



**Environmental  
Planning  
Commission**

**Agenda Number: 9  
Project #: 12EPC-40033  
Case #: 1003479  
November 8, 2012**

**Supplemental Staff Report**

<b>Agent</b>	Joshua Skarsgard
<b>Applicant</b>	JSE Investments, LLC
<b>Request</b>	<b>Site Dev. Plan for Building Permit</b>
<b>Legal Description</b>	Lot E, St. Anthony's Orphanage
<b>Location</b>	12 <sup>th</sup> Street between Indian School Rd. NW and I-40 Frontage Road
<b>Size</b>	Approximately 1.6 acres
<b>Existing Zoning</b>	SU-1 for C-1 Permissive Uses and Drive-up Service Window (see below)

**Staff Recommendation**

**APPROVAL of Case 12EPC-40033, based on the Findings beginning on Page 9, and subject to the CONDITIONS OF APPROVAL beginning on Page 12.**

**Staff Planner  
Carrie Barkhurst, Planner**

**Summary of Analysis**

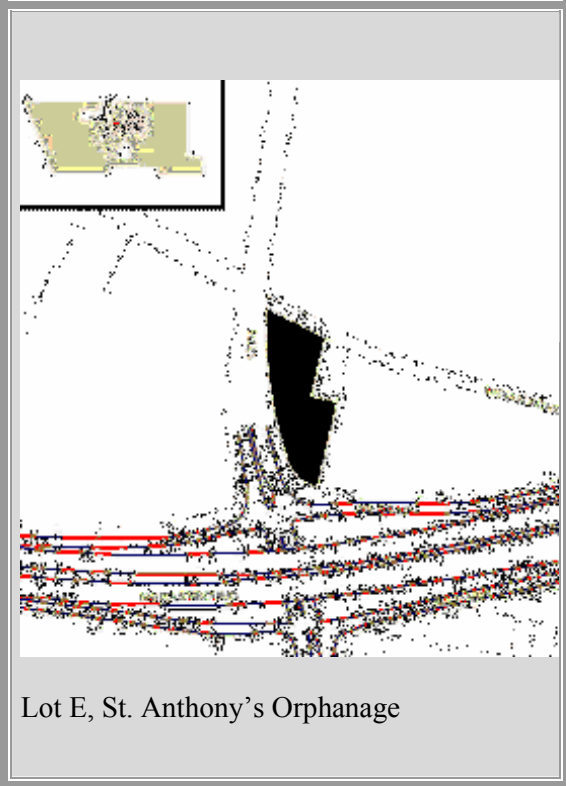
On April 12, 2012, the EPC approved a zone change for the subject site from *R-1* to "*SU-1/C-1 Permissive Uses and Drive-up Window*" contingent upon approval of a site development plan. This request for a Site Development Plan for Building Permit (SPBP) would fulfill the condition of approval.

A fast food restaurant with a drive-up window is planned on the northern lot as Phase I and a parking lot as Phase II. The site plan is generally consistent with City policy, Zone Code regulations, and the Near North Valley Area Plan.

Although the NNVNA and Indian Pueblo Federal Development Corporation do not support the site plan as currently proposed, they have worked with the applicant to address one of their key concerns – traffic impacts. Other outstanding concerns include building orientation and architecture, and pedestrian and vehicular access.

This submittal has addressed concerns raised in prior hearings. The unresolved issues and missing information can be addressed through the application of conditions of approval.

Staff recommends approval, subject to conditions.



**This is a Supplemental Staff Report. Should be read in conjunction with the original July 12, 2012 Staff Report, and the August 9, 2012 and September 13<sup>th</sup> Supplemental Staff Reports (attached). Agency comments begin on page 19.**

## ***I. REQUEST***

This request is for a Site Development Plan for Building Permit (SPBP) for an approximately 1.6 acre site located at the southeast corner of the 12<sup>th</sup> Street and Indian School intersection in the Indian School Community Activity Center. The proposed site development plan for building permit is for a restaurant with a drive-up service window and a parking lot. The parking lot is to be leased to the adjacent Queen of Angels Chapel.

## ***II. BACKGROUND & TIMEFRAMES***

This request was originally scheduled to be heard in December 2011 as a zone map amendment and Site Development Plan for Subdivision (Case 11EPC-40078 and 40079). The applicant requested four consecutive 30-day deferrals to prepare a Traffic Impact Study; resolve vehicular access issues; and to amend the parking lease with the adjacent Queen of Angels Chapel. On April 12, 2012, the EPC heard and approved a zone change request to *SU-1 for C-1 Permissive Uses and Drive-up Service Window*. The request for SPS was deferred twice more for 30-days each to address concerns raised by Planning Staff and other stakeholders. At the July hearing, the applicant withdrew the SPS and submitted a SPBP in its place.

The Site Development Plan for Building Permit (12EPC-40033) was submitted on May 31 for the July 12, 2012 EPC hearing. The EPC voted twice to defer the request for SPBP for 30-days to allow the applicant additional time to provide a complete submittal and to resolve areas of non-compliance with the Zoning Code and Code of Ordinances. At the September hearing, the EPC voted for a 60-day deferral for the same reasons.

The zone change was approved with the condition that a site development plan is approved within 6 months, which can be extended by the Planning Director for another 6 months. The applicant requested a one-month extension of the time limit for SPBP approval, which expired on October 12, 2012. The Planning Director approved the request and granted a one-month extension of the time allowed to finalize the zone change to November 8, 2012.

## ***III. POLICY ANALYSIS***

Staff had found that the request conflicts with policies in the Comprehensive Plan and the North Valley Area Plan (NVAP), especially regarding the fundamental intent of both Plans that activity centers be the least auto-dependent of all development types and be designed with a pedestrian-scale. There have been minor changes to the site layout to improve pedestrian access and connectivity.

⇒ **No revisions made since the July Staff Report are significant enough to warrant revisiting policy analysis.**

## ***IV. SITE DEVELOPMENT PLAN FOR BUILDING PERMIT – OCTOBER 26, 2012 VERSION***

Adding vehicular access to the site from the private Indian School Rd. is the major change made since the September version of the proposed SPBP. Additionally, a number of minor changes have been made to improve compliance with City regulations. The proposed uses remain the same: a drive-thru restaurant and a future parking lot.

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⇒ **A full review of the proposed Site Development Plan for Building Permit is included in the July 12, 2012 Staff Report, with changes discussed in the August and September Staff Reports (see attachments).**

The following analysis discusses changes made since the site plan that was analyzed in the September 13, 2012 Staff Report.

### ***Site Plan Layout / Configuration***

The proposed site layout, arranged around the drive-thru use, continues to be configured based on vehicles as the primary design consideration. The two proposed lots are shown in the same configurations.

### ***Vehicular Access, Circulation & Parking***

The proposed site layout incorporates access from the site to the private Indian School Road. This new access point will greatly enhance the traffic patterns in the area, by giving the site signalized access to a full intersection. This will facilitate travel south, west, and east of the site. The driveway will minimize potential conflicts for vehicles that want to go south on 12th Street.

The Indian Pueblo Marketing, Inc. (IPMI), formerly the IPFDC, has provided design requirements for the improvements associated with Indian School Rd. Access. Because Indian School Rd. is part of the private, federally owned parcel, Lot 84E, MRGCD Map 35, the City does not have jurisdiction, except as outlined in existing access and maintenance agreements.

The driveway into the site at Indian School Road shows a taper deceleration lane, which was requested by the IPMI. Planning Staff does not find this design consistent with applicable policies. This deceleration lane contributes to making this a more automobile dominated site, which is in conflict with the Comprehensive Plan Activity Center Policies that call for a more pedestrian oriented circulation system. It also conflicts with the 12th and Menaul Study, which is regulatory for Indian School Rd. because it is within Lot 84E, MRGCD Map 35. The deceleration lane widens the road and takes away what could be an additional 12 feet of landscaping between the sidewalk and the road, the “carriage strip,” as called out in the Study. The NNVNA does not support the deceleration lane, “which by its nature is not pedestrian friendly.”

The on-site vehicular circulation and parking have not changed.

### ***Pedestrian, Bicycle & Transit Access & Circulation***

Pedestrian / bicycle access and circulation continue to be complicated by the drive-thru lanes. The Comprehensive Plan and the North Valley Area Plan (NVAP) intend for the pedestrian to be primary in activity centers. By nature, drive-thru uses do not allow a site layout where pedestrians are the primary design consideration.

Mitigation measures such as pedestrian crossings and a speed bump are shown on the site layout in an attempt to achieve this intent. The pedestrian walkway that crosses the drive through lanes has been relocated slightly south at the point where the two lanes merge into one. There is a four-

foot bulb-out, which shortens the distance for pedestrians to cross. This change improves the safety and comfort for pedestrians to access the site.

The pedestrian sidewalk along the north side of the property is negatively impacted by the proposed deceleration lane from Indian School Rd. A standard intersection design with 25-foot curb returns would be safer for the pedestrian environment and, if landscaped with street trees, the off-site landscape strip would serve as a street edge. As designed, the driveway is a heavily automobile-dominant access to the site, which conflicts with Activity Center Policies and the 12<sup>th</sup> and Menaul Study, which is regulatory for Indian School Rd. However, this design is a requirement from the IPMI in exchange for allowing access to Indian School Rd.

The applicant has partially demonstrated adequate right-of-way for the bicycle lane on 12<sup>th</sup> Street. However, according to the site plan, it still appears that there is inadequate right-of-way for a turn lane, two travel lanes a bicycle lane, and sidewalk near the 12<sup>th</sup> and Indian School Rd. intersection. The applicant has not demonstrated that the Department of Municipal Development (DMD) has approved this road section. This will be required prior to final site plan approval at DRB.

The revised SPBP has realigned the sidewalk in the 12<sup>th</sup> Street right-of-way so that it follows the property line according to the comment from the City Engineer.

### ***Walls/Fences***

The site plan includes a 4'4" powder-coated metal fence along the south side of the patio. One should also be provided at the edge of the drive-through lane, to restrict access north of the pedestrian access route. The note "Hand Rail Barrier" should be changed to read "4'4" Metal Fence" to be consistent with the building elevations and patio design. The length of the fence should be specified.

A 3-foot CMU wall is provided along the drive-through lane, as required by the Zoning Code. The length and color of the wall need to be specified. A 6-foot, opaque buffer wall is shown at the property line between the subject site and the adjacent R-1 property. The color and material of this wall need to be specified. These changes are provided as recommended Conditions of Approval.

### ***Public Outdoor Space***

The applicant has submitted into the record images of outdoor dining on the patio adjacent to the south building façade, and indicated that the site furniture will be movable. Because the furniture will not be permanently affixed to the site, it is not appropriate to show the location of the furniture on the site plan. However, the site plan should provide details of the patio furniture and quantities. This is addressed through a recommended Condition of Approval.

Code Enforcement indicated that outdoor dining is not allowed in the C-1 zone within 75 feet of a residential zone. If the dining area is covered by a permanent canopy, it would be allowed. The applicant has provided some details and elevations of the patio canopy. The roof material has not been specified. Without further information, it is presumed to be a solid roof of the same material as the structural supports, "Powder Coated Metal." This should be specified on the site plan, to

ensure compliance with the Zoning Code use requirements of the C-1 zone. This is addressed through a recommended Condition of Approval.

### ***Lighting & Security***

The revised SPBP identifies the locations of site lighting fixtures. The light fixture detail has not been provided. This information is required by the Site Plan for Building Permit Checklist to ensure the proposed fixtures are compliant with the Zoning Code Area Lighting Regulations. This change is addressed through a recommended Condition of Approval.

Site lighting is limited to a maximum of 16 feet within 100 feet of a residential zone. A note on Sheet C1.0 has been added that requires this height restriction.

### ***Utilities, Grading & Drainage***

The General Building Regulations, §14-16-3-18(C)(6)(c), require ground-mounted mechanical and electrical equipment, excluding transformers, adjacent to a major facade shall be screened through use of walls, earth berms, dense evergreen foliage or other acceptable screening devices.

Code Enforcement determined that, because the water meters are not mechanical or electrical equipment and they are not adjacent to the building façade, they are not required to be screened. Urban Design Staff believe that, because they are located directly adjacent to the main pedestrian walkway that accesses the site, they should be screened. This is addressed through a recommended Condition of Approval.

The both sections of the "Grading Narrative" should be modified to reflect the improvements proposed in the private Indian School Road. This is addressed through a recommended Condition of Approval.

### ***Landscape Buffer & Pathway***

A revised landscaping plan has been provided. Although additional details and plantings have been provided, the landscape plan is still missing some important details and has some errors that should be corrected. The revised SPBP provides landscape area calculations (the amounts required and provided). However, the total percentage of landscape provided is listed as two different quantities (18.82% and 17.02%). It is also unclear if the site has reached 75% coverage of plant material because the quantity of *Lirope muscari* has not been identified.

*Landscaping Quantity.* According to the landscape calculations, the net lot area is 54,526 SF. This means that a minimum of 8,179 SF of the lot shall be landscaped. Of the landscaped area, 75% must be covered with live, vegetative material, which is 6,134 SF. The mature plant sizes are used to calculate the percent coverage. The Plant Material List includes 7 varieties of ground cover. The largest quantity of ground cover is specified as *Lirope muscari*, "turf lily," at 6,495 SF. This quantity must be revised to indicate the total number of plants provided.

Staff calculates the mature plant coverage of the 6 varieties of ground cover is 2,155 SF. This leaves 3,979 SF of required live, vegetative material remaining. The mature spread of *Lirope* is between 0.75 and 1-foot. This would result in a minimum of 3,979 *Lirope muscari* plants required. The Plant Material List shall be revised to indicate the total number of *Lirope* plants

provided, such that the total plant coverage reaches a minimum of 6,134 SF. This is addressed through a recommended Condition of Approval.

*Buffer Landscaping.* The 10-foot minimum buffer landscaping between the subject site and adjacent residentially zoned property is reduced to a 6-foot sidewalk for a length of 30 feet. The applicant will need to have a variance approved by the Zoning Hearing Examiner to allow for a reduced landscape buffer at this location. This is addressed through a recommended Condition of Approval.

### ***Architecture & Design***

There have been modest changes to the proposed building elevations, which propose prototypical franchise architecture. Additional stacked stone has been added to the west façade around the drive-up service windows. As mentioned in the July 12, 2012 staff report, additional information is required.

Staff notes that the General Building Regulation, §14-16-3-18(D)(5), Drive-up service windows, applies to the subject request. The regulation states: “Drive-up service windows shall be oriented away from pedestrian areas, residentially-zoned areas and public streets where possible. In cases where drive-up service windows face these areas, screening shall be provided.” The applicant has provided a 3-foot CMU screen wall with semi-evergreen shrubs on the pedestrian side.

The proposed restaurant faces public right-of-way to the west and south, commercial property adjacent to the north, and a non-conforming residential use to the east. Code Enforcement has indicated that the R-1 zone should be the most highly protected zone. However, the existing church and proposed future school are both non-conforming uses. Further, because the property is owned by the federal government, Code Enforcement and Legal Staff have indicated that the City zoning does not apply, due to the ownership.

The applicant has stated that alternative layouts have been explored. Planning staff requested for the draft alternate site layouts to be included in the public file for review. EPC commissioners also requested to see the alternate site layouts, but only two of the 9 or 10 were provided. It is within the EPC’s authority to interpret this regulation and determine if the site plan complies.

### ***Signage***

The signage details are a required element for a SPBP. The site plan shows one pole-mounted sign and two electronic directional signs. Staff is unclear why a directional sign “enter,” or “exit,” would need to be electronic. Staff recommends use of non-electronic signs as more appropriate for the intended content. The applicant indicated that the directional signs were not intended to be electronic signs. However, without more information, it is not possible to evaluate the request.

The applicant submitted a sign detail for the free-standing sign. The free-standing sign complies with the signage regulations of the C-1 zone. The sign details should all provide all of the information required in the Site Plan for Building Permit Checklist and be included in the full size Site Plan. These changes are addressed through recommended Conditions of Approval.

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The building elevations show four signs on the south façade and two signs on each the north, east and west façades. Because the architectural elevations are not to scale, they are not dimensioned, nor is the sign face area provided, staff is unable to determine the total sign face area.

#### V. ZONING CODE ANALYSIS

The site plan dated October 26, 2012 complies with all applicable zoning regulations, except for partial compliance with the following three regulations, which would require a variance approved by the Zoning Hearing Examiner (ZHE):

1. Standard Landscape Buffer Regulations, §14-16-3-10 (E)(3). Standard Landscape Buffers. Landscape buffer areas are required to separate off-street parking and circulation areas from front, side, and rear boundaries of premises. (a) Front - Ten feet for sites of three acres or less, increasing at the rate of one foot in width per two-acre increase in site size to a maximum required width of 20 feet. (b) Side - Six feet. The landscape buffer may be relocated if the lot line is within a common access easement.

*At the northern side of the property, it appears that additional right-of-way may need to be dedicated to accommodate the existing street section, a 7-foot bicycle lane, the street tree planting area, and the sidewalk. A portion of the on-site landscape buffer is already less than the minimum 10-feet, and it may be reduced further if additional right-of-way is dedicated. The applicant has not demonstrated coordination with DMD or approval of the proposed street section.*

*The site plan must demonstrate a minimum 10-foot buffer along 12<sup>th</sup> Street (front landscape buffer) and a minimum 6 foot buffer along the north side (side landscape buffer), or obtain approval of a variance from the ZHE. The landscape buffer must be located on-site between the sidewalk and the use proposed at the subject site.*

*The Planning Department would support a request for variance to this regulation because the deficiency exists for only a portion of the site that is adjacent to the drive-through. The applicant has provided a 3-foot buffer wall and shrubs planted along the pedestrian side. This mitigates the reduction in the amount of landscaping provided.*

2. Standard Landscape Buffer Regulations, §14-16-3-10 (E)(4). Special Buffer Landscaping/Screening Requirements. Where a nonresidential zone is developed after April 2, 1990 for a nonresidential purpose and the site abuts a residential zone, special buffer landscaping is required to minimize noise and sight impact of the non-residential activities in the residential area:
  - (a) The standard buffer landscaping shall be a landscaping strip at least ten feet wide where located along the residential/nonresidential boundary. The required landscaped setbacks specified in division (3) above may be utilized for this purpose;

- (b) The buffer landscaping shall consist primarily of trees, which trees shall be at least eight feet high at time of planting and capable of reaching a height at maturity of at least 25 feet. Spacing of the trees shall be equal to 75% of the mature canopy diameter of the trees;
- (c) Where parking or vehicle circulation areas are adjacent to the landscaping strip, a minimum six foot high opaque wall or fence shall also be required to visually screen the parking or circulation area from the adjacent residential zone; chain link fence with slats shall not constitute acceptable screening;
- (d) This division (4) requirement does not apply to lots which were entirely developed as of January 1, 1976.

***Six feet of the landscape strip consists of a sidewalk. The landscaping strip is less than 10 feet wide for a 30-foot length along the residentially zoned property boundary. The site plan must comply with this regulation, including a minimum 10-foot landscaped buffer or obtain approval of a variance from the ZHE.***

***The Planning Department would support a request for variance to this regulation on the basis that this is an unusually shaped property, and that the buffer was provided to the extent feasible. The applicant has provided a 6-foot walkway, trees, and some shrubs planted within the buffer. This mitigates the reduction in the amount of landscaping provided.***

3. Special Landscaping Standards, §14-16-3-10(G)(3). Required Vegetative Ground Cover. All required landscape areas 36 square feet in size or larger shall be covered with living, vegetative materials, such as grasses, vines, spreading shrubs, or flowers, over at least 75% of the required landscape area. Coverage will be calculated from the mature spread of the plants. To minimize water consumption, the use of vegetative ground cover other than turf grass is encouraged. Any non-living ground cover areas not intended as mulch around spreading plants must be clearly delineated on the landscaping plan.

***The landscaping plan proposes live, vegetative coverage over 100% of the required landscape areas (8,179 SF). However, 6,495 SF are designated as Lirope muscari. It is to be installed as a 1 gallon plant, which will reach a 12" diameter at maturity. The site plan must indicate the total number and locations of Lirope plants to be installed, instead of the size of the area it is installed within. Otherwise, it must be presumed that 6,495 Lirope plants are to be installed. The landscaping plan must comply with this landscaping regulation, or obtain approval of a variance from the ZHE.***

## **VI. Neighborhood Concerns**

The five applicable neighborhood associations were notified of this request via certified mail. They include Near North Valley NA, Sawmill Area NA, Wells Park NA, Sawmill Community Land Trust, and the North Valley Coalition. A facilitated meeting was offered but not accepted. The NNV NA has submitted eight letters in opposition to the request. Another letter was submitted on November 1, 2012. It is included as an attachment to this staff report, but it is not included in the Staff Report analysis. Please see the letter for its full contents.



The Indian Pueblo Marketing, Inc. / Indian Pueblo Federal Development Corporation (IPMI/IPFDC) submitted eight letters of opposition indicating that they denied the request to provide access to Lot E across their property, aka, Indian School Road. As a result of ongoing coordination, access to Indian School Road has been conditionally approved by the IPMI. Since September, the IPMI (formerly IPFDC) has agreed to allow access to their private road with the conditions that a deceleration lane is provided; removal of a left in access from 12<sup>th</sup> Street; that the electric lines are placed underground (now or in a future phase); and that the road is widened and restriped to include a dedicated left turn lane at the intersection.

The adjacent property owner, the Archdiocese of Santa Fe, has written a letter of support for the request, and for waiving the requirement of a 6-foot wall between the two properties. Another letter of support was submitted by the McDonalds real estate broker urging approval of the request.

The key concern that has been addressed since September is the issue about access limitation and traffic. The outstanding concerns raised by the neighborhood include the amount of traffic generated by the requested use; concerns that a drive-through is not appropriate at this location; non-compliance with the 12th and Menaul Study; and perception of harm to the adjacent property. The NNV NA is also concerned that “The proposal will diminish efforts for a pedestrian and neighborhood friendly quality of life.” These issues have been discussed throughout the staff report and analysis for this request and the previous SPSD request.

## ***VII. Conclusion***

This proposal has been in the EPC process since December 2011, when the applicant deferred it to prepare a TIS; to address issues about vehicular access; to amend the parking lease with the adjacent Queen of Angels Chapel; and to improve consistency with City policies and regulations. The EPC approved a zone change request on April 12, 2012, with approval of a Site Development Plan as a condition of approval for the zone change.

There have been some changes to the proposed Site Development Plan for Building Permit since the September version. Access to Indian School Rd. was provided in the July submittal, but removed in the August and September submittals. Other changes include additional stone articulation on the west building façade; improved landscaping; and correction of other miscellaneous errors and omissions.

The request is generally consistent with applicable goals and policies. Staff recommends approval, subject to conditions. The conditions are needed to create compliance with applicable zoning code regulations, to ensure that the site development plan contains the items required on the application checklist, to provide clarity, and to address errors and omissions.

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***FINDINGS – 12EPC-40033 – Site Development Plan for Building Permit – November 8, 2012***

1. This is a request for Site Development Plan for Building Permit for Lot E, St. Anthony's Orphanage, located on 12<sup>th</sup> Street between Indian School Rd. (private road) and Interstate 40 (NMDOT road), containing approximately 1.6 acres.
2. The applicant proposes to subdivide the currently vacant property into two parcels; to develop a fast food restaurant with drive-up service on the northern parcel in Phase I; and to lease or deed the southern parcel to the adjacent church for a parking lot to be developed as Phase II.
3. The Environmental Planning Commission (EPC) has decision-making authority for the proposed Site Development Plan for Building Permit approval, pursuant to §14-16-2-22(A)(1) of the Zoning Code.
4. The subject site is zoned R-1, which occurred at the time of annexation into the City. A zone map amendment for this site was approved by the EPC on April 12, 2012, subject to conditions. The zoning will be changed from *R-1* to *SU-1 for C-1 Permissive Uses and Drive-Up Service Window* upon approval of a Site Development Plan.
5. The applicant requested a one-month extension of the time limit for SPBP approval, which expired on October 12, 2012. The Planning Director approved the request and granted a one-month extension of the time allowed to finalize the zone change to November 8, 2012.
6. The site is located within the Central Urban Area of the Comprehensive Plan and within the boundaries of the Indian School Community Activity Center. The subject site also lies within the boundaries of the North Valley Area Plan and the 12th & Menaul Study (Enactment O-2005-056), which applies to this site but is not regulatory.
7. The Albuquerque/Bernalillo County Comprehensive Plan, the North Valley Area Plan, the 12<sup>th</sup> Street and Menaul Study, and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
8. The request furthers the intent of relevant Comprehensive Plan policies. It will contribute to increased land use in the area (Policy II.B.5a) by facilitating development of a new retail service; infrastructure is already in place (Policy II.B.5e); and some jobs and services will be created for residents in the area (Policies II.D.6a and g).

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9. Regarding the intent of the Comprehensive Plan, the request partially furthers the following policies:
    - a. Policy II.B.5.d-location, intensity, and design of new development and neighborhood values: The request partially conflicts with neighborhood values for a pedestrian-oriented, mixed-use development because the building's orientation away from the street contributes to an automobile dominant site. The request generally furthers this policy by providing additional services at a convenient location.
    - b. Policy II.B.5.k-transportation impacts on livability and safety: The two drive-through lanes adjacent to the public sidewalks do not increase the livability or safety of the non-motorized transportation facilities. However, the site plan proposes to buffer the sidewalk from the drive-through by a 3-foot CMU wall and landscaping.
  
  10. Regarding the intent for Activity Centers, the request partially conflicts with the following policies:
    - a. Goal II.B.7-reducing sprawl, auto travel and service costs: The proposed stand-alone building is a low-intensity land use that is marginally appropriate for a Community Activity Center. The site design is auto-dominant and will not contribute to the goal to the extent that it could. The request furthers this policy by providing additional services at a convenient location for nearby neighborhoods and interstate travelers.
    - b. Policy II.B.7.g-sub-area planning efforts: The 12th & Menaul Study is a sub-area planning effort that was initiated by City Council to provide guidance on the desired uses and form of development for the Indian School Community Activity Center. The EPC has discretion to determine the extent to which this Study should apply to the subject site. The proposed use and development form is not consistent with this Study.
  
  11. Regarding the intent of the North Valley Area Plan, the request partially furthers the following policies:
    - a. Transportation Policy 2-Encouraging reduced automobile use: The site plan improves opportunities for non-motorized travel in the area by developing a bicycle lane and sidewalk connections. However, the pedestrian and bicycle connections have been identified by the City Engineer as potentially unsafe.
    - b. Village Center Policy #1-pedestrian attraction and accessibility, mixed use development, and valley scale and character: Although not the traditional "mixed use development," the two uses (restaurant and parking lot) provided will generally serve the community.
  
  12. The 12th & Menaul Study was prepared for the City to address the character of future development within a ½-mile radius centered on 12th St. and the Indian Pueblo Cultural Center. The City commissioned this Study and has been implementing the recommendations

within its public right-of-way. The Study calls for multi-modal, mixed-use development that contributes to a denser built-environment, consistent with Activity Center principles. The site development plan is substantially inconsistent with the development form proposed in the Study and which is currently being implemented in this area.

13. Nine versions of the proposed Site Development Plan for Building Permit have been submitted and reviewed by the Planning Department. The proposed site development plan continues to be deficient and does not meet the minimum requirements of a Site Development Plan for Building Permit because it lacks adequate information to fully evaluate the architectural elevations, the signage, the landscape plan, and the site furniture and lighting. Staff has prepared conditions of approval that address these deficiencies.
14. The proposed site development plan is partially consistent with the General Landscaping Regulations, which apply to all new development in the City. Based on the information provided, the applicant will need to request two variances to the General Landscaping Regulations, which the Planning Department would support, on the basis of the irregular lot size.
15. The City has determined that, on the east side of 12<sup>th</sup> Street, Indian School Road is privately owned; it is within the boundaries of Lot 84E, MRGCD Map 35, the adjacent Indian Pueblo Marketing, Inc. (IPMI), formerly the IPFDC, site to the north.
16. The five affected neighborhood associations (NA's) were notified of this request via certified mail – Near North Valley NA, Sawmill Area NA, Sawmill Community Land Trust, Wells Park NA, and the North Valley Coalition. A facilitated meeting was offered but declined.
17. The NNVNA has written that the proposed site layout fundamentally conflicts with the area goals for a pedestrian-oriented, mixed use neighborhood. They have also commented that the request has numerous outstanding issues, including concerns about pedestrians, street-facing elevations, and landscaping.
18. The adjacent property owner, Indian Pueblo Marketing, Inc. (IPMI), formerly the IPFDC, does not support the request. However, at this time the IPMI has conditionally allowed access easements across their property in order to address traffic concerns related to a single access point on 12<sup>th</sup> Street.

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***RECOMMENDATION – 12EPC-40033 – Site Development Plan for Building Permit – November 8, 2012***

**APPROVAL of 12EPC-40033, a request for Site Development Plan for Building Permit, for Lot E, St. Anthony’s Orphanage, based on the preceding Findings and subject to the following Conditions of Approval**

***CONDITIONS OF APPROVAL – 12EPC-40033 – Site Development Plan for Building Permit – November 8, 2012***

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. Site Plan Notes, Sheet C1.0
  - A. The Lot #1 *Vehicular Ingress and Egress on Indian School Rd.* shall add a note regarding access to private Indian School Rd. subject to full agreement and execution with Indian School Rd. owner.
  - B. The Lot #1 *Vehicular Ingress and Egress on Indian School Rd.* shall add a note regarding Indian School Rd. improvements being contingent and subject to obtaining appropriate approvals including but not limited to plan review, inspections, permit fees, and financial guarantees.
  - C. The Lot #1 *Vehicular Ingress and Egress on 12<sup>th</sup>* shall be modified to indicate that the “Left In” access from 12<sup>th</sup> Street is not allowed if the site secures access to Indian School Rd.
  - D. The Lot #1 *Proposed Use* shall indicate “Fast Food Restaurant with Drive-up Service.”
  - E. The Lot #1 *Internal Circulation Requirements* shall correct the typographical error to read: “See vehicular circulation layout on Site Plan.”
  - F. The Lot #1 *Vehicular Ingress and Egress on Indian School Rd.* shall add a note regarding private Indian School Rd improvements, to provide accommodations for undergrounding

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the overhead electric wires in a future phase and widening existing Indian School Rd. to accommodate the improvements shown on C1.0.

4. Site Layout, Sheet C1.0

- A. The word “Proposed” shall be removed from all improvements provided for in this site plan. The “Existing” infrastructure shall be clearly indicated by the grey lines and the annotation.
- B. The Lot #1 *Subject Tract* size shall be corrected so that the size is the same when described in square feet and acreage. The size of Lot #1 and #2 shall equal the total lot size.
- C. The note “Hand Rail Barrier” shall be changed to read “4’-4” Metal Fence” to be consistent with the building elevations and patio design.

5. Pedestrian and Bicycle Access and Circulation, Transit Access: The sidewalk design at the northeast corner of the site shall be modified to square off the corner to accommodate future continuation of the sidewalk to the east.

6. Walls/Fences

- A. A fence shall be provided at between the patio and the drive-through lane, to restrict access north of the pedestrian access route. The length of the fence shall be specified.
- B. The length, colors, and materials of all walls shall be indicated. Acceptable materials include but are not limited to stucco over concrete masonry units (CMU) or other structural materials; stabilized adobe; slump blocks; bricks; stone; glass blocks; curved interlock blocks; tubular steel; wrought iron bars; other grill work; or a combination of these materials, §14-16-3-19(B)(2)(c).
- C. The site plan shall provide dimensions at the narrowest point to indicate that there is a minimum 3-foot wide planting strip with live vegetation provided between the 3-foot wall adjacent to the drive-through lanes and the sidewalk, §14-16-3-19(B)(2)(b) and (c) and §14-16-3-18(D)(5).

7. Public Outdoor Space

- A. The site plan shall include details of the patio furniture and quantities and shall specify the type and materials.
- B. The roof material shall be specified on the site plan, to ensure compliance with the Zoning Code use requirements in the C-1 zone.

8. Lighting and Security: A light fixture detail shall be provided. This information is required to know if the proposed locations and fixture is compliant with the Zoning Code Area Lighting Regulations.
9. Utility Plan: The water meters located adjacent to the public sidewalk main and pedestrian access to the site shall be screened from the public right-of-way.
10. Grading and Drainage Plan: The both sections of the "Grading Narrative" shall be modified to reflect the improvements proposed in the private Indian School Road.

11. Landscaping

- A. The 10-foot landscape buffer shall be shown on all sheets of the site plan along the perimeter of both of the lots. Buffer landscaping shall be provided in the 10-foot landscape buffer, §14-16-3-10(E)(3).
- B. A minimum 10-foot landscape buffer shall be provided between the subject site and adjacent residentially zoned property, unless a variance is approved by the Zoning Hearing Examiner (ZHE).
- C. The proposed ground cover materials and landscaping materials used in the 12<sup>th</sup> Street and Indian School right-of-way shall be identified. Any off-site plants provided shall count towards the minimum 6,134 SF of plant coverage required for Lot #1.
- D. The Plant Material List shall be revised to indicate the actual number of Lirope Muscari plants to be provided. At a square planting plan with 18" O.C. spacing, 2,900 plants will be required for the space shown with Lirope plantings (0.15 acres).
- E. The note "Discussions with IPFDC re. Public Art Location On-Going" shall be removed.

12. Elevations

- A. As required by the site plan for building permit checklist, a scale, minimum of 1/8", and a bar scale shall be provided.
- B. As required by the site plan for building permit checklist, façade orientation (north, south, east and west) shall be identified.
- C. The horizontal building elements, including overall building width, window and door width, and the width of the façade projections and recessions shall be dimensioned, as required by the site plan for building permit checklist.

13. Architecture & Design

- A. The dining patio elevations shall be added to the east and west building elevations, or indicated with a “match line.”
- B. The west façade shall be enhanced to match the level of detail and variation on the east façade.

14. Signage

- A. All site signage must include the site location, sign elevations to scale, dimensions, sign face area, lighting, materials and colors for sign face and structural elements, as required by the site plan for building permit checklist.
- B. A sign detail for the directional signage shall be added that indicates the total sign face area and demonstrates the sign content, as required by the site plan for building permit checklist.
- C. A sign detail for the free-standing pole sign shall be added, as required by the site plan for building permit checklist. The sign is limited to a maximum of 100 SF by the C-1 Permissive Use regulations [§14-16-2-16(A)(12)(c)(1)b]. If an electronic sign is proposed, the following Electronic Sign Notes shall be added to the site plan:

“Electronic Sign Notes:

- 1. The electronic sign will comply with Council Bill No. O-11-69, the Electronic Sign Ordinance.
- 2. The sign shall have a functional photo cell to control brightness.
- 3. Motion of the message or image is prohibited.
- 4. Illumination shall not exceed 0.3 footcandles (fc) above ambient light.
- 5. Transition time will not exceed one (1) second.
- 6. Message or picture shall not change more than once each eight (8) seconds.”

- 15. Conditions of approval from the City Engineer, Municipal Development, and NMDOT for the proposed Amendment to the Site Development Plan for Building Permit shall include:
  - A. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
  - B. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
  - C. Concurrent Platting Action required at Development Review Board (DRB) for any lot line adjustments.
  - D. Provide delivery vehicle routes for ingress, egress and circulation and include classification and size of the delivery vehicle for the proposed On-Site improvements and the public roadway system.



- E. Indian School roadway design and concern should be addressed in the following: radii's no less than 20 feet; 6 feet valley gutters at front of entrance and 4 feet along right turn lane; vehicle flow into parking area is a safety concern with only 21 feet width and loading area(modify ingress radii); proposed opaque wall and Chapel entrance possible safety conflict; entrance striping required; pavement markings and signage will need to be provided to guide vehicles around site to drive through order windows.
- F. The proposed island diverter ("pork chop") at McDonald's 12th street entrance will need to be modified (signage included) to limit ingress/egress to right-in and right-out traffic movements only.
- G. A Cross Access Easement will be required for the proposed access to lot 2 and needs to be shown on site plan. Is a Shared Parking Agreement required for the Church's parking?
- H. 12th Street is identified as a minor arterial on the Long Range Roadway System Map, and on the Long Range Bikeways Map as having a bicycle lane. DMD also has an on-going engineering study for improvements to 12th Street between Menaul and just north of the interstate Frontage Road. The planning study for that project shows a 5-foot asphalt bicycle lane and 2-foot gutter pan.
- I. Provide/label/detail all dimensions, classifications and proposed infrastructure for Site Plan.
- J. Proposed 12th Street sidewalk location should be placed at property line.
- K. Summary for Lot #1 (McDonald's USA) specifies 8 feet of sidewalk width, but site plan demonstrates 10 feet. Please clarify appropriate width.
- L. A traffic weave/merge situation with two drive-thru lanes merging into is being created. Please provide a solution/alternative to this possible safety concern.
- M. A Public Sidewalk Easement will be required for public sidewalks located on private property within 12th Street.
- N. Pavement markings and signage must be provided for the drive through (one way orientation) exit.
- O. Site plan shall comply and be in accordance with DPM (Development Process Manual) and ADA standards/ requirements on 12th street, Indian School road and on site which will also include the following: the external and internal radii's need to be 15 feet to accommodate cars and 25 feet to accommodate turns by Refuse, Fire, and larger service vehicles.
- P. A Cross Access Easement and a shared parking agreement will be required with adjacent lot for approval at DRB.
- Q. All easements need to be shown and labeled on Site Plan.
- R. NMDOT ROW access limits must be shown on Site Plan and any proposed infrastructure on these limits requires coordination and approval from this agency.

- S. A more detailed Conceptual Grading and Drainage Plan will be required for site plan approval at DRB. The detention pond may be larger than the pond depicted on these plans.
16. Conditions of approval from the Indian Pueblo Marketing, Inc. for improvements within the Indian School Rd property shall include:
- A. North of site, continue Indian School (I/S) Road widening to the east along the entire site boundary, show all improvements to the road, striping, adding deceleration lane (remove "Proposed"), add dimensions, field verify alignment of lanes at the intersection and continuation of lanes to the east of the site. Dimension the distance to the next curb cut to the east on Indian School Rd.
  - B. The curb return, on the east side of driveway at North side of site, must have R25'.
  - C. Increase the scope of landscape improvements to include the area north of site within the private Indian School Rd.
17. Conditions of approval from PNM:
- A. As a condition, it is the applicant's obligation to determine if existing utility easements cross the property and to abide by any conditions or terms of those easements.
  - B. As a condition, it is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service and options for the location of electric service connection regarding this project. Any existing or proposed public utility easements are to be indicated on the site plan utility sheet. PNM's standard for public utility easements is 10 feet in width to ensure adequate, safe clearances.
  - C. As a condition, screening should be designed to allow for access to utility facilities. As a condition, 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. Please refer to the PNM Electric Service Guide for specifications.
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***K. Carrie Barkhurst  
Planner***

Notice of Decision cc list:

Joshua Skarsgard, 8220 San Pedro NE, Ste 500, Albuquerque, NM 87113  
JSE Investment, LLC, 1420 Delia Ct. NW, Albuquerque, NM 87104  
John Huchmala, Archdiocese of Santa Fe, 4000 St. Joseph Pl. NW, Abq, NM 87120

Michael Canfield, IPFDC, 2401 12<sup>th</sup> St. NW, Ste 210 North, Abq, NM 87104  
Joe Sabatini, 35 6<sup>th</sup> St. NW, Albuquerque, NM 87107  
Susan Lester, PO Box 6953, Albuquerque, NM 87197  
Judy Gallegos, 1036 18<sup>th</sup> St. NW, Albuquerque, NM 87104  
Jerry Miller, 1715 5<sup>th</sup> St. NW, Albuquerque, NM 87102  
Maggie Ramirez, 1020 19<sup>th</sup> St. NW, Albuquerque, NM 87104  
Connie Chavez, PO Box 25181, Albuquerque, NM 87125  
David Wood, 158 Pleasant NW, Albuquerque, NM 87107  
Wendy Statkus, PO Box 25181, Albuquerque, NM 87125  
Peter Eller, 1006 Lynch Ct. NW, Albuquerque, NM 87102  
Chris Catechis, 5733 Guadalupe Trail NW, Albuquerque, NM 8710

***Attachments***

New Information submitted during or after the September 13, 2012 EPC Hearing

1. Official Notice of Decisions
2. Information from Staff/City of Albuquerque
3. Information submitted by the Applicant
4. Information submitted by the Neighborhood
5. Information submitted by Indian Pueblo Marketing, Inc. (IPMI/IPCC/IPFDC)
6. Site Plan Reductions

Information submitted prior to the September 13, 2012 EPC Hearing

1. Previous Staff Reports
  - a. Supplemental Staff Report, dated September 13, 2012
  - b. Supplemental Staff Report, dated August 9, 2012
  - c. Original Staff Report, dated July 12, 2012
2. Additional Information from Staff
3. Project Review Letters from Staff
4. Application and Information from Applicant
  - a. Application and Authorization Letter
  - b. TIS form and Traffic Impact Study
5. Additional information submitted by the Applicant
6. Neighborhood Information
  - a. Notification Letter and Receipts
  - b. Facilitated Meeting No Meeting Report
  - c. Letters in Support of the Request
  - d. Letters from the Near North Valley Neighborhood Association
  - e. Letters from the Indian Pueblos Federal Development Corporation, the Indian Pueblos Marketing, Inc, and the Indian Pueblo Cultural Center

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## ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

### ***PLANNING DEPARTMENT***

#### ***Zoning Enforcement***

The proposed outdoor seating area is within 75 feet of a residential zone and does not conform to the allowed C-1 permissive uses. The parking calculation for the restaurant on sheet C2 should be 1 space per 4 seats instead of 1 space per 20 sq ft. The applicant shall provide a minimum 10ft wide landscape buffer consisting primarily of trees; and a 6ft high opaque wall or fence where the parking or circulation area is adjacent to the residential zone to the East.

### ***CITY ENGINEER***

#### ***Transportation Development Services***

- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
- Concurrent Platting Action required at Development Review Board (DRB) for any ROW dedication (required bike lane) and lot line adjustments
- A queuing analysis will be required for proposed left turn lane from 12th Street into site.
- A Cross Access Easement will be required for the proposed access to lot 2 and needs to be shown on site plan
- Proposed 12th Street sidewalk location should be placed at property line and suggest curb and gutter on Indian School frontage to reinforce sidewalk edge, and direct drainage flows.
- A Public Sidewalk Easement will be required for public sidewalks located on private property within 12th Street.
- All sidewalk connections need to be 6 feet in width.
- There is a traffic concern with bottle necking at the intersection of the two merging drive thru lanes and the 36-foot drive aisle cross traffic.
- Summary for Lot #1 (McDonald's USA) and Lot 2 (Phase II) specifies internal circulation requirements TBD at phase II. It needs to be determined at phase I for McDonald's traffic circulation. Please clarify and /or clear up this summary statement.
- The statement 'A private non-exclusive vehicular and pedestrian access easement will be entered between Archdiocese of Santa Fe and Lot 1 owner', where will this shared access be? Need to identify on site plan since sidewalk is being proposed around the perimeter adjacent to the chapel property.

- A summary statement defining vehicular and pedestrian access easement has been provided in Lot 2 statement. Remove all similar phrases within the Site Plan that are repetitious.
- Explain why there is a 24-foot accessible crossing being proposed in front of Lot 2 adjacent to trash enclosure? Is this an access to Lot 2? If so, then provide an appropriate design.
- The minimum drive thru lane width is 12 feet. Please reflect this requirement on the site plan and internal radius cars traffic shall be 15 feet and 25 feet for larger delivery and refuse vehicle.
- The proposed loading will interfere with the drive aisle circulation and vehicular movements in and out of parking stalls. Please provide an appropriate solution to avoid any circulation conflicts.
- Pavement markings and signage must be provided for the drive through exit.
- The Northbound 12th Street Typical Cross Section is incomplete. It doesn't display the future 7-foot bike lane, 10-foot sidewalk, property line, etc...
- Provide/label/detail all dimensions, classifications and proposed infrastructure for Site Plan.
- Site plan shall comply and be in accordance with DPM (Development Process Manual) and ADA standards/ requirements.
- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
- NMDOT ROW access limits must be shown on Site Plan and any proposed infrastructure on these limits requires coordination and approval from this agency.
- All easements need to be shown and labeled on Site Plan.

**Hydrology**

- A more detailed Conceptual Grading and Drainage Plan will be required for site plan approval at DRB. The detention pond may be larger than the pond depicted on these plans.

**DEPARTMENT of MUNICIPAL DEVELOPMENT**

**Transportation Planning**

- 12<sup>th</sup> Street is identified as a minor arterial on the Long Range Roadway System Map, and on the Long Range Bikeways Map as having a bicycle lane. DMD also has an on-going engineering study for improvements to 12<sup>th</sup> Street between Menaul and just north of the interstate Frontage Road. The planning study for that project shows a 5-foot asphalt bicycle lane and 2-foot gutter pan.

**Traffic Engineering Operations**

No comments received.

**Street Maintenance**

No comments received.

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**RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT  
and NMDOT:**

Conditions of approval for the proposed Amendment to the Site Development Plan for Building Permit shall include:

1. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
2. Concurrent Platting Action required at Development Review Board (DRB) for any ROW dedication (required bike lane) and lot line adjustments.
3. A queuing analysis will be required for proposed left turn lane from 12th Street into site.
4. A Cross Access Easement will be required for the proposed access to lot 2 and needs to be shown on site plan
5. 12th Street is identified as a minor arterial on the Long Range Roadway System Map, and on the Long Range Bikeways Map as having a bicycle lane. DMD also has an on-going engineering study for improvements to 12th Street between Menaul and just north of the interstate Frontage Road. The planning study for that project shows a 5-foot asphalt bicycle lane and 2-foot gutter pan.
6. Proposed 12th Street sidewalk location should be placed at property line and suggest curb and gutter on Indian School frontage to reinforce sidewalk edge, and direct drainage flows.
7. There is a traffic concern with bottle necking at the intersection of the two merging drive thru lanes exit and the 36-foot drive aisle crossing it.
8. Summary for Lot #1 (McDonald's USA) and Lot 2 (Phase II) specifies internal circulation requirements TBD at phase II. It needs to be determined at phase I for McDonald's traffic circulation. Please clarify and /or clear up this summary statement.
9. The statement 'A private non-exclusive vehicular and pedestrian access easement will be entered between Archdiocese of Santa Fe and Lot 1 owner', where will this shared access be? Need to identify on site plan since sidewalk is being proposed around the parameter adjacent to the chapel property.
10. Explain why there is a 24-foot accessible crossing being proposed in front of Lot 2 adjacent to trash enclosure? Is this an access to Lot 2? If so, then provide an appropriate design.
11. A Public Sidewalk Easement will be required for public sidewalks located on private property adjacent to 12th Street.
12. All sidewalk connections need to be 6 feet in width.
13. The minimum drive thru lane width is 12 feet. Please reflect this requirement on the site plan and internal radius cars traffic shall be 15 feet and 25 feet for larger delivery and refuse vehicle.

14. The proposed loading will interfere with the drive aisle circulation and vehicular movements in and out of parking stalls. Please provide an appropriate solution to avoid any circulation conflicts.
15. The Northbound 12th Street Typical Cross Section is incomplete. It doesn't display the future 7-foot bike lane, 10-foot sidewalk, property lines, etc...
16. Pavement markings and signage must be provided for the drive through exit.
17. Provide/label/detail all dimensions, classifications and proposed infrastructure for Site Plan.
18. Site plan shall comply and be in accordance with DPM (Development Process Manual) and ADA standards/ requirements.
19. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).
20. NMDOT ROW access limits must be shown on Site Plan and any proposed infrastructure on these limits requires coordination and approval from this agency.
21. A more detailed Conceptual Grading and Drainage Plan will be required for site plan approval at DRB. The detention pond may be larger than the pond depicted on these plans.
22. All easements need to be shown and labeled on Site Plan.

***POLICE DEPARTMENT/Planning***

This project is in the Valley Area Command. No Crime Prevention or CPTED comments concerning the proposed Site Development Plan for Building Permit request at this time due to a lack of information on the available plans about the following items:

- Exterior lighting design (parking lots, walkways, building and property access points, common areas and maintenance areas)
- Complete landscaping design (types and variety of plantings adjacent to parking lots, walkways, building entrances, common areas and maintenance areas)
- Pole lights and large tree locations (unable to evaluate if they conflict with each other)
- Location and coverage of video surveillance cameras

***SOLID WASTE MANAGEMENT DEPARTMENT***

***Refuse Division*** - No comments received.

***PUBLIC SERVICE COMPANY OF NEW MEXICO***

As a condition, it is the applicant's obligation to determine if existing utility easements cross the property and to abide by any conditions or terms of those easements.

As a condition, it is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service and options for the location of electric service

connection regarding this project. Any existing or proposed public utility easements are to be indicated on the site plan utility sheet. PNM's standard for public utility easements is 10 feet in width to ensure adequate, safe clearances.

As a condition, screening should be designed to allow for access to utility facilities. As a condition, 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. Please refer to the PNM Electric Service Guide for specifications.