

TO: DRB Chairwoman Wolfley & DRB Members
FROM: District 4 Coalition's Zoning & Development Committee
Peggy Neff, Jim Griffie & Dan Regan, Chair
DATE: 3/29/21 -- **REVISED 4/7/21**
SUBJECT: Project 2019-002761 – The Peaks by Markana

Below, please find and review the following:

- Some data capture (of an amateurish source & sort) that attempts to flesh out a contextual grasp of the area & proposed projects in question.
- A Google map that captures San Pedro NE to Louisiana NE and Alameda NE to Modesto NE along with a siting of the proposed projects (from AGIS)
- A capture of existing and proposed apartment complexes within an approximately 12 square block area (Silver Oak being the eastern boundary of this 12 block area).
- Some transit information that is pertinent to the increased congestion being created by the addition of the proposed apartment complexes.

Context fo surrounding area: What are we REALLY talking about in these 12 blocks? A quick scan of the area finds that these approximately 57.6 acres ALREADY contain the following items:

- 94 single family homes
- the Eagle Rock Convenience Center
- a square block (+ /-) of a cemetary
- 2 large warehous operations
- a large botanicals business & a bird/animal non-profit
- a 4 lot auto scrap yard
- a 4 lot storage facility
- two complexes of a total 367 apartments
- two proposed apartment complexes that will add another ~~270~~ **242** apartments
- nearest parks/recreational facilities are approximately 0.6 miles away
- not much in the way of public transportation, increasing the need for private automobiles/motorcycles/bikes
- not much room to kickback and not lots of view plains of momma nature.

A basic issue in all of this is that The Peaks at Modesto should not be considered in isolation of the current Markanas I & II and the soon to be reviewed apartments just east of San Pedro, between Oakland & Eagle Rock.

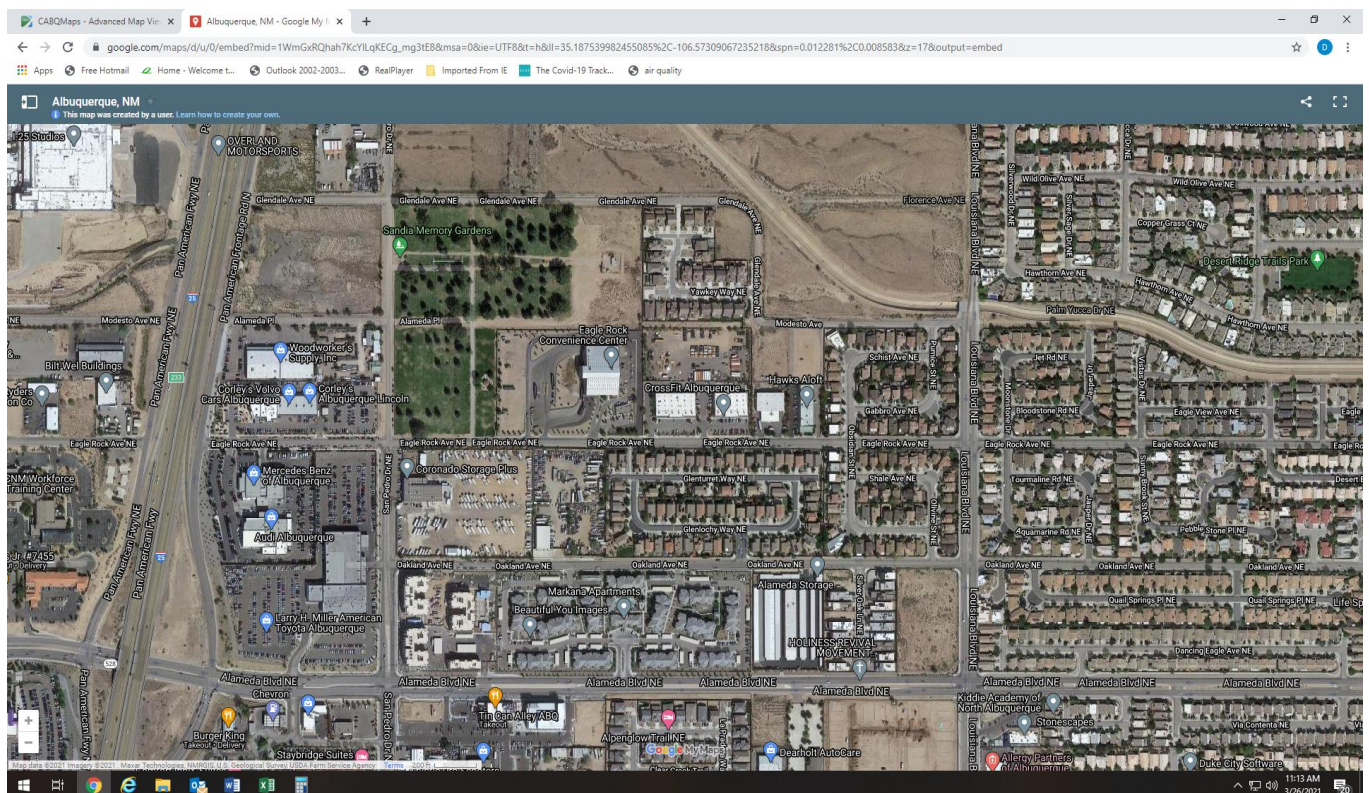
If all get built as proposed, the City Planning Dept. will have allowed infill creep which adds ~~637~~ **609** apartments, a minimum of ~~955~~ **914–1000** vehicles into this 'pocket' of mixed uses. This will be done in a space that

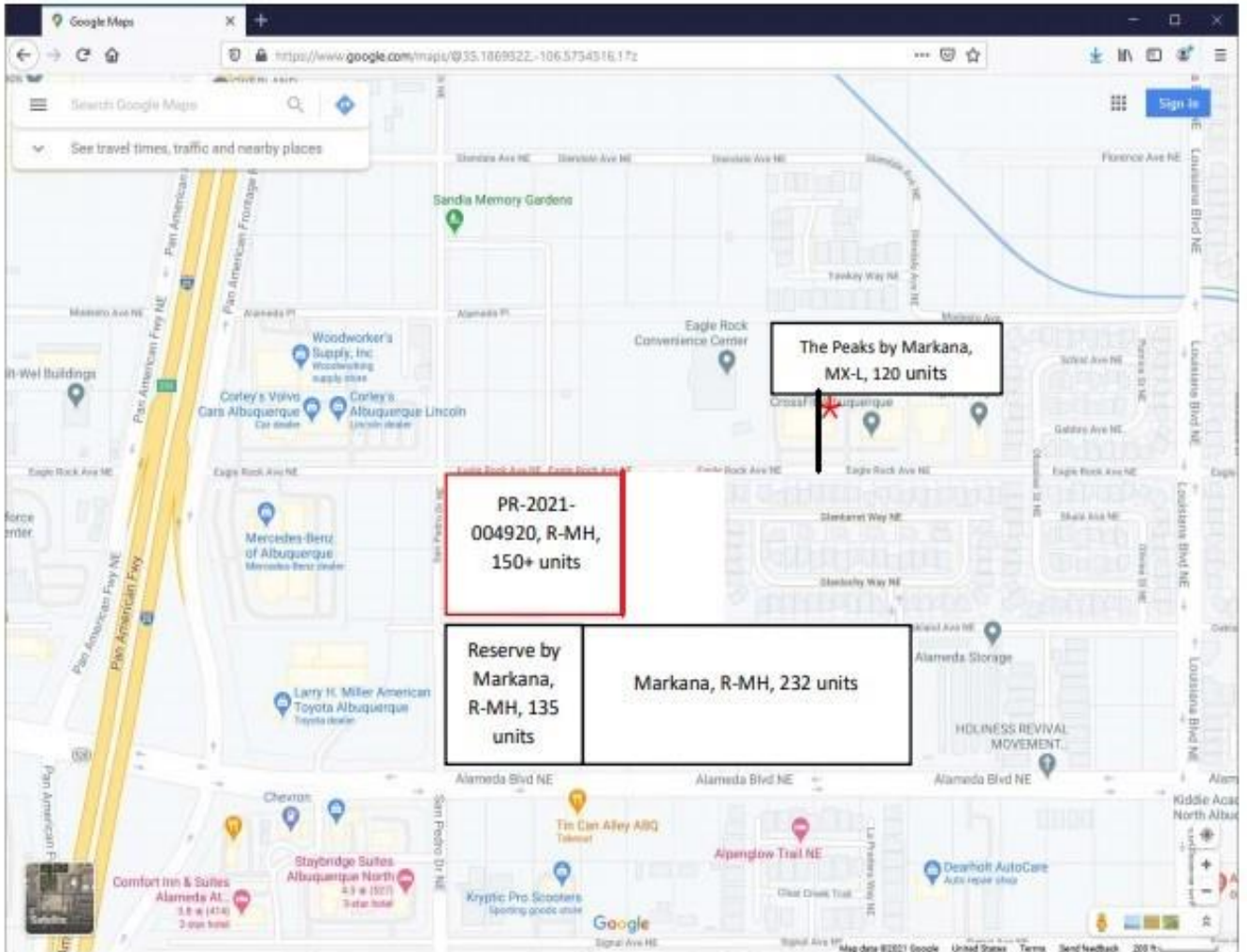
- Already has traffic snarls at San Pedro & Alameda daily,
- Has a single restaurant within walking distance
- Has a single bus route for transporting folks to & from the Westside to KAFB before & after work hours

- Doesn't have a single grocery store within walking distance
- Has very few nearby entities that cater to family activities.

The current Site Plan for The Peaks has 120 apartments with 174 beds (in the breakout of single & double bedroom apts.). The developer/agent are required to have 180 parking slots; they are requesting the ability to only provide 174 parking slots (one per bed, conveniently) with NO ACCOMMODATION for ANY visitor parking! If one looks carefully at the immediate surroundings of The Peaks, it is pretty clear that off-site parking of either occupants or visitors will automatically create problems for other residents, both home owners and businesses. The developer would not commit to language in the leases for the Peaks that restrict vehicles to one auto per bed and simply stated that there should be room for Visitors to park. This is not only unrealistic; it borders on the ludicrous! The suggestion that the furthest east apartment building be eliminated or halved and parking be installed there was met with “that won’t work”.

The Planning Dept. Staff reports (quoted below the two slides) provided to the DRB regarding PR-2021-004920 speak clearly to the inadvisability of cramming this much infill into an area that lacks surrounding infrastructure to allow all nearby residents to also have habitable, enjoyable living space and hassle free ingress & egress to their homes/apartments. We again request that the Peaks and the complex in PR-2012-004920 be viewed with the same frame of reference and that both of them be considered in light of the already existing 367 apartments in the two Markana entities.





★ Current Property owner south of The Peaks will grant an easment for residents and services to exit to Eagle Rock Ave.

Transit / Transportation Considerations:

Using the designation of Alameda as a Multi-Modal Corridor to justify more multi family develop in the area is disingenuous. Bus service along Alameda is limited to morning and late afternoon a commuter route between the west side and KAFB. The nearest weekday and weekend North/South bus station to *The Peaks by Markana* is the Wyoming and Alameda route 31 bus stop is one mile away. The Alameda and I-25 intersection is not pedestrian or bike friendly so the weekday only stop on the west side of I-25 which is also about a mile away is not convenient and more than a little dangerous to get to from the east side of I-25.

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The applicant for the zone change noted the following in its application material but the NOD did not echo it let alone place any requirement that service needs to be increased before the redevelopment can go forward as was set forth in the EPC Staff Report and NOD for the PR-2021-004920 project (see below) 3 months later. This is odd since The Peaks is further from the Multi-Modal Corridor and services.

Additional multifamily development and appropriate densities may incentivize an increase in transit service along Alameda in what is becoming a much more mixed-use destination.

PR-2021-004920 – Not yet named

Staff made the following observation in EPC staff report with some being captured in the NOD:

Though the subject site is near a Multi-Modal Corridor, Alameda Boulevard, it is unlikely that the redevelopment of the site with multi-family residential units would contribute to regional growth. Staff finds that Policy 5.1.1 – Desired Growth does not apply. Residential infill will be encouraged but one of the goals of residential infill is to promote compact development and increase density near transit which is lacking in the area. The subject site is not well served by Transit. ABQ Ride Route 98 (Wyoming Commuter) on Alameda has service temporarily suspended but when providing service, has stops at San Pedro and Alameda (one block south). If redevelopment in the area were to occur, there would have to be frequent, reliable service and buses to show up on time in order to support rider transit because if you want ridership, you have to run service which is currently suspended in the area. The request does not further sub policy 5.1.1(g) – Encourage residential infill in neighborhoods adjacent to Centers and Corridors to support transit ridership.

For now, the request is only for a Zoning Map Amendment but at the time of Site Plan – DRB submittal, the proposed development will have to be as pedestrian-oriented or friendly as it can be in order to provide additional pedestrian access and connections to the area that are currently lacking. Currently, there are only sidewalks along a small part of the site boundary. Adjacent properties have constructed sidewalks with recent

development. The request partially furthers Policy 5.1.1 – Multi-Modal Corridors and sub policy

The request would not further this sub policy because the redevelopment would not bring goods, services and amenities. The Zone Map Amendment, if granted, would be to facilitate redevelopment of the site with multi-family residential units. At the time of Site Plan – DRB submittal it would be determined what amenities and services would be provided to the residents of the proposed development and see if they will be accessible to the surrounding neighborhoods. Staff finds that sub policy 5.2.1(a) does not apply.

The request would facilitate development of a residential multi-family use along a designated Multi-Modal Corridor, which would enable future residents to live in close proximity to transit service, when in service. For now, the request is only for a Zoning Map Amendment but at the time of Site Plan – DRB submittal, the proposed development will have to be as pedestrian-oriented or friendly as it can be in order to provide additional pedestrian access and connections to the area that are currently lacking. Currently, there are only sidewalks along a small part of the site boundary. Adjacent properties have constructed sidewalks with recent development. At the moment, the development would not offer a choice in transportation but would have access to work areas along the North I-25 Employment Center. Staff finds that sub policy 5.2.1 (b) is partially furthered.5.1.1(b).