRADING AND DRAINAGE PLAN

A separate grading and drainage plan (and drainage report) must be submitted to the DRS Hydrology Section prior to the DRB submittal for a site plan (See DRWS Form).

A. General Information

- 1. Scale - must be same as Sheet #1 - Site Plan
- 2. Bar Scale
- 3. North Arrow
- 4. Property Lines
- 5. Existing and proposed easements
- 6. Building footprints
- 7. Location of Retaining walls

B. Grading Information

- 1. On the plan sheet, provide a narrative description of existing site topography, proposed grading improvements and topography within 100 feet of the site.
- 2. Indicate finished floor elevation and provide spot elevations for all corners of the site (existing and proposed) and points of maximum cut or fill exceeding 1 foot.
- 3. Identify ponding areas, erosion and sediment control facilities.
- 4. Cross Sections
Provide cross section for all perimeter property lines where the grade change is greater than 4 feet at the point of the greatest grade change. Provide one additional cross section in each direction within no more than 100 feet of the reference point.

SITE PLAN CHECKLIST

SHEET #4- UTILITY PLAN

- A. Fire hydrant locations, existing and proposed. (or submit signed off Fire One Plan)
- B. Distribution lines
- C. Right-of-Way and easements, existing and proposed, on the property and adjacent to the boundaries, with identification of types and dimensions.
- D. Existing water, sewer, storm drainage facilities (public and/or private).
- E. Proposed water, sewer, storm drainage facilities (public and/or private)
- F. Existing electric lines both overhead and underground. Power Poles shown with dimensions to proposed buildings and structures must be clearly shown.

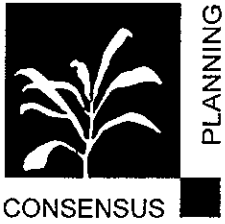
SHEET #5 - BUILDING AND STRUCTURE ELEVATIONS

A. General Information

- A. Scale
- B. Bar Scale
- C. Detailed Building Elevations for each facade
 - 1. Identify facade orientation
 - 2. Dimensions of facade elements, including overall height and width
 - 3. Location, material and colors of windows, doors and framing
 - 4. Materials and colors of all building elements and structures
 - 5. Location and dimensions of mechanical equipment (roof and/or ground mounted)

B. Building Mounted Signage

- 1. Site location(s)
- 2. Sign elevations to scale
- 3. Dimensions, including height and width
- 4. Sign face area - dimensions and square footage clearly indicated
- 5. Lighting
- 6. Materials and colors for sign face and structural elements.
- 7. List the sign restrictions per the IDO



July 30, 2020

Dan Serrano, Chairman
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Albuquerque, NM 87102

Re: Approval of a Site Plan and Variance – EPC for Allaso High Desert Luxury Apartments

Landscape Architecture
Urban Design
Planning Services

302 Eighth St. NW
Albuquerque, NM 87102

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

Dear Mr. Chairman:

The purpose of this letter is to request approval of a Site Plan – EPC for a 281-unit multi-family residential development located on Tennyson Street NE north of Academy Road and west of Tramway Boulevard. Concurrent with this request for the Site Plan approval, the Applicant is also requesting approval of a Variance – EPC of 10 feet to the required 15-foot front setback. The proposed buildings closest to the southern lot line have a setback of 5 feet.

The subject site is legally described as Tract 1 of the Foothills, containing 16.0519 acres (See Figure 1). The subject site is zoned R-MH and multi-family residential is a permissive use. The EPC is hearing these requests due to the subject site being greater than 5 acres in size and situated adjacent to Major Public Open Space (MPOS) across Tramway to the east.



Figure 1. Site vicinity map showing the subject site in blue.

PRINCIPALS

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



PROJECT CONTEXT

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.



Existing Conditions and Land Use

The subject site lies mostly within the Foothills Community Planning Area of the Comprehensive Plan and is designated as an Area of Consistency. Tramway Boulevard, to the east of the site, is designated as a Commuter Corridor. The ABQ Ride Academy Commuter Route 93 has bus stops located in front of the shopping center at the Tennyson and Academy intersection.

The area surrounding the subject site is predominantly single-family residential with a variety of lot sizes. To the north is North Albuquerque Acres with homes located on one-acre lots with Bernalillo County A-1 zoning. Also, within the unincorporated county to the northeast of the subject site is the Willow Bend subdivision with much smaller lots and Sandia Heights with larger lots located across Tramway Boulevard.

Directly east of the subject site and across Tramway Boulevard is the Pino Arroyo Major Public Open Space (MPOS) area. Adjacency to this MPOS requires EPC approval of the proposed site plan along with several design considerations that are discussed later in this letter. Currently, many residents in the area traverse the subject site and cross underneath Tramway via the Pino Arroyo culverts in order to access the MPOS trails and multi-use path along Tramway. The Applicant has committed to keeping this informal access in place with the proposed site plan and will enhance it by creating an enhanced pedestrian path and a public memorial park on the east side of the property near the arroyo channel.

South of the subject site is the Allegro apartment complex and a shopping center, which includes an Albertson's Market grocery store, coffee shop, dry cleaner, and several other neighborhood-scale businesses. To the west is the Tanoan community and golf course. Closest to the subject site is the Pino Dam flood control facility and ponding area, which collects water from the Pino Arroyo that flows through the subject site.



Figure 2. Land use context with the subject site bounded in red.

Zoning

Much of the surrounding tracts are zoned PD: Planned Development based on the former R-D zoning designation established under the prior Sector Development Plan. The subject site is zoned R-MH: Residential, Multi-family High Density because it was the IDO zone district that most closely aligned with the 1984 allowance for up to 426 dwelling units to be built on the property. The other PD properties are for mixed residential densities, except for the flood control facility, which was designated for an AMAFCA flood control structure, water retention, and recreational uses. The subject site is not located in any overlay zone.

Other surrounding zone districts include MX-L for the commercial area south of the subject site, NR-PO-B for the City-owned MPOS, NR-C for the Tanoan Golf Course, NR-PO-C for private open space in High Desert, and a variety of R-1 and R-T designations for the remaining single-family residential areas.

TABLE 1. Surrounding Zoning & Land Use		
NORTH	Bernalillo County A-1	Single-family residential
EAST	NR-PO-B, NR-PO-C, R-1D	MPOS, private open space, and single-family residential
SOUTH	PD, MX-L, R-1B, and R-1D	Multi-family residential, grocery store, restaurant, and other commercial services
WEST	PD, NR-C, and R-1D	Golf course and single-family residential



Figure 3. Existing zoning with the subject site bounded in red.



SUMMARY OF REQUEST

The Applicant, Titan Property Management, LLC, is requesting approval of the following two requests:

1. Site Plan – EPC for a 281 dwelling unit multi-family residential development consisting of 18 buildings between one and three stories in height along with associated parking, landscaping, and site improvements.
2. Variance – EPC of 10 feet to the 15-foot minimum front setback to allow buildings to be setback only 5 feet from the front (south) lot line.

Due to 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.

As this letter and the submitted Site Plan demonstrates, the Applicant has taken great care to design a high quality, context-sensitive project that meets the IDO design standards and will be an asset to the community. As previously mentioned, the subject site is currently used by many community members to access the culverts underneath Tramway to get to the nearby open space trails and multi-use pathways. The Applicant committed to keeping this informal access in place along the eastern boundary of the property.

The Applicant has also held site visits and a facilitated neighborhood meeting (July 29, 2020) with the affected neighborhood associations and has addressed many concerns, including those related to site lighting and access to San Antonio Drive to the north (emergency only).

SITE PLAN CRITERIA

The Site Plan – EPC request complies with the criteria outlined in IDO Section 14-16-6-6(H)(3) as follows:

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

Applicant Response: The Site Plan is consistent with the Comp Plan by furthering the following Goals and Policies:

Comprehensive Plan Goals and Policies (responses in italics):

Goal 5.2 Complete Communities: Foster communities where residents can live, work, learn, shop, and play together.

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

- b) Encourage development that offers choice in transportation, work areas, and lifestyles.**
- d) Encourage development that broadens housing options to meet a range of incomes and lifestyles.**
- f) Encourage higher density housing as an appropriate use in the following situations:**

- 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.

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.

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 service 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.

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.
- 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.



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.

- 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.

Goal 9.2 Sustainable Design: Promote housing design that is sustainable and compatible with the natural and built environments.

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.

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.

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.

6-6(H)(3)(c) The Site Plan is consistent with all applicable provisions of this IDO, the DPM, other adopted City regulations, and any terms and conditions specifically applied to the 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.

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.*

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 development on the surrounding area. Site lighting has been kept to 15 feet and walls are strategically located to minimize glare from headlights off the subject property. Many residents utilize this property as an informal access to the culverts under Tramway Boulevard to reach the MPOS trails and multi-use path along Tramway. The Applicant is maintaining an informal access along the eastern edge of the property and enhancing it with a public memorial park that will include a water fountain, benches, and a bicycle pump. No resident vehicular access is proposed on the north side of the site onto San Antonio Drive with only a gated, emergency access provided. All regular traffic coming and going from the development will be via the entrance located on Tennyson Street at the south side of the subject site, which mitigates the impact of the development on the lower density North Albuquerque Acres community to the north.*

VARIANCE JUSTIFICATION

As part of this Site Plan – EPC request, the Applicant is also seeking approval of a Variance – EPC to allow the building at the southeastern corner of the subject site to be placed with a setback of 5 feet from the front property line (See Figure 4 on the following page). Per the required pre-application discussion with staff, the southern lot line is considered the front as it borders on Tennyson Street where the primary vehicular access is proposed. However, most of this property line functions like a side lot line and there are other special circumstances that warrant approval of the request variance.

The proposed building is located on the north side of a proposed access road for AMAFCA to access the proposed box culvert. The access road will be built with construction of this project and will act as an additional buffer to any future development to the south. The required front setback in the R-MH zone is 15 feet, so this request is for a variance of 10 feet to the required standard. As explained below, this request meets the criteria for a



variance and is justified because of special circumstances applicable to the subject site that are not self-imposed and pose an extraordinary hardship and practical difficulties on development of the site. Per IDO Section 6-6(M)(3)(a), except as indicated in Subsections (b) and (c), an application for a Variance – EPC shall be approved if it meets all of the following criteria:

1. There are special circumstances applicable to the subject property that are not self-imposed and that do not apply generally to other property in the same zone district and vicinity, including but not limited to size, shape, topography, location, surroundings, and physical characteristics, and such special circumstances were created either by natural forces or by government eminent domain actions for which no compensation was paid. Such special circumstances of the property either create an extraordinary hardship in the form of a substantial and unjustified limitation on the reasonable use or return on the property, or practical difficulties result from strict compliance with the minimum standards.

Applicant Response: *There are several special circumstances applicable to the subject property that are not self-imposed and do not apply generally to other property in the same zone district and vicinity.*

As previously described, the subject site is bisected by the Pino Arroyo and significantly encumbered by a floodplain and grading challenges created by the topography. While the property owner has received approval of a CLOMR to modify this floodplain, there are significant governmental requirements and infrastructure required to complete this process and the arroyo will remain on the property within a buried box culvert. This culvert requires a 60-foot wide easement in which buildings may not be constructed. As such, the Applicant had to design the site around this easement, which included moving some buildings to the south and closer to the front lot line. Additionally, the applicant is relocating PNM transmission lines which bifurcate the site. The relocation of the lines, at a significant expense, to the north and east sides of the property, creates another 60-foot wide easement in which buildings may not be constructed.

Further, front lot lines usually border a street along their entire width; however, the south property line only borders Tennyson Street for a small portion of its width, while the remainder borders adjacent properties. Any other similarly situated property at the end of a cul-de-sac would treat the lot line extensions from the cul-de-sac and adjacent to other properties as side lot lines. If that were the case, no variance would be required because the side setback requirement is only 5 feet (see Figure 4).

These circumstances are not self-imposed but are the result of previous government actions and requirements, as well as the natural forces of the arroyo and drainage across the sloping topography. These circumstances create practical difficulties with strict compliance with the standards for placing buildings on the site, and create an extraordinary hardship in the form of a substantial and unjustified limitation on the reasonable use or return on the property as the applicant is expending significant funds to improve the drainage infrastructure to make this lot developable.

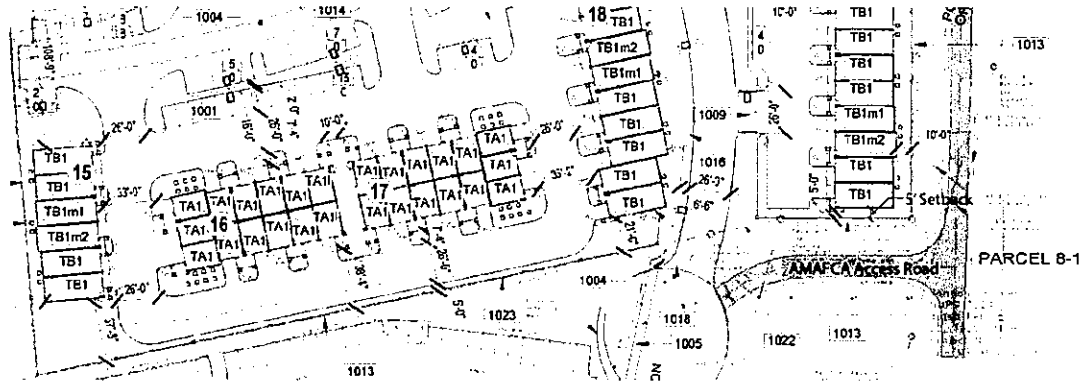


Figure 4. Proposed 5-foot setback at the southeast corner of the site with future AMAFCA Access Road highlighted in green.

2.The Variance will not be materially contrary to the public safety, health, or welfare.

Applicant Response: *The variance will not be materially contrary to the public safety, health, or welfare. The variance will not allow the southeastern building to be setback any closer than the R-MH side setback requirements, so adequate spacing, light, and air will still be provided. In addition, the variance will allow for development of the property, including improvements to the arroyo that will improve the public safety and welfare by completing drainage infrastructure improvements.*

3.The Variance does not cause significant material adverse impacts on surrounding properties or infrastructure improvements in the vicinity.

Applicant Response: *The variance will not cause material adverse impacts on surrounding properties or infrastructure improvements. The proposed multi-family residential use has long been planned for the site and infrastructure is available to serve this development. The variance will not allow for any additional development that creates traffic impacts, flooding, or any other adverse impacts. The southeastern building will be setback at least 5 feet from the front lot line, and significant drainage improvements will be constructed. A trip generation report was completed for the proposed development, which demonstrates that the project does not meet the thresholds for a full Traffic Impact Study to be completed. Tennyson Street has access to Academy Road at a fully signalized intersection where traffic can disperse to Tramway Boulevard to the east and other roadways to the west.*

4.The Variance will not materially undermine the intent and purpose of this IDO or the applicable zone district.

Applicant Response: *The variance will not materially undermine the intent and purpose of the IDO or the R-MH zone district. It will not allow any uses that are not allowed by the underlying zoning. Additionally, as mentioned for most other similarly situated properties, the location of the required variance would be considered a side lot line with a minimum setback requirement of 5 feet. The proposed variance of 10 feet to the 15-foot front setback still leaves a 5-foot setback between the proposed building and any adjacent properties. The Site Plan accompanying this application meets all other IDO requirements related to the R-MH zone.*



5. The Variance approved is the minimum necessary to avoid extraordinary hardship or practical difficulties.

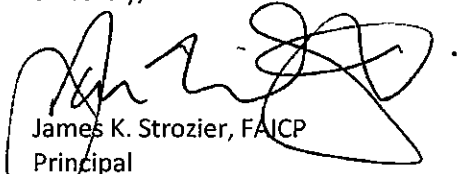
***Applicant Response:** The variance is the minimum necessary to avoid extraordinary hardship and practical difficulties. The requested variance is necessary for the placement of the buildings as shown on the accompanying Site Plan – EPC, which also requires the provision of parking, landscaping, and setbacks from other lot lines. The drainage easement location at the center of the property requires the proposed buildings to be located farther south, and the required variance is the minimum amount necessary to make this happen.*

Sections 6-6(M)(3)(b) and (c) are not applicable to this variance request.

CONCLUSION

Based on all the information provided, on behalf of Titan Property Management, LLC, we respectfully request approval of the proposed Site Plan and Variance – EPC requests for development of a 281-unit multi-family development.

Sincerely,



James K. Strozier, FAICP
Principal



Memorandum

To: Leslie Naji, Senior Planner, City of Albuquerque Planning Department

From: Michael Vos, AICP, Senior Planner, Consensus Planning, Inc.

Date: August 31, 2020

Re: Sensitive Lands Analysis and Additional Variance Justification to the Required Buffer Adjacent to Major Public Open Space

SENSITIVE LANDS ANALYSIS

This memo serves as the analysis of site constraints related to sensitive lands as described by IDO Section 5-2(C)(1). New development is intended to avoid locating in the following types of sensitive lands, to the maximum extent practicable:

- Floodplains and flood hazard areas
- Steep slopes
- Unstable soils
- Wetlands
- Arroyos
- Irrigation facilities (acequias)
- Escarpments
- Rock outcroppings
- Large stands of mature trees
- Archaeological sites

Of these listed sensitive lands, Floodplains and flood hazard areas; steep slopes; and arroyos are the three sensitive lands present on the property. Primarily, 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.

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.

ADDITIONAL VARIANCE JUSTIFICATION

Based on staff comments received during review of the Site Plan – EPC it came to our attention that an additional variance to IDO Section 5-2(H)(2)(a)1 is potentially necessary. The referenced Section requires development on properties of any size that are located adjacent to Major Public Open Space (MPOS) “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.”

It should be noted that the referenced Section of the IDO only requires the provision of a 20-foot buffer **when** a single-loaded street is not incorporated between the MPOS and the development. It is our belief that insofar as the above referenced Section requires the provision of a single-loaded street to separate the MPOS from the proposed development, Tramway Boulevard more than meets the intent of the rule. While a single-loaded street typically takes the form of a smaller, local street with homes and businesses facing toward the open space, Tramway Boulevard is effectively a ‘zero-loaded’ street due to its limited access policy. Tramway Boulevard fulfills this requirement without any substitute buffer. It separates the project from the MPOS in a better way than a single-loaded street typically does, and access is not being provided except for existing informal pathways that will remain in place.

We do not believe it makes sense to require an additional street or buffer area next to Tramway, which is a 200-foot-wide or greater right-of-way. There is approximately 30 feet of elevation change from the roadway down to this development, and this elevation change effectively blocks the view and impact of the project from the MPOS. In addition, there is between 90 to 145 feet of naturalized landscape area within the Tramway Boulevard right-of-way between the property line of this project and the actual roadway pavement. This buffer also more than meets the intent of the buffer requirement. This incongruity has been recognized by the City Council because there is currently an IDO amendment under consideration that would exempt properties that are adjacent to MPOS but separated by a principal arterial or highway from this requirement.

We propose that the EPC approve the Site Plan as designed with the current landscape buffers shown on the plan. If a variance is necessary to accomplish this, we believe such a request meets the criteria for a variance and is justified because of special circumstances applicable to the subject site that are not self-imposed and pose an extraordinary hardship and practical difficulties on development of the site. Per IDO Section 6-6(M)(3)(a), except as indicated in Subsections (b) and (c), an application for a Variance – EPC shall be approved if it meets all of the following criteria:

1. There are special circumstances applicable to the subject property that are not self-imposed and that do not apply generally to other property in the same zone district and vicinity, including but not limited to size, shape, topography, location, surroundings, and physical characteristics, and such special circumstances were created either by natural forces or by government eminent domain actions for which no compensation was paid. Such special circumstances of the property either create an extraordinary hardship in the form of a substantial and unjustified limitation on the reasonable use or return on the property, or practical difficulties result from strict compliance with the minimum standards.

Applicant Response: *There are special circumstances applicable to the subject property that are not self-imposed and do not apply generally to other property in the same zone district and vicinity.*

As described in our original justification, the subject site is bisected by the Pino Arroyo and significantly encumbered by a floodplain and grading challenges created by the topography. While the property owner has received approval of a CLOMR to modify this floodplain, there are significant governmental requirements and infrastructure required to complete this process and the arroyo will remain on the property within a buried box culvert. This culvert requires a 60-foot wide easement in which buildings may not be constructed. As such, the Applicant had to design the site around this easement, which included locating the buildings and parking as shown on the site plan without a single-loaded street adjacent to Tramway Boulevard and the MPOS, and less than a 20-foot landscape buffer in lieu of the single-loaded street.

The subject site is also unique in its location adjacent to MPOS but separated by such a wide right-of-way that more than meets the intent of the regulations. Tramway Boulevard is an extremely wide roadway at over 200 feet, and this property is extremely unique in the City of Albuquerque as it is "adjacent" to MPOS but separated by a great distance, including an elevation change that blocks views to and from the MPOS toward the proposed development. In addition, if Tramway were a local road that allowed single-loaded access facing the MPOS, it would very clearly meet the referenced regulation, but due to the grade changes and NMDOT limited access policies, the developer is unable to access Tramway for it to be considered a single-loaded street.

These circumstances are not self-imposed but are the result of government actions and requirements, as well as the natural forces of the arroyo and drainage across the sloping topography. These circumstances create practical difficulties with strict compliance with the standards for placing buildings on the site, and create an extraordinary hardship in the form of a substantial and unjustified limitation on the reasonable use or return on the property as the applicant is expending significant funds to improve the drainage infrastructure to make this lot developable. In addition, due to the nature of Tramway Boulevard it creates an unnecessary hardship upon this property to provide effectively a second buffer to the MPOS that is already protected by the existing roadway configuration.

2. The Variance will not be materially contrary to the public safety, health, or welfare.

Applicant Response: *The variance will not be materially contrary to the public safety, health, or welfare. The variance will not allow the development to be built any closer to the adjacent MPOS than would otherwise be required in any other location in the City. A typical single-loaded street or buffer provides between 20 and 50 feet between the MPOS and developed private property. The Tramway Boulevard*

right-of-way provides approximately 200 feet of separation in addition to the 5 to 10 feet of additional separation as shown on the site plan. In addition, the variance will allow for development of the property, including improvements to the arroyo that will improve the public safety and welfare by completing the necessary drainage infrastructure improvements.

3.The Variance does not cause significant material adverse impacts on surrounding properties or infrastructure improvements in the vicinity.

Applicant Response: *The variance will not cause material adverse impacts on surrounding properties or infrastructure improvements. The proposed multi-family residential use has long been planned for the site and infrastructure is available to serve this development. The variance will not allow for any additional development that creates traffic impacts, flooding, or any other adverse impacts. The development will be separated from the MPOS by over 200 feet, and significant drainage improvements will be constructed.*

4.The Variance will not materially undermine the intent and purpose of this IDO or the applicable zone district.

Applicant Response: *The variance will not materially undermine the intent and purpose of the IDO or the R-MH zone district. It will not allow any uses that are not allowed by the underlying zoning. Additionally, as mentioned previously, this property is extremely unique in the City being “adjacent” to MPOS but separated by a great distance via a DOT highway. The intent of the IDO is to provide appropriate separation of development from MPOS, which is accomplished by the existing DOT highway 556, Tramway Boulevard, right-of-way.*

5.The Variance approved is the minimum necessary to avoid extraordinary hardship or practical difficulties.

Applicant Response: *The variance is the minimum necessary to avoid extraordinary hardship and practical difficulties. The requested variance is necessary for the placement of the buildings as shown on the accompanying Site Plan – EPC, which also requires the provision of parking, landscaping, and setbacks from other lot lines. The drainage easement location at the center of the property and overhead powerline easements at the north end of the property dictate the location of the proposed buildings throughout the site including those located along the eastern property line, and the required variance is the minimum amount necessary to make this happen.*

Sections 6-6(M)(3)(b) and (c) are not applicable to this variance request.

CONCLUSION

Based on the information provided above, we respectfully request that staff recommend the Site Plan – EPC for approval based on the following findings relative to Sensitive Lands and Major Public Open Space adjacency:

1. The applicant has demonstrated that sensitive lands (14-16-5-2(C)) have been analyzed and demonstrated that the design successfully avoided locating development on the existing steep

slopes (along the northern edge of the property) and the arroyo (pursuant to the approved CLOMR) to the maximum extent practicable.

2. As required for properties adjacent to Major Public Open Space (MPOS) (14-16-5-2(H)(2)(a)) Tramway Boulevard functions as a single loaded street effectively separating the development from the MPOS and providing unobstructed views from Tramway Boulevard into the MPOS.

Or

2. The applicant has adequately justified a variance to the requirements in Section 14-16-5-2(H)(2)(a) to eliminate the requirement for a single-loaded street or substitute buffer because of special circumstances applicable to the subject site that are not self-imposed and pose an extraordinary hardship and practical difficulties on development of the site.

APPLICATION
SUPPORT MATERIALS

REQUEST FOR ADDITIONAL INFORMATION

ALLASO HIGH DESERT SITE PLAN

Regarding **5-2(H)(1)(f)**, describe how this project provides access to existing pedestrian and bike pathways of the MPOS.

It is understood that you are in consultation Traffic Operations, however, site plan should address those elements presented below.

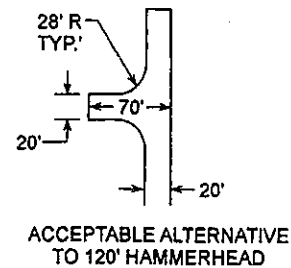
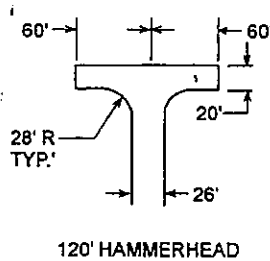
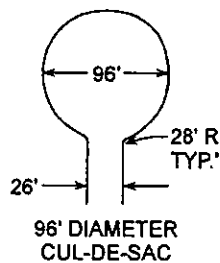
Per CABQ Transportation Development Review Services Tennyson Apartments

PR-2020-004086 SI-2020-6090 – Site Plan

- At applicant's request, City Planning is working with Traffic Operations and the applicant to propose speed control measures on Tennyson prior to DRB action.
- As a designated collector street, Tennyson is meant to connect with San Antonio Road per the MRCOG Long Range Masterplan. (Planning is seeking input from DMD on this.)
- Per IDO and DPM requirements, sidewalk is required along frontage of site.

Also, prior to DRB address the following comments:

- Right-of-way boundaries are unclear on the site plan.
- Call out curb and all curb radii.
- If moving forward with a turn-around on Tennyson, the diameter of the turn-around shall follow current standards to allow a large enough of a turn-around for emergency vehicles, or other options may be used as shown below:

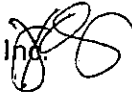


- In lieu of having a pedestrian path painted through the Tennyson turn-around, there shall be sidewalk adjacent to the vehicular way to connect to existing sidewalk.
- Show curb ramps at all locations where needed, at the end of pedestrian paths, etc.
- Label all pedestrian accessways and width of all accessways.

- Provide barrier curb, mountable curb, sidewalk, and bike rack details. Show 2% maximum cross-slope for sidewalk.
- Show width of emergency accessway.
- For the private gates north of Tennyson, one of the gates is shown to swing outward toward the main driving aisle. Show whether this gated area is meant to be one-way and if so, have signs and pavement markings for designation.



Memorandum

To: Ms. Leslie Naji, Case Planner
From: Jim Strozier, Consensus Planning, Inc. 
Date: August 24, 2020
Re: Allaso High Desert – Site Plan – EPC
Request for Additional Information

Please see our responses to your questions in red.

Regarding 5-2(H)(1)(f), describe how this project provides access to existing pedestrian and bike pathways of the MPOS.

While there is no designated trail from this property to the MPOS on the east side of Tramway Boulevard, we are aware that there is an informal trail system that is used by community members to access the existing box culverts under Tramway Boulevard, which connect the east and west sides of Tramway. Our Landscape Plan shows a “natural path” that will maintain this access to the culvert crossing and provide for north south access on the east side of the project fence. The Landscape Plan also shows a Memorial Park that will be accessible from the natural path that includes several community amenities including: a water fountain for humans and dogs, bike pump, bike loop, and proposed benches. This will be outside the property fence and will include a pedestrian gate so that residents of Allaso High Desert can have direct access to the natural path and memorial park as well.

It is understood that you are in consultation Traffic Operations, however, site plan should address those elements presented below.

Per CABQ Transportation Development Review Services Tennyson Apartments

PR-2020-004086 SI-2020-6090 – Site Plan

- At applicant’s request, City Planning is working with Traffic Operations and the applicant to propose speed control measures on Tennyson prior to DRB action.

Agreed, we will continue these discussions.

- As a designated collector street, Tennyson is meant to connect with San Antonio Road per the MRCOG Long Range Masterplan. (Planning is seeking input from DMD on this.)

The City approved a vacation of Tennyson Boulevard in 2010 (Project #1008435), which included the following reason: “That the City is not anticipating any need to utilize the existing easement for roadway purposes based on the existing roadway network.” The neighbors to the north are opposed to Tennyson extending as a through street.

- Per IDO and DPM requirements, sidewalk is required along frontage of site.

Since there are no existing sidewalks along San Antonio or Tennyson adjacent to the northern boundary of the property, we are not proposing to build a sidewalk in this location. The developer

plans to request a sidewalk waiver from the DRB. North Albuquerque Acres Community Association has stated that they are adamantly opposed to a sidewalk on San Antonio and has offered to write a letter to oppose the sidewalk.

The existing sidewalk along the west side of Tennyson adjacent to the existing apartments is proposed to be extended north into the project site and then cross through the existing cul-de-sac. The reason for this cul-de-sac crossing, is the area off to the westside is private property and features a retaining wall supporting the cul-de-sac. Any additional area needed for the sidewalk on the westside of the cul-de-sac would have to be granted from the private property owner (Allegro Apartments) which is unlikely. The moving of the retaining wall to create the width necessary for the sidewalk would cause the loss of several parking spaces at Allegro. We would be amenable to extending the sidewalk directly to the front of our property if the cul-de-sac can be eliminated. Otherwise, we'll need to provide a crossing to the eastside and a sidewalk around the eastern edge of the cul-de-sac to connect to the site. Since there is no sidewalk on the east side of Tennyson to connect to, the developer is not proposing to build any additional sidewalk on the east side of Tennyson.

Also, prior to DRB address the following comments:

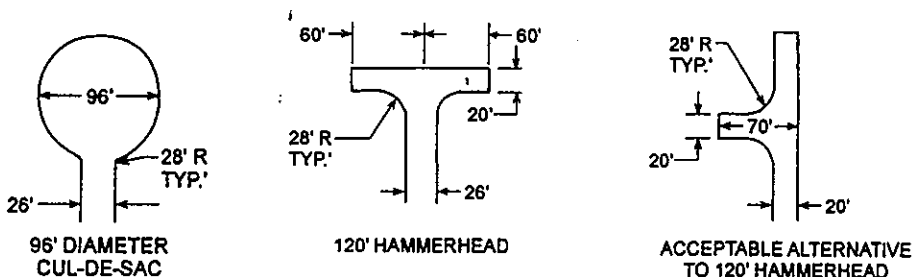
- Right-of-way boundaries are unclear on the site plan.

This will be clarified.

- Call out curb and all curb radii.

These will be added to the site plan.

- If moving forward with a turn-around on Tennyson, the diameter of the turn-around shall follow current standards to allow a large enough of a turn-around for emergency vehicles, or other options may be used as shown below:



The existing cul-de-sac is approximately 80 feet in diameter, which is adequate for a passenger vehicle. Additionally, there is not adequate space to create any of these options due to other surrounding property owners needing to dedicate their private property. Since the only property served by this portion of Tennyson is Allaso High Desert, it is not anticipated to get much use. In addition, the turnaround proposed interior to the project provides for vehicles to safely turn around at that location. This turn around has been reviewed and approved by the Fire and Solid Waste Departments. We would be willing to grant an access easement from the end of Tennyson through the new interior turn around located within the project.

- In lieu of having a pedestrian path painted through the Tennyson turn-around, there shall be sidewalk adjacent to the vehicular way to connect to existing sidewalk.
We will meet with Transportation staff to determine how to make this connection and modify the site plan accordingly.
- Show curb ramps at all locations where needed, at the end of pedestrian paths, etc.
These will be added to the site plan.
- Label all pedestrian accessways and width of all accessways.
This information will be added to the site plan.
- Provide barrier curb, mountable curb, sidewalk, and bike rack details. Show 2% maximum cross-slope for sidewalk.
This information will be added to the site plan.
- Show width of emergency accessway.
This information will be added to the site plan.
- For the private gates north of Tennyson, one of the gates is shown to swing outward toward the main driving aisle. Show whether this gated area is meant to be one-way and if so, have signs and pavement markings for designation.
This information will be added to the site plan.

Please don't hesitate to contact me if you have any questions regarding these responses or have any additional questions.

c: Project File
Josh Rogers, Titan Development

Naji, Leslie

From: Michael Vos <Vos@consensusplanning.com>
Sent: Tuesday, September 1, 2020 4:57 PM
To: Somerfeldt, Cheryl; Naji, Leslie
Cc: Jim Strozier; Josh Rogers; Brian Patterson
Subject: RE: Responses to Parks and Recreation Comments on PR-2020-004086
Attachments: Rendered Site Plan.pdf; Sensitive Lands and MPOS Buffer Variance Memo.pdf; Allaso High Desert Updated Landscape Plans.pdf

Cheryl,

Thank you for your additional comments and clarifications. I have added some responses to those below (in red) and attached additional information for your review. Please let us know if there are any questions.

Michael

From: Somerfeldt, Cheryl <csomerfeldt@cabq.gov>
Sent: Tuesday, September 1, 2020 2:55 PM
To: Naji, Leslie <lnaji@cabq.gov>; Michael Vos <Vos@consensusplanning.com>
Cc: Jim Strozier <cp@consensusplanning.com>; Josh Rogers <jrogers@titan-development.com>; Brian Patterson <bpatterson@titan-development.com>
Subject: FW: Responses to Parks and Recreation Comments on PR-2020-004086

Hello,

Response (answers correspond with number below):

1. Thank you – will you provide exhibit before or at the hearing?
Our analysis was provided by separate email and has also been attached.
2. Please confirm the ‘Memorial Park’ will be maintained by the property owner?
Yes, the Memorial Park will be maintained by the owner of this property along with the other private landscape improvements.
3.
 - a. “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.” Thank you for your description. 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.
Thank you for this comment. We agree with the assessment.
 - b. “5-2(E)(3)(c) Access to the trail system shall be provided at all roadway intersections and adjacent public facilities, including parks, libraries, community centers, and Major Public Open Space.” The MTP 2040 shows an unpaved trail existing along Sims Park Rd, which connects under Tramway to the project’s “Nature Path” shown on the Site Plan. Can the “Nature Path” be extended along the north edge to meet the driveway intersection to San Antonio drive NE. Is there a reason, there is no pedestrian gate where it meets San Antonio Drive NE and/or on the west property line? Can the “Nature Path” be extended along the eastern and southern property lines to meet up with Tennyson - perhaps about the wrought iron fence at the garages/walls in order to provide space for the “Nature Path” behind the garages?

Can you provide us with the exhibit from the MTP showing the proposed connection from the existing trail network to this property? Regardless of the connection under Tramway, the proposed path on this property will connect from San Antonio to the north down to Tennyson to the south. See the attached rendered site plan clearly showing this full pedestrian connection in blue. On the north side of the property, the path connects to an existing sidewalk on the east side of Tennyson Street. The path is not proposed to extend along the north edge to meet the driveway intersection at San Antonio because there is nothing beyond the subject property for it to connect to. There are no sidewalks or trails along any portion of San Antonio so the additional path would serve no purpose. The reason there are no pedestrian gates from this property to the north or west are due to the significant topography and grading challenges with the site. The proposed emergency access drive at the northwest corner of the site has an approximately 10% slope, which works for vehicles but is not feasible for pedestrian access due to ADA requirements.

- c. "5-2(E)(4)(d) Parking lots abutting major arroyos shall provide a buffer pursuant to Subsection 14-16-5-6(F)(3). 5-6(F)(3)(a) Walls or fencing a minimum of 6 feet high; fencing requires landscaping with evergreen shrubs or vines to form a screen at least 75 percent opaque." The proposal to add vines to the 6-foot fence meets this regulation in our view – I apologize if I missed this but please show/note on Landscape Plan that this is being met where appropriate.

The landscape plan was updated to reflect this. Please see that updated plan attached.

4. 5-2(H)(2)(a)1. The Open Space Superintendent permitted omission of the single-loaded street due to the proximity of Tramway. To substitute for the single-loaded street, the 20-foot buffer is the option permitted by the current IDO. DRB has heard cases with adjacency to MPOS across a major ROW - and the applicant either provided a buffer or a Variance. The case planner stated that the applicant is possibly pursuing an EPC Variance?

Our rationale for a variance to this standard was included with the sensitive lands analysis via separate email and is attached as well.

Thank you,



CHERYL SOMERFELDT

senior planner

o 505.768.5363

c 619.573.5324

e csomerfeldt@cabq.gov

[cabq.gov/parksand recreation](http://cabq.gov/parksandrecreation)

From: Michael Vos [<mailto:Vos@consensusplanning.com>]

Sent: Thursday, August 27, 2020 8:41 AM

To: Naji, Leslie <lnaji@cabq.gov>; Somerfeldt, Cheryl <csomerfeldt@cabq.gov>

Cc: Jim Strozier <cp@consensusplanning.com>; Josh Rogers <jrogers@titan-development.com>; Brian Patterson <bpatterson@titan-development.com>

Subject: Responses to Parks and Recreation Comments on PR-2020-004086

Good morning Leslie and Cheryl,

Please see below for our responses to the questions and comments raised by the Parks and Recreation Department on the proposed site plan located on Tennyson north of Academy Road (original questions in black and responses in red). Please let us know if you have any follow-up questions or comments after you have a chance to review.

Questions:

1. Pursuant to IDO 5-2(C), Sensitive Lands Analysis required The applicant provided a lot of information regarding the site, but I did not see this diagram in the application packet – will this be provided? or is the current submission seen as sufficient?

We will prepare and submit a memo to more fully respond to the sensitive lands analysis.

2. PRD appreciates the park area. Just to confirm – is this development gated? and therefore the private ‘Memorial Park’ has pedestrian public access but not vehicular public access? Can we confirm the species adjacent to arroyo are native?

Yes, the development is gated, however access to the Memorial Park is located outside the fence and open to everyone. It is accessed via pedestrian pathways along the eastern edge of the property and through a private gate from the property. No vehicular access or parking is proposed. The tree species located adjacent to the arroyo are native species, including Desert Willow and Desert Olive and this can be further clarified at the DRB.

3. The Pino Arroyo is a Major Open Space Link per the Facility Plan for Arroyos, and therefore subject to IDO Section 5-2(E). I tried to review the Site Plan and Notes but since everything is on small screens, I am not sure if all regulations have been satisfied or Variances are being sought?

- a. 5-2(E)(3)(b) calls for ROW for trail adjacent to arroyo – is this accommodated by the entrance drive over the arroyo? Is this acceptable to Open Space?

The referenced requirement is to dedicate property for trails or arroyo right-of-way in accordance with the Facility Plan for Arroyos, the policy of which states “Future dedicated rights-of-way or recorded easements which allow for public uses other than drainage shall be publicly acquired, *when appropriate, based upon an adopted arroyo corridor plan.* [emphasis added]” Over the years, the City of Albuquerque has developed and adopted several arroyo corridor plans (now considered ‘resource management plans’); however, the South Pino Arroyo is not one of those arroyos. Due to development of the Tanoan Golf Course and gated residential communities, the Facility Plan states that the “open space trail link should be located north of the Tanoan Golf Course, sharing right-of-way with the San Antonio Corridor.” No other guidance is provided. It is our belief that the intent of this connection and trail link is complete with the existing paved multi-use trail diverting from the South Pino Arroyo corridor around the edge of the Albuquerque Academy property at Wyoming, crossing Harper and Barstow around the Cherry Hills Library and following the San Antonio/PNM corridor east through Heritage Hills Park where it meets the North Pino Arroyo corridor. Rather than continuing in this corridor however, the trail diverts farther northward (consistent with the location of the North Pino alignment) at Holbrook and turns east to meet Eubank Boulevard at Santa Monica. East of Eubank, San Antonio is not a paved through connection, and Santa Monica doesn’t connect to Eubank, so the east-west multi-use trail has been built on Del Rey Avenue connecting Eubank all the way east to Tennyson.

Due to these constraints and the alternative alignment developed, there is no purpose for dedication of the arroyo corridor for trail purposes on the subject property since it would not connect to anything (it empties into a dam pool before entering the private Tanoan property). The Applicant is granting an easement for drainage and maintenance purposes to AMAFCA. From the end of the existing trail corridor on Del Rey at Tennyson, users head north to San Rafael to cross Tramway and access the Tramway Multi-use Trail, or they head south and cross the eastern edge of the subject property using an informal path and through the culverts under Tramway to the South Pino MPOS. The existing informal path, which is about 3’ wide, exists on private property connecting pedestrians from San Antonio down and through the box culverts. Through many discussions with neighbors and firsthand experience by the developer, this informal path will be maintained with the development of this project. The project is willing to grant a permanent access easement over this informal path. Due to liability concerns, AMAFCA and NMDOT will not agree to a formal access point since the box culverts are a drainage feature and not intended for pedestrian traffic. There is one existing trail crossing the MPOS, which is also an informal,

soft surface path that is not designated in the Bikeways and Trails Facility Plan. The formal trail in this location is on the south side of Simms Park Road, and access to this trail is best made from the Tramway Trail at either San Rafael to the north or Academy Road to the south. Again, there is no purpose for additional right-of-way for a trail, and it does not appear to be required based on the Facility Plan for Arroyos.

- b. 5-2(E)(3)(c) calls for the trail system to extend to all roadway intersections – application mentions trail but extent not clear?

Access to the trail system is as described above.

- c. 5-2(E)(4)(d) calls for parking lot buffer or screening per 5-6(F)(3) – wall or fencing or shrubs and trees – does not seem to be shown on Landscape Plan.

The Applicant intends to add vines at the base of the fence surrounding the project where the parking lot abuts the open arroyo channel at the eastern side of the property to provide the required screening as allowed by Section 5-6(F)(3)(a). If staff does not agree that this meets the requirement, the Applicant would like consideration of a Variance to this standard.

- 4. Pursuant to IDO Section 5-2(H)(2)(a)1, a 20-foot buffer is required on the east property line. It looks like there is a buffer in most places but not all. I am unable to measure on the screen, and perhaps they need a Variance? This requirement is 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.” The 20-foot buffer is required as a substitute when a single-loaded street is not desired by the Open Space Division. While a single-loaded street typically takes the form of a smaller, local street with homes and businesses facing toward the open space, we believe that Tramway Boulevard, which is effectively a ‘zero-loaded’ street due to its limited access policy, fulfills this requirement without any substitute buffer. It separates the project from the MPOS in a better way than a single-loaded street does, and access is not being provided except for existing informal pathways that will remain in place. It doesn’t make any logical sense to require another street adjacent to Tramway or to provide additional buffering next to a 200-foot-wide or greater right-of-way. In addition, if buffering is needed, it should be noted that there are 60 to 80 feet (minimum) of naturalized landscape area between the property line of this project and the actual Tramway roadway pavement, as well as a difference of 30 feet of elevation to effectively buffer the MPOS. The project site is not visible from the MPOS due to the elevation change of Tramway.

Thanks,

Michael Vos, AICP
CONSENSUS PLANNING, INC.
302 Eighth Street NW
Albuquerque, NM 87102
phone (505) 764-9801
vos@consensusplanning.com

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This message has been analyzed by Deep Discovery Email Inspector.

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This message has been analyzed by Deep Discovery Email Inspector.

Naji, Leslie

From: Somerfeldt, Cheryl
Sent: Thursday, September 3, 2020 1:01 PM
To: Langan-McRoberts, Colleen; Lewis, James L.; Keffer, Tricia M.
Cc: Naji, Leslie
Subject: FW: 20 foot buffer variance - South Pino Arroyo - Consensus EPC case for apartments
Attachments: Sensitive Lands and MPOS Buffer Variance Memo.pdf

Hello Open Space Planners,

I just wanted to send a clarification to the email below since I am off work this afternoon and tomorrow. Leslie, the case planner, would like the Open Space Division to send a brief statement/email acknowledging the request for a Variance (before the hearing Sept 10 – but the sooner the better). This case may have to be deferred for the applicant to advertise this Variance, but this is not confirmed – so Leslie will update.

As we discussed earlier, the IDO regulation is for the property owner to provide a single-loaded-street OR a 20-foot buffer ON the subject property. Tramway and the existing buffer area gives this property a good justification for a Variance and the applicant sent a justification letter (see attached). If possible, please let Leslie know if the Open Space Division accepts the request for a Variance. It still has to be approved by the EPC.

Thank you!



CHERYL SOMERFELDT
senior planner
o 505.768.5363
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cabq.gov/parksand recreation

From: Naji, Leslie
Sent: Thursday, September 3, 2020 10:33 AM
To: Langan-McRoberts, Colleen <cmcroberts@cabq.gov>
Cc: Somerfeldt, Cheryl <csomerfeldt@cabq.gov>
Subject: 20 foot buffer variance

Superintendent Langan-McRoberts:

I wanted to bring to your attention a request we have for a variance of the 20 foot buffer for properties adjacent to MPOS. Consensus Planning, agent for PR-2020-004086/SI-2020-00690, an application for site plan-EPC for an apartment development, is also requesting a variance of 10 feet to the 20 foot buffer required. The site does not abut the MPOS but is separated by the Tramway R-O-W and a utility easement.

Per IDO 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 variance is requested as the site is well separated from the MPOS with a great deal of buffer but not always on the site. Your comments on this request is required for staff evaluation. Unfortunately, that report needs to be posted tomorrow.

Thank you for your input.

Sincerely,



LESLIE NAJI
senior planner,
landmarks commission
o 505.924.3927
e lnaji@cabq.gov
cabq.gov/planning

Variance

Naji, Leslie

From: Michael Vos <Vos@consensusplanning.com>
Sent: Thursday, August 27, 2020 8:41 AM
To: Naji, Leslie; Somerfeldt, Cheryl
Cc: Jim Strozier; Josh Rogers; Brian Patterson
Subject: Responses to Parks and Recreation Comments on PR-2020-004086

Good morning Leslie and Cheryl,

Please see below for our responses to the questions and comments raised by the Parks and Recreation Department on the proposed site plan located on Tennyson north of Academy Road (original questions in black and responses in red). Please let us know if you have any follow-up questions or comments after you have a chance to review.

Questions:

1. Pursuant to IDO 5-2(C), Sensitive Lands Analysis required The applicant provided a lot of information regarding the site, but I did not see this diagram in the application packet – will this be provided? or is the current submission seen as sufficient?

We will prepare and submit a memo to more fully respond to the sensitive lands analysis.

2. PRD appreciates the park area. Just to confirm – is this development gated? and therefore the private ‘Memorial Park’ has pedestrian public access but not vehicular public access? Can we confirm the species adjacent to arroyo are native?

Yes, the development is gated, however access to the Memorial Park is located outside the fence and open to everyone. It is accessed via pedestrian pathways along the eastern edge of the property and through a private gate from the property. No vehicular access or parking is proposed. The tree species located adjacent to the arroyo are native species, including Desert Willow and Desert Olive and this can be further clarified at the DRB.

3. The Pino Arroyo is a Major Open Space Link per the Facility Plan for Arroyos, and therefore subject to IDO Section 5-2(E). I tried to review the Site Plan and Notes but since everything is on small screens, I am not sure if all regulations have been satisfied or Variances are being sought?

- a. 5-2(E)(3)(b) calls for ROW for trail adjacent to arroyo – is this accommodated by the entrance drive over the arroyo? Is this acceptable to Open Space?

The referenced requirement is to dedicate property for trails or arroyo right-of-way in accordance with the Facility Plan for Arroyos, the policy of which states “Future dedicated rights-of-way or recorded easements which allow for public uses other than drainage shall be publicly acquired, *when appropriate, based upon an adopted arroyo corridor plan*. [emphasis added]” Over the years, the City of Albuquerque has developed and adopted several arroyo corridor plans (now considered ‘resource management plans’); however, the South Pino Arroyo is not one of those arroyos. Due to development of the Tanoan Golf Course and gated residential communities, the Facility Plan states that the “open space trail link should be located north of the Tanoan Golf Course, sharing right-of-way with the San Antonio Corridor.” No other guidance is provided. It is our belief that the intent of this connection and trail link is complete with the existing paved multi-use trail diverting from the South Pino Arroyo corridor around the edge of the Albuquerque Academy property at Wyoming, crossing Harper and Barstow around the Cherry Hills Library and following the San Antonio/PNM corridor east through Heritage Hills Park where it meets the North Pino Arroyo corridor. Rather than continuing in this corridor however, the trail diverts farther northward (consistent with the location of the North Pino alignment) at Holbrook and turns east to meet Eubank Boulevard at Santa Monica. East of Eubank, San Antonio is not a paved through connection, and Santa Monica doesn’t connect to Eubank, so the east-west multi-use trail has been built on Del Rey Avenue connecting Eubank all the way east to Tennyson.

Due to these constraints and the alternative alignment developed, there is no purpose for dedication of the arroyo corridor for trail purposes on the subject property since it would not connect to anything (it

empties into a dam pool before entering the private Tanoan property). The Applicant is granting an easement for drainage and maintenance purposes to AMAFCA. From the end of the existing trail corridor on Del Rey at Tennyson, users head north to San Rafael to cross Tramway and access the Tramway Multi-use Trail, or they head south and cross the eastern edge of the subject property using an informal path and through the culverts under Tramway to the South Pino MPOS. The existing informal path, which is about 3' wide, exists on private property connecting pedestrians from San Antonio down and through the box culverts. Through many discussions with neighbors and firsthand experience by the developer, this informal path will be maintained with the development of this project. The project is willing to grant a permanent access easement over this informal path. Due to liability concerns, AMAFCA and NMDOT will not agree to a formal access point since the box culverts are a drainage feature and not intended for pedestrian traffic. There is one existing trail crossing the MPOS, which is also an informal, soft surface path that is not designated in the Bikeways and Trails Facility Plan. The formal trail in this location is on the south side of Simms Park Road, and access to this trail is best made from the Tramway Trail at either San Rafael to the north or Academy Road to the south. Again, there is no purpose for additional right-of-way for a trail, and it does not appear to be required based on the Facility Plan for Arroyos.

- b. 5-2(E)(3)(c) calls for the trail system to extend to all roadway intersections – application mentions trail but extent not clear?

Access to the trail system is as described above.

- c. 5-2(E)(4)(d) calls for parking lot buffer or screening per 5-6(F)(3) – wall or fencing or shrubs and trees – does not seem to be shown on Landscape Plan.

The Applicant intends to add vines at the base of the fence surrounding the project where the parking lot abuts the open arroyo channel at the eastern side of the property to provide the required screening as allowed by Section 5-6(F)(3)(a). If staff does not agree that this meets the requirement, the Applicant would like consideration of a Variance to this standard.

- 4. Pursuant to IDO Section 5-2(H)(2)(a)1, a 20-foot buffer is required on the east property line. It looks like there is a buffer in most places but not all. I am unable to measure on the screen, and perhaps they need a Variance? This requirement is 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.” The 20-foot buffer is required as a substitute when a single-loaded street is not desired by the Open Space Division. While a single-loaded street typically takes the form of a smaller, local street with homes and businesses facing toward the open space, we believe that Tramway Boulevard, which is effectively a ‘zero-loaded’ street due to its limited access policy, fulfills this requirement without any substitute buffer. It separates the project from the MPOS in a better way than a single-loaded street does, and access is not being provided except for existing informal pathways that will remain in place. It doesn’t make any logical sense to require another street adjacent to Tramway or to provide additional buffering next to a 200-foot-wide or greater right-of-way. In addition, if buffering is needed, it should be noted that there are 60 to 80 feet (minimum) of naturalized landscape area between the property line of this project and the actual Tramway roadway pavement, as well as a difference of 30 feet of elevation to effectively buffer the MPOS. The project site is not visible from the MPOS due to the elevation change of Tramway.

Thanks,
Michael Vos, AICP
CONSENSUS PLANNING, INC.
302 Eighth Street NW
Albuquerque, NM 87102
phone (505) 764-9801
vos@consensusplanning.com

=====
This message has been analyzed by Deep Discovery Email Inspector.

From: Carmona, Dalaina L.
To: Michael Vos
Subject: 99999 Tramway Blvd NE Neighborhood Meeting Inquiry
Date: Thursday, June 11, 2020 11:01:44 AM
Attachments: image001.png
 image002.png
 image003.png
 image004.png
 image005.png
 IDOZoneAtlasPage_E-22-Z_Site.pdf

Dear Applicant,

See list of associations below regarding your Public Notice Inquiry. In addition, we have included web links below that will provide you with additional details about the new Integrated Development Ordinance (IDO) requirements. The web links also include notification templates that you may utilize when contacting each association. Thank you.

Association Name	First Name	Last Name	Email	Address Line 1	City	State	Zip	Mobile Phone	Phone
District 8 Coalition of Neighborhood Associations	Donald	Couchman	dhc@zianet.com	6441 Concordia Road NE	Albuquerque	NM	87111	5052698335	
District 8 Coalition of Neighborhood Associations	Mary Ann	Dix	dix.mary.ann@gmail.com	11312 Malguena Lane NE	Albuquerque	NM	87111	5057159197	5052710548
North Albuquerque Acres Community Association	Carol	Ambabo	crapca@swcp.com	8921 Glendale Avenue NE	Albuquerque	NM	87122	5052743254	
North Albuquerque Acres Community Association	Doug	Cloud	theracingdentist@gmail.com	9721 San Francisco NE	Albuquerque	NM	87122		5058569100
Antelope Run NA	Dean	Willingham	dwillingham@redw.com	11809 Ibex Avenue NE	Albuquerque	NM	87111	5052502679	5052938986
Antelope Run NA	Alex	Robinson	alexlrmm@comcast.net	12033 Ibex Avenue NE	Albuquerque	NM	87111	5056109561	5052940473

IDO – Public Notice Requirements & Template: <https://www.cabq.gov/planning/urban-design-development/public-notice>

IDO – Neighborhood Meeting Requirements & Template: <https://www.cabq.gov/planning/urban-design-development/neighborhood-meeting-requirement-in-the-integrated-development-ordinance>

IDO - Administration & Enforcement section: <http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17-Part6.pdf>

Thanks.



Dalaina L. Carmona

Senior Administrative Assistant
 Office of Neighborhood Coordination
 Council Services Department
 1 Civic Plaza NW, Suite 9087, 9th Floor
 Albuquerque, NM 87102
 505-768-3334
dcarmona@cabq.gov or QNC@cabq.gov
 Website: www.cabq.gov/neighborhoods



Confidentiality Notice: This e-mail, including all attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited unless specifically provided under the New Mexico Inspection of Public Records Act. If you are not the intended recipient, please contact the sender and destroy all copies of this message.

From: webmaster=cabq.gov@mailgun.org [mailto:webmaster=cabq.gov@mailgun.org] **On Behalf Of** webmaster@cabq.gov
Sent: Thursday, June 11, 2020 9:03 AM
To: Office of Neighborhood Coordination <vos@consensusplanning.com>
Cc: Office of Neighborhood Coordination <onc@cabq.gov>

Subject: Neighborhood Meeting Inquiry Sheet Submission

Neighborhood Meeting Inquiry For:

Environmental Planning Commission

If you selected "Other" in the question above, please describe what you are seeking a Neighborhood Meeting Inquiry for below:

Contact Name

Michael Vos

Telephone Number

5057649801

Email Address

vos@consensusplanning.com

Company Name

Consensus Planning, Inc.

Company Address

302 8th Street NW

City

Albuquerque

State

NM

ZIP

87102

Legal description of the subject site for this project:

Tract 1, The Foothills

Physical address of subject site:

99999 Tramway Blvd NE

Subject site cross streets:

Tennyson Street and San Antonio NE

Other subject site identifiers:

Tract south of San Antonio and west of Tramway

This site is located on the following zone atlas page:

E-22

This message has been analyzed by Deep Discovery Email Inspector.

Michael Vos

From: Michael Vos
Sent: Friday, June 12, 2020 3:25 PM
To: dhc@zianet.com; dix.mary.ann@gmail.com; theracingdentist@gmail.com; cracpa@swcp.com; dwillingham@redw.com; alexlrnm@comcast.net
Cc: Jim Strozier; Josh Rogers
Subject: Neighborhood Meeting Notification for Tennyson South of San Antonio
Attachments: ZoneAtlasPage_E-22-Z_Site.pdf; Conceptual Site Plan 200609.pdf

Tracking:	Recipient	Read
	dhc@zianet.com	
	dix.mary.ann@gmail.com	
	theracingdentist@gmail.com	
	cracpa@swcp.com	
	dwillingham@redw.com	
	alexlrnm@comcast.net	
	Jim Strozier	Read: 6/12/2020 3:26 PM
	Josh Rogers	

Dear Neighbors:

This email is notification that Consensus Planning is preparing an application on behalf of Titan Property Management, LLC for a Site Plan to be submitted to the Environmental Planning Commission (EPC) and Development Review Board (DRB) for the property located at the north end of Tennyson Street, north of Academy Boulevard, south of San Antonio Drive, and west of Tramway Blvd. The site is legally described as Tract 1, The Foothills. The property is approximately 16 acres in size, currently vacant, and zoned R-MH, Residential Multi-family High Density (see attached zone atlas page).

The applicant is proposing to develop the property with an approximately 283-unit higher end, market-rate multi-family apartment complex. These units are proposed to be distributed throughout the site in approximately 15 buildings with a mix of traditional apartment-style dwellings and townhouse-style dwellings. A clubhouse and common amenity area are in the center of the site. Access will be from Academy Road via Tennyson Street on the south side of the property. There will be emergency only access for the fire department from San Antonio. The project will retain the informal access around the perimeter in order to maintain connections north and south and to the open space.

In addition to the Site Plan, a Variance is proposed to the Front Setback requirement of the R-MH zone district. The southern edge of the property is considered the front, but since there is not a street along the entire edge it functions more like a side property line than a front property line. The variance request is to reduce the required front setback from 15 feet to 5 feet, which is consistent with the side setback requirement. The Site Plan and Variance request will be heard concurrently by the EPC.

As part of the City process, we are providing you an opportunity to discuss the application prior to submittal. Should you have any questions or would like to request a meeting regarding this pending application, please do not hesitate to email us at cp@consensusplanning.com or contact us by phone at 505-764-9801. Per City requirements, you have 15 days or until June 27, 2020 to request a meeting. If you do not want to schedule a meeting, please also let me know, so we can continue in our application process.

If a meeting is requested, we are committed to work with you to provide a virtual meeting format during the ongoing restrictions on public gatherings during the current public health emergency.

Sincerely,

Michael Vos, AICP

CONSENSUS PLANNING, INC.

302 Eighth Street NW

Albuquerque, NM 87102

phone (505) 764-9801

vos@consensusplanning.com

Michael Vos

From: cracpa@swcp.com
Sent: Friday, June 26, 2020 6:31 PM
To: Michael Vos; dhc@zianet.com; dix.mary.ann@gmail.com; theracingdentist@gmail.com; dwillingham@redw.com; alexlrnm@comcast.net
Cc: Jim Strozier; 'Josh Rogers'
Subject: RE: Neighborhood Meeting Notification for Tennyson South of San Antonio

Importance: High

Dear Mr. Voss,

After studying your proposal, the board of North Albuquerque Acres Community Association has several questions and concerns about this proposed project. Therefore, we would like to formally request a facilitated meeting so that we may talk to you about them.

Please let me know when that facilitated meeting can be scheduled. Thank you, and thank you for notifying us about this project.

Carol Ambabo, President
North Albuquerque Acres Community Association
505-274-3254

From: Michael Vos <Vos@consensusplanning.com>
Sent: Friday, June 12, 2020 3:25 PM
To: dhc@zianet.com; dix.mary.ann@gmail.com; theracingdentist@gmail.com; cracpa@swcp.com; dwillingham@redw.com; alexlrnm@comcast.net
Cc: Jim Strozier <cp@consensusplanning.com>; Josh Rogers <jrogers@titan-development.com>
Subject: Neighborhood Meeting Notification for Tennyson South of San Antonio

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Sincerely,

Michael Vos, AICP

CONSENSUS PLANNING, INC.

302 Eighth Street NW

Albuquerque, NM 87102

phone (505) 764-9801

vos@consensusplanning.com

From: Philip Crump
To: alexlrnm@comcast.net; "Josh Rogers"; Michael Vos; Jim Strozier; "Carol Ambabo NAA CA"; "Jocelyn Torres"; dhc@zianet.com; dix.mary.ann@gmail.com; theracingdentist@gmail.com; dwillingham@redw.com
Cc: "Wilson, Betty"; "Steve Shackley"
Subject: Zoom Meeting for proposed Tennyson Apartments
Date: Saturday, July 25, 2020 10:07:41 AM

Dear All:
And for a final schedule...

Philip Crump is inviting you to a scheduled Zoom meeting.

Topic: Tennyson Apartment proposal Facilitated Meeting
Time: **Wednesday Jul 29, 2020 04:00-6:00 PM** Mountain Time (US and Canada)

Join Zoom Meeting
<https://us02web.zoom.us/j/7379809160>

Meeting ID: 737 980 9160
One tap mobile
+13462487799,,7379809160# US (Houston)
+16699009128,,7379809160# US (San Jose)

Dial by your location
+1 346 248 7799 US (Houston)
+1 669 900 9128 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 312 626 6799 US (Chicago)
+1 646 558 8656 US (New York)
+1 301 715 8592 US (Germantown)

Meeting ID: 737 980 9160
Find your local number: <https://us02web.zoom.us/u/kbWMJITdWD>

Philip Crump
1301 Luisa Street
Santa Fe, NM 87505
(505) 989-8558
phcrumpsf@gmail.com

Allaso High Desert Luxury Apartments
Community Information Meeting

July 29, 2020

ÄTTITAN
DEVELOPMENT

TITAN

DEVELOPMENT

Titan Development is one of the Southwest's largest and most active, vertically integrated real estate developers. Titan offers development and construction services for a variety of asset classes.

Titan Development has ten multifamily projects with five completed and five under construction or in lease-up. The completed projects total 994 units with a development cost of \$142 million. Titan Development has multifamily projects in New Mexico, Florida, and Texas.

www.titan-development.com

Broadstone Promenade
Albuquerque, NM

COMBINED YEARS OF
development experience

Allaso High Desert

Broadstone Cottonwood
Albuquerque, NM

Broadstone Santa Monica
Albuquerque, NM

REAL ESTATE
DEVELOPMENT
completed by principals

COMBINED AREA
real estate development

Broadstone Zenith
Albuquerque, NM

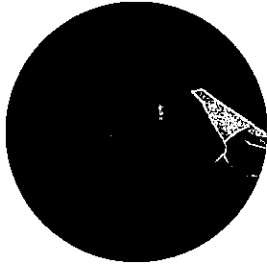
Project Leadership



Josh Rogers

Director of Development

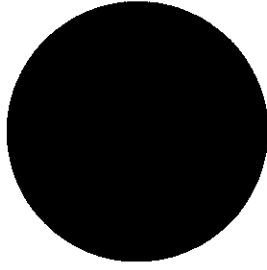
Josh is focused on multifamily development. He is responsible for the selection of all potential multifamily deals and manages Titan's extensive pipeline of multifamily and mixed-use projects. Josh has created over \$200 million in development opportunities for Titan. He has a Masters in Architecture and Bachelor of Business Administration in Marketing from the University of New Mexico. His charitable contributions include organizing Polly's Run which has created an endowment of over \$200,000 for pancreatic cancer research.



Brian Patterson

Director of Development

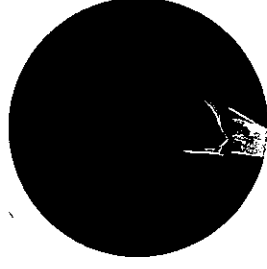
Brian is focused on mixed-use and self storage development. Brian's expertise is in sourcing deals, project management, design, entitlements, acquisitions, and dispositions. Brian has extensive experience developing and managing master planned communities, commercial developments, and infrastructure improvements. Brian recieved a Bachelor's of Science degree in Civil Engineering and is a licensed professional engineer. He is a current member of commercial real estate organization NAIOP and is involved in its Developing Leaders program.



Kurt Browning

Partner

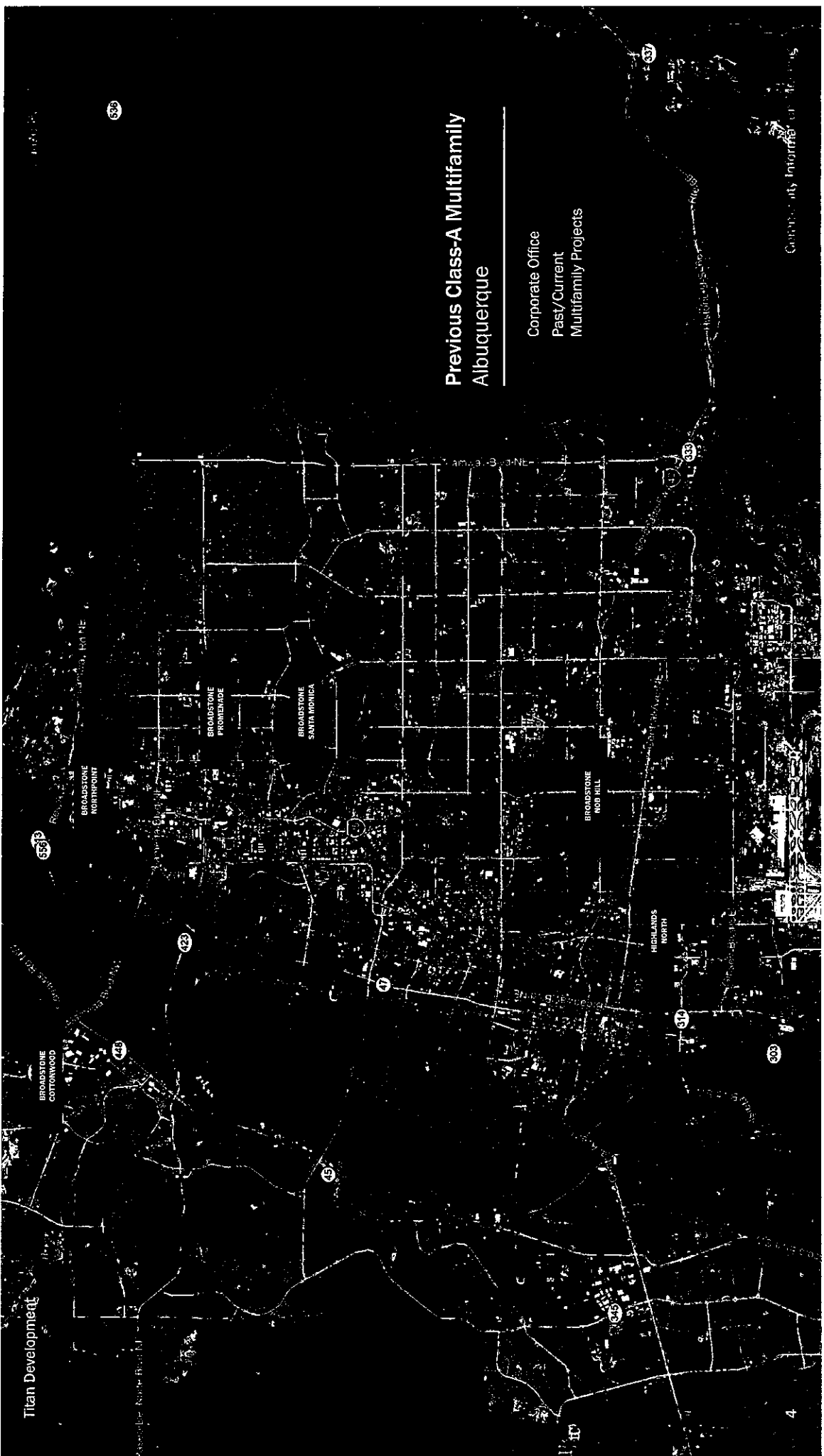
Kurt is a Principal of Titan Fund Management, and a partner of Titan Development. Kurt specializes in strategic planning, investment underwriting, entitlements, and equity/debt management. He also assists with sourcing equity. Kurt has experience across several asset classes over 25 years, overseeing \$750M in total development. Kurt will join the NAIOP National Board in 2020. Kurt received his Bachelor of Science in Civil Engineering from Texas Tech University.



Ben F. Spencer

Partner

Ben is a Principal of Titan Fund Management, as well as founding partner of Titan Development. With over 30 years of experience, Ben specializes in real estate development and investment with a focus on deal structure and financial analysis. Ben worked in the Tax Division at Arthur Andersen & Co. and Industrial Division at Trammel Crow. Ben received his MBA from Southern Methodist University.



Previous Class-A Multifamily Albuquerque

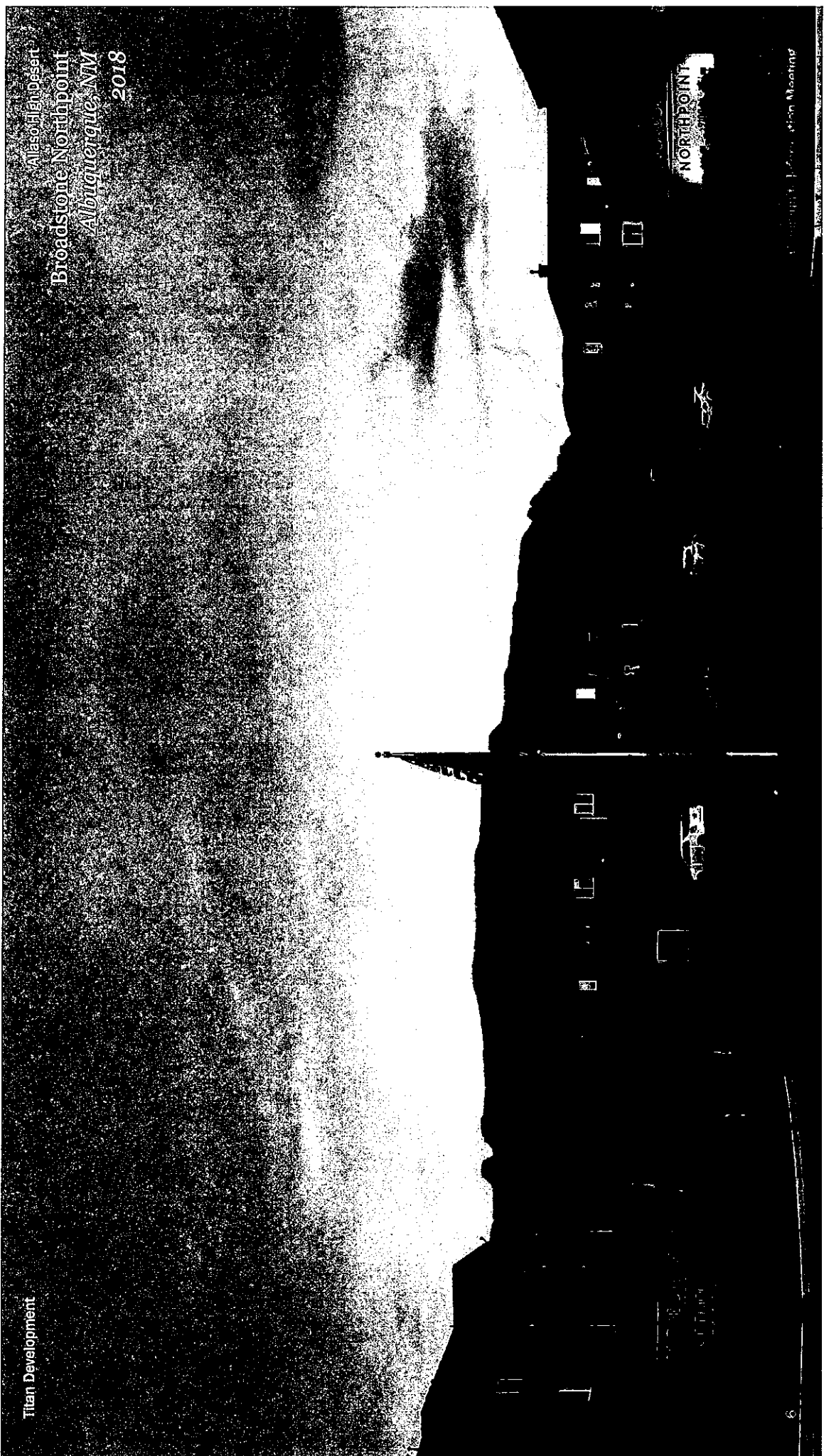
- Corporate Office
- Past/Current
- Multifamily Projects

What is Class-A Multifamily?

Class-A properties are upscale apartments with high average rents, located in desirable areas, and tailored towards high earners. They include high-end amenities and interior/exterior finishes. The goal is to create a resort-style living experience.

Titan Development

Aliso High Desert
Broadstone Northpoint
Albuquerque, NM
2018



NORTHPOINT

Albuquerque, NM

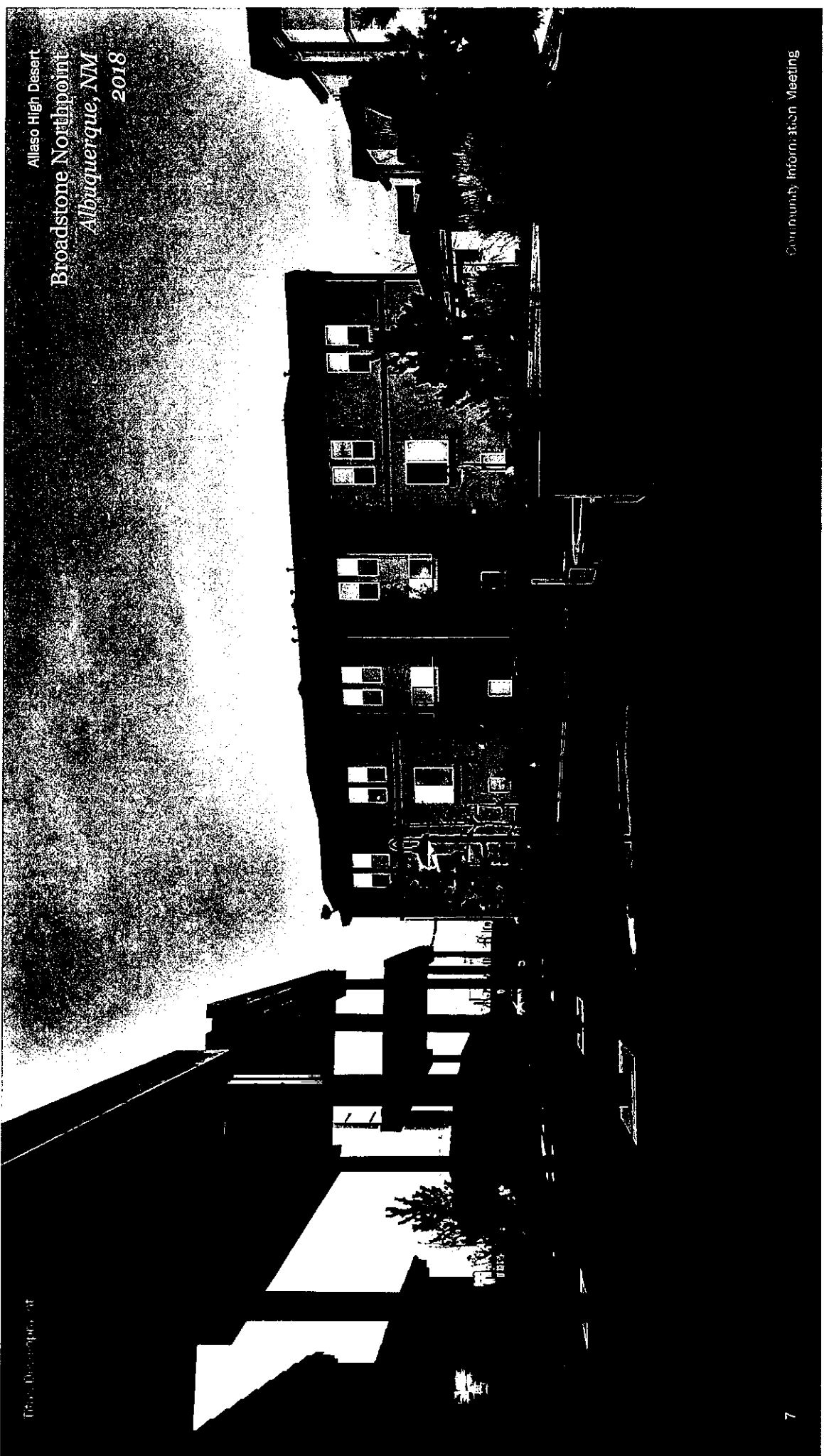


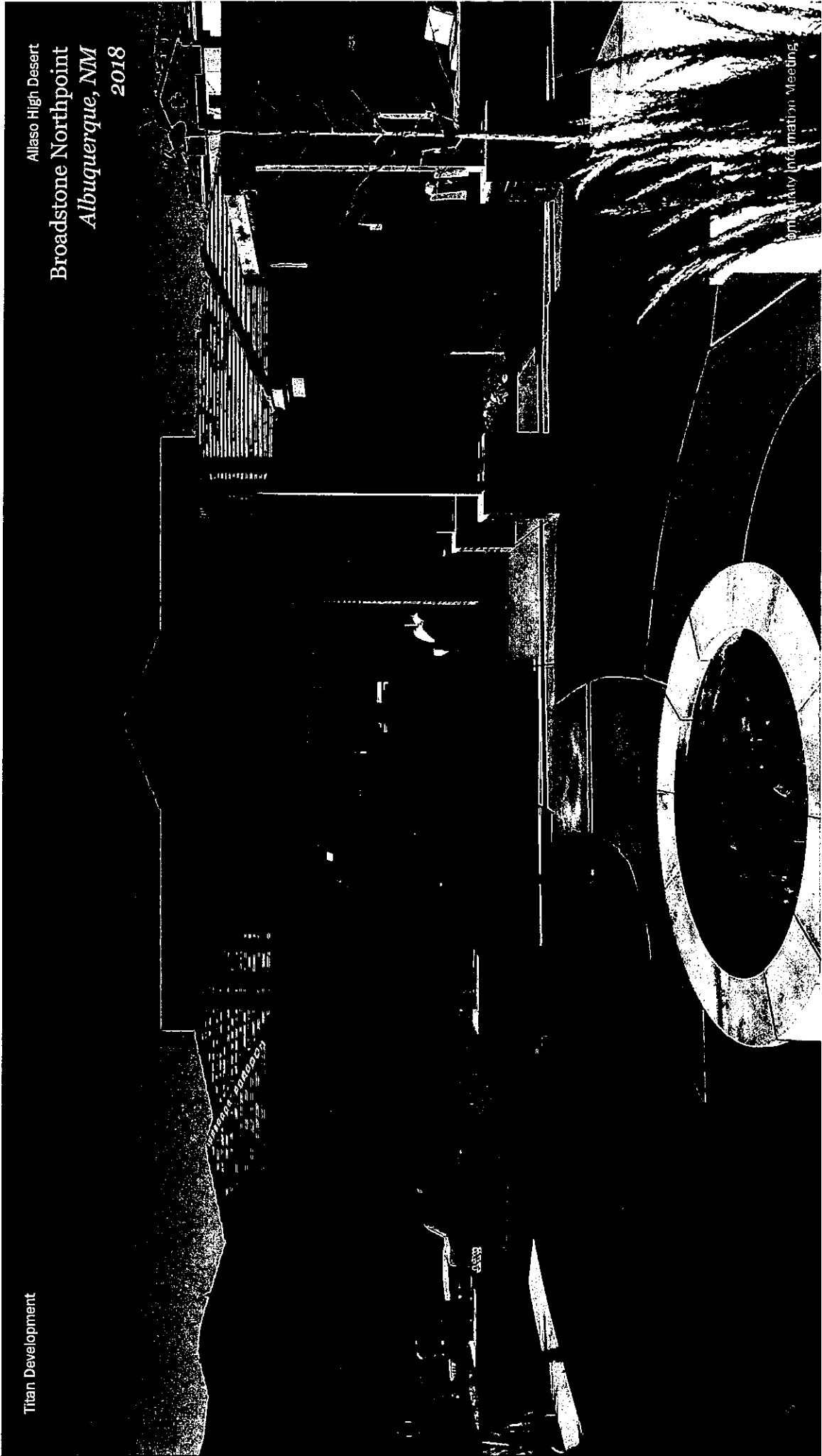
Photo: Broadstone Northpoint

Allaso High Desert
Broadstone Northpoint
Albuquerque, NM
2018

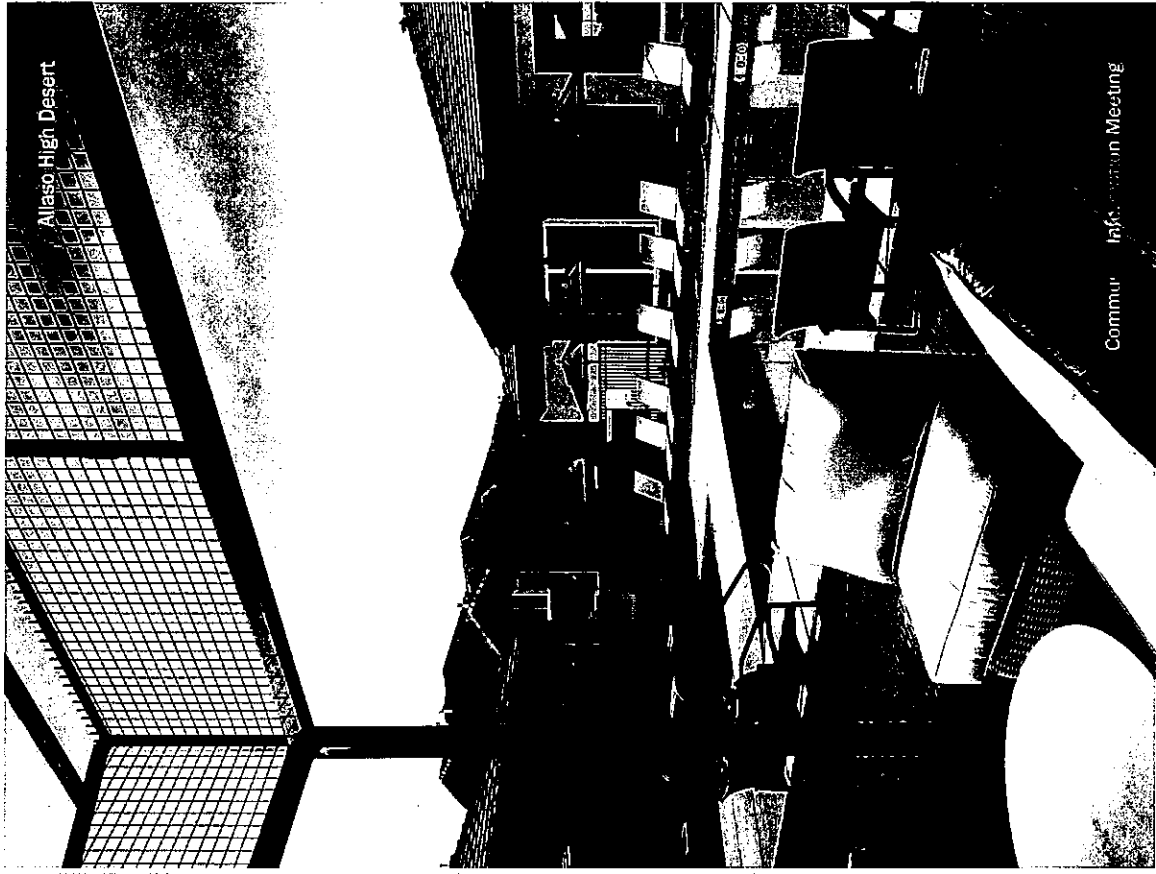
Community Information Meeting

Titan Development

Allaso High Desert
Broadstone Northpoint
Albuquerque, NM
2018



Community Information Meeting



Commur Information Meeting

Titan Development

**Broadstone Northpoint
Albuquerque, NM
2018**

Allaso High Desert



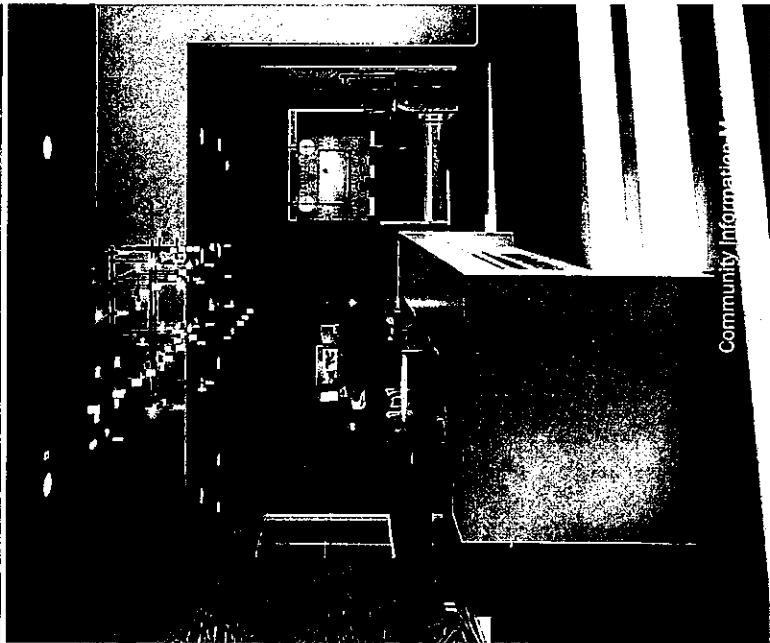
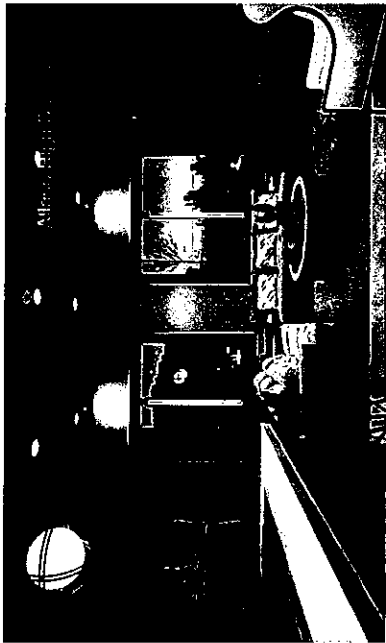


Titambdevelopment
P.O. Box 1010
Sage, NM

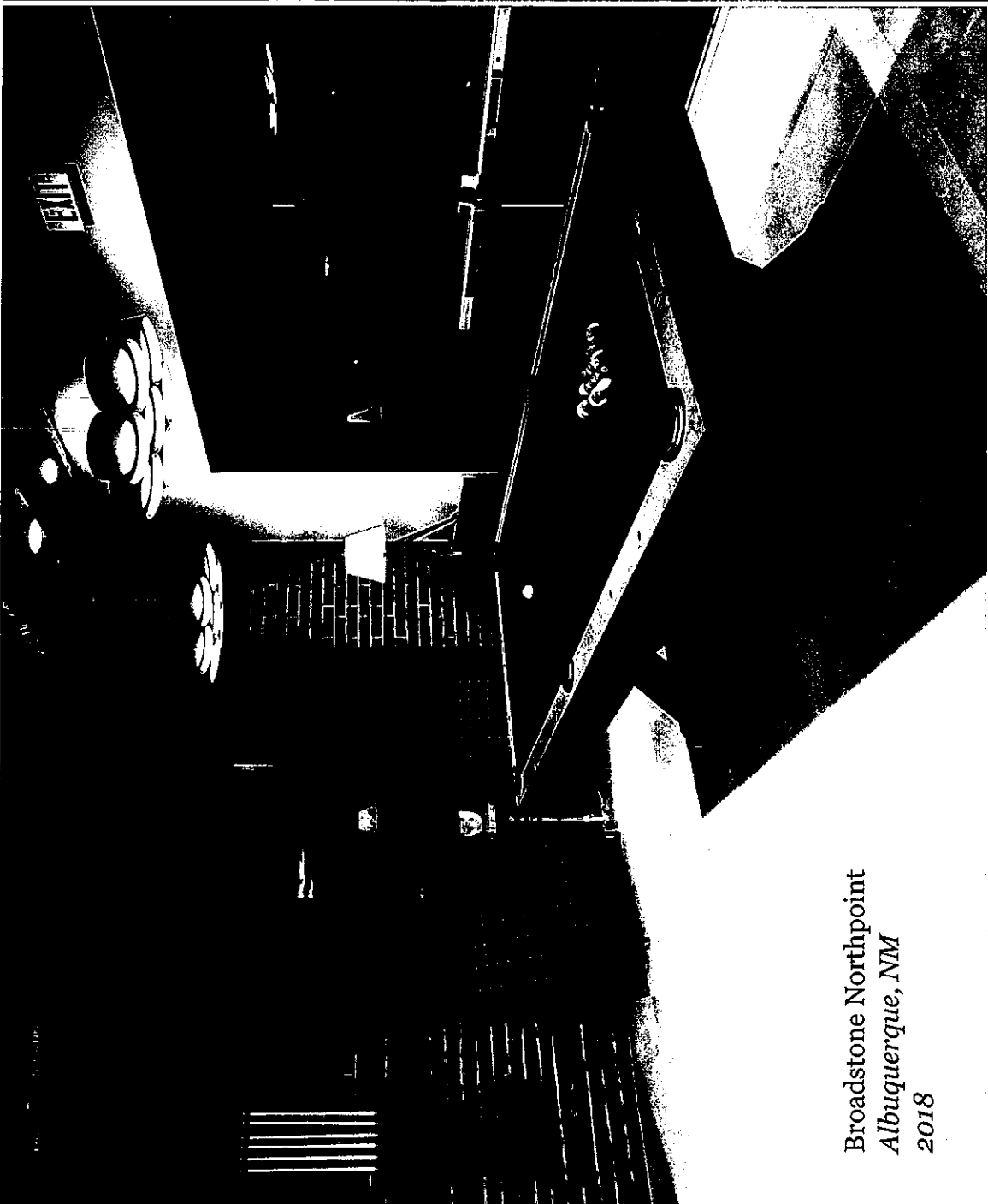


Aliaso High Desert

Community Information Meeting

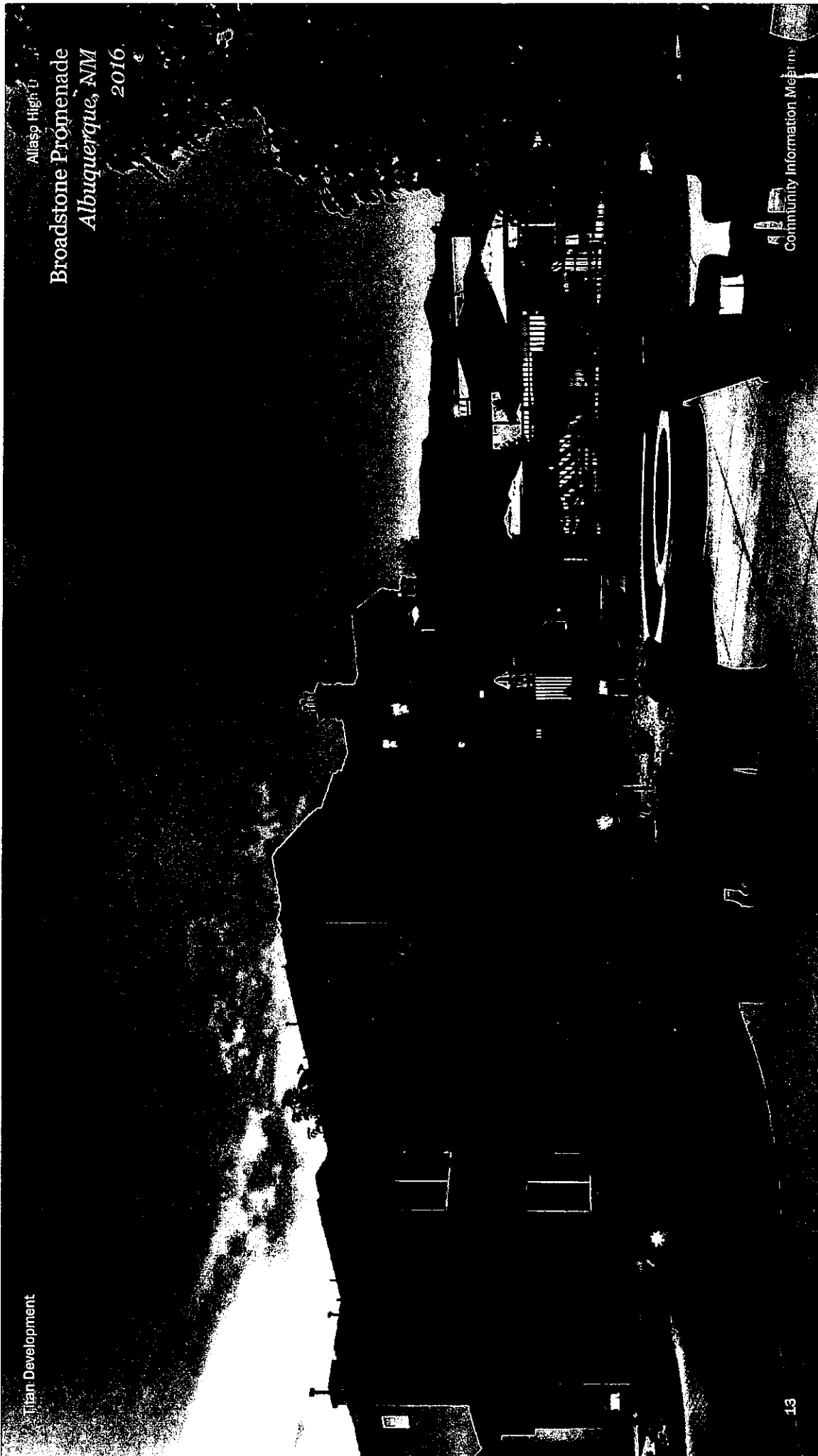


Community Information



Broadstone Northpoint
Albuquerque, NM
2018

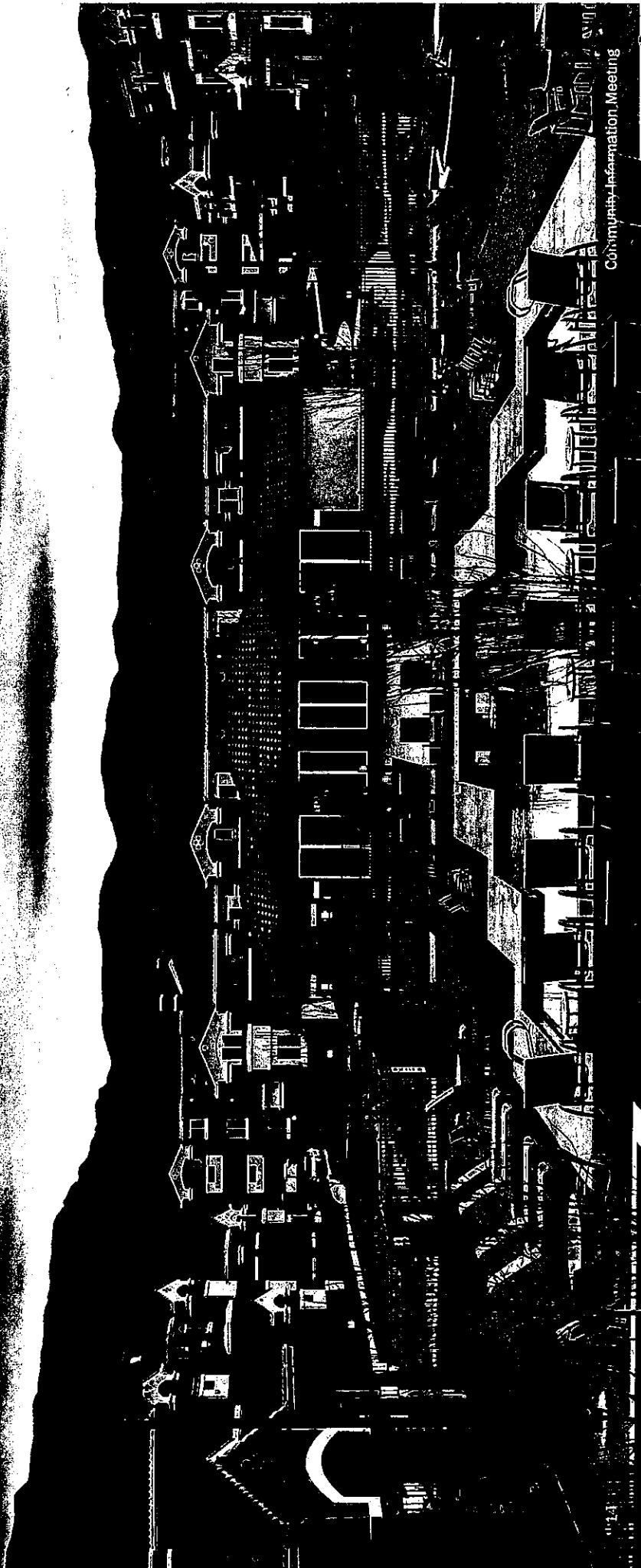
Broadstone Promenade
Albuquerque, NM
2016.



Titan Development

Allaso High Desert

Broadstone Santa Monica
Albuquerque, NM
2014



Community-Information-Meeting

Broadstone Santa Monica
Albuquerque, NM
2014



Titan Development

Broadstone Cottonwood
Albuquerque, NM

Allaso High Desert



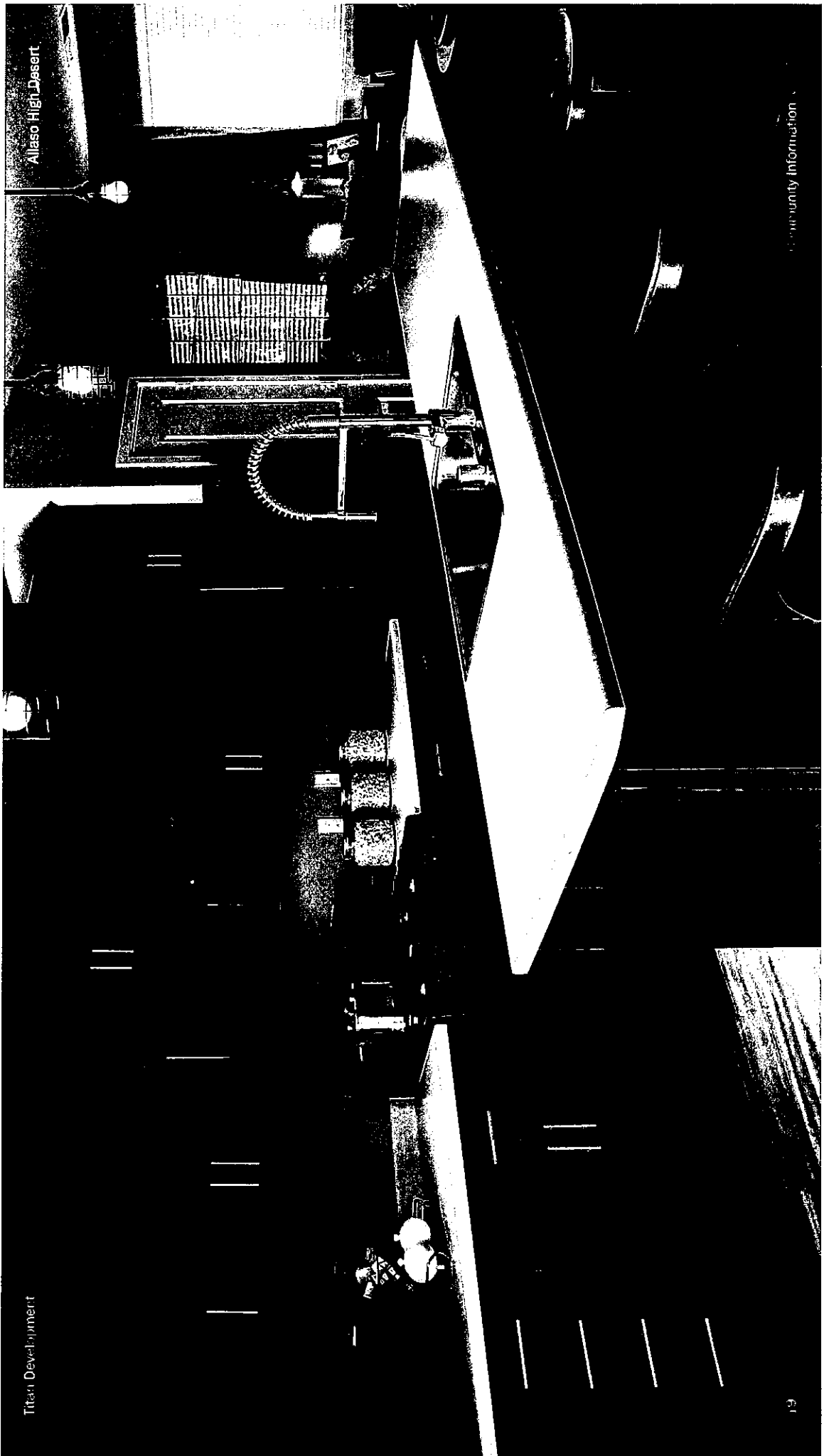
Class-A Interior Finishes

Luxurious interior finishes and detailing includes high-end fixtures, marble counter tops, and vinyl wooden floors. The spacious layouts appeal to modern sensibilities.





Titan Development



Titan Development

Allaso High Desert

Community Information

Class-A apartments are rented by individuals with high household incomes. Allaso High Desert will follow this trend.

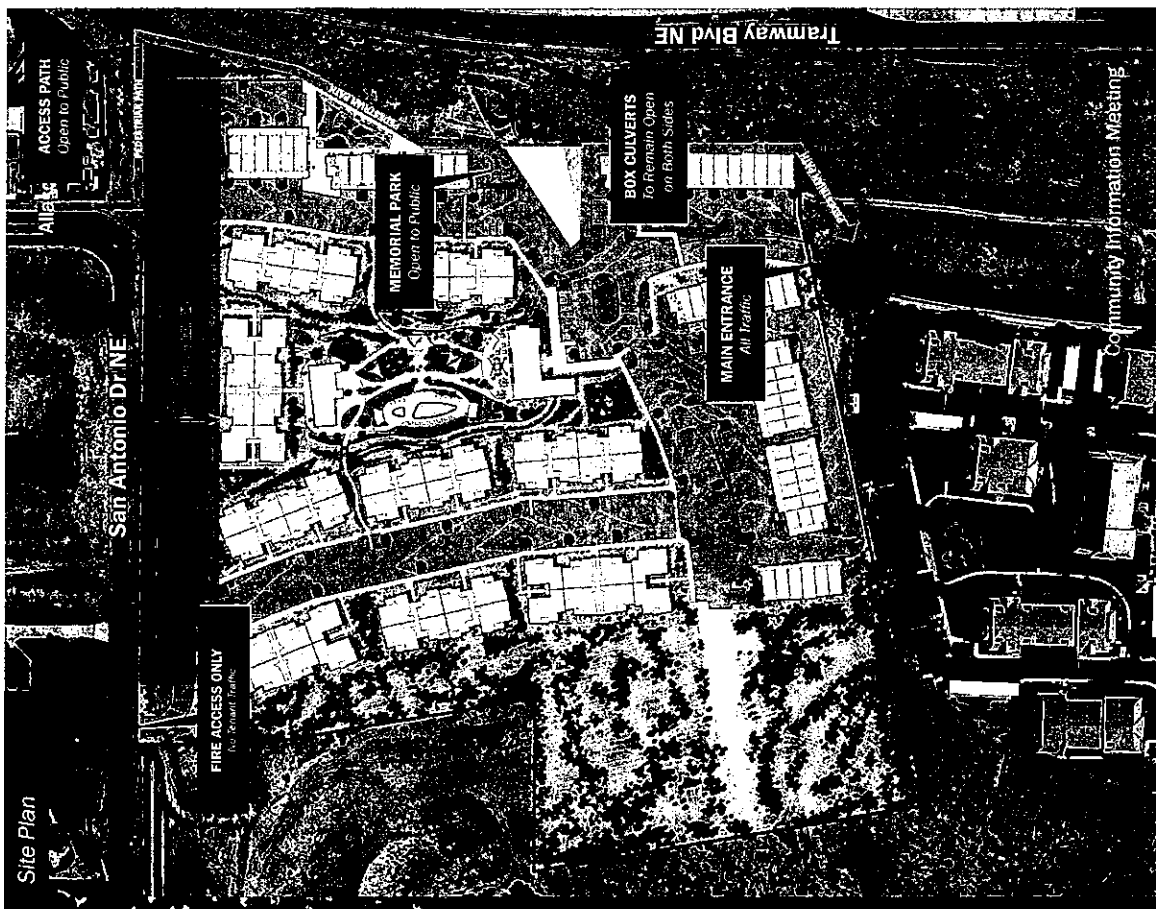
Class-A Apartments

Project	# Units	Avg. Rent	Avg. Income
Broadstone Northpoint	226	\$1,422	\$121,957
Markana	232	\$1,531	\$135,000
Olympus Encantada	460	\$1,484	\$124,905
SkyStone Apartments	254	\$1,345	\$113,206
Altezza at High Desert	430	\$1,362	\$107,000
			\$120,413

*Average
Income*

\$120,413

COMPARABLE PROJECTS

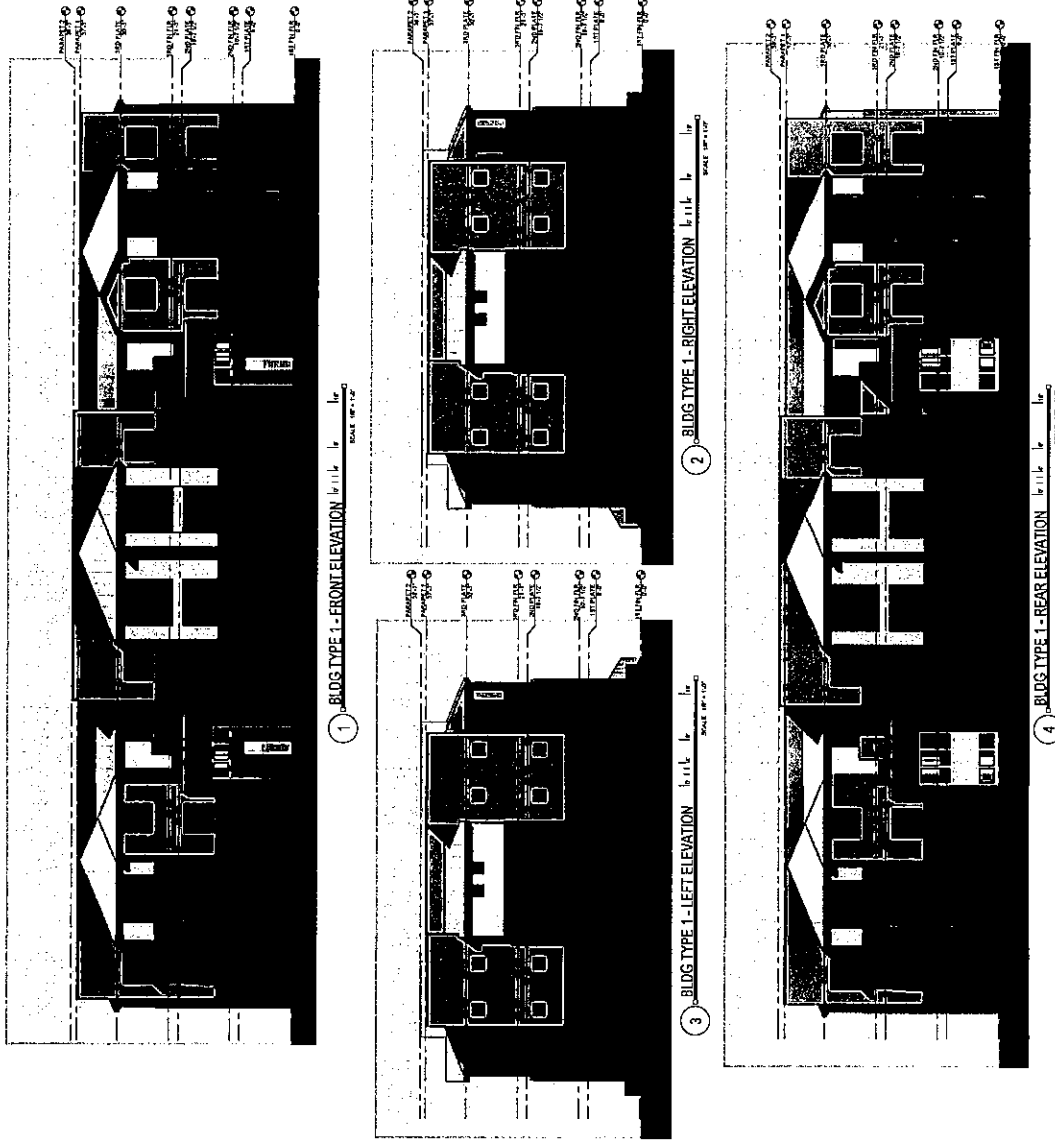


Allaso High Desert Luxury Apartments

Resort-Style Living in the High Desert Neighborhood

- Type: Class-A Multifamily
- Units: 281
- Height: 2-3 Story Building
- Size: 16.05 AC
- Dwelling Units/Acre: 17.05 (Current Zoning: R-MH – Density restricted by design standards. Previous Zoning and Sector Plan allowed for 426 at 24 units/acre)
- Jobs: 400 Construction / 8 Full-time

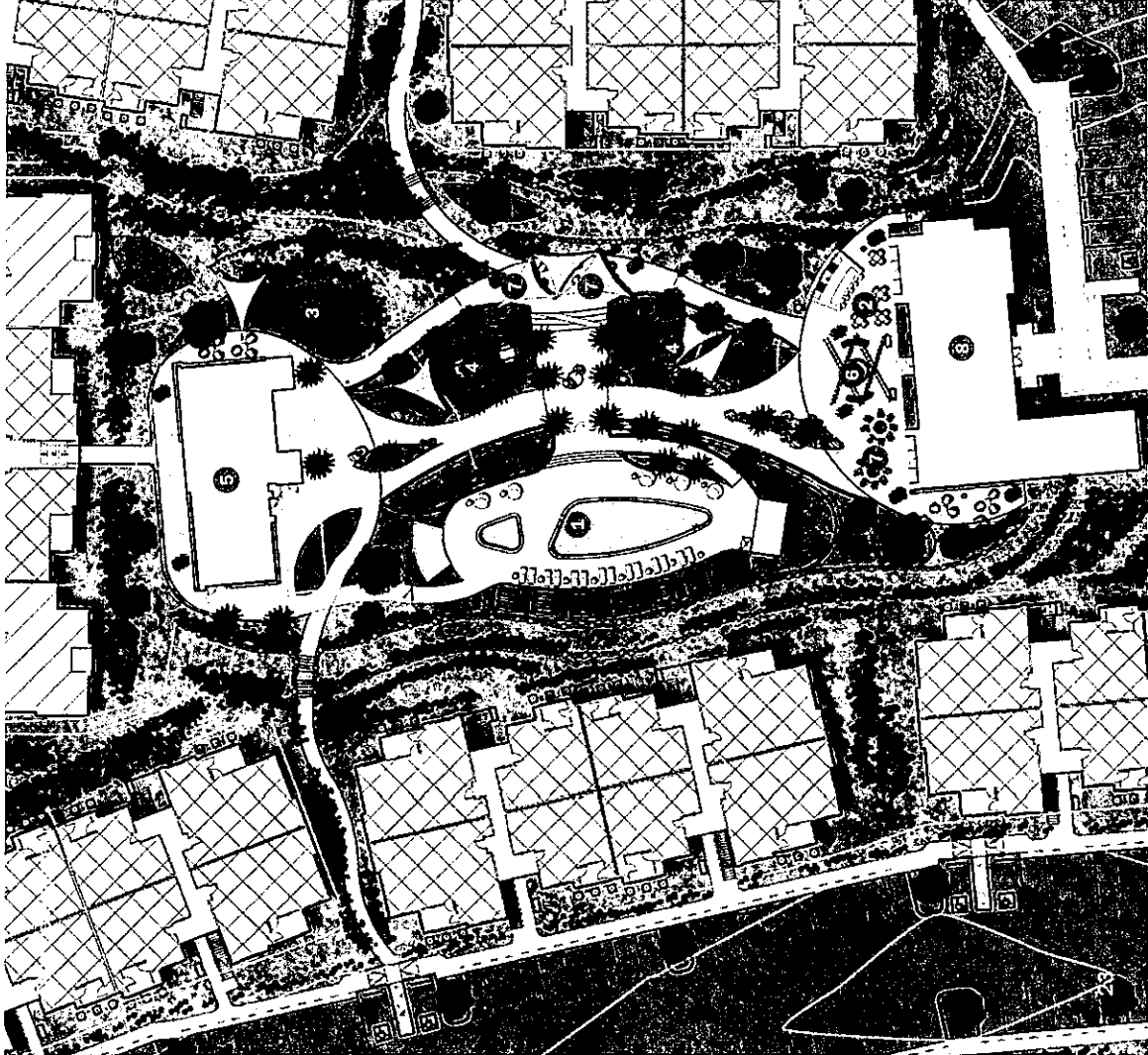
Project Elevations



Luxury Outdoor Amenities

Specific design features include:

- ① Pool/Spa
- ② Outdoor Grilling Area
- ③ Putting Green
- ④ Activity Area
- ⑤ Fitness Center
- ⑥ Fire Pit
- ⑦ Outdoor Entertaining Area
- ⑧ Clubhouse



Unit Mix

Type	Description	Stabilized Base Rent
AI	1 BR/1BA	\$1,400
BI	2 BR/2BA	\$1,650
CI	3 BR/2BA	\$1,800
Townhome 1	1 BR/1BA	\$1,600
Townhome 2	2 BR/2BA	\$1,750
Townhome 3	3 BR/2BA	\$2,100

Total Units

