



## Environmental Planning Commission

Agenda Number: 6  
Project #: 2020-003658  
SI-2020-00356

Hearing Date: September 10, 2020

### 2<sup>nd</sup> Supplemental Staff Report

|                          |   |
|--------------------------|---|
| <b>Agent</b>             | Consensus Planning, Inc.  |
| <b>Applicant</b>         | Greystar  |
| <b>Request</b>           | 1) Major Amendment to Site Plan –EPC                                      |
| <b>Legal Description</b> | Tracts 1-6 North Andalucia at La Luz<br>Tract 4 North Andalucia at La Luz |
| <b>Location</b>          | SE corner of Coors Blvd. NW and Montano Rd.                               |
| <b>Size</b>              | Approximately 60 acres  |
| <b>Zoning</b>            | R-MH  |

### Staff Recommendation

*Approval of SI-2020-00356 based on Findings 1-19 beginning on p. 14 and Conditions of Approval beginning on p. 19.*

**Staff Planner**  
*Leslie Naji, Senior Planner*

### Summary of Analysis

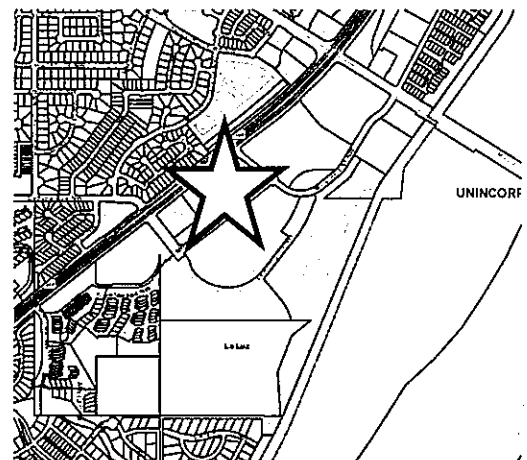
On July 9, 2020 the EPC began review of this request for Major Amendment of a Prior Approved Site Development Plan for property owned by Greystar. At that time, the EPC voted for a continuance.

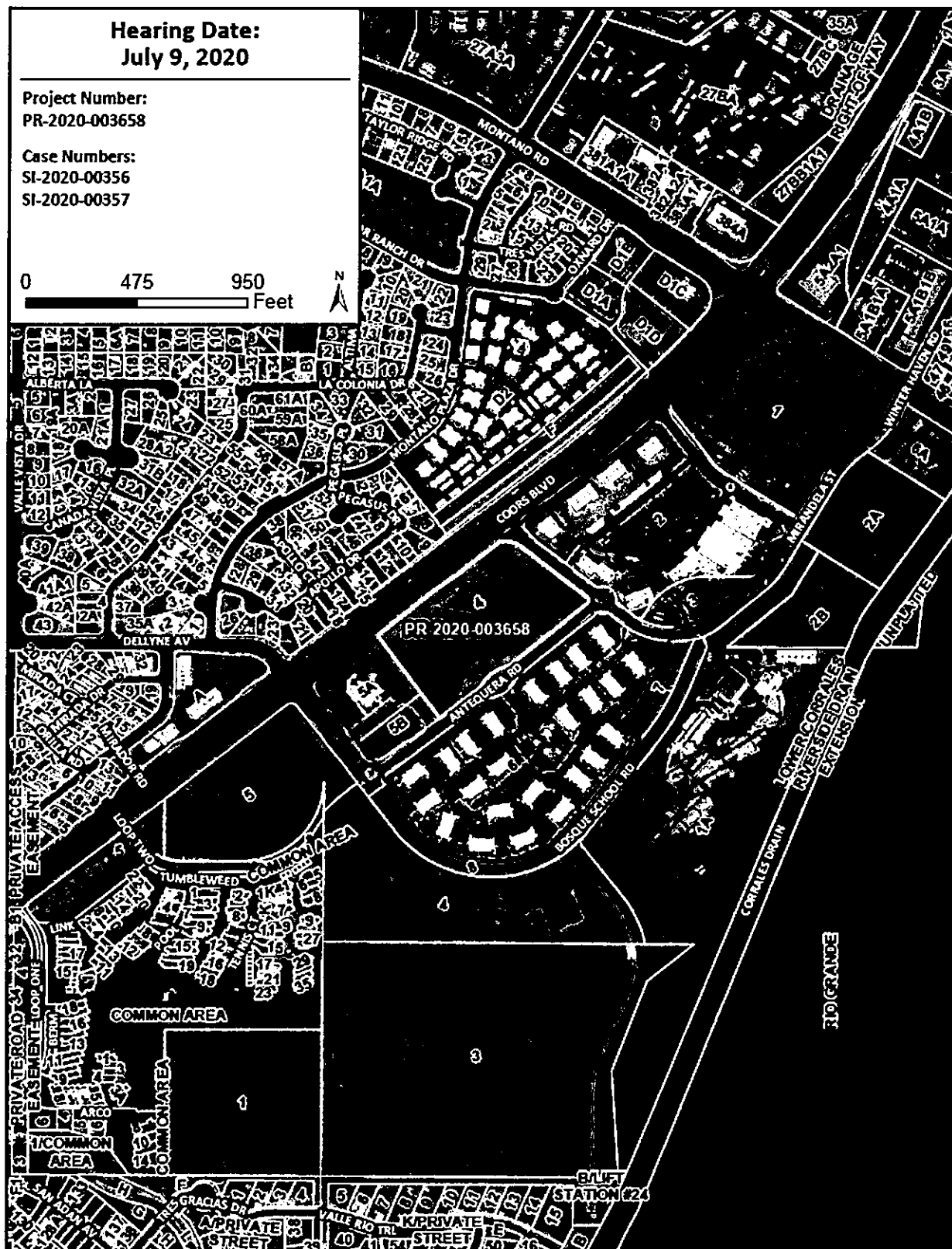
On August 8, the EPC heard analyses from the various parties which differed greatly in results. The case was deferred until September 10 for planning staff and the applicant to reach a consensus. The ZEO made a determination on the interpretation to be used for VPO analysis in this particular case.

The request consists of the following major changes to the existing, governing site development plan:

1. Increase in density on Tract 4 from 20 units per acre to 24 units per acre.
  - o 155 one and two-bedroom apartments
  - o 16 duplex cottages
2. Reduction in parking requirements:
  - o Multi-family above 1000 square feet from 2 per unit to 1.25 per unit
  - o Multi-family less than 1000 square feet from 1.5 per unit to 1.25 per unit

Re-evaluation of the view plane along with changes in the design warrants approval with conditions.





## STAFF REPORT

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Attachment A- Neighborhood Submittals

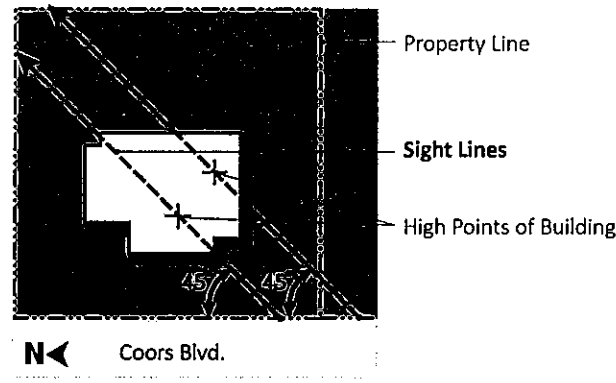
## I. ANALYSIS OF APPLICABLE ORDINANCES, PLANS, AND POLICIES

### *Integrated Development Ordinance (IDO)*

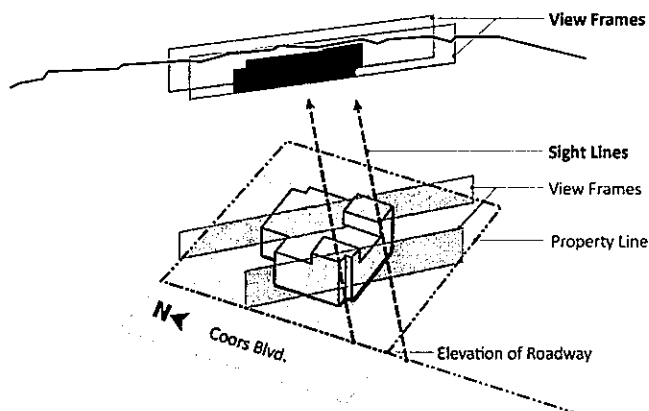
The subject site is zoned PD - Planned Development for residential development. The Master Site Plan for Andalucia at La Luz was approved prior to the effective date of the IDO and may be amended per Subsection 14-16-6-4(Y).

#### *a. Definitions in Use*

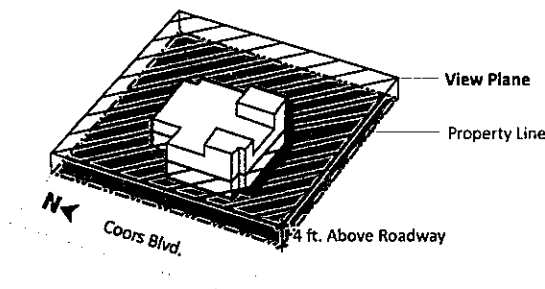
**Sight Lines:** Lines that begin at the east edge of the Coors Boulevard right-of-way and follow a 45-degree angle to the road alignment, in an approximately northeast direction toward the Sandia ridgeline. Sight lines are required to intersect the highest point(s) of the proposed building(s) on the site and, if the building has no higher point, the lowest elevation(s) of the Coors Boulevard right-of-way abutting or nearest the site (see figure below).



**View Frame:** A vertical rectangular frame drawn perpendicular (i.e. 90 degrees) to a given sight line through the highest point of the proposed building. The top of the view frame is established by the highest visible point of the Sandia ridgeline within the view frame. The bottom of the view frame is the elevation of the Coors Boulevard right-of-way where the sight line begins. The left and right edges of the view frame are an upward projection of the property lines at the site boundary where the view frame intersects the property lines. As many view frames as necessary to capture all the sight lines on a site are required (see figure below).



**View Plane:** A view plane 4 feet above the elevation of the east edge of the east driving lane on Coors Boulevard and extending horizontally above sites located east of Coors Boulevard (see figure below).



**b. Determination of the Zoning Enforcement Officer**

TO: Brennon Williams, Planning Director  
Dan Serrano, EPC Chair  
Alan Varela, Asst. City Attorney

FROM: James M. Aranda, Deputy Director and Zoning Enforcement Officer (ZEO)

SUBJECT: Determination of the Appropriate Application of Section 3-6(D) of the Integrated Development Ordinance

**OVERVIEW**

Urban Design and Development Division staff have requested a determination to the proper application of the provisions of 14-16-3-6(D) of the Integrated Development Ordinance (IDO) in regard to a request for a Major Amendment of a Prior Approval of a Site Plan - EPC for an approximately 69-acre property known North Andalusia. The subject site is zoned PD - Planned Development for residential development and is located along Coors Blvd NW, a designated

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Major Transit Corridor. The Master Site Plan for Andalucia at La Luz was approved prior to the effective date of the IDO and is proposed to be amended per Subsection 14-16-6-4(Y).

Amendments to the plan are for Tract 4, a 7.7-acre site described by the applicant as the Overture Andalucia, (the “subject site”). Major Amendments are required to be heard by the original, approving body, which in this case is the EPC. Three major changes to the existing site plan are proposed: 1) An increase in density on Tract 4 from 20 units per acre to 24 units per acre to accommodate a total of (155) one and two-bedroom apartments, and (16) duplex cottages; 2) A reduction in parking requirements; and 3) The addition of a multi-story multi-family housing development on the 7.7-acre subject site.

According to analysis conducted by UD&D Planning staff, the request is generally consistent with a preponderance of applicable Goals and Policies of the ABC Comp Plan. The request also complies with the applicable design standards of the existing Site Plan, and meets most applicable IDO requirements. However, after two iterations of analyses conducted by Planning staff with feedback from a subject matter expert in view analyses and the Coors Blvd VPO, UD&D staff maintains that the submitted application, specifically the Site Plan for the apartments, fails to meet the provisions of IDO §3-6(D)(5)(a)(b)&(d).

Staff came to that conclusion by conducting a view analysis that uses multiple sight lines along the subject site per the Coors VPO-1 (IDO Section 3-6(D)). This methodology is consistent with the intent of the Coors VPO, its definitions, and because the request proposes multiple buildings throughout the site, and it accounts for the varying elevation of the Coors Boulevard roadway. According to analysis conducted by staff, the proposed height of the primary multi-story structure is too tall, and the Applicant’s alignment of the single Sight Line for generating the View Frame is improperly located. Staff also affirms that because the Site Plan includes multiple buildings, multiple site lines need to be analyzed. The applicant contends that utilizing multiple site lines for analysis of the proposed development is without precedent and that the traditional analytical method was to use the elevations along sight lines. The applicant has cited several examples where this is the case. However, most if not all of these examples all use multiple sight lines and

## **FINDINGS**

My interpretation and determination are based on the following findings:

1. Pursuant to the provisions of the Integrated Development Ordinance, interpretive authority is granted to the Zoning Enforcement Officer—this includes making formal determinations as to how the IDO applies to specific situations and proposed development projects.

- Pursuant to IDO §6-2(B)(1)(c)(1), the Zoning Enforcement Officer (ZEO) is a member of the City Planning Department staff and has authority to interpret this IDO pursuant to Subsection 14-16-6-4(A)(Interpretation).

- Pursuant to IDO §6-2(B)(1)(c)(2), the ZEO has responsibility for making formal determinations as to how this IDO applies to specific situations, proposed development projects, and parcels of land.

- Pursuant to IDO §6-4(A), the ZEO has authority to interpret this IDO, including the authority to determine its applicability to specific properties or situations and the authority to interpret the boundaries of zone districts and Overlay zones on the Official Zoning Map.

2. The Purpose of the View Protection Overlay zone is to preserve unique views such as those from public rights-of-way to cultural landscapes identified in the ABC Comp Plan.

- Pursuant to IDO §3-6(A), the purpose of the View Protection Overlay (VPO) zone is to preserve areas with unique and distinctive views that are worthy of conservation, such as those from public rights-of-way to cultural landscapes identified in the ABC Comp Plan, as amended.

- IDO §3-6(D)(2) is explicit in regard to what views are protected by VPO-1. They are views from Coors Boulevard right-of-way, along the segment between Western Trail/Namaste Road and Alameda Boulevard, looking toward the Rio Grande Bosque and Sandia Mountains.

3. Multiple sight lines and view frames are required pursuant to the standards and provisions of IDO §3-6(D).

- Section 3-6(D)(3)(a) explicitly requires that sight lines intersect the highest point(s) of the proposed building(s) on the site and, if the building has no higher point, the lowest elevation(s) of the Coors Boulevard right-of-way abutting or nearest the site.

- Per IDO 3-6(D)(3)(b), as many view frames as necessary to capture all the site lines on a site are required.

- IDO §3-6(D)(3)(b) also defines the bottom of the view frame as the elevation of the Coors Boulevard right-of-way where the sight line begins.

- View Plane is defined in IDO 3-6(D)(3)(c) as a view plane 4 feet above the elevation of the east edge of the east driving lane on Coors Boulevard and extending horizontally above sites located east of Coors Boulevard.

- Pursuant to IDO §3-6(D)(5)(a), no more than 1/3 of the height of structures are allowed to penetrate above the view plane.

4. Sight lines are required to intersect the highest points of the proposed buildings on the site and the lowest elevations of the Coors Boulevard right-of-way.

- Section 3-6(D)(3)(a) explicitly requires that sight lines intersect the highest point(s) of the proposed building(s) on the site and, if the building has no higher point, the lowest elevation(s) of the Coors Boulevard right-of-way abutting or nearest the site. If site lines intersect the highest points of the proposed buildings on the site as required by the provision, logic rules that there are no higher points—rendering the “qualifier” moot.



- The explicit inclusion of “and” in the provision signifies the intent that site lines are required to intersect the lowest elevations of Coors Boulevard in addition to the highest points of proposed buildings.

5. Multiple View Planes, each originating from the Sight lines points are required to accurately reflect the visual impact of the height, bulk, and massing of the proposed buildings on the site from the multiple, varied elevation points along the sloping Coors Boulevard right-of-way.

- The necessary application of Section 3-6(D)(3)(c) in combination with 3-6(D)(5) logically require that the sloping Coors Blvd roadway be accommodated to reflect that there are more than one Sight line and more than one View frame as one’s perspective moves from south to north.

- Since the Coors Blvd roadway slopes down from south to north along the western edge of the subject site, it is appropriate for the View Plane to parallel the surface of the roadway (see illustration for 3-6(D)(3)) to accurately apply 3-6(D)(3) and 3-6(D)(5) to determine the conformity of proposed building heights and massing to the requirements of 3-6(D)(5)(a) and (b).

#### **DETERMINATION**

Upon thorough review of the applicable provisions of the Integrated Development Ordinance (IDO), it is my official interpretation that IDO §3-6(D) (and provisions wherein) is explicit in the requirement that multiple view frames and sight lines from the highest points of all buildings on the site and from the lowest elevations of Coors are required for analysis. In conducting my review of the application file and public record regarding the matter, I have also come to determination that UD&D staff’s methodology of analysis is a correct application of, and consistent with, the provisions of IDO Section §3-6(D).

Respectfully,

James M. Aranda, MCRP  
Deputy Director and Zoning Enforcement Officer,  
Albuquerque Planning Department

#### **c. Coors View Protection Overlay, VPO-1**

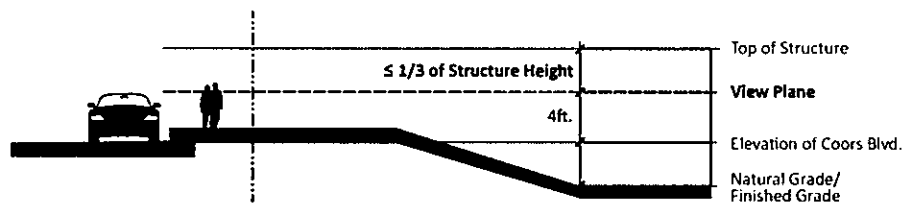
The purpose of the View Protection Overlay (VPO) zone is to preserve areas with unique and distinctive views that are worthy of conservation, such as those from public rights-of-way to cultural landscapes identified in the ABC Comp Plan, as amended.

Views protected by this VPO-1 are from Coors Boulevard right-of-way, along the segment between Western Trail/Namaste Road and Alameda Boulevard, looking toward the Rio Grande Bosque and Sandia Mountains.

3-6(D)(5) Height, Bulk, and Massing

All development within this VPO-1 shall meet all of the following requirements.

3-6(D)(5)(a) No more than 1/3 of the height of structures (including building parapets, mechanical equipment and associated screening, walls, and fences) shall be allowed to penetrate above the view plane as shown in section diagram below. On lots with developable area that is constrained because the natural grade (or finished grade, if infrastructure is already installed) is less than or equal to 10 feet below the elevation of the east edge of Coors Boulevard and may also include sensitive lands (see Subsection 14-16-5-2(C)), a total height of 16 feet for low-density residential and 20 feet for other uses is allowed (see figure below).



*The applicant has submitted a revised design which removes the third story from the building along Coors Blvd. at the lower elevations. The lower building height places most of the building in compliance with the view plane analysis. A portion still remains more than 1/3 above the plane ranging from 2'4" down to 0 over a 75' distance.*

*On the eastern side of the building the degree of non-compliance is slightly higher ranging from 5'-3' down to 0 over 100'. This portion, being further from Coors would have less impact than the west part of the building.*

*Staff has interpreted this View Plane to be a sloping plane since the right driving lane of Coors is sloping. The ZEO has confirmed the appropriateness of this method in his determination.*

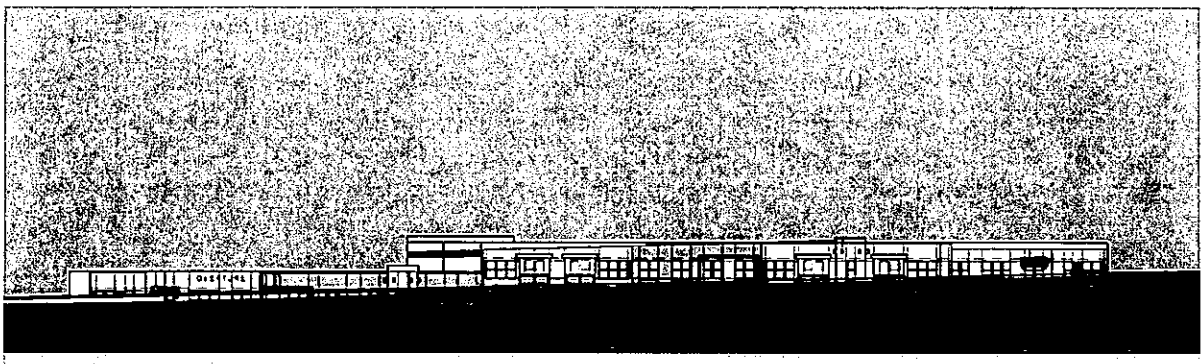
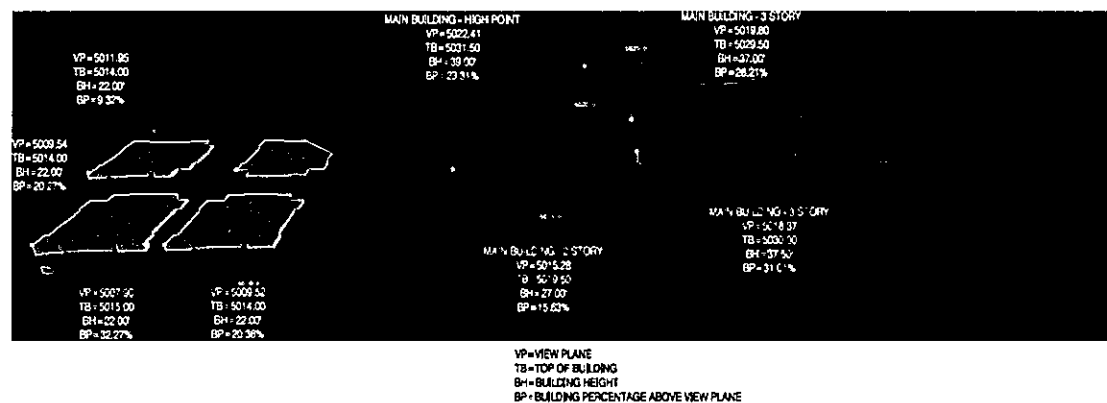


Figure 1: Continuous View Plan

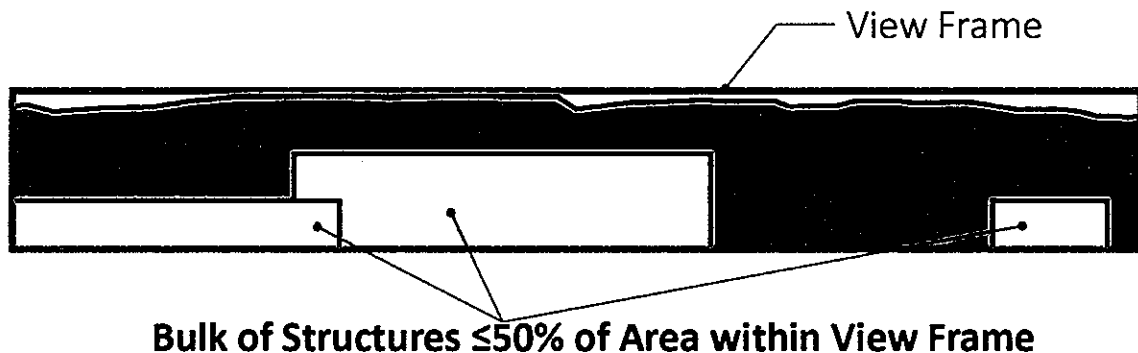
*Using this interpretation, the image above shows the 4-foot (minimum) elevation above Coors in red (the purple shows a straight slope from highest to lowest elevation). Carrying that plane horizontally the yellow portion is in excess of the 1/3 height allowed.*

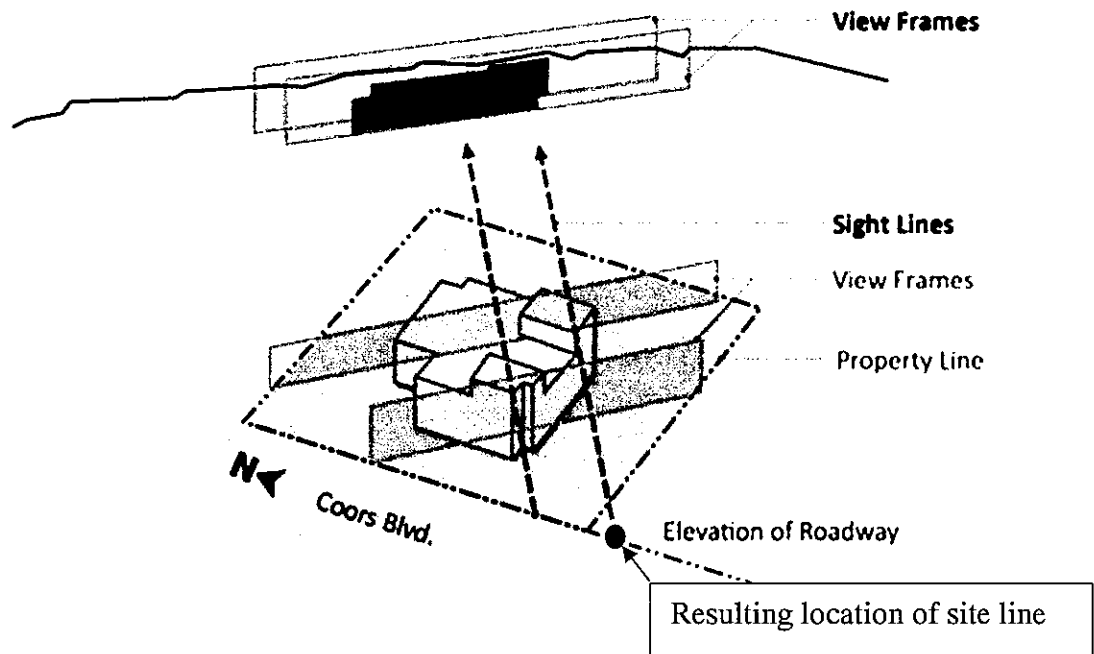
*The applicant has provided a view plane going across the site at a 45-degree angle. Under this analysis, the entire building is in compliance.*



### 3D VIEW PLANE ANALYSIS

3-6(D)(5)(b) Not more than 50 percent of the area within any view frame for a property shall be obscured by the bulk of the structure(s) (including walls and fences) placed on the property (see figure below).



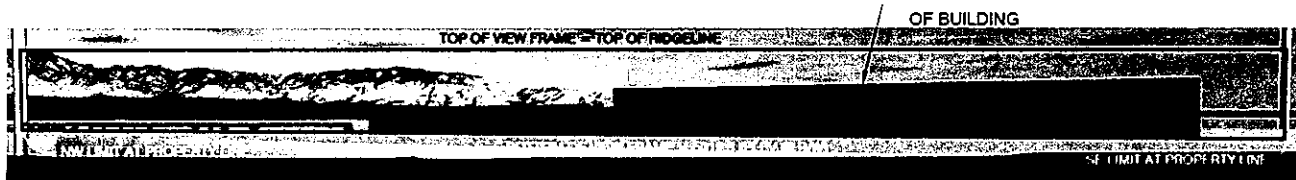


*The proposed building has been redesigned to remove the third-floor portion of the primary building from the northwest corner of the building. The unit count is maintained by adding a three-story section through the middle of the courtyard. The highest point of the building remains at 39'-0" along the eastern elevation. The placement of the original View Frame is determined by establishing a sightline that runs from the Coors right-of-way at a 45-degree angle towards the Sandia Mountains and passing through the highest point of the building. That resulting location was approximately 70 feet to the south of the site.*

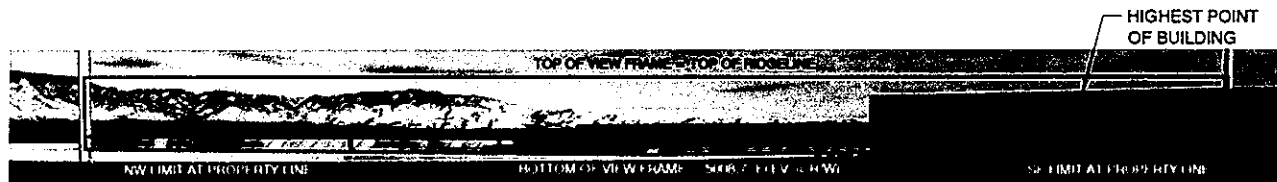
*The View Field is then configured showing all of the building above the elevation of the Coors right-of-way at the beginning of the sightline, this being the bottom of the frame, the top of the highest peak of the Sandia's forms the top line of the frame, and the sides representing the property line.*

*The applicant has submitted additional sightlines and view frames for additional points on the main building originating lower on Coors as well as view frames taken through the smaller cottages at the northern end of the site.*

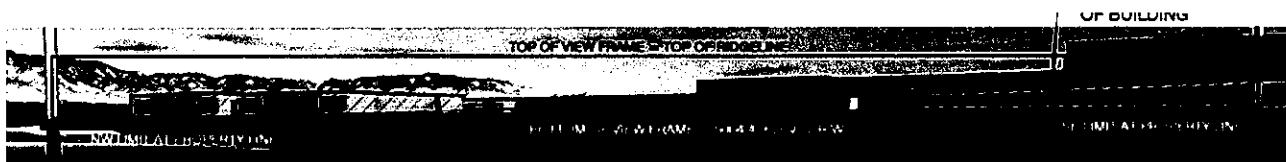
*The View Frame should result in a slice of the building at the frame location. The View Frame provided by the applicant show the building with a tapering roof line as in perspective. This should not be the case. The building height should be at a straight height.*



VIEW FRAME AREA: 20.8162  
BLOCKED AREA: 7.0716 (33.97%)  
VIEW FRAME AT SIGHT LINE A1



VIEW FRAME AREA: 16.7985  
BLOCKED AREA: 6.9390 (41.31%)  
VIEW FRAME AT SIGHT LINE A2



VIEW FRAME AT SIGHT LINE B

*When correcting the applicant's perspective on the view frames, the amount of blockage from the buildings is less than presented.*



31.4%

View Frame A1



35.8%

View Frame A2



45%

View Frame B

*All view frames of the revised design fall within the View Frame parameters of less than 50% blockage of the frame.*

*The IDO does not restrict buildings from crossing the ridgeline of the Sandia Mountains. Views are protected through the 50% openness of the view frame.*

## II. AGENCY & NEIGHBORHOOD CONCERNS

### *Reviewing Agencies*

No new comments

### *Neighborhood/Public*

Concern continues on the part of neighborhood representatives concerning definitions; however, the determination of the ZEO is the final say in that discussion. Comments are attached.

It was also pointed out that the designation of Coors as a Premium Transit Corridor was reverted back to Major Transit Corridor in 2017. Any reductions in parking for premium transit are not applicable.

## III. CONCLUSION

The request is for a Major Amendment of a Prior Approval of a Site Plan for an approximately 69-acre property known North Andalucia. Amendments to the plan are for Tract 4, a 7.7-acre site known as the Overture Andalucia, (the “subject site”). Major Amendments are required to be heard by the original, approving body, which in this case is the EPC. Two major changes to the existing site development plan are proposed:

1. 1 Increase in density on Tract 4 from 20 units per acre to 24 units per acre.
  - 155 one and two-bedroom apartments
  - 16 duplex cottages
2. Reduction in parking requirements:
  - Multi-family above 1000 square feet from 2 per unit to 1.25 per unit
  - Multi-family less than 1000 square feet from 1.5 per unit to 1.25 per unit

Several neighborhood organizations are affected and were notified as required. Property owners within 100 feet of the subject site were also notified, as required. The applicant conducted three neighborhood meetings. The greatest concern for the surrounding neighborhood associations is the protection of the view.

The subject site is along a Major Transit Corridor and in a Premium Transit (PT) area. The request

generally furthers a preponderance of applicable Goals and policies and meets most applicable IDO requirements. Criteria for the VPO are not met. Building height is too high and the location of the Sight Line for generating the View Frame is improperly located, since the high point selected will need to be reduced.

***FINDINGS –SI-2020-00356, August 13, 2020 - Site Plan Major Amendment***

1. The request is for a Major Amendment of a Prior Approved Site Development Plan for North Andalucia at La Luz (“prior approval”). The property contained within the prior approval is legally described as Tracts 1 thru 4, 5-A, 5-B, and 6, Plat of North Andalucia at La Luz, containing approximately 69.6 acres.
2. The proposed amendment will facilitate the development of senior independent living on Tract 4, North Andalucia at La Luz, containing 7.7061 acres (“subject site”). North Andalucia at La Luz is located on the east side of Coors Boulevard NW, south of Montano Road NW.
3. The subject site is within the larger North Andalucia at La Luz development located on Antequera Road NW south of Mirandela Street NW. Coors Boulevard forms the western edge of the subject site.
4. The request consists of the following major changes to the existing, governing site development plan:
  1. Increase in density on Tract 4 from 20 units per acre to 24 units per acre.
    - 155 one and two-bedroom apartments
    - 16 duplex cottages
  2. Reduction in parking requirements:
    - Multi-family above 1000 square feet from 2 per unit to 1.25 per unit
    - Multi-family less than 1000 square feet from 1.5 per unit to 1.25 per unit
5. The request exceeds the thresholds for a Minor Amendment, and therefore is being considered pursuant to Section 14-16-6-4(Y)(1)(b)1, which states that Major Amendments shall be reviewed and decided by the decision-making body that issued the approval being amended. The EPC approved the existing site development plan for the subject site prior to effective date of the IDO. Pursuant to IDO Section 14-6-4(P)(2), the decision-making body may impose conditions necessary to bring the application into compliance with the requirements of this IDO.
6. The subject site is located in an Area of Change as designated by the Comprehensive Plan. Located along Coors Blvd. the subject site is along a Major Transit Corridor.

7. The Albuquerque/Bernalillo County Comprehensive Plan (ABC Comp Plan) and the Integrated Development Ordinance (IDO) are incorporated herein by reference and made part of the record for all purposes.
8. The request generally furthers the following Comprehensive Plan Goals and policies pertaining to development patterns: *Chapter 5: Land Use*

- A. Goal 5.1-Centers & Corridors: Grow as a community of strong Centers connected by a multi-modal network of Corridors.

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

The proposed development is located along a major transit corridor and within walking distance of the Coors/Montano Village Activity Center. It places growth and development where it is appropriate.

- B. Policy 5.1.10 - Major Transit Corridors: Foster corridors that prioritize high-frequency transit service with pedestrian-oriented development.

- a) Encourage higher-density residential developments within ¼ mile of transit stops or stations.

The proposed amendment to the design standards allows for higher density residential infill development adjacent to Coors Boulevard, a designated Corridor, and the Coors/Montano Village Activity Center. Greater densities and lower parking requirements support transit ridership and the new residents will be able to walk to nearby commercial retail and services and have access to an extensive pedestrian and bicycle trail network. Tracts 4 and 6 have long been planned for residential development and these requests maintain the original intent to provide a significant number of dwellings that will support the neighboring commercial developments.

- C. 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.

- a) 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.

The requests add to the existing mixed-use character of North Andalucia at La Luz. Approval of the requested senior, age-restricted multi-family development encourages a new housing option for active seniors near shopping, dining, and recreational opportunities. This location also offers a choice in transportation options including



transit on both Coors Boulevard and Montano Road as well as walking and bicycling on nearby trails.

- D. 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.

The requests further this goal and policy by facilitating development of an infill property with existing development in all directions and infrastructure installed and available for use. This development provides for additional growth in an area with existing roadways, transit service, grocery stores, recreational trails, and utilities among other public facilities and amenities.

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

Policy 5.6.2-Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

The requests will facilitate additional housing at a variety of densities within an Area of Change. The proposed development includes dwelling units within a traditional multi-family building, as well as single-story duplex-style apartments that add to the overall density while maintaining a view corridor and offering an alternative to a larger singular building on the property. The added density will counter the abundance of single-family houses in the area.

9. The request furthers the following Comprehensive Plan Goals and policies pertaining to development patterns: *Chapter 7: Urban Design*

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

Policy 7.2.1 Walkability: Ensure convenient and comfortable pedestrian travel.

The proposed development includes numerous trees along Antequera Road and Coors Boulevard, which will help improve the pedestrian environment between La Luz to the south and the shopping centers to the north. Trees located between the sidewalk and travel-way also provide protection to pedestrians and traffic calming effects along Antequera.

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

Policy 7.4.2 Parking Requirements: Establish off-street parking requirements based on

development context.

The proposed amendment to parking requirements directly affects the provision of parking. By allowing a smaller parking ratio for the unique use proposed on Tract 4, this plan will discourage oversized parking facilities. Located at the intersection of two Major Transit Corridors, development in this area is an opportunity to decrease parking and promote transit ridership on the west side of Albuquerque.

10. The request furthers the following Comprehensive Plan Goals and policies pertaining to development patterns: *Chapter 9: Housing*

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

The requested amendment to density, directly responds to a need identified in these policies for quality housing for elderly residents. Census data over the last several years shows the largest percentage increase shown for those residents between 65 and 85+ years of age is an indication that housing addressed to their needs is essential. This housing will be located near shopping and services along two Major Transit Corridors, which will relieve development pressures at the urban edge.

- B. Goal 9.3 Density: Support increased housing density in appropriate places with adequate services and amenities.  
Policy 9.3.1 Centers & Corridors: Encourage higher density, multi-unit housing and mixed-use development in Downtown, Urban, Activity, and Village Centers, and along Premium and Major Transit Corridors to capture growth, relieve development pressure at the edge of the urban footprint, and maintain low densities in rural areas.

The requested Site Plans directly respond to a need identified in these policies for quality housing for elderly residents. This housing will be located near shopping and services along two Major Transit Corridors, which will relieve development pressures at the urban edge.

This site meets the criteria for preferred growth. It is near major transit and commuter corridors, has existing services and infrastructure, and is near to many activities or transit that provides easy accessibility.

11. The subject site is within the Coors Character Protection Overlay Zone, CPO-2 and meets the requirements for setback from Coors, exterior lighting, signage and landscaping.

12. The subject site is within the Coors View Protection Overlay, VPO-1, the purpose of the View Protection Overlay (VPO) zone being to preserve areas with unique and distinctive views that are worthy of conservation, such as those from public rights-of-way to cultural landscapes identified in the ABC Comp Plan, as amended.
13. The Coors VPO-1 is to protect views of both the Sandia Mountains and the Bosque tree canopy.
14. Following formula and criteria for analyzing developments falling within the VPO, as presented in the IDO, the subject site design fails to meet those parameters for acceptable view encroachment. Building height exceeds 1/3 of total height above view plane for a length of 75 feet on the western elevation and 100 feet on the eastern elevation.
15. Building height must be reduced by a minimum of two feet on the west side and 4.5 feet on the east side of the building to be in compliance.
16. The applicant has adequately justified the request pursuant to the Integrated Development Ordinance (IDO) Section 6-6(H)(3)-Review and Decision Criteria for Site Plan EPC and meets the design criteria, with conditions, for the following applicable criteria. Applicable criteria to this site plan are those of:
  - Access and Connectivity
  - Parking and Loading
  - Landscaping, Buffering, and Screening
  - Walls and Fences
  - Outdoor Lighting
  - Building Design for Multi-Family housing
  - Signs
17. The applicant notified the applicant notified the La Luz Landowners Association, Westside Coalition of Neighborhood Associations, and Taylor Ranch NA as required. The applicant also notified property owners within 100-feet of the property boundaries as required. Facilitated meetings were held with some changes recommended being incorporated in the final design submittal.
18. The applicant conducted two facilitated neighborhood meetings on April 22, 2020 and June 29, 2020. Most of the concerns focused on the building heights and VPO-1 encroachment. Additional meetings concerning the View Analysis have been conducted with neighborhood designees.
19. As of the writing of this report, planning staff has received submittals with concerns and analysis of the View Plane and View Frame.

***RECOMMENDATION - SI-2020-00356, August 13, 2020***

**APPROVAL of Project #2020-003658, Case # SI-2020-00356, a Major Amendment to an existing Site Plan for an approximately 68-acre site located east of Coors Blvd NW and South of Montano. The specific Tract 4 is further located south of Mirandela Rd and north of Learning, zoned PD, based on the preceding Findings and subject to the following Conditions of Approval.**

***CONDITIONS OF APPROVAL – SI-2020-00356, September 10, 2020***

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB) to ensure all technical issues are resolved. The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met.

A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.

2. The applicant shall meet with the Staff planner prior to applying to the DRB to ensure that all conditions of approval are met. Upon receiving final approvals, the applicant shall submit a finalized version of the site plan for filing at the Planning Department.
3. Building should be reduced by either the extent to which the height is over the View Plane by more than 1/3 of the building height or by removal of the third floor in those area.
4. Per IDO 5-5(C)(5)(d), at least 2 percent of the vehicle parking spaces shall include electric vehicle charging stations with a rating of 240 volts or higher. At least 4 electric vehicle charging stations must be provided with at least one being generally accessible and not in a garage. This can be clarified through DRB.
5. The retaining walls indicated on the plan do not have accompanying details. These shall be provided and then reviewed and approved through DRB prior to building permit.
6. Refuse enclosure gate indicates painted wood cedar. More durable material such as painted Hardie board, shall be used.
7. Grading and Drainage:
  - Where acceptable to City Hydrology, show curb cuts for water harvesting.
  - Outdoor lighting on the site is to be at a maximum height of 16 feet with a fully shielded lighting head. Currently it is only indicated on the site plan with a note stating intended compliance. Lighting locations shall be shown on site plan with mounting details.

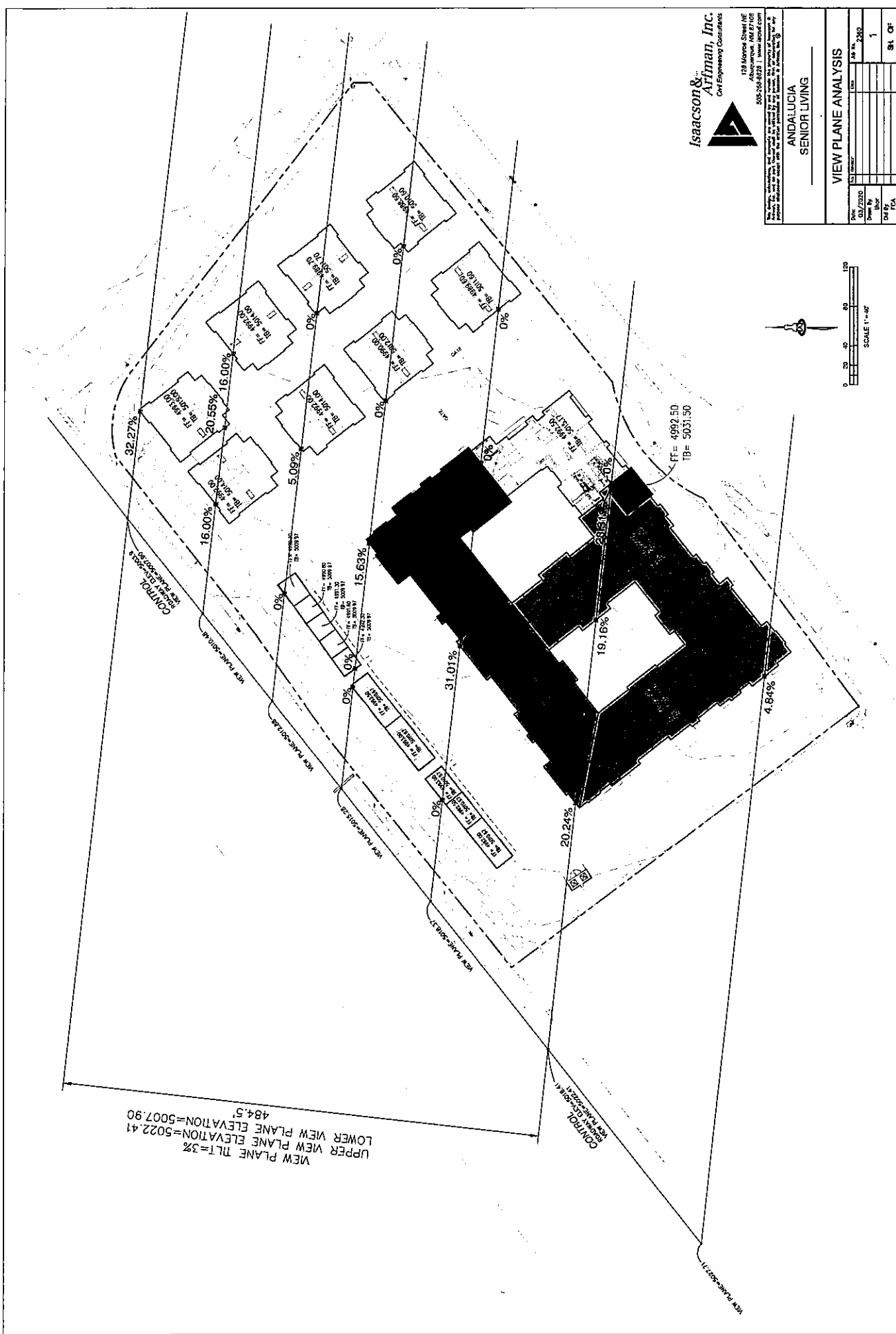
8. Condition from the Solid Waste Management:
    - Site Improvement- The tree that is shown on the SE island leading to the proposed double trash shall be relocated.
    - Compactors units cannot be any larger than a 2-cubic yard compactor.
  9. A Water and Sewer Availability Statement request and Fire Marshal approval must be completed prior to issuance of a building permit for construction of the development.
- 

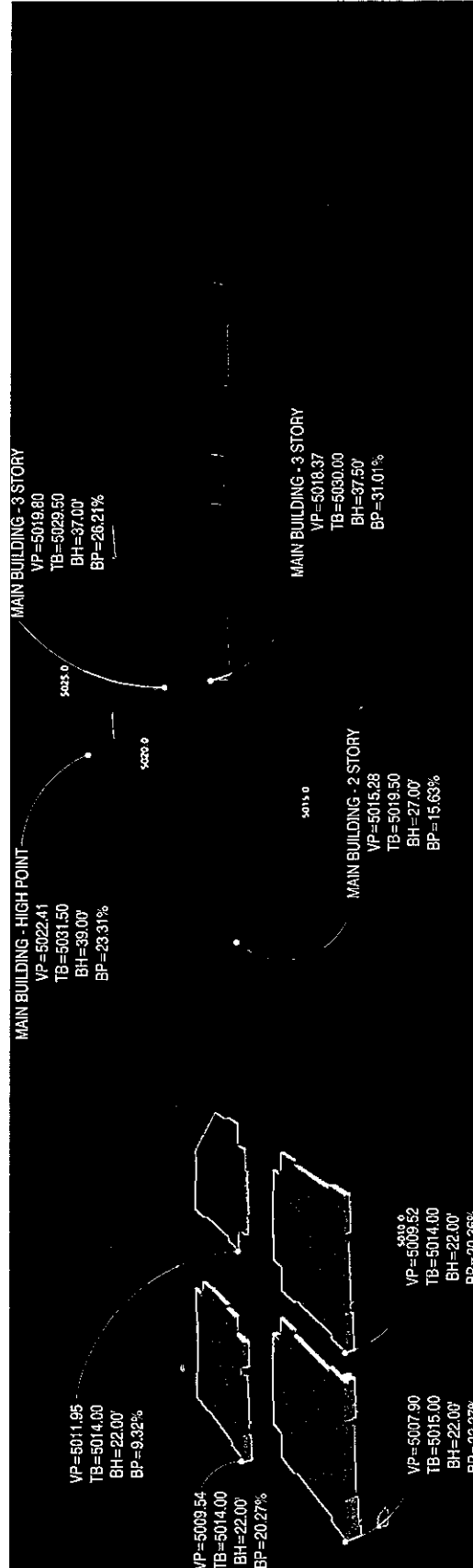
  
**Leslie Naji**  
*Senior Planner*

***Notice of Decision CC list:***

***La Luz Landowners Association, Jonathan Abdalla, laluzlandowners@azulstar.com***  
***La Luz Landowners Association, Dan Jensen, dgj1958@gmail.com***  
***Westside Coalition of Neighborhood Associations, Rene Horvath, aboard111@gmail.com***  
***Westside Coalition of Neighborhood Associations, Harry Hendriksen, hlhen@comcast.net***  
***Taylor Ranch NA, Rene Horvath, aboard111@gmail.com***  
***Taylor Ranch NA, Diana Shea, secretary@trna.org***  
***Sharon Miles, sharon@seniorcareoptions.net***  
***Alan Varela, avarela@cabq.gov***

APPLICATION  
SUPPORT MATERIALS





VP=VIEW PLANE  
TB=TOP OF BUILDING  
BH=BUILDING HEIGHT  
BP=BUILDING PERCENTAGE ABOVE VIEW PLANE

### 3D VIEW PLANE ANALYSIS



# LEGEND

FF= FINISH FLOOR  
 TB= TOP OF BUILDING

CARAGES: 1 STORY (HEIGHT VARIES, 17'-6" TALL MIN. 19'-0" MAX.)

COTTAGES: 1 STORY (22'-0" TALL)

COURTHOUSE: 1 STORY (22'-8" TALL)

MAIN BUILDING: 2 STORY (27'-9" TALL)

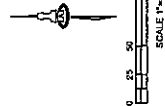
MAIN BUILDING: 3 STORY (37'-0" TALL)

MAIN BUILDING: 3 STORY (37'-5" TALL)

HIGHEST POINT: 3 STORY (39'-0" TALL)



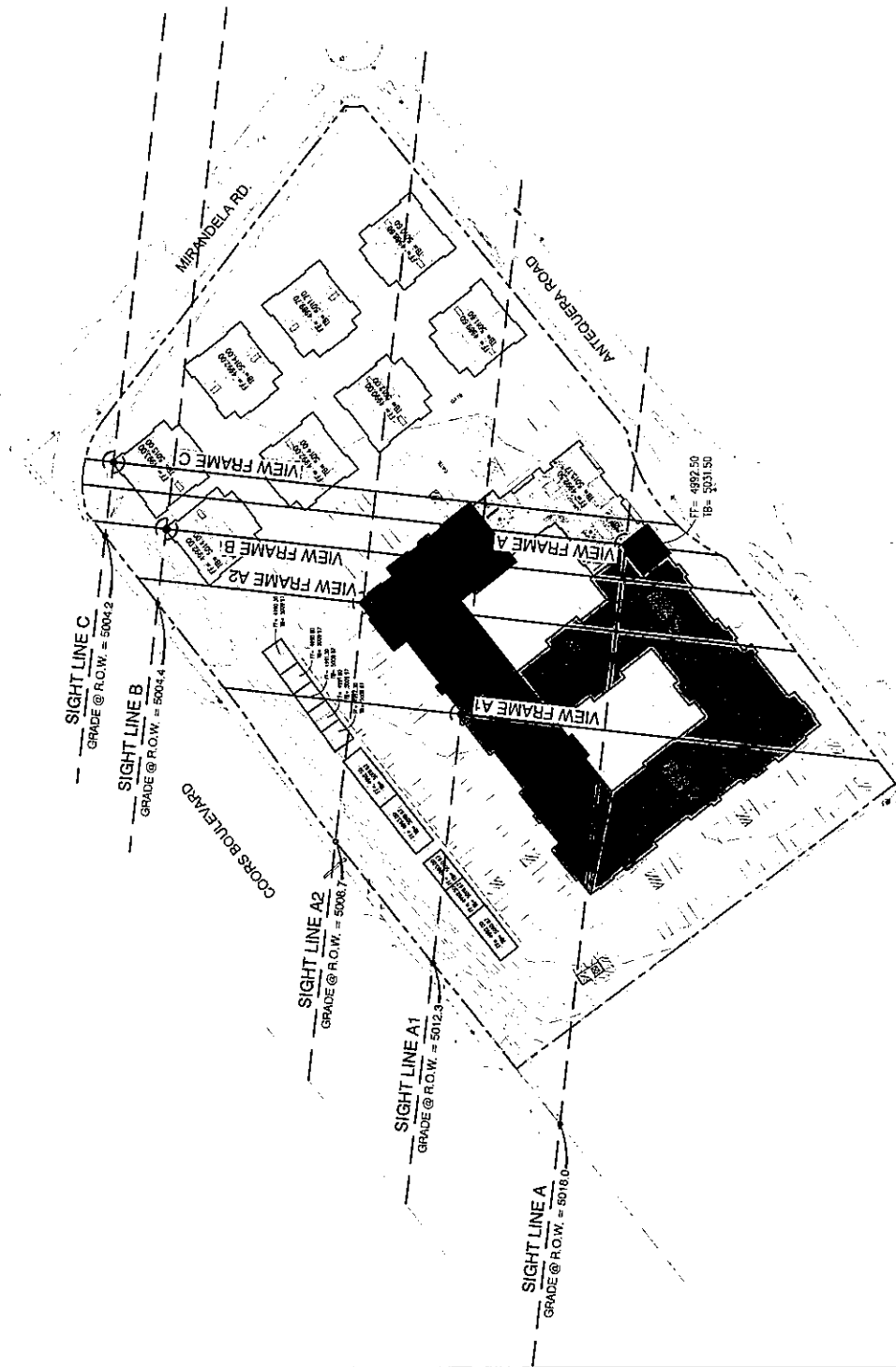
Consistent with IDO Section 14-163-60(5)(c)  
 This project provides for a variety in building size and massing. The lower, smaller buildings are located closer to Coors Boulevard, with the larger, taller building located farther back on the property

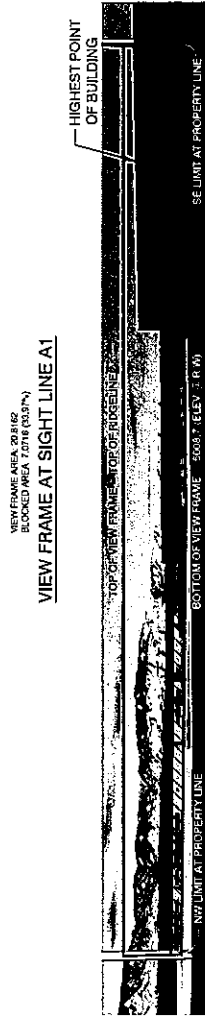
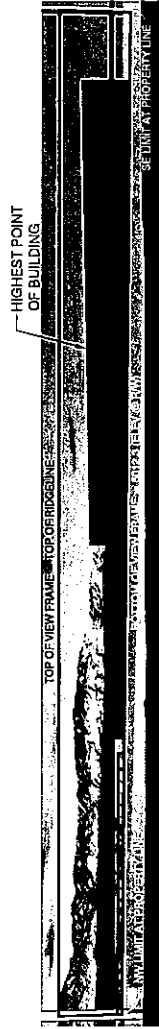


**Isaacson & Artman, Inc.**  
 Civil Engineering Consultants  
 128 Monroe Street NE  
 Albuquerque, NM 87102  
 505-264-1111

The owner, architect, and engineer are not liable for the accuracy of the information provided in this report. The engineer and architect are not responsible for the accuracy of the information provided in this report.

|                               |          |
|-------------------------------|----------|
| ANDALUCIA<br>SENIOR LIVING    |          |
| VIEW ANALYSIS<br>SITE EXHIBIT |          |
| Date:                         | 05/20/20 |
| Drawn by:                     | 1        |
| Checked by:                   |          |
| Scale:                        | SH. OF   |





Isaacson & Arfman, Inc.  
Civil Engineering Consultants

128 Monroe Street NE  
Albuquerque, NM 87108  
505-266-1111

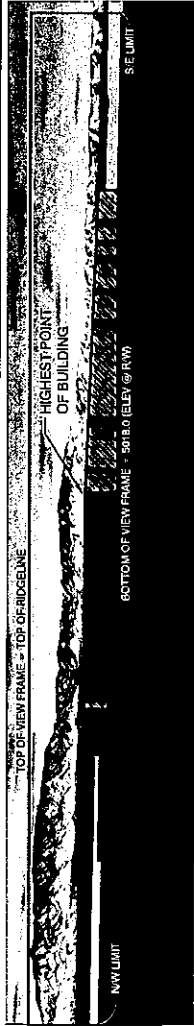
The design, construction, and operation of this project is subject to the terms and conditions of the contract between the client and the engineer. The engineer is not responsible for the accuracy of the data provided by the client or for the results of the design or construction of the project.

ANDALUCIA  
SENIOR LIVING

VIEW ANALYSIS  
VIEW FRAMES

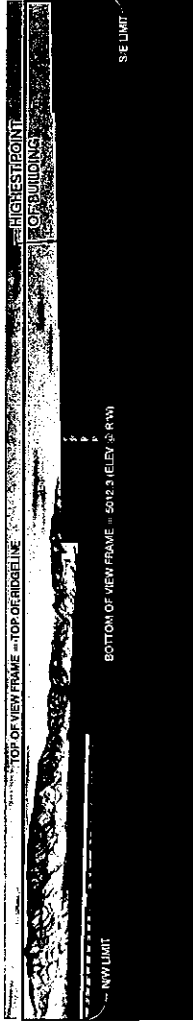
| View    | Area   | Blocked Area | Blocked % |
|---------|--------|--------------|-----------|
| View A  | 18,290 | 1,217        | 6.6%      |
| View A1 | 20,862 | 1,217        | 6.6%      |
| View A2 | 18,765 | 6,090        | 32.5%     |
| View B  | 13,720 | 6,708        | 48.9%     |
| View C  | 14,074 | 6,708        | 47.7%     |

1 of 91



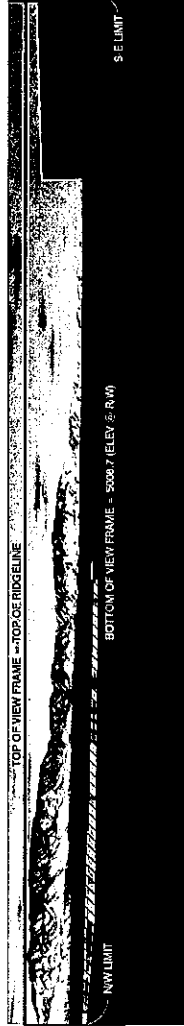
VIEW FRAME AREA 25.5065  
BLOCKED AREA 4.5278 (16.5%)

VIEW FRAME AT SIGHT LINE A



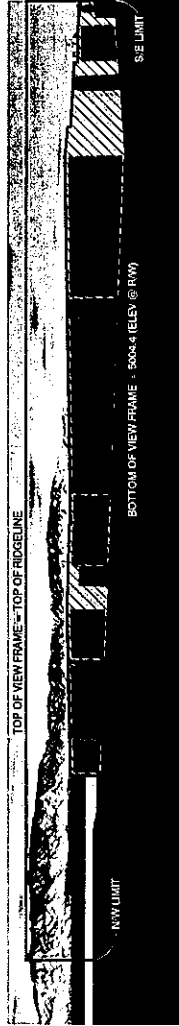
VIEW FRAME AREA 25.2854  
BLOCKED AREA 9.2508 (36.5%)

VIEW FRAME AT SIGHT LINE A1



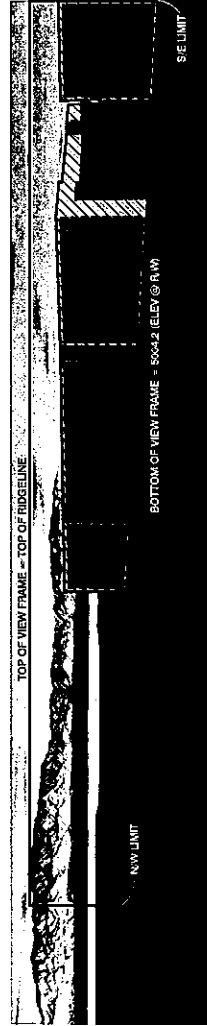
VIEW FRAME AREA 25.5065  
BLOCKED AREA 7.4717 (29.1%)

VIEW FRAME AT SIGHT LINE A2



VIEW FRAME AREA 25.5070  
BLOCKED AREA 10.8655 (42.6%)

VIEW FRAME AT SIGHT LINE B



VIEW FRAME AREA 25.8035  
BLOCKED AREA 14.8197 (57.4%)

VIEW FRAME AT SIGHT LINE C

Isaacson & Artman, Inc.  
Civil Engineering Consultants



128 Marston Street NE  
Buckeye, NJ 07108  
609-594-1100  
www.isaacson-artman.com

|                            |            |  |           |
|----------------------------|------------|--|-----------|
| ANDALUCIA<br>SENIOR LIVING |            | VIEW ANALYSIS<br>VIEW FRAMES (STILLS FROM VIDEO) |           |
| Date                       | 08/20/2020 | Drawn By   | PSA       |
| Checked By                 |            | Scale  | 1" = 100' |
| Project No.                | 2009       | Sheet No.  | 84 OF 84  |

## ADDITIONAL STAFF INFORMATION

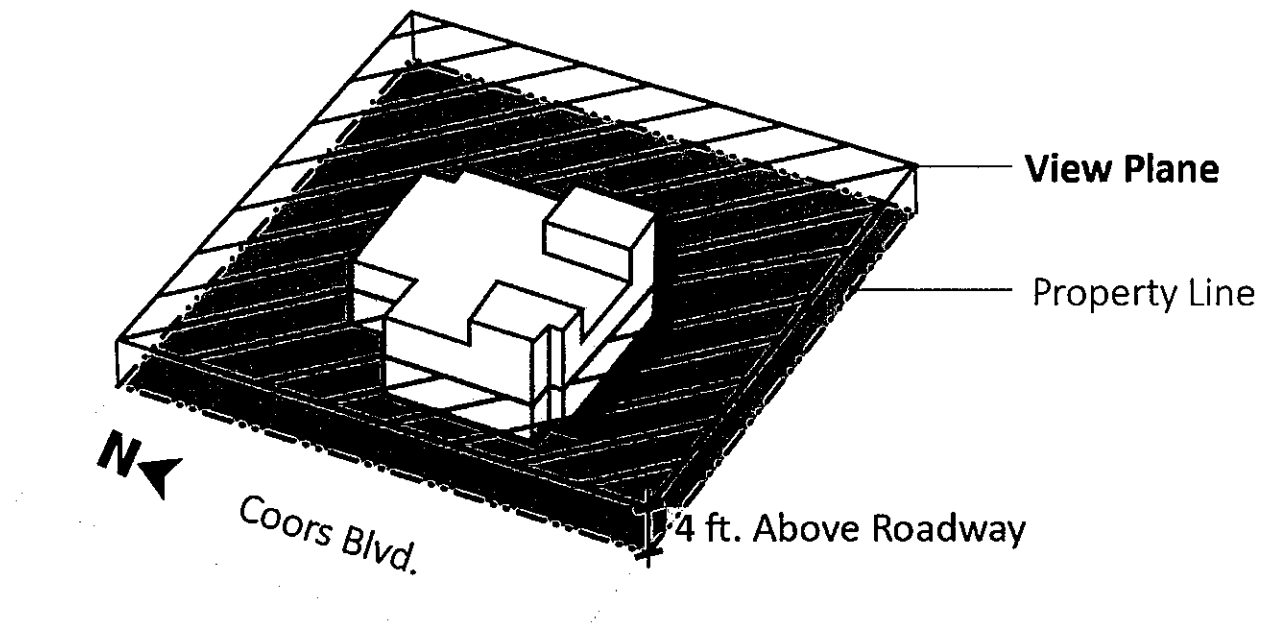
## VIEW PLANE ANALYSIS

### 3-6(D)(2) Protected Views

Views protected by this VPO-1 are from Coors Boulevard, along the segment between Western Trail/Namaste Road and Alameda Boulevard, looking toward the Rio Grande Bosque and Sandia Mountains.

### 3-6(D)(3)(c) View Plane

A view plane 4 feet above the elevation of the east edge of the east driving lane on Coors Boulevard and extending horizontally above sites located east of Coors Boulevard (see figure below).



**plane** *noun* [C] (SURFACE)

in mathematics, a flat or level surface that continues in all directions:

an inclined plane

A flat surface on which a straight line joining any two points on it would wholly lie.

'the horizontal plane'

### Vertical and horizontal

In astronomy, geography, and related sciences and contexts, a direction or plane passing by a given point is said to be vertical if it contains the local gravity direction at that point.

Conversely, a direction or plane is said to be horizontal if it is perpendicular to the vertical direction.

# policy 1

## view preservation

Unique views within and beyond the Coors Corridor area in Segments 3 and 4 east of Coors Boulevard should be protected and enhanced in accordance with additional design guidelines for this portion of the corridor.

### **rationale:**

Views of the natural terrain, the bosque, the Rio Grande, the river valley, the east mesa, and the Sandia Mountains are particularly unique and attractive east of Coors Boulevard in corridor Segments 3 and 4. Site planning and design in this area should be especially sensitive to protection and enhancement of these views.

### **definitions:**

View Plane: On the east side of Coors Boulevard in corridor Segments 3 and 4, a view plane is established at four feet above the elevation at the east edge of the east driving lane. The view plane extends horizontally at 90 degrees to the easterly boundary of the corridor.

Sighting Lines: Imaginary sighting lines at a 45-degree angle to the road alignment are shown on the View Preservation Maps, Figures 32, 33, and 34 for corridor Segments 3 and 4. The sighting lines indicate the most restrictive viewing angle of the motorist when travelling northbound on Coors Boulevard.

View Area: The view area for a parcel of land is a series of rectangular view frames created by the Coors Boulevard grade level as the bottom of the view frame; the highest point of the ridge line of the Sandia Mountains as the top of the view frame. The north and south edges of the view frame are created by vertical extensions from the north and south property lines of the parcel.\* The series of view frames change as the viewer travels north on Coors Boulevard. The view frames are perpendicular to sighting lines. Collectively, the series of view frames is the view area.

Within the framework of the IDO's VPO-1 regulations, the View Plane is defined as:

**A view plane 4 feet above the elevation of the east edge of the east driving lane on Coors Boulevard and extending horizontally.**

The previous Coors Corridor Plan, though now repealed and incorporated within the IDO, further states that:

**The view plane extends horizontally at 90 degrees to the easterly boundary of the corridor.**

The definition of a plane is:

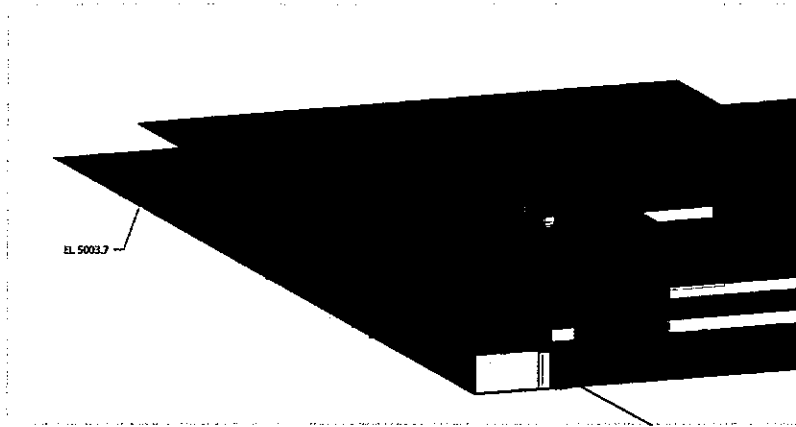
**A flat surface on which a straight line joining any two points on it would wholly lie.**

A VIEW PLANE in this application, should be:

- a single plane
- 4 feet above Coors Blvd. east driving lane
- Horizontal to Coors Blvd.
- 90 degrees from Coors Blvd.

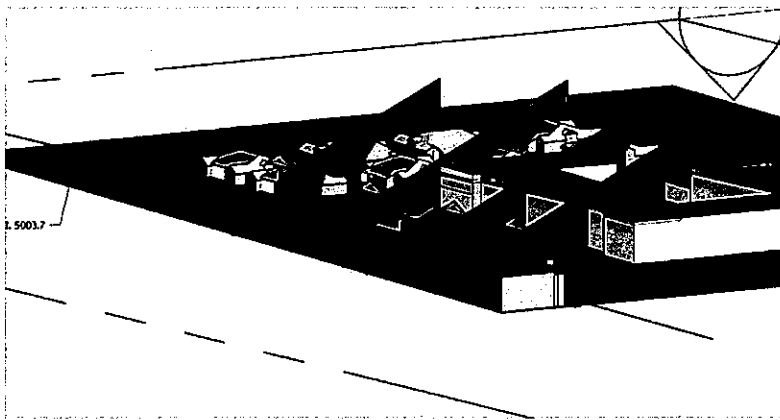
At the EPC hearing, three different interpretations of the view plane were utilized by three different parties.

They can be presented as follows:



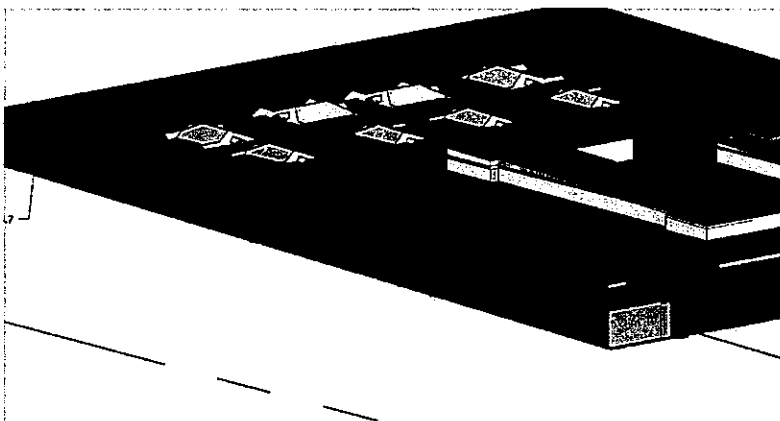
Consensus Planning used a flat VIEW PLANE that was:

- 4 feet above Coors and horizontal to Coors at 90 degrees at the southern end of the site;
- 14 feet above Coors and vertical to Coors at 90 degrees at the northern end of Coors.



Pat Gallagher utilized four different VIEW PLANES that were:

- 4 feet above the right lane of Coors
- At 45 degrees to Coors
- Vertical to Coors



Planning staff utilized a VIEW PLANE that was:

- One continuous plane
- 4 feet above Coors Blvd. at all points
- Horizontal to Coors
- At 90 degrees to Coors



Each interpretation had a different outcome with that of Consensus Planning being completely compliant and those of Pat Gallagher and staff showing varying degrees of non-compliance. Based on the above analysis and holding true to the definition of a VIEW PLANE as written in the IDO, the VIEW PLANE shall be defined as:

***One continuous plane, originating at 4 feet above the right driving lane of Coors Blvd from all elevations and continuing across the site at a 90-degree angle. Building heights shall not penetrate this plane by more than 1/3 of the building's height.***

## Naji, Leslie

---

**From:** Naji, Leslie  
**Sent:** Thursday, August 27, 2020 8:31 AM  
**To:** 'Jim Strozier'  
**Subject:** RE: View Analysis Meeting Follow Up

DO you think you could have your graphic person show me the view plane you are creating? Or send me the numbers. I believe the intent of the VPO is that the view plane be at 90 degrees to Coors, since that was the original language of the CCP. But I believe a plane should be a plane so if you can show me your resulting plane, it would help me process your calculations.

Thanks.

Leslie Naji, Senior Planner  
Environmental Planning Commission  
(505) 924-3927

**From:** Jim Strozier <cp@consensusplanning.com>  
**Sent:** Wednesday, August 26, 2020 5:19 PM  
**To:** Naji, Leslie <lnaji@cabq.gov>  
**Subject:** RE: View Analysis Meeting Follow Up

I assume that means that you are using the view plane at 90 degrees from Coors then. I would point out that Pat Gallagher, who I assume is the "subject matter expert" mentioned in James' determination, used a 45 degree angle. I did not see that James, in his determination, made a definitive statement about the 45 vs. 90 degree question, but rather just determined that it is appropriate that it slope with the roadway. I believe that this is what Justin has done with his view plane analysis. Happy to jump on a call to discuss.

Jim Strozier, FAICP  
Consensus Planning, Inc.  
302 8<sup>th</sup> Street NW  
(505) 764-9801

**From:** Naji, Leslie <lnaji@cabq.gov>  
**Sent:** Wednesday, August 26, 2020 4:07 PM  
**To:** Jim Strozier <cp@consensusplanning.com>  
**Subject:** Re: View Analysis Meeting Follow Up

Hi Jim,

I sent you a Smartness with the meeting recording. I hope you received it. You had asked about the determination made by James (ZEO) and if the new design fit. I think the height will still be a problem By my



LESLIE NAJI  
senior planner,  
landmarks commission  
o 505.924.3927  
e [lnaji@cabq.gov](mailto:lnaji@cabq.gov)  
[cabq.gov/planning](http://cabq.gov/planning)

**From:** Jim Strozier <[cp@consensusplanning.com](mailto:cp@consensusplanning.com)>  
**Sent:** Monday, August 24, 2020 4:38 PM  
**To:** Naji, Leslie <[lnaji@cabq.gov](mailto:lnaji@cabq.gov)>  
**Cc:** Brito, Russell D. <[RBrito@cabq.gov](mailto:RBrito@cabq.gov)>; Maestas, Charles D. <[cdmaestas@cabq.gov](mailto:cdmaestas@cabq.gov)>; Garcia, Carl A. <[cagarcia@cabq.gov](mailto:cagarcia@cabq.gov)>; Barkhurst, Kathryn Carrie <[kcbarkhurst@cabq.gov](mailto:kcbarkhurst@cabq.gov)>; Michael Vos <[Vos@consensusplanning.com](mailto:Vos@consensusplanning.com)>; Michael Vos <[Vos@consensusplanning.com](mailto:Vos@consensusplanning.com)>; Justin Simenson <[thors@iacivil.com](mailto:thors@iacivil.com)>; Eric Cody <[ecody@meekspartners.com](mailto:ecody@meekspartners.com)>; Lozoya, Sergio <[slozoya@cabq.gov](mailto:slozoya@cabq.gov)>  
**Subject:** View Analysis Meeting Follow Up

Leslie,

First, I want to thank you and the other staff members for meeting with us last week to review the changes to the site plan and updated view analysis for the proposed Overture at Andalucia project. We thought that the discussion was very productive.

We also want to follow up with a meeting with the neighborhood representatives as well, but we wanted to see what staff's response was prior to setting up that meeting (we are happy to invite City staff to that meeting as well).

I also believe that you indicated that James Aranda was going to be making a determination last week. Has that happened? If so, can you share that with us?

Let us know. Thanks again for your time and efforts.

Jim Strozier, FAICP  
Consensus Planning, Inc.  
302 8<sup>th</sup> Street NW  
(505) 764-9801

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

## Naji, Leslie

---

**From:** Jim Strozier <cp@consensusplanning.com>  
**Sent:** Thursday, August 27, 2020 8:47 AM  
**To:** Naji, Leslie  
**Subject:** RE: View Analysis Meeting Follow Up

I forwarded this to Justin and have asked him to see what he can do relative to showing the tilted plane. I will let you know what he comes up with and then maybe we can jump on a call?

I would suggest that the explicit elimination of the 90 degree language to the IDO was intentional. I believe that the sketch in the IDO is in error and similar to the other sketches, don't really show the subtleties of the real world situation (like grade changes along Coors for instance).

I don't think that the view plane at 90 degrees ever made sense, which is why it wasn't done that way on the previous projects (I am not saying it was never done that way, but certainly the more recent project that we cited all used a 45 degree angle consistent with the views being protected).

Jim Strozier, FAICP  
Consensus Planning, Inc.  
302 8<sup>th</sup> Street NW  
(505) 764-9801

**From:** Naji, Leslie <lnaji@cabq.gov>  
**Sent:** Thursday, August 27, 2020 8:31 AM  
**To:** Jim Strozier <cp@consensusplanning.com>  
**Subject:** RE: View Analysis Meeting Follow Up

DO you think you could have your graphic person show me the view plane you are creating? Or send me the numbers. I believe the intent of the VPO is that the view plane be at 90 degrees to Coors, since that was the original language of the CCP. But I believe a plane should be a plane so if you can show me your resulting plane, it would help me process your calculations.

Thanks.

Leslie Naji, Senior Planner  
Environmental Planning Commission  
(505) 924-3927

**From:** Jim Strozier <cp@consensusplanning.com>  
**Sent:** Wednesday, August 26, 2020 5:19 PM  
**To:** Naji, Leslie <lnaji@cabq.gov>  
**Subject:** RE: View Analysis Meeting Follow Up

I assume that means that you are using the view plane at 90 degrees from Coors then. I would point out that Pat Gallagher, who I assume is the "subject matter expert" mentioned in James' determination, used a 45 degree angle. I did not see that James, in his determination, made a definitive statement about the 45 vs. 90 degree question, but rather

Jim Strozier, FAICP  
Consensus Planning, Inc.  
302 8<sup>th</sup> Street NW  
(505) 764-9801

**From:** Naji, Leslie <[lnaji@cabq.gov](mailto:lnaji@cabq.gov)>  
**Sent:** Monday, August 24, 2020 5:09 PM  
**To:** Jim Strozier <[cp@consensusplanning.com](mailto:cp@consensusplanning.com)>  
**Subject:** RE: View Analysis Meeting Follow Up

Hi Jim,

I am still waiting on that final determination from James. As soon as I get it, I will send it on to you. I had meant to have Pat Gallagher at our meeting but didn't get the invite to him in a timely manner which is why I recorded it.

At this point I am not sure if it will be of benefit for me to be in your meeting with the neighborhood, but I will hold off on final determination.

Thank you.



LESLIE NAJI  
senior planner,  
landmarks commission  
o 505.924.3927  
e [lnaji@cabq.gov](mailto:lnaji@cabq.gov)  
[cabq.gov/planning](http://cabq.gov/planning)

**From:** Jim Strozier <[cp@consensusplanning.com](mailto:cp@consensusplanning.com)>  
**Sent:** Monday, August 24, 2020 4:38 PM  
**To:** Naji, Leslie <[lnaji@cabq.gov](mailto:lnaji@cabq.gov)>  
**Cc:** Brito, Russell D. <[RBrito@cabq.gov](mailto:RBrito@cabq.gov)>; Maestas, Charles D. <[cdmaestas@cabq.gov](mailto:cdmaestas@cabq.gov)>; Garcia, Carl A. <[cagarcia@cabq.gov](mailto:cagarcia@cabq.gov)>; Barkhurst, Kathryn Carrie <[kcbarkhurst@cabq.gov](mailto:kcbarkhurst@cabq.gov)>; Michael Vos <[Vos@consensusplanning.com](mailto:Vos@consensusplanning.com)>; Michael Vos <[Vos@consensusplanning.com](mailto:Vos@consensusplanning.com)>; Justin Simenson <[thors@iacivil.com](mailto:thors@iacivil.com)>; Eric Cody <[ecody@meekspartners.com](mailto:ecody@meekspartners.com)>; Lozoya, Sergio <[slozoya@cabq.gov](mailto:slozoya@cabq.gov)>  
**Subject:** View Analysis Meeting Follow Up

Leslie,

## Naji, Leslie

---

**From:** Jim Strozier <cp@consensusplanning.com>  
**Sent:** Thursday, August 27, 2020 8:24 PM  
**To:** Naji, Leslie  
**Subject:** RE: View Analysis Meeting Follow Up  
**Attachments:** 2360 C-701 VIEW ANALYSIS-3D VIEW PLANE - 24x36.pdf

Here is the graphic that Justin created using the 3D modeling software he uses. He has included the data for a number of specific points on the buildings that penetrate above the view plane. As you would imagine, the northwest corner of the 3-story building and the northwest corner of the northernmost cottage are the most difficult, but they comply with the  $2/3 - 1/3$  rule.

Let me know if you want to jump on a call with Justin and I tomorrow.

Jim Strozier, FAICP  
Consensus Planning, Inc.  
302 8<sup>th</sup> Street NW  
(505) 764-9801

**From:** Naji, Leslie <lnaji@cabq.gov>  
**Sent:** Thursday, August 27, 2020 8:50 AM  
**To:** Jim Strozier <cp@consensusplanning.com>  
**Subject:** RE: View Analysis Meeting Follow Up

Your points are noted. Let's see what Justin comes up with and talk about it.

Thanks.

Leslie Naji, Senior Planner  
Environmental Planning Commission  
(505) 924-3927

**From:** Jim Strozier <cp@consensusplanning.com>  
**Sent:** Thursday, August 27, 2020 8:47 AM  
**To:** Naji, Leslie <lnaji@cabq.gov>  
**Subject:** RE: View Analysis Meeting Follow Up

I forwarded this to Justin and have asked him to see what he can do relative to showing the tilted plane. I will let you know what he comes up with and then maybe we can jump on a call?

I would suggest that the explicit elimination of the 90 degree language to the IDO was intentional. I believe that the sketch in the IDO is in error and similar to the other sketches, don't really show the subtleties of the real world situation (like grade changes along Coors for instance).

I sent you a Smartness with the meeting recording. I hope you received it. You had asked about the determination made by James (ZEO) and if the new design fit. I think the height will still be a problem By my calculations, the only part in the clear is the southern 'wing', but there is quite a large area where the dimension above the limit is quite small and can possible be accommodated with lowering the parapet a bit.

I look forward to having the revised drawings.

Thanks,

Leslie

---

**From:** Jim Strozier <[cp@consensusplanning.com](mailto:cp@consensusplanning.com)>  
**Sent:** Wednesday, August 26, 2020 11:43 AM  
**To:** Naji, Leslie  
**Cc:** Michael Vos  
**Subject:** RE: View Analysis Meeting Follow Up

Thanks Leslie. Can you share the recording of the meeting with us? I want to make sure that we are addressing all of the questions from the meeting.

Justin is preparing the "stills" from the video as requested and I will share those with you when complete. We are updating the Site Plan and building elevations to reflect the changes and we will provide those as well.

Is there anything else that you are expecting from us? Our goal is to have all of the updated/supplemental information to you as soon as possible and Monday at the latest.

Jim Strozier, FAICP  
Consensus Planning, Inc.  
302 8<sup>th</sup> Street NW  
(505) 764-9801

**From:** Naji, Leslie <[lnaji@cabq.gov](mailto:lnaji@cabq.gov)>  
**Sent:** Monday, August 24, 2020 5:09 PM  
**To:** Jim Strozier <[cp@consensusplanning.com](mailto:cp@consensusplanning.com)>  
**Subject:** RE: View Analysis Meeting Follow Up

Hi Jim,

I am still waiting on that final determination from James. As soon as I get it, I will send it on to you. I had meant to have Pat Gallagher at our meeting but didn't get the invite to him in a timely manner which is why I recorded it.

## NEIGHBORHOOD MEETING & LETTERS



## View Plane – Horizontal versus Sloping

Coors Blvd. undulates from end to end. There are some flat spots but even those are not exactly flat. The Coors Corridor Plan took this into account. It recognized that for every view point/sight line there would be a distinct **horizontal view plane**. There will be as many view planes as there are sight lines. This was done to make the calculations come back to each view point for ultimate reference. It is important to have a repeatable reference so that any number of people analyzing the view would get the same answer.

By making each view plane absolutely horizontal, the “stage” is set to present a **View Frame** that is square to the world, square to our senses. The View Frame then contains a horizontal line that is the View Plane. Similarly, for view analysis, the height of the roadway at the location of the sight line is also a horizontal plane. This is how we have always had a rectangular View Frame, the bottom of which is the height of the roadway at the location of the sight line.

Analysis done this way makes a distinct mathematical package out of each view point/sight line, regardless of the undulations of Coors. Some sites will need several sight lines and therefore several view planes.

Problems with a sloping view plane are numerous:

It takes three points to define a plane. Where is the third point? Is it arbitrary? It cannot be a plane parallel to roadway itself because the road could be banked. This would have the sloping view plane extending up into the sky or down into the ground. A whole new section of regulation of severe complexity would have to be devoted to defining the third point in the plane.

How is parallel to the roadway defined? Pick two places on the roadway, go up four feet and draw a line between those points. Now pick view points along that line. None of them will be four feet above the roadway in direct contradiction of the ordinance.

What if the roadway is curving? No view points will be at the edge of the roadway except the two at the ends.

If the view plane is not horizontal, but slanted, where on the building do you measure the 1/3-2/3 in height? The sloping view plane will cross the face of the building at an angle. Do you measure the 1/3-2/3 where the vertical plane of the sight line crosses the sloping view plane? Do we need a new terminology to define a horizontal line from the view point to that intersection?

Is the height of the roadway creating a sloping plane too? If so, the bottom of the View Frame will not be parallel to the top of the frame. When it comes to calculating bulk/mass, the angle of the slant will change the results. As in the case of the sloping view plane, where is the third point located? Another new section of explanation will be required to define the new plane of the roadway.

I sincerely hope we can set this sloping plane idea aside and return to the solid horizontal View Plane that has worked well for years. Adopting this new idea will take something that was simple and turn it into a regulatory disaster, much to the delight of those that wish view preservation would go away completely. That would not include us who cherish this natural asset.

Pat Gallagher 9-1-2020

**Naji, Leslie**

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**From:** Patgllgr <patgllgr@aol.com>  
**Sent:** Thursday, August 20, 2020 5:14 PM  
**To:** Naji, Leslie  
**Cc:** Brito, Russell D.  
**Subject:** meeting

Hello Leslie,

I was wondering how you were going to keep me out of that meeting. Ten minute advance notice was not adequate. At least I got to hear most of it later. The recording seemed to start **after** someone explained the changes in the building, but I think I was able figure it out.

Just as in the previous design the building fails the ridgeline test except at the first view point. The other two tests cannot be completed according to the ordinance.

Your sloping view plane is a direct contradiction of the IDO:

**3-6(D)(3)(c) View Plane**

**A view plane 4 feet above the elevation of the east edge of the east driving lane on Coors Boulevard and extending horizontally above sites located east of Coors Boulevard.**

This latest plan and your new interpretation of the above paragraph represents **new law**. To go from horizontal to sloping without public discussion is not allowed. If new law is to be introduced, it certainly cannot be introduced at the EPC in the middle of a site plan approval.

As one could observe, watching Justin dig a deeper geometry hole, the math gets unruly and arbitrary. The level of the roadway now becomes a sloping line across the buildings? Will that show up as a canted bottom of each View Frame? Concerning 1/3-2/3 test, will the sloping view plane strike a canted line across the building as well? Will you pick the high side or the low side to test for the 1/3 portion? This turns the simple 1/3-2/3 test into a circus of nonsense. For that reason I can see why the applicant adopted it quickly.

With total confusion disrupting the straightforward methods of the Coors Corridor Plan and its promised successor, there is no way two different analysts could get the same answer. We had a simple system of discreet view point based analysis; now we have jibberish that no one in Planning can explain.

The new design blocks views of the mountains all the way past the ridgeline. When you reject the sloping view plan scheme, maybe a legitimate analysis can be done. The obvious however is clear, even at two stories, the building blocks views of the mountains and bosque.

I do appreciate your attempt to reign in the subjective video as evidence.

Thanks,

Pat Gallagher

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

**Naji, Leslie**

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**From:** Patgllgr <patgllgr@aol.com>  
**Sent:** Friday, August 21, 2020 9:26 AM  
**To:** Naji, Leslie  
**Subject:** Re: meeting

Leslie,  
I wish that geometry was still taught in school. Up is down and down is up. Horizontal is about as fundamental as it gets.  
Good luck.  
Pat

-----Original Message-----

**From:** Naji, Leslie <lnaji@cabq.gov>  
**To:** Patgllgr <patgllgr@aol.com>  
**Sent:** Fri, Aug 21, 2020 8:28 am  
**Subject:** RE: meeting

Hi Pat,

I assure you it was not my intention to keep you out of the meeting. It just kept changing and I forgot to get the invite to you. When the meeting started, I remember my failure and immediately called you. Realizing the lateness of the call, I decided to record it so you would at least be aware of what was said. You didn't miss anything.

Thank you for your response. I would like to say, however, that my sloping plane does not contradict the definition of horizontal which is perpendicular to the vertical or pull of gravity. As long as the plane goes straight across the site at 4 feet above Coors it is horizontal.

Sincerely,

**ONE**  
**ALBUQUE** planning  
**RQUE**

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

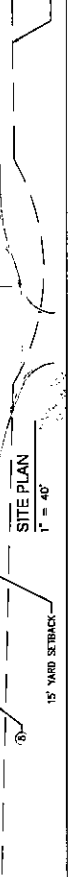
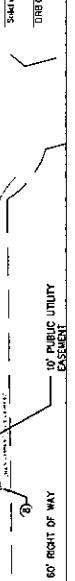
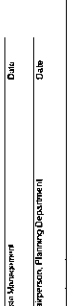
**From:** Patgllgr <patgllgr@aol.com>  
**Sent:** Thursday, August 20, 2020 5:14 PM  
**To:** Naji, Leslie <lnaji@cabq.gov>

## SITE PLAN REDUCTIONS

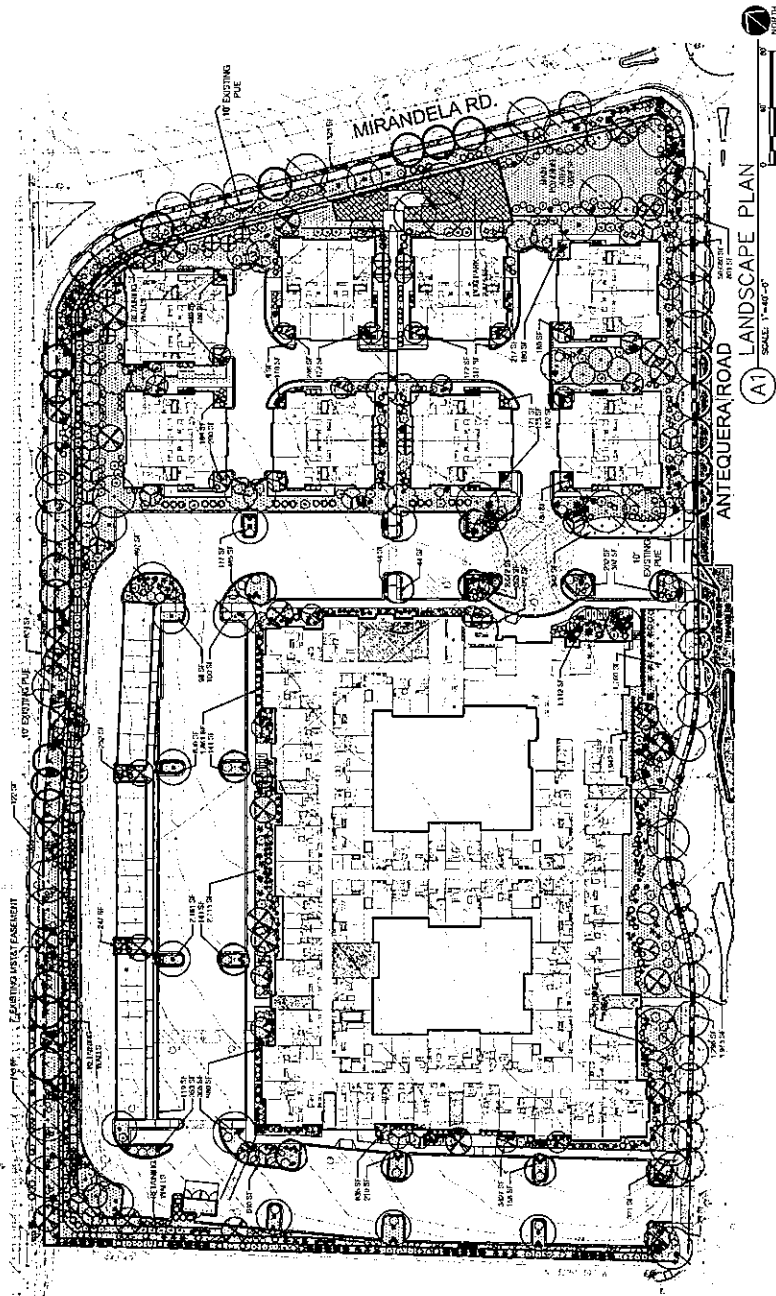
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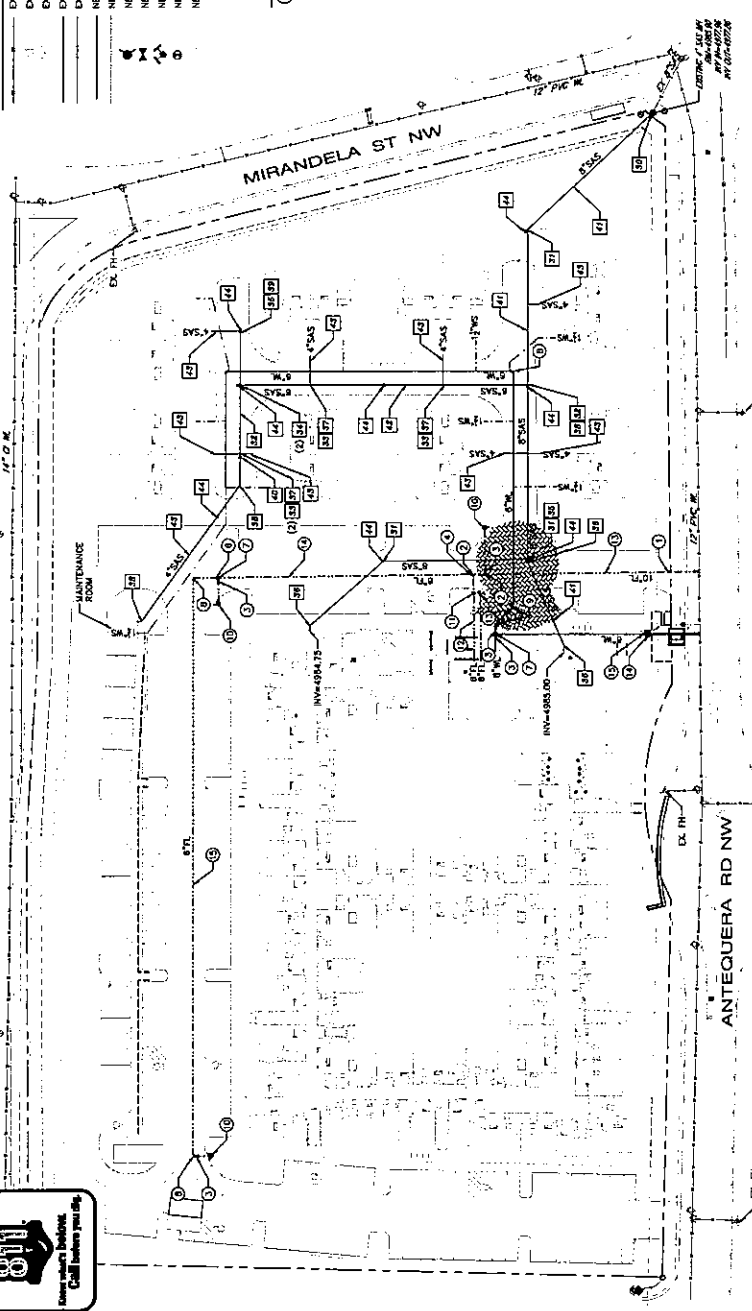
**SITE PLAN**  
1" = 40'

15' WIDE SETBACK

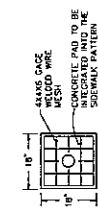


### PLANT LEGEND

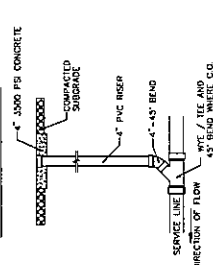
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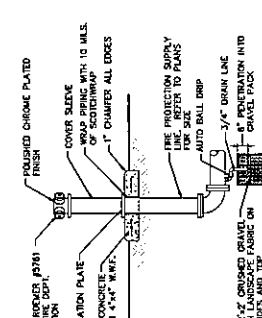
PRIVATE FIRE LINE, DOMESTIC WATERLINE WITH METER VAULT AND IRRIGATION METER CONNECTION TO PUBLIC WATERLINE AND SANITARY MANHOLE TO BE CONSTRUCTED UNDER COA/ABCMWA WORK ORDER.



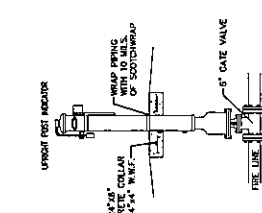
PLAN  
CONCRETE PAD  
FOR SAS CLEANOUT



SINGLE CLEANOUT DETAIL  
NTS



**FREE-STANDING FIRE DEPARTMENT  
CONNECTION DETAIL**



POST INDICATOR VALVE  
NTS

### RESTRAINED JOINT CRITERIA

**FOR WATERLINE FITTINGS**

- FOR WATERLINE FITTINGS**
1. ALL WOODWORKS AND JOINTS SHALL BE RESTRAINED AT THE FITTING.
2. THE CONTRACTOR SHALL PROVIDE A MINIMUM PIPE LENGTH OF 20' UNDER ALL MECHANICAL JOINTS. ALL PIPE JOINTS WHEN 20' OR MORE APART SHALL BE RESTRAINED AT THE CONTRACTOR'S EXPENSE.
3. THE CONTRACTOR SHALL RESTRAIN ALL PIPE JOINTS IN THE SPECIFICATIONS LISTED IN THE SCHED NOTES.
4. THE CONTRACTOR SHALL PROVIDE THE FOLLOWING MATERIALS:
- DEPTH OF BURY: 3.0 FT. MINIMUM  
1.50  
MATERIAL: PVC  
SOL. TYPE: DAYTON CITY CHAMBERS DRINK-  
WATER  
TEST PRESSURE: 150 PSI  
TRENCH TYPE: A  
PIPE BURIED IN SAND GRAVEL  
MINIMUM COVER: 6' FOR ALL EXPOSED  
MINIMUM 8" SOCKET COMPACTED  
UNDER ALL EXPOSED JOINTS
- DIRECTOR, UTILITIES DEPT., GREATER CLEVELAND DISTRICT OFFICE,  
ENTER, ETC., MAY REQUIRE DIFFERENT RESTRAINTS.  
THE CONTRACTOR SHALL CONSULT WITH AN APPROVED  
QUALIFIED PROFESSIONAL ENGINEER AND  
APPROVED BY AGRUOLA.

KEYED NOTES

- NOTES
- WATER-LOADED NOTES
- SEWER-SEVED NOTES
1. REMOVE 10' DIA. CONCRETE NEW 10" WATERLINE FROM ACHWMA STD 2250.
  2. 10'-0" TIE.
  3. 8" CAT. VALVE W/ BOX FOR ACHWMA STD 2250 & 2250. (11'-46")
  4. 10'-0" REDUCER
  5. 8'-6" TIE.
  6. 8'-6" REDUCER.
  7. 8" TIE.
  8. 8' 00" BOND. (11'-20")
  9. 8' 45" BOND. (11'-27")
  10. THE HYDRANT PER ACHWMA STD 0WG SHALL BE PAINTED SIGHT ORANGE.
  11. 1"V (POST INDICATOR VALVE).
  12. 2' CONDUIT W/ PULL STRING FROM 1"V TO THE HOUL.
  13. TDC (FIRE CONNECTION).
  14. REMOVE 4" CAP. CONCRETE NEW 4" WATERLINE FROM CAP TO 4" BRPFP.
  15. 4" BRPFP, TIEED 12500 AND 2" BRPFP. (CONVERT 4201 BRPFP-AL.
  16. 8'-6" REDUCER.
  17. 10' FIRE LINE.
  18. 8" FIRE LINE.
  19. 8" FIRE LINE.
  20. 8" DOWNSIDE WATERLINE.
  21. 1" WATER SERVICE LINE.
  22. 1" WATER SERVICE LINE.
  23. 2" WATER SERVICE LINE.
  24. 2" BRISGATION SUB.
  30. CONNECT NEW 8" SACS LINE TO EXISTING 8" SACS LINE PER ACHWMA STD 2250.
  31. 8'-00" WYE/TIE.
  32. 8'-00" WYE/TIE.
  33. 8'-54" WYE/TIE.
  34. 8'-26" WYE/TIE.
  35. 8'-54" WYE/TIE.
  36. 8' 45" BOND.
  37. 8' 22" BOND.
  38. 8' 45" BOND.
  39. 4' 45" REDUCER.
  40. 8'-54" REDUCER.
  41. 8" SANITARY SENDER LINE AT 1% MIN. SLOPE.
  42. 8" SANITARY SENDER LINE AT 1% MIN. SLOPE.
  43. 8" SANITARY SENDER LINE AT 2% MIN. SLOPE.
  44. 8" SANITARY SENDER LINE AT 2% MIN. SLOPE.

## LEGEND

- |                        |  |
|------------------------|--|
| EXISTING WATERLINE     |  |
| EXISTING FIRE HYDRANT  |  |
| EXISTING WATER VALVE   |  |
| EXISTING SEWER LINE    |  |
| EXISTING SOWER MANHOLE |  |
| NEW WATERLINE          |  |
| NEW FIRE LINE          |  |
| NEW FIRE HYDRANT       |  |
| NEW WATER VALVE        |  |
| NEW FOG                |  |
| NEW PIV                |  |
| NEW SEWER LINE         |  |

## GENERAL NOTES

1. EXISTING UTILITIES ARE SHOWN IN AN APPROPRIATE MANNER ONLY, AND MAY BE INADEQUATE OR OBSOLETE. SUCH LINES MAY OR MAY NOT BE DEEPER SHOWN OR NOT SHOWN, ALL UTILITIES SHOWN ARE NOT GUARANTEED TO BE ACCURATE. THE USER MUST PROVIDE TO THE CONTRACTOR ALL INFORMATION, INCLUDING BUT NOT LIMITED TO, THE LOCATION, DEPTH, AND TYPE OF ALL UTILITIES, AND ANY OTHER INFORMATION THAT MAY BE REQUIRED FOR THE PROPER DESIGN AND CONSTRUCTION OF THE PROJECT. THE USER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES, AND FOR THE PROTECTION OF ANY UTILITIES THAT ARE DAMAGED OR DESTROYED BY THE USER OR THE CONTRACTOR. THE USER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY UTILITIES THAT ARE DAMAGED OR DESTROYED BY THE USER OR THE CONTRACTOR.
2. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED IN PLACE. ANY UTILITIES THAT ARE DAMAGED OR DESTROYED BY THE USER OR THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE USER'S EXPENSE. THE USER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES, AND FOR THE PROTECTION OF ANY UTILITIES THAT ARE DAMAGED OR DESTROYED BY THE USER OR THE CONTRACTOR.

**Isaacson & Artman, Inc.**  
Civil Engineering Consultants  
126 Monroe Street NE  
Albuquerque, NM 87108  
505-268-6829 | [www.isac.com](http://www.isac.com)

NOT FOR  
CONSTRUCTION

7322

08/27/20

**OVERTURE ANDALUCIA**  
Albuquerque, New Mexico  
a development of  
Groystar Development Group, LP

|                          |      |             |                        |  |  |               |  |
|--------------------------|------|-------------|------------------------|--|--|---------------|--|
| SHEET NUMBER             |      |             |                        |  |  | <b>CU-101</b> |  |
| SHEET TITLE              |      |             |                        |  |  |               |  |
| <b>Site Utility Plan</b> |      |             |                        |  |  |               |  |
| No.                      | Date | Description |                        |  |  |               |  |
|                          |      |             |                        |  |  |               |  |
|                          |      |             |                        |  |  |               |  |
|                          |      |             |                        |  |  |               |  |
|                          |      |             |                        |  |  |               |  |
| ISSUE DESIGN DEVELOPMENT |      |             | PROJECT NUMBER LA 2360 |  |  |               |  |
| FILE #                   |      |             | DRAWN BY AUB           |  |  |               |  |
| CHECKED BY PCA           |      |             | DATE 09-28-2020        |  |  |               |  |



