



WHATABURGER NM

NEC ALAMEDA AND SAN PEDRO

JUSTIFICATION LETTER



(Example Rendering)

Request:

DRB Application for a proposed fast-food restaurant,
located at the SEC of Alameda and San Pedro

Pre-Application Submittal: Jun 2, 2021
1st DRB Submittal: November 26, 2021
2nd DRB Submittal: January 21, 2022
3rd DRB Submittal: March 25, 2022
Follow up Documents: April 18, 2022



DEVELOPMENT TEAM

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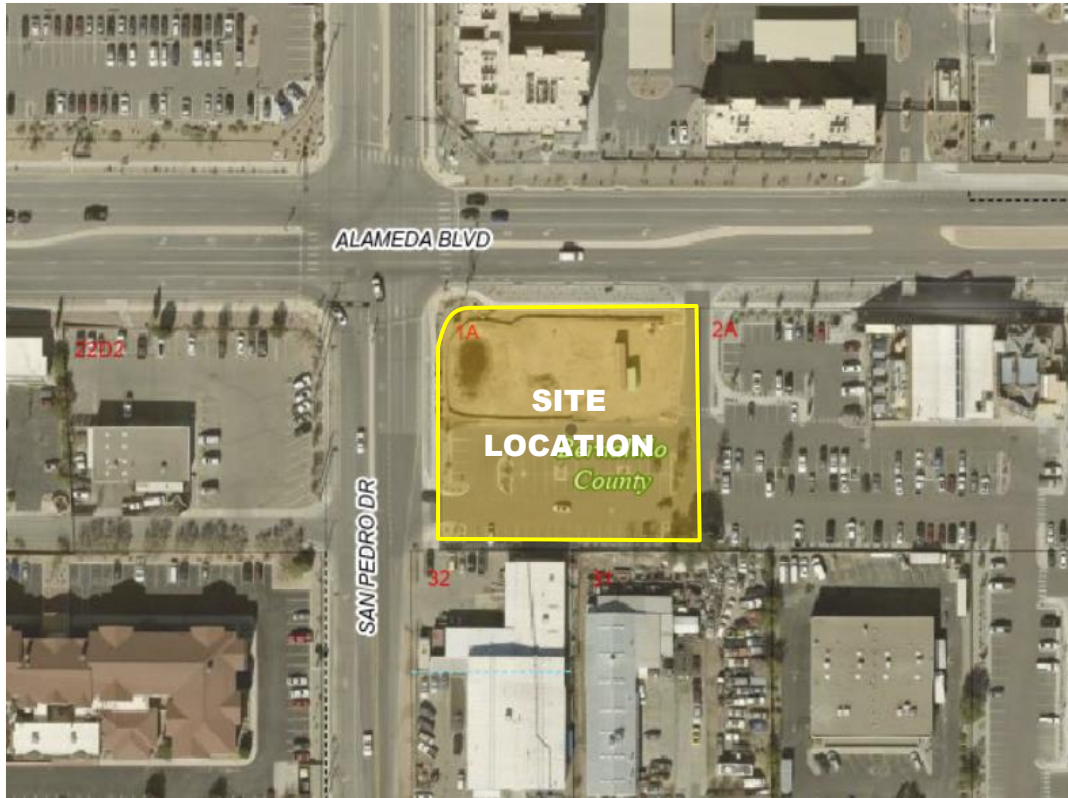
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I. INTRODUCTION

Sustainability Engineering Group (“SEG”) is filing a Design Review Board Application for a proposed fast-food facility (the “Project”) located at the southeast corner of Alameda Blvd NE and San Pedro Rd NE (Assessor’s Parcel # 101806428134810229). The Project proposes the development of an existing 1-acre parcel of land for a new 2,965 SF Whataburger Restaurant with a 2-lane drive-through. An aerial map has been provided (see **Figure 1 – Aerial Map**) to show location of the subject property and contextual reference.

Figure 1 – Aerial Map



The Site Plan details the proposed layout of the Whataburger building, drive-through lanes, parking area and circulation within the existing lot.

II. EXISTING CONDITIONS AND EXISTING ZONING

The property has partial onsite improvements that contain developed parking, paving and landscape. Offsite improvements are fully developer with sidewalk, ROW improvements and ROW landscape. Direct entrance into the property is accessed from a fully developed Right-In/Right-Out 24’ shared driveway off of Alameda Blvd and a fully developed Right-In/Right-Out 25’ driveway off of San Pedro. A third entrance to the drive-through will come from Signal Avenue through a series of established cross-accesses. Entrance from the Alameda and San Pedro roadways will be limited to Right-In access only as there are no left turn opportunities into the parcel.

The parcel is zoned Business Park Zone District (NR-BP) and lies within a Mixed-Use Commercial Master Development Plan that was approved in 2018 under PR-2018-001346. The surrounding zoning is shown below:

	Existing Land Use	Existing Zoning
North	Multi-Family Residential	R-MH
East	Commercial (Tin Can BBQ)	NR-BP
South	Commercial (Empire Engine)	NR-BP
West	Commercial (Meineke)	MX-M

Table 4-2-1 of the Integrated Development Ordinance (“IDO”) establishes Restaurants with Drive-Thru facilities as a permitted use within the NR-BP district. As this is a permitted use, a use permit is not required, and the project would follow the Design Review Board Application process.

III. SITE PLAN OVERVIEW

Building and Lot Layout

Building and drive-through placement will be primarily on the north half of the lot while utilizing extra space on the south half for parking, access and vehicle circulation. The total square footage of the building will be 2,965 SF with a parking count of thirty-six (36) spaces and two (2) motorcycle spaces, as required per IDO Parking Standards. Two (2) of the vehicle spaces will be electronic vehicle parking. The site intends to preserve most of the existing parking lot spaces with the exception to some minor layout changes.

Parking & Circulation

The layout of the proposed development is designed to provide an adequate circulation pattern that will satisfy customer vehicles while updating the landscape and parking needs of the overall site. The development will utilize the existing parking spaces with minor changes to spacing to make room for the proposed drive-through restaurant.

As the site is partially developed, the new drive-through will utilize the existing trash enclosure location and maintain pedestrian connection to the east lot. A new pedestrian connection will be built to connect the drive-through restaurant building to the public sidewalk off San Pedro Drive. The location of the trash enclosures are already existing and were approved and developed in the initial master development plan.

The Drive-through lanes are oriented perpendicular to parallel to Alameda Blvd and will be buffered by new and improved landscape to help minimize activity and visual between the drive-through lanes and the Alameda Blvd arterial. Parking and drive-aisle dimension will meet the required standards as follows:

Standards	Required	Proposed Whataburger
Standard Parking Stall Size:	9' x 18'	9' x 18'
Minimum Drive Aisle Width (90° Stalls)	24'	24'

To view the overall circulation, setback and building orientation, please refer to the submitted *Site Plan*.

Landscape

It is understood that setback areas are to be landscaped in order to provide proper buffering along the road frontage as well as buffering from the parking areas. The total landscape area for the Project will be 27,820 SF made up of a mixture of permeable decomposed granite and desert friendly bushes trees.

Planting materials will exceed what is required in the IDO – planting guidelines for spaces and shade coverage – and will include the following plant materials:

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PLANTING MATERIAL LEGEND

TREES	SIZE	NOTES	QTY
 Quercus laeformis Escargement Live Oak Caliper Size: 2.0"	36" Box		17
 Vibex agrus-castus Chastle Tree Caliper Size: 2.0"	36" Box		8
GROUNDCOVERS			QTY
 Euonymus fortunei 'Coloratus' Purple Wintercreeper	5 Gallon can full		34
 Cotoneaster horizontalis Trailing Rock Cotoneaster	5 Gallon can full		33
SHRUBS / ACCENTS			QTY
 Yucca parviflora Red Yucca	5 Gallon can full		32
 Potentilla fruticosa Shrubby Cinquefoil	5 Gallon can full		31
 Caesalpinia giletti Yellow Bird of Paradise	5 Gallon can full		13
 Muhlenbergia rigida 'Nashville' Nashville Muhly Grass	5 Gallon can full		25
 Euphorbia antisyphilitica Candelilla	5 Gallon can full		15
LANDSCAPE MATERIALS			QTY
 Decomposed Granite: 1/2" screened "Rose Gold", 2" deep in planting areas per plan.			7,820 sq ft

IV. ARCHITECTURE

Building Materials

The proposed architecture will include a material palette consisting of at least three (3) primary materials along each building façade, including:

- Brick Veneer
- Lead-Cote Metal Paneling
- Clear Anodized Aluminum Glazing

Building Facades

Each building facades contains diverse materials and colors that will create dimension and undulation for each building façade. The building also provides undulation along each building wall to help break apart any monotony in texture, plane, or material. In addition to the undulation and material changes throughout each facade, the building will also host varying color changes that will further diversity the plane of each façade

6-6(l)(3)(a) The Site Plan complies with all applicable provisions of this IDO, the DPM, other adopted City regulations, and any conditions specifically applied to development of the property in a prior permit or Approval affecting the property.

V. JUSTIFICATION

5-11(E)(2)(a)2. Each street-facing façade shall incorporate at least 2 of the following features along at least 30 percent of the length of the façade, distributed along the façade so that at least 1 of the incorporated features occurs every 40 feet.

Response: Full awning added over the pick-up window, creating an arcade over the drive-thru lane further creating sunshade for drive-thru vehicles. Other supplemental canopy includes an orange canopy that wraps around the Northwest building corner and provides an exterior feature to break apart the horizontal facade. At the Pick-up window the brick was fully raised creating a break in the roofline canopy and undulation along the horizontal facades.

6-6(I)(3)(a) The Site Plan complies with all applicable provisions of this IDO, the DPM, other adopted City regulations, and any conditions specifically applied to development of the property in a prior permit or Approval affecting the property.

Response:

The site does not lie within any Character Protection Overlay Zones and thus is not bounded to any special development standards. Standards for the development will follow the base zoning district NR-BP and drive-through development standards as dictated in the IDO. The below table provides the development standards of the proposed Project in relation to the NR-BP district standards and Drive-Through IDO requirements:

Table 1 - Development Standards Table

	NR-BP General Standards Sec. 5-1(E)	Proposed
Building Height:	50 ft.	± 22 ft.
Min. Lot Size:	Not Specified	43,565 s.f. (1-acre)
Min. Lot Width:	100 ft.	± 186 ft.
Min. Lot Depth:	Not Specified	± 202 ft.
Max. Building Coverage:	50%	± 6.8%
Minimum Building Setbacks		
<i>Front (Alameda Blvd. NE):</i>	10 ft. ¹	± 36 ft.
<i>Side (San Pedro Rd):</i>	10 ft.	± 33 ft. (west)
<i>Rear:</i>	10 ft.	± 119.5 ft. (south)
Minimum Landscape Buffers		
<i>Front (Alameda Blvd. NE):</i>	10 ft.	± 10 ft.
<i>Side (San Pedro Rd):</i>	6 ft. (where parking lot is adjacent to lot edge)	± 22 ft. (where parking lot is adjacent to lot edge)
<i>Rear:</i>	6 ft.	± 6 ft.
Minimum Landscape Coverage:	15%	± 17%
	Drive-Through Standards Sec. 5-5(I)(1)	Proposed
Vehicle Stacking	12	22 (Inside Lane – 10; Outside Lane – 12)
Min. Landscape Buffer Between DT Lanes and Public ROW	6'	6'
¹ 10' Setback established through Development Plan PR-2018-001346		

6-6(I)(3)(b) The City's existing infrastructure and public improvements, including but not limited to its street, trail, drainage, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the maximum extent practicable.

Response: The proposed development already has existing offsite and onsite infrastructure that was developed at the time the master development was approved. This development is tying in with the same capacity standards as the initial proposed sit-down restaurant. Existing off-site improvements include offsite landscape, sidewalk and utilities in the San Pedro and Alameda ROW and utility stub outs that will be tied into when/if the drive-through restaurant is constructed.

6-6(I)(3)(c) If the subject property is within an approved Master Development Plan, the Site Plan shall meet any relevant standards in the Master Development Plan in addition to any standards applicable in the zone district the subject property is in.

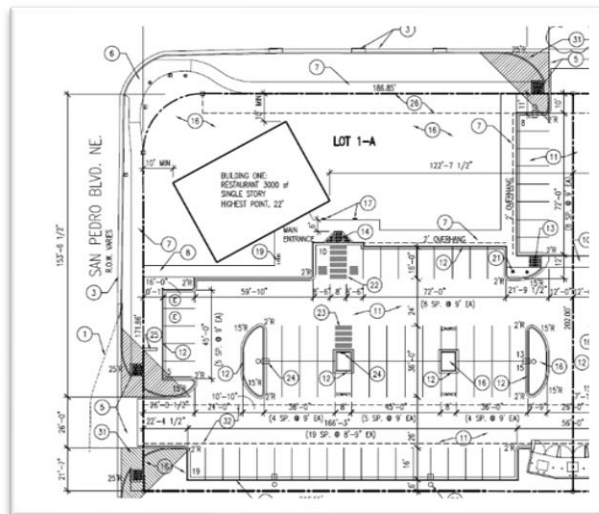
Response: The original development plan established this pad (Lot 1-A) as a future sit-down restaurant. This application proposes to slightly modify the existing pad for the use of a new drive-through restaurant.

The new drive-through restaurant intends to abide by the similar development standards with slight modifications to the building's orientation. The original master site plan called for a 1-story 3,000 SF sit down restaurant building with a proposed height of 22'. The proposed drive-through will be a new 2,965 SF building with a 2-lane drive through. Building height of the drive-through building will be approximately 22'. Much of the existing parking will remain intact with the building orientation being slightly adjusted for the drive-through lanes. As intended in the original pad layout, pedestrian access to San Pedro and inter parcel access to the east will still be maintained and much of the parking will remain the same. The table and images below how the new drive-through restaurant will be consistent with the original planned development:

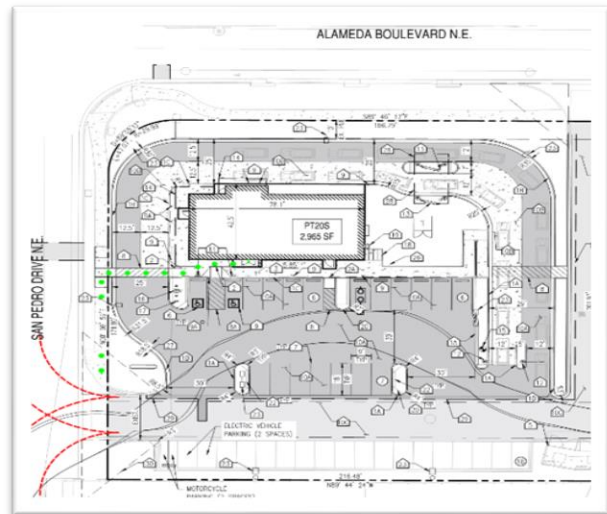
Table 2 - Site Comparison Table

	Original Lot 1-A Plan (Sit Down Restaurant Building)	Original Lot 1-A Plan (Drive-Through Restaurant Building)
Building Footprint:	3,000 SF	2,965 SF
Building Height:	22'	22'
Building Setback (Alameda Blvd NE):	10'	33'
Building Setback (San Pedro NE)	10'	36'
Total Vehicle Parking Count:	68	37
Total Motorcycle Parking Count:	2	2
Total EV Parking Count:	2	2
Pedestrian Connections	2	2

Figure 2 - Site Comparison Image



Site Plan Approved through PR-2018-001346



Proposed Drive-Through Restaurant Site Plan

VI. CONCLUSION

This Project provides a compatible use that implements unique design characteristics that will be consistent with the NR-BP Zoning District standards and the original approved site plan. The intent of the Project will help to complete what is an existing vacant and unused property into a more contemporary design and appropriate land use.