



Environmental Planning Commission

Agenda Number: 02
Project Number: 1000771
Case #: 16EPC-40007
June 9, 2016

Staff Report

Agent	RBA Architects
Applicant	Brad Allen
Request	Site Development for Building Permit
Legal Description	Tract C Cottonwood Pointe
Location	Between Irving Boulevard and Eagle Ranch Road, south of the Calabacillas arroyo
Size	7 acres
Existing Zoning	SU-1 for I-P, C-2 and R-2 uses
Proposed Zoning	Same

Staff Recommendation

APPROVAL of 16EPC 40007 based on the Findings beginning on Page 10, and subject to the Conditions of Approval beginning on Page 14.

Staff Planner
Maggie Gould, planner

Summary of Analysis

This is a request for the approval of a site development plan for building permit for a 6.7 acre site located on Eagle Ranch Road, between Irving Boulevard and the Calabacillas Arroyo to allow the development of a 5,950 square foot building to house a New Mexico Department of Motor Vehicles office and two 7,200 square foot retail building to house future tenants a total of 20,350 square feet.

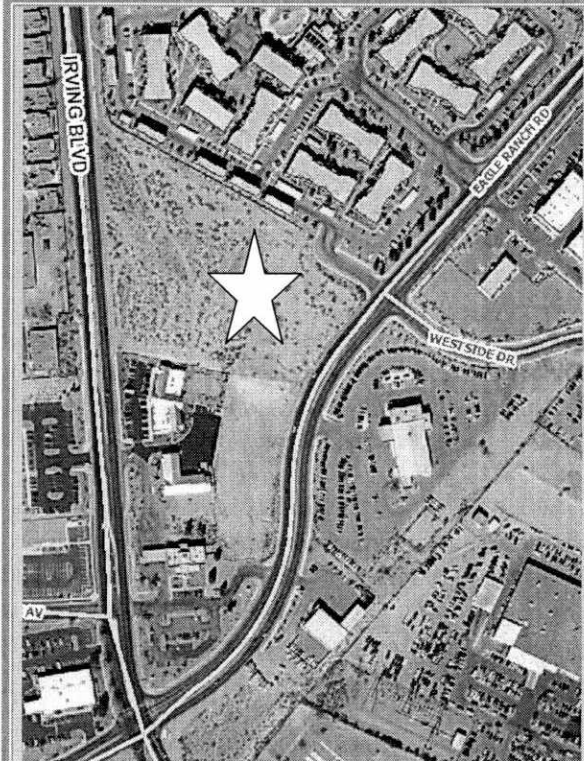
The Site Development Plan for Subdivision contains general design standards that are applicable to the proposed development on the site; the proposed development is consistent with those standards.

The site is within the Established Urban Area of the Comprehensive Plan and the boundaries of the West Side Strategic Plan and Coors Corridor Plan.

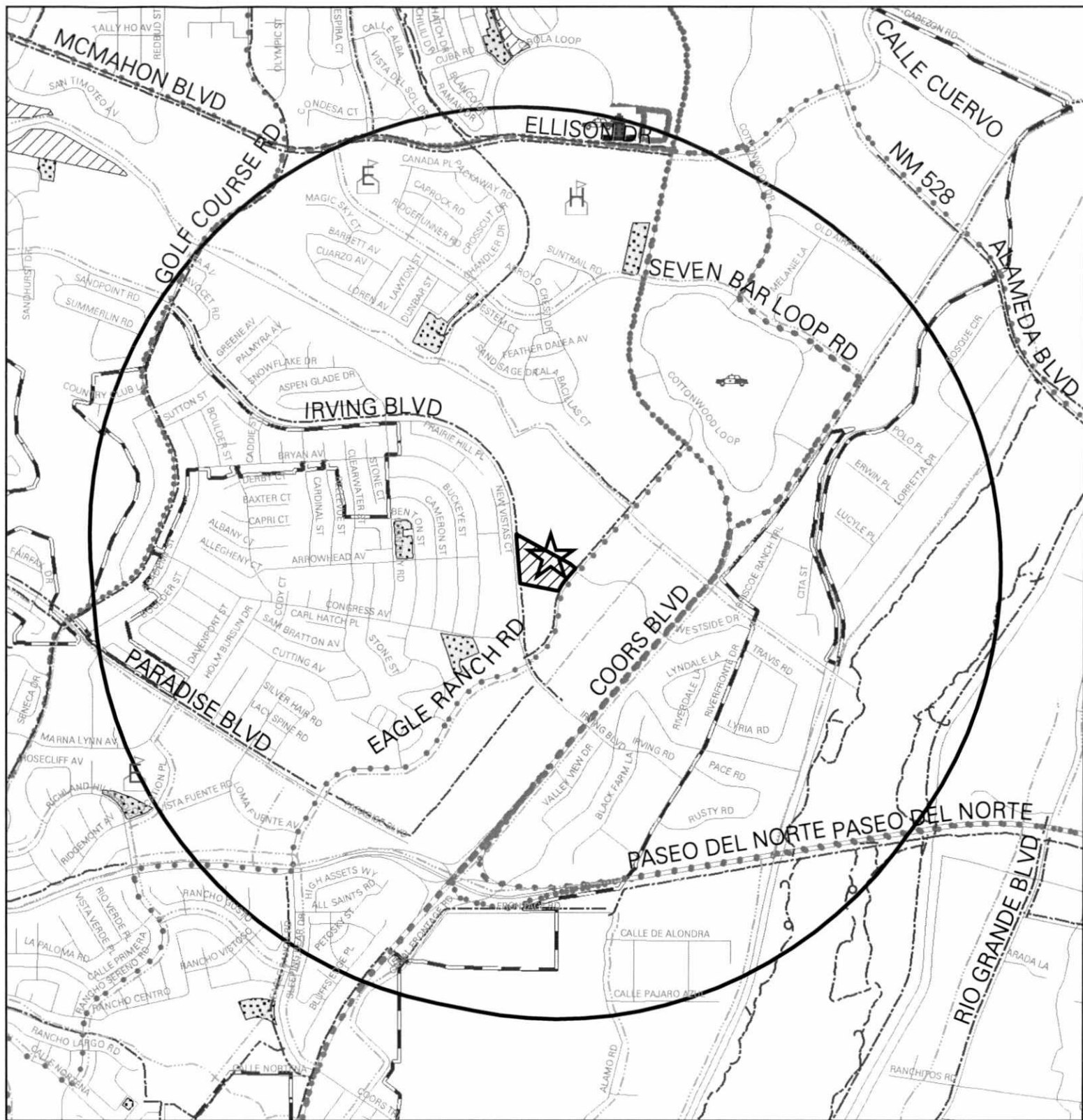
The request is consistent with the intent to have more employment and services on the west side of the river.

There is no known opposition to the request.

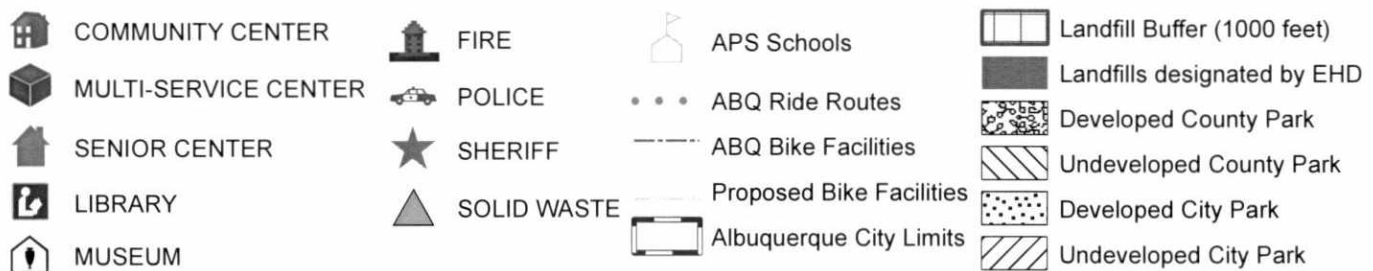
Staff is recommending approval with conditions.



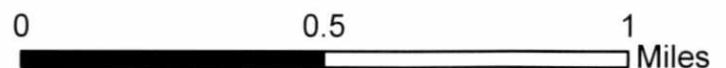
City Departments and other interested agencies reviewed this application from 02/29/2016 to 03/11/2016
Agency comments used in the preparation of this report begin on Page 16.



Public Facilities Map with One-Mile Buffer

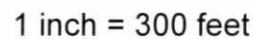


Project Number: 1000771





Note: Grey shading indicates County.



Zone Map Page: B-13
Additional Case Numbers:
16EPC-40007



LAND USE MAP

Note: Grey shading
indicates County.

KEY to Land Use Abbreviations

AGRI Agriculture
 COMM Commercial - Retail
 CMSV Commercial - Service
 DRNG Drainage
 MFG Manufacturing
 MULT Multi-Family or Group Home
 PARK Park, Recreation, or Open Space
 PRKG Parking
 PUBF Public Facility
 SF Single Family
 TRAN Transportation Facility
 VAC Vacant Land or Abandoned Buildings
 WH Warehousing & Storage

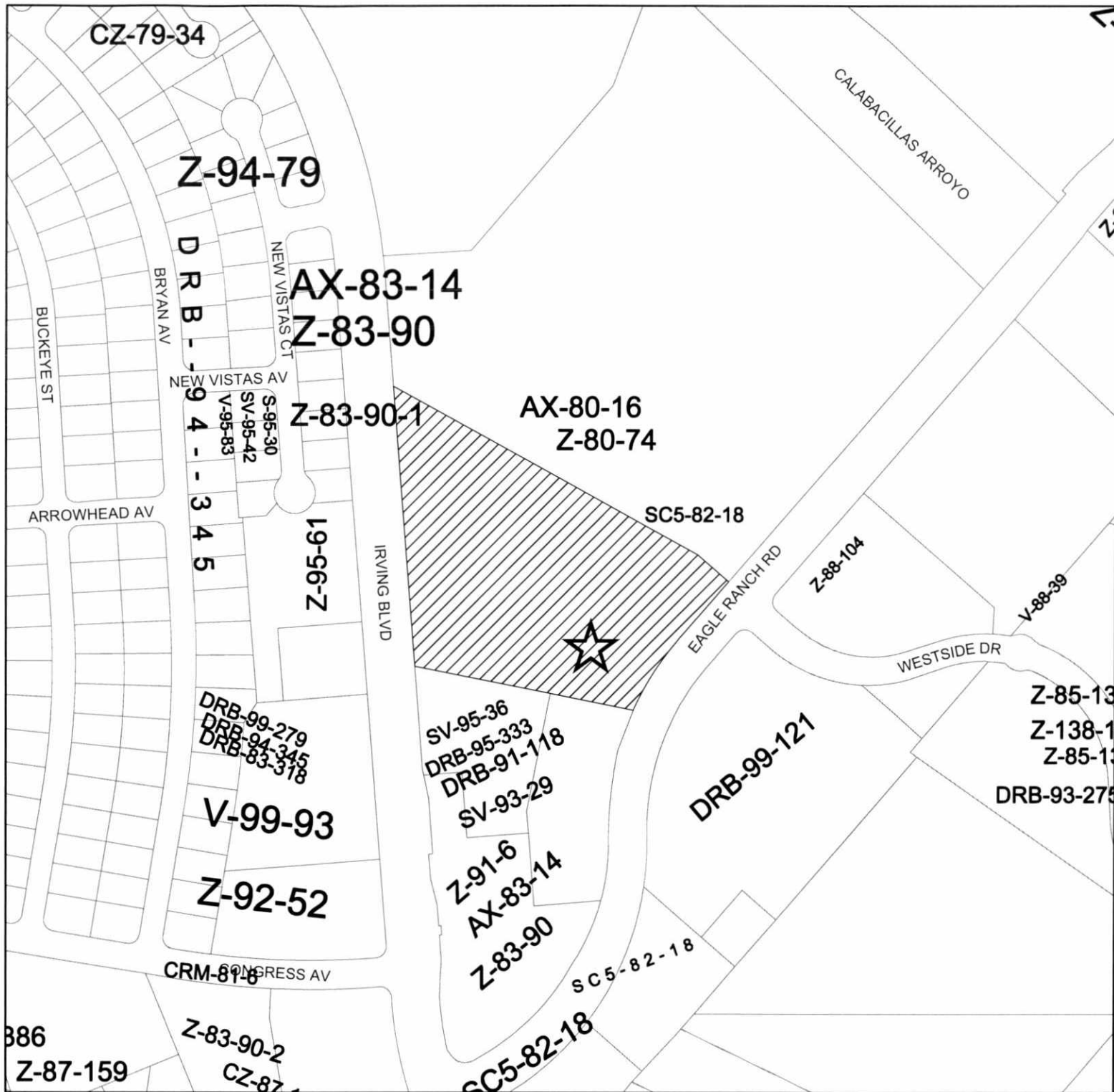


1 inch = 300 feet

Project Number:
1000771

Hearing Date:
04/14/2016

Zone Map Page: B-13
Additional Case Numbers:
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HISTORY MAP

Note: Grey shading
indicates County.



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I. AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II & III Plans</i>	<i>Land Use</i>
<i>Site</i>	SU-1 for I-P, C-2, R-2	Established Urban, WSSP, Coors Corridor	Vacant
<i>North</i>	SU-1 for I-P, C-2, R-2		Multi-family
<i>South</i>	C-2		Commercial
<i>East</i>	SU-1 for I-P, C-2, R-2		Commercial
<i>West</i>	SU-1 for Private School, R-1	Established Urban, WSSP,	Institutional , Residential

II. INTRODUCTION

This case was deferred from the April and May hearings to allow time to conduct and analyze the required Draft Traffic Impact Study (TIS). The applicant provided the required study and it is being reviewed by the City Engineer. There are no mitigation measures required for the proposed development that will alter the site plan. Any additional requirements from the City Engineer will be addressed at the DRB.

The Draft TIS shows no change in the level of service for the signalized intersections near the site. The level of service for the proposed driveway on Eagle Ranch will experience delays, but be mitigated by the signalized intersections at Coors Bypass and Eagle Ranch Road and Irving Boulevard and Eagle Ranch Road because these signals will create gaps in the traffic flow (page 17 of the draft TIS). The Draft TIS shows the Irving Blvd. / Golf Course Rd. will experience excessive delays during both the AM Peak hour and PM Peak Hour for both the NO BUILD and BUILD conditions. The intersection may be mitigated by adding traffic signal equipment to make the westbound and southbound right turns permitted plus protected. This would be at the discretion of the Department of Municipal Development if warranted.

Proposal

The applicant proposes a Site Development Plan for Building permit to allow the development of a 5,950 square foot building to house a New Mexico Department of Motor Vehicles office and two 7,200 square foot retail building to house future tenants. The request originally included a health club on the western portion of the site, this has been removed. The western portion of the site will be developed in a second phase (as noted on sheet AS-1.0) and is not part of this request. The western portion of the site will return to EPC for approval of future Site Development Plans for Building Permit.

EPC Role

The EPC is hearing this case because the subject site is zoned SU-1 zone. The EPC is the final decision-making body unless the EPC decision is appealed [Ref: §14-16-2-22(A)(1) SU-1 Special Use Zone, and 14-16-4-1, Amendment Procedure]. If so, an appeal would go to the Land Use Hearing Officer (LUHO) who then makes a recommendation to City Council [Ref: § 14-16-4-4-(A)(2) Appeal]. The case is a quasi-judicial matter.

History/Background

The site was annexed into the City in 1983 (Enactment 116-1983, AX-83-14, Z-83-90), along with much of the surrounding area. The zoning was imposed as part of the annexation.

The EPC approved a Site Development Plan for Subdivision in 2000 that created the subject site and the tracts to the north and south of the site. The Site Development Plan for Subdivision contains general design standards that are applicable to the proposed development on the site. The Site Development Plan was amended in 2008 to increase the FAR on Tract C, the subject site, to allow an FAR of .5 for Multifamily Development. This request included a Site Development Plan for Building Permit for proposed multifamily development; this Site Plan expired in 2015, under section 14-16-3-11, (C), Site Development Plan and Subdivision Regulations. Approval of the proposed Site development for Building Permit will supersede the 2008 approval.

Context

The land to the north of the site is developed with multifamily housing; there is commercial development to the east and south and single family homes to the west. The Calabacillas Arroyo is located to north of the site. The Cottonwood Mall regionally shopping center is located approximately .5 miles north of the site. The proposed development will add additional commercial and services uses in an area where these uses are already developed.

Transportation System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways.

The Long Range Roadway System designates Eagle Ranch Road as a Minor Arterial.

The Long Range Roadway System designates Irving Boulevard as a Principal Arterial.

Comprehensive Plan Corridor Designation

Coors Boulevard, approximately .35 miles from the site is designated a major transit corridor.

Trails/Bikeways

Both Eagle Ranch Road and Irving Boulevard contain bike lanes; these connect to lanes along Coors Boulevard and a multi use trail along a portion of the Calabacillas Arroyo.

Transit

The route 94 stops approximately .1 miles northeast of the site.

Public Facilities/Community Services

Refer to the Public Facilities Map in the packet.

III. ANALYSIS

APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The subject site is zoned SU-1 for I-P, C-2 and R-2 uses. This zone allows both the permissive and conditional uses of these zones. The C-2 Zone allows commercial development including drive-in restaurant and a variety of retail and services uses. The I-P zone allows commercial and industrial uses and requires that development occur with an approved development plan.

The applicant's proposed office and commercial development is allowed under the existing zoning.

The SU- 1 zone gives the EPC discretion over height, open space and parking and because the underlying zone references the uses of the subject zones, development standards such as setbacks.

Albuquerque / Bernalillo County Comprehensive Plan

Policy Citations are in Regular Text; Staff Analysis is in ***Bold Italics***

The subject site is located within the Established Urban Area of the Comprehensive Plan with a Goal to "create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment." Applicable policies include:

Policy II.B.5d: The location, intensity and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concern.

Policy II.B.5d is furthered because the proposed development will be one story and will not block views to the east for the residential area, the subject site has access to existing urban services and will offer needed services and employment opportunities for the area.

Policy II.B.5e: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

Policy II.B.5e is furthered because the subject site has access to a full range of urban services including roads, water, sewer and electric lines and transit. The proposed buildings are single story and will have uses that are similar to the uses in the surrounding area.

Policy II.B.5i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Policy II.B.5i is furthered because the proposed development will add employment and service uses in an area that is zoned for such use; the proposed design for all three buildings will be a single story and will not be directly adjacent to the single family development to the west. Additionally, the site is below the grade of both Irving Boulevard and the subdivision to the west. The site takes access from Eagle Ranch road for this phase of development and will not route traffic towards the residential development to the west. The lighting on site is subject to the requirements of the zoning code.

Policy II.B.5.k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.

Policy II.B.5.k is furthered because the proposed development takes full access from Eagle Ranch Road; this directs traffic away from the residential uses to the west.

Policy II.D.6a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

Policy II.D.6a is furthered because the proposed use will add to the employment opportunities on the west side where the jobs to housing imbalance is significant (an area of need). The proposed retail uses and Motor Vehicle Division offices will offer jobs for different skill levels.

Policy II.D.6g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

Policy II.D.6g is partially furthered by this request. The Paseo del Norte center is directly south of the site between Eagle Ranch and Irving, west of Coors Boulevard. Although the subject is outside of the activity center, it will still add additional jobs near an activity center in proximity to existing residential development.

West Side Strategic Plan (WSSP) (Rank 2)

The West Side Strategic Plan (WSSP) was first adopted in 1997 and amended several times (see chart on facing page of the plan) to help promote development of Neighborhood and Community Activity Centers. The WSSP identifies 13 communities, each with a unique identity and comprised of smaller neighborhoods. The subject site is within the Paradise community encompassing 4,707 acres. Major existing streets are Coors Boulevard and Paradise Boulevard. Unser and Golf Course Road provide north/south access through the community:

Objective 1: Provide for a complete mix of land uses on the West Side, including opportunities for large-scale employment, in order to minimize the needs for cross-metro trips. Employment opportunities are encouraged on the West Side.

Objective 1 is furthered because the proposed development will add to the mix of uses on the West side and will offer new employment opportunities and new services. The Motor Vehicle Division (MVD) office will add a full service MVD office on the west side where none currently exists.

Objective 8: Promote job opportunities and business growth in appropriate areas of the west side.

Objective 8 is furthered because the proposed development will allow the addition of needed services and offer new employment opportunities in an area zoned for these services and near existing services and residential uses.

Coors Corridor Plan (Rank 3)

The subject site lies within the boundaries of the Coors Corridor Sector Development Plan (CCSDP), a Rank III plan adopted in 1984 and amended in 1989, 1995 and 2003.

The CCSDP contains overarching policies and specific design regulations for development in the Coors Corridor area, which extends northward from Central Avenue to NM 528 (Corrales Road). The CCSDP divides the Coors Corridor into four segments; the subject site is located in Segment 3 (Western Trail to Calabacillas Arroyo). Many of the plan requirements are only applicable to development along Coors Boulevard. The view plane requirements of the Coors Corridor Plan only apply to properties on the east side of Coors Boulevard.

The following CCSDP policies and regulations apply:

Issue 4.b.7-Access: Separate pedestrian and vehicular access should be provided. Pedestrian access to structures shall not utilize driveways as walkways. Pedestrian connections between uses in commercial developments shall be emphasized. (p. 96)

The proposed development shows sidewalk connections, stripped pedestrian crosswalks, and outdoor patios in front of. The change in grade makes it difficult to provide access from the retail development to the MVD offices through the middle of the site because of the retaining walls need to develop the site. The proposed access is generally consistent with this policy.

Issue 4.b.5.B.2 Off-Street Parking Regulation: One tree shall be planted per every ten parking spaces and shall be distributed such that at least one tree is planted per every 15 linear parking spaces. (p. 94)

The site generally meets this requirement except that an additional tree should be added to the eastern edge of the MVD site to meet this requirement.

Issue 4.b.2.B.1 Height and Bulk Regulation: Buildings and structures shall not exceed the height limitation in the underlying zone. Where the underlying zone requires height to be limited by an envelope based in part at the centerline of public right-of-way (e.g., 0-1 zone), height shall be limited instead by an envelope based in part at the front yard setback line (using a full 156 feet right-of-way). (p. 89)

The proposed buildings are considerably shorter than the height allowed by the underlying zoning; the proposed buildings are consistent with this requirement.

Issue 4.b.4.B.2 Site Landscaping Regulation: Live plant materials shall be used extensively in all landscaped areas. Gravel, colored rock, bark and similar materials are generally not acceptable as ground-cover. Bark should only be utilized as mulch, not as a permanent form of groundcover. In some cases, hard" materials such as brick or cobblestone may be considered. (p. 93)

The site contains live plant materials in the landscaping areas throughout the site. The provided landscaping exceeds the requirements of the Zone Code. The request is consistent with the Landscaping requirements.

Issue 4.b. I 0-Architectural Design: Architectural design should contribute to the enhancement of the overall visual environment of the Coors Corridor.

Architectural Details, Design Guideline 2: The predominant building color should be compatible with other buildings along the corridor and should reinforce the visual character of the environment of the proposed buildings. Differentiation of color should relate to material and/or plane differentiation or some other specific architectural purpose. Preferred colors are those used in traditional Southwest architecture. Integral coloring of concrete, stucco, and similar materials is encouraged. (p. I 00)

The request is consistent with the architectural design guideline. The proposed development will contain buildings that are of similar style and materials to what is developed nearby. All of the buildings contain a mix of materials and colors and change in color, material or plane on the facades. The colors are earth toned stucco in browns, grays and pinks and are similar to what has been used in nearby development.

Other Analysis

The request adds to the employment and service opportunities on the west side where there are many more households than jobs.

SITE DEVELOPMENT PLAN FOR (SUBDIVISION/BUILDING PERMIT)

Request

The applicant requests review and approval of two 7, 200 square foot shell retail/service use buildings and 5,950 square foot office building to house a New Mexico Motor Vehicle Division Building.

Section 14-16-3-11 of the Zoning Code states, "...Site Development Plans are expected to meet the requirements of adopted city policies and procedures." As such, staff has reviewed the attached site development plan for conformance with applicable goals and policies in the Comprehensive Plan, Coors Corridor Plan and approved Site Development Plan for Subdivision.

Site Plan Layout / Configuration

The applicant proposes 3 buildings; two retail spaces along Eagle Ranch Road and a Motor Vehicle Division (MVD) office building near the center of the site. The MVD building ranges in height from 17 feet to 15 feet. The main entrance faces east. The MVD site contains a truck inspection area and enclosed parking area.

The proposed retail spaces are designed to accommodate drive thru uses and storefronts and are 24 feet in height. The retail buildings are set back approximately 60 feet from Eagle Ranch road, this exceeds the required setbacks in both the C-2 and IP zones.

The C-2 zone would allow buildings of up to 26 feet height and would allow additional height provided the building fell within a 45 degree angle drawn from the internal boundary of the site.

The I-P zone would allow a height of up to 120 feet provided that the building fell with a 45 degree angle drawn from the boundary of the premises.

Because of the change in grade, the site will be terraced and developed in 3 levels. The proposed buildings and uses are similar to what is developed in the surrounding area, which includes car dealerships, retail centers, medical office and multi-family housing.

Public Outdoor Space

The SPS requires 250-500 square feet of patio space for commercial and office buildings, the applicant is providing a 250 square foot patio near the southern most retail building and an approximately 900 square foot patio to the south of the MVD office building.

Vehicular Access, Circulation and Parking

The site takes access from Eagle Ranch Road via a 35 foot drive aisle.

The Zoning Code requires 1 parking space for each 200 square feet of office or retail development. The applicant is providing 72 spaces for the retail development; as required by the Zoning Code.

The MVD office will have 142 spaces, 25 secured for overnight truck parking and 117 for general use. The Zoning Code would require 30 spaces.

Pedestrian and Bicycle Access and Circulation, Transit Access

The applicant proposes a standard 6 foot wide sidewalk along Eagle Ranch Road. The northern retail building will have a six foot wide sidewalk in front and the southern retail building will have a side that begins at 6 feet and widens into a patio space approximately 20 feet wide.

A pedestrian walkway is provided from the retail level to the MVD office level on the north side of the retail level.

The zoning code requirement is 1 bike space for each 20 car spaces. The site has 214 parking space and would require 11 bike spaces, 15 will be provided.

Two five space bikes are provided for the retail development, one at each end of the development.

One bike rack is provided at the northwest corner of MVD building, near the north entrance.

Walls/Fences

There are no perimeter walls proposed. Because of the change in grade retaining walls are proposed along Eagle Ranch Road, at 3.5 feet in height, to the west of the proposed retail

buildings at approximately 13 feet in height and west of the MVD office ranging from 3 to 12 feet in height. Future walls will be developed when the second phase of the development, which is not part of this request, is built adjacent to Irving Boulevard.

Lighting and Security

The Coors Corridor Plan requires that light poles shall not exceed 20 feet in height and Light poles within 100 feet of a residential development cannot exceed 16 feet in height .per the SPS; light poles on the site will have to comply with these requirements.

Landscaping

The landscaping plan shows a mixture of low and medium water use plants that are generally successful in the area. The subject site is 159, 144 square feet with 20,350 square feet developed with buildings. The Zoning Code (§14-16-3-10, Landscape Regulations) requires 15% percent of the net lot area to be planted, the net lot area is 153,114. The total required landscape area would be 22,967; total square footage provided is 25, 501. The landscaping complies with the Zoning Code and the with landscape provision of the Coors Corridor Plan that calls for additional landscaping in parking areas.

An additional tree is need on the east side of the Motor Vehicle parking area to comply with the Coors Corridor requirement that one tree shall be planted per every ten parking spaces and shall be distributed such that at least one tree is planted per every 15 linear parking spaces (p. 94).

Grading, Drainage, Utility Plans

The site slopes from west east with a grade change of approximately 30 feet from Irving to Eagle Ranch. The drainage on site will be accommodated in the existing facilities along Eagle Ranch, in on site ponds.

Architecture

The SPS does not require a specific style but requires screening of rooftop equipment, architectural integration of ATMs and refuse enclosures and provision of outdoor patios. The proposed buildings will comply with these conditions.

The retail shops on the lower level of the site are grouped into two buildings with 5 storefronts, the building shows clear entryways and stucco finish with variation in color and material.

The proposed Motor Vehicle Division building will be stucco finish with metal accents.

The metal accents on both buildings must be non-reflective in order to comply with the intent of policy 10, architectural design, of the Coors Corridor Plan.

All of the buildings contain a mix of materials and colors and change in color, material or plane on facades over 100 feet in accordance with the Zoning Code 14-16-3-18, General Building and Site Design.

Signage

Monument signs are limited 10 feet in height by the Site Development Plan for Subdivision and 75 square feet in size by the Coors Corridor Plan. Building Mounted Signage is limited to 6% of the façade and maximum logo size is 3 feet by 3 feet. Future signage will be approved as development occurs on the site will be required to comply with these standards.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies

The applicant submitted updated plans showing the site plan modifications requested by the agency comments from the City Engineer. The applicant worked with Transportation on the Traffic Impact Study (TIS) and has submitted a draft TIS that has is being reviewed by the City Engineer.

The Parks Department visited the site and feels that a sidewalk along Eagle Ranch is sufficient to allow access towards the Calabacillas Arroyo; due to the grade of the site it would be difficult to accommodate a trail.

The Fire Marshall reviewed and signed off on the proposed plan; a copy of this is included in the staff report.

Neighborhood/Public

The Paradise Hills Civic Association and the West Side Coalition of Neighborhoods were notified of the request. A facilitated meeting was not recommended or requested.

Staff received comments from a neighborhood member who was concerned about future development along Irving Boulevard blocking views, but was not concerned about the three proposed buildings.

V. CONCLUSION

This is a request for approval of a Site Development for Building Permit for two 7,200 square foot retail buildings for future tenants and 5,950 square foot office building to house a New Mexico Department of Motor Vehicles office.

The request is generally consistent with the Comprehensive Plan, West Side Strategic Plan and Coors Corridor Plan.

The request will allow the development of employment and services on the west side of Albuquerque where there are needed. There is not a full service MVD office on the west side and this development will provide a needed service for people living west of the Rio Grande.

FINDINGS – 16 EPC-40007-June 9, 2016 - Site Development Plan for Building Permit

1. This is a request for a Site Development Plan for Building Permit for Tract C Cottonwood Pointe located on Eagle Ranch Road between Irving Boulevard and the Calabacillas Arroyo, and containing approximately 6.7 acres.
2. The request will allow the development of a 5,950 square foot building to house a New Mexico Department of Motor Vehicles office and two 7,200 square foot retail building to house future tenants.
3. The EPC approved a Site Development Plan for Subdivision for subject tract and tracts A and B in 2000. This was amended in 2008 to allow an FAR of .5 on tract C, the subject site.
4. The EPC approved a SPBP (case number 07-EPC 00444) in 2007 and the DRB signed off on this in 2008. Under section 14-16-3-11, (C), Site Development Plan and Subdivision Regulations, the 2008 building permit would be automatically terminated. No extension was requested for 07 -EPC 00444. If approved by the EPC, the new building permit (16 EPC 4007) supersedes the 2008 approval
5. Future Site Development Plans for Building Permit for the western portion of the site (phase two), will be reviewed by the EPC.
6. The Albuquerque/Bernalillo County Comprehensive Plan, West Side Strategic Plan, Coors Corridor Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
7. The subject site is located within the Established Urban Area of the Comprehensive Plan with a Goal to “create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.” Applicable policies include:

- A. Policy II.B.5d: The location, intensity and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concern.

Policy II.B.5d is furthered because the proposed development will be one story and will not block views to the east for the residential area, the subject site has access to existing urban services and will offer needed services and employment opportunities for the area.

- B. Policy II.B.5e: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

Policy II.B.5e is furthered because the subject site has access to a full range of urban services including roads, water, sewer and electric lines and transit. The proposed buildings are single story and will have uses that are similar to the uses in the surrounding area.

- C. Policy II.B.5i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Policy II.B.5i is furthered because the proposed development will add employment and service uses in an area that is zoned for such use; the proposed design for all three buildings will be a single story and will not be directly adjacent to the single family development to the west. Additionally, the site is below the grade of both Irving Boulevard and the subdivision to the west. The site takes access from Eagle Ranch road for this phase of development and will not route traffic towards the residential development to the west. The lighting on site is subject to the requirements of the zoning code.

- D. Policy II.B.5.k.: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.

Policy II.B.5.k. is furthered because the proposed development takes full access from Eagle Ranch Road; this directs traffic away from the residential uses to the west.

- E. Policy II.D.6a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

- F. ***Policy II.D.6a is furthered because the proposed use will add to the employment opportunities on the west side where the jobs to housing imbalance is significant (an***

area of need). The proposed retail uses and Motor Vehicle Division offices will offer jobs for different skill levels.

- G. Policy II.D.6g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

Policy II.D.6g is partially furthered by this request. The Paseo del Norte center is directly south of the site between Eagle Ranch and Irving, west of Coors Boulevard. Although the subject is outside of the activity center, it will still add additional jobs near an activity center in proximity to existing residential development.

8. The subject site is within the boundaries of the West Side Strategic Plan :

- A. Objective 1: Provide for a complete mix of land uses on the West Side, including opportunities for large-scale employment, in order to minimize the needs for cross-metro trips. Employment opportunities are encouraged on the West Side.

Objective 1 is furthered because the proposed development will add to the mix of uses on the West side and will offer new employment opportunities and new services. The Motor Vehicle Division (MVD) office will add a full service MVD office on the west side where none currently exists.

- B. Objective 8: Promote job opportunities and business growth in appropriate areas of the west side.

Objective 8 is furthered because the proposed development will allow the addition of needed services and offer new employment opportunities in an area zoned for these services and near existing services and residential uses.

9. The following CCSDP policies and regulations apply:

- A. Issue 4.b.7-Access: Separate pedestrian and vehicular access should be provided. Pedestrian access to structures shall not utilize driveways as walkways. Pedestrian connections between uses in commercial developments shall be emphasized. (p. 96)

The proposed development shows sidewalk connections, stripped pedestrian crosswalks, and outdoor patios in front of. The change in grade makes it difficult to provide access from the retail development to the MVD offices through the middle of the site because of the retaining walls need to develop the site. The proposed access is generally consistent with this policy.

- B. Issue 4.b.5.B.2 Off-Street Parking Regulation: One tree shall be planted per every ten parking spaces and shall be distributed such that at least one tree is planted per every 15 linear parking spaces. (p. 94)

The site generally meets this requirement except that an additional tree should be added to the eastern edge of the MVD site to meet this requirement.

- C. Issue 4.b.2.B.1 Height and Bulk Regulation: Buildings and structures shall not exceed the height limitation in the underlying zone. Where the underlying zone requires height to be limited by an envelope based in part at the centerline of public right-of-way (e.g., 0-1 zone), height shall be limited instead by an envelope based in part at the front yard setback line (using a full 156 feet right-of-way). (p. 89)

The proposed buildings are considerably shorter than the height allowed by the underlying zoning, the proposed buildings are consistent with this requirement.

- D. Issue 4.b.4.B.2 Site Landscaping Regulation: Live plant materials shall be used extensively in all landscaped areas. Gravel, colored rock, bark and similar materials are generally not acceptable as ground-cover. Bark should only be utilized as mulch, not as a permanent form of groundcover. In some cases, hard materials such as brick or cobblestone may be considered. (p. 93)

The site contains live plant materials in the landscaping areas throughout the site. The provided landscaping exceeds the requirements of the Zone Code. The request is consistent with the Landscaping requirements.

- E. Issue 4.b. I 0-Architectural Design: Architectural design should contribute to the enhancement of the overall visual environment of the Coors Corridor.

Architectural Details, Design Guideline 2: The predominant building color should be compatible with other buildings along the corridor and should reinforce the visual character of the environment of the proposed buildings. Differentiation of color should relate to material and/or plane differentiation or some other specific architectural purpose. Preferred colors are those used in traditional Southwest architecture. Integral coloring of concrete, stucco, and similar materials is encouraged. (p. I 00)

The request is consistent with the architectural design guideline. The proposed development will contain buildings that are of similar style and materials to what is developed nearby. All of the buildings contain a mix of materials and colors and change in color, material or plane on the facades. The colors are earth toned stucco in browns, grays and pinks and are similar to what has been used in nearby development.

10. The Paradise Hills Civic Association and the West Side Coalition of Neighborhoods were notified of the request. A facilitated meeting was not recommended or requested.
11. Property owners with 100 feet of the site were notified. Staff received comments from a neighborhood member who was concerned about future development along Irving Boulevard blocking views, but was not concerned about the three proposed buildings.

11. Property owners with 100 feet of the site were notified. Staff received comments from a neighborhood member who was concerned about future development along Irving Boulevard blocking views, but was not concerned about the three proposed buildings.

RECOMMENDATION - 16 EPC-40007-June 9, 2016

APPROVAL of 16EPC-40007, a request for Site Development Plan for Building Permit, for Tract C Cottonwood Pointe, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 16 EPC-40007-June 9, 2016 Site Development Plan for Building Permit

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). 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. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. Clarify 141 vs 142 parking spaces shown on sheet AS-1.0.
4. Add a note to sheet AS-1.0 stating that future signage is subject to the requirements of the Coors Corridor Plan and the Site Development Plan for Subdivision
 - Building Mounted Signage is limited to 6% of the façade and maximum logo size is 3 feet by 3 feet
 - Monument signs are limited 10 feet in height and 75 square feet in size.
5. The metal accents shall be matte finish and not high reflective to comply with the Coors Corridor Plan.
6. Remove references to health club from grading and drainage and landscaping plans prior to DRB submittal.

-
7. Clarify light pole height prior to DRB submittal.
 8. The Site Development Plan shall comply with the General Regulations of the Zoning Code, the Subdivision Ordinance, and all other applicable design regulations, except as specifically approved by the EPC.
-

Maggie Gould 
Planner

Notice of Decision cc list:

RBA Architects	1104 Park Ave SW	ABQ NM 87102
Brad Allen	9201 Montgomery Blvd. NE	ABQ NM 87111

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

No adverse comments.

Office of Neighborhood Coordination

Long Range Planning

Recommend that the sidewalk along the northern drive aisle, connecting for the three proposed lots, be buffered from the drive aisle by landscape and that the pedestrian crossing of the drive-thru lanes on the easternmost lot be clearly shown as a material other than asphalt.

Metropolitan Redevelopment Agency

CITY ENGINEER

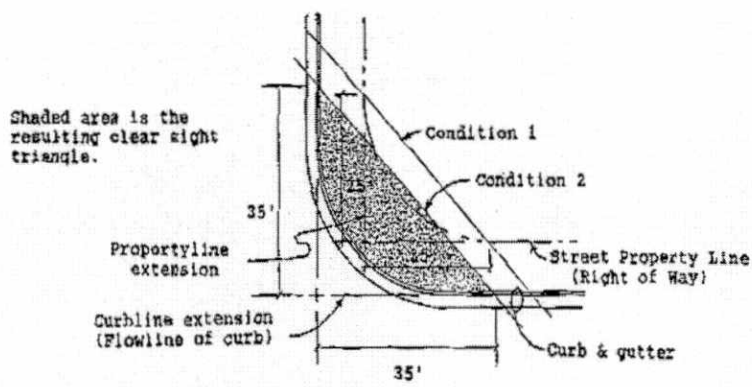
Transportation Development

- A Traffic Impact Study (TIS) must be completed for the proposed development.
- Please clarify access to project site from Eagle Ranch Rd.
- Please detail sidewalk, ADA ramps and curb cuts on Eagle Ranch Rd.
- Please clarify access and traffic flow from private access road to one-way drive pad and the drive pad to north west access point.

The following will be required at DRB:

- Please list the width and length for all parking spaces. Regular parking spaces are required to be a minimal of 8.5 ft. by 18ft. and compact spaces are 8 ft. x 15 ft.
- Label the compact parking spaces by placing the words **"COMPACT"** on the pavement of each space.
- Please identify all proposed doors, sidewalks, curbs, curb cuts, drive pads, ADA ramps walls and anything that influences the parking and circulation on the site.
- Parking spaces cannot overhang ADA access ramps or ADA pathway. Please add wheel stops at ADA parking spaces to HC parking spaces north of proposed NMDMV Building.
- The ADA accessible parking sign must have the required language per 66-7-352.4C NMSA 1978 **"Violators Are Subject to a Fine and/or Towing."**
- Per the DPM, a 6 ft. wide ADA accessible pedestrian pathway is required from the public sidewalk to the building entrances. Please clearly show this pathway and provide details from Eagle Ranch Rd. and from private easement access road.

- Per the DPM, a 6 ft. wide ADA accessible pedestrian pathway is required from the HC parking stall access aisles to the building entrances. Please clearly show this detail from all HC parking spaces.
- One-way vehicular paths require pavement directional signage and a posted **“Do Not Enter”** sign at the point of egress. Please show detail and location of directions signs.
- Please clarify the proposed use of future Retail Buildings. In review of submitted drawing, the traffic flow is potentially confusing and problematic for drivers. Traffic flow in between building can potentially be hazardous and that extra drive pad may better be utilized at the south end of the retail space.
- Please provide a sight distance exhibit (see the *Development Process Manual, Chapter 23, Section 3, Part D.5 Intersection Sight Distance*). Please show this detail for intersections at Eagle Ranch Road.



- Please provide a Mini Clear Sight distance exhibit for the exits/entrances from the private easement onto the project site.
- Please add the following note to the clear sight triangle: "Landscaping and signage will not interfere with clear sight requirements. Therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in this area."
- Please include a copy of your shared access agreement with the adjacent property owner.
- Unused curb cuts must be replaced with sidewalk and curb & gutter. A build note must be provided referring to the appropriate City Standard drawing.
- All broken or cracked sidewalk must be replaced with sidewalk and curb & gutter. A build note must be provided referring to the appropriate City Standard drawing.
- Truncated domes will be required at all public ADA ramps and curb cut crossings.

NMDOT has no comments.

Hydrology Development

The drainage report (@ DRB for SPBP) will need to show that there is capacity for the increase in peak flow, and/or that the land treatment proportions proposed, or peak discharge per acre, is within allowable limits per the applicable master plan and/or the design of the Eagle Ranch system.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Traffic Engineering Operations

WATER UTILITY AUTHORITY

Utility Services

- a. The availability statement #120203 was issued on March 5, 2012 and has expired. A renewal is required.
- b. Since the property is located outside of the Adopted Service Area, a Water Authority Board approved development agreement is required.
- c. Per the Conceptual Utility Plan, the public waterline extension is likely from the existing waterline stubbed into the property from Irving Blvd. to the existing 16" waterline along Irving Blvd. There is a possible connection to this 16" waterline via an existing 8" waterline stub located near the southwest corner of the subject site, but may create a longer waterline alignment than is desired by the Water Authority. The serviceability statement will determine final requirements for service.
- d. All private fire hydrants and private fire lines shall be deemed private and labeled accordingly.
- e. All onsite sanitary sewer shall be deemed private and discharge to already existing public sanitary sewer lines.

ENVIRONMENTAL HEALTH DEPARTMENT

PARKS AND RECREATION

Planning and Design

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

- It appears that proposed pole light and tree landscape are in conflict with each other. Suggest removing from the plans tree plantings immediately adjacent to proposed pole lights. Once trees become mature they will reduce available illumination.

- Recommend the installation of a video surveillance system. Cameras should be positioned to view all vehicle and pedestrian access points, parking lots, walkways, building approaches and common areas. Each camera should be monitored and recorded for real-time and historical use.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

must remove 15 feet of #21 rolled curb at entrance of driveway behind retail space for proper refuse truck access. Recommend removal of entire rolled curb # 21 or reinforce the rolled curb to withstand 57,000 Pounds to avoid damage to rolled curb by refuse truck.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Adjacent and nearby routes	Route #94, Unser commuter route, passes the site on Eagle Ranch.
Adjacent bus stops	None
Site plan requirements	None
Large site TDM suggestions	None.
Other information	None

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed. No comment.

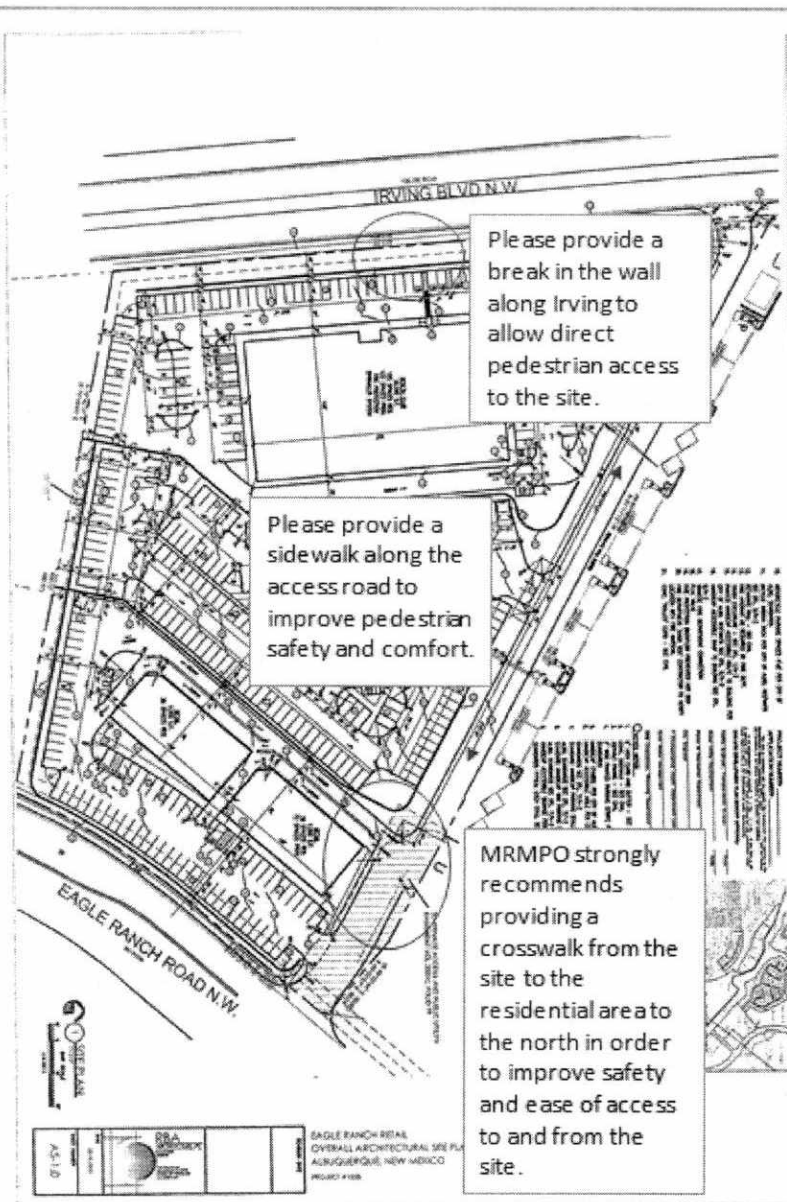
ALBUQUERQUE PUBLIC SCHOOLS

MID-REGION COUNCIL OF GOVERNMENTS

MRMPO strongly encourages increased connectivity within the site to allow both drivers and pedestrians to move within the site without having to use the northern access road.

The access road to the north of the site will benefit the surrounding area by increasing roadway connectivity. Please see additional site-specific comments on the following page.

For informational purposes, Irving Blvd and Eagle Ranch Rd are functionally classified as Existing Minor Arterials.



MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

1. It is the applicant's obligation to determine if existing utility easements or rights-of-way are located on or adjacent to the property and to abide by any conditions or terms of those easements.
2. It is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service regarding this project. Contact:

Mike Moyer

PNM Service Center

4201 Edith Boulevard NE

Albuquerque, NM 87107

Phone: (505) 241-3697

3. 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.



Looking northwest at the site from Eagle Ranch Road
Looking southeast from the northwest corner of the future phase along Irving Boulevard





Looking southwest across the site
Site frontage along Irving Boulevard





HISTORY

CITY OF ALBUQUERQUE



PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
600 2nd Street NW, 3rd Floor, 87102
P.O. Box 1293, Albuquerque, NM 87103
Office (505) 924-3860 Fax (505) 924-3339

OFFICIAL NOTIFICATION OF DECISION

May 13, 2016

Brad Allen
9201 Montgomery Blvd NE Build. 1
ABQ, NM 87111

Project# 1000771
16EPC-40007 Site Development Plan for Subdivision

LEGAL DESCRIPTION:

The above action for all or a portion of Tract C, Cottonwood Pointe, zoned SU-1 for IP/C-2/R-2 Uses, located on Irving Blvd. and Eagle Ranch Rd., containing approximately 6.77 acres.

(B-13) Staff Planner: Maggie Gould

On May 12, 2016 the Environmental Planning Commission (EPC) voted to DEFER Project #1000771/16EPC-40007, a Site Development Plan for Subdivision, based on the following findings:

FINDINGS:

1. The case will be deferred to the June 9th, 2016 hearing to allow time for preparation and review of a Traffic Impact Study for the site.

2. The applicant is aware of the deferral and concurs.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **MAY 27, 2016**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced application(s).

CITY OF ALBUQUERQUE



PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
600 2nd Street NW, 3rd Floor, 87102
P.O. Box 1293, Albuquerque, NM 87103
Office (505) 924-3860 Fax (505) 924-3339

OFFICIAL NOTIFICATION OF DECISION

April 14, 2016

Brad Allen
9201 Montgomery Blvd NE Build. 1
ABQ, NM 87111

Project# 1000771
16EPC-40007 Site Development Plan for Subdivision

LEGAL DESCRIPTION:

The above action for all or a portion of Tract C, Cottonwood Pointe, zoned SU-1 for IP/C-2/R-2 Uses, located on Irving Blvd. and Eagle Ranch Rd., containing approximately 6.77 acres.

(B-13) Staff Planner: Maggie Gould

On April 14, 2016 the Environmental Planning Commission (EPC) voted to DEFER Project #1000771/16EPC-40007, a Site Development Plan for Subdivision, based on the following findings:

FINDINGS:

1. The case will be deferred to the May 12th hearing to allow time for preparation and review of a Traffic Impact Study for the site.

2. The applicant is aware of the deferral and concurs.

New Mexico 87103

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **APRIL 29, 2016**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced application(s).



City of Albuquerque
Planning Department
Development Review Division
P.O. Box 1293
Albuquerque, New Mexico 87103

Date: May 18, 2007

OFFICIAL NOTIFICATION OF DECISION

FILE: **Project # 1000771***
07EPC-00445 EPC Amendment to Site
Development Plan for Subdivision
07EPC-00444 EPC Site Development Plan-
Building Permit

HR Rental Properties Inc.
P.O. Box 22100
Albuq. NM 87154

LEGAL DESCRIPTION: for all or a portion of
Tracts C, **Cottonwood Pointe Subdivision**,
zoned SU-1 for R-2, C-2 and IP, located on
EAGLE RANCH ROAD NW, between EAGLE
RANCH ROAD NW and IRVING BLVD. NW,
containing approximately 7 acres. (B-13) Carol
Toffaleti, Staff Planner

On May 17, 2007 the Environmental Planning Commission voted to approve Project 1000771/ 07EPC 00445, a Site Development Plan for Subdivision Amendment, for Tract C, Cottonwood Pointe subdivision, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for approval of an amendment to a site development plan for subdivision for Tract C, Cottonwood Pointe, an approximately 7 acre site located between Irving Blvd. and Eagle Ranch Rd., zoned SU-1 for R-2, C-2 and IP uses.
2. The request is to amend the previously approved site development for subdivision (Project #1000771, Case 0128-01199, Oct. 19, 2000) by changing the maximum floor area ratio from 0.35 to 0.50.
3. Staff found no evidence to explain why the floor area ratio in the approved site development plan for subdivision is 0.35 rather than 0.50 set out in zoning regulations for the R-2 zone.
4. The requested amendment does not conflict with density and lot size regulations of the R-2, C-2 or IP zones (Ref. Zoning Code, 14-16-2-17, 14-16-2-19)

OFFICIAL NOTICE OF DECISION

MAY 17, 2007

PROJECT #1000771

Page 2 OF 7

5. The request furthers policy II.B.5.h. in the Comprehensive Plan and design guidelines for residential development in the West Side Strategic Plan concerning appropriate locations for higher density housing.
6. The Albuquerque Public Schools commented that: James Monroe Middle School and Cibola High School are exceeding capacity; a new northwest high school will open in 2007/2008; Petroglyph Elementary School is nearing capacity. The applicant is aware that payment of an APS facility fee may be required at the Development Review Board.

CONDITIONS:

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). 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. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
 3. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT, WATER AUTHORITY and NMDOT:
 - a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
 - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
 - c. All drive aisles to be 24' wide minimum.
 - d. Provide queuing analysis to verify main gate location.
 - e. Emergency access gate should be located 20' from face of curb on Irving (i.e. visible from Irving). Sign emergency access drive (i.e. emergency access only or no access or no outlet, etc.) for the benefit of residents and drivers on Irving.
 - f. Site plan shall comply and be designed per DPM Standards.
 - g. Platting must be a concurrent DRB action.
-

OFFICIAL NOTICE OF DECISION

MAY 17, 2007

PROJECT #1000771

Page 3 OF 7

- h. Construct a pedestrian and bicycle access through the perimeter wall along the southern most boundary of the site adjacent Irving Boulevard and a *minimum* 6 foot wide connecting pathway (to ADA standards; with bollards at the Irving Boulevard connection) extending into the interior of the site in the vicinity of buildings 7 and 8.

On May 17, 2007 the Environmental Planning Commission voted to approve Project 1000771/ 07EPC 07EPC 00444, a *Site Development Plan for Building Permit*, for Tract C, Cottonwood Pointe, based on the following Findings and subject to the following:

FINDINGS:

1. This is a request for approval of a site development plan for building permit for Tract C, Cottonwood Pointe, an approximately 7 acre site located between Irving Blvd. and Eagle Ranch Rd., zoned SU-1 for R-2, C-2 and IP uses.
2. This proposal replaces the previously approved site development plan for building permit (01EPC-01801, Oct. 2001).
3. The proposal complies with regulations for the R-2 zone (Section 14-16-2-11) and with general regulations in the Zoning Code relevant to a multi-family residential development, with the exception of the retaining wall design.
4. The proposal generally complies with the approved site development plan for subdivision design guidelines (#1000771, 0128-01120, Oct. 19, 2000).
5. The proposal furthers a preponderance of goals, policies and design guidelines in the Comprehensive Plan (CP), West Side Strategic Plan (WSSP) and the Coors Corridor Plan (CCP), including:
 - a. Policies II.B.5.h., II.D.4.c (CP) and design guidelines for residential development (WSSP, p. 171) concerning appropriate locations for higher density housing.
 - b. Policies II.B.5.k, II.C.4.a. (CP) concerning development of land on arterial streets.
 - c. Policies II.D.4.g. (CP) concerning connectivity of new development for pedestrians and cyclists.
 - d. Design Guideline for residential development (p. 171) and Policy 4.10 (WSSP), Policy 4.b.7 (CCP) because it supports travel by foot, bicycle and transit.
 - e. Policy 4.b.5 (CCP) because off-street parking is located behind buildings on street frontages.

6. The proposal conflicts with the Design Guideline concerning Visual Assets (WSSP, p. 168) and Policy 4.b.2 (CCP) because Building 7 obstructs views from two homes on New Vistas Court and views from Irving Blvd.
7. The proposal partially conflicts with Design Guidelines concerning Fences and Walls (WSSP, p. 174) because the residential development has gated vehicular access.
8. The Albuquerque Public Schools commented that: James Monroe Middle School and Cibola High School are exceeding capacity; a new northwest high school will open in 2007/2008; Petroglyph Elementary School is nearing capacity. The applicant is aware that payment of an APS facility fee may be required at the Development Review Board.

CONDITIONS:

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). 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. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
 3. The applicant shall demonstrate how the Water Management Goal, Section II.D.2 of the Comprehensive Plan is being met (other than selection of plants), such as rainwater harvesting for irrigation, porous paving, or curb cuts as demonstrated on the site plan. 5% of the paving shall be pervious paving
 4. Sheet SDP1 shall include the existing apartment buildings within 20 ft of the north boundary of the site.
 5. All retaining walls shall comply with Section 14-16-3-19 of the Zoning Code, including regulation (B)(c). Upper tiers of interior retaining walls shall be finished in the same manner as the wall along Irving Blvd., as currently indicated on the site development plan or with split faced CMU.
 6. The compact parking spaces shall be distributed across the development, such that no more than half of the spaces in any lot between building tiers are compact spaces.
 7. A minimum of one crosswalk shall be added midway across the two upper tier parking lots.
-

OFFICIAL NOTICE OF DECISION

MAY 17, 2007

PROJECT #1000771

Page 5 OF 7

8. Keyed Note #6, SDP1: Add "to be coordinated with future development on neighboring property".
9. Playground features and equipment shall be listed on the site development plan for building permit (Keyed Note 37, SDP1).
10. Add a note on SDP1 stating that the design and materials of accessory site elements, including the maintenance building, shall be compatible with the architecture of the main buildings.
11. Amend the Landscape Plan as follows:
 - a. Correct landscape calculations in relation to off-site area.
 - b. Increase the proportion of low water use plants to a minimum of one half in terms of number of plants, including trees.
 - c. Use shorter-canopied and/or ornamental street trees on Irving Blvd. as per the approved subdivision design guidelines.
 - d. Replace Scotch Broom with Lena's Broom or other less invasive variety.
 - e. Replace Threadgrass with less-invasive Maiden Grass or Deer Grass.
 - f. Replace Kentucky Coffee Tree, where they are proposed near parking areas and sidewalks, with Chinese Pistache or Common Hackberry.
12. Add between 2 to 4 stucco finish colors on the elevations, including earth tones, to allow for more color variation within the development (Keyed Note 1 on SDP5 -- 8).
13. Amend General Note D. of SDP1 by replacing 'screened from view to the greatest extent practical' with "Rooftop equipment shall be below the top of parapet and screened from view from nearby properties".
14. Correct labeling of north and south elevations of Building 2 (SDP5 & 6).
15. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT, WATER AUTHORITY and NMDOT:
 - a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
 - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
 - c. All drive aisles to be 24' wide minimum.

- d. Provide queuing analysis to verify main gate location.
 - e. Emergency access gate should be located 20' from face of curb on Irving (i.e. visible from Irving). Sign emergency access drive (i.e. emergency access only or no access or no outlet, etc.) for the benefit of residents and drivers on Irving.
 - f. Site plan shall comply and be designed per DPM Standards.
 - g. Platting must be a concurrent DRB action.
 - h. Construct a pedestrian and bicycle access through the perimeter wall along the southern most boundary of the site adjacent Irving Boulevard and a *minimum* 6 foot wide connecting pathway (to ADA standards; with bollards at the Irving Boulevard connection) extending into the interior of the site in the vicinity of buildings 7 and 8.
16. The gates across the vehicular drives off Eagle Ranch Rd. shall be eliminated. The gate across the emergency vehicular access off Irving Blvd. shall remain.
17. Patio and building walls shall not be made of heat-absorbent material such as corrugated metal.
18. All colored metal shall have a powder-coated baked finish.
19. Motorcycle parking shall be designated on the site plan.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY **JUNE 1, 2007** IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC's RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC's DECISION.

Appeal to the City Council: Persons aggrieved with any determination of the Environmental Planning Commission acting under this ordinance and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If they decide that all City plans, policies and ordinances have not been properly followed, they shall hear the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

OFFICIAL NOTICE OF DECISION
MAY 17, 2007
PROJECT #1000771
Page 7 OF 7

YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

Successful applicants should be aware of the termination provisions for Site Development Plans specified in Section 14-16-3-11 of the Comprehensive Zoning Code. Generally plan approval is terminated 7 years after approval by the EPC

Sincerely,


for Richard Dineen
Planning Director

RD/CT/ac

cc: Dekker Perich Sabatini, 7601 Jefferson NE, Suite 100, Albuquerque, NM 87109
Fred Hampton, Eagle Ranch NA, 9620 Stone St. NW, Albuquerque, NM 87114
Julia Moore, Eagle Ranch NA, 9208 C Anderson Dr. NW, Albuquerque, NM 87114
Larry Weaver, Paradise Hills Civic Assoc., 6001 Unitas Ct. NW, Albuquerque, NM 87114
Tom Anderson, Paradise Hills Civic Assoc., 10013 Plunkett Dr. NW, Albuquerque, NM 87114

7. Project # 1000771*

07EPC-00445 EPC Amendment
to Site Development Plan for
Subdivision
07EPC-00444 EPC Site
Development Plan-Building
Permit

DEKKER/PERICH/SABATINI agents for H.R. RENTAL
PROPERTIES INC. request the above actions for all or a
portion of Tracts C, **Cottonwood Pointe Subdivision**, zoned
SU-1 for R-2, C-2 and IP, located on EAGLE RANCH ROAD
NW, between EAGLE RANCH ROAD NW and IRVING BLVD.
NW, containing approximately 7 acres. (B-13) Carol Toffaleti,
Staff Planner **(APPROVED WITH CONDITIONS)**

STAFF PRESENT:

Carol Toffaleti, Planning Department

PERSONS PRESENT TO SPEAK IN FAVOR OF THIS REQUEST:

Nicole Sanchez, 7601 Jefferson NE
Max Perrell
Ron Witherspoon, 7601 Jefferson NE

THERE WAS NO ONE PRESENT TO SPEAK IN OPPOSITION OF THIS REQUEST:

MS. TOFFALETI: Reiterated comments made in the staff report in which approval was recommended for the site plan for building permit and site plan for subdivision with findings and conditions.

FINAL ACTION TAKEN

NOW, THEREFORE, BE IT RESOLVED THAT the Environmental Planning Commission voted to approve Project 1000771/ 07EPC 00445, a Site Development Plan for Subdivision Amendment, for Tract C, Cottonwood Pointe subdivision, based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for approval of an amendment to a site development plan for subdivision for Tract C, Cottonwood Pointe, an approximately 7 acre site located between Irving Blvd. and Eagle Ranch Rd., zoned SU-1 for R-2, C-2 and IP uses.
2. The request is to amend the previously approved site development for subdivision (Project #1000771, Case 0128-01199, Oct. 19, 2000) by changing the maximum floor area ratio from 0.35 to 0.50.

City of Albuquerque
Planning Department
Development Services Division
P.O. Box 1293
Albuquerque, New Mexico 87103

Date: October 20, 2000

OFFICIAL NOTIFICATION OF DECISION

American Realcorp
6 Boardwalk
Newport Beach, CA, 92660

FILE: 00128 00000 01199/00128 00000 01200
LEGAL DESCRIPTION: for Tracts E, F, and G,
Adobe Wells Addition, zoned SU-1 for IP, C-
2/R-2 Uses, located on Eagle Ranch Road NW
and Irving Boulevard, containing approximately
38.1 acres. (B-13) Russell Brito, Staff Planner

On October 19, 2000, the Environmental Planning Commission voted to approve 00128 00000 01199, a site development plan for subdivision, for Tracts E, F, and G, Adobe Wells Addition based on the following Findings and subject to the following Conditions:

FINDINGS:

1. This is a request for approval of a site development plan for subdivision for an approximately 38.1 acre site located adjacent to the Calabacillas Arroyo between Irving Boulevard NW and Eagle Ranch Road.
2. The site development plan for subdivision furthers the applicable Goals and policies of the *Comprehensive Plan* by creating the framework for a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.
3. The site development plan for subdivision furthers the applicable policies and intent of the *West Side Strategic Plan* by creating the opportunity for the development of multifamily housing, public facilities, educational and employment facilities, and other non-single family residential uses along with commercial services in a Community Adjacent Area.
4. The site development plan for subdivision furthers the applicable policies of the *Coors Corridor Plan* by proposing land uses with a development intensity that is compatible with the roadway function and existing zoning.
5. The site development plan for subdivision will meet all of the requirements of the *Zoning Code* by specifying all of the elements of a site development plan for subdivision.
6. The submittal will be adequate with some minor additions.

OFFICIAL NOTICE OF DECISION
00128 00000 01199/00128 00000 01200
OCTOBER 19, 2000
PAGE 2

7. Commercial development should be architecturally compatible to the apartment project directly adjacent to it.
8. Commercial development should be oriented to mitigate the impact upon adjacent residential from noise, lighting, odor, vigilant and visual impacts.
9. There should be pedestrian connections to connect the apartment complex to adjacent streets and to Tract E-2.

CONDITIONS:

1. The submittal of this site plan to the DRB shall meet all EPC conditions; a letter shall accompany the submittal, indicating all modifications that have been made to the site plan since the EPC submittal, including how the site plan has been modified to meet each of the EPC conditions.
 2. The maximum total dwelling units for residential uses shall be added to the subdivision sheet.
 3. No generic franchise architecture shall be allowed.
 4. All out buildings and canopies shall be architecturally integrated and compatible in materials and design.
 5. All garage and service doors shall be oriented away from single family and the apartments and shall have overhangs to mitigate sound transmission and create shade.
 6. There shall be connections from the apartment complex to the adjacent streets and to Tract E-2, and E2 to the adjacent streets and apartment complex and those are itemized 1-17 in the submitted site plan dated September 2000/ October 19, 2000.
 7. Monument signage shall be limited to a maximum of ten feet in height, one hundred square feet per face. Signage shall be a maximum of 6% to the façade to which is applied, maximum letter size shall be three feet, maximum logo size shall be three by three.
 8. Lighting within one hundred feet of residential shall be limited to sixteen feet in height.
 9. There shall be a six foot clear pedestrian way to connect E2 to the existing Credit Union.
 10. The ornamental street trees as proposed along Irving shall be located twenty-five feet on center in lieu of thirty foot on center street trees.
 11. Because of the change in elevation height screening in terms tents and parapets shall be used to screen mechanical equipment and penetrations on the commercial development to the property adjacent.
-

ZONING

Please refer to the Zoning Code for specifics of
The SU-1, R-2, C-2 and I-P zones

APPLICATION INFORMATION

City of Albuquerque



DEVELOPMENT/ PLAN REVIEW APPLICATION

SUBDIVISION

- ☐ Major Subdivision action
☐ Minor Subdivision action
☐ Vacation
☐ Variance (Non-Zoning)

SITE DEVELOPMENT PLAN

- ☒ for Subdivision
☒ for Building Permit
☐ Administrative Amendment (AA)
☐ IP Master Development Plan
☐ Cert. of Appropriateness (LUCC)

STORM DRAINAGE (Form D)

- ☐ Storm Drainage Cost Allocation Plan

Supplemental form

S Z ZONING & PLANNING

- ☐ Annexation
☐ County Submittal
☐ EPC Submittal
☐ Zone Map Amendment (Establish or Change Zoning)
☐ Sector Plan (Phase I, II, III)
☐ Amendment to Sector, Area, Facility or Comprehensive Plan
☐ Text Amendment (Zoning Code/Sub Regs)
☐ Street Name Change (Local & Collector)
☐ **APPEAL / PROTEST of...**
☐ Decision by: DRB, EPC, LUCC, Planning Director or Staff, ZHE, Zoning Board of Appeals

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICATION INFORMATION:

Professional/Agent (if any): RBA ARCHITECTS PHONE: 242-1859
ADDRESS: 1104 PARK AVE SW FAX: _____
CITY: ALBUQ. STATE NM ZIP 87102 E-MAIL: clouge@rba81.com

APPLICANT: BRAND ALLEN PHONE: 505-884-4699
ADDRESS: 9201 MONTGOMERY BLVD. NE, BUILDING 1 FAX: _____
CITY: ALBUQ. STATE NM ZIP 87111 E-MAIL: _____

Proprietary interest in site: _____ List all owners: _____

DESCRIPTION OF REQUEST: SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

Is the applicant seeking incentives pursuant to the Family Housing Development Program? ☐ Yes. ☒ No.

SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Lot or Tract No. TRACT 'C' Block: _____ Unit: _____
Subdiv/Addn/TBKA: COTTONWOOD POINTE
Existing Zoning: SU-1/TP/C-2/R-2 ^{uses} Proposed zoning: _____ MRGCD Map No _____
Zone Atlas page(s): B-13-Z UPC Code: 101306530811840440

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX-, Z-, V-, S-, etc.): _____

CASE INFORMATION:

Within city limits? ☒ Yes Within 1000FT of a landfill? No
No. of existing lots: 1 No. of proposed lots: 1 Total area of site (acres): 6.771 ACRES
LOCATION OF PROPERTY BY STREETS: On or Near: IRVING BLVD (294,959 SF)
Between: _____ and EAGLE RANCH ROAD

Check-off if project was previously reviewed by Sketch Plat/Plan ☐ or Pre-application Review Team ☐ Date of review: _____

SIGNATURE [Signature] DATE _____
(Print) RICK BENNETT Applicant ☐ Agent ☒

FOR OFFICIAL USE ONLY

- ☐ INTERNAL ROUTING
☐ All checklists are complete
☐ All fees have been collected
☐ All case #s are assigned
☐ AGIS copy has been sent
☐ Case history #s are listed
☐ Site is within 1000ft of a landfill
☐ F.H.D.P. density bonus
☐ F.H.D.P. fee rebate

Application case numbers

16 EPC 40007

Action

SBP

CME

ADV

Form revised 4/07

S.F.

Fees

\$385.00

\$50.00

\$75.00

Hearing date

April 14, 2016

2-24-16

Planner signature

Project #

1000271

Total
\$510.00

FORM P(1): SITE DEVELOPMENT PLAN REVIEW – E.P.C. PUBLIC HEARING

- ☐ **SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC16)** **Maximum Size: 24" x 36"**
☐ **IP MASTER DEVELOPMENT PLAN (EPC11)**

- 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
- Scaled Site Plan and related drawings (folded to fit into an 8.5" by 14" pocket) **20 copies.**
- For IP master development plans, include general building and parking locations, and design requirements for buildings, landscaping, lighting, and signage.
- Site plans and related drawings reduced to 8.5" x 11" format **(1 copy)**
- Zone Atlas map with the entire property(ies) clearly outlined
- Letter briefly describing, explaining, and justifying the request
- Letter of authorization from the property owner if application is submitted by an agent
- Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
- Completed Site Plan for Subdivision and/or Building Permit Checklist
- Sign Posting Agreement
- Traffic Impact Study (TIS) form with required signature
- Fee (see schedule)
- List any original and/or related file numbers on the cover application

EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

- ☒ **SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC15)** **Maximum Size: 24" x 36"**
☐ **SITE DEVELOPMENT PLAN and/or WAIVER OF STANDARDS FOR WIRELESS TELECOM FACILITY (WTF) (EPC17)**

- ☒ 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
- ☒ Site Plan and related drawings (folded to fit into an 8.5" by 14" pocket) **20 copies.**
- ☒ Site Plan for Subdivision, if applicable, previously approved or simultaneously submitted.
(Folded to fit into an 8.5" by 14" pocket.) **20 copies**
- ☒ Site Plans and related drawings reduced to 8.5" x 11" format **(1 copy)**
- ☒ Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied)
- ☒ Letter briefly describing, explaining, and justifying the request
- ☒ Letter of authorization from the property owner if application is submitted by an agent
- ☒ Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
- ☒ Sign Posting Agreement
- ☒ Completed Site Plan for Subdivision and/or Building Permit Checklist
- ☒ Traffic Impact Study (TIS) form with required signature
- Fee (see schedule)
- List any original and/or related file numbers on the cover application

NOTE: For wireless telecom facilities, requests for waivers of requirements, the following materials are required in addition to those listed above for application submittal:

- Collocation evidence as described in Zoning Code §14-16-3-17(A)(6)
- Notarized statement declaring number of antennas accommodated. Refer to §14-16-3-17(A)(13)(d)(2)
- Letter of intent regarding shared use. Refer to §14-16-3-17(A)(13)(e)
- Affidavit explaining factual basis of engineering requirements. Refer to §14-16-3-17(A)(13)(d)(3)
- Distance to nearest existing free standing tower and its owner's name if the proposed facility is also a free standing tower §14-16-3-17(A)(17)
- Registered engineer or architect's stamp on the Site Development Plans
- Office of Community & Neighborhood Coordination inquiry response as above **based on ¼ mile radius**

EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

- ☐ **AMENDED SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC01)** **Maximum Size: 24" x 36"**
☐ **AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC02)**

- Proposed amended Site Plan (folded to fit into an 8.5" by 14" pocket) **20 copies**
- DRB signed Site Plan being amended (folded to fit into an 8.5" by 14" pocket) **20 copies**
- DRB signed Site Plan for Subdivision, if applicable (required when amending SDP for Building Permit) **20 copies**
- Site plans and related drawings reduced to 8.5" x 11" format **(1 copy)**
- Zone Atlas map with the entire property(ies) clearly outlined
- Letter briefly describing, explaining, and justifying the request
- Letter of authorization from the property owner if application is submitted by an agent
- Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
- Sign Posting Agreement
- Completed Site Plan for Building Permit Checklist (not required for amendment of SDP for Subdivision)
- Traffic Impact Study (TIS) form with required signature
- Fee (see schedule)
- List any original and/or related file numbers on the cover application

EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

RICK BENNETT
 Applicant name (print)
[Signature]
 Applicant signature / date



Form revised November 2010

- ☐ Checklists complete
- ☐ Fees collected
- ☐ Case #s assigned
- ☐ Related #s listed

Application case numbers
16 EPC - 40007

[Signature] 2-20-16
 Planner signature / date
 Project #: 1010767

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: RBA ARCHITECTURE DATE OF REQUEST: 2/22/16 ZONE ATLAS PAGE(S): B-13-8

CURRENT:

ZONING SU-1

PARCEL SIZE (AC/SQ. FT.) 6.77/AC

REQUESTED CITY ACTION(S): 294,959 SF

ANNEXATION ☐

ZONE CHANGE ☐: From _____ To _____

SECTOR, AREA, FAC, COMP PLAN ☐

AMENDMENT (Map/Text) ☐

LEGAL DESCRIPTION:

LOT OR TRACT # C BLOCK # _____

SUBDIVISION NAME COTTONWOOD POINTE

SITE DEVELOPMENT PLAN:

SUBDIVISION* ☐ AMENDMENT ☐

BUILDING PERMIT ☒ ACCESS PERMIT ☐

BUILDING PURPOSES ☐ OTHER ☐

*includes platting actions

PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT ☐

NEW CONSTRUCTION ☒

EXPANSION OF EXISTING DEVELOPMENT ☐

GENERAL DESCRIPTION OF ACTION:

OF UNITS: 4

BUILDING SIZE: 30,000 (sq. ft.)

5,950
(2) 1,200

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

APPLICANT OR REPRESENTATIVE [Signature]

DATE 2/22/16

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

Planning Department, Development & Building Services Division, Transportation Development Section -
1st Floor West, 600 2nd St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES ☒ NO ☐ BORDERLINE ☐

THRESHOLDS MET? YES ☒ NO ☐

Notes:

MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: ☐

~~NO~~ - TRAFFIC STUDY SHALL BE SUBMITTED BY 3.16.16. IF NOT, TRANSPORTATION STAFF WILL RECOMMEND DEFERRAL TO EPC.

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.

[Signature]
TRAFFIC ENGINEER

2.24.16
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 1/1
-FINALIZED 1/1

TRAFFIC ENGINEER

DATE

Revised January 20, 2011

Terry O. Brown P.E.

Eagle Ranch Retail
(Irving Blvd. / Eagle Ranch Rd.)

Traffic Impact Study

May 13, 2016

DRAFT

Presented to:

City of Albuquerque
Transportation Development Section

Prepared for:

Brad Allen / Lance Sigmon
Allen Sigmon Real Estate Group
9201 Montgomery Blvd. NE Bldg.1
Albuquerque NM 87111



A handwritten signature in cursive script that reads "Terry O. Brown".

Terry O. Brown P.E.
P.O. Box 92051
Albuquerque, NM 87199
505 · 883 · 8807

Eagle Ranch Retail (Irving Blvd. / Eagle Ranch Rd.) TRAFFIC IMPACT STUDY

Table of Contents

STUDY PURPOSE	1
STUDY PROCEDURES	1
GENERAL AREA CHARACTERISTICS	2
AREA STREET NETWORK.....	2
EXISTING TRAFFIC VOLUMES.....	3
EXISTING (2016) LEVELS OF SERVICE	3
PROPOSED DEVELOPMENT.....	3
TRIP GENERATION	4
TRIP DISTRIBUTION.....	4
COMMERCIAL LAND USES.....	4
TRIP ASSIGNMENT	4
BACKGROUND TRAFFIC GROWTH	5
AREA TRANSPORTATION.....	5
PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2018 BUILDOUT.....	6
INTERSECTION CAPACITY ANALYSIS	6
RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES.....	7
IMPLEMENTATION YEAR (2018).....	7
Intersection #1 - Irving Blvd. / Coors Blvd. (Appendix Pages A-50 thru A-77).....	7
Intersection #2 - Paseo del Norte / Eagle Ranch Rd. (Appendix Pages A-50 thru A-77)	9
Intersection #3 - Irving Blvd. / Eagle Ranch Rd. (Appendix Pages A-50 thru A-77)	11
Intersection #4 - Coors By-pass / Eagle Ranch Rd. (Appendix Pages A-50 thru A-77)	13
Intersection #5 - Irving Blvd. / Golf Course Rd. (Appendix Pages A-50 thru A-77).....	15
IMPLEMENTATION YEAR (2018).....	17
Intersection #6 - Westside Dr. / Eagle Ranch Rd. (Appendix Pages A-50 thru A-77)	17
Intersection #7 - Driveway "A" / Irving Blvd. (Appendix Pages A-50 thru A-77).....	18
CONCLUSIONS	19
RECOMMENDATIONS	19
Appendix.....	20

Eagle Ranch Retail (Irving Blvd. / Eagle Ranch Rd.) TRAFFIC IMPACT STUDY

STUDY PURPOSE

This study is being conducted in conjunction with a request for approval of a mixed use development plan such as the one shown in the Appendix (Page A-3) of this report. The purpose of this study is to identify the impact of the Development on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system resulting from the implementation of the proposed plan. This report is being prepared to meet the requirements of the City of Albuquerque Transportation Development Section in association with the development of Eagle Ranch Retail located at the southwest corner of Westside Dr. / Eagle Ranch Rd.

STUDY PROCEDURES

A scoping meeting was held with City of Albuquerque Transportation staff (Racquel Michel) prior to beginning the study to discuss scope and methodology to be utilized within the report. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition. See. Scoping Report Pages A-89 thru A-91.

The basic procedure followed is described below:

- 1) Calculate the generated trips for the proposed development consisting of the following described land uses (See more detailed table in Appendix Page A-7):
 - a) *Government Office Building (MVD)*
 - b) *Shopping Center*
- 2) Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on year 2018 population within a two (2) mile radius boundary of the proposed site as shown in Appendix on Page A-11 of this report. See Appendix Pages A-11 thru A-17.
- 3) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site. See Appendix Pages A-18 thru A-20 of this report.
- 4) Acquire recent traffic counts for all intersections to be analyzed in this report. See Appendix Pages A-78 thru A-83.
- 5) Calculate growth rate for the area utilizing a historic linear growth trendline of MRCOG's Traffic Flow Data from 2005 to 2014 to define area traffic growth rate. See Appendix Pages A-21 thru A-33.
- 6) Determine 2018 NO BUILD Volumes by growing the existing turning movement counts to the year 2018 utilizing the calculated annual historic growth rate for the area, and then adding in generated traffic volumes from the other approved projects. See Appendix Pages A-34 thru A-49.
- 7) Apply a pass-by trip rate of 25% to the driveways. See Appendix Page A-20.

- 8) Add in data from Trip Assignments Maps and Tables to the 2018 NO BUILD Volumes to obtain 2018 BUILD Volumes for this project. See Appendix Pages A-34 thru A-49.
- 9) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Irving Blvd. / Coors Blvd.	Traffic Signal	2018	2018
2) Paseo del Norte / Eagle Ranch Rd.	Traffic Signal	2018	2018
3) Eagle Ranch Rd. / Irving Blvd.	Traffic Signal	2018	2018
4) Coors By-Pass / Eagle Ranch Rd.	Traffic Signal	2018	2018
5) Irving Blvd. / Golf Course Rd.	Traffic Signal	2018	2018
6) Westside Dr. / Eagle Ranch Rd.	Stop Sign	2018	2018
7) Driveway "A" / Irving Blvd.	Stop Sign	N/A	2018

GENERAL AREA CHARACTERISTICS

The proposed development plan is located along the east side of Irving Blvd. west of Eagle Ranch Rd. as shown on the Vicinity Map on Page A-1 of the Appendix of this report. The property is located between Irving Blvd. and Eagle Ranch Rd. and bounded on the south by commercial property and on the north by an apartment complex. This project is located in a relatively active development area.

AREA STREET NETWORK

Paseo del Norte, Coors Bypass and Coors Blvd. are classified as Regional Principal Arterial roadways on the 2040 Long Range Roadway System Plan for the Albuquerque Urban Area (See Pages A-4 and A-5 in the Appendix). Paseo del Norte is an urban four lane paved divided roadway with raised medians and curbs and gutters on both sides of the street. The prevailing speed on Paseo del Norte is 45 M.P.H. Coors By-Pass near Eagle Ranch Rd. is a six lane paved urban street with curb and gutter on both sides of the street and raised medians in the center. The posted speed limit on Coors By-Pass near Eagle Ranch Rd. is 45 MPH. Coors Blvd. is a three and four-lane lane paved facility with a posted speed limit of 45 M.P.H.

Golf Course Rd. and Eagle Ranch Rd. are classified as Minor Arterial Streets on the 2040 Long Range Roadway System Plan for the Albuquerque Urban Area. They are primarily four lane paved urban roadways with speed limits of 35 MPH within the study area of this report.

Irving Blvd. is classified as a Community Principal Arterial Street on the 2040 Long Range Roadway System Plan for the Albuquerque Urban Area. It is generally a four lane paved urban roadway in the vicinity of Eagle Ranch Rd. The posted speed limit on Irving Blvd. near Eagle Ranch Rd. is 40 MPH.

Westside Dr. is not classified on the 2040 Long Range Roadway System Plan for the Albuquerque Urban Area. It is considered a local street with a speed limit of 25 MPH for the purpose of this report.

EXISTING TRAFFIC VOLUMES

2014 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-6 of the Appendix.

Existing AM and PM peak hour turning movement counts for the year 2016 were provided by the consulting engineer for the following intersections:

*Irving Blvd. / Coors Blvd.
Paseo del Norte / Eagle Ranch Rd.
Eagle Ranch Rd. / Irving Blvd.
Coors By-Pass / Eagle Ranch Rd.
Irving Blvd. / Golf Course Rd.
Westside Dr. / Eagle Ranch Rd.*

The counts are included in the Appendix on Pages A-78 thru A-83.

EXISTING (2016) LEVELS OF SERVICE

The Highway Capacity Manual defines Level of Service (LOS) for signalized intersections in terms of average controlled delay per vehicle as follows:

LOS A	10.0" or less	Most Vehicles do not stop
LOS B	10.1 to 20.0"	Some Vehicles stop
LOS C	20.1 to 35.0"	Significant number of vehicles stop.
LOS D	35.1 to 55.0"	Many vehicles stop.
LOS E	55.1 to 80.0"	Limit of acceptable delay.
LOS F	> 80.0"	Unacceptable delay.

Level of Service D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study. In addition to consideration of the overall level-of-service of the signalized intersection, the levels-of-service of each individual movement should be considered also.

Existing levels-of-service were not calculated due to the fact that they would be less than two years from the NO BUILD analysis. Therefore, the NO BUILD levels-of-service closely approximate the existing levels-of-service.

PROPOSED DEVELOPMENT

The proposed conceptual site plan associated with this project consists of approximately 14,400 S.F. of retail commercial uses, 5,950 S.F. New Mexico Department of Motor Vehicles and 30,090 S.F. health club. See Appendix Page A-3 for the proposed conceptual site plan.

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation report (9th Edition, 2012). Trips for the development were determined based on land uses defined on the Conceptual Site Development Plan on Page A-3 in the Appendix of this report.

The resulting number of trips generated for the proposed development are summarized in the following table:

Eagle Ranch Retail Development (Eagle Ranch Rd. / Irving Blvd.) **Trip Generation Data (ITE Trip Generation Manual - 9th Edition)**

COMMENT	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT
<u>Summary Sheet</u>		Units				
NM DMV (Phase 1)	Government Office Building (730)	5.95	410	29	6	2
Phase 1 Retail	Shopping Center (820)	14.40	1,927	30	18	78
Phase 2 Retail	Shopping Center (820)	30.00	3,105	46	28	128
	Subtotal		5,442	105	52	208
	Pass-By Trips	25%		-26	-13	-52
	Total Primary Trips			79	39	156

A Pass-by trip rate of 25 percent was used for the analysis.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Trips were distributed as follows:

Commercial Land Uses

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2018 projected population of Data Analysis Subzones within a two-mile radius of the proposed development. Population data for the years 2005 and 2020 were taken from the 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico, supplied by the Mid Rio Grande Council of Governments (MRCOG). Population data from the years 2015 and 2025 was interpolated linearly to obtain 2018 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones is shown in the Appendix on Pages A-11 thru A-16. The Trip Distribution Map is shown in the Appendix on Page A-17.

TRIP ASSIGNMENT

Trip assignments are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip

assignments are shown in the Appendix on Pages A-18 thru A-19. In addition, a 25% pass-by trip assignment was applied to this project as shown on Page A-20.

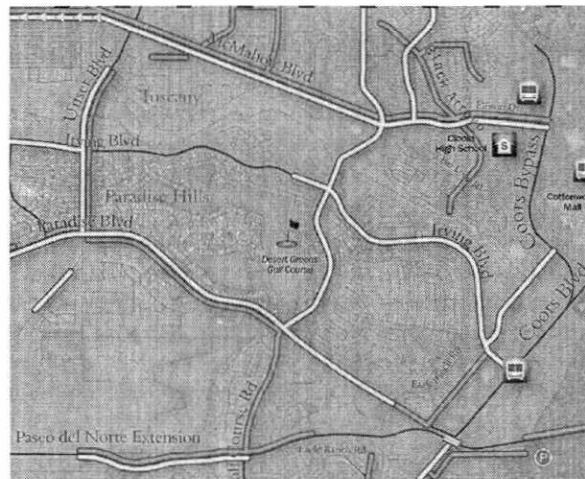
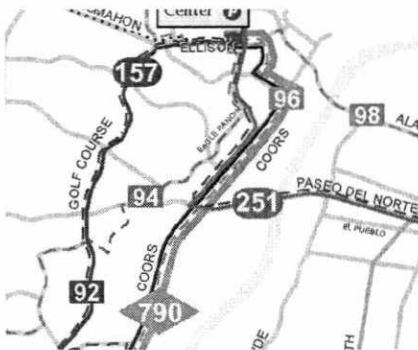
BACKGROUND TRAFFIC GROWTH

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the 2005 thru 2014 Traffic Flow maps prepared by the Mid-Region Council of Governments. Almost all of the Traffic Flow Data for the years 2005 thru 2014 taken from the MRCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear "regression trend line" calculated using the equation format $y=mx+b$. The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent AWDT used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the growth rate for each approach if that calculated rate appeared feasible. However, there were some instances where the rate indicated a negative growth trend. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was considered. Due to the potential for growth in the area, it was believed that a zero percent growth rate was inappropriate for this study. Additionally, if the R^2 value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered or a generic growth rate of 0.5% was used. Historical Growth Rate Graphs with linear regression trendlines are shown in the Appendix on Pages A-21 thru A-33.

The growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (see Appendix Pages A-36 thru A-48).

AREA TRANSPORTATION

The following maps show the bicycle routes and ABQ Ride routes in the area.



See the Appendix for complete ABQ Ride route information.

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2018 BUILDOUT

The calculated growth rates were applied to the most recent peak hour traffic counts furnished by the consulting engineer to establish the 2018 background traffic volumes. To these volumes, the generated trips based on implementation of the proposed Eagle Ranch Retail Development Plan were added to obtain BUILD volumes for the intersection analyses. See Appendix Pages A-34 thru A-49 for further information regarding turning movement counts.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, 2010, using Synchro 9 software.

Capacity analyses were performed for the following traffic conditions.

- 2018 without development of the subject property (2018 NO BUILD)
- 2018 with total development as per the Proposed Site Plan (2018 BUILD)

Due to the fact that the implementation year is only two years in the future, no existing condition analysis was performed.

The results of the existing, 2018 NO BUILD and 2018 BUILD capacity analyses are summarized in the following sections - *Results of Signalized and Unsignalized Intersection Capacity Analyses*.

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2018)

Intersection #1 - Irving Blvd. / Coors Blvd. (Appendix Pages A-50 thru A-77)

The results of the 2018 implementation year analysis of the signalized intersection of Irving Blvd. / Coors Blvd. are summarized in the following table:

Intersection: 1 - IRVING BLVD. / COORS BLVD.

2018 AM Peak Hour BUILD						2018 PM Peak Hour BUILD					
(EXIST. GEOM.)						(EXIST. GEOM.)					
NO BUILD			BUILD			NO BUILD			BUILD		
Lanes	LOS-Delay		Lanes	LOS-Delay		Lanes	LOS-Delay		Lanes	LOS-Delay	
EB	L	2 E - 71.2	2	E - 71.4		L	2 F - 211	2	F - 230		
	T	1 E - 69.5	1	E - 69.3		T	1 E - 61.5	1	E - 61.5		
	R	> E - 69.5	>	E - 69.3		R	> E - 61.5	>	E - 61.5		
WB	L	2 E - 70.8	2	E - 70.8		L	2 F - 125	2	F - 125		
	T	2 E - 67.8	2	E - 67.8		T	2 E - 70.9	2	E - 70.9		
	R	> E - 68.6	>	E - 68.6		R	> E - 73.3	>	E - 73.3		
NB	L	2 F - 174	2	F - 179		L	2 F - 509	2	F - 472		
	T	4 A - 6.1	4	A - 6.1		T	4 B - 13.8	4	B - 13.9		
	R	1 A - 3.6	1	A - 3.7		R	1 A - 5.3	1	A - 5.3		
SB	L	1 E - 68.2	1	E - 68.2		L	1 E - 75.8	1	E - 75.8		
	T	3 B - 10.3	3	B - 10.3		T	3 F - 731	3	F - 746		
	R	1 A - 4.8	1	A - 4.8		R	1 B - 10.2	1	B - 10.7		
Intersection:		C - 25.6		C - 26.1		F - 489		F - 495			

Note: ">" designates a shared right or left turn lane.

The analysis indicates that the signalized intersection of Irving Blvd. / Coors Blvd. operates at a less than desirable level-of-service for the 2018 PM Peak Hour NO BUILD and BUILD conditions. Excessive delays will also be experienced for specific movements during the AM Peak Hour NO BUILD and BUILD conditions. This intersection is completely built out and does not allow for any physical improvements. The excessive delays are an existing condition at the intersection and the proposed development only adds 9 vehicles to the existing 4,405 vehicles at the intersection during the AM Peak Hour and 32 vehicles to the existing 7,351 vehicles at the intersection during the PM Peak Hour. Therefore, no recommendations are made for the intersection of Irving Blvd. / Coors Blvd.

The queuing analysis for this intersection are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Eagle Ranch Retail (Irving Blvd. / Eagle Ranch Rd.)
 Intersection: Irving Blvd. / Coors Blvd.

2018

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	88	235	1	33	Cont	0	744	0
AM NO BUILD Queue	2	89	100	1	33	75	0	751	>1,000 *
AM BUILD Queue	2	91	100	1	33	75	0	753	>1,000 *
Existing Lane Length	2	204	235	1	39	Cont	0	432	0
PM NO BUILD Queue	2	206	200	1	39	100	0	436	600
PM BUILD Queue	2	214	200	1	40	100	0	444	600
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	60	140	2	17	Cont	0	14	0
AM NO BUILD Queue	2	61	75	2	17	50	0	14	50
AM BUILD Queue	2	61	75	2	17	50	0	14	50
Existing Lane Length	2	109	140	2	109	Cont	0	48	0
PM NO BUILD Queue	2	110	125	2	110	125	0	48	100
PM BUILD Queue	2	110	125	2	111	125	0	48	100
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	292	515	4	1,333	Cont	1	59	505
AM NO BUILD Queue	2	295	275	4	1,346	550	1	60	125
AM BUILD Queue	2	298	275	4	1,346	550	1	60	125
Existing Lane Length	2	937	515	4	3,171	Cont	1	100	505
PM NO BUILD Queue	2	946	700	4	3,203	>1,000 *	1	101	175
PM BUILD Queue	2	953	700	4	3,203	>1,000 *	1	101	175
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	17	230	3	1,673	Cont	1	32	270
AM NO BUILD Queue	1	17	50	3	1,690	850	1	32	75
AM BUILD Queue	1	17	50	3	1,690	850	1	36	100
Existing Lane Length	1	41	230	3	1,909	Cont	1	181	270
PM NO BUILD Queue	1	41	100	3	1,928	>1,000 *	1	183	300
PM BUILD Queue	1	41	100	3	1,928	>1,000 *	1	190	300

AM
PM
 Cycle Length: 140 140

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The queueing analysis recommends lengthening the northbound left turn lane from 515 feet to 700 feet plus transition for both the NO BUILD and BUILD conditions. The northbound left turn lane cannot be lengthened without adversely affecting the northbound turn lane to the south. Therefore, no recommendations are made for the queueing at the intersection of Irving Blvd. / Coors Blvd.

Intersection #2 - Paseo del Norte / Eagle Ranch Rd. (Appendix Pages A-50 thru A-77)

The results of the 2018 implementation year analysis of the signalized intersection of Paseo del Norte / Eagle Ranch Rd. are summarized in the following table:

Intersection: 2 - PASEO DEL NORTE / EAGLE RANCH RD.

2018 AM Peak Hour BUILD						2018 PM Peak Hour BUILD					
		(EXIST. GEOM.)						(EXIST. GEOM.)			
		NO BUILD		BUILD				NO BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay			Lanes	LOS-Delay	Lanes	LOS-Delay
EB	L	1	C - 23.6	1	C - 23.8	L	1	F - 112	1	F - 111	
	T	2	F - 298	2	F - 298	T	2	B - 15.1	2	B - 15.4	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
WB	L	1	B - 12.2	1	B - 12.2	L	1	B - 13.1	1	B - 13.7	
	T	2	B - 14.1	2	B - 14.1	T	2	D - 35.1	2	D - 38.2	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
NB	L	1	B - 17.9	1	B - 17.9	L	1	D - 48.5	1	D - 50.4	
	T	2	C - 22.5	2	C - 22.5	T	2	E - 56.6	2	E - 56.7	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
SB	L	2	F - 716	2	F - 717	L	2	F - 92.6	2	F - 99.8	
	T	2	C - 23.2	2	C - 23.4	T	2	E - 65.3	2	E - 63.4	
	R	>	C - 23.3	>	C - 23.4	R	>	E - 71.5	>	E - 68.8	
Intersection:		F - 351		F - 350				D - 44.6		D - 47.0	

Note: ">" designates a shared right or left turn lane.

This report indicates that the signalized intersection of Paseo del Norte / Eagle Ranch Rd. experiences excessive delays during the AM Peak Hour NO BUILD and BUILD conditions. Specific movements will also experience excessive delays during the PM Peak Hour NO BUILD and BUILD conditions. The traffic generated from the proposed development does not increase the delay during the AM Peak Hour and only adds 2.4 seconds of delay during the PM Peak Hour. Therefore, no recommendations are made for the intersection of Paseo del Norte / Eagle Ranch Rd.

The queuing analysis for this intersection are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Eagle Ranch Retail (Irving Blvd. / Eagle Ranch Rd.)
 Intersection: Paseo del Norte / Eagle Ranch Rd.

2018

Approach				Left Turns			Thru Movements			Right Turns		
Eastbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	48	185	2	1,623	Cont	1	47	340
AM NO BUILD Queue				1	50	75	2	1,685	600	1	49	75
AM BUILD Queue				1	56	75	2	1,685	600	1	49	75
<i>Existing Lane Length</i>				1	133	185	2	737	Cont	1	57	340
PM NO BUILD Queue				1	138	225	2	765	550	1	59	125
PM BUILD Queue				1	150	225	2	765	550	1	59	125
Westbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	36	230	2	383	Cont	1	288	460
AM NO BUILD Queue				1	36	50	2	387	175	1	291	225
AM BUILD Queue				1	36	50	2	387	175	1	294	225
<i>Existing Lane Length</i>				1	100	230	2	1,598	Cont	1	972	460
PM NO BUILD Queue				1	101	175	2	1,614	>1,000 *	1	982	>1,000 *
PM BUILD Queue				1	101	175	2	1,614	>1,000 *	1	988	>1,000 *
Northbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	28	170	2	63	Cont	1	125	140
AM NO BUILD Queue				1	29	50	2	66	50	1	131	125
AM BUILD Queue				1	29	50	2	69	50	1	131	125
<i>Existing Lane Length</i>				1	109	170	2	203	Cont	1	37	140
PM NO BUILD Queue				1	114	200	2	213	200	1	39	100
PM BUILD Queue				1	114	200	2	219	200	1	39	100
Southbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				2	896	210	2	140	Cont	0	15	0
AM NO BUILD Queue				2	905	350	2	141	100	0	15	25
AM BUILD Queue				2	906	350	2	143	100	0	18	25
<i>Existing Lane Length</i>				2	401	210	2	218	Cont	0	168	0
PM NO BUILD Queue				2	405	325	2	220	200	0	170	250
PM BUILD Queue				2	411	325	2	227	200	0	183	275

Cycle Length: AM PM
 65 130

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The queueing analysis recommends lengthening the eastbound (from 185 feet to 225 feet plus transition), northbound (from 170 feet to 200 feet plus transition) and southbound (from 210 to 350 feet plus transition) left turn lanes for both the NO BUILD and BUILD conditions. The proposed development contributes a minimal amount of traffic to the eastbound left turn lane and the lengthening would only allow for two additional vehicles and therefore, the developer should not be required to do this lengthening. The northbound left turn lane cannot be lengthened without adversely affecting the adjacent left turn lane to the south and the

southbound left turn lane cannot be lengthened without adversely affecting the adjacent left turn lane to the north. Therefore, no recommendations are made for the queuing at the intersection of Paseo del Norte / Eagle Ranch Rd.

Intersection #3 - Irving Blvd. / Eagle Ranch Rd. (Appendix Pages A-50 thru A-77)

The results of the 2018 implementation year analysis of the signalized intersection of Irving Blvd. / Eagle Ranch Rd. are summarized in the following table:

Intersection: 3 - IRVING BLVD. / EAGLE RANCH RD.

2018 AM Peak Hour BUILD						2018 PM Peak Hour BUILD					
		(EXIST. GEOM.)						(EXIST. GEOM.)			
		NO BUILD		BUILD				NO BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay			Lanes	LOS-Delay	Lanes	LOS-Delay
EB	L	1	E - 56.3	1	E - 56.2	L	1	D - 42.7	1	D - 42.8	
	T	2	E - 65.8	2	E - 65.7	T	2	D - 53.5	2	D - 53.6	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
WB	L	1	D - 54.6	1	D - 54.6	L	1	D - 43.6	1	D - 44.3	
	T	2	E - 56.7	2	E - 56.8	T	2	D - 53.3	2	D - 53.7	
	R	1	E - 56.9	1	E - 57.0	R	1	E - 74.6	1	E - 80.1	
NB	L	1	A - 7.6	1	A - 7.8	L	1	B - 14.1	1	B - 14.0	
	T	2	A - 8.8	2	A - 8.9	T	2	C - 24.8	2	C - 25.5	
	R	>	A - 8.8	>	A - 8.9	R	>	C - 24.8	>	C - 25.5	
SB	L	1	A - 6.7	1	A - 6.8	L	1	B - 18.3	1	B - 19.1	
	T	2	B - 11.9	2	B - 12.0	T	2	B - 17.1	2	B - 18.1	
	R	>	B - 11.9	>	B - 12.0	R	>	B - 17.1	>	B - 18.1	
Intersection:		C - 24.1		C - 24.0				D - 36.4		D - 37.0	

Note: ">" designates a shared right or left turn lane.

The analysis indicates that the signalized intersection of Irving Blvd. / Eagle Ranch Rd. operates at acceptable levels-of-service and delays for the 2018 AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions for the overall intersection. Specific movements will experience excessive delays during the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The traffic generated by the proposed development does not increase the delay at the intersection during the AM Peak Hour and increases the delay during the PM Peak Hour by only 0.6 seconds. Therefore, no recommendations are made for the intersection of Irving Blvd. / Eagle Ranch Rd.

The queuing analysis for this intersection are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Eagle Ranch Retail (Irving Blvd. / Eagle Ranch Rd.)

Intersection: Irving Blvd. / Eagle Ranch Rd.

2018

Approach				Left Turns			Thru Movements			Right Turns		
Eastbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	35	100	2	153	Cont	1	47	240
AM NO BUILD Queue				1	35	75	2	155	175	1	47	100
AM BUILD Queue				1	35	75	2	157	175	1	54	125
<i>Existing Lane Length</i>				1	145	100	2	378	Cont	1	87	240
PM NO BUILD Queue				1	146	250	2	382	325	1	88	175
PM BUILD Queue				1	146	250	2	390	325	1	118	200
Westbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	119	115	2	124	Cont	1	49	115
AM NO BUILD Queue				1	120	200	2	125	150	1	49	100
AM BUILD Queue				1	120	200	2	129	150	1	53	125
<i>Existing Lane Length</i>				1	163	115	2	389	Cont	1	246	115
PM NO BUILD Queue				1	165	275	2	393	325	1	248	375
PM BUILD Queue				1	165	275	2	400	350	1	255	375
Northbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	26	160	2	208	Cont	0	51	0
AM NO BUILD Queue				1	26	75	2	210	200	0	52	125
AM BUILD Queue				1	40	100	2	224	225	0	52	125
<i>Existing Lane Length</i>				1	87	160	2	822	Cont	0	207	0
PM NO BUILD Queue				1	88	175	2	830	625	0	209	325
PM BUILD Queue				1	116	200	2	858	650	0	209	325
Southbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	75	120	2	729	Cont	0	133	0
AM NO BUILD Queue				1	76	150	2	736	575	0	134	225
AM BUILD Queue				1	78	150	2	743	575	0	134	225
<i>Existing Lane Length</i>				1	123	120	2	378	Cont	0	54	0
PM NO BUILD Queue				1	124	225	2	382	325	0	55	125
PM BUILD Queue				1	132	225	2	412	350	0	55	125

AM PM
 Cycle Length: 140 140

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The queueing analysis recommends lengthening the eastbound (from 100 feet to 250 feet plus transition), westbound (from 115 feet to 275 feet plus transition), northbound (from 160 feet to 200 feet plus transition) and southbound (from 120 feet to 225 feet plus transition) left turn lanes for both the NO BUILD and BUILD conditions. These left turn lanes cannot be

lengthened without adversely affecting the adjacent left turn lanes; therefore, no recommendations are made for the queuing at the intersection of Irving Blvd. / Eagle Ranch Rd.

Intersection #4 - Coors By-pass / Eagle Ranch Rd. (Appendix Pages A-50 thru A-77)

The results of the 2018 implementation year analysis of the signalized intersection of Coors By-Pass / Eagle Ranch Rd. are summarized in the following table:

Intersection: 4 - COORS BYPASS / EAGLE RANCH RD.

2018 AM Peak Hour BUILD						2018 PM Peak Hour BUILD					
		(EXIST. GEOM.)						(EXIST. GEOM.)			
		NO BUILD		BUILD				NO BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay			Lanes	LOS-Delay	Lanes	LOS-Delay
EB	L	2	C - 22.3	2	C - 22.3	L	2	D - 39.1	2	D - 39.1	
	T	3	C - 24.7	3	C - 24.7	T	3	B - 18.4	3	B - 18.6	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
WB	L	2	C - 23.0	2	C - 23.1	L	2	D - 41.5	2	D - 40.5	
	T	3	B - 14.8	3	B - 14.8	T	3	D - 45.5	3	D - 45.3	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
NB	L	2	C - 23.8	2	C - 23.8	L	2	E - 80.0	2	E - 79.7	
	T	1	C - 23.0	1	C - 23.0	T	1	C - 30.9	1	C - 31.7	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
SB	L	2	C - 22.3	2	C - 22.4	L	2	D - 41.1	2	D - 41.2	
	T	2	C - 22.4	2	C - 22.4	T	2	D - 37.2	2	D - 37.3	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
Intersection:		C - 21.0		C - 21.1		D - 40.8		D - 40.7			

Note: ">" designates a shared right or left turn lane.

The analysis indicates that the signalized intersection of Eagle Ranch Rd. / Coors By-pass will operate at acceptable levels-of-service and delays for the projected 2018 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions. The northbound left turn lane will experience marginally excessive delays during the PM Peak Hour NO BUILD and BUILD conditions; however, the traffic generated by the proposed development will not increase the delay at the intersection during the PM Peak Hour and will increase the delay by only 0.1 seconds during the AM Peak Hour. Therefore, no recommendations are made for the intersection of Coors By-pass / Eagle Ranch Rd.

The queuing analysis for this intersection are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Eagle Ranch Retail (Irving Blvd. / Eagle Ranch Rd.)
 Intersection: Coors Bypass / Eagle Ranch Rd.

2018

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	16	190	3	1,494	Cont	1	183	305
AM NO BUILD Queue	2	16	25	3	1,509	400	1	185	175
AM BUILD Queue	2	16	25	3	1,509	400	1	200	175
Existing Lane Length	2	145	190	3	1,113	Cont	1	230	305
PM NO BUILD Queue	2	146	125	3	1,124	400	1	232	250
PM BUILD Queue	2	146	125	3	1,124	400	1	261	275
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	61	430	3	952	Cont	1	23	450
AM NO BUILD Queue	2	62	50	3	962	275	1	23	50
AM BUILD Queue	2	66	50	3	962	275	1	23	50
Existing Lane Length	2	211	430	3	2,221	Cont	1	182	450
PM NO BUILD Queue	2	213	150	3	2,243	725	1	184	200
PM BUILD Queue	2	221	150	3	2,243	725	1	184	200
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	111	225	1	25	Cont	1	12	270
AM NO BUILD Queue	2	112	75	1	25	50	1	12	25
AM BUILD Queue	2	112	75	1	25	50	1	12	25
Existing Lane Length	2	431	225	1	147	Cont	1	34	270
PM NO BUILD Queue	2	435	250	1	148	175	1	34	75
PM BUILD Queue	2	435	250	1	148	175	1	34	75
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	6	340	2	16	Cont	1	3	180
AM NO BUILD Queue	2	6	0	2	16	25	1	3	0
AM BUILD Queue	2	13	25	2	16	25	1	5	0
Existing Lane Length	2	113	340	2	265	Cont	1	60	180
PM NO BUILD Queue	2	114	100	2	268	175	1	61	100
PM BUILD Queue	2	146	125	2	268	175	1	69	100

AM PM
 Cycle Length: 65 90

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

No recommendations are made for the queueing at the intersection of Coors By-Pass / Eagle Ranch Rd.

Intersection #5 - Irving Blvd. / Golf Course Rd. (Appendix Pages A-50 thru A-77)

The results of the 2018 implementation year analysis of the signalized intersection of Irving Blvd. / Golf Course Rd. are summarized in the following table:

Intersection: 5 - IRVING BLVD. / GOLF COURSE RD.

2018 AM Peak Hour BUILD								2018 PM Peak Hour BUILD							
(EXIST. GEOM.)				(MIT. GEOM.)				(EXIST. GEOM.)				(MIT. GEOM.)			
NO BUILD		BUILD		BUILD		BUILD		NO BUILD		BUILD		BUILD			
Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay		
EB	L 2	C - 29.3	2	C - 29.3	2	C - 32.5	L 2	E - 69.3	2	F - 81.7	2	D - 38.8			
	T 2	D - 35.4	2	D - 35.7	2	D - 44.2	T 2	C - 27.3	2	C - 29.5	2	C - 29.7			
	R >	D - 36.2	>	D - 36.4	>	D - 45.3	R >	C - 27.4	>	C - 29.6	>	C - 29.9			
WB	L 1	C - 27.8	1	C - 28.0	1	C - 30.9	L 1	E - 64.7	1	E - 70.2	1	E - 59.7			
	T 2	B - 19.2	2	B - 19.2	2	C - 21.4	T 2	C - 27.4	2	C - 28.8	2	C - 31.8			
	R 1	C - 22.5	1	C - 22.8	1	B - 14.1	R 1	F - 176	1	F - 183	1	F - 270			
NB	L 1	B - 16.9	1	B - 16.9	1	B - 19.3	L 1	C - 27.2	1	C - 29.3	1	B - 15.3			
	T 2	C - 28.3	2	C - 28.9	2	D - 36.9	T 2	E - 69.3	2	E - 78.6	2	D - 39.6			
	R >	C - 28.1	>	C - 28.7	>	D - 36.6	R >	E - 68.7	>	E - 78.1	>	D - 39.2			
SB	L 2	F - 251	2	F - 264	2	E - 64.6	L 2	F - 109	2	F - 107	2	D - 36.9			
	T 2	F - 100	2	F - 101	2	D - 45.6	T 2	C - 33.8	2	D - 35.6	2	B - 17.8			
	R 1	B - 16.6	1	B - 16.6	1	B - 12.4	R 1	C - 28.0	1	C - 29.6	1	B - 12.1			
Intersection:		F - 90.7		F - 93.5		D - 43.7		E - 73.1		E - 78.7		E - 72.6			

Note: ">" designates a shared right or left turn lane.

Mitigation includes adding traffic signal equipment to make the WB and SB right turns permitted plus overlap.

The analysis demonstrates that the intersection of Irving Blvd. / Golf Course Rd. will experience excessive delays during both the AM Peak hour and PM Peak Hour NO BUILD and BUILD conditions. The intersection may be mitigated by adding traffic signal equipment to make the westbound and southbound right turns permitted plus protected.

The queuing analysis for this intersection are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Eagle Ranch Retail (Irving Blvd. / Eagle Ranch Rd.)
 Intersection: Irving Blvd. / Golf Course Rd.

2018

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	103	115	2	484	Cont	0	124	0
AM NO BUILD Queue	2	107	75	2	504	225	0	129	125
AM BUILD Queue	2	107	75	2	507	225	0	129	125
Existing Lane Length	2	88	115	2	200	Cont	0	56	0
PM NO BUILD Queue	2	92	100	2	208	150	0	58	100
PM BUILD Queue	2	92	100	2	214	150	0	58	100
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	14	170	2	70	Cont	1	178	250
AM NO BUILD Queue	1	14	25	2	71	50	1	180	175
AM BUILD Queue	1	17	25	2	73	50	1	186	175
Existing Lane Length	1	61	170	2	388	Cont	1	690	250
PM NO BUILD Queue	1	62	100	2	392	250	1	697	675
PM BUILD Queue	1	74	125	2	399	250	1	724	700
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	26	180	2	589	Cont	0	15	0
AM NO BUILD Queue	1	26	50	2	595	275	0	15	25
AM BUILD Queue	1	26	50	2	595	275	0	21	50
Existing Lane Length	1	115	180	2	1,095	Cont	0	28	0
PM NO BUILD Queue	1	116	150	2	1,106	600	0	28	50
PM BUILD Queue	1	116	150	2	1,106	600	0	39	75
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	2	574	190	2	1,098	Cont	1	51	115
AM NO BUILD Queue	2	580	275	2	1,109	450	1	52	75
AM BUILD Queue	2	592	275	2	1,109	450	1	52	75
Existing Lane Length	2	268	190	2	816	Cont	1	178	115
PM NO BUILD Queue	2	271	200	2	824	475	1	180	225
PM BUILD Queue	2	296	200	2	824	475	1	180	225

Cycle Length: AM PM
 70 100

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The queueing analysis recommends lengthening the westbound right turn lane from 250 feet to 350 feet and the southbound left turn lane from 190 feet to 275 feet plus transition for both the NO BUILD and BUILD conditions. The westbound right turn lane cannot be lengthened due to inadequate right-of-way and the southbound left turn lane cannot be lengthened without adversely affecting the adjacent left turn lane to the north. Therefore, no recommendations are made for the queueing at the intersection of Irving Blvd. / Golf Course Rd.

RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2018)

Intersection #6 - Westside Dr. / Eagle Ranch Rd. (Appendix Pages A-50 thru A-77)

The results of the analysis of the unsignalized intersection of Westside Dr. / Eagle Ranch Rd. are summarized in the following table:

Intersection: 6 - WESTSIDE DR. / EAGLE RANCH RD.

2018 AM Peak Hour BUILD						2018 PM Peak Hour BUILD					
(EXIST. GEOM.)						(EXIST. GEOM.)					
NO BUILD			BUILD			NO BUILD			BUILD		
Lanes	LOS-Delay		Lanes	LOS-Delay		Lanes	LOS-Delay		Lanes	LOS-Delay	
EB	L	> B - 14.2	>	C - 16.3		L	> B - 14.5	>	F - 85.4		
	T	1 B - 14.2	1	C - 16.3		T	1 B - 14.5	1	F - 85.4		
	R	> B - 14.2	>	C - 16.3		R	> B - 14.5	>	F - 85.4		
WB	L	> B - 13.1	>	B - 13.8		L	> D - 29.1	>	E - 40.1		
	T	1 B - 13.1	1	B - 13.8		T	1 D - 29.1	1	E - 40.1		
	R	> B - 13.1	>	B - 13.8		R	> D - 29.1	>	E - 40.1		
NB	L	1 A - 8.5	1	A - 8.6		L	1 A - 9.5	1	A - 9.9		
	T	2 A - 0.0	2	A - 0.0		T	2 A - 0.0	2	A - 0.0		
	R	> A - 0.0	>	A - 0.0		R	> A - 0.0	>	A - 0.0		
SB	L	1 A - 8.2	1	A - 8.2		L	1 A - 9.2	1	A - 9.2		
	T	2 A - 0.0	2	A - 0.0		T	2 A - 0.0	2	A - 0.0		
	R	> A - 0.0	>	A - 0.0		R	> A - 0.0	>	A - 0.0		
Intersection:		u - 1.8		u - 2.4		u - 2.2			u - 8.7		

Note: ">" designates a shared right or left turn lane.

The analysis demonstrates that the eastbound and westbound movements will experience excessive delays during the PM Peak Hour BUILD condition. However, there is a traffic signal to the south at Irving Blvd. / Eagle Ranch Rd. and a traffic signal to the north at Coors By-Pass / Eagle Ranch Rd. which will create gaps in traffic allowing the eastbound and westbound vehicles turning left to turn with greater ease onto Eagle Ranch Rd. than what is demonstrated in the table above. Therefore, no recommendations are made for the intersection of Westside Dr. / Eagle Ranch Rd.

The 60 or more vehicle per hour requirement to provide a right turn deceleration lane per the City of Albuquerque Process is not met at the intersection of Westside Dr. / Eagle Ranch Rd.

Intersection #7 - Driveway "A" / Irving Blvd. (Appendix Pages A-50 thru A-77)

The results of the analysis of the unsignalized intersection of Driveway "A" / Irving Blvd. are summarized in the following table:

Intersection: 7 - IRVING BLVD. / DRIVEWAY "A"

<u>2018 AM Peak Hour BUILD</u>						<u>2018 PM Peak Hour BUILD</u>					
(EXIST. GEOM.)						(EXIST. GEOM.)					
NO BUILD			BUILD			NO BUILD			BUILD		
Lanes	LOS-Delay		Lanes	LOS-Delay		Lanes	LOS-Delay		Lanes	LOS-Delay	
WB	L	1 A - 0.0	1	C - 15.6		L	1 A - 0.0	1	F - 120		
	R	> A - 0.0	>	C - 15.6		R	> A - 0.0	>	F - 120		
NB	T	2 A - 0.0	2	A - 0.0		T	2 A - 0.0	2	A - 0.0		
	R	> A - 0.0	>	A - 0.0		R	> A - 0.0	>	A - 0.0		
SB	L	> A - 0.0	>	A - 8.1		L	> A - 0.0	>	B - 12.9		
	T	2 A - 0.0	2	A - 0.3		T	2 A - 0.0	2	A - 0.9		
Intersection:		u - 0.0		u - 0.8				u - 0.0		u - 7.8	

Note: ">" designates a shared right or left turn lane.

The analysis demonstrates that the westbound movements will experience excessive delays during the PM Peak Hour BUILD condition. However, there is a traffic signal to the south at Irving Blvd. / Eagle Ranch Rd. and a traffic signal to the north at Irving Blvd. / Golf Course Rd. which will create gaps in traffic allowing the westbound vehicles turning left and right to turn with greater ease onto Irving Blvd. than what is demonstrated in the table above. Therefore, no recommendations are made for the intersection of Irving Blvd. / Driveway "A".

The 60 or more vehicle per hour requirement to provide a right turn deceleration lane per the City of Albuquerque Process is not met at the intersection of Westside Dr. / Eagle Ranch Rd.

It should be noted that Levels of Service (LOS) for unsignalized intersections cannot be compared directly with Levels of Service for signalized intersections. LOS for unsignalized intersections is based on reserve capacity, which is converted to generalized levels of delay; LOS for signalized intersections is based on actual delay in seconds.

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

<u>Average Delay</u>	<u>Level-of-Service</u>
<u>(secs)</u>	
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

<u>Average Delay</u> <u>(secs)</u>	<u>Level-of-Service</u>
≤ 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Generally Speaking, a Level-of-Service D or better is an acceptable parameter for design purposes.

CONCLUSIONS

This analysis was conducted using the following methodology: Trip Generation was established using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual (9th Edition). Generated Trips were distributed proportionately based on the Population Data Analysis Subzones within a two-mile radius of the proposed development for commercial properties; growth rate of background traffic volumes was established from DASZ Traffic Flow data from 2005 through 2014; and the intersection analyses were performed in accordance with the 2010 Highway Capacity Manual. The Traffic Impact Study showed a minimal impact on the adjacent transportation network based on 100% buildout of the proposed project.

In summary, the proposed development plan for commercial development presents no significant adverse impact to the adjacent transportation system provided that the following recommendations are followed:

RECOMMENDATIONS

- All design and construction for this project shall comply with City of Albuquerque requirements and shall insure that adequate site distances at the proposed access points.
- Driveways shall be constructed using a minimum of 25-foot radius curb returns. The driveways (Driveway "A" onto Irving Blvd. and Westside Dr. onto Eagle Ranch Rd.) shall be constructed with one exiting lane and one entering lane.
- **Irving Blvd. / Golf Course Rd.** – Install traffic signal equipment to make the westbound and southbound right turns permitted plus protected.

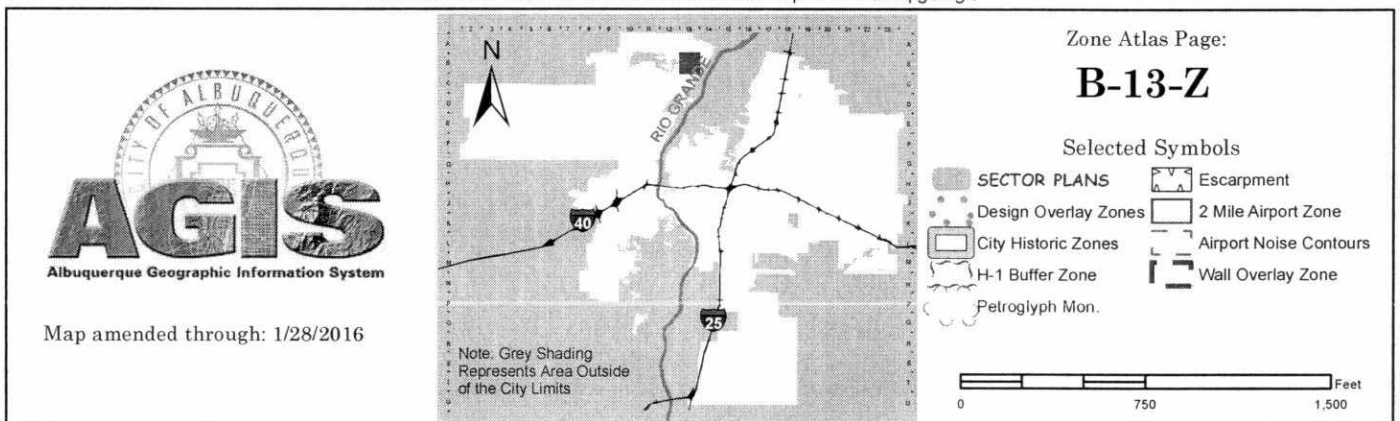
Appendix

<u>SITE INFORMATION</u>	
Vicinity Map	A-1
Aerial Photo – Street Network System	A-2
Conceptual Site Development Plan	A-3
2040 Long Range Roadway System Plan for the Albuquerque Urban Area	A-4 thru A-5
MRCOG's 2014 Traffic Flow Map for the Greater Albuquerque Area	A-6
<u>TRIP GENERATION</u>	
Trip Generation Summary Table	A-7
Individual Trip Generation Worksheets	A-8 thru A-10
<u>TRIP DISTRIBUTION</u>	
Data Analysis Subzone Map	A-11
Trip Distribution Worksheets	A-12 thru A-16
Trip Distribution Map	A-17
Trip Assignments Map (% Entering)	A-18
Trip Assignments Map (% Exiting)	A-19
Pass-by Trips Map	A-20
<u>HISTORIC GROWTH RATE ANALYSIS</u>	
AWDT Historic Growth Data Table	A-21
Individual Growth Charts w/ Trendline	A-22 thru A-33
<u>TURNING MOVEMENT COUNTS</u>	
2018 Summary Table of Intersection Turning Movement Volumes	A-34 thru A-35
Individual Intersection Turning Movement Counts Tables	A-36 thru A-49
<u>SIGNALIZED AND UNSIGNALIZED INTERSECTION ANALYSES</u>	
Signalized Intersection Analyses (Irving Blvd. / Coors Blvd.)	A-50 thru A-77
Signalized Intersection Analyses (Paseo del Norte / Eagle Ranch Rd.)	
Signalized Intersection Analyses (Eagle Ranch Rd. / Irving Blvd.)	
Signalized Intersection Analyses (Coors Bypass / Eagle Ranch Rd.)	
Signalized Intersection Analyses (Irving Blvd. / Golf Course Rd.)	
Unsignalized Intersection Analyses (Westside Dr. / Eagle Ranch Rd.)	
Unsignalized Intersection Analyses (Driveway "A" / Irving Blvd.)	
<u>MISCELLANEOUS DATA</u>	
Traffic Count Data	A-78 thru A-83
ABQ Ride Routes	A-84 thru A-88
Scoping Letter	A-89 thru A-91

APPENDIX



For more current information and details visit: <http://www.cabq.gov/gis>







LETTER OF AUTHORIZATION

February 18, 2016

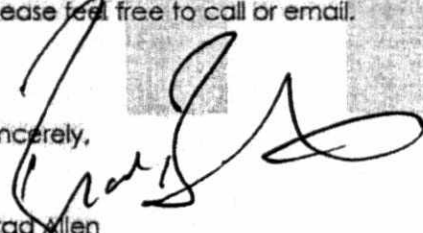
City of Albuquerque
Planning Department
Plaza del Sol
600 2nd NW
Albuquerque, NM 87102

Re: Eagle Ranch Retail

To Whom It May Concern:

RBA Architects is authorized to act as the agent for Eagle Ranch Retail for obtaining a Site Development Plan for Building Permit as referenced above. If you have any questions, please feel free to call or email.

Sincerely,


Brad Allen
Allen Sigmon Real Estate Group, LLC
9201 Montgomery Blvd. NE Building 1
Albuquerque, New Mexico 87111
Ph: (505) 884-4699



February 19, 2016

City of Albuquerque Planning Department
PO Box 1293
Albuquerque, NM 87013
(505) 924-3860

Attn: Jack Cloud

This submittal is for a Site Development Plan for Eagle Ranch Retail located between Eagle Ranch Road and Irving Blvd. The project is zoned SU-1 Cottonwood Ponte. This submittal is for Site Development Plan for building permit. The Project entails construction of a 30,000 sf Health club, a 6,000 sf New Mexico Motor Vehicle Department facility, and two small 7,200 sf Retail Buildings for various tenants. The uses proposed are consistent with the area which includes mixed commercial and residential uses.

We feel this project meets all zoning and planning requirements. Please contact our office with any questions.

Thank you

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bennett", with a long, horizontal flourish extending to the right.

Rick Bennett

NOTIFICATION &
NEIGHBORHOOD INFORMATION

ATTACHMENT A

(EPC SUBMITTAL) TRACT C, COTTONWOOD POINTE LOCATED ON EAGLE RANCH ROAD NW BETWEEN IRVING BOULEVARD NW AND WESTSIDE DRIVE NW zone map **K-14** for Doug Gallagher.

PARADISE HILLS CIVIC ASSOC. "R"

***Tom Anderson**

10013 Plunkett Dr. NW/87114 897-2593 (h)

Maria Warren

5020 Russell NW/87114 440-2240 (c)

WESTSIDE COALITION OF N.A.'S

***Gerald C. (Jerry) Worrall**, 1039 Pinatubo Pl. NW/87120 839-0893 (h) 933-1919 (c)

Harry Hendriksen, 10592 Rio Del Sole Ct. NW/87114-2701 890-3481 (h) 221-4003 (c)

***President of NA/HOA**

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02/16/2016

Sent To
Paradise Hills Civic Assoc. "R" *Tara Anderson*
Street, Apt. No., or PO Box No. 10013 Plunkett Dr NW
City, State, ZIP+4 ABQ NM 87114

PS Form 3800, August 2006 See Reverse for Instructions

7007 3020 0001 1077 1248

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Total Postage & Fees	\$6.74

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02/16/2016

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Westside Coalition of N.A.'s *Genal*
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City, State, ZIP+4 ABQ NM 87120

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02/16/2016

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Street, Apt. No., or PO Box No. 10592 Rio del Sol Ct. NW
City, State, ZIP+4 ABQ NM 87114-2701

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Total Postage & Fees	\$6.74

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02/16/2016

Sent To
Paradise Hills Civic Assoc. "R" *Tara Anderson*
Street, Apt. No., or PO Box No. 5020 Russell NW
City, State, ZIP+4 ABQ NM 87102

PS Form 3800, August 2006 See Reverse for Instructions



February 15, 2016

Paradise Hills Civic Assoc. "R"
Tom Anderson
10013 Plunkett Dr. NW
Albuquerque, NM 87114

Dear Mr. Anderson,

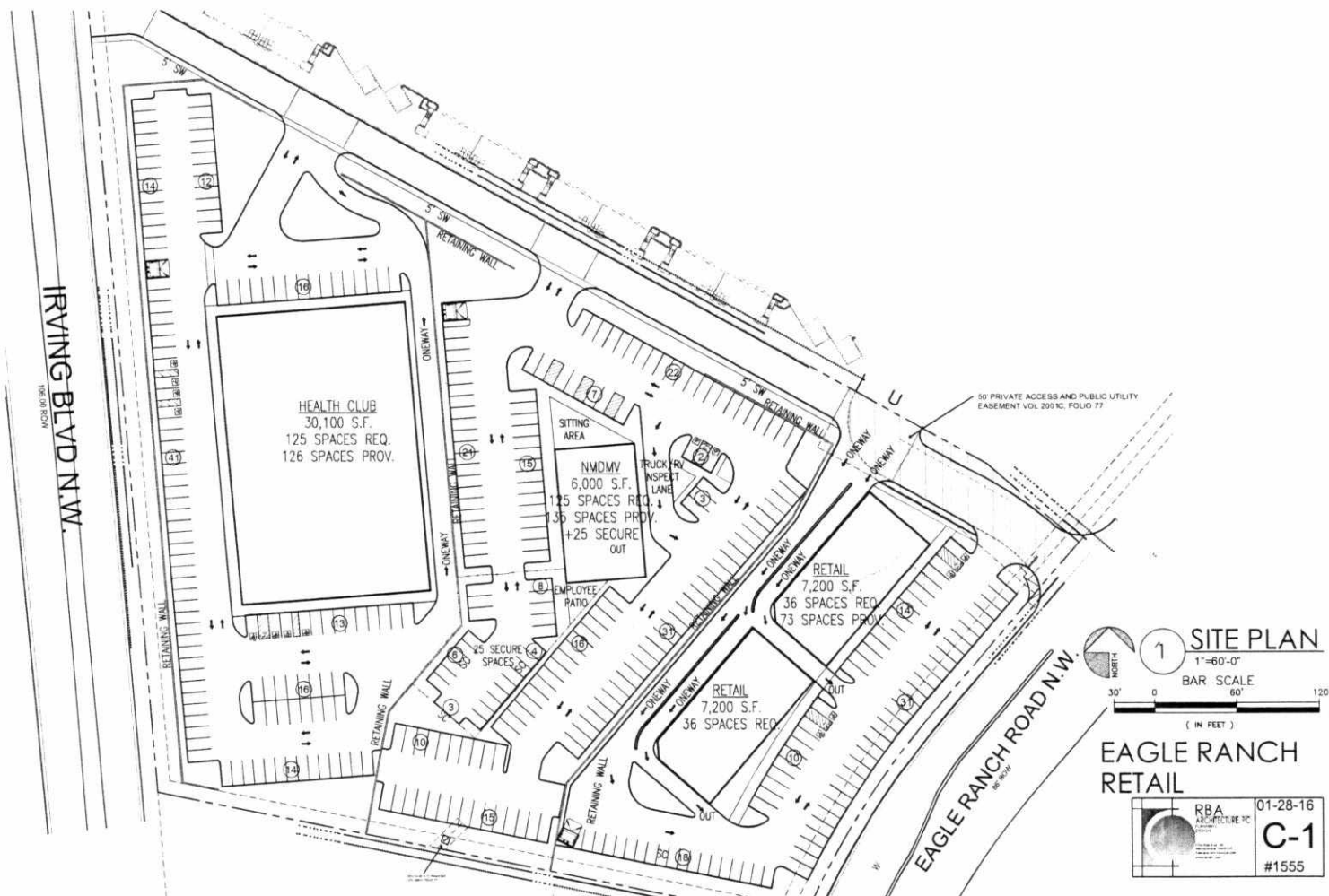
We are planning on developing Tract "C" Cottonwood Pointe, zoned SU-1, as a commercial development. The development will involve construction of a 30,090 sf Health Club, a 6,300 sf MVD center for the Motor Vehicle Department and two 7,200 sf small retail stores that can be divided up into small shops. Access to the individual buildings will be by an interior access road between Irving Blvd. NW and Eagle Ranch Road NW.

We hope you find this attached proposed development acceptable. Thank you for your time and consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Rick Bennett", with a long, sweeping horizontal line extending to the right.

Rick Bennett
Architect





February 15, 2016

Westside Coalition of N.A.'s
Harry Hendriksen
10592 Rio Del Sole Ct. NW
Albuquerque, NM 87114-2701

Dear Mr. Hendriksen,

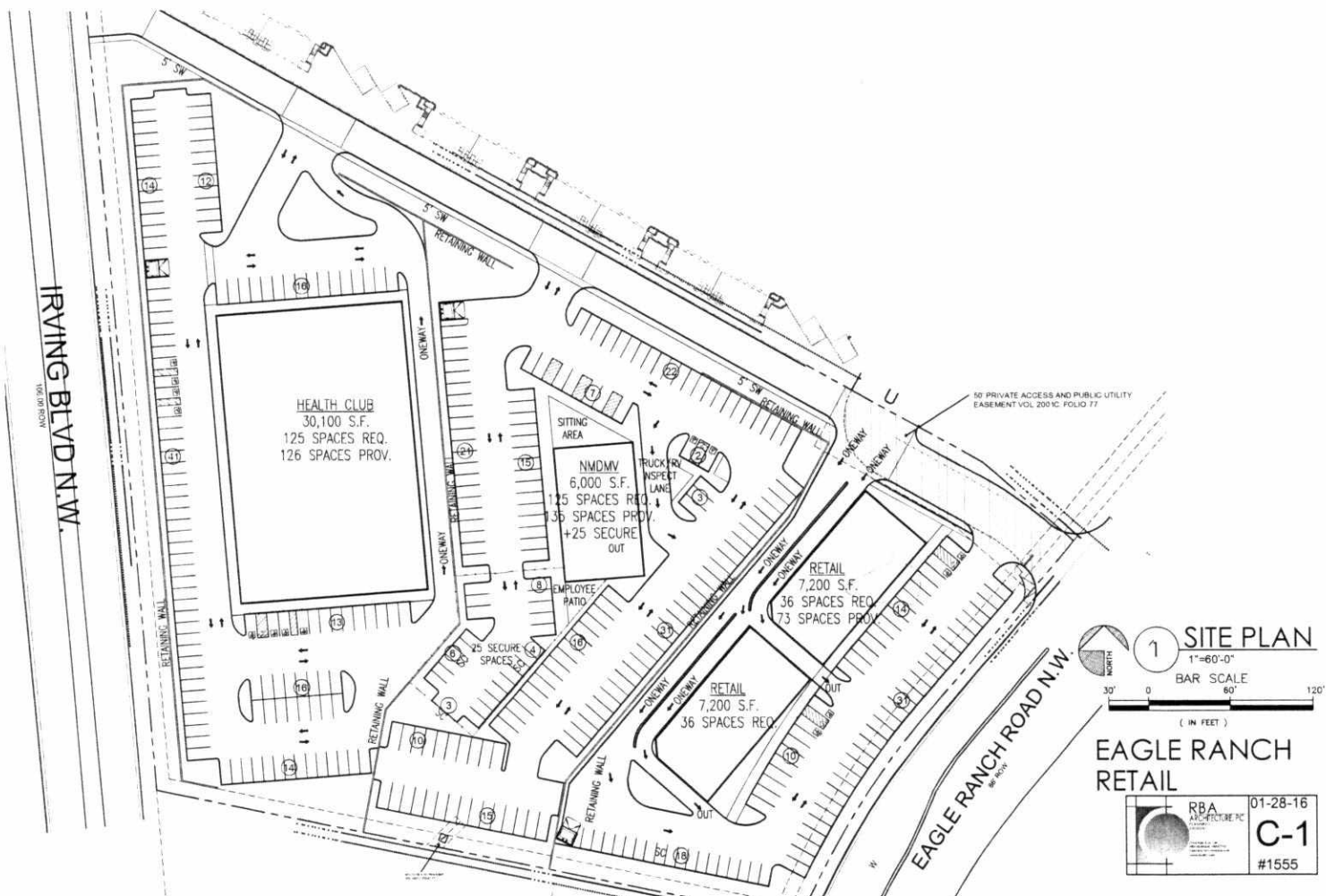
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Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bennett", with a long, horizontal flourish extending to the right.

Rick Bennett
Architect



**CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
PROPERTY OWNERSHIP LIST**

Hearing Date: Thursday, April 14, 2016

#1000771

Zone Atlas Page: B13

**Notification Radius: Neighborhood Associations
100ft plus r.o.w**

Cross Reference and Location: Irving Blvd & Eagle Ranch Road

Applicant: Brand Allen
9201 Montgomery Blvd. NE - Building 1
Albuquerque, NM 87111

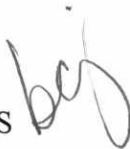
Agent: RBA Architects
1104 Park Ave SW
Albuquerque, NM 87111

Special Instructions:

**Notice must be mailed from the
City 15 days prior to the meeting.**

Date Mailed: 3/15/2016

Signature: BRANDEE JONES





1000771 Irving Blvd & Eagle Ranch Road



Legend

- ☐ Bernalillo County Parcels
- Municipal Limits**
 - Corrales
 - Edgewood
 - Los Ranchos
 - Rio Rancho
 - Tijeras
 - UNINCORPORATED
- World Street Map

Notes

202 ft.

1:3,628

0.1 0 0.04 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
3/2/2016 © City of Albuquerque

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THIS MAP IS NOT TO BE USED FOR LEGAL PURPOSES

Owner

NUNEZ FELIX S & JOSEPHINE A TRUSTEES NUNEZ RVT
GUADALQUIVIR LLC
BOKOR SYLVIA TRUSTEE BOKOR LIVING TRUST
VTR LOVELACE WESTSIDE LLC
HIMEL PAUL & NAGATHA & JAMES L
ARCHER JOHN T & MESSINA MICHAEL J & HUND JIM ETAL ATTN TRUST DEPARTMENT
SANCHEZ DIEGO J
EAGLE RANCH MEDICAL CENTER LLC
PITRE HOLDINGS LLC % ROBERT G PITRE
KIGER DONALD R & CHARLOTTE J
ALBUQUERQUE US EMPLOYEES FEDERAL CREDIT UNION
EAGLE VISTA LLC ATTN: BRAD B ALLEN
COMMUNITY BANK OF RAYMORE CORP TRUSTEE ABERNATHY TR & TRUSTEE STRONG TRUST
ASPEN RANCH PARTNERS LLC ATTN: CLUBHOUSE
RIVERPOINT ACQUISITION COMPANY LLC
CASTELLANO ORLANDO & REBECCA
SOTO JUAN
DESERT FUELS INC
DESERT SUNRISE PROPERTY & MANAGEMENT LLC
Tom Anderson - Paradise Hills Civic Assoc
Maria Warren - Paradise Hills Civic Assoc
Gerald C. Worrall - Westside Coalition of N.A.'s
Harry Hendriksen - Westside Coalition of N.A.'s
RBA Architects
Brand Allen

Owner Address

4107 NEW VISTAS CT NW
PO BOX 26207
4105 NEW VISTAS CT NW
353 N CLARK ST SUITE 3300
4205 NEW VISTAS CT NW
PO BOX 200
5659 NORTH AVE APT 7
1450 MARIA LN NE SUITE 200
9797 EAGLE RANCH RD NW
4115 NEW VISTAS CT NW
PO BOX 129
9201 MONTGOMERY NE BLDG 1
927 MILITARY
9677 EAGLE RANCH RD NW
4421 IRVING BLVD NW
4109 NEW VISTA CT NW
4119 NEW VISTAS CT NW
4421 IRVING BLVD SUITE A
8401 DESERT SUNRISE RD NE
10013 Plunkett Dr. NW
5020 Russell NW
1039 Pinatubo Pl. NW
10592 Rio Del Sole Ct. NW
1104 Park Ave SW
9201 Montgomery Blvd NE

Owner Address 2

ALBUQUERQUE NM 87114
ALBUQUERQUE NM 87125
ALBUQUERQUE NM 87114
CHICAGO IL 60654
ALBUQUERQUE NM 87114
RAYMORE MO 64083
SAN DIEGO CA 92116-2697
WALNUT CREEK CA 94596
ALBUQUERQUE NM 87114
ALBUQUERQUE NM 87114
ALBUQUERQUE NM 87103-0129
ALBUQUERQUE NM 87111
BAXTER SPRINGS KS 66713
ALBUQUERQUE NM 87114
ALBUQUERQUE NM 87114
ALBUQUERQUE NM 87114-0702
ALBUQUERQUE NM 87114
ALBUQUERQUE NM 87122
Albuquerque, NM 87 114
Albuquerque, NM 87 114
Albuquerque, NM 87120
Albuquerque, NM 87114-2701
Albuquerque, NM 87 102
Albuquerque, NM 87 111

SITE PLAN REDUCTIONS

106.00 ROW
IRVING BLVD N.W.

GENERAL NOTES:
A. ALL UNUSED CURB CUTS AS WELL AS BROKEN OR CRACKED SIDEWALK MUST BE REPLACED WITH SIDEWALK, OR CURB AND GUTTER PER CABQ. STANDARD SECTION 2400 DETAILS FOR PAVING.

△ FUTURE PHASE 2 DEVELOPMENT

29. STREET ADDRESS PER CABQ. REQUIREMENTS. CONTRACTOR TO VERIFY LOCATION WITH FIRE MARSHAL.
30. FIRE LANE MARKED ON THIS SIDE.
31. PEDESTRIAN PASSAGEWAY.
32. HANDICAP RAMP ACCESS W/TRAINGATED DOMES PER CABQ. REQUIREMENTS - SEE CIVIL.
33. CLEAR SIGHT DISTANCE - SEE DTL. 9/A-2.
34. "DO NOT ENTER" SIGNAGE - SEE DTL. 11/A-2.
35. NEW CROSS WALK TO BE STRIPPED PER CABQ. CODE STANDARDS.
36. CONC. WHEEL STOPS.
37. PAINTED "DO NOT ENTER" PER CABQ. REQUIREMENTS.
10. MOTORCYCLE PARKING SPACES 4'x8' PER CITY OF ALBU. STANDARDS.
11. BICYCLE REBBION RACK (5 BIKES PER RACK) SEE DTL. 5/A-2.
12. RETAINING WALL - SEE CIVIL.
13. FIRE HYDRANT AS REQUIRED BY FIRE DEPT.
14. TRASH ENCLOSURE TO MATCH BUILDING MATERIAL & COLOR - SEE DTL. 1/A-2.
15. PAINTED HANDICAP ACCESSIBLE ROUTE TO BUILDING PER CITY OF ALBU. STANDARDS SEE DTL. 9/A-2.
16. HANDICAP ACCESSIBLE RAMP TO BUILDING SEE DTL. 6/A-2.
17. SIAMSE FIRE DEPARTMENT CONNECTION.
18. P.L.V. VALVE.
19. FIRE PROTECTION BACKFLOW PREVENTER HOT BOX.
20. FIRE DEPARTMENT "XBOX" BOX" CONTRACTOR TO VERIFY LOCATION WITH FIRE MARSHAL.
21. CONC. "ROLLED" CURB - SEE CIVIL.
22. ELECTRIC WALL PACK LIGHTING.
23. EXIST. HANDICAP RAMP.
24. EXIST. ASPHALT PAVED ACCESS DRIVE.
25. OUTDOOR PATIO PER CABQ. REQUIREMENTS - 400 SF OR MORE.
26. 6" WIDE CONC. SIDEWALK.

PROJECT NUMBER: APPLICATION NUMBER:

See City Engineer's Office for 1/2" Scale Development Plan Approval. This plan is subject to the City Engineer's Office for 1/2" Scale Development Plan Approval. This plan is subject to the City Engineer's Office for 1/2" Scale Development Plan Approval.

CITY SITE DEVELOPMENT PLAN BOARD APPROVAL:

Traffic Engineer, Transportation Division	Date
Water Utility Department	Date
Parks & Recreation Department	Date
City Engineer	Date
Environmental Health Department (Conditional)	Date
Solid Waste Management	Date
OMB Chairperson, Planning Department	Date

KEYED NOTES:

1. 6" HIGH CURB AND GUTTER - SEE CIVIL.
2. CONC. SIDEWALK - SEE CIVIL.
3. ASPHALT PAVING - SEE CIVIL.
4. 2" WIDE PAINTED PARKING STRIPE PER CITY OF ALBU. STANDARDS.
5. HANDICAP SYMBOL PER CITY OF ALBU. STANDARDS.
6. HANDICAP ACCESSIBLE AISLE PER CITY OF ALBU. STANDARDS SEE DTL. 7/A-2.
7. STANDARD HANDICAP PARKING STALL PER CITY OF ALBU. STANDARDS SEE DTL. 7/A-2.
8. STANDARD HANDICAP VAN PARKING SPACE PER CITY OF ALBU. STANDARDS SEE DTL. 7/A-2.
9. HANDICAP ACCESSIBLE SIGNAGE PER CITY OF ALBU. STANDARDS TYPICAL EACH STALL SEE DTL. 8/A-2.



LEGAL DESCRIPTION:
TRACT 12, CORNERED FROM VOL. 2001C, FOLIO 77, 03-13-2001, 6.771 ACRES (29489.95)
INTERNATIONAL BUILDING CODE 2009
OCCUPANCY AND CLASSIFICATION: B - OFFICE, W - RETAIL
TYPE OF CONSTRUCTION (TABLE 503): 1-B
ALLOWABLE HEIGHT AND BUILDING AREA (TABLE 503): B OFFICE - 23,000, 3 STORY
RETAIL - 14,400, 2 STORY

ACTUAL BUILDING AREA: WAREHOUSE - 5,000 SF
RETAIL - 14,400 SF
TOTAL - 19,400 SF

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (TABLE 601): TYPE 2B - NONE
FIRE RESISTANCE RATING FOR EXTERIOR WALLS (TABLE 602): OCCUPANCY B, W - NONE

PARKING REQUIREMENTS:
14-8-4 OFF STREET PARKING REGULATIONS REQUIREMENTS:
OFFICES 1/200 SF = 5,000/200 SF = 25 SPACES
RETAIL 1/200 SF = 14,400/200 SF = 72 SPACES
TOTAL REQUIRED = 97 SPACES

SPACES PROVIDED: PROVIDED 214 SPACES (WAREHOUSE REQUESTED 25 SPACES FOR OVERNIGHT PARKING + 80 ADDITIONAL SPACES WERE 36 SPACES REQUIRED, 140 SPACES REQUIRED)
MOTORCYCLE PARKING PER 14-18-3-1 OFF STREET PARKING REQUIREMENTS: 140 SPACES REQUIRED
101-150 SPACES = 4 SPACES, 214 SPACES PROVIDED 151-300 SPACES = 5 SPACES, 10 SPACES PROVIDED
BICYCLE PARKING "NON-RESIDENTIAL" 1/200 SPACES = 214/200 = 11 BICYCLES REQUIRED, 5 BICYCLES PROVIDED 9 BICYCLES PER HOUR = 10 BICYCLES

EXISTING 50' PRIVATE ACCESS AND PUBLIC UTILITY EASEMENT VOL. 2001C, FOLIO 77

SITE DATA:
PHASE 1 SITE: 150,144 SF
BUILDINGS: 20,300 SF
PARKING: 113,300 SF
LANDSCAPE: 25,501 SF

RETAIL
7,200 S.F.
36 SPACES REQ.
BUILDING HT. 20'-0"

FOOD SERVICE
W/DRIVE THRU
7,200 S.F.
36 SPACES REQ.
BUILDING HT. 20'-0"

RETAIL
7,200 S.F.
36 SPACES REQ.
BUILDING HT. 20'-0"

FOOD SERVICE
W/DRIVE THRU
7,200 S.F.
36 SPACES REQ.
BUILDING HT. 20'-0"

RETAIL
7,200 S.F.
36 SPACES REQ.
BUILDING HT. 20'-0"

FOOD SERVICE
W/DRIVE THRU
7,200 S.F.
36 SPACES REQ.
BUILDING HT. 20'-0"

RETAIL
7,200 S.F.
36 SPACES REQ.
BUILDING HT. 20'-0"

FOOD SERVICE
W/DRIVE THRU
7,200 S.F.
36 SPACES REQ.
BUILDING HT. 20'-0"

EAGLE RANCH ROAD N.W.
96' ROW

1 SITE PLAN
1"=20'-0"
1"=20'-0"
1"=20'-0"
1"=20'-0"

EAGLE RANCH RETAIL
OVERALL ARCHITECTURAL SITE PLAN
ALBUQUERQUE, NEW MEXICO
PROJECT #1555

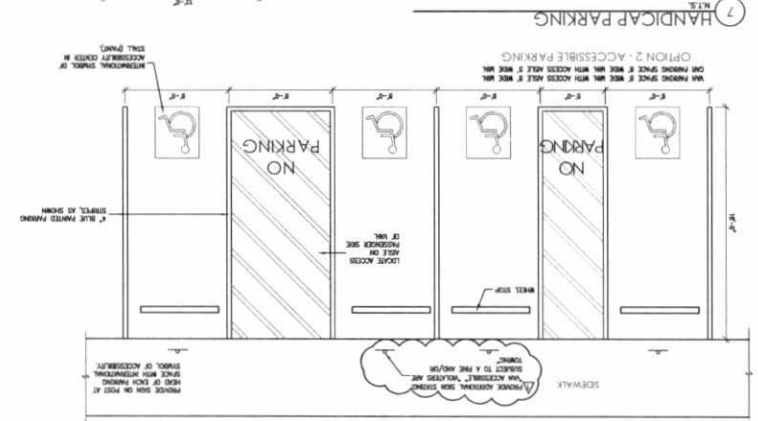
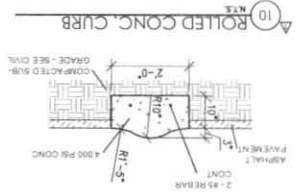
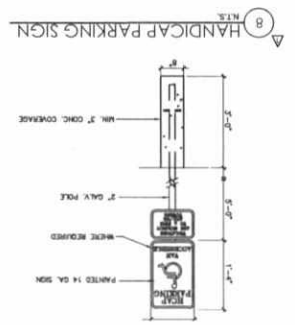
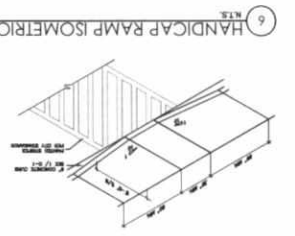
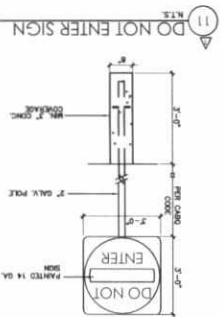
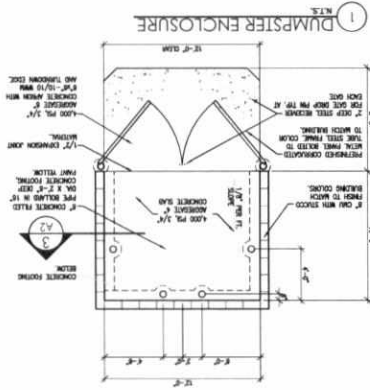
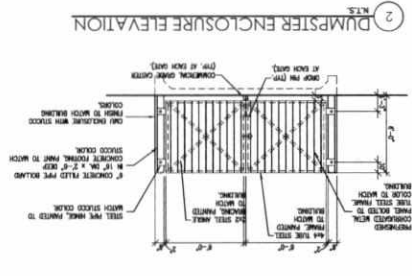
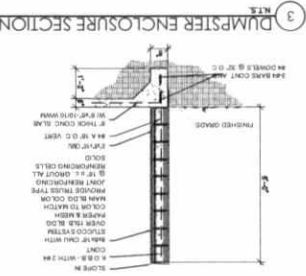
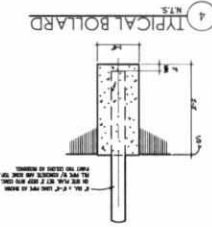
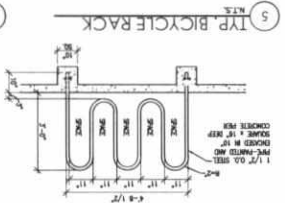
REVISION DATE
REV-1 3/8/2018
REV-2 5/25/2018



DATE: 02-24-2018

SHEET NUMBER

AS-1.0



AS-2.0

SHEET NUMBER

DATE: 02-24-2016

RA

ARCHITECT

REGISTERED ARCHITECT

NO. 1240

STATE OF NEW MEXICO

REVISION DATE: 3/9/2018

EAGLE RANCH RETAIL

ARCHITECTURAL SITE DETAILS

ALBUQUERQUE, NEW MEXICO

PROJECT #1555

PROPERTY ADDRESS
EAGLE RANCH ROAD NW
ALBUQUERQUE, NEW MEXICO

LEGAL DESCRIPTION
TRACT C
COTTONWOOD POINTE
ALBUQUERQUE, NEW MEXICO

SURVEY
ALL PROJECT SURVEYING BY
CONSTRUCTION SURVEY
TECHNOLOGIES, INC.

ITEM	EXISTING	PROPOSED
UTILITY POLE	no	
PROPERTY LINE	—	
SPOT ELEVATION	75.5	91.5
CONTOUR W/ ELEVATION	5800	5800
BLOCK WALL	////////	
RETAINING WALL	■■■■■	
STORM DRAIN	34" SD	24" SD
DIRECTION OF FLOW		←
DRAINAGE SWALE		←

INTRACELLULAR ACTIVITY

This Conceptual Grading and Drainage Plan outlines the grading criteria for construction and the drainage management criteria for controlling developed runoff on and exiting the project site. The plan consists of the design and construction of a Retail Center, with associated access, landscaping, drainage and utility improvements. This Plan is presented to demonstrate conceptual grading and drainage criteria is support of a Site Plan for Building Permit application. This Plan analyzes the existing grading and drainage conditions, and recommends the improvements necessary to support the project and manage developed excess storm runoff in accordance with City of Albuquerque Drainage Ordinance.

EXISTING CONDITIONS

The project site is currently undeveloped. The site is located between Eagle Ranch Road NW and Irving Blvd NW. The site is bounded on the north and south by developed commercial and residential properties. Site topography is steep. On-site drainage flows west to east. All excess runoff is collected by an existing storm drain within Eagle Ranch Road that drains to the Catalachillas Arroyo. No offsite flows impact the property.

As shown by FIRM Panel 35001C0108G, the property is not located within a mapped 100 year Flood Zone.

PROPOSED CONDITIONS

As shown on the Plan, a retail center is proposed on the existing 5.77-acre lot. The Plan proposes grading and drainage improvements to support construction of the proposed buildings and related site improvements. Drainage flows will be managed on-site by grading and drainage improvements recommended by this plan. All flows will drain through First Flush Ponds scattered throughout the site before discharging to a proposed storm drain extension from the existing 36-inch storm drain located in Eagle Ranch Road.

CALCULATIONS

The calculations contained herein define the 100-year/6-hour design storm falling within the project area under existing and developed conditions. The hydrology is per "Chapter 22, Development Process Manual, Vol. 2", 1997 Revision.



LOCATION MAP
NOT TO SCALE

B-13-Z

PROJECT INFORMATION									
Project Name									
Date		Eagle Ranch Retail							
Person									
Phone									
EXISTING CONDITIONS									
Station	Station	Station	Station	Station	Station	Station	Station	Station	Station
0+00	0+10	0+20	0+30	0+40	0+50	0+60	0+70	0+80	0+90
0+00	0+10	0+20	0+30	0+40	0+50	0+60	0+70	0+80	0+90
0+00	0+10	0+20	0+30	0+40	0+50	0+60	0+70	0+80	0+90
PROPOSED CONDITIONS									
Station	Station	Station	Station	Station	Station	Station	Station	Station	Station
0+00	0+10	0+20	0+30	0+40	0+50	0+60	0+70	0+80	0+90
0+00	0+10	0+20	0+30	0+40	0+50	0+60	0+70	0+80	0+90
0+00	0+10	0+20	0+30	0+40	0+50	0+60	0+70	0+80	0+90
FUTURE PAVEMENT REQUIREMENT									
10" concrete depth 0.40"									
new initial distribution 0.10"									
Total required depth 0.50"									
Total required depth 0.50" x 1.41 = 0.705 m (28' 11" x 1.41) = 40.705 m									

1. EXISTING ASPHALT PAVEMENT.
2. EXISTING CONCRETE CURB
3. EXISTING CONCRETE SIDEWALK.
4. EXISTING STORM DRAIN.
5. EXISTING BLOCKPARKING
6. REMOVE & DISPOSE EXISTING CONCRETE CURB & GUTTER TO BE SHOWN
7. CONSTRUCT CONCRETE CURB & GUTTER.
8. REM & DISPOSE C&G.
9. CONSTRUCT VALVE & GUTTER.
10. CONSTRUCT HANDICAP RAMP.
10. CONSTRUCT RETAINING WALL.
11. CONSTRUCT SIDEWALK.
12. CONSTRUCT ASPHALT PAVEMENT.
13. CONSTRUCT STORM DRAIN
14. FIRST FLUSH POINT
15. CONSTRUCT POND OUTLET
16. STRUCTURE.CONSTRUCT CONCRETE CHANNEL.
17. CONSTRUCT SIDEWALK CULVERT
18. CAPERS
19. CONSTRUCT STORM INLET.



LORENZ
DESIGN & CONSULTING LLC
Civil Engineering | Construction Management

EAGLE RANCH RETAIL
Albuquerque, New Mexico
CONCEPTUAL GRADING & DRAINAGE PLAN

REVISION DATE



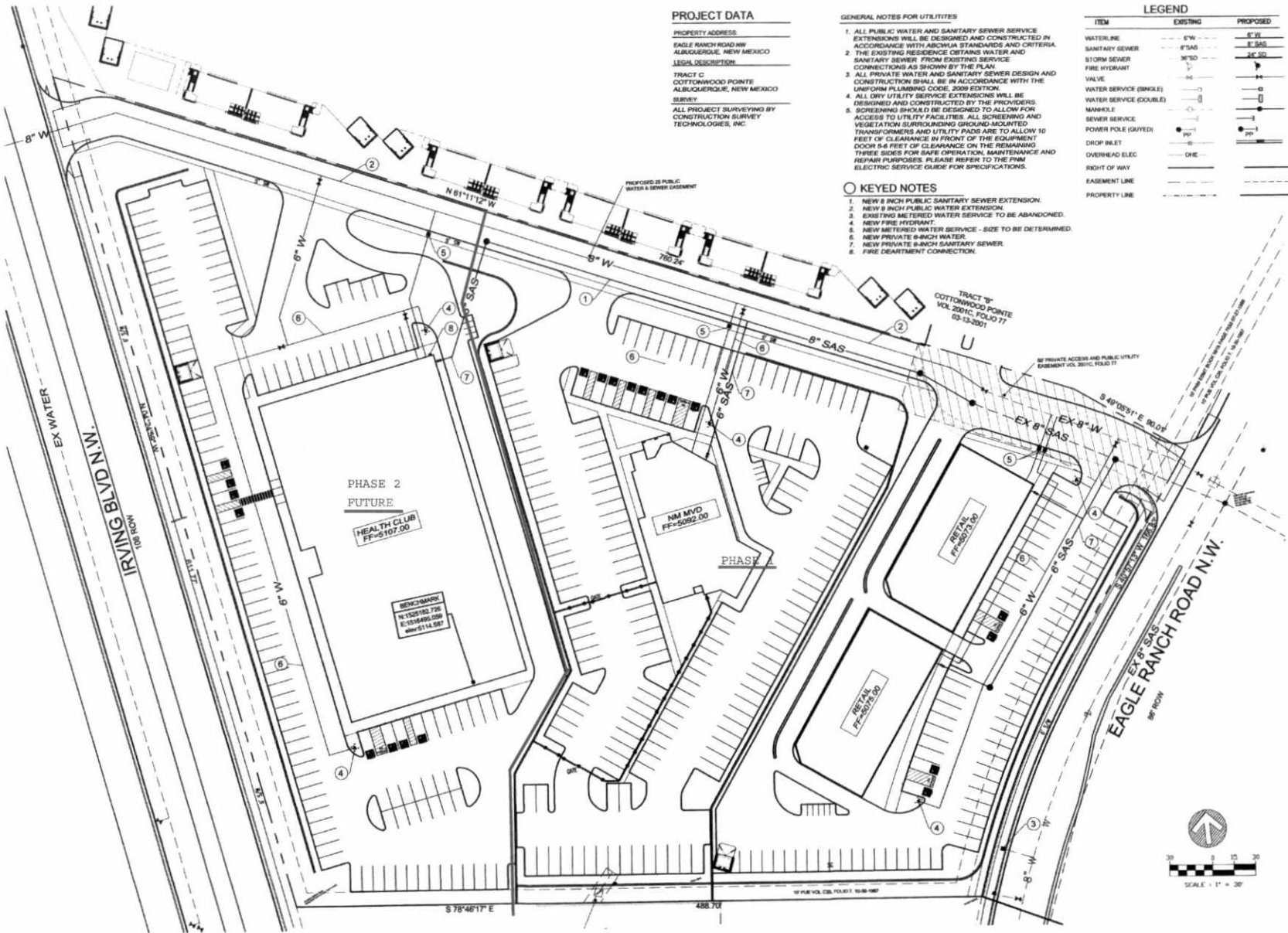
RBA
ARCHITECTURE
PLANNING
DESIGN
CONSTRUCTION

1000 RIVER ST.
NEWTON, MA 02459-1087
TEL: 617/552-3000
FAX: 617/552-3001
WWW.RBAA.COM

DATE _____

SHEET NUMBER

C-1.0



PROJECT DATA

PROPERTY ADDRESS:
EAGLE RANCH ROAD NW
ALBUQUERQUE, NEW MEXICO
LEGAL DESCRIPTION:
TRACT C
COTTONWOOD POINTE
ALBUQUERQUE, NEW MEXICO
SURVEY
ALL PROJECT SURVEYING BY
CONSTRUCTION SURVEY
TECHNOLOGIES, INC.

GENERAL NOTES FOR UTILITIES

1. ALL PUBLIC WATER AND SANITARY SEWER SERVICE EXTENSIONS WILL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH ARIZONA STANDARDS AND CRITERIA.
2. THE EXISTING RESIDENCE OBTAINS WATER AND SANITARY SEWER FROM EXISTING SERVICE CONNECTIONS AS SHOWN BY THE PLAN.
3. ALL PRIVATE WATER AND SANITARY SEWER DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE UNIFORM PLUMBING CODE, 2009 EDITION.
4. ALL DRY UTILITY SERVICE EXTENSIONS WILL BE DESIGNED AND CONSTRUCTED BY THE PROVIDER.
5. SCREENING SHOULD 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 54 FEET OF CLEARANCE ON THE REMAINING THREE SIDES FOR SAFE OPERATION, MAINTENANCE AND REPAIR PURPOSES. PLEASE REFER TO THE PNM ELECTRIC SERVICE GUIDE FOR SPECIFICATIONS.

KEYED NOTES

1. NEW 8 INCH PUBLIC SANITARY SEWER EXTENSION.
2. NEW 8 INCH PUBLIC WATER EXTENSION.
3. EXISTING METERED WATER SERVICE TO BE ABANDONED.
4. NEW FIRE HYDRANT.
5. NEW METERED WATER SERVICE - SIZE TO BE DETERMINED.
6. NEW PRIVATE 8-INCH WATER.
7. NEW PRIVATE 8-INCH SANITARY SEWER.
8. FIRE DEPARTMENT CONNECTION.

LEGEND

ITEM	EXISTING	PROPOSED
WATER LINE	---	---
SANITARY SEWER	---	---
8" W	---	---
8" SAS	---	---
8" W	---	---
8" SAS	---	---
FIRE HYDRANT	---	---
VALVE	---	---
WATER SERVICE (SINGLE)	---	---
WATER SERVICE (DOUBLE)	---	---
SEWER SERVICE	---	---
POWER POLE (GUYED)	---	---
DROP INLET	---	---
OVERHEAD ELEC	---	---
RIGHT OF WAY	---	---
EASEMENT LINE	---	---
PROPERTY LINE	---	---



EAGLE RANCH RETAIL
Albuquerque, New Mexico
CONCEPTUAL UTILITY PLAN

REVISION DATE



DATE

SHEET NUMBER

C 2.0



LANDSCAPE NOTES:

Landscape maintenance shall be the responsibility of the Property Owner. The Property Owner shall maintain street trees in a living, healthy, and attractive condition.

It is the intent of this plan to comply with the City of Albuquerque Water Conservation, Landscaping and Water Waste Ordinance, planting restriction approach. Approval of this plan does not constitute or imply exemption from water waste provisions of the Water Conservation Landscaping and Water Waste Ordinance.

Water management is the sole responsibility of the Property Owner. All landscaping will be in conformance with the City of Albuquerque Zoning Code, Street Tree Ordinance, Pollen Ordinance, and Water Conservation Landscaping and Water Waste Ordinance. In general, water conservative environmentally sound landscape principles will be followed in design and installation.

Plant beds shall achieve 75% live ground cover at maturity.

Gravel Mulch over Filter Fabric to a minimum depth of 3" shall be placed in all landscape areas.

IRRIGATION NOTES:

Irrigation shall be a complete underground system with trees to receive 1" of water (30" length) with 3 loops at a final radius of 45" from tree trunk, primed in place. Netafim shall have emitters 2" o.c. with a flow of 4 gph. Shrubs to receive (7) 1/2" GPH Drip Emitters. Drip and Bubble systems to be used to 1/2" poly pipe with flow caps at each end. Trees and shrubs shall be on separate valves.

Run time per each shrub drip valve will be approximately 5 minutes per day. Tree drip valve shall not 15 hours 3 times per week. Run time will be adjusted according to the season.

Points of connection for irrigation system is unknown at current time and will be coordinated in the field. Irrigation will be operated by automatic controller.

Location of controller to be field determined and power source for controller to be provided by others.

Irrigation maintenance shall be the responsibility of the Property Owner.

Water and Power source shall be the responsibility of the Developer/Builder.

LANDSCAPE CALCULATIONS

TOTAL SITE AREA (A)	7 Acres (304500 SF)
COTTON AREA REQUIRED (A)	45738
COTTON AREA PROVIDED (A)	57132
75% LIVING GROUND COVER REQUIRED	43295
LIVING GROUND COVER PROVIDED	46664

STREET TREE REQUIREMENTS - Minimum 2" Caliper

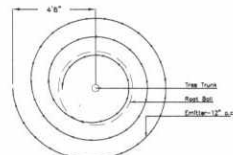
Street trees required under the City of Albuquerque Street Tree Ordinance 435 o.c. are as follows:

Irving Blvd - 560 LF

Required * 16 Provided * 16

Eagle Ranch Road N.W. - 304 LF

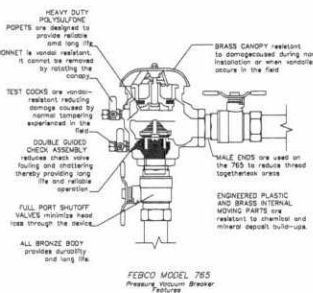
Required * 9 Provided * 9



Netafim Spiral Detail

TREE IRRIGATION DETAIL

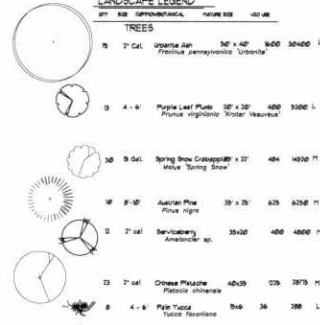
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BACKFLOW PREVENTER DETAILS

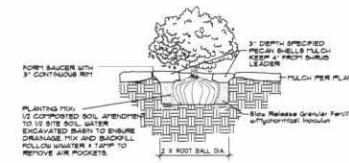
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LANDSCAPE LEGEND



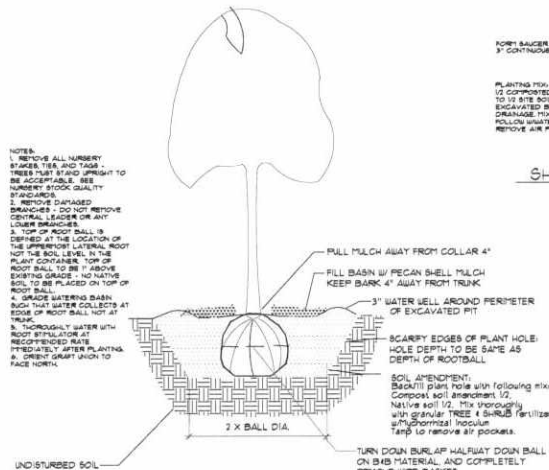
SHRUBS & GROUNDCOVERS

16	5 Cal	Desert Willow <i>Chilopsis linearis</i>	14'x2	144	2136	11
17	5 Gal	Cal-leaf Mountain Sycamore <i>Cercocarpus betulifolius</i>	15'x8	64	1328	1+
46	5 Gal	Utah Juniper <i>Jasminum nudiflorum</i>	4'x2	144	6624	11
11	1 Cal	Hills Forsythia <i>Lonicera japonica</i>	6'x6	36	2356	11
20	5 Gal	Apache Pine <i>Fellugia paradoxa</i>	6'x7	49	300	1
20	1 Gal	Blue Pine <i>Caryopteris x clandonensis</i>	3'x3	5	80	11
56	5 Gal	Grove Low Shrub <i>Rhus aromatica</i>	3'x4	16	856	1
35	5 Gal	Japanese Serrano <i>Barbours thunbergii 'Atrypurea'</i>	4'x4	16	824	1
11	5 Gal	Red Mahoe <i>Raphanopis indica</i>	3'x5	25	173	11
37	5 Gal	Buffalo Juniper <i>Juniperus sabina 'Buffalo'</i>	1'x4	144	4608	11
10	1 Gal	Purple Leaf Sand Cherry <i>Prunus carolina</i>	5'x6	36	468	11
35	5 Gal	Orange Grape Holly <i>Mahonia aquifolium 'compacta'</i>	4'x4	16	360	11
16	1 Cal	Ornamental <i>Chrysothamnus nauseosus</i>	5'x6	36	3502	1
33	5 Gal	Spanish Broom <i>Spartium junceum</i>	10'x8	100	2500	11
11	5 Gal	Buckeye Bush <i>Buddleia davidii</i>	5'x5	25	725	11
42	1 Gal	Cherry Sage <i>Salvia greggii</i>	2'x3	5	378	11
14	1 Cal	Feather Reed Grass <i>Calamagrostis arundinacea</i>	12'x4	4	126	11
10	1 Gal	Flower Grass <i>Monarda didyma</i>	5'x3	5	675	11



SHRUB PLANTING

NOT TO SCALE



TREE PLANTING

NOT TO SCALE



The Hilltop
7000 South NE
Albuquerque, NM 87104
PH: (505) 258-3400
Fax: (505) 258-1133
www.hilltoplandscape.com

Landscape Architect



February 22, 2016

Eagle Ranch NMDM
Irving Blvd. NW
Albuquerque, NM

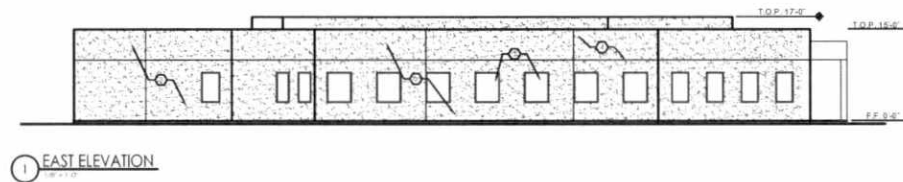
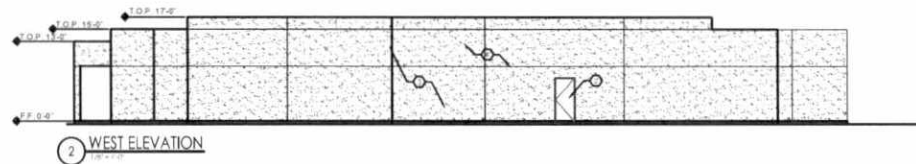
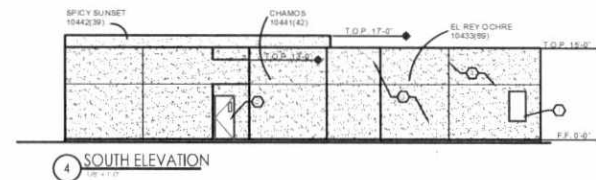
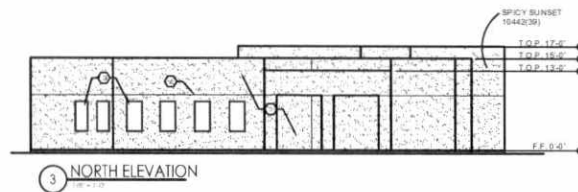
LANDSCAPE PLAN

The Hilltop Landscape Architects & Planners
The project, location, and conditions are as shown on the plans and specifications. The client is responsible for obtaining all necessary permits and approvals. The client is responsible for providing all necessary information and materials. The client is responsible for providing all necessary information and materials.

The Hilltop
LANDSCAPE ARCHITECTS & PLANNERS

DESIGN BY
HILLTOP
REVISION
DATE

SHEET
LG-102

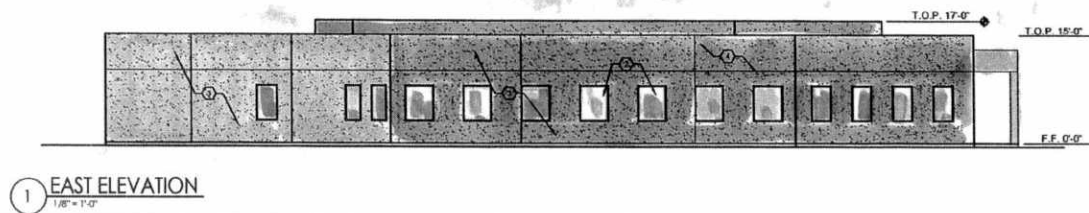
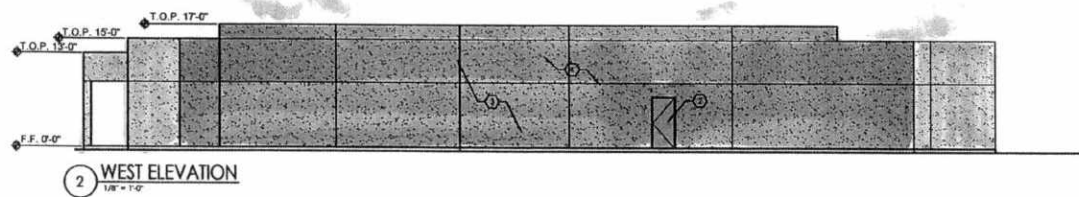
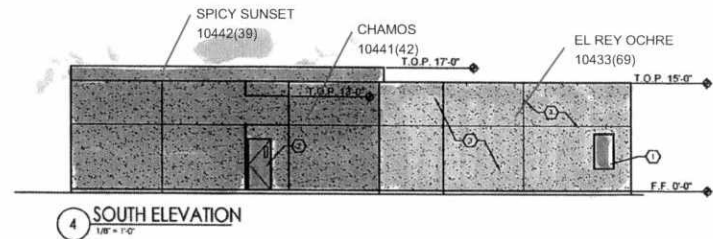
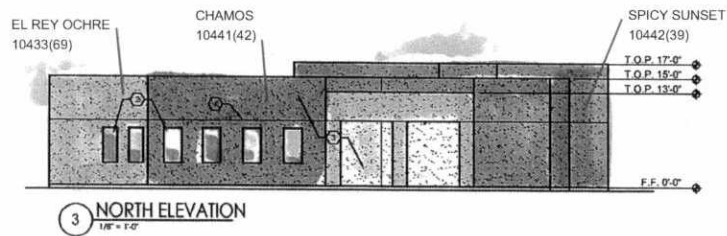


KEYED NOTES

1. ALUMINUM STOREFRONT GLAZING SYSTEM
2. HOLLOW METAL INSULATED DOOR - PAINTED
3. STUCCO FINISH SYSTEM
4. STUCCO CONTROL JOINT

EQUALE RANCH RETAIL
IMD ELEVATIONS
ALBUQUERQUE, NEW MEXICO
PROJECT 8888

REVISION DATE
DATE 3/24/2016
SHEET NUMBER A-11

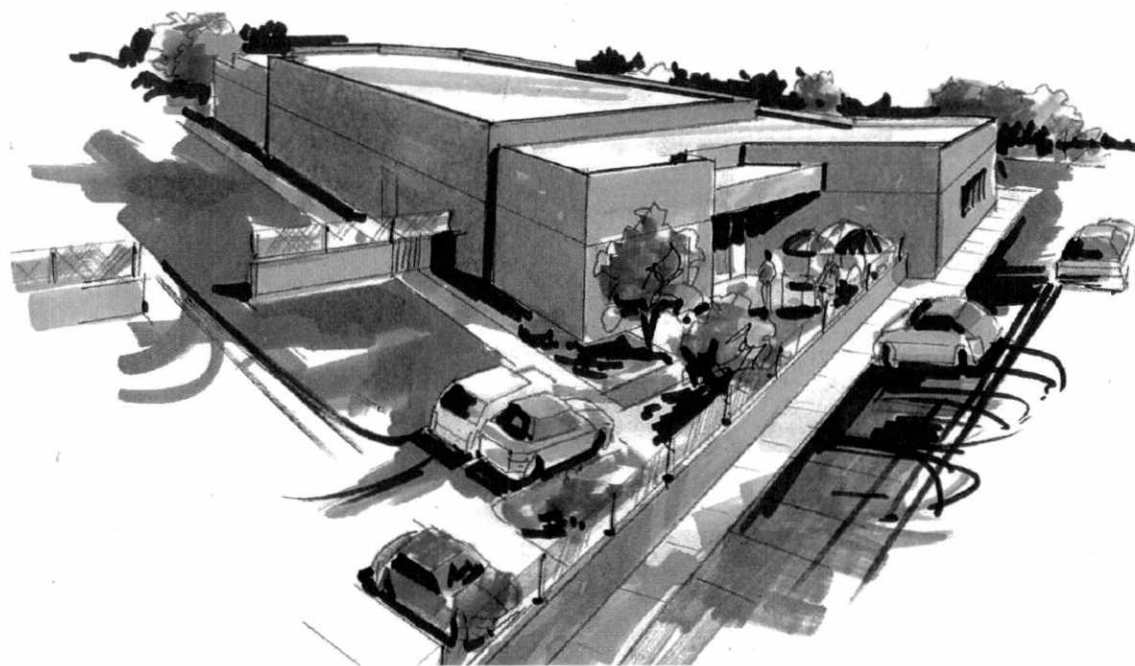


KEYED NOTES

1. ALUMINUM STOREFRONT GLAZING SYSTEM
2. HOLLOW METAL INSULATED DOOR - PAINTED
3. STUCCO FINISH SYSTEM
4. STUCCO CONTROL JOINT

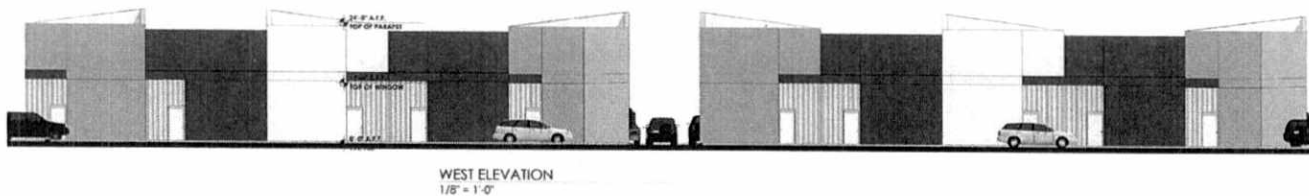
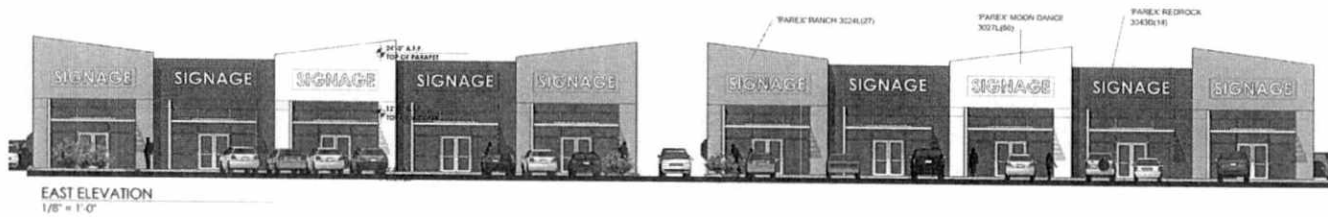
EGALE RANCH RETAIL
MVD ELEVATIONS
ALBUQUERQUE, NEW MEXICO
PROJECT #555

REVISION	DATE
DATE	3-24-2014
SHEET NUMBER	A-1.2

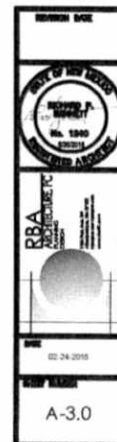


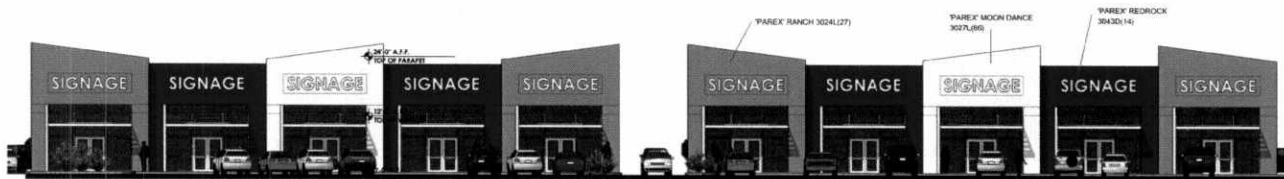
EAGLE RANCH RETAIL
 OVERALL ARCHITECTURAL SITE PLAN
 ALBUQUERQUE, NEW MEXICO
 PROJECT # 1555

02-24-2018	
A-1.3	



EAGLE RANCH RETAIL
ARCHITECTURAL RETAIL ELEVATIONS
ALBUQUERQUE, NEW MEXICO
PROJECT #1555

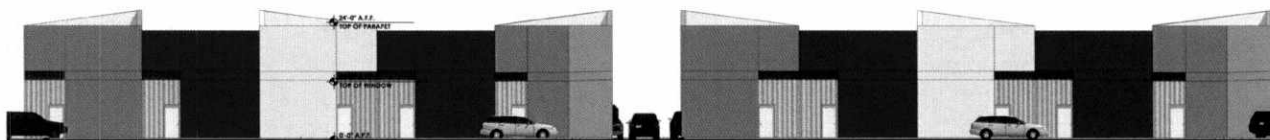




EAST ELEVATION
1/8" = 1'-0"



NORTH ELEVATION
1/8" = 1'-0"



WEST ELEVATION
1/8" = 1'-0"



SOUTH ELEVATION
1/8" = 1'-0"

EAGLE RANCH RETAIL
ARCHITECTURAL RETAIL ELEVATIONS
ALBUQUERQUE, NEW MEXICO
PROJECT # 1555

REVISION	DATE
RBA ARCHITECTURE PC Richard Bennett, P.E. 10000 10000	
DATE 02-24-2018	
SHEET NUMBER A-3.1	

106.00 ROW
IRVING BLVD N.W.

GENERAL NOTES:

- A. ALL UNUSED CURB CUTS AS WELL AS BROKEN OR CRACKED SIDEWALKS MUST BE REPLACED WITH SIDEWALK OR CURB AND GUTTER PER CURB STANDARD SECTION 2400 DETAILS FOR PAVING.

△ FUTURE PHASE 2 DEVELOPMENT

29. STREET ADDRESS PER CARO. REQUIREMENTS. CONTRACTOR TO VERIFY LOCATION WITH FIRE MARSHAL.
30. FIRE LANE MARKED ON THIS SIDE.
31. PEDESTRIAN PASSAGEWAY.
32. HANDICAP RAMP ACCESS W/TRUNCATED DOMES PER CARO REQUIREMENTS - SEE CIVIL.
33. CLEAR SIGHT DISTANCE - SEE DTL 8/A-2.
34. "DO NOT ENTER" SIGNAGE - SEE DTL 11/A-2.
35. NEW CROSS WALK TO BE STRIPED PER CARO CODE STANDARDS.
36. CONC. WHEEL STOPS.
37. PAINTED "DO NOT ENTER" PER CARO. REQUIREMENTS.
10. MOTORCYCLE PARKING SPACES 4'x8' PER CITY OF ALBU. STANDARDS.
11. BICYCLE REISSON RACK (5 BIKES PER RACK) SEE DTL 8/A-2.
12. RETAINING WALL - SEE CIVIL.
13. FIRE HYDRANT AS REQUIRED BY FIRE DEPT.
14. TRASH ENCLOSURE TO MATCH BUILDING MATERIAL & COLOR - SEE DTL 1/A-2.
15. PAINTED HANDICAP ACCESSIBLE ROUTE TO BUILDING PER CITY OF ALBU. REQ'D. SEE DTL 8/A-2.
16. HANDICAP ACCESSIBLE RAMP TO BUILDING SEE DTL 8/A-2.
17. SANITARY FIRE DEPARTMENT CONNECTION.
18. P.V. VALVE.
19. FIRE PROTECTION BACKFLOW PREVENTER HOT BOX.
20. FIRE DEPARTMENT "BOX BOX" CONTRACTOR TO VERIFY LOCATION WITH FIRE MARSHAL.
21. CONC. "ROLLED" CURB - SEE CIVIL.
22. LIGHT POLE.
23. ELECTRIC WALL PACK LIGHTING.
24. END OF EXIST. SIDEWALK.
25. EXIST. HANDICAP RAMP.
26. EXIST. ASPHALT PAVED ACCESS DRIVE.
27. OUTDOOR PATIO PER CARO. REQUIREMENTS - 400 SF OR MORE.
28. 6" WIDE CONC. SIDEWALK.

PROJECT NUMBER
APPLICATION NUMBER

As an independent party, I hereby certify that the information provided in this application is true and correct to the best of my knowledge and belief.

CITY SITE DEVELOPMENT PLAN BOARD APPROVAL

Public Engineer, Transportation Division	Date
Water Utility Department	Date
Parks & Recreation Department	Date
City Engineer	Date
Environmental Health Department (Conditional)	Date
Solid Waste Management	Date
OMB Chairperson, Planning Department	Date

KEYNOTES

1. 12" HIGH CURB AND GUTTER - SEE CIVIL.
2. CONC. SIDEWALK - SEE CIVIL.
3. ASPHALT PAVING - SEE CIVIL.
4. 27" WIDE PAINTED PARKING STRIPE PER CITY OF ALBU. STANDARDS.
5. HANDICAP SYMBOL PER CITY OF ALBU. STANDARDS.
6. HANDICAP ACCESSIBLE ASLE PER CITY OF ALBU. STANDARDS SEE DTL 7/A-2.
7. ALBU. STANDARDS SEE DTL 7/A-2.
8. STANDARD HANDICAP VAN PARKING SPACE PER CITY OF ALBU. STANDARDS SEE DTL 7/A-2.
9. HANDICAP ACCESSIBLE SIGNAGE PER CITY OF ALBU. STANDARDS TYPICAL EACH SHALL SEE DTL 8/A-2.



LOCAL DESCRIPTION
SIT. 1. CITY PROPERTY, VOL. 2001C, PLOD 77, 05-13-2001, 6.771 ACRES (EXCLUDING 97)
INTERNATIONAL BUILDING CODE 2009
OCCUPANCY AND CLASSIFICATION
TYPE OF CONSTRUCTION (FRAME, MASONRY)
B - 1
B - 2
B - 3
B - 4
B - 5
B - 6
B - 7
B - 8
B - 9
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B - 99
B - 100

SITE DATA
PHASE 1 SITE
150,146 SF
70,000 SF
11,000 SF
25,000 SF

PARKING REQUIREMENTS
14-4-6 OFF STREET PARKING REQUIREMENTS
SPACES 1/200 SF = 6,500/200 SF = 33 SPACES
RETAIL 1/200 SF = 14,000/200 SF = 70 SPACES
SPACES PROVIDED: PROVIDED 214 SPACES (MINIMUM REQUIRED 25 SPACES FENCED OFF FOR OVERNIGHT PARKING + 87 ADDITIONAL SPACES ABOVE 30 SPACES REQUIRED, 240+142 SPACES)
MOTORCYCLE PARKING PER 14-4-6-3-1 OFF STREET PARKING REQUIREMENTS, 142 SPACES REQUIRED
101-100 SPACES = 4 SPACES 214 SPACES PROVIDED 151-200 SPACES = 5 SPACES 10 SPACES PROVIDED
BICYCLE PARKING "NON-RESIDENTIAL" 1/20 SPACES = 214/20 = 11 BICYCLES REQUIRED 3 INCHES PROVIDED 5 BICYCLES PER RACK = 15 BICYCLES

EXISTING 50' PRIVATE ACCESS AND PUBLIC UTILITY EASEMENT VOL. 2001C, PLOD 77
15' STRUCTURE EASEMENT
15' 40' 15" EASEMENT

EAGLE RANCH ROAD N.W.
100' ROW



EAGLE RANCH RETAIL
OVERALL ARCHITECTURAL SITE PLAN
ALBUQUERQUE, NEW MEXICO
PROJECT # 1555

REVISION DATE
REV 1 5/6/2016
REV 2 5/6/2016

STATE OF NEW MEXICO
REGISTERED ARCHITECT
RICHARD D. SHERIDAN
NO. 12440
2009

DATE
07-24-2016

SHEET NUMBER
AS-1.0